

The Melbourne Cricket Club (MCC), as ground managers for the Melbourne Cricket Ground (MCG), would like to give its support towards the proposed extension of the free tram zone to Jolimont Terrace.

The MCC encourages patrons visiting Melbourne's sporting precinct to travel using public transport and the free-tram zone would provide another great option to their experience.

As the *Trustee* of Yarra Park, the MCC is bound to maintaining the condition of Yarra Park as outlined in Melbourne (Yarra Park) Land Act 1980 No. 9422 and Heritage Victoria management of a heritage listed site when managing car parking. This therefore restricts the opening of Yarra Park for car parking for major events where it is deemed by the *Trustee* that the condition of Yarra Park could be affected. For example, for the entire month of August 2019, Yarra Park was closed for event car parking due to the wet condition of the grass in the park and the likelihood of damage caused to the park if cars were permitted access for parking in Yarra Park.

In addition, the MCC will make further decisions to close Yarra Park completely and/or when to allow public parking will be subject to a risk and threat assessment event by event, and made taking the following factors into account, whether singly or in combination:

- The size of the anticipated attendance
- The nature of the event – is it iconic, significant, controversial
- The time of day and day of the week
- Other significant events/activations triggered by the event eg: ceremonial marches, Footy Festival, Family Days etc.
- Likely safety issues including vehicle movements and pedestrian safety
- Likely emergency management issues, including the space needed for effective evacuation, and emergency access

At all other times, public parking in Yarra Park will be allowed, with a setback distance of 80m to comply with National Guidelines (Crowded Places Strategy 2017). This setback distance which has been in place since 2017, has further reduced the capacity of Yarra Park to about two-thirds of the available capacity open for car parking. Without sufficient parking, the MCC encourages patrons to catch public transport to events at the MCG.

The MCC has observed the success of the implementation of the free tram zone first hand during AFL Finals' Series. More and more patrons now revert back into the city, starting their journey home from Flinders Street Station due to capacity issues resulting in long wait times at both Richmond and Jolimont Stations. The free tram zone supports this.

The MCG also attracts visitors from interstate and overseas attending international events and during the week attending MCG tours and visiting the Australian Sport Museum. Extending the free-tram zone will encourage an increase in tourists to visit the MCG and Melbourne Olympic Park precinct and enhance the visitor experience without having the need to purchase a Myki card.

The tram is as iconic to Melbourne as the MCG. With the addition of the free-tram zone extension to the doorstep of the MCG, these two icons can now come together.

We would be happy to present and discuss at any future public forum.

Kind Regards,

Mark

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