

STRATEGY AND POLICY REVIEW COMMITTEE

1 JUNE 2009

POLICY AND PLANNING

A6	10 MITFORD STREET BUS SHELTER
LOCATION/ADDRESS:	10 MITFORD STREET, ST KILDA
RESPONSIBLE EXECUTIVE DIRECTOR:	GEOFF OULTON, EXECUTIVE DIRECTOR COMMUNITY DEVELOPMENT AND PLANNING
AUTHOR:	STEFAN MITRIK, COORDINATOR TRAFFIC, TRANSPORT AND PARKING
FILE NO.:	3970/2
ATTACHMENTS:	ATTACHMENT 1. JOINT LETTER REQUESTING THE REMOVAL OF THE BUS STOP AND SHELTER FROM IN FRONT OF 10 MITFORD STREET ATTACHMENT 2. DIAGRAM SHOWING THE SHELTER POSITIONING ATTACHMENT 3. PHOTOGRAPHS OF THE SHELTER

1. EXECUTIVE SUMMARY

- 1.1. To discuss the bus stop and shelter adjacent to no. 10 Mitford Street, St Kilda.
- 1.2. To advise Council on the outcome of investigations to the requested removal of this bus stop and shelter.
- 1.3. To propose a process to review this matter further.

2. RECOMMENDATION

That the Strategy and Policy Review Committee recommend that Council resolve to:

- 2.1. Maintain the bus stop and shelter in its present location adjacent to No.10 Mitford Street, St. Kilda, at this time
- 2.2. Note the State Government in conjunction with the City of Port Phillip will shortly commence the 'Metropolitan Bus Service Review', which will include consideration of the shelter adjacent to No.10 Mitford Street
- 2.3. Advise the signatories' that their joint letter will be forwarded to the Department of Public Transport for its consideration as part of the imminent State Government's 'Metropolitan Bus Service Review' within the City of Port Phillip.

3. DISCUSSION

3.1. Council at its meeting on Monday, 23 February 2009 considered a joint letter signed by 7 residents of an apartment building at no. 10 Mitford Street, requesting the removal of an existing bus stop and shelter from in front of 10 Mitford Street (ATTACHMENT 1).

3.2. The joint letter referred to the following concerns:-

- Congestion at footpath entry to no. 10 Mitford Street due to 'high traffic of passengers getting off the bus'
- Gathering point for anti-social behaviour
- Litter

3.3. At that time Council resolved

'That the Joint Letter in regards to the bus shelter outside 10 Mitford Street, Elwood, be received and referred to Geoff Oulton, Executive Director Community Development and Planning for further investigation and report back to Council'

3.4. ATTACHMENTS 2 & 3 provide further details of the subject shelter.

Background

3.5. The stop has been located in its present location for over 17 years. The shelter was installed over 2 years ago as part of Council / State Government efforts to provide better service and comfort for public transport users.

3.6. The improvement in safety and service for public transport patrons (in which the provision of this shelter was intended) is entirely consistent with Council policy, including the Community Plan, Council Plan and sustainable transport policy.

3.7. The bus company sees the stop as an important part of the bus service for that route. Removing this well established stop will adversely impact on passengers that rely on this service.

Community and Stakeholder Consultation

3.8. The request to remove the bus stop and shelter has been discussed with the bus operator (Melbourne Bus Link). The stop serves 3 bus routes (600, 922 & 923). A survey conducted by the bus operator indicates that 14 passengers used the bus stop to get on a bus during the survey day.

3.9. Melbourne Bus Link was not supportive of the shelter removal or relocation.

Options

3.10. Keep the stop and shelter as they are: The option is best for bus service users and other pedestrians, mainly elderly that use the shelter and the seat. It would however not resolve the concern seeking the removal of the stop

and shelter. As this option complies with Council plan and policies, this is the preferred option.

- 3.11. Remove (relocate) the stop and shelter: This option would satisfy the request, however it would impact negatively on legitimate users of the stop and shelter. There is no other alternative location to relocate the bus stop in this part of Mitford Street, without transferring the residents' concerns to someone else. Also the stop should not be relocated too far from the current location as it would then get too close to the stop either prior or after it. Some of the users of the bus service have no choice but use the service. Elderly bus service users or elderly residents that use the shelter to rest would be badly impacted. It would also send a wrong message about Council's support and commitment to promoting and providing for public transport.
- 3.12. Keep the bus stop, but remove the shelter or the seat: This would partially satisfy the request, however it would impact negatively on legitimate users of the shelter, such as users of the bus service and elderly residents that use the shelter to rest. It would also send a wrong message about Council's support and commitment to promoting and providing for public transport.

Financial Impact

- 3.13. While the direct financial implications to Council to remove the stop and shelter would be in the order of \$2,000, the indirect cost mainly in terms of Council's reputation could be significant. The decision to remove the stop and the shelter would be sending a message against Council's objectives to encourage and provide for alternatives to a car.

Implementation

- 3.14. The State Government through shelter provider Adshel maintain the shelter. The contract includes maintaining the shelter in a clean and tidy state, and extends to litter.
- 3.15. The State Government through its Department of Public Transport is currently conducting the 'Metropolitan Bus Service Review'. This review will commence within the City of Port Phillip boundaries shortly. The request for the removal of the bus stop and shelter will be forwarded to the Department of Public Transport requesting it be considered as part of this review.