



MELBOURNE SOUTH YARRA RESIDENTS GROUP INC.

Established by the residents of South Yarra in 1969

22 January 2017

Mr Simon Adams
Precinct Manager – Domain
Melbourne Metro Rail Authority
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Metro Rail – South Yarra

Dear Simon,

Thank you for your letter of 17 January and for arranging the meeting on 19 January.

Meeting Outcome

I confirm it was agreed that you will provide us with the following additional information and assistance by a date to be fixed but expected to be not later than a month from now.

1. A detailed plan of the precinct including the currently proposed changes to Toorak Road West and Bromby Street.
2. Details of anticipated traffic movement in the precinct and your modeling that provides a basis for your conclusions.
3. Details of the steps you propose taking to minimize the impact of traffic on the residents and businesses of South Yarra and in particular those affected by changes to Toorak Road West.
4. Your assessment and modeling of the number and frequency of trucks travelling to and from Edmund Herring Oval and the construction site at the end of Domain Road.
5. For our consideration the information you will hand deliver to all South Yarra Residents and Businesses explaining in brief terms the way in which this project will affect this precinct.

I also confirm there will be a further meeting with your traffic people to explain and discuss these matters and we will need the plan and information in advance for consideration.

Number One Issue – Toorak Road West Tram

It is absolutely imperative that the current proposal for the tram line in Toorak Road West does not proceed as currently proposed and it is a mindless response to our concerns to say that what is proposed is in accordance with current policy. What is done must reflect and deal with the reality of what is going on in South Yarra which is as follows.

6. When this project is completed the tram **MUST** be returned to its original route in order to restore the existing services that are vital to the:
 - (a) businesses in Domain Road;
 - (b) schools;
 - (c) Botanic Gardens,
 - (d) residents
7. To elevate and isolate the tram tracks together with a super stop will make it uneconomic to terminate that route and provides a reason/perfect excuse to not restore the current service in five years time.
8. While elevating and isolating the tram tracks might be the policy, it is pointless when what it does is to create a bottleneck of one lane for three hundred metres or so at the end of Toorak Road which is otherwise two lanes shared with the tram.
9. As it **MUST** be a temporary change the cost of removing such substantial infrastructure will be an unnecessary waste of money.

The current tram route around Park Street and Domain Road has serviced this precinct since cable cars were introduced a century ago and is an essential part of the South Yarra community including the businesses in Domain Road. It **MUST** be reinstated.

I should also remind you that the purpose of the changes to the Number 8 Tram recently mooted by Yarra Trams was to reduce the number of trams in St Kilda Road and that re-routing that tram along Toorak Road West means it will be in St Kilda Road for another block.

We acknowledge that some of the information you will be supplying us with about the Metro Project can only reflect what is currently believed to be the most likely position and that may well change with input from contractors before a final contract is signed. However, the re-routing of the tram down Toorak Road West in the way currently proposed, if it proceeds, cannot readily be changed and will almost certainly mean the critical Park Street/Domain Road service will not be restored when this project finishes. Such an outcome is completely unacceptable to the residents and businesses of South Yarra.

East or West

You say in your letter that the Edmund Herring Oval is preferred to Albert Road as the dumping site for material coming out of the tunnel for the following reasons.

10. Albert Road is not big enough. This seems to us incorrect and we would like to discuss your analysis.

11. Albert Road is close to residences whereas Edmund Herring Oval is not. However if you are to properly compare the impact on residents you must take into account the problems caused by construction vehicles driving through the residential area and, in addition, significantly impacting the businesses in Domain Road
12. You say that closing Albert Road between King Street and St Kilda Road would be critical to local traffic. We do not agree and would like to see and discuss your analysis.
13. You fail to mention the enormous economic and social benefits of the Albert Road site, namely,
 - (a) immediate access to Kings Way;
 - (b) protecting Kings Domain and,
 - (c) restricting the area impacted by the project.

We strongly believe the Albert Road site provides the greater benefits and has the least adverse impacts and urge you to review the current proposal and prepare a plan that re-orientates the construction site from the east to the west for consideration by all concerned including the contractors.

We look forward to receiving further information and continuing our discussions. As I indicated, on the next occasion, we will involve a number of other people in the traffic deliberations and it is of course essential that we have the new information in time for us to give consideration to it as a group before meeting with you.

Thank you for your assistance.

Yours sincerely,

Michael Butcher
President
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