

Elgin Street, Carlton

26 August 2014

Proposed permanent partial road closures of Union Place, Elgin Place South and Public Highway 8023

Presenter: Geoff Robinson, Manager Engineering Services

Purpose and background

1. The purpose of this report is to seek a decision from Council in response to the proposed permanent partial road closures of three laneways (Laneways) Union Place, Elgin Place South and Public Highway 8023 (the Proposal) due to the construction of a raised tram reserve across the Laneways in Elgin Street, between Lygon and Swanston Streets. While the Proposal will prevent right turns into and out of the Laneways, it will still enable motorists to enter and exit the Laneways via left turn in and left turn out movements (as described in Attachment 2).
2. Under delegation, the Proposal has been publicly advertised, notified to affected owners and occupiers and the four submissions received (refer Attachment 3) were considered by Council's Submissions Committee under section 223 of the *Local Government Act 1989* (the Act).

Key issues

3. The four submissions received to the Proposal are summarised and commented on in Attachment 3. Three of the submissions were from residents objecting to the reduced access and the loss of parking, and one submission was from Yarra Trams in support of the Proposal. While motorists, including residents, will need to use more circuitous alternate routes to access the Laneways, they will be able to U-turn at Elgin Street's intersections with Swanston, Cardigan or Lygon Streets, to either access or egress their properties. The traffic signals at these intersections will be adjusted to safely accommodate U-turns. In order to improve parking opportunities for local residents it is proposed to designate the 10 spaces on the south side of Elgin Street between Swanston and Cardigan Streets as resident priority parking. This is described in more detail in Attachment 2.
4. There will be no increase in congestion due to the low traffic volumes accessing the Laneways and the ability to do U-turns at the traffic signals. Emergency vehicles will be able to reverse into these laneways. Vehicles will also be able to mount the raised tram tracks to enter both Union Place and Elgin Place South in a forward direction.
5. Elgin Street is under Council's care and management. The Proposal involves placing and maintaining obstructions to block motor vehicles. Under the Act, Council is required to publish a public notice of the Proposal calling for submissions. Council must consider all submissions received in response before making a decision. A public notice outlining the Proposal was advertised in The Age newspaper on Saturday 14 June 2014 (refer Attachment 4). A letter outlining the Proposal was also forwarded to owners and occupiers of properties considered to be directly affected (refer Attachment 5).
6. As required by the Act, Council has received a VicRoads' report on the Proposal (refer Attachment 6), which advised that VicRoads had no objection to the Proposal and requested that Council notify all emergency service authorities of the change to vehicular access. The Metropolitan Fire and Emergency Services Board, Ambulance Victoria and Victoria Police have been notified regarding the Proposal.

Recommendation from management

7. That Council:
 - 7.1. approves the permanent partial road closures of Union Place, Elgin Place South and Public Highway 8023, as proposed by public notice given on 14 June 2014 and as recommended by the Submissions Committee at Attachment 2
 - 7.2. notifies all submitters in writing of its decision and the reasons for its decision

- 7.3. advises VicRoads to make provisions to accommodate the likely U-turn volumes at the Elgin Street's intersections with Swanston, Cardigan and Lygon Streets as part of the platform tram stop works
- 7.4. designates the 10 spaces on the south side of Elgin Street, between Swanston and Cardigan Streets, as resident priority parking.

Attachments:

- 2 Supporting Attachment
- 3 Detailed Background, Key Issues and Concept Plans
- 4 Copy and Summary of Submissions
- 5 Public Notice
- 6 Copy of Letter sent to Owners/Occupiers
- 7 VicRoads Report

Supporting Attachment

Legal

1. The report accurately describes the requirements of the Act in respect to the Proposal.

Finance

2. The Elgin Street tram track and platform stop project will be fully funded by Yarra Trams. The remodelling of the signals at the Lygon Street and Elgin Street intersection will include the installation of a controlled right turn from Elgin into Lygon Streets, which will be fully funded by VicRoads from the Federal Government's Nation Building fund allocation for accident Blackspot works.

Conflict of interest

3. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report.

Stakeholder consultation

4. The consultation process involved the following:
 - 4.1. Advertising of the proposal in The Age on 14 June 2014.
 - 4.2. A letter was sent to the owners and occupiers of abutting properties and others deemed to be affected advising that Council is undertaking legal procedures under the Act related to the Proposal and is seeking submissions.

Relation to Council policy

5. The proposed introduction of the partial closures is in line with Section 7 of Council's Transport Strategy 2012 which states that "Tram operations in the City of Melbourne will be improved to offer a more frequent and reliable service. Tram stops will be better integrated into the public realm to improve access, safety and amenity, with 90 per cent of stops upgraded to 'level access' by 2016".

Environmental sustainability

6. This proposal may have a minor impact on environmental sustainability by requiring motorists accessing the Laneways to travel additional distances, thereby increasing vehicle emissions.

DETAILED BACKGROUND, KEY ISSUES AND CONCEPT PLANS**Detailed Background**

1. Yarra Trams has lodged preliminary drawings for a proposal, as shown on the following pages, to realign and install the tram tracks on a raised tram reservation in Elgin Street, between Lygon and Swanston Streets, excluding the intersection with Cardigan Street.
2. The proposed works include the installation of an 'island' platform tram stop to replace the existing standard tram safety zone in Elgin Street at Lygon Street (outbound) and the removal of the existing standard tram safety zones in Elgin Street at Swanston Street, (inbound and outbound) and in Lygon Street at Elgin Street (inbound).
3. Elgin Street, Union Place, Elgin Place South and PH8023 are local roads under the care and management of the Melbourne City Council. Elgin Street, which functions as a 'local arterial' to cater for the significant level of traffic accessing Carlton, is subject to the default speed limit of 50km/h. The land use abutting this section of Elgin Street and the laneways comprises a mix of residential, business and institutional (University of Melbourne) uses.
4. The three laneways impacted on by the proposed tram works, Union Place, Elgin Place South and PH8023 are effectively cul-de-sacs ranging in width between approximately 2.8 and 3.6 metres and providing access to off-street parking and for servicing including waste collection.
5. PTV operates tram Routes 1 (South Melbourne – East Coburg) and 8 (Moreland – Toorak) along this corridor providing a four-minute frequency during peak periods. The existing standard safety zone in Elgin Street at Lygon Street experiences relatively heavy usage with approximately 16,000 passengers boarding and alighting each week (820,000 each year).
6. The existing arrangement includes the following:
 - 6.1. The northern carriageway of Elgin Street, between Swanston and Lygon Streets, features kerbside parking, a bicycle lane and a single traffic lane (which branches out into two stand-up traffic lanes and a bicycle lane at the intersections with both Cardigan and Lygon Streets).
 - 6.2. The southern carriageway of Elgin Street, between Swanston and Lygon Streets, features kerbside parking and two traffic lanes. There is no bicycle lane along the southern carriageway, due to insufficient road width.
7. The proposed arrangement will include the following, as shown on the attached plan:
 - 7.1. The northern carriageway of Elgin Street, between Swanston and Lygon Streets, will feature kerbside parking, a bicycle lane and a single traffic lane (which will branch out into two stand-up traffic lanes and a bicycle lane at its intersections with both Cardigan and Lygon Streets).
 - 7.2. The southern carriageway of Elgin Street, between Swanston and Cardigan Streets, will feature a parking lane and one traffic lane (which will branch out into two stand-up lanes at its intersection with Swanston Street). The southern carriageway of Elgin Street, between Cardigan and Lygon Streets, will feature a parking lane and one traffic lane.
8. The Elgin Street tram track and platform stop project will be fully funded by Yarra Trams. The remodelling of the signals at the Lygon Street / Elgin Street intersection will include the installation of a controlled right turn from Elgin into Lygon Streets (east to north) to overcome the recurring accident problem involving collisions between right turning vehicles and eastbound cyclists. The cost of these works will be fully funded by VicRoads from the Federal Government's Nation Building fund allocation for accident Blackspot works.

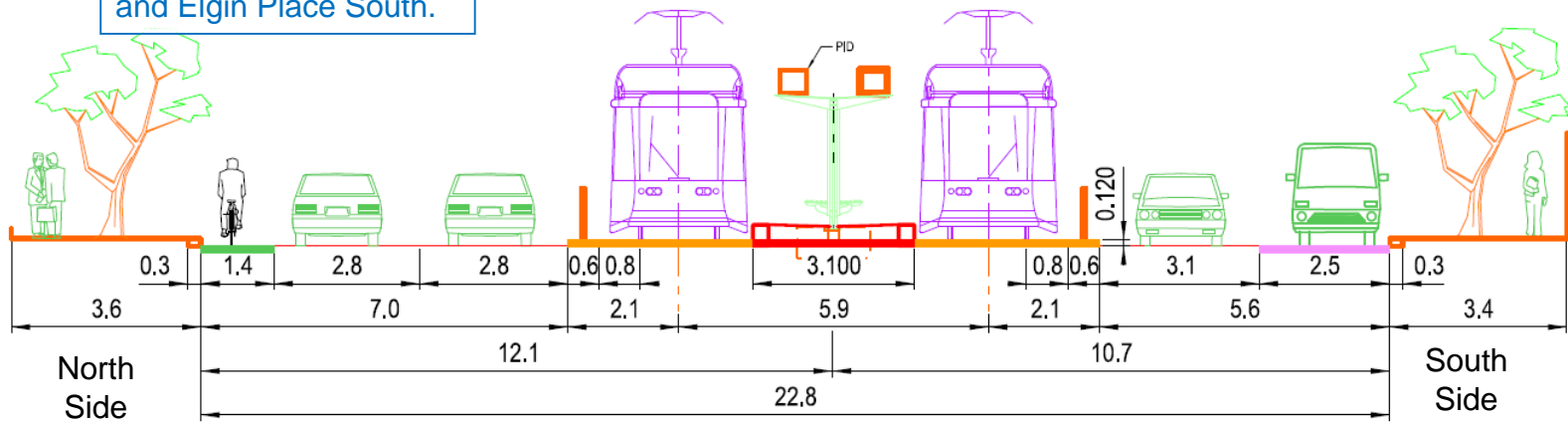
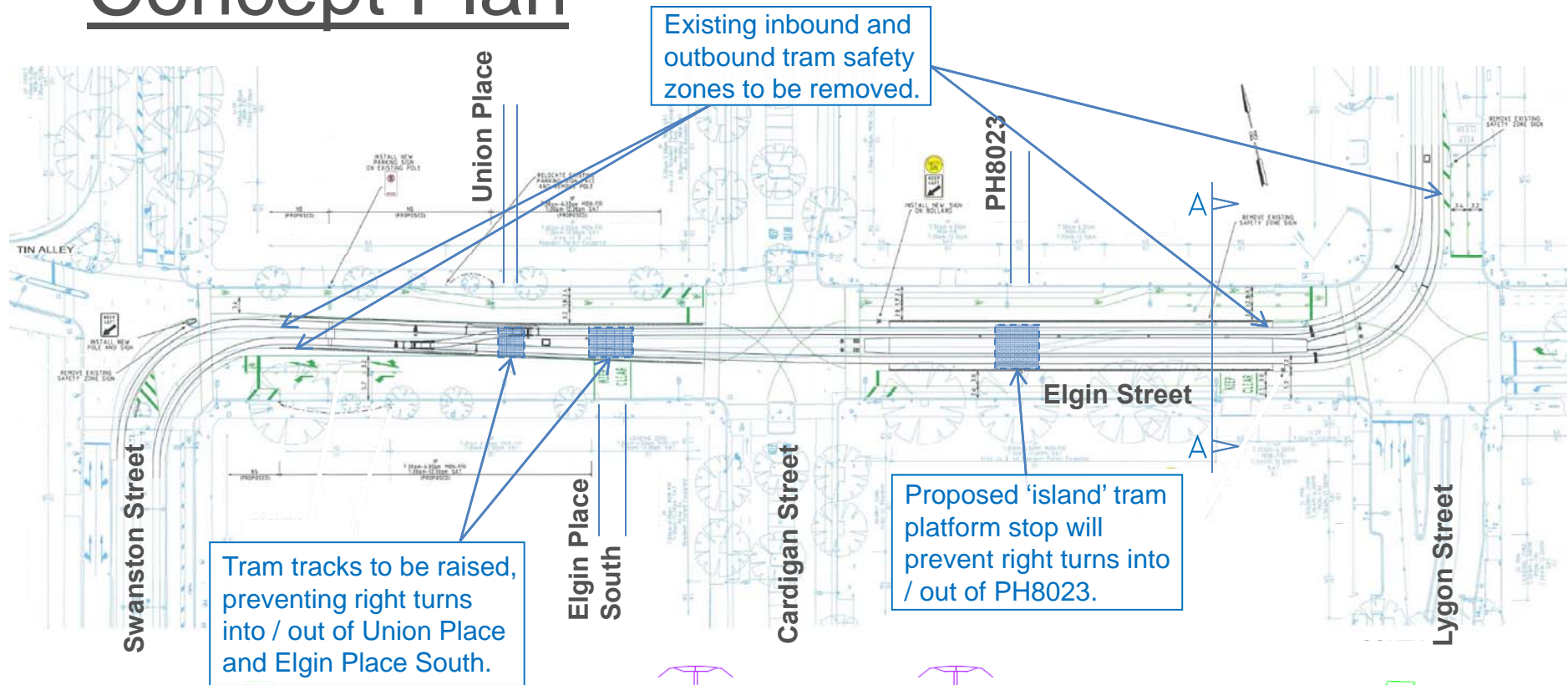
Key Issues

9. The proposed closures of Union Place and Elgin Place South will enable the installation/realignment of the raised tram tracks in Elgin Street, midblock between Swanston and Cardigan Streets, in order to allow the shunting of the trams to be undertaken in Elgin Street, reducing the pressure on the existing shunting activities in Swanston Street, south of Elgin Street. The raising of the tracks will prevent vehicles from turning right / U-turning in front of the trams during the shunting activities, which will improve safety and reduce tram travel times.
10. The proposed closure of PH8023 will enable the construction of an 'island' tram platform stop in Elgin Street, between Cardigan and Lygon Streets, including the provision of formal pedestrian access to/from the platform tram stop, via the crosswalks at the signalised intersections at Cardigan and Lygon Streets, which will greatly improve the safety of tram passengers. The platform tram stop will also include furniture/fittings for DDA compliance, passenger shelters, real-time information and other passenger amenity features typical of platform stops.
11. Motorists would need to undertake U-turns at the Elgin Street's intersections with Swanston, Cardigan or Lygon Streets to access/egress these laneways. Discussions with VicRoads have confirmed that, during the remodel of the traffic signals at these intersections, provision will be made to accommodate the likely U-turn volumes as part of the platform tram stop works. Alternatively, motorists would need to undertake more circuitous routes.
12. Currently, there are approximately:
 - 12.1. Seven parking spaces located along the north side of Elgin Street, between Swanston and Cardigan Streets, signed as "1P, 7.30am – 6.30pm Mon-Fri, 7.30am – 12.30pm Sat, area 4C & 4D resident permit excepted.
 - 12.2. Seven parking spaces located along the south side of Elgin Street, between Swanston and Cardigan Streets, signed as "1P, 7.30am – 6.30pm Mon-Fri, 7.30am – 12.30pm Sat". The residents with area 4C & 4D permits are not currently excepted from the 1P restriction along the south side of the street.
13. The proposed tram works will result in the loss of two parking spaces on the north side and a gain of three spaces on the south side of Elgin Street, which will result in a net gain of one parking space, as shown on the attached Parking Plan. It is proposed to designate the ten spaces on the south side of Elgin Street, between Swanston and Cardigan Streets, as resident priority parking.

Submissions Committee Resolution and Recommendation

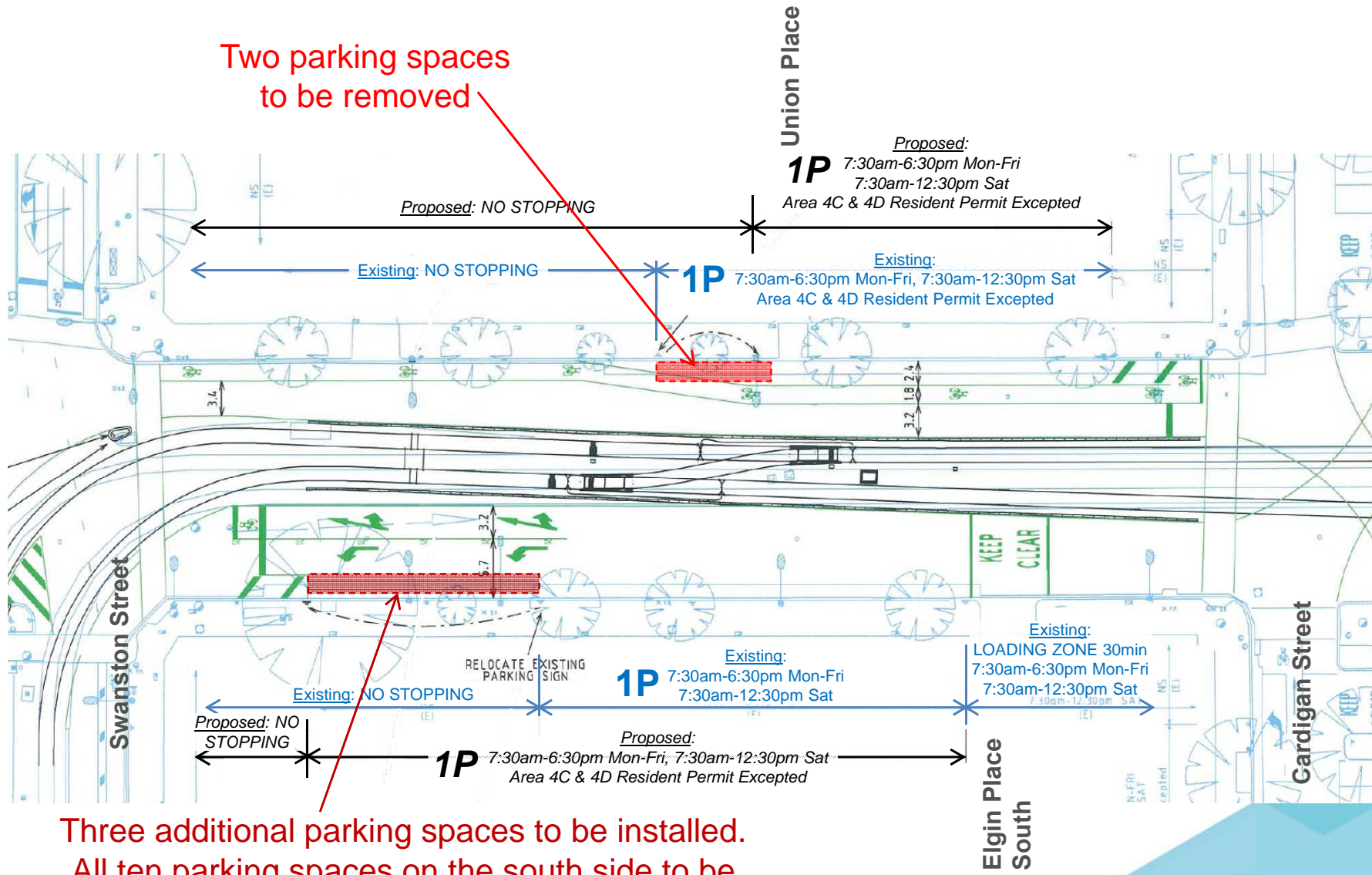
14. The Submissions (Section 223) Committee having considered all written submission received and having given an opportunity for any person to speak in support of their submission recommend that Council:
 - 14.1. Approve the proposed permanent partial road closures of Union Place, Elgin Place South and Public Highway 8023, due to the construction of raised tram reserve across these laneways in Elgin Street, between Lygon and Swanston Streets.
 - 14.2. Notify in writing every person who has lodged a separate submission of the decision and reason/s for the decision.
 - 14.3. Advise VicRoads to make provisions to accommodate the likely U-turn volumes at the Elgin Street's intersections with Swanston, Cardigan and Lygon Streets as part of the platform tram stop works.
 - 14.4. Designate the ten spaces on the south side of Elgin Street, between Swanston and Cardigan Streets, as resident priority parking.

Concept Plan



Section A-A, looking east

Proposed Parking Changes



Two parking spaces to be removed

Three additional parking spaces to be installed.
All ten parking spaces on the south side to be
"Area 4C & 4D Resident Permit Excepted"

	Name/address	Nature of Submission	Comments
1.	Carolyn De Poi	<p>Objection to the proposal.</p> <p>The issues raised in the submission are summarised as follows:</p> <p>a) I own the property at 3 Holmwood Place, which has off street parking accessed from Union Place. The partial road closure will worsen traffic congestion in Elgin Street.</p> <p>b) Given the number of roads already closed or have traffic flow restrictions in the surrounding streets (including Keppel and Faraday Streets), this limited directional access to Union Place will cause a considerable detour for residents forcing them to use already very congested roads such as Cemetery Road East or Grattan Street. A change to the traffic signals at the Swanston Street / Elgin Street intersection to allow U-turns when approaching from Elgin Street would mitigate this somewhat and should be considered if this proposal proceeds.</p>	<p>The comments from Engineering Services regarding the issues raised in the submission are as follows:</p> <p>The closures of Union Place, Elgin Place South and PH8023 are expected to result in a total of approximately 10 additional resident/delivery vehicles, during an average peak hour period. This level of traffic will not have a significant effect on either Elgin Street or the surrounding road network.</p> <p>U-turn manoeuvres are permitted at the signalised intersections of Elgin Street / Swanston Street, Elgin Street / Cardigan Street and Elgin Street / Lygon Street. However, at the Elgin Street / Swanston Street intersection, the green right turn arrow from Elgin into Swanston Streets operates concurrently with the green left turn arrow from Swanston into Elgin Streets. As the U-turning vehicles would have to give way to the left turning vehicles, it would be difficult to U-turn during both the AM and PM peak periods, due to the high volume of left turning vehicles. VicRoads has advised that the left turn arrow could be stopped approximately two to three seconds prior to the right turn arrow, if necessary, to enable one vehicle to U-turn at the end of the signal phase. This adjustment to the signal timing could be undertaken as part of the traffic signal remodel of this intersection, during the platform tram stop works.</p> <p>If the motorists did not wish to undertake the U-turns, they would need to undertake more circuitous routes when accessing Union Place from the east or exiting from Union Place to travel westbound.</p> <p>A worst case scenario for motorists exiting their properties requires them to turn left from Union Place into Elgin Street, left into Lygon Street and left into Cemetery Road East, to travel an additional 600m.</p> <p>A worst case scenario for motorists accessing their properties from the east, requires them to turn left from Elgin into Lygon Streets, right into Grattan Street, right into Swanston Street, right into Elgin Street and left into Union Place, to travel an additional 960m.</p>

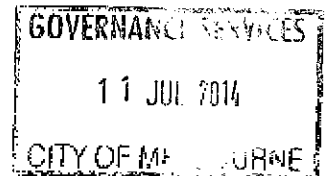
	Name/address	Nature of Submission	Comments
		<p>c) There is an extensive raised tram stop around the corner in Swanston Street. A location closer to Lygon Street and the shopping precinct would be more appropriate for a second raised tram stop than the location proposed.</p> <p>d) I would like the Council to reconsider this development with respect of the proposed location.</p>	<p>It is proposed to install an 'island' platform tram stop in Elgin Street, between Cardigan and Lygon Streets. Due to the platform stop, it will not be possible to turn right both into and out of PH8023.</p> <p>It is also proposed to realign the tram tracks on a raised tram reservation in Elgin Street, between Swanston and Cardigan Streets. Due to the raised tram reservation, it will not be possible to turn right both into and out of Union Place and Elgin Place South.</p> <p>The proposed platform tram stop works will result in the following improvements:</p> <ul style="list-style-type: none"> • Two of the existing standard tram safety zones in Elgin Street, both at Swanston Street (inbound) and at Lygon Street (outbound), are set back approximately 6m from the pedestrian crosswalks due to the curved tram tracks at both locations, resulting in access difficulties and safety concerns for tram passengers. The provision of formal pedestrian access to/from the 'island' platform tram stop, via the crosswalks at the signalised intersections at Cardigan and Lygon Streets, will greatly improve the safety of tram passengers. • Installation of furniture/fittings for DDA compliance and other passenger amenity features typical of platform stops, including passenger shelters and real-time information. • The raised tram tracks in Elgin Street, midblock between Swanston and Cardigan Streets, will reduce the incidence of vehicles turning right and U-turning across tram tracks, resulting in improved safety for both motorists and tram passengers.

	Name/address	Nature of Submission	Comments
2.	Robert De Poi	<p>Objection to the proposal.</p> <p>The issues raised in the submission are summarised as follows:</p>	<p>The comments from Engineering Services regarding the issues raised in the submission are as follows:</p>
		<p>a) I own the property at 5 Holmwood Place, which is still under construction. The Planning permit required parking access to this property via Union Place. I am concerned that by blocking right turn access and reducing the turning arch to turn left from Elgin Street will limit emergency vehicle access to Union Place.</p>	<p>As part of the tram track works, it is proposed to modify the alignment of the crossover from Elgin Street into Union Place, in order to enable a standard 8.8m service vehicle to reverse into Union Place and then to drive out in a forward direction. This will ensure that Council's waste vehicles, and all emergency vehicles, are able to access Union Place.</p> <p>Emergency vehicles are exempt from the road rules. In the event of an emergency, fire trucks and ambulance will still be able to drive into Union Place in a forward direction, if required, by mounting the raised tram tracks.</p>
		<p>b) On a day to day basis vehicle traffic flow and access to private residences needs to be considered. Elgin Street is a busy thoroughfare particularly since the tram stop developments in nearby Swanston Street. A partial road closure will only worsen the congestion.</p>	<p>Refer to the comments in response to issue a) raised by Carolyn De Poi.</p>
		<p>c) I work in Moonee Ponds, requiring that I proceed west along Elgin Street to Swanston Street. Given the number of roads already closed or have traffic flow restrictions in the surrounding streets (including Keppel and Faraday Streets), this limited directional access to Union Place will cause a considerable detour for myself and other residents forcing them to use</p>	<p>Refer to the comments in response to issue b) raised by Carolyn De Poi.</p>

	Name/address	Nature of Submission	Comments
		<p>already very congested roads such as Cemetery Road East or Grattan Street. A change to the traffic signals at the Swanston Street / Elgin Street intersection to allow U-turns when approaching from Elgin Street would mitigate this somewhat and should be considered if this proposal proceeds.</p>	
		<p>d) While I appreciate the need for adequate pedestrian access to tram services, there is a raised tram stop around the corner in Swanston Street. A location closer to Lygon Street and the shopping precinct would be more appropriate for a second raised tram stop.</p>	<p>Refer to the comments in response to issue c) raised by Carolyn De Poi.</p>
		<p>e) I would like the Council to reconsider this development with respect of the proposed location.</p>	<p>Refer to the comments in response to issue d) raised by Carolyn De Poi.</p>

	Name/address	Nature of Submission	Comments
3.	J and M Casamento	<p>Objection to the proposal.</p> <p>The issues raised in the submission are summarised as follows:</p> <p>a) The proposal will result in loss of parking for property owners, residents and tenants. They should be offered residents 4D permits close to their homes in Elgin Street and elsewhere in the immediate vicinity.</p> <p>b) The parking vouchers which are already available to those now eligible should be continued and, as a gesture of goodwill, offered at no cost by the City of Melbourne.</p> <p>c) Also concerned about the possible negative impact on property value.</p>	<p>The comments from Engineering Services regarding the issues raised in the submission are as follows:</p> <p>Currently, there are approximately:</p> <ul style="list-style-type: none"> • Seven parking spaces located along the north side of Elgin Street, between Swanston and Cardigan Streets, signed as “1P, 7.30am – 6.30pm Mon-Fri, 7.30am – 12.30pm Sat, area 4C & 4D resident permit excepted. • Seven parking spaces located along the south side of Elgin Street, between Swanston and Cardigan Streets, signed as “1P, 7.30am – 6.30pm Mon-Fri, 7.30am – 12.30pm Sat”. The residents with area 4C & 4D permits are not currently excepted from the 1P restriction along the south side of the street. <p>The proposed tram works will result in the loss of two parking spaces on the north side and a gain of three spaces on the south side of Elgin Street, which will result in a net gain of one parking space. It is proposed to designate the ten spaces on the south side of Elgin Street, between Swanston and Cardigan Streets, as resident priority parking.</p> <p>Under the City of Melbourne Resident Parking Scheme, the residents can apply for ‘visitor voucher permits’. A book of 18 permits (consisting of 4 x 1 day, 2 x weekend and 12 x 3 hour permits) costs \$20 and a new book can be purchased every two months.</p> <p>The following residents are exempt from paying the \$20 fee:</p> <ul style="list-style-type: none"> • Pensioner Concession card and Veteran’s Affairs Pensioner Concession card holders. • Department of Veteran Affairs Gold card holders, including Totally and Permanently Incapacitated and War Widows. <p>No other residents are eligible for the fee exemption under the City of Melbourne Resident Parking Scheme.</p> <p>Engineering Services is unable to comment on property values, but the establishment of a high quality tram stop could be seen as having a positive impact on the area.</p>

	Name/address	Nature of Submission	Comments
4.	Massoud Majidi Manager, Agency Business Unit Yarra Trams GPO Box 5231 Melbourne VIC 3001	<p>In-support of the proposal.</p> <p>The issues raised in the submission are summarised as follows:</p> <p>a) The proposal provides significant benefit to tram operations and safety in this section of Elgin Street boosting public transport performance and effectiveness in this key tourist, recreational and institutional precinct in central Melbourne. These significant benefits are achieved without compromising levels of service for other road users and retaining convenient and safe property access.</p> <p>b) While the proposal will prevent right turns into and out of the nominated roads, motorists will still be able to enter and exit each via left-turn-in and left-turn-out movements.</p>	<p>The comments from Engineering Services regarding the issues raised in the submission are as follows:</p> <p>For information.</p> <p>Agreed, as noted above.</p>



Carolyn De Poi

Manager Governance Services
Melbourne City Council
GPO Box 1603
Melbourne Vic 3000

6th July 2014

Dear Sir/Madam

Re: Elgin Street, Raised Tram Works extending across Union Place, Elgin Place South and PH8023

I am writing this submission in response to the proposed permanent partial road closure detailed above. I am the owner of a property at [redacted], Carlton which has off street private vehicle parking accessed from Union Place.

I appreciate the importance of providing suitable access to public transport services for all commuters and in particular the disabled. However, vehicle traffic flow and access to private residences also needs to be taken into consideration. Elgin Street is a busy thoroughfare particularly since the tram stop developments in nearby Swanston Street. A partial road closure will only worsen the congestion.

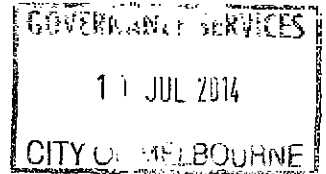
Given the number of roads already closed or have traffic flow restrictions in the surrounding streets (including Keppel Street and Faraday Street), this limited directional access to Union Place will cause a considerable detour for residents forcing them to use already very congested roads such as Cemetery Road East or Grattan Street. A change to the traffic signals at the Swanston and Elgin Street intersection to allow U-turns when approaching from Elgin Street would mitigate this somewhat and should be considered if this current proposal proceeds.

As mentioned above, there is a very extensive raised tram stop complex in close proximity to this proposed development, literally around the corner in Swanston Street. A location closer to Lygon Street and the shopping precinct would seem to be more appropriate for a second raised tram stop than the location proposed.

Therefore, I would like the council to reconsider this development with respect of the proposed location.

Yours sincerely

Carolyn De Poi



Robert De Poi

Manager Governance Services
Melbourne City Council
GPO Box 1603
Melbourne Vic 3000

8th July 2014

Dear Sir/Madam

Re: Elgin Street, Raised Tram Works extending across Union Place, Elgin Place South and PH8023

I am writing this submission in response to the proposed permanent partial road closure detailed above. I am the owner of a property at _____, Carlton, which is still under construction that has off street private vehicle parking accessed from Union Place. Indeed it was part of the Planning permit that required parking access via Union Place. If this proposed development was already in place it may be that my new townhouse could not have been built as heavy machinery was required to gain access to the site!

I am concerned that by blocking right turn access into Union Place from Elgin Street as well as reducing the turning arch to enter left from Elgin Street will limit emergency vehicle access to Union Place. Secondly on a day to day basis vehicle traffic flow and access to private residences also needs to be taken into consideration. Elgin Street is a busy thoroughfare particularly since the tram stop developments in nearby Swanston Street. A partial road closure will only worsen the congestion. In my particular circumstances, I work in Moonee Ponds requiring that I proceed west along Elgin Street to Swanston Street. Given the number of roads already closed or that have traffic flow restrictions in the surrounding streets (including Keppel Street and Faraday Street), this limited directional access to Union Place will cause a considerable detour for myself and other residents forcing them to use already very congested roads such as Cemetery Road East or Grattan Street.

While I appreciate the need for adequate pedestrian access to tram services, there is a very extensive raised tram stop complex in close proximity to this proposed development, literally around the corner in Swanston Street. A location closer to Lygon Street and the shopping precinct would seem to be more appropriate for a second raised tram stop if one is deemed necessary than the location proposed.

In the unfortunate circumstances that the council elects to proceed with the development then a change to the traffic signals at the Swanston and Elgin Street intersection to allow U-turns when approaching from Elgin Street would at least mitigate the difficulties in accessing

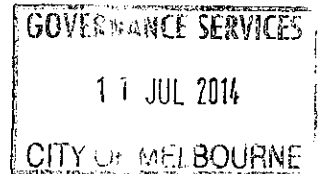
Union Place from the East somewhat and should be considered if this current proposal proceeds.

Therefore, I would like the council to reconsider this development with respect of the proposed location.

Robert De Poi

July 9, 2014

Manager Governance Services
Melbourne City Council
GPO Box 1603
Melbourne, 3001.



Dear Sir/Madam,

Re. Elgin St. Carlton
Proposed Platform Tram Stop and Raised Tram Reservation Across Union Place,
Elgin Place South and Public Highway 8023

I refer to the above and understand that this work will result in loss of parking spaces for the relevant property owners, residents and tenants once the works are completed.

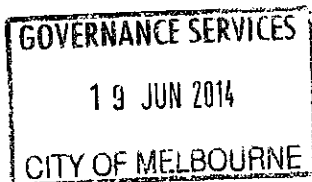
It will be unfair if they are deprived of these spaces without offering residents 4D permits close to homes in Elgin St. and elsewhere in the immediate vicinity.

May I also suggest that parking vouchers which are already available to those now eligible, will be continued, not only continued but as a gesture of goodwill, offered at not cost by the City of Melbourne.

Also of concern is the possibility of negative impact on the value of properties in Elgin Street north.

v J and M. Casamento

yarra trams



Ref: YTE14H-222

16 June 2014

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Dear Sir

Re: Elgin Street, Raised Tram Works extending across Union Place, Elgin Place South and PH8023

Reference is made to the Notice published in The Age newspaper on Saturday 14 June 2014, pursuant to sections 207 and 223 and clause 9 of schedule 11 of the *Local Government Act 1989* ('Act') that the Melbourne City Council ('Council') proposes to block or restrict the access of vehicles in Union Place, Elgin Place South and a lane known as Public Highway 8023 ('Roads') by the construction of a platform tram stop and raised tram works in Elgin Street between Lygon and Swanston Streets ('the proposal').

It is understood that any person may make a written submission on the proposal to the Council. Yarra Trams also understands that all submissions received by the Council on or before Monday 14 July 2014 will be considered in accordance with section 223(1) of the Act, by the Council's Submissions (Section 223) Committee ('Committee').

Yarra Trams is in favour of this proposal and wishes to be heard in support of its submission by a person acting on our behalf, before a meeting of the Committee scheduled to be held on 1 August 2014, commencing at 3pm, in the Melbourne Town Hall, Administration Building, 90-120 Swanston Street, Melbourne. Yarra Trams' view is that the proposal provides significant benefit to tram operations and safety in this section of Elgin Street boosting public transport performance and effectiveness in this key tourist, recreational and institutional precinct in central Melbourne. These significant benefits are achieved without compromising levels of service for other road users and retaining convenient and safe property access. Yarra Trams notes that while the proposal will prevent right turns into and out of the nominated roads, motorists will still be able to enter and exit each via left-turn-in and left-turn-out movements.

Massoud Majidi

Manager, Agency Business Unit

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MELBOURNE CITY COUNCIL

Elgin Street, Carlton Proposed Platform Tram Stop and Raised Tram Works extending across Union Place, Elgin Place South and PH8023

Attachment 4
Agenda item 6.6
Council
26 August 2014

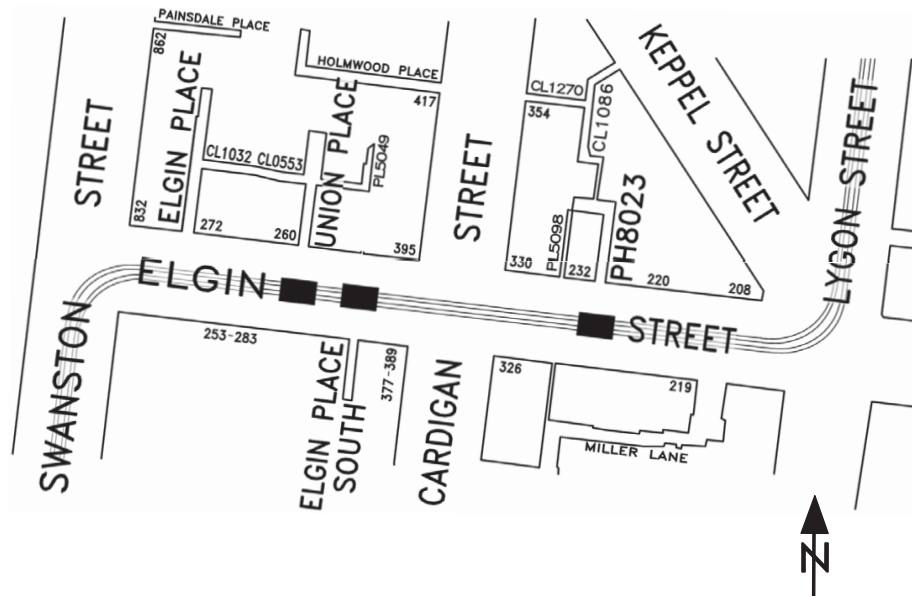
Notice is given pursuant to sections 207 and 223 and clause 9 of schedule 11 of the *Local Government Act 1989* ('Act') that the Melbourne City Council ('Council') proposes to block or restrict the access of vehicles in Union Place, Elgin Place South and a lane known as Public Highway 8023 ('Roads') by the construction of a platform tram stop and raised tram works in Elgin Street between Lygon and Swanston Streets, extending across the Roads in accordance with the plan ('proposal').

While the proposal will prevent right turns into and out of the Roads, motorists will still be able to enter and exit the Roads via left turn in and left turn out movements.

Any person may make a written submission on the proposal to the Council. All submissions received by the Council on or before Monday 14 July 2014 will be considered in accordance with section 223(1) of the Act, by the Council's Submissions (Section 223) Committee ('Committee').

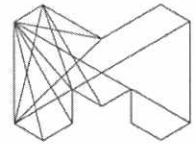
If a person wishes to be heard in support of their submission they must include their request to be heard in a written submission and this will entitle them to appear in person, or by a person acting on their behalf, before a meeting of the Committee. The Committee meeting is scheduled to be held on 1 August 2014, commencing at 3pm, in the Melbourne Town Hall, Administration Building, 90-120 Swanston Street, Melbourne.

Written submissions should be marked 'Elgin Street, Raised Tram Works extending across Union Place, Elgin Place South and PH8023' and addressed to the Manager Governance Services, Melbourne City Council, Town Hall, 90-120 Swanston Street, Melbourne VIC 3000 or GPO Box 1603, Melbourne VIC 3001. Written submissions received will be made public and made available on the City of Melbourne Website.



■ POINTS AT WHICH IT IS PROPOSED TO CONSTRUCT THE RAISED TRAM RESERVE IN ELGIN STREET ACROSS UNION PLACE, ELGIN PLACE SOUTH AND PH8023, AT ELGIN STREET ON A PERMANENT BASIS

S3165



CITY OF MELBOURNE

City of Melbourne
GPO Box 1603
Melbourne VIC 3001
Telephone (03) 9658 9658
Facsimile (03) 9654 4854
DX210487

ABN 55 370 219 287



022 000059

The Occupier
Unit 22, Ground 800 Swanston Street
CARLTON VIC 3053

Dear Sir/Madam

**ELGIN STREET, CARLTON
PROPOSED PLATFORM TRAM STOP AND RAISED TRAM RESERVATION ACROSS
UNION PLACE, ELGIN PLACE SOUTH AND PUBLIC HIGHWAY 8023**

The City of Melbourne writes to advise that it is commencing legal procedures pursuant to the Local Government Act 1989, ('Act') for the introduction of the permanent partial road closures of the following roads:

- Union Place;
- Elgin Place South; and
- A lane known as Public Highway 8023.

The permanent partial road closures are due to the installation of a platform tram stop and raising the level of the tram tracks in Elgin Street, between Lygon and Swanston Streets. The raised tram tracks will restrict access to left turn movements only, into and out of each of the above mentioned three roads at their intersections with Elgin Street.

A copy of the public notice and plan that will be advertised in The Age newspaper on Saturday 14 June 2014 is shown overleaf. **The closing date for written submissions is Monday 14 July 2014.**

Council's Submissions Committee will meet at 3 pm on Friday 1 August 2014, in the Melbourne Town Hall, Administration Building, 90-120 Swanston Street, Melbourne. The Committee will hear those persons wishing to be heard in support of their written submission.

Written submissions should be marked 'Elgin Street, Raised Tram Works extending across Union Place, Elgin Place South and PH8023' and addressed to:

Manager Governance Services
Melbourne City Council
GPO Box 1603
Melbourne VIC 3001

If you have any further queries, please contact Mr Alex Gorelik on 9658 9423. For further information about the proposal, visit our website www.melbourne.vic.gov.au.

Yours sincerely

Haig Pouison
Principal Engineer - Traffic EngineeringCoM reference DM8563805
 SR2557622

Metropolitan North West Region
499 Ballarat Road
Sunshine Victoria 3020
Private Bag 4000 Sunshine Victoria 3020

Telephone (03) 9313 1333
Fax (03) 9313 1198

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Mr Haig Poulson
Principal Engineer – Traffic Engineering
City of Melbourne
Private Bag 1603
MELBOURNE VIC 3001

Contact: Baden Gibbon
Telephone: 9313 1153
Our Ref: QD2549722
Your Ref: #8574439
File no: TM/015/MBN/000

Attention: Mr Alex Gorelik

Dear Mr Poulson,

**ELGIN STREET – PROPOSED PLATFORM STOP AND RAISED TRAM
RESERVATION ACROSS UNION PLACE, ELGIN PLACE SOUTH AND PUBLIC
HIGHWAY 8023**

I refer to your letter dated 13 June 2014 addressed to Ms Patricia Liew, Regional Director VicRoads Metropolitan North West Region, regarding the proposed platform tram stop and raised tram reservation across Union Place, Elgin Place South and Public Highway 8023.

It is noted that the proposed platform tram stop and raised tram reservation would restrict vehicular access to left in and out of Union Place, Elgin Place South and Public Highway 8023 at their intersection with Elgin Street.

As all of the impacts that VicRoads is required to consider are expected to be minimal and that the impact on the arterial road network would be negligible, VicRoads does not object to this proposal including the afore-mentioned vehicular access restrictions to/from Union Place, Elgin Place South and Public Highway 8023.

However, it is requested that Council notify all emergency service authorities of the change to vehicular access.

If you have any further queries, please contact Mr Baden Gibbon on 9313 1153.

Yours sincerely

JASON STAKIC
TEAM LEADER – TRAFFIC & PLANNING CENTRAL

17/6/2014