

**REPORT ON MEETING WITH METRORAIL AND CYP.
24 JANUARY 2018**

1. The timetable has not changed – Feb, March and April – start tree removal, move interchange tram stop to north of Domain Rd, reduce traffic to one lane each way in St Kilda Rd, realign tram lines to clear area where north and south holes (boxes) are to be dug. May to December start excavating and roofing the north box.
2. All trucks will carry a monitoring device through their phone so the route they are taking can be monitored. They say each truck is identified but could not say how they stop drivers turning their phone off. However it is a well established system and the drivers have to log on at the start of their shift and log off at the end. Nor could they tell me what the penalties are and how effective this allegedly proven system is.
3. I again stated that the truck contracts and enforcement must deal effectively with the “cowboy” truck drivers otherwise everyones lives will be hell.
4. The truck contracts prescribe reversing beepers must not be used.
5. We were shown plans of truck routes and will be given copies although told they were still subject to discussion. They show the following.
 - The first excavation will be the north box and the route will be south across the construction site subject to a period (perhaps a month or so) when the construction process may prevent that in which case Domain, Park and Toorak West would be used. However, they would prefer and hope to be able to prevent this.
 - The primary routes and the back up routes in case there is a problem with the primary ones.
 - The night time route from the oval is around Birdwood Ave and having done calculations of the anticipated quantity of material coming out of the tunnel they believe all or most can be removed at night if they extend the hours. That route may be blocked if, for example, there was an event at the Music Bowl.
 - The preferred daytime route from the oval, if required, is west down Domain Rd to the construction site and south across the construction site using the same route as for the initial north box excavation.
6. I am satisfied that CYP (John Goding) will do everything possible to avoid using Domain, Park and Toorak West because it is inefficient for them. So thank you MMRA and YT for creating the bottleneck in Toorak Rd West.
7. It was a frank and helpful conversation and I am optimistic a major truck impact on South Yarra can be avoided.

MEETING WITH YARRA TRAMS.

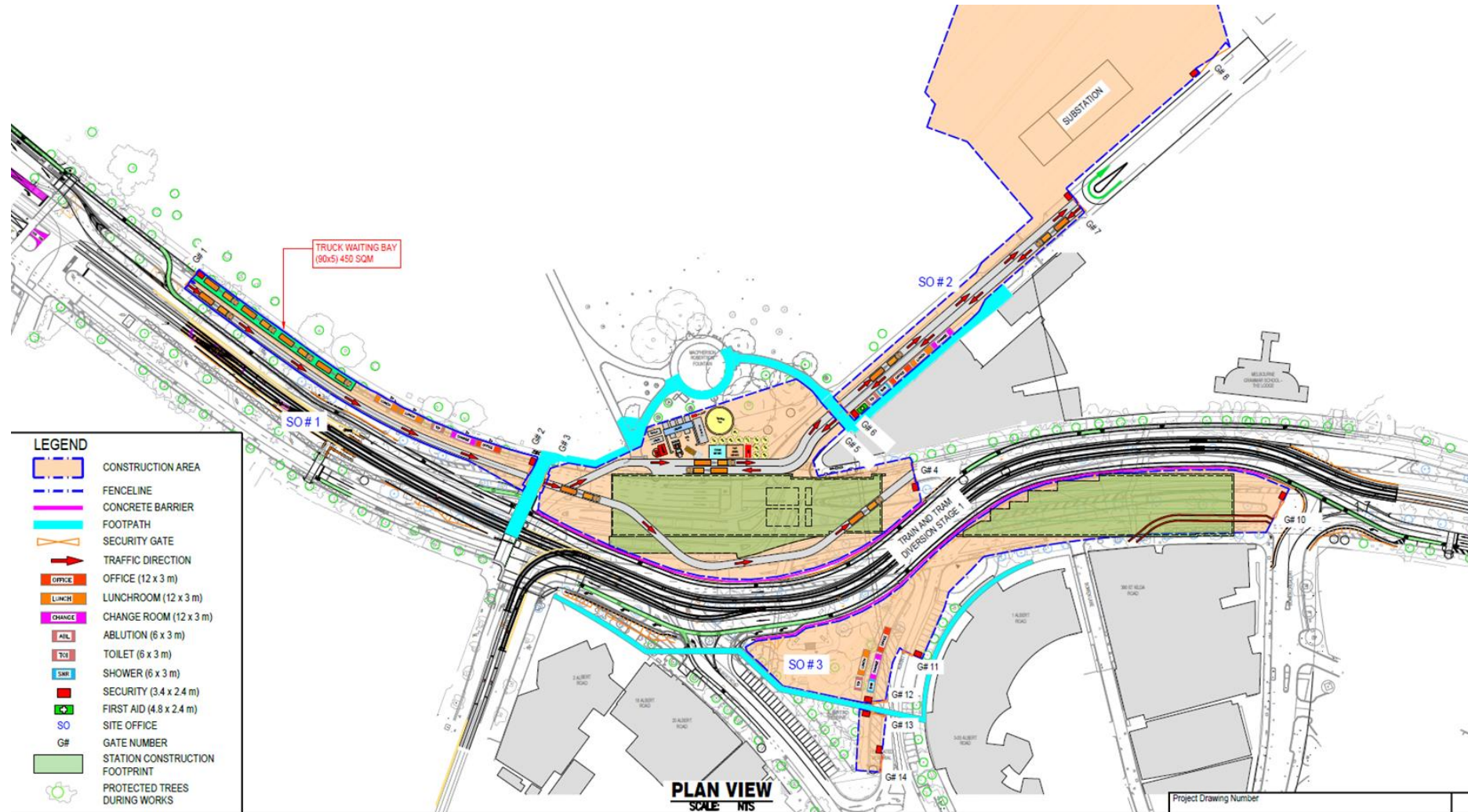
I had an opportunity to talk to Ted Phillips of YT about the following.

- The safety concerns about the Fawkner Park stop. He will now ascertain whether putting some bollards along the line separating the cars from the people waiting is possible to provide better separation and safety.
- He will also check the ineffective signs in red and black.
- He and the MMRA agreed to do what they can to encourage Vicroads to approve the flashing lights.
- He will send a request to MMRA to approve the removal and repair of the concrete used to fill the holes where the tram stop was removed in Park St at the corner of Domain Rd. as this will be paid for by MMRA.
- Right hand turn lines in Toorak Rd West at the end of Millswyn St will not be put in because it was never intended to encourage that turn. The opening is there to assist the childcare and tennis centre access. I said that is the opposite to what the MMRA have always told me.

MB.

25/1/2018.

MID-APRIL: NEW TRAFFIC CONFIGURATION



MAY 2018 ONWARDS – INDICATIVE TRUCK ROUTES

