

Request to be heard?: No - Copy of Directions and
Precinct: General

Full Name: Dr Simon Lynch

Organisation:

Affected property:

Attachment 1:

Attachment 2:

Attachment 3:

Comments: Thank you for the opportunity to comment on the Fishermans Bend Framework (FBF) and more specifically the draft Integrated Transport Plan (ITP) for Fishermans Bend. I recognise the work of the Fisherman Bend Review Panel to set out the proposed plans and recommendations to ensure that Fishermans Bend is developed in a sustainable way to meet the needs of both community and business interests and therefore I welcome the opportunity to now contribute to the considerations. I also acknowledge the proposed targets set out in the (ITP) 4.1 and agree with each of the three principles set out in 4.2. Furthermore I acknowledge the challenges and issues, as well as the need to do things differently, in section 5 of the ITP. However, my objection to the Fishermans Bend Framework, set out for consultation, relates to Sustainability Goal 1, strategy 1.1.1 as detailed in section 6.1 of the ITP under the heading 'Light Rail'. The proposal for a "A Yarra River crossing using the Collins Hartley option aligned to the west of the ANZ building in Docklands and crossing over to Point Park Crescent west at Yarra's Edge" is not acceptable. I accept the need to provide for further light rail in addition to the existing 109 Port Melbourne tram line and acknowledge that creating further nodes off that line is not sustainable. Therefore, I propose an additional tram line be directed from the existing Harbour Esplanade tram route, extending over the North Wharf Bridge, with vehicle traffic diverted to enter Docklands via Batman's Hill Drive. This new tram route would proceed behind the Yarra's Edge residential towers along Lorimer Street. To address the additional carriage way required, I propose that Lorimer Street be widened (reducing on street parking, which is aligned with the Integrated Transport Plan) by building a new dedicated tram lane in the centre of the road similar to that along St. Kilda Road. In addition, I propose that the requirement for additional pedestrian and bike traffic could be accommodated by upgrading the existing Webb Bridge with a dedicated bike lane along its length, as well as widening the Yarra's Edge entrance to the bridge to cater for the dedicated bike lane to divert in either direction along the esplanade.