



MELBOURNE SOUTH YARRA RESIDENTS GROUP INC.

Established by the residents of South Yarra in 1969

19 December 2016

Mr Simon Adams
South Yarra Precinct Manager
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Metro Rail – Disaster

Dear Simon,

Thank you for arranging the meeting on 15 December 2016 at which I thought considerable progress was made.

The purpose of this letter is to confirm what we were told and what was agreed in order to enable these discussions and this project to proceed satisfactorily and also to confirm our suggestions.

Meeting Outcome

1. On or before 15 January 2017 you will do the following.
 - a) Provide us with the plan setting out what is currently proposed for the section of Toorak Road West between Park Street and St Kilda Road
 - b) You will provide us with a plan of what you are proposing for the western end of Bromby Street, viz to open Bromby Street to left-hand turns only.
 - c) Prepare a simple explanation (with plans) of what is proposed that will affect residents and businesses of South Yarra particularly in the area bounded by the construction site, Domain Road , Punt Road, Toorak Road and Toorak Road West and arrange for that to be dropped in all letter boxes, we would hope by the end of January.
2. You informed us that the contractors will be required to make suitable arrangements for parking and for getting its 280 or so employees to and from the construction site to ensure that parking available in the area will not be unreasonably disrupted.

3. You also informed us that if problems arise during the course of the project we will have details of the person to whom we can report direct who will be familiar with this area and be able to assist.
4. We made it plain that the two critical changes that must be made are:
 - a) to stop the trucks and construction vehicles travelling through the east side of the construction site:
 - b) remove the bottleneck in Toorak Road West.

Suggestions/Proposals

We would like to make the following comments and suggestions which are largely in line with those made during the course of our meeting.

5. The two essential changes that must be made if this project is to work effectively are as follows.
 - a) The trucks must be stopped from travelling east along Domain Road and then Park Street and Toorak Road West.
 - b) The traffic jam that will be created by the few hundred metres of one lane from Park Street in Toorak Road West must be changed as it will be the cause of a large part of the impact upon commuters and local residents.
6. As it is plain the trucks removing tunnel material (and no doubt most other construction vehicles) want ready access to Kings Way and on to the freeways it is completely illogical to have the storage area on the east side of the construction site and not the west. Surely the obvious place for that is the area in Albert Road between Kings Way and St Kilda Road. The time and money saved by everyone involved in this project would be enormous compared with what is proposed at present. The re-orientation of the project is therefore the number one priority.
7. However, if the storage must be on the east side I am confident a satisfactory arrangement can be made with the trustees of the Shrine to construct a road or conveyor system across the southern portion of their land to take the material directly to the west side of the site to help relieve the bottleneck in Toorak Road West and residents.
8. The cause of most of the traffic problems in Toorak Road West for both commuters and South Yarra residents is the single lane bottleneck to be created for just 300 metres or so from Park Street. This must be avoided at all cost and we make the following suggestions.
 - a) Remove the trucks and construction vehicles
 - b) Remove the elevation of the tram tracks all together.
 - c) Reduce the size of the new tram stop and/or move it back to the east side of Park Street or somewhere else.
 - d) To improve visibility have no advertising signage on tram infrastructure.
 - e) Restore the existing traffic arrangements but with additional tram lines.

- f) Make the impact of the trams as light as possible. It should not be the most modern and significant 300 metres of the Toorak Road route.

Note: The tram must be returned to Park Street and Domain Road to service the schools, businesses, Botanic Garden and residents when this project is completed.

- g) Ensure inbound traffic retains ready access to Kings Way.

This will result in the following.

- i) Restore the traffic to flow in much the same way as the rest of Toorak Road.
 - ii) Avoid access and egress problems for residents in Toorak Road West and Hope Street.
 - iii) Remove the danger of “U” turns across the tracks into traffic.
9. At the moment we have no concluded view about the proposal to open the west end of Bromby Street to left-hand turns only and although sympathetic to the needs of the businesses in St Kilda Road our concern is that it will mean a substantial amount of traffic, both for the shops and from drivers avoiding traffic jams in an area comprising small streets that will be severely impacted. Further consideration will be given when we see the plans.

We think many of these problems are resolvable with discussion and the application of common and economic sense and we urge you to give serious consideration to our requests and suggestions and acknowledge the input this resident group is able to usefully provide to ensure the smoothest possible completion of this project.

In order to review progress and reestablish contact we would like to meet with you again at the end of January and would appreciate you arranging a similar meeting as took place on 15 December 2016.

Yours sincerely,

Michael A Butcher
President
Melbourne South Yarra Residents Group

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