

Northern Central City Corridor Study

A REPORT ON THE COMMUNITY FORUM

15 September 2001, Melbourne Museum

INTRODUCTION

The community forum was held during the day on Saturday, 15 September 2001, at the Melbourne Museum. It comprised an information display from 10 a.m. to 3 p.m. and a workshop session from 2 p.m. to 5 p.m.

After a slow start, the display was well attended in the middle part of the day. It provided an opportunity for people to meet representatives of each of the specialist study teams, learn about the scope of the study and discuss information contained in the Issues and Trends report that had just been released for public comment. Attendees gave verbal and written feedback to the specialists which is included in this report (see section 2).

The workshop was attended by approximately 56 people, including representatives of the Department of Infrastructure and the specialists. The purpose of the workshop was to provide an opportunity for more in-depth discussion of the existing conditions than was possible at the display, to identify the priority issues, to contribute to developing the long-term goals of the strategy, and to provide feedback on the most promising solutions or initiatives to achieve the goals. Notes of the workshop are collated in section 1.

SUMMARY OF COMMUNITY FEEDBACK

The comments received at the information display and the workshop discussions elaborate many of the themes that have emerged from earlier community consultation, as summarised in the Issues and Trends Report. This feedback highlights the environmental and social impacts associated with the high traffic volumes in the study area, and dissatisfaction with the public transport system, particularly for those travelling from outside the area.

There is a strong desire to increase the use of public transport, reduce dependence on cars and trucks, and create a more liveable environment and increased sense of community in the study area. The community wants to see initiatives to achieve these aims developed in the context of the transport system across the whole of the metropolitan area.

SECTION 1: WORKSHOP NOTES

ATTENDEES

Name	Affiliation/interests
Anne Phefley	Royal Park Protection Group. City traveller by car. Former resident of Ascot Vale and Parkville.
Ian Bird	Carlton Residents Association
Neville Ford	Transport Victoria Association. Sustainable Energy Foundation.
Donald Smith	
Jo Kinnane	
Eva Haarbarger	Resident of Parkville, representing residents of Macarthur Road and member of Parkville Association.
Sophie Kerr	
Damon Rao	Department of Infrastructure.
Colin Smith	Royal Park Protection Group. Member of the Community Reference Group.
Jill Loorham	General interest in public transport, cycling and pedestrian infrastructure. Also the perception of Melbourne by residents and visitors – does the area welcome everyone and how can we improve this welcome.
Doug Jordan	Former Tram conductor. Co-presenter City Limits (3CR) - deals with transport issues and planning issues. Long involvement in freeway issues.
David Collins	Involved in CAFE group in '94/95 (against Alexandra Parade widening); Kooyong Mullum (opposing the Eastern Freeway extension). Seeking appropriate transport solutions for environmental reasons.
Tim Wansbrough	Very good innovation in customer service.
Rod Oaten	Interests in public transport and opposing freeways and their extensions.
Hilary Archer	Collingwood Children's Farm, Abbotsford Convent Coalition, Friends of the Middle Yarra and Collingwood, Abbotsford Resident's Association.
Peter Flanagan	My family works, studies, and cycles in this area. We visit the zoo and other parks.
Christopher Hodgetts	Student Melbourne University. Studying NCCC Study as part of course in Urban Planning.
Robin Vowels	Interest in public transport, traffic (environment) and heritage.
Robyn Williams	Councillor, City of Yarra and Member of the Community Reference Group.
Annabel Barbara	Interest in public transport and Yarra as a liveable city.
Sue Chambers	Carlton Residents Association and member of the Community Reference Group.

Anthony Peyton	Truck movements.
Ray Sanders	South Eastern Coalition public transport and the environment. Interests include the environment and air quality.
John Cox	Fitzroy resident, PTUA.
Anna Morton	East Brunswick resident, Vice president PTUA, and cyclist.
Tony Morton	East Brunswick resident, PTUA, and cyclist.
Adrienne Farago	Local resident.
Peter Mildenhall	Department of Employment Education and Training. Member of the Community Reference Group.
Tim Bessell-Browne	No affiliation, Clifton Hill resident.
Max Costello	Royal Park Protection Group. North Melbourne resident.
Ruth Clemens	Yarra City Link and Environment CAC.
John McPherson	Environment Victoria.
L Cooper	North Carlton.
Heather Sharp	Resident Action Group, Scotchmer, Pigdon, and Michael Streets.
Annette Han	
Vaughan Williams	Public Transport Users Association.
Shaun Ashdowne	Brunswick East resident.
Jan Lacey	North Melbourne resident.
Geoff Leigh	Transport.
Jacqui Monie	Melbourne University Transport Planning student.
Ashley Pollerd	Melbourne University Transport Planning student.
Adele Dowsett	North Carlton resident.
Chris Adams	Northcote resident.
Sarah Prins	North Carlton resident.
Sami Aldubikhi	Melbourne University Transport student.
David Sisson	North Carlton Resident for 19 years.
Study Team and specialists	
William McDougall	Department of Infrastructure Study Manager.
Stephen Smith	Department of Infrastructure Study Team.
Lara Poloni	Maunsell McIntyre (Land use Planning).
Bridget Cramphorn	Sinclair Knights Merz (Social).
Graham Currie	Booz Allen Hamilton (Transport).
Helen Lardner	HLCD (Heritage, Urban design).
Neil King	Sinclair Knights Merz (Engineering).

John Henshall	Essential Economics (Economics).
Bruce Turner	Fulcrum International. Workshop facilitator.
Vanessa Richardson	Fulcrum International. Workshop facilitator.

WORKSHOP SESSION 1: ISSUES AND TRENDS

Small group discussions focused on “what stands out” from the Issues and Trends Report. The key points from each group are collated below.

Roads, traffic and parking

CBD traffic to grow, with more residents and more employment.

Trucks (are a problem)

Fear of pressure from VicRoads and RACV for more freeways

Lots of traffic from outside the study area that is increasing the problems and solutions lie outside the area

More freeways means more traffic

Distortion caused by uneven tolling

Generalised response hides problems

Melbourne is swamped by cars

Money - public transport versus roads

Traffic management doesn't fit facts (origin/destination studies)

Need up-to-date traffic data, e.g. figures on cut throughs

Truck noise and safety, problems at peak times

Lack of encouragement for people to use other methods of transport than cars

Large amounts of cars, can they bypass the area?

Issues with rat running through residential streets

Prevent cars coming into the area

Through traffic into the CBD a major issue, compared to east-west traffic, which is only 15%

Commuter traffic to CBD a major issue, majority come in park and go out again, we need to change their mode of transport

More fairways to separate cars and trams

Conflicts between vehicles and other road users

Safety issues for cyclists

Not enough space for bikes in many streets

Pressure on Pigdon and Scotchmer Streets

More cars equals more parking issues for residents

Impact on structures in the area, e.g. roads, services, urban consolidation

City Councils are they serious about traffic concerns, e.g.. Melbourne and car parks

High traffic volume especially from commuter from the Eastern Freeway

CBD parking, traffic light cycle, both favour commuters

Freeway extensions further east may cause diversion of freight from other routes to NCCC

Each extra section of Eastern Freeway adds more traffic to inner area

Need to separate car and truck movements, solutions from freight transport

General traffic problems due to the doubling of traffic

Need to minimise traffic levels

Need to focus on access to study area from other areas with few alternatives to cars

Gap in report- what are the options in Doncaster?

80% of traffic is through traffic not local traffic

Scoresby will exacerbate the problems

Roads in inner city can't handle traffic

Encompasses people inside to have a car – you need a car to get around out there “Once you've got it you use it”.

Only 5% of Eastern Freeway traffic is going to Tullamarine, most of the traffic is going to the City or elsewhere.

Trends: car ownership has increased which increases traffic, increases parking/cars on streets, (and causes) steady decline of public transport

Public transport

Poor public transport: not accessible, unreliable, need to wait along time as the services are infrequent, doesn't go to the right places (like East Doncaster), need for good connections/ services from the south

Inadequate frequency of public transport

Other countries better served with public transport

Outer suburbs have no choice but to use cars

Improve public transport options even in Northern Central City Corridor. Public transport is inadequate (no integration; privatisation not helpful, starts from lack of investment)

No incentives to use public transport

Cars subsidised instead of public transport

Public transport is private

Better public transport from outer areas into city

Need to look outside area and improve frequency of public transport

Public transport needs to be safer and more convenient to shopping areas

Conductors needed to help on trams

More balanced transport, less cars

Public transport capacity a problem in peaks

Trains are especially unsafe for kids

Need high volume more frequent services to deal with the high impact of the Eastern Freeway

Need for integrated public transport system

No official Public Transport Users Association representation (on community reference group)

Horrified by the scale of the problem, low share of public transport users

Lack of ability to use public transport within the corridor, e.g. must go into city first and also the little east-west transport

Cost of public transport is too high

Inadequacy of 'outside' city transport

Lack of timetables for local buses

Lack of evening services – steady decline in services, affects usage

Environment and amenity

Pollution/air quality

Loss and damage to parkland

Pollution is bad, both air and noise

Impact of urban consolidation on space vegetation

Noise and pollution is mainly from trucks

Lack of coordination of streetscape planning

Social impacts

Air pollution - effects on health and quality of life

There needs to be a greater link between air pollution and health impacts

Living in the area is difficult - inability to cross roads

Division of communities

Need to change perceptions (re: public transport vs cars)

Pedestrian crossings do not give you enough time to cross, especially for the disabled and elderly. (e.g. Nicholson Street, Alexandra Parade and Princes Street)

Population pressure on area as well as traffic pressure

Problems relates to amenity, environment and fracturing of communities

Planning and study process

(There is a) need for an overall view. Don't look at the Northern Central City Corridor Study in isolation

The last 20 years, we haven't learnt. We need to go back and reconsider the solutions from the 70's

Urban sprawl = inadequate planning

Most issues have been identified before. This is the 6th study in the area. We want a solution. This has gone on since the Eastern Freeway opened

Are VicRoads still working from the 1969 plan?

Subordinating community goals to wider goals (should not occur)

Not holistic planning approach

Ad-hoc planning

THE PRIORITY ISSUES

The groups were then asked to nominate their most important three or four issues, which resulted in the following list:

The volume of traffic/ car dependence

High level of car usage

Volume of traffic in/through the area

Increased traffic from the extension of the Eastern Freeway (commuter traffic)

Truck traffic and its different impacts to cars

Lack of good traffic information

Freeways and roads draw more traffic demand

Cars are 'subsidised' rather than public transport

Too much CBD parking

Pressure from RACV and VicRoads for more roads

Inadequate public transport

Inadequacy of public transport. Public transport is not integrated outside this area and others

Declining levels of public transport services in this area

Funding for roads versus funding for public transport

Environmental impacts

Noise and air pollution

Lose and damage to parklands, not just from roads, but from sporting events etc.

Social impacts

Pedestrian safety

Conflicts between road users and others

Noise and air pollution – affect health and quality of life

Communities divided by busy roads

The planning process

Community goals maybe seen as second to other goals

Inadequate planning equals urban sprawl

WORKSHOP SESSION 2: GOALS

Small groups discussed what it will be like to live, work and play in Melbourne's inner north in 20 years time if the strategy, and projects flowing from it, 'make a difference'. The following are notes of individual group discussions:

Group 1

Human values are more important than property values and are localised

Inner north should be still 'vibrant' with loads of activities, jobs and recreation

Disincentives for cars, private use

Population density higher (moderate)

Melbourne should be recognised internationally for its transport initiatives. Fabulous, high use, high frequency and 24-hour services.

Public transport system carrying majority of trips in and across area for free

Easier walking and cycling in an environment that is safer and is conducive to it

Major roads reduced in width and carparks are smaller

Dramatically reduced transport emissions and noise pollution across the whole city

Truly ecologically sustainable lifestyle for whole area including increasing parkland and vegetation areas

Need for transport interchange. "Does Melbourne City Council 'walk the talk'?" Council has a good policy, about the single ticket

Many people are 'rail' focused, need to have continuity of bus service

Needs a public transport policy, especially for new suburbs.

Group 2

Place management, land use/community

Eradication of car use in the area

Public transport to be frequent, reliable, cheap, and safe

Public transport to have increased patronage

Increase mode share

Improved cycling, walking facilities that are effective and safe

Greatly increased tree planting

Clean air, reduced noise, vibration

Decrease in car usage and congestion

No favouring roads over public transport

Increase in car free areas in the CBD

Short trips using walking, bikes or public transport

Quality public space, more nature reserves, green spaces

Increase in social capital, no fractured communities, a better sense of community

Increased efficient freight business

Group 3

Less cars, less pollution and less congestion

Improved public transport service culture

Less motorised vehicles

Public transport affordable, accessible, reliable, easier to use and more frequent

Specific cyclists routes, cherishing heritage, parkland and flora and fauna

Increased peak hour public transport mode share

Reduce freight on roads

Expansion of tram lines and bus routes

Separation of trams and traffic

Priority for public transport

Change culture to prefer public transport

Equity of access

Group 4

Comprehensive efficient public transport that is safe, frequent, accessible, integrated, coordinated, extensive, free and seamless

No more freeways

Healthy, safer communities with a reduction in diseases

Closer, more nature and green spaces, more space that is protected (as good as the outer suburbs).

All roads easy to cross

Better planning of suburbs in outer areas with areas of dense settlement and wider footpaths

People don't need to travel for work

Group 5

Clean and green, grass replaces half of road surfaces

80% trips by public transport. Public transport is frequent and used by choice, including evening travel. It is free and safe

All freight delivered by rail

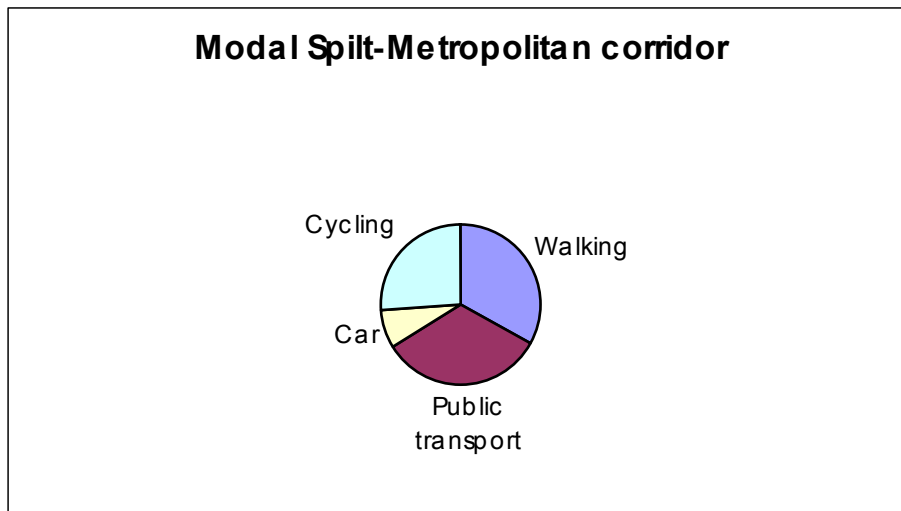
Clean air and waterways

All people thin and fit, lower levels of heart disease and diabetes

Parklands expanded

Broadened age range of bike riders. Voluntary bike helmets for adults.

No trucks within 50 km of Melbourne



Group 6

A safe and healthy community

Well serviced by cheap, better and more public transport systems that enables access to work and leisure

Coordinated roads strategy away from residential areas

Reduced car usage in the inner city because car usage is unhealthy, destroys communities, and less cars will make the community safer and healthier

More decentralised communities where people are living close to where they work and local jobs are available. At present everyone has to come into the inner city to work

Accessibility to destinations via public transport with minimum waiting periods and transport that is coordinated, frequent, safe, and twenty-four hours.

CBD without cars

Accessibility on foot/bicycle on safe roads free from pollution

Increased market share of public transport at the expense of cars

Air quality improvement. Cleaner environment

Reduced truck traffic

Reduce reliance on car travel

Group 7

Reduce traffic volume on main roads

More parks and gardens for community use

Less car use for shorter journeys

More gatherings of neighbours and an increase in the sense of community

Lower noise and air pollution

Increase in own produce growing

More space for trees and bicycles

Double public transport use for peak periods

No trucks in residential streets

More density of population

Increase bicycle use

Increase in public transport, 24 hours, more frequent and faster

Good heritage protection- no poor buildings

No freeways in the inner city area

A holistic transport department – No VicRoads

More sustainable transport

MOST DESIRED OUTCOMES

The groups then compiled what they felt were the most important goals or outcomes onto the wall, as reproduced below:

Liveable environment	Sustainable movement	Major use and share of public transport	Freight off roads and onto rail	Increased sense of community	Less new roads, less cars and more space
Quality public space.	Environmentally sustainable mobility.	Fast, free, frequent, 24-hour, public transport system.	Less freight on roads.	Quality community living.	Green and grass not roads.
Increase sense of community interaction and more space.	Culture of bikes not cars.	Frequent, free and safe public transport (that is used).	Triple bottom line freight movements.	Safe and healthy communities.	No more freeways or extensions or widening of freeways.
Cherishing heritage and environment.	Reclaimed roads for walking, cycling and recreation.	Comprehensive efficient public transport.	Freight trucks off roads and onto rail. (especially 50km of Melbourne).	Ability for self sufficiency, e.g. organic food, safe individual gardens.	Big reduction in car traffic.
Cherishing heritage and environment on Princes St. No removal of houses.	Strong disincentives for car use.	The majority use public transport, e.g. culture change.		People do not need to travel for work or study, e.g. decentralise, telecommute.	Holistic transport planning body - no VicRoads.
	Reduce car dependence.	Improve the transport grid.		Emphasis on human values over long-term.	
		Increased market share for public transport.		Community gardens, bartering system for communal use.	
		Accessibility to destinations by public transport, foot and bicycle.		Community gardens for the unemployed and elderly citizens and pension holders.	

WORKSHOP SESSION 3: INITIATIVES

Seven themes were extracted from the earlier workshop discussions and participants were invited to form groups around the theme they felt most interested in or able to contribute to. The themes were:

- Volume of traffic from outside the study area (dependency on cars)
- Conflict between road users and others
- Truck traffic
- Public transport
- Noise, air and water pollution and health impacts
- Parkland and open spaces
- Sense of community

Groups formed around the first six themes. Members of the community reference group who were present felt that the reference group should discuss the 'sense of community' theme at another time so that it was not overlooked in the study.

Each group was given the following questions as a guide for their discussion of the themes:

1. *What is this theme about? (What are the key issues or challenges?)*
2. *What are the causes of the problems and what trends are likely to affect the situation in the future?*
3. *What are we trying to achieve in relation to this theme? (goals, outcomes)*
4. *What initiatives or solutions would best achieve these outcomes?*

At the end of the group discussions, each group gave a short presentation to the other workshop participants. The following notes are from the groups' own records of their discussions.

Volume of traffic from outside the study area (dependency on cars)

Issues/Causes

Poor public transport outside area

Few choices for people outside so they are dependent on cars, roads and parking

High use of cars is the problem not the ownership

Easier to drive in than do otherwise, alternatives currently not viable

Focus is trucks and commuters. Scoresby Freeway will dump freight in the northern suburbs

Solutions

Constrain road capacity, downgrade some roads to discourage commuters and match normal traffic patterns

Reprioritise transport funding toward public transport, e.g. East Doncaster rail and feeder buses.

Coordinate public transport to reduce travel time

Remove cross subsidies to roads

Reduce commuter car parking

Improve public transport quality throughout Melbourne

- frequency
- connections
- hours of operation
- priority on street
- safety (especially at night)
- coverage

Fund public transport through levies on parking

End salary packaging of cars

More general tax reform to remove car subsidies

Promote freight alternatives

- rail freight
- existing road networks (CityLink)
- tolls for using NCCC network

Stop building freeways that funnel traffic into city and undermine public transport and enforce car dependence, i.e. Eastern Freeway extension and the Scoresby Freeway – implement public transport alternatives

Conflict between road users and others

Issues

Motor vehicles choke roads and hold up public transport. Wheeled vehicles threaten pedestrians

Noise pollution, air pollution and greenhouse

Causes

Priority given to cars and trucks (they are allowed to overwhelm)

What are we trying to achieve?

All the goals from session 2.

Solutions

Freight on rail and trams to move freight

Public transport, walking and cycling a priority

Local movement favoured over commuters by traffic lights

New funding priority

More traffic calming

Car parking levy to fund public transport

Car parking spaces reduced

Wider footpaths, more bike paths and street trees

We dislike all points under “manage heavy vehicle traffic”

Truck traffic

Issues

Noise

Vibration

Safety

Air pollution

The Eastern Freeway feeds into a State Highway which then becomes a Main Road (north of the University of Melbourne and east of Royal Parade) – high volume of traffic, low quality infrastructure – need to upgrade main road for trucks

Data on the origin and destinations of trucks is a gap that needs to be filled

Why is the industry using trucks?

Trends

50% increase in trucks on Macarthur Road since City Link

Micro options

Servicing trucks – greater policing by VicRoads and the EPA

Curfews on trucks through Royal Park

Commonwealth Games bill could be used for link road which would avoid normal approvals process

Macro options

Tunnel between Nicholson Road and Tullamarine Freeway – Economic feasibility study on tunnel to assess cost and benefit to Victorian economy – environmental and social effects have to be considered also

Divert around area – no options found

Freight trams – problem, they would slow down public transport network

Public Transport

Issues

Poor East-West connections

Separated by University and Royal Park

Need East-West tram, e.g. Johnston or Grattan Street

Buses and trams impeded by car traffic

Trams constrained by parking in shopping areas

Poor coordinating between public transport routes e.g. Church and Johnston Streets

Inadequate public transport from Eastern Freeway catchment

Lack of out of hours services e.g. cars for children

Lack of safety on public transport- no staff

Park and Ride problem in Clifton Hill – drive to an area then getting on Public transport

Trends

Driving to the edge of an area

Congestion on Smith Street is increasing because of turning traffic, which has impacts on public transport

Rat running down side streets

Solutions

Peak hour spread

Feeder services for buses to railway services. Increased frequency and evening services and peak services

Improving north south- tram priorities at traffic lights

Express trams with limited stops at peak hours

More flexible and smaller public transport

Staff and conductors

Minimal performance standards for public transport especially no waiting more than 20 minutes.

Exclusive tram tracks

Lack of service outside area introduce express trains to city

Safety, e.g. cars passing stationary trams – need policing

Policing fairway zones and on spot fines. Need to re-educate

Fill gaps in tram grid with buses to complete grid

Out of area improvements

Maintenance of multi modal ticketing system

Prices on public transport going steadily up

Duplication of Railway bridge over Merri Creek on Hurstbridge line

Ticketing and price improvements- benchmark Melbourne against other internet systems

Funding of public transport rather than roads

Specific improvements in the study area

Johnston and Princes Street tram via Swanton Street and Grattan and along Flemington Road

Eastern Freeway tram and train line

Royal Parade- exclusive row for trams

Intersection at Nicholson Street- Vic Road traffic light sequence block trams

Priority signalling at intersection for trams, e.g. Lygon and Elgin Street

Bus services as good as trams

Pollution issue, green buses

Extend Eastern Freeway bus land to along Alexander Parade.

Route 503 Queen Parade and Alexander Parade bus should be a priority

Noise, air and water pollution and health impacts

Issues

EPA Quality monitoring, methodology, validity of data is an issue, the places of monitoring, they need personal monitoring and exposure

Air quality is poor, under estimated, lack of roadside monitoring.

Impact of impermeable road surfaces on water quality

Causes and trends

Asthma increase triggered by air pollution

Asbestos pollution increasing

OECD increase in vehicle kilometres, increase in emissions

Costs to the economy is ill health

Emissions/ particulates etc increased use of larger cars

LPG use to be encouraged

New European fuel standards will result in more particulates

Pollutants from traffic exacerbated by high voltage power lines

Noise pollution- effect on children's health

Noise at Yarra Bend Park from Eastern Freeway - need sound walls

Parkland and open spaces

Issues

Reclaiming Park Street

Commonwealth Games and village problems

Need for 'Green lungs'

Preserve what we have

Families coming together

Causes and trends

Losing open space

Decreased quality because of traffic and other uses e.g. sports are not 'open spaces'

Open space tends not to grow

Populations are growing, so should the ratios of open space

Backyards disappearing – units and duplexes

No trees anymore, less oxygen

People remove trees for convenience

No measure of how useful open spaces are (measures of value/ utility not accounted for)

No mention of loss of parkland, can take park in inner north because of park created in Docklands etc

Can keep taking bits of park for public purposes, then sell it

Very inaccessible area (Commonwealth Games village site). We need to preserve the inaccessibility, no shopping there and concern about the roads that need to be built

Solutions

Do not sacrifice existing parkland

No through traffic in Royal Park

New open space areas needed

Reclaim sporting fields for trees

Remove ovals

New open space in high density areas, especially in Abbotsford, Collingwood, and North Melbourne

Green linkages between open spaces for fauna corridors

Structure a financial or policy incentive for corridors to provide more open space

Link parks to schools e.g. Malvern

Boulevard aesthetics, transport corridors as green space, reduced charges for Princess Park with Public transport ticket

Sporting/events facilities to have integrated traffic management plan before opening

SECTION 2: OTHER COMMUNITY FEEDBACK

Some of those who attended the community forum gave feedback in writing on sheets provided by the study team (either on the day, or posted/faxed back afterwards), or in discussion with the specialists at the information display.

<p>Rod Oaten (Carlton North)</p>	<p>I am very angry about the way the Community Update Number 2 was delivered. Mine came with a Safeway and Bilo junk mail. Normally I throw it out but noted a different colour and different quality paper. I then rang the office of William McDougall for a copy of the Issues and Trends (Sept 2001) on 4th Sep but still wasn't sent a copy (I spoke to Mr McDougall and he remembers my call).</p> <p>I attended the meeting at Collingwood Town Hall earlier in 2001 and registered my name - why wasn't a copy mailed to me? Or is this the way your people keep us informed, by junk mail?</p> <p>I attended the information display and the workshop on Saturday and I was very disappointed in the numbers attending but no doubt that was due to the way it was publicised. Football finals especially concerning Carlton and Richmond teams is not good timing - or maybe it is - maybe you are not keen on people being informed. Your comments please. <i>(NB the above letter was replied to in writing on 20/9/01).</i></p> <p><i>Other comments received from Rod at the forum were:</i></p> <p>Why aren't cars stopped from coming into Melbourne on high pollution days?</p> <p>Overseas countries seem to effectively use public transport, why can't we? (e.g. Vancouver and Toronto)</p> <p>Must have adequate stations and user friendly facilities for any public transport solution.</p> <p>Scoresby will create further problems.</p> <p>Need to use the "stick" as much as the "carrot".</p> <p>Buses to penetrate into residential areas and feed rail stations.</p>
<p>Peter Flanagan</p>	<p>I have some more comments and observations to make, that you might want to add to the public record.</p> <p>Air Quality and Noise - might we set as State Standards a guaranteed standard of air quality and upper limit to noise levels for all residents. If these cannot be achieved, then we cut the carrying capacity of roads or enforce stricter standards on emissions (pollutants and noise). Another alternative on noise pollution is to provide double glazing at public expense to those afflicted, given that many benefit from the suffering of a few.</p> <p>Comments on some of the facts in the Issues and Trends paper. In section 4.3, it might be worth checking with actual timetables to see that the Upfield train line has FAR FEWER services on Sundays and that they start much later in the morning and end earlier in the evening than other days. I think from Jewell station, the first train to the city on Sundays is 07:44 hrs.</p> <p>Alienation of Parkland (re section 3.4) - the City of Melbourne has a policy of 'no net loss of parkland'. This means that new parks to be provided consequent to the roofing of the Princes Bridge railyards and from Docklands can / will be used to justify alienating other parkland in places like Royal Park. When alienated parkland is no longer needed for the original purpose, it seems to be re-alienated for private or new public purposes. There are many examples of this. This must stop, given the increased population in the inner suburbs (there should be a standard of 'hectares of parkland per person' to be maintained).</p> <p>The City of Melbourne Royal Park Strategy is at variance with their changes to traffic management systems to facilitate more East-West traffic through the Park and with the carriage of freight in B Doubles (4.2.1). Royal Park needs to be contiguous and not divided in two by a busy truck link. I suggest that there should be no through traffic - then there will be no high speed heavy traffic, just local deliveries and visits to</p>

	<p>local destinations. Table 3.3 - the Commonwealth Games Village is not mentioned - if it is in Royal Park - apparently the preferred option (and already 'approved'), this will add further to the pressure on the values of the Park and surrounding area.</p> <p>Damage by Trucks - one aspect of the use of large trucks is that their damage to the roads is subsidised by other road users. If we accept that fuel taxes are based on fuel consumption, then damage caused by specific vehicles is not proportionate to this. Road damage is related to axle weight and to the number of axles on a vehicle. The weight basis is according to the fifth power of the axle weight. Therefore, doubling the axle weight increases the damage by 32 times. Quadrupling the weight increases the damage by 1024 times. Increasing the number of axles from two (car) to six (I think - B-Double) multiplies the damage by another 3 times. So one big truck of six axles and (only) 12 tonnes weight does the damage of 3,000 cars each of one tonne. A B-double does not consume the same amount of fuel or pay the same amount of fuel taxes as 3,000 cars.</p> <p>REDUCING CARRIAGE OF FREIGHT - we seem to accept that the current volume of freight must be carried, yet volumes of freight carried is increasing faster than the increase of population. Why is this ? I see that it relates to the multiple handling of freight to facilitate the use of bigger trucks. Our local supermarket now receives deliveries by large container trucks from a central company-owned depot - it does not receive deliveries directly from its suppliers. It seems that they are trying to reduce the amount of money paid out in drivers wages, given that road damage is not directly attributed to the use of the big trucks. Has there been a true costing of road use done by economists ?</p> <p>CENSUS DATA - given the recent census and the questions it asks, the study needs to gather the latest figures relating to the demographics of work and residence in this area. Given that the census asks about the postcodes of employment, these can be correlated to postcodes of residence and so we should be able to identify a lot of the commuting journeys being made and their mode of transport.</p> <p>The planned multi-storey urban village planned for Doncaster Hill (thousands of units ?) may feed freeway use or bus use. This seems to be a good idea, but it needs co-ordination with other infrastructure. How will the transport (road and public) strategies address this ? Will the 'park and ride' from the freeway entrance encourage the residents to get cars to carry them to the bus or should will there be buses all the way to the Village ? Note that we have a lot of park and ride already in use in the near to inner suburbs. This is not officially provided. It exists, given that there is free all-day parking available in Clifton Hill and Brunswick.</p> <p>Section 2.1, why are the Cities of Moonee Valley and Moreland not covered / mentioned in this study despite them 'owning' infrastructure within this study area ? Their input might be quite interesting.</p> <p>Table 3.3 shows the huge growth foreshadowed for the CBD employment over the next 20 years. The concern is where do these commuters come from and where will they park?</p> <p>Crossing Brunswick Road is also difficult (like Princes St and Alexander Pde), given that there are few cross streets and few traffic/pedestrian lights. We should set a standard of no more than a 100m walk to find a traffic light to cross a busy road. Note that Park Street has a lot of traffic also. These measurements should be included in the published figures.</p> <p>Re 4.5.3 - we need to build more centre of road refuges in wide busy roads to facilitate those with infirmities to make their crossing.</p> <p>We need to 'throttle' the availability of commuter parking in the CBD and surrounding areas (this includes private carparks and privately owned public carparks). This is the cheapest and most effective way of removing traffic from roads (no destination = no journey). This may mean that all on-street parking eventually becomes 'permit' parking. It might mean that only a certain number of permits are supplied for each property, based on its frontage (less a provision for driveways, etc). A high rise multi-unit property will get a lower proportion of on-street parking permits than a single unit on a block.</p>
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Hilary Archer	<p>When I travel in America and Europe there are people movers at airports. This is a consumer friendly (almost door to door) + luggage / shopping</p> <p>Small is beautiful. This transport is a bit more expensive but comes more frequently and is efficient</p> <p>I am involved with the Collingwood Children's Farm and the Abbotsford Convent. Bus turning circles are tight. Families come with pushers</p> <p>The CCF could have as many as 5000 people at Fairs and Events = congestion</p> <p>A parking circle further afield could be good</p> <p>Traffic from the SE is all by car - some sort of shuttle bus would be good from Church St, Richmond</p> <p>-----</p> <p>There are other alternatives I see about people mover Taxis, mopeds, motorised scooters (very noisy). So people are finding inner city alternatives to the car. Small parking spots for the little vehicles (bikes too) need to be provided near cafes - Brunswick and Lygon Streets - also slightly bigger spots or people movers.</p> <p>-----</p> <p>Thank you for consulting with the immediate community of the Central City Corridor Study and most importantly with me as this people skewed and well-designed workshop enabled me to grasp some of the complexity of the project.</p> <p>I have a son in Denmark who is an engineer (he has been designing the metro in Copenhagen) so I am sending him your report.</p> <p>However this is a thought of my own ... can we think of the traffic as the tide and link this idea with time (thank you Will Shakespeare).</p> <p>* We get the North / South and East / West city bound, office worker on public transport travelling deeply into the CBD before 9 am and after 5 pm ... this would be serviced by a ring of parking, early in the day, circling the source of the freeway. A light rail on or by the freeway would be good serve this group too.</p> <p>* The next wave of people does not go so extensively into the CBD (the tide is running out towards the north). Their main destination is City Central / Myers / DJs and RMIT... their time for arrival and departure is around 10 am to finish at 6 pm. When I go shopping in the CBD I like to walk up the central arcades from the main big shops... these arcades offer the same pedestrian precinct as you will find in cities like Copenhagen.</p> <p>* The last wave is around Lygon St / Melbourne Uni and Brunswick St .. And this is a change, the University would need to start at about 11 am and finish at 7 pm (or 4pm).</p> <p>* I surmise that the peak timing for the Casino and the Museum is mostly fairly late and at weekends. I know I have left them out of my grand plan but perhaps the Casino should not be easy to reach by public transport and the museum could join the 11 am start.</p> <p>The thinking here is that the tide of public transport is at its most frequent at different times during the day to service the bulk of the travellers. The main change is the 11 am start at the university.</p> <p>This thinking has probably already occurred to you but as it did not come up at the workshop I thought I might share it with you. I arrived at it by drawing circles around what I thought were the main users and thought of them as time zones.</p>
Jackie Fristacky	<p>Display in the Museum Basement should have been better publicised should have been shown for at least 10 days to enable broader access</p>

Anne Phefley	1. Traffic flow to Alexandra Parade should be restricted at all times, no more than 2 lanes. Therefore make it harder for the motorists. Make roads match normal not peak hour traffic 2. Set up park and drive packages for commuters, visitors to zoo, visitors to other city features/venues 3. Public transport to run more frequently and run for longer hours so you can go out and get back by public transport. Also need station staff and conductors returned 4. No tunnel through Royal Park. No additional roads in Park I would have liked more emphasis in display in volume and the move of problems from outer areas to the central area. More up to date traffic figures particularly on the 'cut through' streets
J Watson	No more freeways please - don't encourage car usage Environmental considerations are absolutely vital including greenhouse gas emissions lead and other toxins native flora and fauna endangered species especially air pollution, soil pollution, noise Also the whole effect on the vehicle manufacturing and petrol production industries caused by encouraging car usage, on the environment Social considerations: less speed on roads, less accidents Public Transport and bicycle use need to be greatly increased Public Transport: 24 hour availability, more routes, low fares, conductors to help public, safety and security
Vaughan Williams	Important that local and broader community objectives are not subjugated to 'wider souls or government policy. Decisions should be made by community, not self-styled 'experts'. Public transport in outer suburbs has crucial influence on traffic levels in inner suburbs Most traffic on Eastern Freeway headed for city / inner north - best solution is Doncaster rail line and decent feeder buses Ban large trucks and force smaller ones to use City Link and be fuelled on natural gas
Peter Hannan	Happy to contribute to the survey/work etc. One suggestion for all the cars (in a park & ride scenario) would be the tram up the middle of the Eastern turning left at preferably Nicholson.
Elizabeth Short (North Fitzroy)	The major challenge needing to be faced is to reduce the use of car travel undertaken in Melbourne, therefore major improvements, developments in public transport availability, quality, frequency, routes and usage is urgently required (ie to improve health reduce population, enhance communities and safety) The term 'corridor' is highly problematic. Our area is not a 'corridor' but a densely populated community, who suffer enormous health and community problems as a consequence of the number of car trips undertaken in the area (by those passing through, and those living in the area) The public transport in the North is appalling compared to the South and the East. Again inequity which needs urgent addressing (however, public transport in south and east need further development) Stop pouring money into roads. How short sighted and irresponsible
Andrew Neilsen	Very interesting and insightful study. I am absolutely convinced the amenity of the inner northern suburbs which has seen them prosper, attract many new residents etc is tied to its 'livability', ie easy walking distance to attractions shops, city, etc and

	<p>abundant public transport options - especially trams.</p> <p>I am anxious that we encourage public transport and genuinely invest in it for the future</p>
I M Heywood	<p>Currently, as I live near Mitcham Station, I find the rail service convenient and generally reliable. However, I am perturbed as an occasional user of the Eastern Fwy at the huge number of single person cars which clog all except the transit lane (very useful).</p> <p>I think greater consideration should be given to a light rail service perhaps on the median strip, and park and ride facilities.</p> <p>With the extension of the Eastern Fwy eastern traffic will only increase if nothing is done to persuade the travelling public to use a public transport system</p>
Ruth Baxter	<p>Bicycles need to be more promoted by making traffic ways seem less scary, eg promised puffin (sic) lights Park St, Carlton still not there</p> <p>Clear spaces for bikepaths on all radial / roads from the city so that traffic is not such a deterrent</p> <p>More bicycle lockers at train stations (0erhaps included in contracts of private companies) allow people to try riding & also encourages public transport</p>
Claire Noonan	<p>As a person whose primary mode of transport is the bicycle I am concerned with improved safety to cyclists:</p> <ul style="list-style-type: none"> *allocated bicycle lanes on all roads * traffic infringements issued to motorists who fail to respect the safety of cyclists, for instance passing too closely failing to give way, cutting cyclists off when making left turns *specifically remove bike paths from centre of St Georges Rd and allocate path on road, as under the present system cars fail to give way when crossing the path, as with many existing paths the constant interruptions .are inconvenient, perhaps suitable for only cycling short distances. However, unacceptable to those who use bikes as their primary form of transport <p>The narrow sections on St George Rd (= 200 m either side of Bell St are of particular concern)</p> <p>Improved public transport</p> <p>With east-west lines connecting north-south continue tram tracks along Victoria Rd (the segment between St Vincents Hospital and the Victoria Market</p> <p>Rail link to the airport</p> <p>Circular rail line connecting all the rail lines that extend out from the city. I realise this would be expensive but I am sure city link wasn't cheap</p> <p>An increase in tax to allow free public transport</p> <p>This might encourage people to use it as their taxes are paying for it anyway and doesn't it run at a loss anyway?</p> <p>I work at a large public hospital, most shift workers drive and they are frightened to take public transport late at night or there aren't trains running regularly</p> <p>Perhaps they could trial a shuttle bus service that picks up shift workers in large inner city hospitals: Royal Melbourne Hospital, St Vincent's, Freemasons, Mercy, Royal Children's and Royal Women's and drop them at train stations with connecting trains with increased security (also collect students from Melbourne Uni and RMIT who have stayed back in libraries)</p> <p>Public campaign advertising the benefits of being fit, waking, cycling improved air quality to help overcome the car culture</p> <p>Public car pooling scheme, encouraging people to share</p>
Elsbeth Ferguson	<p>More information required about PT services</p> <p>Guided tour needed</p>

	<p>Unconfident on how to use system, ticketing, etc</p> <p>Confusion about changing modes during trips</p> <p>Safety for women using PT is a key concern in non-peak periods</p> <p>More people will use PT if it will be safer</p> <p>Beautification of PT needs to occur eg at trains stations, graffiti unattractive</p>
	<p>23/24 Latrobe St tram needs to run more frequently - need service every 10 minutes</p> <p>Nicholson St - Vic Market is a gap in PT provision, people therefore drive to Vic Market</p> <p>Heidelberg bus that goes t Vic Market is underutilised (Dysons green bus)</p> <p>Use 251 & 252 buses - supposed to run every 10 minutes, but erratic because of car traffic</p>
Tim Wansbrough	Very good innovation in customer service
Mr & Mrs Craig (Carlton)	Buses to market along Victoria Street and other east-west destinations. Bus service reliability effected by traffic. There is a lot of east-west traffic through the area. Son commutes to work by bike and prefers on-road facilities.
Roy Saunders (Park Orchards)	Need to improve public transport. Express services need to be expanded and improved. Parks and Rides are good. Need to lower the cost of public transport to encourage use.
Eva Haarburger (Parkville)	<p>Heavy vehicles in Macarthur Road.</p> <p>Noise and air pollution.</p> <p>Light pollution.</p> <p>Cars we can take but trucks are too much – starts at 3 a.m. We need a curfew on trucks. Need a tunnel from E Freeway to Tullamarine Freeway to take the trucks off.</p>
Claire	<p>Trams don't link between each other within the study area.</p> <p>Bike to LaTrobe takes 40 minutes but tram takes 1.5 hours due to transfers and poor connections.</p>
Renaë	Cost of public transport – Zone 1 day ticket is same price Clifton Hill to city as for much longer travel distances – VERY UNFAIR.
Andrew	Can take tram from Carlton North to St Kilda Road but have to interchange. Parking is easy at work so I take the car. Car is quicker.
	<p>No timetables at bus stops – these were promised but we didn't get them.</p> <p>Rathdowne Street bus doesn't run on a Sunday.</p> <p>Invest more in transit not in freeways.</p>
Anthony	Very concerned about truck movements. Where are they going?
John	Extend Coburg tram to Fawcner Cemetery.
Tony	Poor east-west public transport. Low frequency. Bus stops at 7 pm. No Sunday service. Service level is too low to provide good connection to north-south services.
	Need cycle lockers at rail stations.
Ian Thomas (Abbotsford)	The study needs to identify and recognise the existence of vegetation other than in the large park areas (Royal, Yarra etc) and the contribution this makes to biodiversity – street and local park trees are not just heritage value but make an important overall contribution.
R Clemens	There is no reference to the health impacts of air pollution. Collingwood (and Richmond) have the highest incidence in Australia of certain diseases which can be linked to air pollutants. See DHS report. The role of urban consolidation has not been looked at. It has resulted in the loss of vegetation as boundary-to-boundary building is encouraged and the higher population results in more vehicle travel.

