

**MELBOURNE METRO RAIL PROJECT ENVIRONMENT EFFECTS STATEMENT**  
**INQUIRY AND ADVISORY COMMITTEE**

**MMRA TECHNICAL NOTE**

**TECHNICAL NOTE NUMBER:** 025

**DATE:** 19 August 2016

**PRECINCT:** All Precincts

**EES/MAP BOOK REFERENCE:** Technical Appendix D – Transport Impact Assessment

**SUBJECT:** Melbourne Metro Rail Project Traffic and Transport Working Group

**NOTE:**

1. This Technical Note briefly describes the function and purpose of the Traffic and Transport Working Group (**TTWG**) to date, and how it is proposed to operate during the construction phase of the Melbourne Metro Rail Project.

**Role and purpose to date**

2. The potential impacts of constructing the Melbourne Metro Rail Project on the road and public transport network are complex and multifaceted. From very early-on in the design and impact assessment process, the Melbourne Metro Rail Authority (**MMRA**) identified the importance of eliciting the input and assistance of local and State Government transport agencies into the scope and design of parking and traffic surveys, transport modelling, and selecting appropriate solutions to mitigate the effects of the Project. To facilitate this, in October 2015 the Melbourne Metro Rail Authority established the TTWG.
3. The TTWG is chaired by a representative from the MMRA, and is supported by MMRA’s technical and constructability advisors. The membership of TTWG includes officers of the following agencies:
  - The Department of Economic Development, Jobs, Transport and Resources (**DEDJTR**);
  - VicRoads;
  - Public Transport Victoria;

- Yarra Trams;
  - City of Melbourne;
  - City of Port Phillip;
  - City of Stonnington; and
  - since 20 July 2016, Emergency Services Victoria.
4. The TTWG has held meetings fortnightly, and is regularly examining the implications for surface traffic and transport operations, potential mitigation responses, road functional layouts, network performance, signalisation and other transport management implications of the Project. This work is ongoing.
  5. The TTWG is not a decision-making body. It has however been an essential part of the surface transport planning and assessment process by which the MMRA has elicited, and been provided with, feedback and input from the agency representatives on impact assessment, Project design, and mitigation issues. Key functions of the TTWG have been to:
    - a) receive presentations from MMRA and its advisers, and provide feedback on the scope of proposed parking and traffic surveys, traffic investigations, modelling, and possible mitigation solutions. In a number of instances, the agency members of the TTWG have themselves largely driven the scope of such work; and
    - b) receive and provided feedback on draft reports and designs.
  6. This feedback has been considered and taken into account by the MMRA before reports or investigations are complete and finalised, and then sent to those agencies for formal comment and response. In the case of the TIA, this formal feedback was elicited through the EES Technical Reference Group and the EES exhibition/IAC hearing process.
  7. The TTWG was consulted on components of the modelling and investigations which underpinned the TIA, in particular:
    - a) the proposed closure of St Kilda Road to one lane in each direction in the vicinity of the Domain Station works;
    - b) the potential closure of Franklin Street East in the legacy phase. This was assessed in the TIA, but Technical Note 12 now advises that Franklin Street East can be kept open in the legacy phase; and
    - c) the closure of Grattan Street East during the construction of Parkville Station.
  8. The TTWG has also been consulted, and provided feedback, on transport matters addressed by some of the Technical Notes that have been provided to the IAC, notably, the potential closure of westbound lanes on Grattan Street West during construction (Technical Note 19) and the closure of

westbound traffic on Flinders Street, between Russell Street and Swanston Street, during construction of the Federation Square access to CBD South (Technical Notes 13 and 21).

### **Future role of the TTWG**

9. The TTWG has been invaluable in eliciting the expert technical input from representatives of each of the member agencies. It has enabled the MMRA to have the benefit of the agencies' specialised or local knowledge in its transport planning and assessment, and ensured as far as possible that any technical requirements of the representative agencies are addressed before the results of investigations, reports or designs are provided to them for formal feedback and response. The TTWG has been so successful, that the MMRA sees it having a helpful role during the delivery of the Melbourne Metro Rail Project.
10. The MMRA now proposes that the TTWG continue to operate throughout the Project's construction as the key forum for considering and managing surface traffic and transport operational impacts, and it is proposed that the PPP and early works contractors be required to participate in the TTWG.
11. In addition, it is anticipated that other attendees will be included on a permanent or temporary basis – eg utility service providers to assist in coordination of works.
12. The contractors will also be required to establish a Track Access Occupation Group (including MTM, VLine and ARTC) to coordinate bus arrangements during rail occupations. This group will interface with TTWG as required.
13. Environmental Performance Requirement T1 requires transport management plan(s) (**TMP**) to be developed and implemented in consultation with the relevant road management authorities. The MMRA believes the TTWG could be an invaluable forum to satisfy the consultation aspects of this ERP, without negating the possible need for targeted consultation with transport agencies as required, and would support EPR T1 being amended to reflect this. This has been shown in IAC Version 1.

### **CORRESPONDENCE:**

No correspondence.

### **ATTACHMENTS:**

No attachments.