

STRATEGY AND POLICY REVIEW COMMITTEE
4 MAY 2009

POLICY AND PLANNING

A2	SWANSTON STREET REDEVELOPMENT
LOCATION/ADDRESS:	
EXECUTIVE DIRECTOR:	GEOFF OULTON, EXECUTIVE DIRECTOR COMMUNITY DEVELOPMENT AND PLANNING
PREPARED BY:	RAOUL WAINWRIGHT SUSTAINABLE TRANSPORT PLANNER
FILE NO.:	
ATTACHMENTS:	COVERING LETTER AND DRAFT SUBMISSION

1. PURPOSE

- 1.1. The City of Melbourne are consulting with the community and key stakeholders on the Swanston St Redevelopment Options until 8 May 2009.
- 1.2. Due to the importance of Swanston St to CoPP cyclists and tram users, a draft submission has been prepared.

2. RECOMMENDATION

- 2.1. That the Strategy and Policy Review Committee recommend that Council resolve to:
 - 2.1.1. Endorse the attached Submission and forward it to the City of Melbourne.

3. BACKGROUND AND CONTEXT

- 3.1. In 1992, Swanston Street was closed to through traffic and its pedestrian and bicycle space upgraded.
- 3.2. In 1999, in response to this, Swanston Street was reopened to through traffic in the evening (between 7pm and 7am).
- 3.3. In September 2009 a cyclist was killed on Swanston St after a collision with a bus, resulting in buses being removed from Swanston St.
- 3.4. In November 2008 Robert Doyle was elected as Mayor of Melbourne. Part of Cr Doyle's platform was the return of vehicular traffic to Swanston St full time.
- 3.5. In December 2008, Melbourne City Council requested a report exploring the range of options for the future redevelopment of Swanston Street, from re-opening it to through traffic to further pedestrianisation.

4. CONSULTATION AND STAKEHOLDERS

- 4.1. Bicycle Victoria and Yarra Trams have been consulted during the preparation of the draft submission.

5. DISCUSSION

5.1 OPTIONS

- The recommended option is to endorse the draft submission.
- Alternatively, Council may choose an alternative design option among the 7 outlines by the City of Melbourne.
- It is also an option for Council to choose not to participate in the consultative process.

5.2 POLICY IMPLICATIONS

- The Submission is consistent with CoPP Sustainable Transport policy positions.

5.3 FINANCE / RESOURCE IMPLICATIONS

- N/A

5.4 LEGAL & RISK IMPLICATIONS

- N/A

5.6 SUSTAINABILITY ASSESSMENT

The Recommended Design Option for Swanston St would be a highly visible example of a sustainable transport corridor, incorporating Melbourne's busiest tram route, walking and cycling.

5.6 SOCIAL EQUITY

- Encouraging a neighbouring municipality to redistribute space away from individual cars and to sustainable and collective forms of transport delivers greater equity, a sense of community and provides more opportunities for positive social interactions.

5.7 ECONOMIC VIABILITY

- N/A

5.8 ENVIRONMENTAL RESPONSIBILITY

The Recommended Design Option for Swanston St would be a highly visible example of a sustainable transport corridor, incorporating Melbourne's busiest tram route, walking and cycling.

5.9 CULTURAL VITALITY

- Encouraging a neighbouring municipality to redistribute space away from individual cars and to sustainable and collective forms of transport delivers greater equity, a sense of community and provides more opportunities for positive social interactions.

6. IMPLEMENTATION STRATEGY

6.1 TIMELINE

- Consultation closes on Friday 8 May 2009.

6.2 COMMUNICATION

- Press Release can be issued upon lodging the submission.
- Key message is that Swanston St is a strategic part of key south-north tram and cycling routes.
- CoPP is determined to advocate strongly for the needs of our constituents who use those routes.