

Submission from the Public Transport Users Association (PTUA)

The Public Transport Users Association would like to provide a formal comment upon the City of Melbourne's Public Consultation Meeting on the East West Link proposal.

Firstly, the PTUA supports and congratulates The City of Melbourne on holding the event and providing some insight into the impacts of the East West Link. We appreciate just how hard it is for The City of Melbourne to offer any insights into how this toll road proposal is likely to re-shape our urban neighbourhoods as well as shift our mobility patterns.

Whilst at the event, it was not possible for our representative to provide comment as they were not called upon during the busy session and was unfortunately required to leave before the informal discussions began.

In support of The City of Melbourne providing further information to their residents we wish to contribute a couple of comments for record. Again, we hoped to have these recorded on the night and felt that the night was a great community meeting that enabled the cross section of residents to raise their concerns.

Our two comments relate to the Traffic and Transport Report.

Firstly, we were surprised that The City of Melbourne emphasised 'Estimated traffic impacts' whilst remaining silent on public transport. An outline of obvious public transport related concerns is enclosed (see Addendum). The omission of these points was quite a shock to the PTUA. The City of Melbourne has been a successful trailblazer in responding to the difficult task of moving large numbers of people in and out of the central business district. Further, The City of Melbourne has responded to facilitate contemporary CBD commuter choice by focussing on public transport and active travel initiatives.

The second point we would like to make relates to the use of the VITTL model to provide the basis of the Traffic and Transport Report. With academic research consistently finding such models fail estimations related to toll road infrastructure, a finding supported by recent toll road projects in Queensland and New South Wales, we ask why The City of Melbourne engaged in an exercise that provided attendees with questionable (at best) information?

As touched on the City of Melbourne has been a key influence transforming how we think about cities in Australia, and as such how we plan for and manage cities. We encourage the City of Melbourne to uphold this approach when dealing with this toll road proposal. The City of Melbourne has proved that we can transform our urban experience and improve livelihoods through planning that emphasises public transport, active travel and activated neighbourhoods. Further, The City of Melbourne has proudly shared the economic benefits of this approach.

The PTUA sends the City of Melbourne an encouraging call to continue this important work. Please do not hesitate to contact us should you wish to discuss further.

Sincerely,

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ADDENDUM

The following are relatively self-evident but omitted public transport matters, related to the East West Link proposal within the City of Melbourne municipal boundaries, and on which residents have raised concerns with the PTUA.

- The effect on services on Tram Route 55 due to changes to Royal Park.
- The effect on services on Tram Route 55 due to construction within Royal Park.
- Deterioration of public transport services due to increased traffic on Flemington Rd and Mount Alexander Road (it is appreciated that this was noted by another resident at the meeting).
- The impact on Tram Routes 11, 86, 96, 112 during the construction of the East West Link.
- The effects on bus services along Hoddle St during construction of the East West Link.
- Consequences for services on the Clifton Hill group of lines during construction of East West Link.