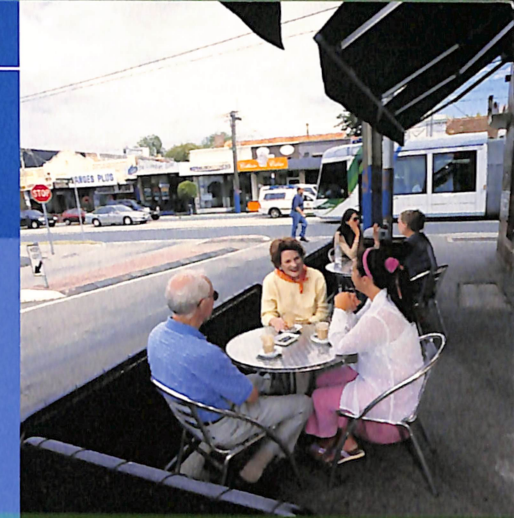


TRAM 109

CONSULTATION
BOROONDARA



September 2005

community. liveability. lifestyle. reliability. reliability.
community. accessibility. accessibility.
vitality. integration. community. vitality. integration. community.
accessibility. convenience. accessibility. convenience.

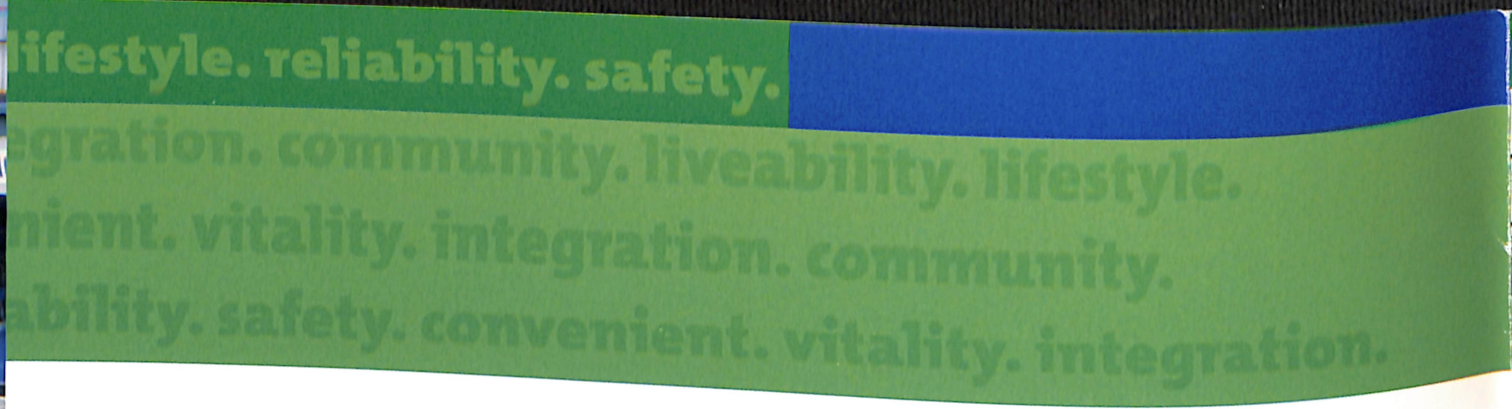
have your say on improving Tram 109

Major improvements are planned for the Boroondara section of tram route 109 as part of the Tram 109 Project. The Tram 109 Project is a part of the Victorian Government's initiative to create an efficient, effective and sustainable integrated transport system for Melbourne

The Tram 109 Project aims to increase tram usage by improving:

- tram travel time
- tram reliability
- safety
- passenger access for all onto trams, including the elderly, parents with prams and people with disabilities, and
- links with schools, healthcare, shops, and other places of interest.

This project is being managed by VicRoads in partnership with the Boroondara City Council.



Involving the community

As part of an ongoing commitment to involve the Boroondara community and other stakeholders in this important project, a five-staged consultation program has been established to help in the development of design options for route 109 through Boroondara. This program has seen a number of community forums held in August 2004 (Stage 1), October 2004 (Stage 2), and May 2005 (Stage 3).

Stages 1 and 2 assisted VicRoads and Boroondara City Council in understanding the issues and concerns raised by residents, traders and a range of other stakeholders. The feedback gathered was used to consider potential locations for tram stops. Tram stop locations were also based on considerations such as the nature of surrounding activity and land use and the current level of usage of existing stops.

Feedback was also incorporated, where possible, into the development of two preliminary tram stop design options.

In Stage 3, we gathered community feedback on suggested tram stop locations, the two preliminary design options, road use, car parking, access for all and other local aspects. These comments have been combined with planning, traffic, land use and other technical information associated with the route, to further refine our understanding of the area, proposed tram stop locations and the tram stop design options.

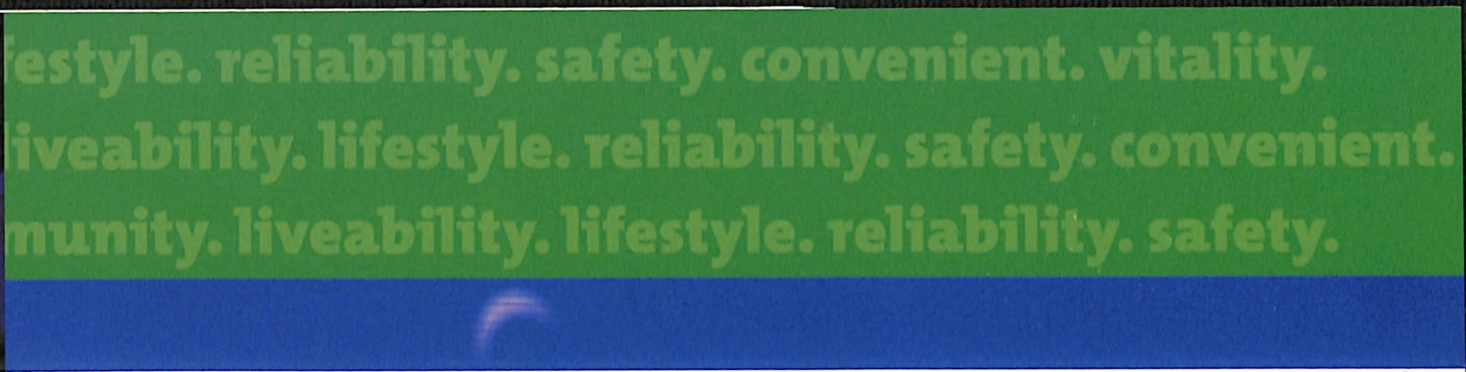
Reports summarising the findings from each of the three stages of consultation are available online at www.vicroads.vic.gov.au/tram109 or by requesting a copy from the Tram 109 Project information line on 1800 77 66 22.

Have your say

You are now invited to comment further on the refined design options and the tram stop locations shown on the following pages. You can do this by completing the feedback form in this brochure and returning it to the reply paid address by 31 October 2005.

You are also invited to attend one of the upcoming community information days to view more detailed drawings and scale-models of the design options. There will be representatives from the project team on hand to answer your questions. Questions can be asked about any location along the route at any session. Project presentations will also take place during the information days.

This will be your last formal opportunity to provide input into the design options and tram stop locations.



Information Days

Thursday 13 October 2005

Between 2.00pm and 7.00pm

Deepdene Uniting Church Hall, 958 Burke Rd, Deepdene

Presentation times: • 3.00pm - 3.45pm
• 5.00pm - 5.45pm

Saturday 15 October 2005

Between 10.00am and 4.00pm

Kew Primary School – School Hall, Pakington St, Kew

Presentation times: • 11.00am - 11.45am
• 2.00pm - 2.45pm

Tuesday 18 October 2005

Between 2.00pm and 7.00pm

Balwyn Library Meeting Room, 336 Whitehorse Rd, Balwyn

Presentation times: • 3.00pm - 3.45pm
• 6.00pm - 6.45pm

Information will also be on display in the foyers at Kew and Balwyn Libraries and Boroondara City Council Offices, between 10 October and 28 October 2005. A project representative will be available to answer your questions at these venues at the following times:

Kew Library

Cnr Civic Dve and Cotham Rd, Kew

Friday 14 October 2005, 10.00am – 12.00pm

Balwyn Library

336 Whitehorse Rd, Balwyn

Friday 21 October 2005, 2.00pm – 4.00pm

Boroondara City Council Offices

8 Inglesby Rd, Camberwell

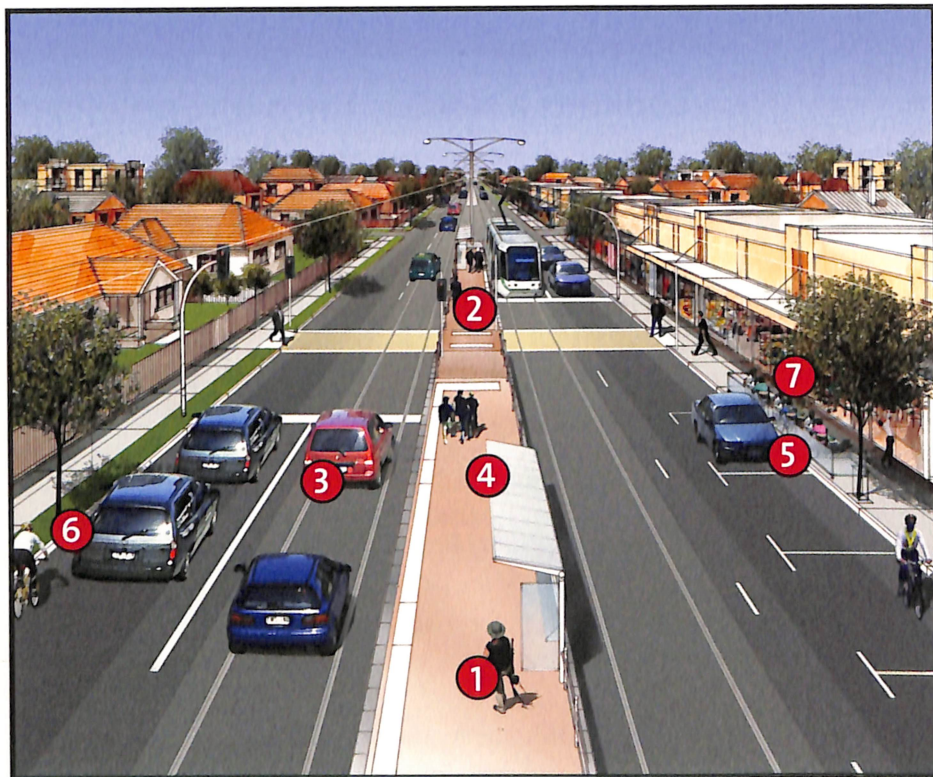
Monday 24 October 2005, 10.00am – 12.00pm

Looking ahead

- Feedback gathered as part of this fourth stage will be collated and analysed.
- Tram stop locations will be confirmed and design options finalised, incorporating community feedback, where possible.
- Finalised locations and design options will be recommended for State Government consideration and displayed to the community as part of Stage 5 of the project (proposed for early 2006).



ability. lifestyle. reliability. safety.
lity. integration. community. liveability. lifestyle.
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yle. reliability. safety. convenient. vitality. integration.



The Kerb Access Tram Stop and the Centre Platform Tram Stop are two options being considered for route 109 through Boroondara. These artist's impressions of the two options are a general design and variations of these options are also being considered for certain locations. They will be available for viewing at community information days and at the libraries and Council Office displays.

Centre Platform Stop

Platforms created in the centre of the road within its own median by moving tram tracks slightly.

1. CENTRAL MEDIAN

The 2.8m wide central median has multiple uses, including tram stop platforms, space for right turning vehicles, relocation of tram poles, and possible planting and streetscape improvements.

2. PASSENGER ACCESS

The centre platform is combined with a pedestrian crossing to provide a safe route for passengers between the tram stop platform and the footpath. Passengers get on and off from the right side of the tram.

3. TRAFFIC FLOW

Two lanes of traffic in each direction remain open with this option with the possibility of traffic in the kerbside lane being able to overtake a stationary tram.

4. TRAM STOP PLATFORM

The tram stop platform features include seating, fencing, sheltered waiting areas and tactile

markings. The raised platform allows passengers to get on and off low floor trams without having to negotiate steps.

5. KERBSIDE PARKING

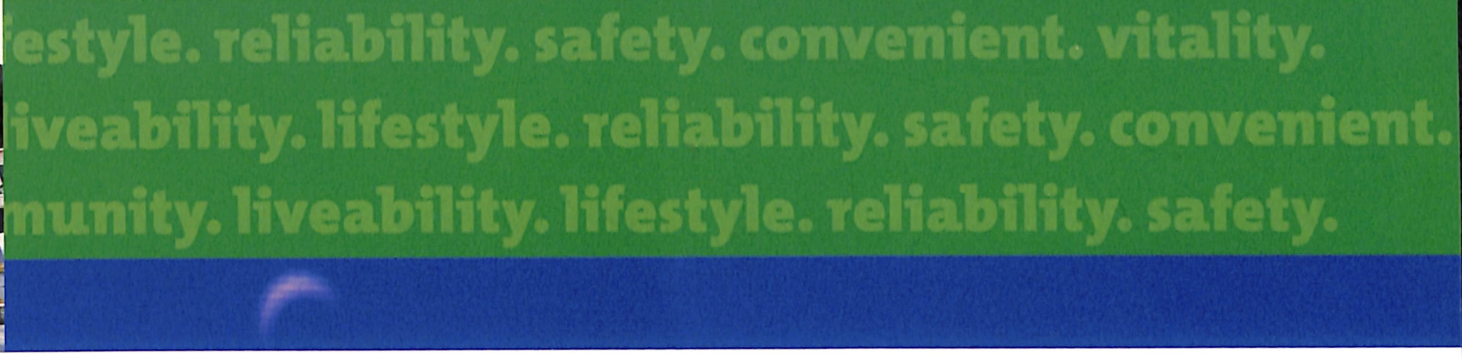
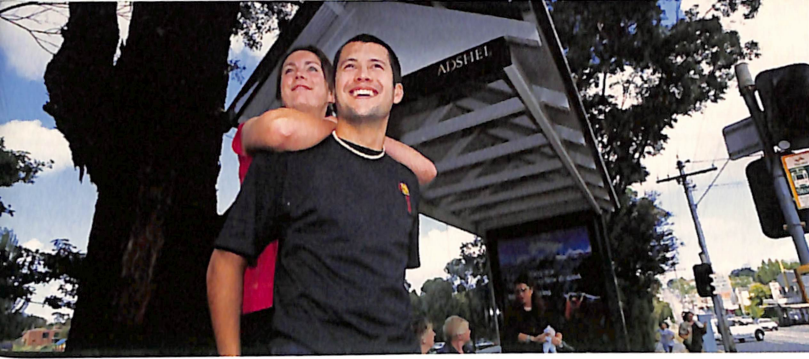
Kerbside parking is only affected near the pedestrian crossing. In other areas existing parking restrictions and clearway provisions could remain. Property access is mainly unaffected, except in a small number of cases where the stop platforms prevent right turns to and from properties. Parking affected in shopping areas will be replaced in alternative locations.

6. CYCLE ACCESS

Options for cyclists are being considered, including sharing the kerbside lane with traffic.

7. FOOTPATH WIDTH

Footpath widths are reduced by around 0.5m and would be approximately 2.5m in width to allow for the central median platform. Tram poles are relocated to the median.



Kerb Access Stop

Platforms created by extending the kerbs outwards to align with the tram tracks.

1. PASSENGER ACCESS

Passengers are able to get on and off the low floor tram directly from the raised platform without having to cross a lane of traffic or negotiate steps.

2. TRAFFIC FLOW

Traffic merges into one lane when passing the tram stops. As with existing kerbside stops, motorists are required to stop behind a stationary tram while passengers get on and off.

3. TRAM STOP PLATFORM

The tram stop platform features include seating, fencing, sheltered waiting areas and tactile marking.

4. KERBSIDE PARKING

The installation of kerb access stops (with two traffic lanes) would affect kerbside parking for a distance of around 120m for the stop platform and merge taper. Property access is mainly unaffected, as vehicles can cross the merge taper if required. Parking spaces affected in shopping areas will be replaced in alternative locations.

5. CYCLE ACCESS

Two possible options for cycle access are being considered. One of the options is for the cycle path to pass around the back of the platform, with the cyclist sharing the footpath area with pedestrians. The second option is for the cycle path to continue over the front of the platform, via dedicated ramps. When a tram is at the stop, cyclists would be required to stop for passengers getting on and off the tram. In between stops, cyclists would share the kerbside lane with traffic or parked cars.

Section 1 - Yarra River Crossing to Ermington Place, Kew

This map shows the tram route 109 corridor and the proposed locations for tram stops.

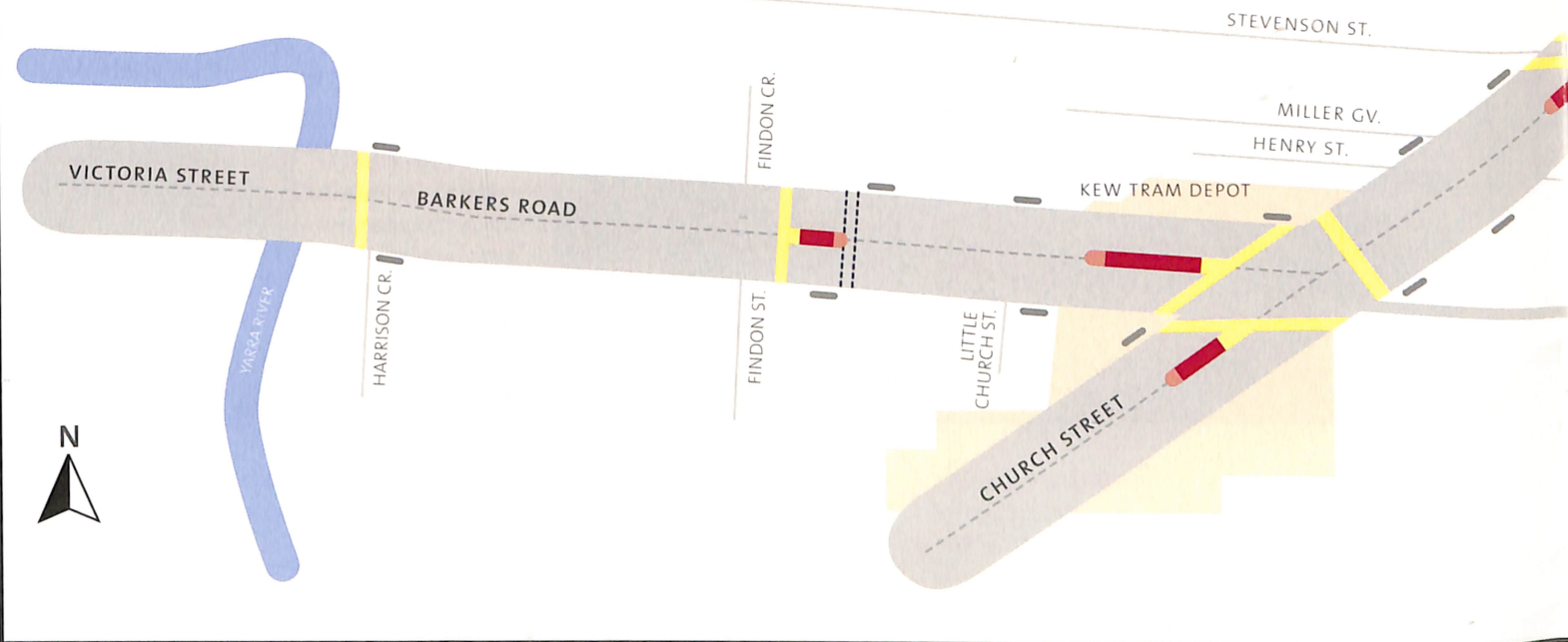
In some locations, analysis indicated that only one of the options would work. In these instances, only the option that would work is shown on the map. In the locations where either stop option is feasible, both stop options are shown.

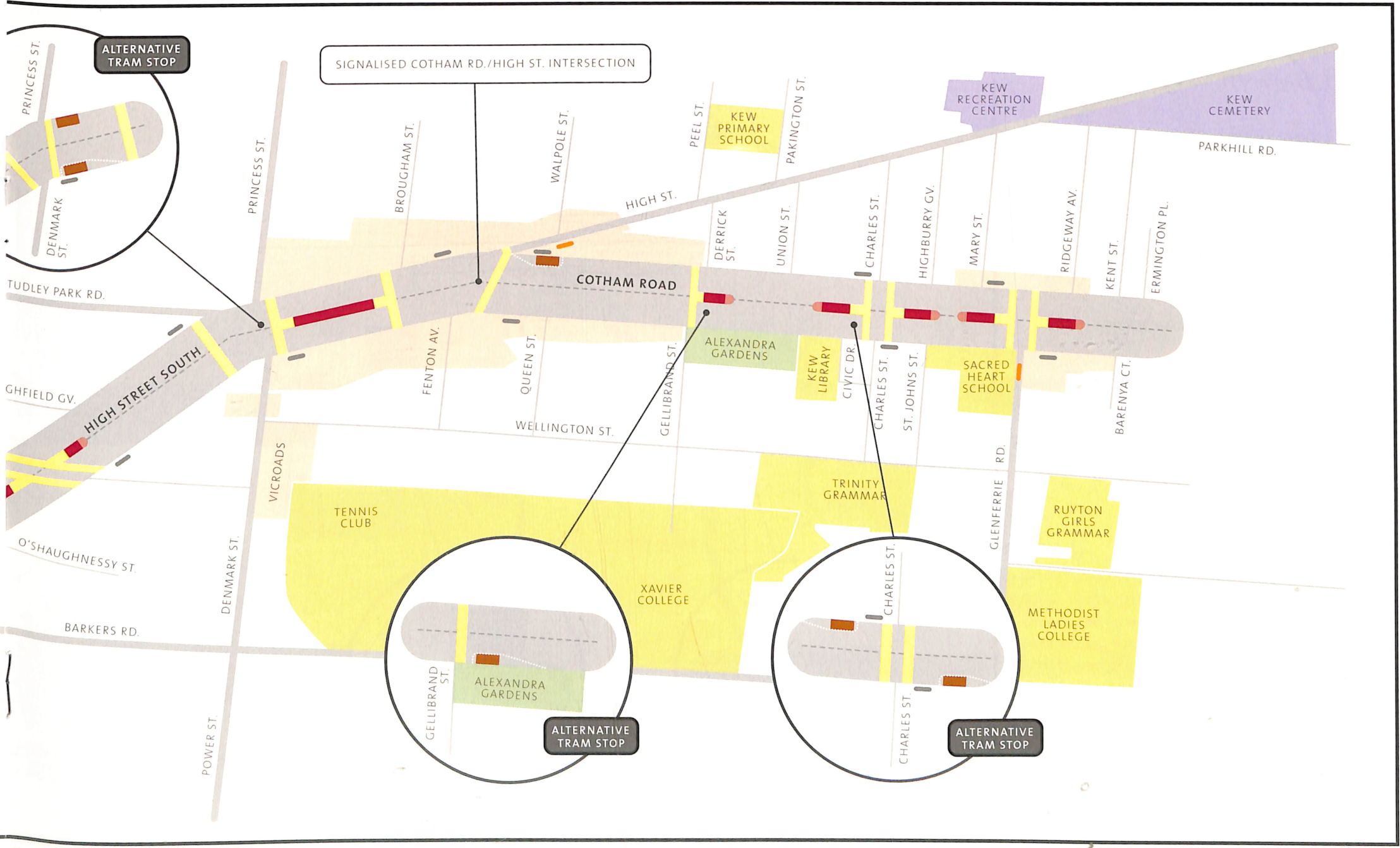
- The Centre Platform Tram Stop option is shown in red on the road.
- The Kerb Access Tram Stop option is shown in brown in the circles on the diagram and on the road.

LEGEND

- Existing Tram Route 109 Stop
- Other Route Stop
- Centre Platform Stop
- Kerb Access Stop
- Existing/Proposed Pedestrian Operated Signals
- ⋮ Existing Pedestrian Operated Signals moved to adjoining stop
- Schools/Education Facilities
- Retail/Commercial
- Community/Civic/Health Facilities etc.
- Parks/Reserves/Open Spaces

NOT TO SCALE



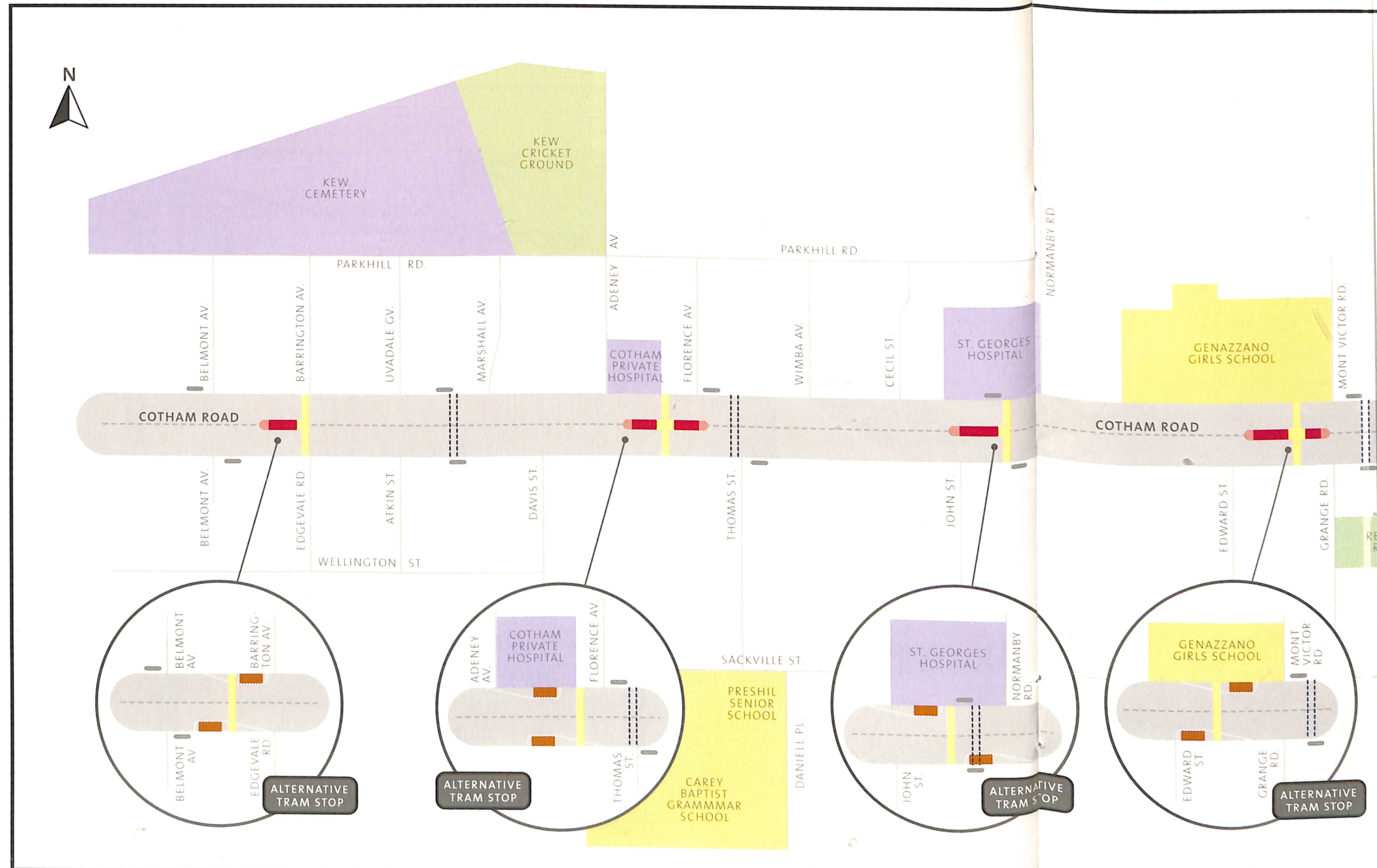


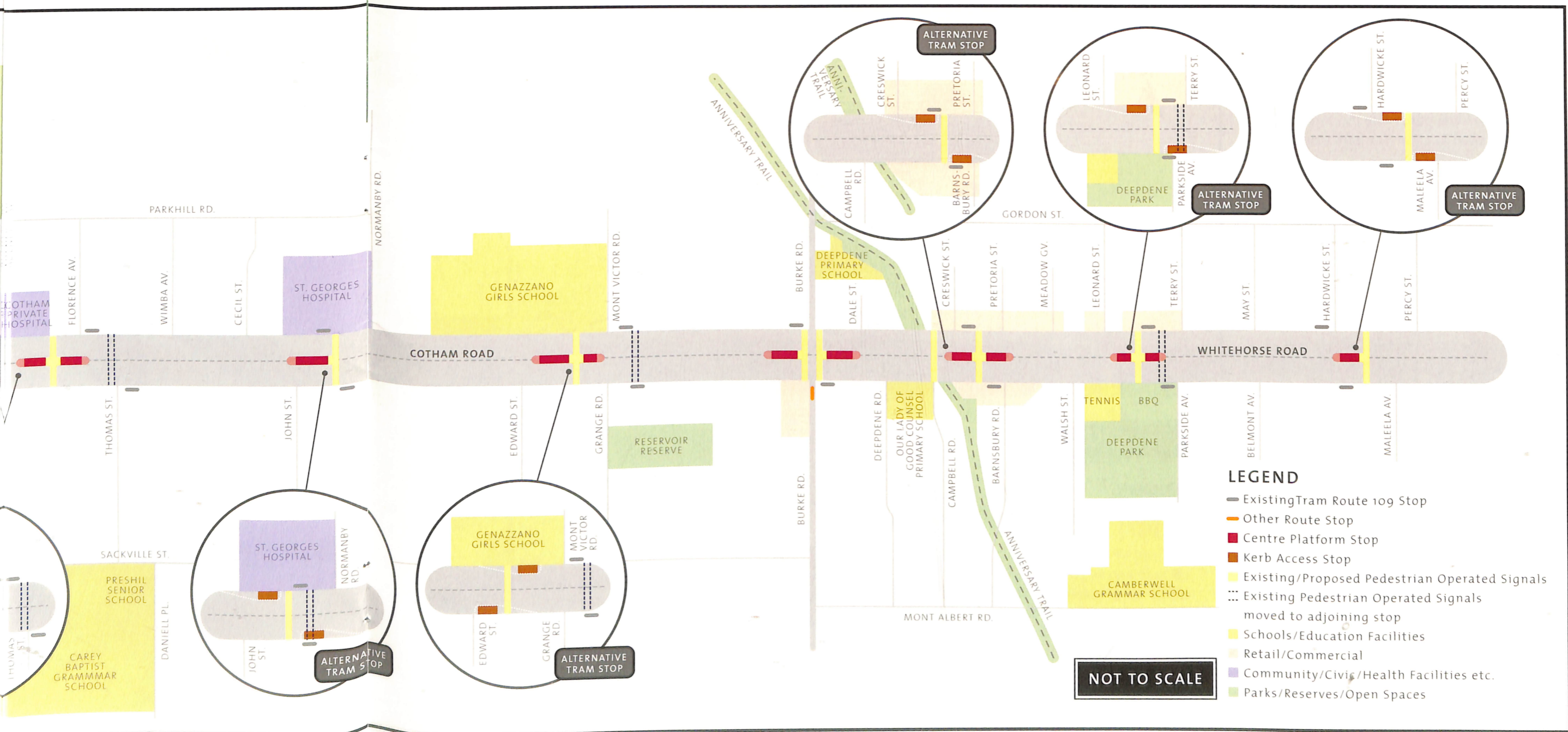
Section 2 - Ermington Place to Percy Street, Balwyn

This map shows the tram route 109 corridor and the proposed locations for tram stops.

In some locations, analysis indicated that only one of the options would work. In these instances, only the option that would work is shown on the map. In the locations where either stop option is feasible, both stop options are shown.

- The Centre Platform Tram Stop option is shown in red on the road.
- The Kerb Access Tram Stop option is shown in brown in the circles on the diagram and on the road.



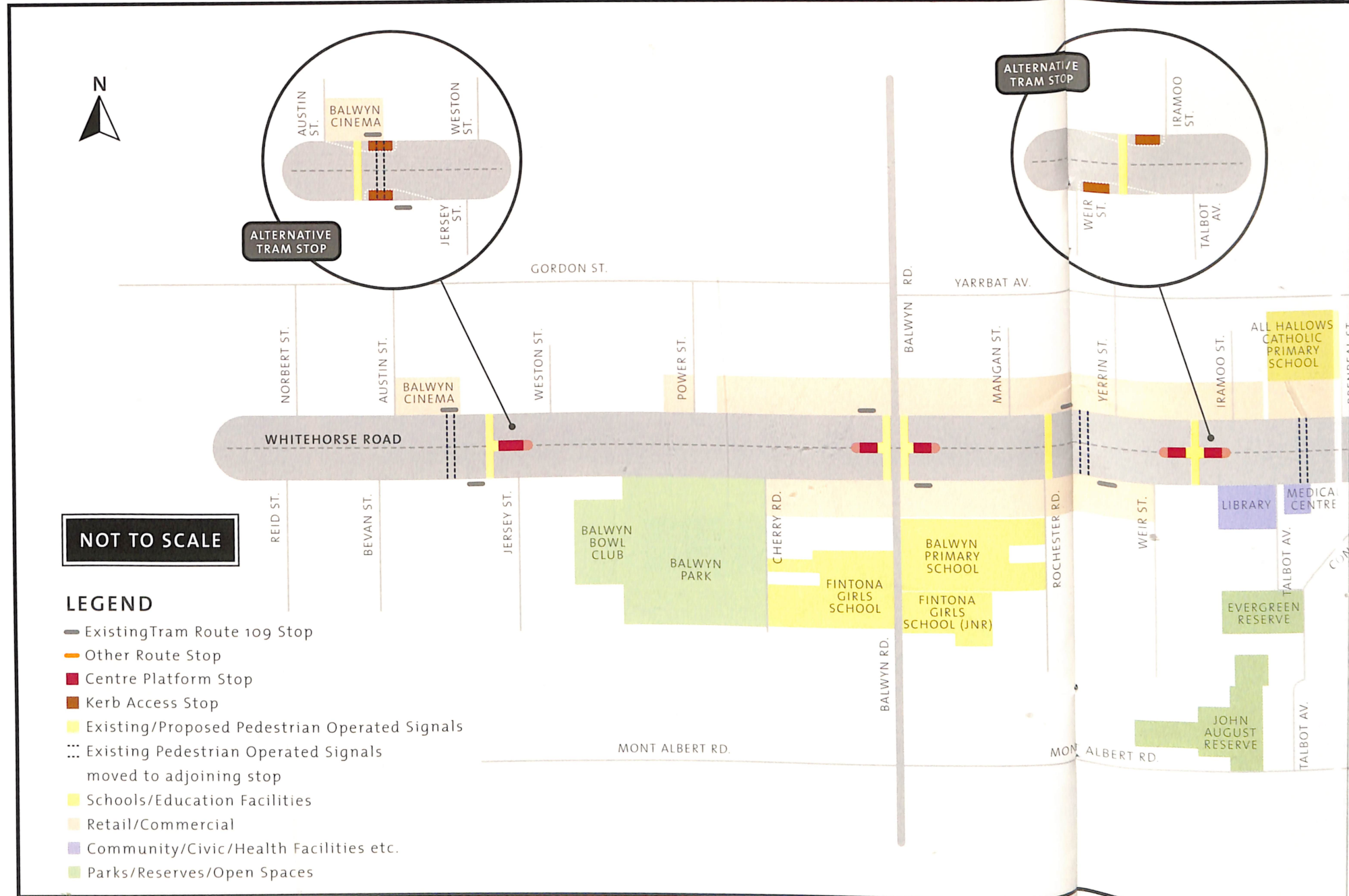


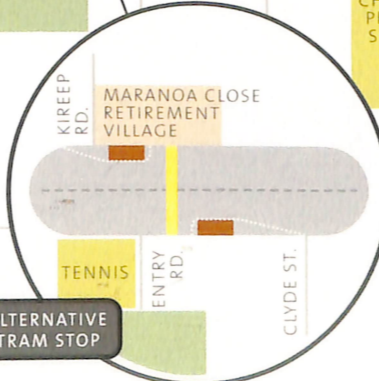
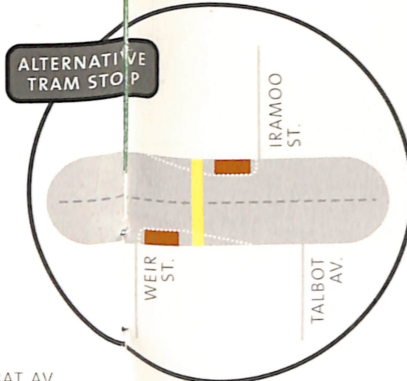
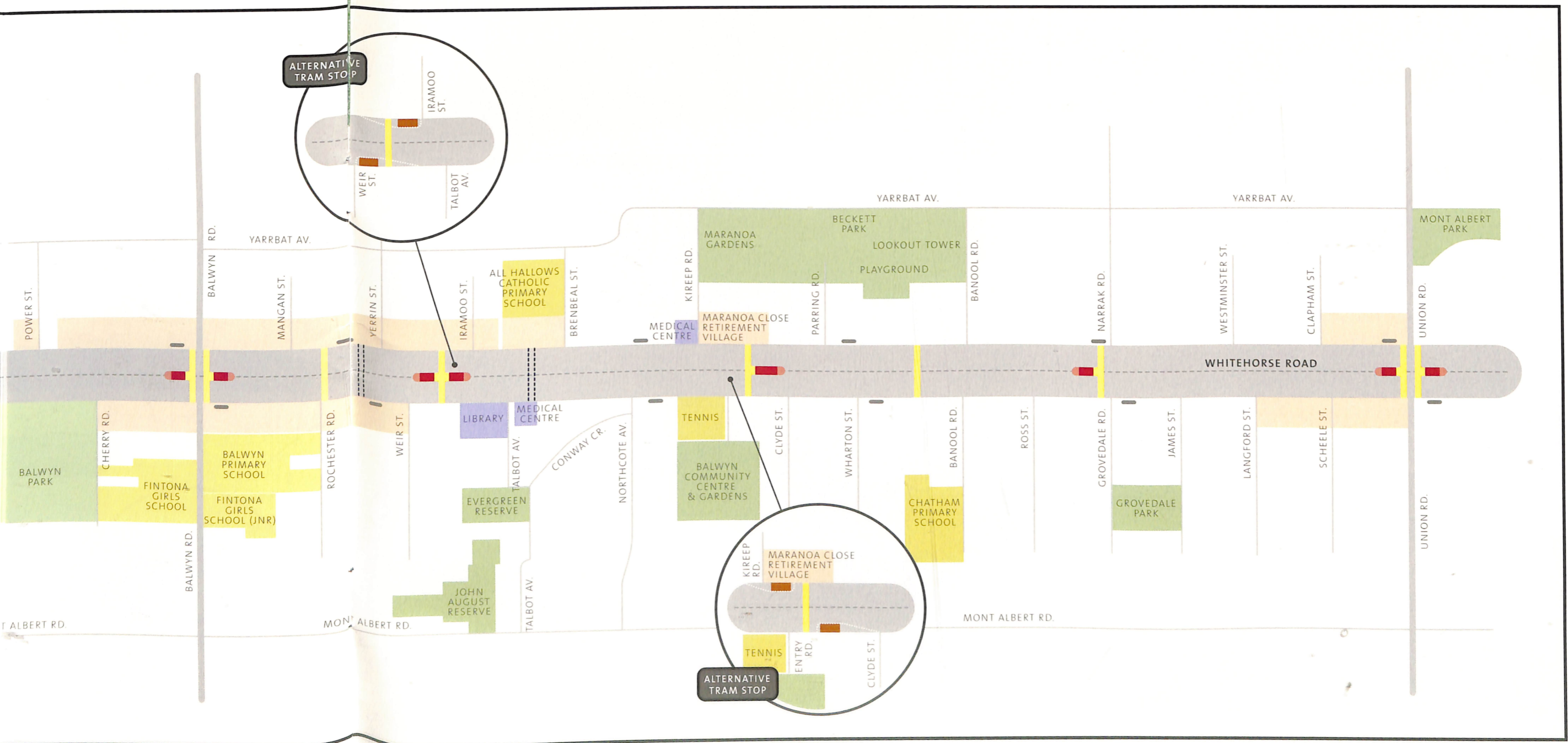
Section 3 - Percy Street to Union Road, Balwyn

This map shows the tram route 109 corridor and the proposed locations for tram stops.

In some locations, analysis indicated that only one of the options would work. In these instances, only the option that would work is shown on the map. In the locations where either stop option is feasible, both stop options are shown.

- The Centre Platform Tram Stop option is shown in red on the road.
- The Kerb Access Tram Stop option is shown in brown in the circles on the diagram and on the road.





have your say



How You CAN BE INVOLVED

Help us to keep you informed about opportunities to be involved in the Tram 109 Project in Boroondara by registering your interest online at www.vicroads.vic.gov.au/tram109

MORE INFORMATION

Contact the **Tram 109 Project team** by

Phone: 1800 77 66 22
Email: tram109@roads.vic.gov.au
Fax: (03) 9853 0341
Or Visit: www.vicroads.vic.gov.au/tram109

Contact **Boroondara City Council** by

Phone: 9278 4444
Email: boroondara@boroondara.vic.gov.au
Or Visit: www.boroondara.vic.gov.au

Per maggiori informazioni in italiano: (03) 9280 0788

Muốn biết thêm thông tin bằng tiếng Việt (03) 9280 0789

欲用廣東話瞭解詳情 (03) 9280 0786

Για περισσότερες πληροφορίες στα ελληνικά (03) 9280 0787

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