

## 2358 Melbourne 2030 Audit General Submissions Template

This **General Submissions Template** has been prepared to guide individuals and community organisations in making submissions. The independent Audit Expert Group has requested submissions be succinct and no more than 6-8 A4 pages long.

Use of the **General Submissions Template** will help to ensure that your submission is analysed quickly and considered in a timely fashion by the Audit Expert Group.

The Melbourne 2030 audit will focus on fine-tuning *Melbourne 2030* and taking stock of the *Melbourne 2030* implementation. Specifically the audit is addressing three key questions

- **Is the new development on the ground reflecting the policy intent of *Melbourne 2030*?**
- **Have the initial implementation plans been completed and have they been effective?**
- **What initiatives need to be completed over the next five years to continue to effectively implement the plan?**

In preparing your submission please keep in mind the three key Audit questions when addressing the specific topic areas in this Template. Submissions should also be within the Terms of Reference established by the Minister for Planning for the Audit Expert Group.

The closing date for submissions is 5:00pm, Monday 24 September 2007. Submissions received after this time may not be considered.

Once you have completed your submission please submit via email:

[Audit.submissions@dse.vic.gov.au](mailto:Audit.submissions@dse.vic.gov.au)

OR

Post a hard copy to:

Metropolitan Planning Audit  
Department of Planning and Community Development  
PO Box 500  
East Melbourne 3002

**Note:** If you wish to provide more detailed comments and information relating to specific *Melbourne 2030* implementation and Directions, please use the **Submissions Online Tool** via [www.melbourne2030.vic.gov.au](http://www.melbourne2030.vic.gov.au)

|                     |               |
|---------------------|---------------|
| <b>Name</b>         |               |
| <b>Organisation</b> |               |
| <b>Address</b>      |               |
| <b>Suburb</b>       | Wheelers Hill |
| <b>Postcode</b>     |               |
| <b>Phone</b>        |               |
| <b>Email</b>        |               |

**Please provide a summary of the key issues and themes raised in your submission.**

Concerns about the continuation of a road-focussed [public] transport system

**Outline what has worked well in relation to implementation of *Melbourne 2030*?**

Recognition that public transport is necessary.

**What do you consider to be the biggest challenges in implementing *Melbourne 2030*?**

The capacity of the road network, particularly in the middle and inner suburbs, to be able to accommodate the increased density of housing proposed in *Melbourne 2030* is debatable, especially if cars are the focus of transport. The document envisages use of buses to infill the gaps in the public transport network, and makes little mention of new tram/light rail or train corridors other than the extension to Knox from Vermont South.

There are existing train routes eg near Coburg, which have been abandoned, which could be reinstated relatively easily (if they haven't all been sold off to developers) to provide cross connections with the existing train routes. The concept of providing more buses on a road network which is already struggling is unlikely to be able to deliver the sheer quantity of passenger trips necessary in an ongoing and timely fashion.

Trains/light rail are generally faster than buses, and people will use them in preference to buses as the major corridor routes.

There is an implicit presumption that all trains should radiate from the CAD. Given the use of Box Hill, Dandenong, Sunshine etc as major activity hubs, why has there not been any consideration of interconnecting train/light rail lines to create more of a 'spiderweb'?

The complete absence of supplementary rail-based public transport in the peripheral suburbs—eg Craigieburn—is of concern, as this area is earmarked for development, and the existing train lines are publicly noted as being at or near capacity.

There seems to be no mention of adopting successful measures used in other Australian contexts eg the light rail in the freeway divider in Perth.

**Outline which aspects of *Melbourne 2030* implementation you consider to be vital for Government and/or Councils to focus on in the next five years.**

The items noted above do not appear to be been covered adequately in *Melbourne 2030*

**Are there any issues particular to your local area relevant to *Melbourne 2030* that you wish to highlight?**

Train line to Monash University

Train line to Rowville

Frequency of buses (possibly smaller ones) at off peak times eg Friday after 6pm between Oakleigh and Knox Shopping Centre. Surely shopping hours should be linked in with buses?

If buses/trains/trams are frequent ie no longer than 15 minutes apart, people will use them! I used public transport to the country in UK recently, and found the services were better /more frequent than suburban services in Melbourne. Eg train to St Albans at 10pm every 15 minutes, train to Glen Waverley at 10pm is every 28 minutes (10.01, 10.29pm), similarly trains to Coventry were basically hourly, but trains to Traralgon are not!

---

**Is there anything else you would like to add in relation to implementation of *Melbourne 2030*?**

**Include attachments if required.**

1 Sustainability in terms of use of energy. A more holistic approach in terms of use of energy for transport should be considered, as Melbourne 2030 seems to consider petrol/diesel fuelled buses and cars as the preferred form of transport. We should be encouraging hydrogen vehicles, and solar/wind powered electricity generation, rather than perpetuating the use of an oil-based economy, especially when we have abundant sunlight.

2 We need to be careful that the concepts envisaged by *Melbourne 2030* are not driven by particular interest groups who 'want a project' (eg the road tunnel between Melb Uni and Sth Yarra could be seen as being driven by developers' wish to make money, if the relevant studies are not placed in a total **city-wide context**).