



CITY OF MELBOURNE

28 May 2014

The Occupier  
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Dear Sir/Madam

**BELLAIR STREET, KENSINGTON - APPROVED PEDESTRIAN CROSSING,  
ADDITIONAL ROAD HUMP AND PARKING CHANGES**

This letter is to advise you that the City of Melbourne has approved the installation of a Zebra pedestrian crossing, an additional road hump and parking changes in Bellair Street, as shown on the attached plans.

As you may recall, the City of Melbourne canvassed the local community on 31 January 2014 regarding these measures, which have been developed in consultation with the Kensington Association, in order to improve the safety of pedestrians accessing the Kensington Station.

Traffic and pedestrian surveys undertaken in the vicinity of the Kensington Station indicate that both the pedestrian and vehicle volumes at this site meet the VicRoads requirements to install a crossing. The City of Melbourne does not have devolved authority to install pedestrian crossings, and VicRoads has issued its formal consent to install the Zebra pedestrian crossing.

The pedestrian crossing proposal, as shown on the attached plans, includes the installation of:

- Kerb outstands (*including a rain garden/planting on the east side of the street*), designed to enhance the visibility of pedestrians stepping onto the crossing; and
- A Watts profile road hump (*3.6m wide x 0.1m high, similar to the existing road humps in Bellair Street*), located approximately 5m north of the proposed crossing. The road hump is designed to reduce the speed of vehicles approaching the crossing from the north.

The installation of the pedestrian crossing will result in the loss of seven X 2-hour (*angle*) and two X 1-hour (*parallel*) parking spaces, on the east and west sides of the street respectively. In order to compensate for the loss of this parking and ensure that sufficient medium-term parking is available for both customers of the local businesses and visitors, it is proposed to convert ten unrestricted (*parallel*) parking spaces on the east side of Bellair Street to 2-hour parking, Area 8 resident permit excepted. It is also proposed to provide one disabled parking space, relocate one taxi zone space and provide three motorcycle spaces, as shown on the plan.

A total of approximately 130 questionnaires were distributed to the local community regarding the proposal. The questionnaire was also placed on the City of Melbourne's "*Shape your Kensington*" website. Of the seventeen responses received, nine supported the proposal, seven objected and one did not indicate whether they supported or objected to the proposal.

The main reasons provided by respondents opposed to the proposal and Engineering Services' comments are summarised below.

Submission	Comments from Engineering Services
The loss of the 1P and 2P parking will reduce the availability of convenient parking for shoppers.	The proposed conversion of ten all day spaces to 2P, with the exception for residents with Area 8 permits, is likely to compensate for the loss of the nine spaces. Parking surveys will be undertaken following installation of the crossing and additional all day parking could be converted to 2P if required, to improve parking opportunities for visitors/shoppers.
The proposed 2P spaces should not have an exemption for residents, as the spaces will be occupied all day by residents.	As the proposed 2P spaces will be opposite residential properties, it is proposed to exempt the residents from this restriction to enable them to park close to their properties. However, as many residents are at work during the day, many of the proposed spaces are likely to be available for visitors to the local shops.
The taxi zone space next to the railway station should be removed, as it is rarely utilised.	The taxi zone space should be retained, as it provides pick up/drop off opportunities close to the railway station. This is an important provision, particularly for the elderly, frail and/or disabled passengers, who rely on the taxi service.
The proposed road hump will increase traffic congestion.	Given the existence of Watts profile road humps and a raised pavement treatment along Bellair Street, the installation of the additional road hump is unlikely to increase traffic congestion.
Zebra crossing should be installed close to the intersection with Macaulay Road.	VicRoads did not support the installation of a Zebra crossing at this location.
The loss of ten all day parking spaces will reduce parking opportunities for train commuters.	It is considered that the provision of 2P spaces for local visitors/customers close to the Macaulay Road shopping strip should take priority over the provision of parking for commuters, who are usually prepared to walk longer distances when parking for a long period of time.

Given the safety benefits for pedestrians, arrangements have been made for the installation of the Zebra pedestrian crossing, an additional road hump and parking changes in Bellair Street, as shown on the attached plans. It is anticipated that these works will be completed in June 2014.

If you have any queries, please contact Mr Alex Gorelik on 9658 9423.

Yours sincerely



**Haig Poulson**  
Principal Engineer – Traffic Engineering

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