



Ted Rosenbaum <ted.rosenbaum@gmail.com>

Grattan Street Improvements - Case 351687

City of Melbourne <enquiries@melbourne.vic.gov.au>
To: Ted Rosenbaum <ted.rosenbaum@gmail.com>

Fri, May 15, 2020 at 2:05 PM

Dear Mr Rosenbaum

Thank you for your email of 19 April 2020 to Cr Frances Gilley in relation to the future design of Grattan Street. Cr Frances Gilley has asked me to respond on his behalf.

Your two suggestions to retain the current closures in Grattan Street are based on your observations about the positive impacts the current closures have had on the safety of pedestrians and bike riders. I agree that positive outcomes brought on by the closures for this local area deserves further discussion about the near and future road layout of Grattan Street.

The key actions you request are that Grattan Street remains only a single eastbound traffic lane for cars following the completion of Melbourne Connect later in the year and that the Grattan Street and Royal Parade connection remain closed to cars after the Metro Tunnel Parkville Station construction is complete. You also suggest that due to the extended period of the road closure, the debate around the desirability of re-opening the street to through traffic in legacy (post construction of the station) could be considered.

Initial design work in line with your suggestions was undertaken late last year for the section of Grattan Street east of Bouverie Street, as part of the Melbourne Innovation District public realm plan and a funding bid. The intention of the design is to continue the Parkville Station's street cross section to Swanton Street and then continue a modified cross section from Swanton Street to Rathdowne Street. This section would have one traffic lane, one protected bike lane and some parking in each direction including a median tree planting as part of the Urban Forest Strategy canopy targets and tree succession planning.

The City of Melbourne is currently working on a masterplan for the full length of Grattan Street and it has been our intention to align the Grattan Street design and construction works with the Metro Tunnel timelines.

In light of the recent COVID situation, the City of Melbourne has been working on its capital budget program for 2020/21 and beyond, and I am unable to confirm any commitments to budget at this time.

Regards

Shirlene Yee Yet

Principal Engineer Transport and Parking

City of Melbourne

Shirlene Yee Yet | Principal Engineer Transport and Parking | Infrastructure and Assets

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The City of Melbourne respectfully acknowledges the Traditional Owners of the land, the Boon Wurrung and Woiwurrung (Wurundjeri) peoples of the Kulin Nation and pays respect to their Elders, past and present.

From: Ted Rosenbaum [<mailto:ted.rosenbaum@gmail.com>]

Sent: Sunday, 19 April 2020 2:19

To: Nicolas Frances Gilley

Subject: Grattan Street Improvements

Councillor Gilley,

I hope that you and your family are staying safe and healthy during these uncertain times. I understand that street design is not likely to be at the top of your agenda right now, but as a Carlton resident I'd like to bring your attention to a matter which does have some urgency behind it, and which you have the power to change for the better. Specifically, I'd like to make two suggestions for the future of Grattan St.

First, in the near term: construction is expected to be completed on the "Melbourne Connect" building on Grattan St between Swanston and Cardigan this year. For the past several years as construction has progressed, eastbound traffic along Grattan has been reduced to a single lane, and the eastbound stop for bus Route 402 has moved to the west side of Swanston. (The current [Google Streetview photo](#) was taken in July 2019; the situation is virtually identical today.) Generally the area has become more calm for pedestrians and bike riders (direct construction impacts notwithstanding), with no deleterious effect on car traffic.

Just as New Zealand is taking the shelter-in-place order as an opportunity to further [people-centric design](#), I would suggest Melbourne make similar choices in situations such as this. Specifically, I suggest that even once the Melbourne Connect building opens, Grattan St remains only a single eastbound car traffic lane. In its place, a bike lane protected by a reinstated ["floating" bus stop](#) for Route 402 should be installed; the bike lane could be extended for the entire length of Grattan St in the future.

This brings me to my second, longer-term suggestion: do not re-open the Grattan-Royal Parade connection for private automobiles when the Metro Tunnel Parkville Station construction is complete. Since construction on the Parkville station began, the car traffic connection to Royal Parade has been severed. This natural experiment has shown two things: (1) The Haymarket area has not succumbed to gridlock (thanks to another instance of ["traffic evaporation"](#)), and (2) [Grattan St](#) is now severely overbuilt given current traffic levels.

The current plan for the Parkville station site calls for a single lane of traffic in each direction plus bike lanes [[pdf](#), page 17]. Instead, the forced turn at University Square should be maintained, and through-traffic should be limited to buses, emergency vehicles, and bicycles only. The single-lane+bike lane design should then be extended east to Carlton Gardens. In accordance with the City of Melbourne's climate goals, there is no reason to ever add additional automotive capacity to this area considering the billions of dollars spent enhancing transit access to the area.

This is why it is so important that the second traffic lane in front of Melbourne Connect not be reinstated: confirming today's limited automotive throughput will anchor the design in people's minds as the new status quo, giving it greater legitimacy and tying into the future design of the street post-Metro Tunnel.

I understand that the Melbourne Council does not have sole power over street design; but VicRoads takes local preference into account, and I urge you to use your position to argue on your constituents' behalf that we want a safer, greener Grattan Street for all users, not just a cut-through road for car drivers. It should have more in common with parallel neighborhood streets like Pelham and Faraday, not traffic sewers like Queensbury or College Crescent. I look forward to your response, and I am happy to discuss this matter further at your convenience.