

## **Response to question on notice**

### **Inquiry into Expanding Melbourne's Free Tram Zone**

**Hearing via Zoom: 9 July 2020**

With regards to the request to follow-up on the impact of the Metro Tunnel, we note that that this partially provided for in the Business Case for the project (<https://metrotunnel.vic.gov.au/library/business-case>). In particular, the Melbourne Metro Tunnel project aims to reduce AM peak outbound trips in target locations by 25 per cent. This includes the Swanston St corridor from Flinders St to La Trobe St.

The target locations for this reduction are all within the free tram zone and include:

- Flinders St/Federation Square
- Swanston/La Trobe St
- Elizabeth/La Trobe St

There are currently more than 20,000 outbound passengers per day at peak times in these locations.

The alleviation of pressure on trams at these target points may allow for some trams to be diverted to relieve pressure in other parts of the tram network.

The Swanston St corridor, between Flinders St and La Trobe St is one of the busiest sections of the tram network. The Melbourne Metro Tunnel will allow commuters to travel one stop from the south of the CBD to the north without taking a tram, or travelling through the city loop. This should reduce the demand for trams in these locations; however, trams will remain an important short-trip, 'street level' transport option for commuters.

The project will also add a train station at Grattan St, which will allow commuters to get to the University of Melbourne without taking the tram down Swanston St. This will contribute to congestion relief in this corridor.

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