

31.07.2024

Olivia Collard  
Coroner's Registrar  
Coroners Court of Victoria  
65 Kavanagh Street  
SOUTHBANK VIC 3006

**By Email:** cpuresponses@coronerscourt.vic.gov.au

Dear Olivia,

**Yarra Trams response to the investigation into the death of [REDACTED]  
COR 2022 005245**

I refer to your letter dated 3 May 2024, addressed to Joshua Busuttill, copying James McMillan, concerning the investigation into the death of [REDACTED]

[REDACTED] was involved in a tram related incident in South Melbourne on 10 September 2022. KDR Victoria Pty Ltd (operator of Yarra Trams) offers its condolences to the family and friends of [REDACTED]

Set out in this letter is the response on behalf of Yarra Trams to the recommendations given by His Honour, Coroner David Ryan.

**Recommendation (i)**

Yarra Trams carry out works to Stop 117 to ensure that it complies with the requirements under the definition of 'safety zone' pursuant to Regulation 162(2)(a) and (b) of the *Road Safety Road Rules 2017*

Yarra Trams response:

An alternative to the Coroner's recommendation has been implemented.

Yarra Trams has reviewed "Stop 117 inbound on Kings Way" for its applicability to be upgraded to comply with the definition of a 'safety zone' pursuant to Regulation 162(2)(a) and (b) of the *Road Safety Road Rules 2017*. It has been determined that with the current road and rail layout, related infrastructure and applicable space available in the tramway reserve, this would not be possible in the short term.



Considering these findings, Yarra Trams has as an alternative to the Coroner's recommendations, decided to eliminate the hazards and safety risks for our passengers and the general public by permanently closing tram stop 117 inbound on Kings Way.

Yarra Trams will further de-commission the relevant tram stop assets, and install transitional passenger information to guide passengers to alternative stops approximately 150 meters away.

Yarra Trams further identified tram stop 118 outbound on Kings Way as being of a similar layout and presenting a similar risk profile to tram stop 117. To this end, Yarra Trams has decided to eliminate the hazards and safety risks to our passengers and the general public by also permanently closing tram stop 118 outbound on Kings Way.

Yarra Trams will further de-commission the relevant tram stop assets, and install transitional passenger information to guide passengers to alternative stops approximately 150 meters away.

#### **Recommendation (ii)**

Yarra Trams' amend its safety management system, to require trams travelling through occupied pedestrian crossings adjacent to tram stops classified as 'safety zones' to restrict their speed to a maximum speed of 20 kilometres per hour.

Yarra Trams response:

An alternative to the Coroner's recommendation has and continues to be implemented.

Yarra Trams has considered the Coroner's recommendations and is of the informed view a suitable alternative will meet the intent of this recommendation, and be easily adapted to by the workforce and overall deliver a safety improvement to the network.

For context, the cognitive demand on a Tram Driver can be significant; operating in a complex environment both inside the drivers' cabin but also on the shared network with other road and pedestrian users.

Increasing this cognitive demand by adding a further task to determine if a pedestrian crossing adjacent to a pedestrian safety zone is occupied or not and reducing speed will not always be a simple task to determine, given many pedestrian crossings at safety zones are different in design and layout.

As such, Yarra Trams has commenced reviewing all Safety Zone stops across the network, and the associated adjacent pedestrian crossings. Where the risk-based approach identifies a reduced speed as needed, a permanent speed restriction will be applied regardless of whether the pedestrian zone adjacent to the safety zone is occupied.




Importantly, as per the Yarra Trams 'Tram Operating Rules' launched in July 2024, drivers must continue to:

- maintain control of their tram at all times and adapt to current road and weather conditions;
- must not operate a tram in any way likely to endanger others; and
- travel at a maximum speed of 20km/h through an occupied safety zone stop.

Yarra Trams will continue its review of Safety Zone stops across the tram network and their adjacent pedestrian crossings.

Should you wish to discuss this matter further, please contact James McMillan, Chief Safety Officer of Yarra Trams [REDACTED]

Yours sincerely

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**Carla Purcell**

**Chief Executive Officer**

**Signed for and on behalf of KDR Victoria Pty Ltd**

**ACN 138 066 074**