



MELBOURNE SOUTH YARRA RESIDENTS GROUP INC.

Established by the residents of South Yarra in 1969

September Bulletin Update: MMRA

MSYRG has written to MMRA many, many times asking for prompt attention to several issues concerning traffic, pedestrian and tram movement. Here is detailed information about MMRA's replies to MSYRG

- 1 Safety for people moving from the Fawkner Park tram stop to board a tram.** Pedestrians run a very real risk of being run down by cars that either do not understand the layout or are aggressive. Further protection is essential whether with a pedestrian crossing marked or something else. Furthermore, as there is no kerb even standing too close to the road carries with it risks for pedestrians who do not understand how close cars are.

MMRA gave a written reply: *Line marking and signage are now installed at the tram stop as per the original designs. In addition, the traffic speed has been reduced to 40km/hr, the stop has had a road safety audit and DDA audit undertaken and no additional treatment was recommended over what has already been installed. This is also in line with the other Easy Access Stops around Melbourne. A marked pedestrian crossing would not be installed on the raised road pavement as this indicates that pedestrians have right of way over road traffic which is not the case when there is no tram there and this would also invite people to potentially stand on the road. The new line marking and signage is now complete.*

MSYRG CONSIDERS THIS AREA IS STILL DANGEROUS TO PEDESTRIANS

- 2 MSYRG requested MMRA mark and sign a "KEEP CLEAR" area opposite the car-park entrance into the Fawkner Park Childcare Centre as the traffic build-up makes it very difficult for parents to get out and in.**

MMRA gave a written reply: *The provision of 'Keep Clear' signage needs to be approved by VicRoads. Their policy is that 'Keep Clear' line marking is generally installed only for the purposes of allowing emergency vehicles such as a fire truck or*

ambulance to egress their depot or to prevent queuing across tram tracks where there is a regular problem for right turning vehicles holding up trams. Therefore, the line marking is installed for the benefit of major road traffic and is not installed for the benefit of side road traffic or traffic exiting a car park unless there are exceptional circumstances which warrant its installation.

CONCLUSION: MMRA NOT INTERESTED IN ASSISTING WITH THIS LOCAL ISSUE

3 **Previously the response time for the pedestrian crossing near the entrance into the Fawkner Park at the Childcare Centre was very short (10 seconds?) which meant pedestrians were encouraged to use the crossing rather than running the risk of negotiating the traffic. The response time is now far too long.**

MMRA gave a written reply: Prior to the Toorak Road West works the pedestrian crossing at Millswyn Street was not integrated into the surrounding transport network and the walk phase would be called approximately 10 seconds after the button was pressed regardless of surrounding conditions. Since the works, the crossing has now been integrated into VicRoads Sydney Coordinated Adaptive Traffic System (SCATS). SCATS is a dynamic intelligent transport system which provides traffic signal coordination that improves both traffic flow and safety for all road users. When a pedestrian now presses the button on Toorak Road West, the walk phase will activate in 10 seconds once there has been a 3 second gap in traffic. If there is no gap in traffic the traffic phase will continue for an additional 30 seconds (a total of 40 seconds wait time after the button is pushed). There is also a tram priority installed on Toorak Road so in the event a tram is approaching, the signal will be held for additional time to allow the tram to pass. If you wish to pursue either this issue or the Keep Clear signage issue above, you will need to contract VicRoads directly.

CONCLUSION: MMRA NOT INTERESTED IN LIAISING WITH VICROADS TO SOLVE THIS ISSUE

4 **Turning west out of Millswyn Street and Hope Street is extremely difficult not just because the U turn lane is not marked but also because getting into the west bound lane is a problem. This would be improved if there was a “keep clear” section marked and signed on that lane so the turning driver could at least get into the lane.**

MMRA gave a written reply: The provision of ‘Keep Clear’ signage needs to be approved by VicRoads. Their policy is that ‘Keep Clear’ line marking is generally installed only for the purposes of allowing emergency vehicles such as a fire truck or ambulance to egress their depot or to prevent queuing across tram tracks where there is a regular problem for right turning vehicles holding up trams. Therefore, the line marking is installed for the benefit of major road traffic and is not installed for

the benefit of side road traffic or traffic exiting a car park unless there are exceptional circumstances which warrant its installation.

CONCLUSION: MMRA NOT INTERESTED IN THIS LOCAL ISSUE

5 Use of residential streets: rat run issues:

a. Toorak Road West traffic, particularly in peak hours, traveling towards St Kilda Road. after crossing Punt Road is in two lanes waiting to be funneled into one lane after Park Street. Thus many then turn right into residential streets (Walsh and Murphy), turn left into Domain Road and the cut back into Toorak Road West via Domain Street thus re-joining the traffic jam but further ahead. This needs to be managed

b. At the intersection of Toorak Road West and St Kilda Road cars planning on turning right to get onto Kings Way, use the Toorak Road West *left hand only turn lane* as the traffic is backed up in the right hand turn lane. Traffic crosses St Kilda Road and there are fracas as cars from the left turn lane try and merge, often aggressively and cars in St Kilda road are blocked when their light is green. There is now a recently erected sign.

c. The right hand turn into Birdwood Avenue from Domain Road is dangerous and not clearly marked.

MMRA gave a written reply: Currently traffic flow on Toorak Road West is being impacted by the fact that the Yarra Trams sheds are still blocking one of the right hand turn lanes from Toorak Road West onto St Kilda Road. In the final design for this intersection Toorak Road West will have two right hand turn lanes and one left hand turn lane onto St Kilda road. It is anticipated that within a month the sheds will be removed this intersection will be re-sheeted and new line markings will be laid. The new line markings will also allow for a double left turn from St Kilda Road into Kings Way which will help improve traffic movement through this congested intersection. Once this is installed the traffic issues and rat running experiences on residential streets should also diminish MMRA have put in a number of measures to discourage the inappropriate use of residential streets,, this includes improved signage and the decision not to reopen Bromby Street. As the final outstanding items of the Toorak Road West project are delivered (including line markings) we expect a readjustment of traffic to occur

MSYRG CONCLUDES THAT THESE ISSUES ARE STILL UNRESOLVED

7 RETURN OF STREET PARKING CAR SPACES. A MSYRG member has pointed out that since the closure of the tram route in Park Street and Domain Road there are now several now unused tram stops which remain no parking zones. They should be returned to parking. Also Works in Toorak Road West have meant that there are fewer parking places available in the area and returning these unused

tram stops to parking zones will make a small compensation for the shortage of spaces. At the moment these spaces remain No Parking Zones.

MMRA REPLIED: MMRA is currently working with the City of Melbourne to address this issue and hopes to have a resolution in the near future

CONCLUSION; MMRA and CITY OF MELBOURNE ARE NOT ACTING WITH ANY SPEED ON THIS ISSUE.

MSYRG is regularly requesting the opportunity to meet with the preferred contractor to prevent on-going local issues developing into crisis situations and specifically to discuss the issues of trucks on our streets

MMRA replied : CROSS YARRA PARTNERSHIP will be meeting with stakeholders over the coming months and MSYRG will be contacted when a proposed time for the meeting has been scheduled.

CONCLUSION: MMRA IS GIVING LIP SERVICE TO COMMUNITY CONSULTATION & NOT ABLE TO ADDRESS OUR CONCERNS ABOUT TRUCKS ON OUR STREETS

MSYRG is regularly requesting a copy of the plan of the area between Toorak Road West and Park Street South Melbourne showing the location and size of the proposed Domain Station and **tunneling** excavation and the final proposed tram routes and new tram interchange.

MMRA: no reply

CONCLUSION; NO ANSWER FROM MMRA SHOWS MMRA IS ONLY GIVING LIP SERVICE TO COMMUNITY CONSULTATION