

STRATEGY AND POLICY REVIEW COMMITTEE
2 MARCH 2009

POLICY AND PLANNING

A2	LUNA PARK INTERCHANGE RENEWAL
LOCATION/ADDRESS:	INTERSECTION OF CARLISLE STREET, ACLAND STREET, ESPLANADE AND CAVELL STREET, ST KILDA
EXECUTIVE DIRECTOR:	GEOFF OULTON, EXECUTIVE DIRECTOR COMMUNITY DEVELOPMENT AND PLANNING
PREPARED BY:	RORY O'LOGHLEN, ST KILDA'S EDGE PROJECT MANAGER
FILE NO.:	78/06/21
ATTACHMENTS:	ATTACHMENT 1 – CONSULTATION SUMMARY TABLE ATTACHMENT 2 – PLAN LD-04 (PARTIAL PLAN) ATTACHMENT 3 – PLAN LD-02 (LANDSCAPE PLAN COMPLETE)

1. PURPOSE

- 1.1 The Luna Park Interchange Renewal report is being presented to Council to:-
- 1.1 Update the Council on progress on the Luna Park Interchange renewal, namely the community engagement process.
 - 1.2 Seek in-principle support for the functional and urban design direction.

2. RECOMMENDATION

- 2.1 That Council notes the progress of the Luna Park Interchange Renewal project.
- 2.2 That Council provides in-principle support for the functional and urban design direction for the Luna Park Interchange space.
- 2.3 That Council consider the further development and implementation for the Luna Park Interchange space as part of the 2009/10 capital works budget process, generally in accordance with plan LD-04 (Partial Plan), and also including all pedestrian crossing points provided for in the plan LD-02 (Landscape Plan Complete).

3. BACKGROUND AND CONTEXT

- 1.1. The Luna Park Interchange project was reported to the Ordinary Council on 18 December 2008. Council's resolution was:

- 3.2 That Council notes the progress of the Luna Park Interchange Renewal project.
- 3.3 That Council request further advice from Council officers and Yarra trams staff prior to formalising support for the design of the Luna Park Interchange Renewal.
- 3.4 That Council commence a community engagement process seeking public comment on the Luna Park Interchange design ideas, consistent with the program and timelines detailed in this report.
- 3.5 That Council progresses the further development and implementation of Option 2 (Partial Project) for the Luna Park Interchange space as part of the 2009/10 capital works budget process.

4. DISCUSSION

- 4.1 Council was briefed further on the project on Monday 23 February 2009 by Council officers and representatives of Yarra Trams.
- 4.2 A community engagement and consultation process has also been conducted since Council's 18 December 2008 resolution as outlined in section 6 of this report. A summary of feedback in the form of issues, officer comments and next steps is shown as ATTACHMENT 1. All issues identified require further investigation prior to any final resolutions being made.
- 4.3 Council officers are also in discussions with Bicycle Victoria to understand the impact of the proposal on cycling safety and level of service. Changes will be made if and as required.
- 4.4 Yarra Trams have confirmed that the current tram tracks within the Luna Park Interchange area are at the end of their useful life, running repairs to tram tracks have been necessary, and replacement of the tram tracks is necessary. A like-for-like replacement is scheduled within the next 12 months. Yarra Trams confirmed it is committed to working in partnership with Council to achieve the best solution for the intersection that may vary from a like-for-like replacement.
- 4.5 Further design detail (materials, finishes, etc) of the platform tram stop and other elements would form part of any planning permit application, eg shelter location and detail.

5. IMPLEMENTATION OPTIONS

- 5.1 Three (3) implementation options to progress this project have previously been presented to Council. A recommendation to stage implementation was made whereby tram infrastructure works by Yarra Trams would be complimented by other civil and landscaping works necessary to achieve a functioning intersection. These key works are shown on the plan in ATTACHMENT 2.
- 5.2 The consultation process elicited a response from the community, amongst other things, that all pedestrian crossing points (in addition to those to and from the tram stop, included in the previous recommendation) should be implemented as part of Stage 1 (all pedestrian crossings shown in ATTACHMENT 3 – includes the addition of two pedestrian crossings over

Acland Street – McDonalds to Greasy Joes, and Subway to O'Donnell Gardens.

- 5.3 The inclusion of all pedestrian crossings in the first stage is further endorsed by one of the primary objectives for this project identified in the St Kilda Foreshore Urban Design Framework to “improve pedestrian crossings across Upper Esplanade at Fitzroy Street, the Acland and Carlisle Street intersections and at all tram stops.”
- 5.4 The inclusion of all pedestrian crossing points in Stage 1 is considered to have significant merit in terms of the project objectives. It is therefore recommended that Council consider this addition as part of the 2009/2010 capital works budget process.
- 5.5 It is noted that these additional works could cost in the order of \$150,000 - \$200,000.
- 5.6 Other outcomes of the consultation process are outlined below. The feasibility of the comments and suggestions received require further investigation. For this reason, the outcomes of these investigations, including any amendment to the concept plan, are not being presented to Council now. However, works forming part of Stage 1 would form part of any subsequent town planning application required. This application will be advertised and affected persons invited to provide comment.
- 5.7 The project will also come before Council in relation to the capital works budget process.

6. CONSULTATION AND STAKEHOLDERS

- 6.1 The consultation process has included:
 - Permanent on-site information boards;
 - Manned on-site information booths eliciting feedback on two occasions for a 2 hour period each (Friday 13 and Sunday 15 February 2009), estimated to have attended by 100-150 residents and other users. The ward Councilor attended both sessions;
 - Letter drop to nearby residents (450 letters);
 - Resident meeting, attended by six residents and the ward councilor;
 - Website information and feedback form, including link from front page (832 ‘hits’ to 23 February);
 - Information and web site link in “Diversity” newsletter (Council wide distribution);
 - Information and web site link in “St Kilda Village News” (Acland Street traders’ newsletter);
 - Media release and coverage in local press;
 - Meetings with various key stakeholders including Luna Park, McDonald’s and the President of the Acland Street Traders’ Association;
 - Various meetings, and email and telephone queries and responses with various individuals.

- 6.2 On the whole, the vast majority of feedback received has been positive, an example of which was:

"I agree this will create better organisation for traffic and especially pedestrians. The junction is quite dangerous as it is now. Plus this development will look nicer."

- 6.3 Some residents and users were generally satisfied with the proposal, but had concerns and suggested improvements in relation to particular elements of the design. A summary of these are provided at ATTACHMENT 1.

- 6.4 One resident questioned the need for the project as proposed, including whether the existing intersection could be modified in a less comprehensive manner to achieve the project objectives. Further detailed and technical discussions with this and other stakeholders are proposed.

7. POLICY IMPLICATIONS

- 7.1 The Luna Park Interchange Renewal project strongly aligns with the Council Plan, St.Kilda Foreshore Urban Design Framework, City of Port Phillip Tram Stop Refurbishment Strategy, and Sustainable Transport Framework.

8. FINANCE / RESOURCE IMPLICATIONS

- 8.1 \$50,000 has been allocated within the current 2008/09 financial year to progress concept plans. An additional \$50,000 was approved, in October 2008, through the 2008/09 capital works program for detailed design and documentation.
- 8.2 Council investment for Stage 1, as referred to in the report to Council of 18 December 2008, would be in the order of \$500,000. In addition, it is estimated that the provision of all pedestrian crossings (as recommended) would increase Council's investment by approximately \$150,000 – \$200,000 (in total \$650,000 - \$700,000 09/10 capital works bid).
- 8.3 Additional external investment in the order of \$2.2 million and \$50,000 by Yarra Trams / State Government and Melbourne Water respectively, could also be expected for Stage 1.
- 8.4 Full implementation of what has been called the "possible future idea," as depicted in plan LD-02 (Attachment 3), would require a further Council investment of the order of \$2.1 million as described in an indicative cost plan. This would be a matter for consideration in future capital works programs, and could also be expected to include further external funding sources.

9. LEGAL & RISK IMPLICATIONS

- 9.1 A loss of momentum in implementing the project may result in Yarra Trams not proceeding with the project as proposed in the concept plans. A like-for-like track renewal may result which is considered a lost opportunity. Otherwise, a significant time gap in construction between the Yarra Trams and Council components may result. This is not considered optimal and would require implementation of a long-term traffic and pedestrian management plan.

10. SUSTAINABILITY ASSESSMENT

SOCIAL EQUITY

Social Pillar – The provision of a Disability Discrimination Act (DDA) compliant tram stop in this location would further the ability of disabled persons to access services and facilities in the immediate area. Improvements to open space furthers social interaction and cohesion.

ECONOMIC VIABILITY

Economic Pillar - The space requires a special response worthy of its iconic location. Capital works expenditure for this project will be significant to realise the full scope of the project. The partnership of Yarra Trams provides a significant opportunity for cost sharing and saving for Council.

ENVIRONMENTAL RESPONSIBILITY

Environmental Pillar – Improved public transport and pedestrian infrastructure further environmental objectives by reducing reliance on private vehicles.

CULTURAL VITALITY

Cultural Pillar – The project will revitalise this iconic and culturally significant location.

11. IMPLEMENTATION STRATEGY

- 11.1 At the meeting of 18 December, 2008, Council resolved to pursue Stage 1 through the capital works process for 2009/2010. This report recommends that additional pedestrian crossing works be included in Stage 1.
- 11.2 As discussed, the feedback from community consultation requires further investigation prior to the finalisation of the Stage 1 concept plan. The works forming part of Stage 1 will form the basis of any subsequent town planning application.
- 11.3 Detailed design and documentation is currently funded and thus proposed to occur this financial year.

12. COMMUNICATION

- 12.1 In accordance with the resolution of Council of 18 December 2008, a community consultation process has been conducted.
- 12.2 As discussed, feedback has been generally positive. Particular aspects of the project have been queried. These require further investigation, the outcomes of which would form part of any subsequent approval or consultation process as they relate to Stage 1.

13. CONCLUSION

- 13.1 The Luna Park Interchange space is an important location. Its renewal is supported in the Council Plan and St Kilda Foreshore Urban Design Framework, and strongly aligns with Council's sustainable transport framework.
- 13.2 Council officers and representatives of Yarra Trams have provided further advice to Council in relation to the project.
- 13.3 The community consultation process undertaken has shown a high level of support for the project. This has resulted in a change in the scope of works forming part of Stage 1 of the project. Particular elements of the project have been queried. However, none of these are considered to be a project 'stopper.' Subject to further investigation, these investigations may result in amendments to the concept plan.
- 13.4 When finalised, the concept plan will form the basis of any subsequent approval or consultation.