



DOMAIN COMMUNITY REFERENCE GROUP

Meeting #6

Wednesday 18 April 2018, Seasons Botanic Gardens





INTRODUCTION



INTRODUCING JENI COUTTS

- Independent Chair to oversee the Metro Tunnel Domain Precinct and South Yarra (Eastern Portal) Community Reference Groups.
- Currently Principal at Jeni Coutts & Associates, providing consultancy services on major infrastructure projects including Public Private Partnerships, Design & Construct, Alliances, and in Health, Planning and Manufacturing.
- A wealth of expertise in the infrastructure space, and experience chairing and facilitating community and business reference groups on other major projects.
- A current Board Member of St Vincent's Institute Foundation and the Victorian Aboriginal Economic Board.

2018 Tram Timetable Changes

Domain CRG Briefing

TRANSPORT FOR VICTORIA



Overview

- Tram timetable is reviewed every year
- In 2018, more services will be added to 13 routes
- Focus on areas impacted by Metro Tunnel works (Domain and Parkville)
- No route changes or peak hour service reductions, just timetable changes
- Changes start from Sunday 20 May 2018



Timetable development

- Parkville and Domain impacted by Metro Tunnel works
- Analyse results of 2017 annual load survey
- Make services more frequent and reliable
- Use current tram fleet more effectively

Grattan Street Closure

St Kilda Road reduced to one lane of car traffic

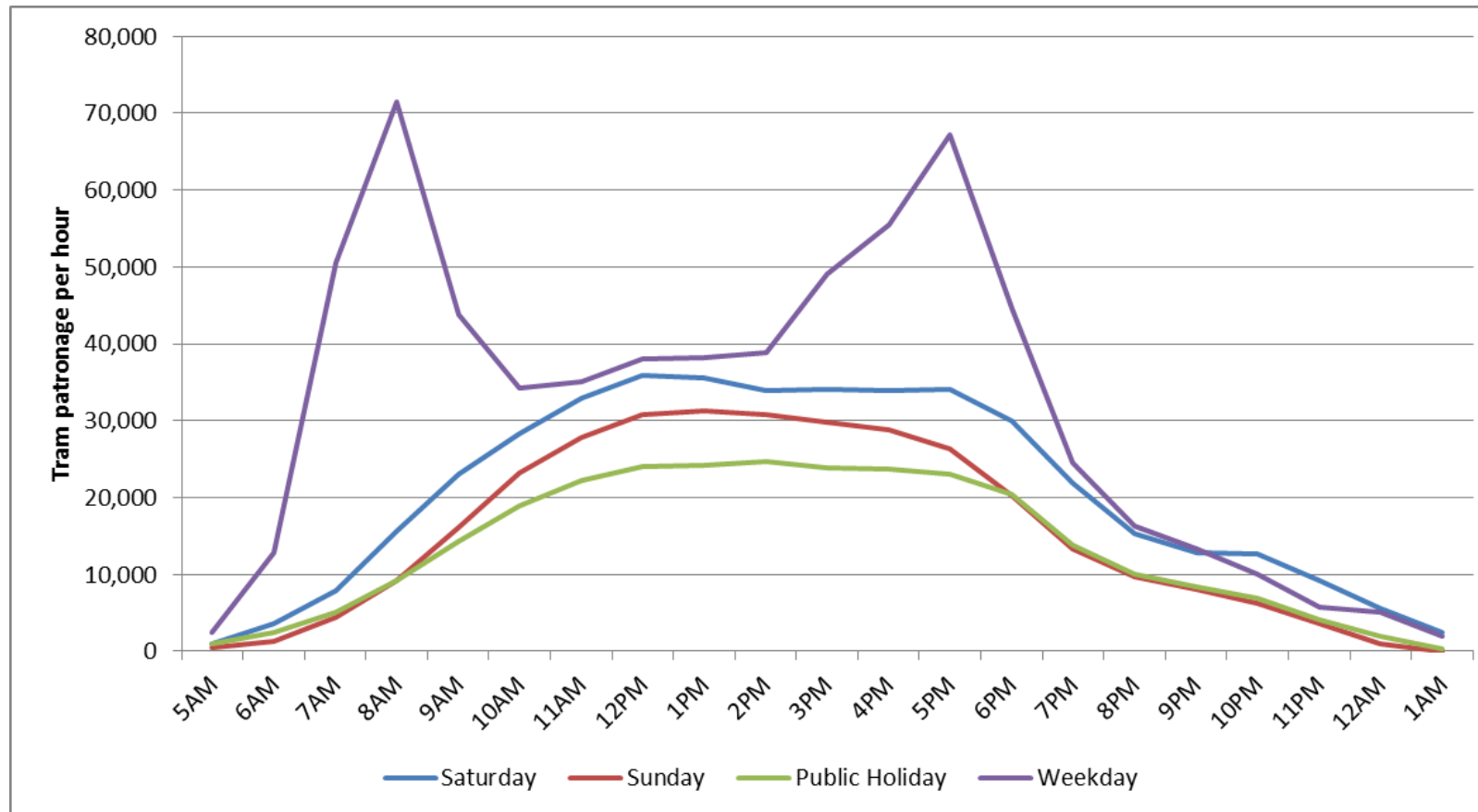


Why these changes?

- Extra shoulder peak services (about an hour before and after peak hour, 8am – 9am and 5pm – 6pm weekdays)
 - changing travel patterns
 - support Melbourne Metro Travel Demand Program
- More early evening services to reflect changing tram use patterns
- Improved weekend services on some routes
- Timetable adjustments to correctly reflect on road journey times (as part of strengthening tram on road priority)
- We recognise that peak hour trams are very busy but the fleet is already fully used in peaks

Changing Travel Patterns

As peak hour capacity is filled up, passengers might travel in the shoulder peak, if more services are available.



Key Timetable Changes

- More morning & evening Shoulder Peak services on Routes 1, 3, 5, 6, 16, 57, 58, 59, 64, 67 & 72
- Routes 1, 6, 19, 57, 58 and 59 will have services every 15 minutes until 9pm to meet growing demand for early evening services
- Turn Up & Go frequencies (10 minute) on Route 58 on weekends
- Turn Up & Go frequencies on Route 86 on Sundays (to align with Route 96 in Bourke Street)
- Adjusting journey times on routes 6, 58, 86 and 96, to better reflect increasing congestion in our growing city

Extra Services

- 94 additional services each weekday (Monday to Thursday) (including 18 services per day that don't run the full route)
- 107 on Fridays (including 27 services that don't run the full route)
- 17 on Saturdays
- 34 on Sundays
- Total = 534 additional services per week, including around 100 shorter trips

Promoting the changes

- Marketing campaign:
 - Online: ptv.vic.gov.au
 - Posters on board and at stops
 - Social media
 - Radio
- Updated passenger information:
 - Route guides
 - Stop specific information

More off-peak tram services

From Sunday 20 May, you'll have a new timetable with more off-peak services to keep you moving.

To view your new timetable visit ptv.vic.gov.au/trams

TRANSPORT FOR VICTORIA **yarra trams** PUBLIC TRANSPORT VICTORIA **PTV**

Authorised by Transport for Victoria, 1 Spring Street, Melbourne

Implementation

Thursday 19 April: new timetables published:

- ptv.vic.gov.au
- 1800 800 007
- PTV app
- On trams
- PTV Hubs

Sunday 20 May: new timetables start

Questions?

If you think of questions or feedback later...

PTV = tram, train or bus services


- Online: <https://feedback.ptv.vic.gov.au/ptv-feedback>
- Phone: 1800 800 007

Metro Tunnel = the Metro Tunnel project

- Online: <http://metrotunnel.vic.gov.au/contact>
- Phone: 1800 105 105



TRAFFIC AND TRANSPORT WORKING GROUP



TRAFFIC & TRANSPORT WORKING GROUP (TTWG) EXPLAINED

- What is the Traffic and Transport Working Group (TTWG)
- Who is on the TTWG
- What are the TTWG's Environmental Performance Requirements
- How do other parties have a say on transport management issues
- Assessment of St Kilda Road to one lane

WHAT IS THE TRAFFIC & TRANSPORT WORKING GROUP (TTWG)

- TTWG is a technical working group of transport agencies and emergency services
 - authorities under legislation for elements of the transport network
 - unique and high priority road users (emergency services)
- Established in 2015 to help guide development of station precincts and the Environment Effects Statement traffic documentation
- Provides centralised discussion and agreement on key transport issues (NB: most transport issues have multiple approval authorities)
- Provides opportunities for third party collaboration and input
- TTWG does not get into the detail of individual sign placement on traffic management schemes



WHO IS ON TTWG

- MMRA (Chair)
- MMRA contractors
- Transport for Victoria supported by PTV where required
- VicRoads
- Yarra Trams
- City of Melbourne
- City of Port Phillip
- City of Stonnington
- Victoria Police
- Ambulance Victoria
- Melbourne Fire Brigade

ENVIRONMENTAL PERFORMANCE REQUIREMENTS (EPRS)

- TTWG was formalised through the Environment Management Framework as part of the project EES in 2016
- The Environment Management Framework established the Environmental Performance Requirements
- Key Transport Issues identified in the EPRs which reference TTWG include:
 - T2: Transport Management Plans including monitoring methodologies
 - T3: Network Enhancement Projects (NEPs)
 - T4: Public Transport access during construction
 - T5: Active transport access during construction
 - T7: Legacy road functional layouts and other road design matters
 - T9: Legacy active transport outcomes
- The above EPRs are managed “in consultation” with TTWG. (NB: TTWG as a body has no approval powers)



THIRD PARTY INPUT

- EPR T2 – Transport Management Plans, provides for third party input from additional key stakeholders, to ensure that appropriate consultation is achieved
- TTWG often receives third party input from key stakeholders through:
 - Direct consultation with related stakeholders regarding a specific transport matter (eg. building access, site safety, major event planning etc)
 - Precinct Reference Groups established by MMRA in accordance with EPR SC11 and SC12
 - Key Stakeholder invites to attend a TTWG meeting where required



COMMUNITY CONSULTATION

- EES process included extensive public consultation and set the baseline for community input on key transport issues
- CRG provides an opportunity for community and other stakeholder representatives to comment on transport matters to MMRA and its contractors
- Development plans, including transport matters were publicly advertised for comment, these may need to be revised with further public exhibition periods
- MMRA and its contractors are committed to open lines of communication with the public. Feedback and enquiries can be made via the Metro Tunnel Project information Line (1800 105 105) and the Contact Us form at metrotunnel.vic.gov.au/contact



ST KILDA ROAD ONE LANE ASSESSMENT

- The network is operating as predicted with some journey time increases in the area. The expected delays of up to 15 minutes remains applicable to the precinct
- Delays experienced on approach to the single lane section are at times being offset by gains on the egress from the single lane section
- Some significant increases in journey times have been observed on Kings Way / Queens Road, however on some days the delays could be attributed to other factors such as on-road incidents, Grand Prix
- MMRA, John Holland and CYP are aware of significant delays for some users and are working together to manage these impacts



QUESTIONS?



CROSS YARRA PARTNERSHIP

APRIL WORKS UPDATE



BOWEN CRESCENT AND KINGS WAY

- End of April – Bowen Crescent will be open to Kings Way and Kings Way works complete
- Early May – minor reinstatement and removal of site amenities

CURRENT WORKS

Time lapse video provided



CURRENT WORKS



CURRENT WORKS



CURRENT WORKS



CURRENT WORKS



CURRENT WORKS



CURRENT WORKS



CURRENT WORKS



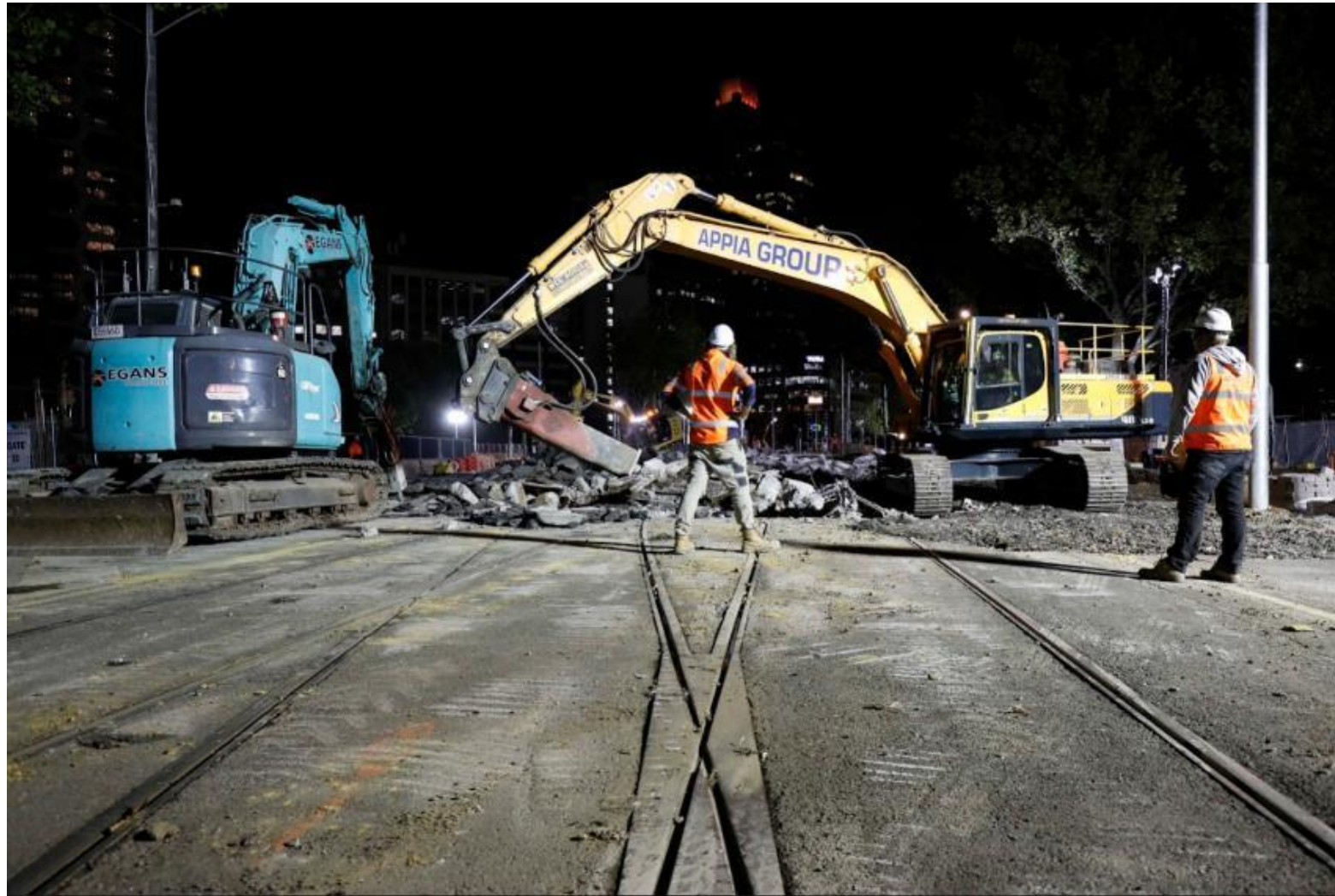
CURRENT WORKS



CURRENT WORKS



CURRENT WORKS



APRIL OCCUPATION – BY THE NUMBERS

St Kilda Road construction blitz 1-18 April

- 17 days, crews worked 24/7
- 2000 cubic metres of concrete and asphalt demolished
- 600 cubic metres of ground excavated
- 3300 tonne of new asphalt laid
- 1300 cubic meters of concrete poured
- 2400 tonne of crushed rock used
- 1200 metres of new tram tracks laid (600 metres in each direction)
- 8 tram routes to get more off-peak journeys every week

TRAFFIC ARRANGEMENTS

Domain Precinct - Upcoming Transport Changes

Know your travel choices

During periods of increased disruption please consider your travel choices. For more information to help with your journey visit metro.tunnel.vic.gov.au/construction/your-journey.

The following changes will come into effect from 21 April 2018 and will be in place until August 2019.

- 1 **Albert Road North**
 - Left in/left out access off St Kilda Road
- 2 **Albert Road South**
 - No access to or from St Kilda Road. Access via Bowen Lane or Albert Road North.
- 3 **Bowen Crescent**
 - Left in/left out off St Kilda Road.
- 4 **Bowen Lane**
 - There will be no access into Bowen Lane from St Kilda Road from 18th April. Bowen Lane will be accessible from Kings Way, and will be maintained as two way traffic. A left out from Bowen Lane into Albert Road South will be maintained until June 2018.
- 5 **Domain Tram Interchange**
 - Stop closed
- 6 **Park Street Tram Stop**
 - Replacing Domain Interchange. Stop 20, Routes 3/3a, 5, 6, 16, 64, 67 and 72
- 7 **Wells Street Tram Stop**
 - Stop 119, Route 58
- 8 **Park St**
 - Left in, left out at St Kilda Road from 18 April
 - Right turn into St Kilda Road opens on 24 April.

Pedestrian changes

St Kilda Road - Western side

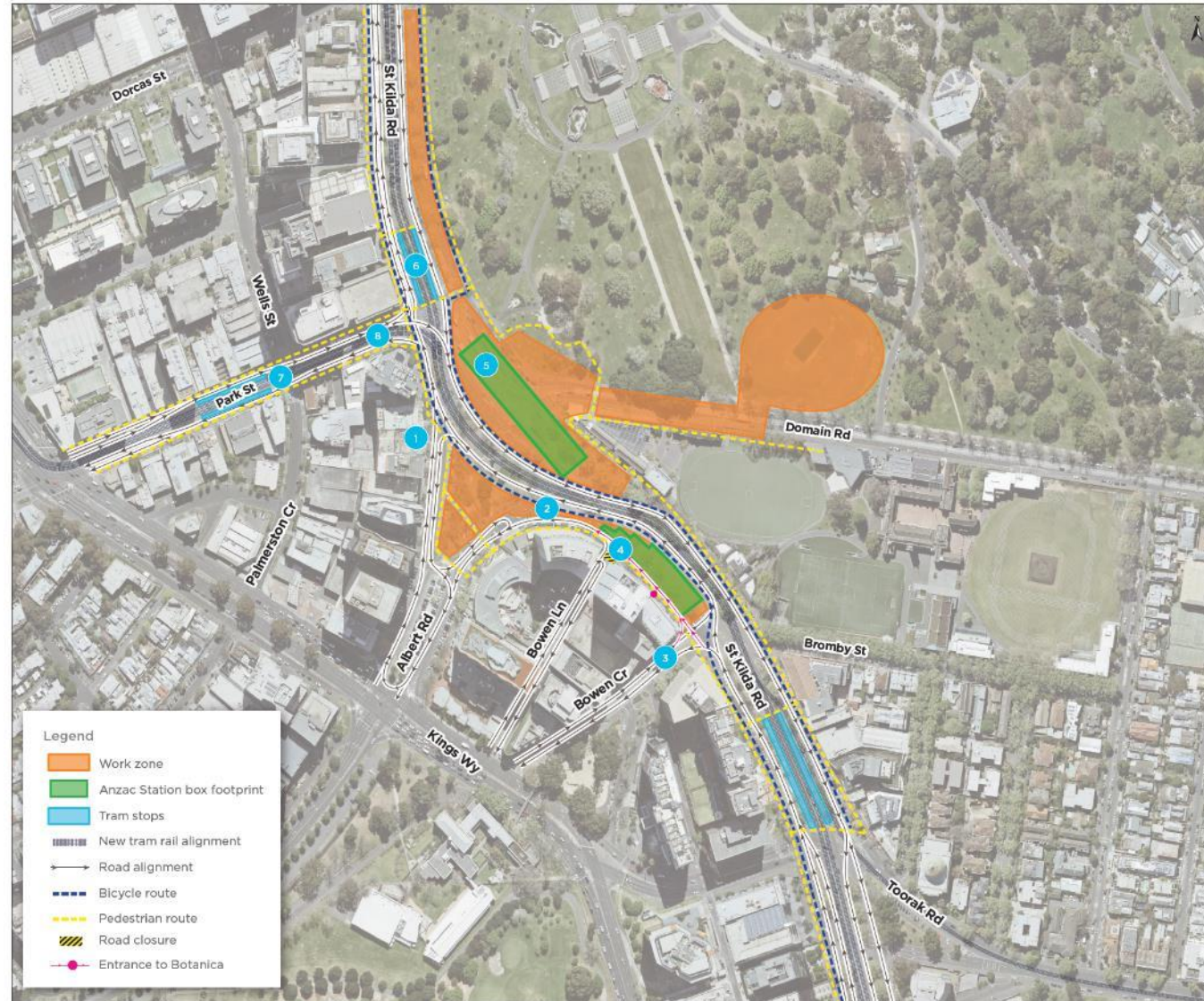
- Use existing footpath between Bowen Crescent and Albert Road South
- Use new footpath through Albert Road Reserve and use existing footpath north of Park Street.

St Kilda Road - Eastern side

- Use existing footpath with a detour up Domain Road and around the work site
- Access along Domain Road remains open.

Crossing St Kilda Road

- Around the construction site, crossing points along St Kilda Road are limited. Crossing points are:
 - Dorcas Street at the existing signals
 - Park Street (from 19 April)
 - Northern end of Toorak Road
- Botanic tram stop.





APRIL OCCUPATION – CUSTOMER CONTACT CENTRE

- Considerably lower call rate to the Toorak Rd West occupation
- High percentage of calls were resolved in the first instance
- Low percentage of calls were escalated as complaints

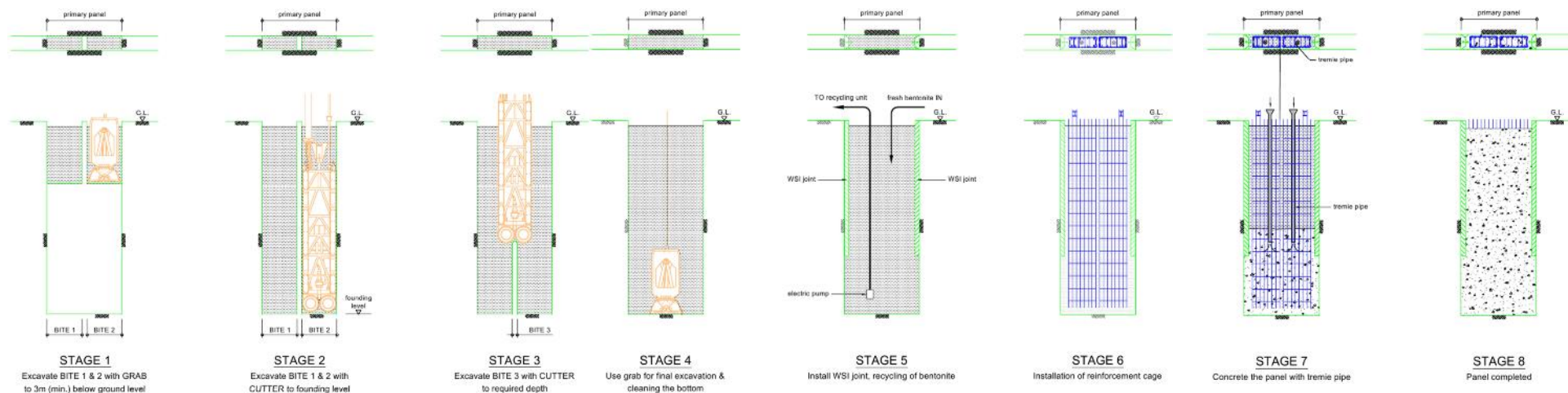
D-WALL – WHAT IS IT?

- D-Wall or Diaphragm Wall
 - Concrete panel (1mx6.2m) cast in the ground from the surface
 - Act as an earthing retaining wall
 - Used for permanent structure
- Main Benefit
 - Better ground settlement management
 - Robust water-tightness control
 - Ideal for top down construction



D-WALL – HOW IT IS CONSTRUCTED

- Step 1: Guide Wall
- Step 2: Trench Excavation under Bentonite (natural clay)
- Step 3: Reo cages Placing
- Step 4: Concreting



D-WALL – EQUIPMENT

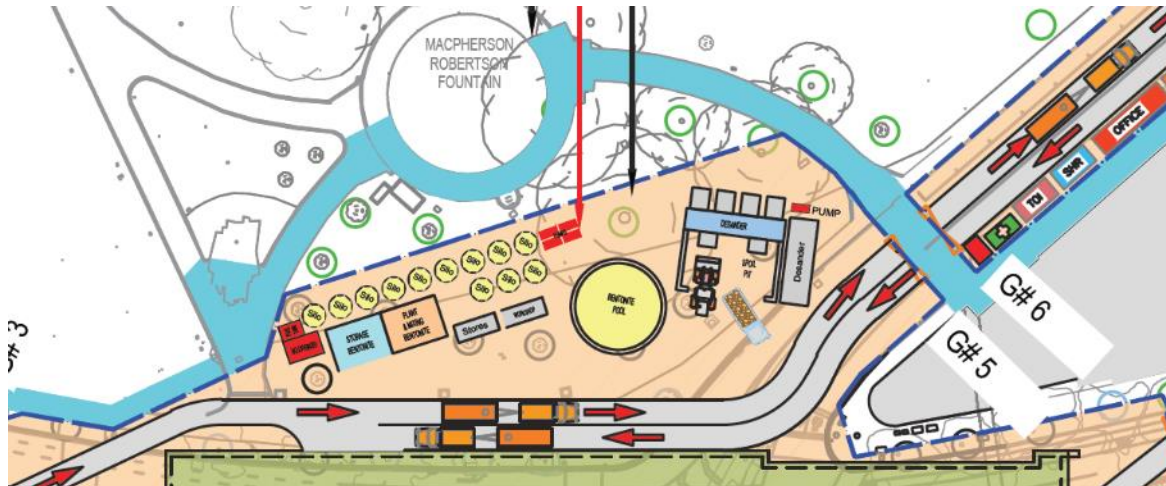
- Trench Excavation
 - Grab for soft ground
 - Hydrofraise (Cutter) for bedrock
 - Service Crane



D-WALL – CONCEPT BENTONITE PLANT

- Bentonite - Key element in the D-Wall process
 - Ensure stability of the trench excavation
 - Fluid pumped (closed circuit) to the entire working zone and recycled
 - Allows for unexpected ground conditions

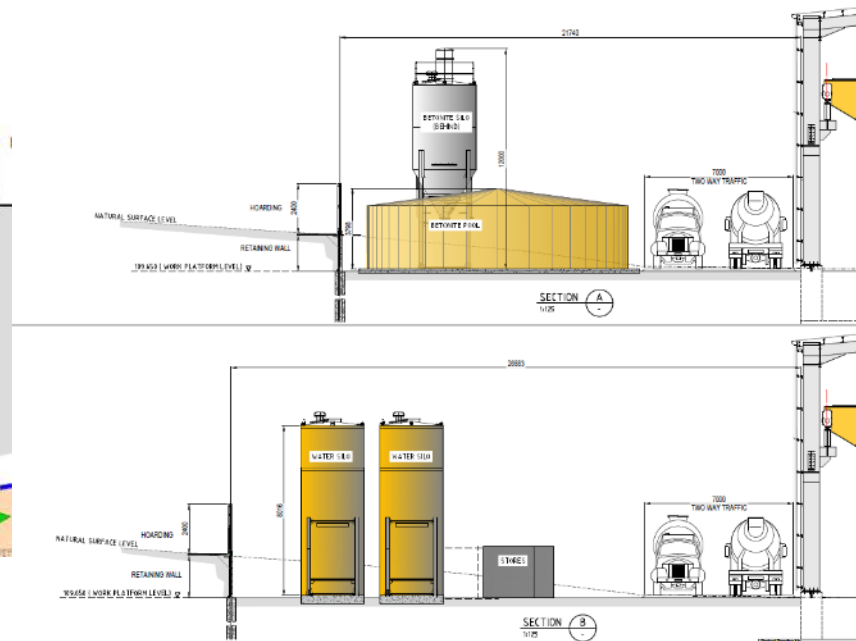
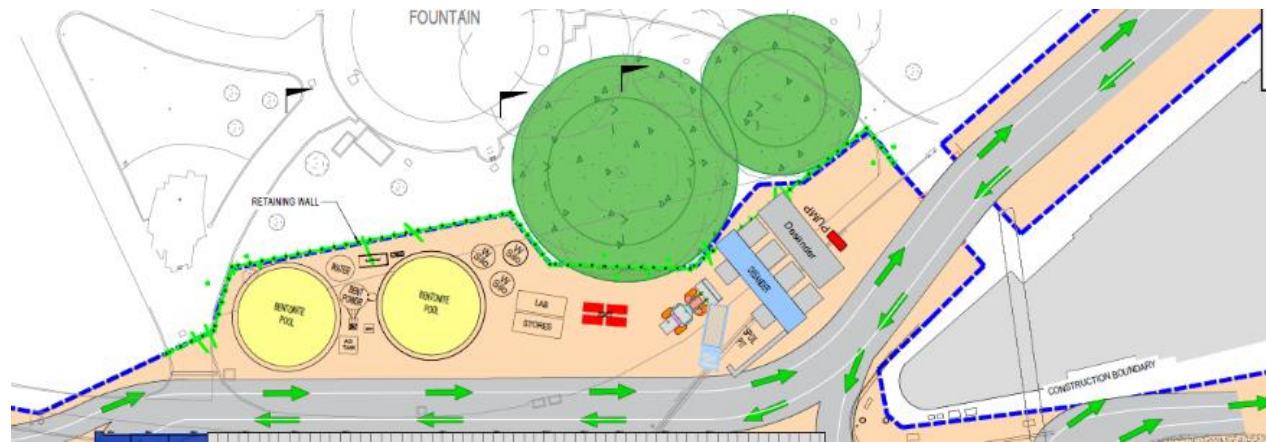
Previous Configuration:



D-WALL – FINAL BENTONITE PLANT

- Site set up optimisation
 - Tree protection zones
 - Mitigate visual amenity by reducing the quantity of silos
 - Opted for a pool option

Optimised configuration:



HIGH LEVEL CONSTRUCTION TIMELINE 2018 – 2019

- Construction of temporary tram & rail alignment Feb 2018 – Apr 2018
- Piling North Box May 2018 – Sep 2018
- Acoustic shed construction & north box roof excavation Sep 2018 – Dec 2018
- Piling South Box Sep 2018 – Jan 2019
- South Box roof excavation Jan 2019 – May 2019
- Construction of temporary tram and road alignment May 2019 – Jun 2019

CONSTRUCTION TIMELINE – 2018-2019

Activity	Timing
Construction of the temporary tram and rail alignment	Feb 2018 – April 2018
Piling/D-Wall North Box	May 2018 – Sep 2018
Acoustic shed construction and north box roof excavation	Sep 2018 – Dec 2018
Piling/D-Wall Southern Box	Sep 2018 – Jan 2019
South box roof excavation	Jan 2019 - May 2019
Construction of Stage 2 temporary tram and road alignment	May 2019 – June 2019

PROPERTY CONDITION SURVEYS PROCESS

- Identify properties within CYP works zone of influence;
 - may experience vibration
 - may experience minor ground settlement
- Identify and contact building and asset owners
- Completes a visual inspection, Identify and record any existing defects
- Resulting report will be sent to the owner, detailed discussion with the owner if requires, then final copy issued
- Heritage/significant buildings – further investigation may be required
- Feed investigations and site inspections into CYP modelling to inform our design process
- Dedicated full-time survey team for ongoing management and assistance during construction

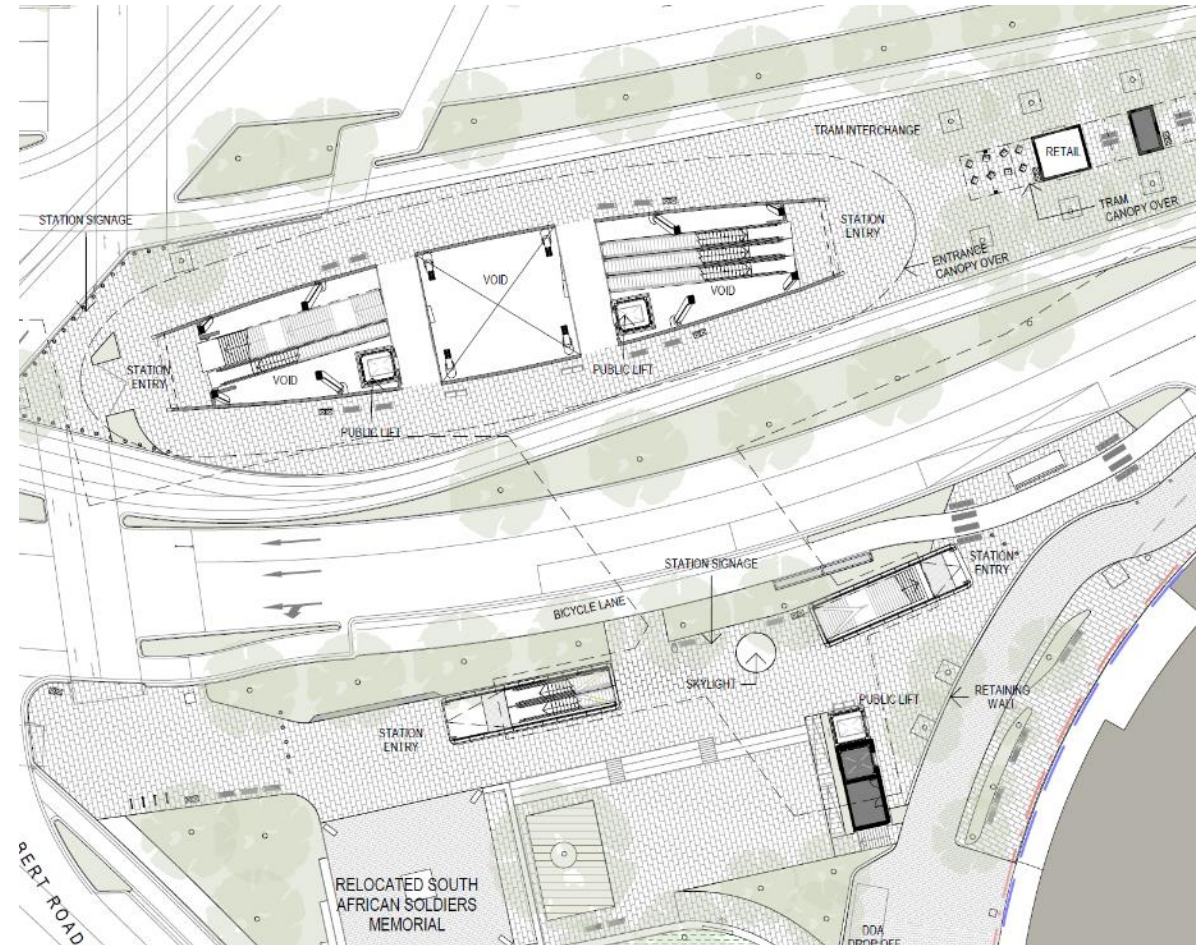


PROPERTY CONDITION SURVEYS

- To date all properties adjacent to Anzac Station construction have been offered a property condition survey
- Property condition surveys have commenced and will be continuing through April and May
- Reminder to contact the project team if you would like an individual apartment survey

PLANNING AND DESIGN

- Development Plan was approved by the Minister for Planning
- Detailed design development is continuing
- Design focus is currently on the station box and entrances





QUESTIONS?



OUTSTANDING ISSUES AND ACTION REGISTER

- Item D5-1 – Steps taken to improve traffic management on Albert Road