



City Of Melbourne Submission to State Government on the East
West Link Needs Assessment (EWLNA) Recommendations

2 July 2008

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SUMMARY OF CITY OF MELBOURNE RESPONSE STATEMENTS

The following is a summary of the statements of City of Melbourne's responses to the recommendations in the EWLNA

Footscray to Caulfield Rail Line

- 1. The City of Melbourne provides in principal support for the development of sustainable transport infrastructure to reduce East-West congestion.*
- 2. The City of Melbourne considers Footscray to Caulfield train line a necessary addition to Melbourne's train network, building capacity in the central area so that extensions to outer suburbs can be added in the future.*
- 3. The City of Melbourne would like to take this opportunity to call on the State Government to adequately fund public transport as an alternative transport solution to overcome the congestion on our road network*
- 4. Any new train stations should be sited with consideration to their ability to facilitate Transit Oriented Development (TOD). It is requested that City of Melbourne be party to the discussions of the likely route of the Footscray to Caulfield train line.*
- 5. City of Melbourne supports the creation of greater links with Footscray Transit City reaped through the proposed Footscray to Caulfield railway line. However, there is still significant value in an extension to Tram 86 to Footscray, providing greater connections to Docklands.*
- 6. The City of Melbourne wishes to discuss congestion charging options with State Government to understand the likely time frame, social and privacy implications, and possible technology options. This discussion should take place with a view for managing the local road network.*
- 7. Infrastructure projects such as the Footscray to Caulfield railway line come with major construction impacts when working in the middle of an established city. However these temporary impacts in the interest of enhanced longer term amenity, accessibility and "liveability" must be managed and minimised. The City of Melbourne seeks more detailed information of any anticipated construction impacts.*

East West Road Tunnel

- 8. The City of Melbourne opposes the Eddington East West Road Tunnel.*
- 9. The City of Melbourne recognises that there is a significant existing problem with through-traffic using many local streets to access the northwest, west, and southwest, however Council does not believe that the construction of a road tunnel as a city bypass is an appropriate solution.*

Use of city parks for tunnelling

- 10. The City of Melbourne opposes the use of parks for any works associated with an East West Road Tunnel and any associated disruption to the community use of parkland.*
- 11. Parkland should not be seen as an easy option for siting construction staging points. Depending on the scope of these proposed interventions there are potentially significant implications for both parks and the activities and facilities in them.*
- 12. The City of Melbourne states its strongest possible objection to any use of Holland Park or Royal Park or any other Park for the purposes of any road works or associated activities.*

Eastern Freeway Public Transport

- 13. The proposed DART service can deliver a significant short to medium term transport alternative for Doncaster car commuters.*
- 14. Should the DART bus option be pursued by the State Government in the short term, heavy rail should still be on the menu for the Doncaster region in the longer term.*
- 15. City of Melbourne recommends State Government work with the Cities of Yarra and Melbourne to fully understand the implications of the proposed DART system for the local road system*

particularly the Johnston/Elgin Street corridor. A DART system should be designed to improve the local urban amenity and be part of revitalising street life.

Cross City Cycling Links

16. The City of Melbourne supports the east-west cycling connections proposed by EWLNA. Some of the specific routes differ for council's current strategy. A more fine-grain analysis of routes, road space allocation and urban design implications for the City of Melbourne and adjoining municipalities is needed.

Greenhouse Gas emissions and vehicle standards

17. The City of Melbourne endorses the EWLNA call for action amongst government departments and would like to see more government bodies take initiative in this regard. It is recognised that government have a significant market share of new vehicle purchases and can guide change in this sector.

1. INTRODUCTION

The City of Melbourne welcomes the East West Link Needs Assessment (EWLNA) and the contribution to enhancing transport and mobility within and across the City of Melbourne. The study recommendations present important opportunities to enhance transport connections and make for a more sustainable and efficient transport network. We appreciate the opportunity to respond in detail to the study team's findings and hope that this input is informative and indeed useful to the State Government's position on the EWLNA recommendations.

The City of Melbourne Planning Committee considered a Draft Submission to EWLNA on 2 June 2008 and the matter was considered at Council on the 24 June 2008. There was a rarely seen level of public interest displayed at both meetings with over 300 people attending the initial Planning Committee Meeting. Within the Council motion it was resolved that Council would:

- Oppose the Eddington East West Road Tunnel and the use or reduction of any parkland and disruption to the community;
- Oppose the use of parks for any works associated with an East West Road Tunnel;
- Provide in principal support for the development of sustainable transport infrastructure to reduce congestion across Eastern and Western Melbourne and to continue discussions with the State Government along these lines;
- [Emphasise the] prioritisation of all public transport initiative including a higher priority for the Doncaster Rail;
- State its strongest possible objection to any use of Holland Park or Royal Park or any other Park for the purposes of any road works or associated activities.

It is on the above direction from Council that this submission is being made to the State Government.

Further to the above, it is recognised that the EWLNA is a strategic document and some of the City of Melbourne's comments in this submission are of a local scale. We consider it necessary when planning strategic transport projects to factor in local area impacts in parallel to the bigger vision. For example some of the EWLNA projects have implications for public open space in the City of Melbourne, and have not considered the local impacts on communities of the temporary removal of this space.



Figure 1 Protesters at City of Melbourne Council Meeting (source: The Age, *City Council Rejects East West Tunnel*, 25 June 2008)

2. FOOTSCRAY TO CAULFIELD RAIL LINE

The EWLNA proposal for a 17 kilometre metro rail tunnel linking Melbourne's western and south-eastern suburbs via the CBD would solve the crowding on the two fastest growing rail groups (Northern and Caulfield rail groups) and provide potential for a rail corridor for freight access to the Dandenong and Hastings area in the long term.

The metro rail proposal is however acknowledged as a broader metropolitan intervention which would also provide capacity for an extra 40,000 passengers/hr and benefits to the municipality of Melbourne links to affordable housing and key workers in the west with the University, bioscience precinct and Central City. The link would strengthen the capacity of the Footscray Transit City to participate in the growth in business activity in the City of Melbourne.

This proposal is consistent with the City of Melbourne's transport strategy *Moving People and Freight* (refer page 17).

The City of Melbourne Position

- 1. The City of Melbourne provides in principal support for the development of sustainable transport infrastructure to reduce East-West congestion.*
- 2. The City of Melbourne considers Footscray to Caulfield train line a necessary addition to Melbourne's train network, building capacity in the central area so that extensions to outer suburbs can be added in the future.*
- 3. The City of Melbourne would like to take this opportunity to call on the State Government to adequately fund public transport as an alternative transport solution to overcome the congestion on our road network*

New Railway Stations and Transit Oriented Development (TOD)

The proposed rail line is a significant opportunity for the development of Transit Oriented Development (TOD) around the new stations based on the principles set out in *Melbourne 2030*. State Government has a key role in facilitating TOD in existing urban areas to maximise the benefit of the transit hubs and to catalyse urban renewal in some locations. TOD opportunities must be considered in tandem with the selection of rail station locations. The rail line is proposed to connect to:

- A new station in North Melbourne
- South Carlton/Parkville near the University and Bioscience precinct;
- Melbourne Central Station and/or Flinders Street Station; and
- Domain Station.

The EWLNA consultant's report raises the possibility of subway train stations at the corner of Swanston and Bourke Streets and a second opportunity at Domain Interchange. Location, adjacencies, integration with existing urban form and the necessity to ensure robust local linkages and activation around the station are of primary concern to the City of Melbourne as plans are progressed.

The City of Melbourne Position

- 4. Any new train stations should be sited with consideration to their ability to facilitate Transit Oriented Development (TOD). It is requested that City of Melbourne be party to the discussions of the likely route of the Footscray to Caulfield train line.*

Connectivity through Docklands

In its submission to the EWLNA the City of Melbourne recommended that some of the rail constraints around the Dynon precinct and North Melbourne Station could be alleviated by a light rail service from Footscray Station linking with Tram Route 86 at Docklands¹. This would provide better connections between Docklands and the Central City and Docklands and Footscray and enhance services at Bourke Street and along Harbour Esplanade (Figure 2).



Figure 2 City of Melbourne proposal to extend Tram 86

The City of Melbourne Position

5. City of Melbourne supports the creation of greater links with Footscray Transit City reaped through the proposed Footscray to Caulfield railway line. However, there is still significant value in an extension to Tram 86 to Footscray, providing greater connections to Docklands.

Congestion Charging

The EWLNA report states that congestion charging is an inevitable step in the transport network in Melbourne. Like the City of Melbourne, the EWLNA recognises the need for congestion charging to be managed in a way that does not disadvantage people who have no alternative to using the car to access the city.

The City of Melbourne Position

6. The City of Melbourne wishes to discuss congestion charging options with State Government to understand the likely time frame, social and privacy implications, and possible technology options. This discussion should take place with a view for managing the local road network.

Potential impacts on public open space

The proposed alignment of the metro rail link may require parks and other public space areas as temporary staging points for construction. The background studies on the rail link do not cover this information. More information is needed, particularly as the proposal progresses, to understand any impacts on public space – both in the long term and as a result of temporary construction work (refer to Section 3).

¹ This recommendation was also made to the Federal Government by the Council of Capital City Lord Mayors (CCCLM).

The City of Melbourne Position

7. Infrastructure projects such as the Footscray to Caulfield railway line come with major construction impacts when working in the middle of an established city. However these temporary impacts in the interest of enhanced longer term amenity, accessibility and “liveability” must be managed and minimised. The City of Melbourne seeks more detailed information of any anticipated construction impacts.

3. EAST WEST ROAD TUNNEL

The EWLNA proposes an 18 kilometre cross city bypass road connection extending from the western suburbs to the Eastern Freeway. In its first submission to the EWLNA the City of Melbourne put forward its support of an east west road tunnel on condition that:

- The tunnel included a rail component connecting Doncaster with Parkville;
- That is be a true cross-city tunnel without City exits; and
- That there would be no net increase in road space for cars.

Since this time, the City of Melbourne has reconsidered its position on this project. It is now considered that construction of a major infrastructure project emphasising car travel is no longer feasible in a climate where communities are expected to minimise carbon emissions.

The City of Melbourne Position

8. The City of Melbourne opposes the Eddington East West Road Tunnel.

East West Through-Traffic

The EWLNA study team found that 38 to 40 per cent of daily traffic from the Eastern Freeway travels beyond the central city area. This portion of traffic is travelling to the northwest, west and southwest. These vehicles would benefit from the East-West road tunnel whether travelling to the west and accessing the Princes Freeway or accessing Citylink for northwest or southwest movements.

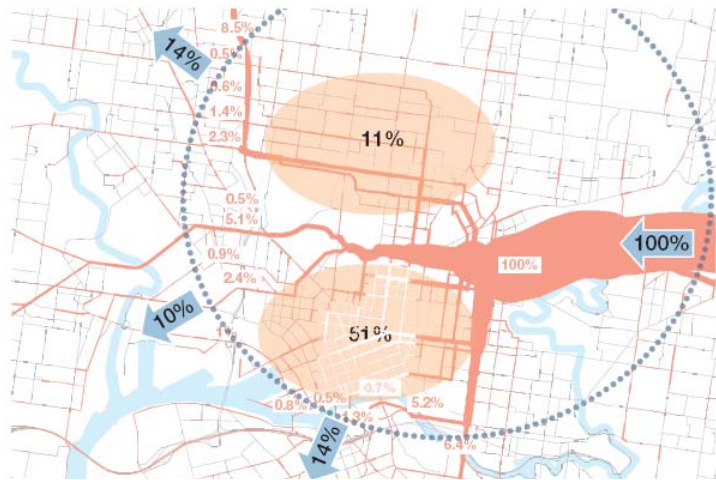


Figure 3 EWLNA modelling showing traffic distribution across a broader area

The EWLNA report has confirmed a significant problem for Council, as our roads are catering for through traffic that contributes nothing to the City of Melbourne’s economic residential or business community or liveability. At the same time, this through traffic is depleting the City of Melbourne’s ability to cater for public transport, particularly north-south tram movements, pedestrians and cyclists through road space reallocation for bike paths, footpath widening and other sustainable transport initiatives.

The City of Melbourne Position

9. The City of Melbourne recognises that there is a significant existing problem with through-traffic using many local streets to access the northwest, west, and southwest, however Council does not believe that the construction of a road tunnel as a city bypass is an appropriate solution.

If the East West Tunnel was Constructed without City of Melbourne consent

It is recognised that even without the City of Melbourne's support for the East West Road Tunnel that construction may still take place. The City of Melbourne sees there are some significant issues which require early discussion should the State Government wish to proceed with the East West Road Tunnel. These issues have potential to further erode the urban environment should design of the tunnel not be managed appropriately:

Issue	Position
Street Reclaiming	It is imperative that street reclaiming take place should construction of the road tunnel be deemed to occur. Surface road space should be 'reclaimed' for the use of pedestrians, cyclists and sustainable transport (including public transport priority on north-south routes). Street reclaiming should occur at the time any new road space is released to ensure no net-increase in road space is achieved.
City Exit Ramps	Exit ramps from the East-West road tunnel to the City are not supported and a guarantee should be provided that they are not part of any road development now, nor in the future. City of Melbourne does not support the use of the car for commuting to work. Options for funding the road tunnel should be designed accordingly including State Government contributing to the construction costs.
Possible Airport links	Whilst there will be improved road connections from the eastern suburbs to the airport resulting from any East-West Tunnel connecting to CityLink. These improvements do not lessen the need for State Government to pursue a future public transport connection such as a rail service to the airport.

4. USE OF CITY PARKS FOR TUNNELLING

Both JJ Holland Park and Royal Park are listed as proposed "staging points" and "construction boxes" for the development of the East West Road tunnel. Royal Park is crown land and JJ Holland is owned by City of Melbourne. The City of Melbourne places a very high value on our parks and they should not be seen as an easy option for siting construction staging points. Depending on the scope of the proposal the use of parkland for construction staging could have significant impacts on the local communities. The City of Melbourne opposes the use of parks for works associated with an East West Road Tunnel.

See Appendix for a full list of features and facilities in Royal Park and JJ Holland Park. See Appendix for a full list of features and facilities in Royal Park and JJ Holland Park.

Community and social cost impacts – JJ Holland Park

JJ Holland Park is owned by Council. Closing off the park to recreation could have a major impact on the health and well being of the community⁵ (See Appendix for full list of formal park users) and significant disruption of sporting groups and activities. In Kensington there are a higher proportion of low income earners than Municipal average. Residents from Kensington public/private housing re-development opposite are major informal park users. Users of the skate park, BMX track, Adventure Playground junior sporting clubs may have difficulty finding alternative venues.

At this preliminary stage of the proposal it is not clear if the child care centre, maternal and child care centre, indoor swimming and recreation centre on the edge of Altona Street would be implicated were the park to be used for construction.



Figure 4 JJ Holland Park, Kensington

Community and social cost impacts -Royal Park

The background report to the EWLNA suggests notionally that the East-West Tunnel would use of the western portion of Royal Park, generally north of Elliot Ave as a site for the “Y” junction ‘construction box’, which would link the tunnel to City Link, to be followed by re-instatement works (Figure 5). However the consultants report underestimates the possible impacts.

There are sensitive land uses and ecological environments which could be impacted by the temporary use of Royal Park:

- The Royal Park Wetlands and storage ponds provide a significant source of watering of our parks, gardens, fountains and sporting facilities through the current drought⁶.
- the Urban Camp (also known as Anzac Hall) is on the Victorian Heritage Register and is part of the Urban Camp facility, which provides accommodation for 7,100 country primary and secondary school students per annum who visit the city for educational activities. The background engineering report to the EWLNA flags the possibility of moving this facility if required.

⁵ Physical inactivity has been estimated to account for 6.7% of the burden of disease and injury in Australia. It is responsible for an estimated 8,000 deaths per year in Australia, and costs the health system at least \$4000m in direct health care costs.

⁶ The Wetlands was constructed with an investment of \$5 million from the State Government. Any excess treated water is released into the Moonee Ponds Creek and on to the Bay, contributing to the State’s overall commitment to improving stormwater quality.

- This part of Royal Park contains two local remnant vegetation areas and a habitat of Regional significance for White's Skink.

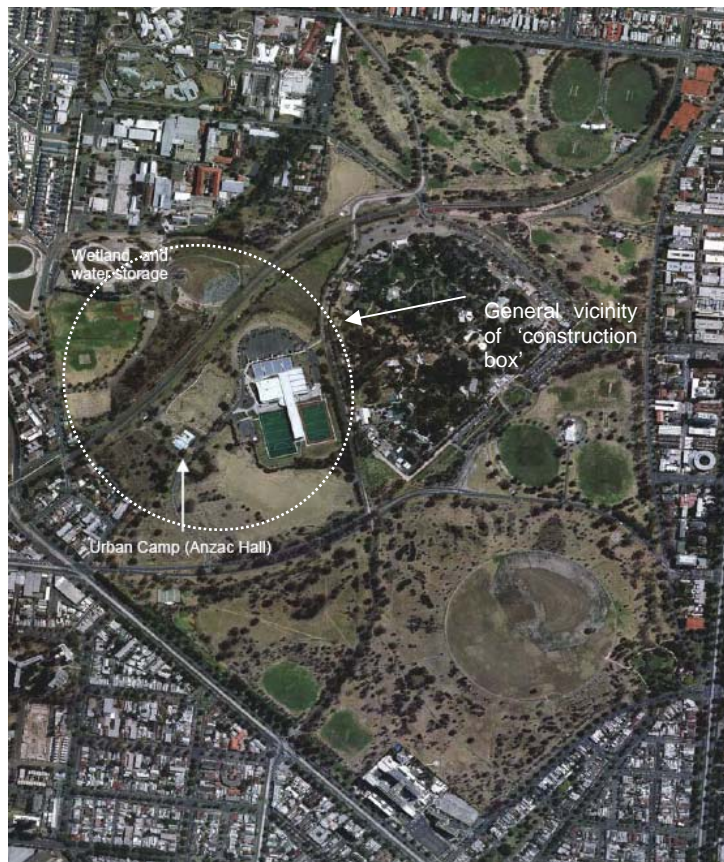


Figure 5 Royal Park, Parkville

The City of Melbourne Position

10. The City of Melbourne opposes the use of parks for any works associated with an East West Road Tunnel and any associated disruption to the community use of parkland.

11. Parkland should not be seen as an easy option for siting construction staging points. Depending on the scope of these proposed interventions there are potentially significant implications for both parks and the activities and facilities in them.

12. The City of Melbourne states its strongest possible objection to any use of Holland Park or Royal Park or any other Park for the purposes of any road works or associated activities.

5. EASTERN FREEWAY PUBLIC TRANSPORT

The EWLNA proposed the priority introduction of a Doncaster Area Rapid Transit (DART) service with better services and a continuous bus priority lane. In its submission to the EWLNA the City of Melbourne recommended that a heavy rail line was needed to connect Doncaster with the City.

The EWLNA study team found that a bus rapid transit service was a better option to increase public transport patronage amongst Doncaster commuters than a train service based on the following findings:

- **Many Eastern Freeway car commuters already have options to use trains:** The majority of Eastern Freeway car commuters don't come from Doncaster. The single biggest origin of traffic entering the freeway is from Springvale Road (33 per cent). 35 per cent of traffic entering the Eastern Freeway has an origin within 2 km of a railway station.

- **A rail line to Doncaster is not good value for money in compared to alternative:** A heavy rail line to Doncaster would cost from \$1.7 to \$2 billion to construct and would carry 24,500 people/day by 2021. The DART system would cost only \$230-280 million and would carry 20,000 people/day and could be delivered much sooner than rail.
- **Demand is decreasing for work journeys to the City:** The number of Central City commuters from the City of Manningham has decreased by approximately 8 per cent from 2001 to 2006 compared to a 9 per cent increase from the rest of Melbourne
- **Buses will permeate into car-based neighbourhoods:** Doncaster is low density and designed around for car use rather than walking or bicycle. A rail station in this area would be probably be accessed car with a 'park and ride' model. Bus routes on a DART system however would branch into the Doncaster suburb.

Whilst the principle of providing this sustainable transport link is largely consistent with the MPF there are more fine-grain issues of road space allocation and urban design implications for the City of Melbourne and adjoining municipalities which require more detailed investigation.

The City of Melbourne Position

13. The proposed DART service can deliver a significant short to medium term transport alternative for Doncaster car commuters.

14. Should the DART bus option be pursued by the State Government in the short term, heavy rail should still be on the menu for the Doncaster region in the longer term.

The proposed DART and local street amenity and revitalisation:

The impact of the proposed DART on the local roads in the municipality and adjoining municipalities requires further analysis to avoid reduced amenity in those areas. In particular the East-West city bypass tunnel an opportunity exists to reclaim roadscape with a continuous bus lane in Johnston/Elgin Street or Alexandra Parade. It is a possibility that private vehicle traffic may be reduced to or entirely restricted in some parts of these streets. The EWLNA has also nominated these streets as regional cycling routes.

The Johnston Street/Elgin Street corridor has gone through a partial renewal over recent years. However the section of Johnston Street between Hoddle and Smith Street has stagnated over a long period and many shops are vacant, or not used for retail uses.

An holistic view of urban design and transport along this street could revitalise the street life. However, this needs to be designed carefully as clearways and rapid transit lanes adjacent sidewalks are well know to 'kill' pedestrian and retail activity on streets.

The City of Melbourne Position

15. City of Melbourne recommends State Government work with the Cities of Yarra and Melbourne to fully understand the implications of the proposed DART system for the local road system particularly the Johnston/Elgin Street corridor. A DART system should be designed to improve the local urban amenity and be part of revitalising street life.

6. CROSS CITY CYCLING LINKS

The City of Melbourne is implementing a comprehensive bicycle strategy through network improvements, program development and behavioural change programs. The proposals in EWLNA align well with Council's strategy. The regional bicycle links identified by the EWLNA also align well with the Inner Melbourne Action Plan (IMAP) bicycle project.

Whilst the principle of providing the bike links is consistent with the principles of MPF some of the specific routes differ for council's current strategy. A more fine-grain analysis of routes,

road space allocation and urban design implications for the City of Melbourne and adjoining municipalities is needed.

The EWLNA recommends a series cross east-west city cycle connections to support the growth in cycling. Four projects in the City of Melbourne have been listed in the report:

- Hobsons Road, Kensington, Arden Street, North Melbourne, Queensberry Street, North Melbourne and Carlton (Project 2). estimated cost of \$7 million;
- Elgin Street, Carlton (or alternatively Alexandra Parade) (Project 3). estimated \$3 million;
- Albert Street, East Melbourne (Project 4). estimated cost of \$2 million;
- North Bank of the Yarra Trail (Charles Grimes Bridge to Princess Bridge) (Project 7). estimated cost of \$22 million.

Projects 2, 3 and 4 are all separate 'Copenhagen style' bicycle lanes such as that running along the north end of Swanston Street. Experience here and in other cities demonstrates that reallocating roadspace to cycling increases in cycling activity and such 'second generation' bicycle lanes are important future directions for urban cycling.

The City of Melbourne strongly supports EWLNA's acknowledgment that cycling is a key part of providing effective mobility in the inner urban region and recommends that Council work closely with State Government to translate the proposed east-west bike links into design and implementation.

The City of Melbourne Position

16. The City of Melbourne supports the east-west cycling connections proposed by EWLNA. Some of the specific routes differ for council's current strategy. A more fine-grain analysis of routes, road space allocation and urban design implications for the City of Melbourne and adjoining municipalities is needed.

7. GREENHOUSE GAS EMISSIONS AND VEHICLE STANDARDS

The EWLNA notes that government could take stronger action to improve the environmental performance of Victoria's vehicle fleet and encourage Melburnians to buy more fuel efficient cars.

The City of Melbourne supports this direction and since 2000 has made significant reductions in fleet fuel use, fleet size and overall fleet emissions. The strategy for achieving this has included reducing the number high polluting vehicles and a parallel emphasis on staff use of for work of public transport and fleet bicycles and electric bikes.

Despite significant technological advances in improved engine efficiency, there has been no significant change in the fuel efficiency of the Australian vehicle car fleet for four decades. Any technology gains have been traded off against 'extras' such as air conditioning and increased kilometres travelled and strong growth in sales of heavier vehicles.

Improved fuel efficiency of cars should not be seen as a justification for maintaining the status quo mix of mobility options. The City of Melbourne will continue to pursue the objective of achieving better mobility outcomes for the whole community by reducing car use, particularly in the inner urban region in favour of walking, cycling and public transport. This will also have the effect of reducing greenhouse emissions from urban transport

The City of Melbourne Position

17. The City of Melbourne endorses the EWLNA call for action amongst government departments and would like to see more government bodies take initiative in this regard. It is recognised that government have a significant market share of new vehicle purchases and can guide change in this sector.

8. APPENDIX

About JJ Holland Park

The park is 11.18 hectares and is owned and managed by the City of Melbourne and is zoned under the Melbourne Planning Scheme in the Public Park and Recreation Zone. Much of the park is included under the Land Subject to Inundation Overlay.

It is the key recreational space for residents of the Kensington area. Council has committed \$1 million for park and facility improvements in JJ Holland Park this financial year.

It is the only park within Kensington which provides community sports fields and active recreational facilities such as a supervised Adventure Playground, skate park and bmx track

The estimated population of Kensington within the City of Melbourne today is 4,891. This will increase by approximately 4,700 when the municipal boundary changes on 1 July 2008 to incorporate parts of Kensington previously within the municipality of Moonee Valley.

A Council commissioned survey of JJ Holland Park users in 2006 found:

- 75% come from Kensington/Flemington suburb (and 87% coming from within 5 km of the park)
- 76% visit the park at least once a week
- 68% walk to the park
- Respondents surveyed in JJ Holland Park rated the importance of parks to the individual respondent at 9.47 out of 10
- Respondents identified the following as the park's best aspects:
 - Proximity to home/work/study 62.7%
 - Grass, greenery 52.0%
 - Sports Grounds 42.0%
 - Size, space in park 41.3%

Facilities in the park include:

- 3 ovals and a sports pavilion,
- Children's playground
- Adventure Playground
- bmx track,
- skate park

and on the Altona Street frontage:

- indoor swimming and recreation centre
- Maternal and Child Health Centre
- Child Care Centre

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The following clubs are based at the Pavilion:

JJ HOLLAND PARK	LEVEL OF USE	membership
Flemington Junior Football Club (including soccer)	Community	200
Kensington Junior Cricket Club	Community	120
Flemington Colts Cricket Club	Community	52
Kensington City Soccer Club	Community	130
AFL Victoria Girls competition (Junior)	Community	450
North Melbourne Cricket Club	District	52
Indonesian Students Soccer Association	Community	155

About Royal Park

The Park is 170.4 hectares and is Crown Land, with City of Melbourne appointed as the Committee of Management. It is zoned under the Melbourne Planning Scheme in the Public Park and Recreation Zone, and also is included in the Parkville heritage overlay.

The Royal Park Wetlands were constructed in 2005 with the assistance of a grant of \$5 million from the Victorian Government. Council has committed \$2.5 million over two years to improve the current storage capacity and associated infrastructure of the wetlands, to allow more water to be re-used.

The Urban Camp is managed by a co-operative, and the building is leased from Council.

The Ross Straw Field on Manningham Street hosts the Following Clubs:

ROYAL PARK	LEVEL OF USE	Membership
Mercantile Cricket Association (junior and senior comps)	Community	680
Melbourne University Baseball Club	Community	64
Fitzroy Baseball Club	Community	142

The remnant vegetation sites and the skink habitat are located between the wetlands and the railway line.

The Wetlands was constructed with an investment of \$5 million from the State Government. The complex comprises a wetland which cleans stormwater from the Brunswick Main Drain, and a storage pond, where clean water is stored for future use. This water is essential for the irrigation of city trees, garden beds, sports grounds, the golf course and fountains. It is a critical element in the provision of non-potable water supplies to the City of Melbourne, and without it, we would not be able to keep these places adequately maintained during the current drought, nor meet our commitments to reducing potable water use in the City. Council is currently installing an additional water storage tank under the adjacent Ross Straw Field, which when complete will provide allow Council to draw off 160 mega litres of treated water per annum. Any excess treated water is released into the Moonee Ponds Creek and on to the Bay, contributing to the State's overall commitment to improving stormwater quality