

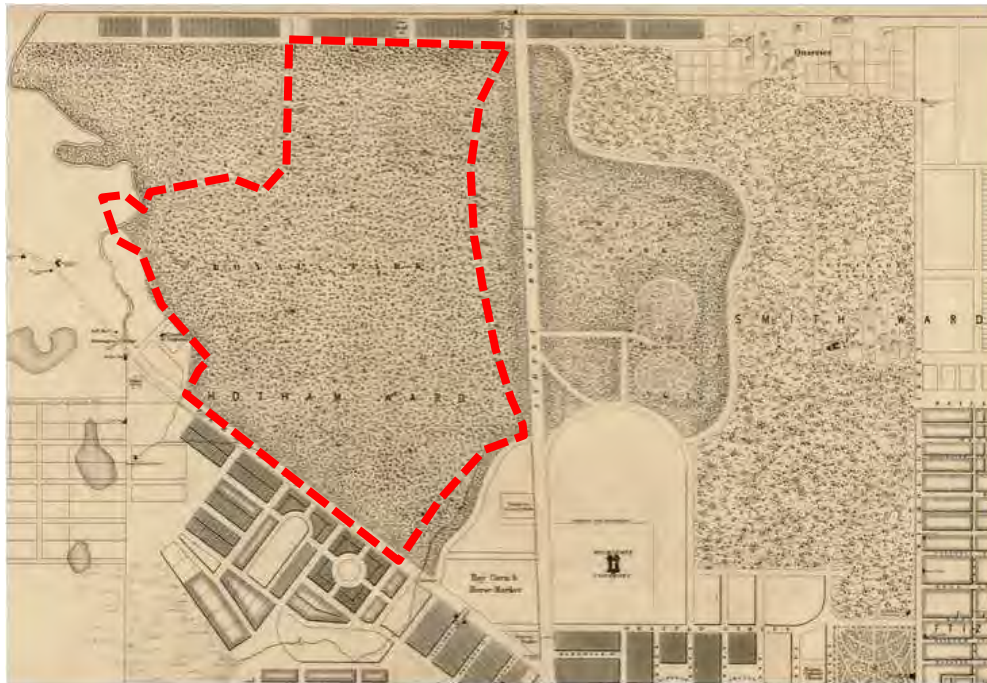


Royal Park Transport Assessment

Date: 19 June
Presenter: Martin Andrade
Open Space Planning Team

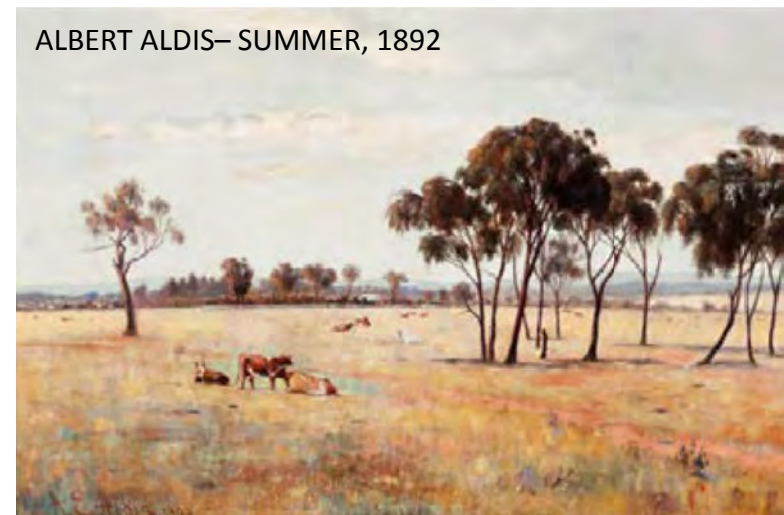
Royal Park

- Origin: was set aside by Governor La Trobe (1845)
- Land Tenure: it is Crown Land, which was permanently reserved as a Public Park in 1876.
- Size: It is 155 hectares in size, it is the largest park in the City of Melbourne.
- Management: The City of Melbourne manages the park as a Committee of Management.



— Current Park Precinct

An enlargement from a map made in 1855 showing the Carlton / Princes Park / Royal Park area. Source: State Library of Victoria



ALBERT ALDIS— SUMMER, 1892

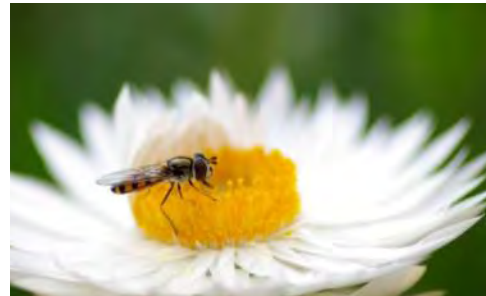
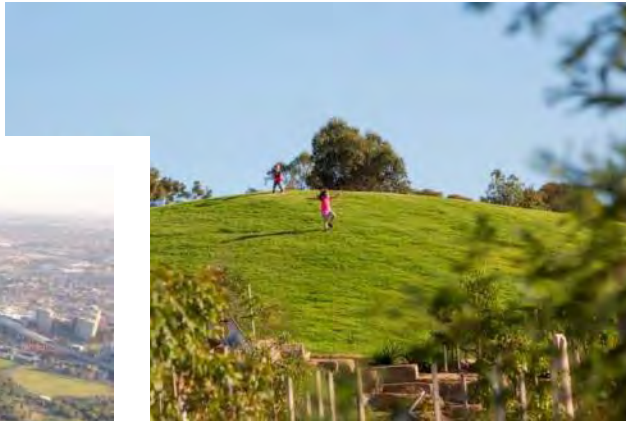


The park incorporates a variety of facilities and is used for a broad range of recreational and sporting activities. The facilities include:

- 2 tennis clubs
- 9 hole Golf course
- 12 Sports grounds and associated pavilions
- Melbourne Zoo
- State Netball Hockey Centre
- Urban Camp (a residential camp for students from rural areas)
- Walmesley House (Heritage listed).
- Wetlands

	Day Bus	505 – 504- 546 – 401 (Express) – 402 – 403 (Express)
	Night Bus	951
	Tram:	57 – 58 - 59 - 9
	Train	

Current Park Precinct



Royal Park Transport Assessment

Aims:

- Overview of **all modes of transport**, walking, cycling, public transport and private vehicle
- Build a **robust baseline understanding** of how and why people travel to and from the park as a whole.
- Explore current and forecasting future **people movement** and **visitation** in all modes of transport to Royal Park.
- Provide **evidence** and **best practice** examples
- Create a **framework for decision** making to inform policy, management , and improvements to Royal Park.



Our analysis has identified 4 main uses of the land in Royal Park and that amongst them, 3 uses (**green**) contribute to the Park and 1 use threatens the Park (**red**)

Australian landscape (& cultural heritage)

Informal spontaneous activities

'Grassy destinations'

Formal sports with 'club fees' e.g Golf, cricket, football etc

Destinations in buildings & structures

*Formal sport & recreation
Pay by use/entry fees*

Regional transport routes

Through travel to major local destinations

Regional through travel - No Park function



However, the ‘3 positive uses ‘ also have challenging transportation orientated needs that can generate negative impacts like compaction of the soil, fragmentation of the space, and reducing the park area available for other higher value uses of any type.

Australian landscape (& cultural heritage)

Informal spontaneous activities

‘Grassy destinations’

Formal sports with ‘club fees’ e.g Golf, cricket, football etc

Destinations in buildings & structures

*Formal sport & recreation
Pay by use/entry fees*

Australian landscape

- relies on bicycle and walking routes
- All roads, parking spaces, train and tram lines have a negative impact on this use

‘Grassy destinations’

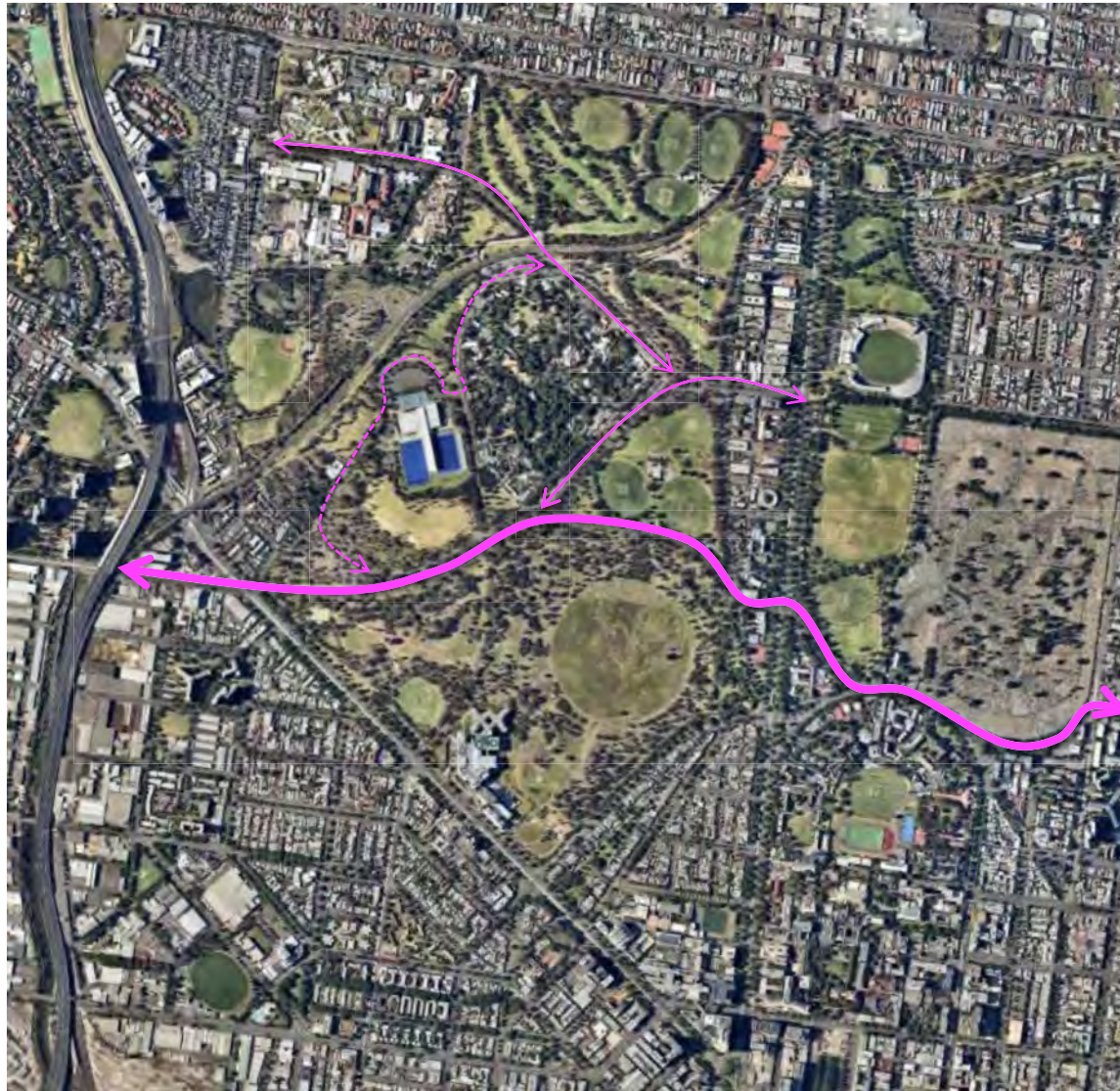
- rely on roads, parking spaces, train and tram lines as well as bicycle and walking routes for access
- The rail and tram lines have a negative impact on the area set aside for golf

Destinations in buildings and structures

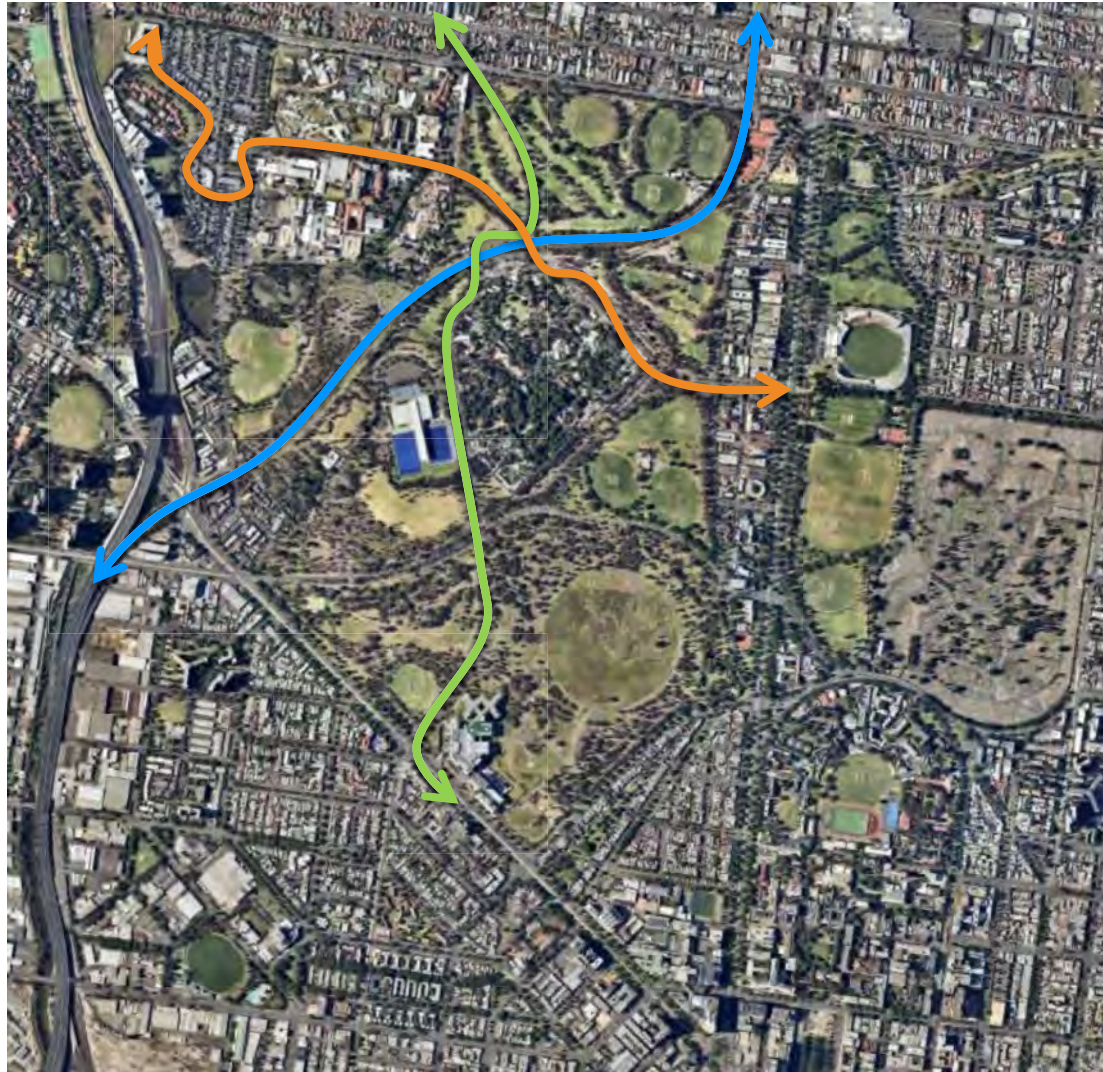
- rely on roads, parking spaces, train and tram lines as well as bicycle and walking routes for access.



Through (and to) movements by motor vehicle



Through (and to) movements by public transport



Through (and to) movements by people on bicycles and on foot



Usage of existing data and new data

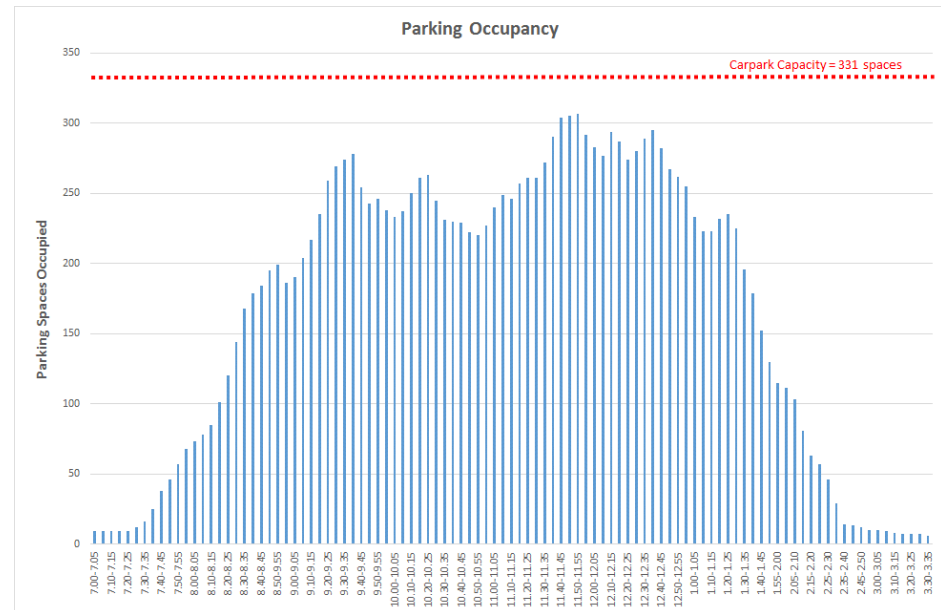
Existing data provided included:

- **2000** Event parking at State Hockey & Netball Centre (650 bays: 350 paved, 300 on grass).
- **2007** study on Parking at the Zoo (1,300 bays: 700 paved bays, 180 gravel, 420 on grass)
- **2016/17 - (Royal Park Destination Management Transport Assessment)**. Traffic analysis undertaken in collaboration with the State Netball and Hockey Centre and the Melbourne Zoo.



Engagement includes in depth investigations and consultations with:

- Major venues (Zoo & SHNC)
- Small-scale venues (Golf, Urban Camp, etc)
- Service fleet and access
- Railway Station
- Community Groups
- People in General (Participate Melbourne)



Saturday 10 December 2016

We will consider how others manage busy destinations in parks in urban settings



Parc Zoologique de Paris



Bronx Zoo New York

Two key components the Transport Assessment seeks to analyse are:

1. Facilitate Circulation

ISSUES:

- Barriers to circulation (walled and fenced facilities)
- Duplication of Paths
- Lack of footpaths to some facilities
- Bad connections to high value links (e.g. intersection of Morrah and Gatehouse Streets to Tin Alley in Melbourne University)

2. Minimise the negative impacts of the transport system

ISSUES:

- Disorientation / Fragmentation
- Soil compaction and erosion with consequent impact on flora and fauna
- The impact of noise and air pollution (including from service equipment motors such as mowers and blowers)
- Conflict between people in the Park
- Poor lighting
- ¹³ Visual disruption



Erosion:

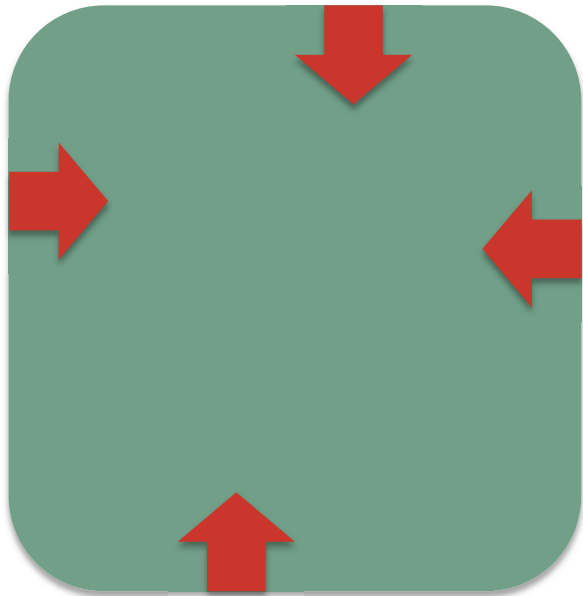
Poplar road – Zoo overflow area

Compaction of soil by vehicles compromises root movement, infiltration, drainage and air circulation. This damage can be avoided by keeping motor vehicles on 'hard surfaces'

Erosion from within is occurring on a small scale and big scale



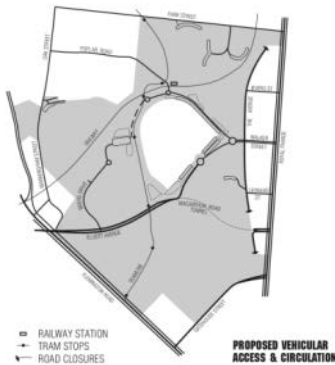
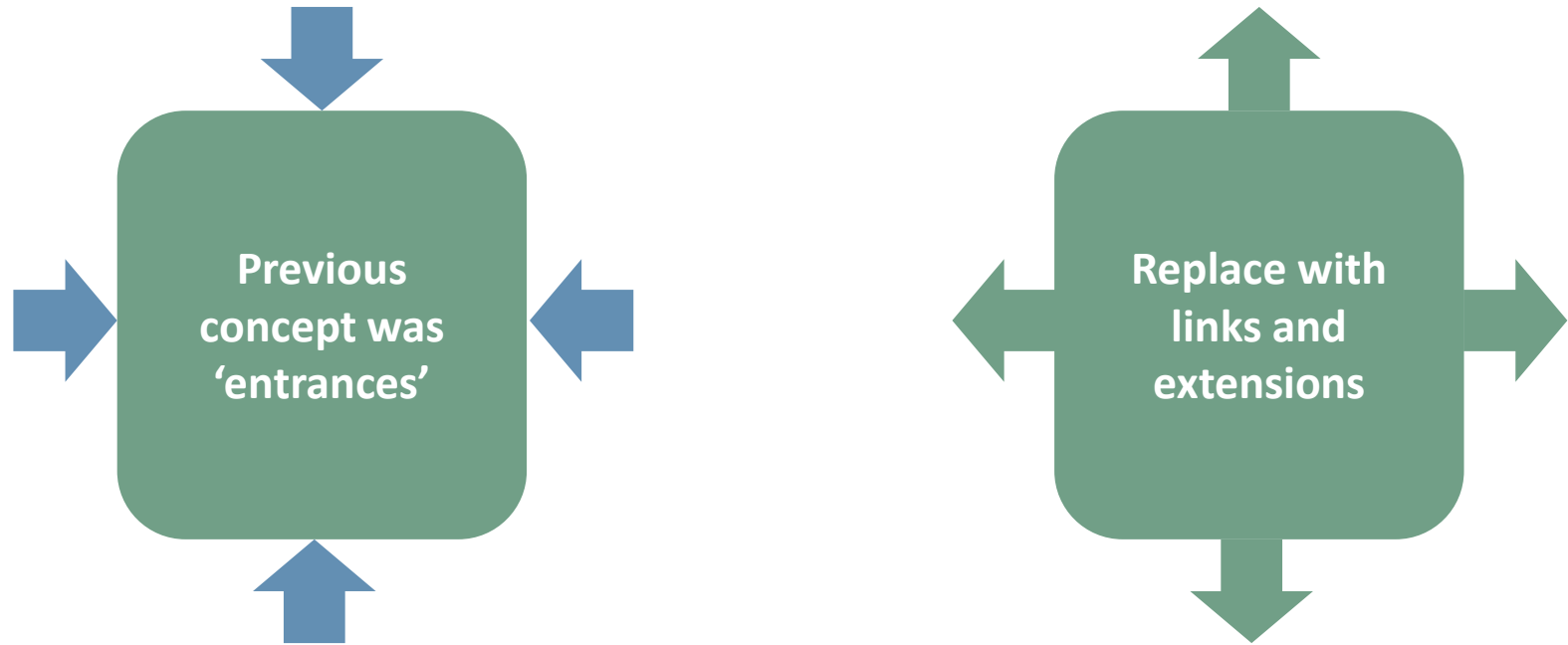
There is also an erosion of parkland from the edge that needs to be addressed



This Transport Assessment is also looking for opportunities and issues in a broader scale as well



The Transport Assessment is envisioned to encourage the new Master Plan to move from 'entrances' to links



In summary the Transport Assessment aims to enable the following:



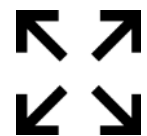
Protect

Prevent further **erosion** of land in the Park by transport facilities



Recover

Return land used for transport inside the boundaries to the Park to recreational and environmental use



Expand

Extend the Park beyond the current perceived boundaries into space that is notionally used for transport purposes

Your views and insights will help us collect the most useful information



- Comments from this meeting.
- Share this presentation with other members and collect further feedback.
- Participate Melbourne (Monday 25th of June until Monday 9th of July). Interactive Map to collect issues ta people face when visiting Royal Park.



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