



## **RESPONSE TO THE CITY OF MELBOURNE'S DRAFT TRANSPORT STRATEGY 2030**

### **Introduction**

The East Melbourne Group (EMG) is an incorporated residents association which represents the citizens of East Melbourne and Jolimont. It works to connect the community of East Melbourne and Jolimont and to protect and improve its heritage and amenity.

This is the submission of EMG to the City of Melbourne's Draft Transport Strategy.

EMG congratulates the City of Melbourne on its draft strategy and appreciates the opportunity to comment on the draft. We support the overarching objectives of the Strategy, but urge Council to take into account the issues outlined below, in its further development.

### **Scope and impacts on Melbourne suburbs adjacent to the CBD**

Our general view is that the draft strategy appears to be a comprehensive approach to transport matters likely to affect the Central Business district (CBD) over the next ten years.

However, we submit that the Strategy needs to more explicitly deal with the transport issues impacting on the other parts of the municipality, adjacent to the CBD. These suburbs, including East, West and North Melbourne, Carlton, Docklands and Southbank are an integral part of the City of Melbourne municipal area.

These suburbs are directly impacted by traffic destined for the CBD and through traffic, as well as being subject to local impacts. This is particularly the case in East Melbourne, which is bounded by major traffic routes and significantly affected by traffic related to the MCG and other sporting facilities, as well as traffic generated by major events in the city.

### **Through traffic**

Strong measures need to be in place to direct through traffic onto major arterials and to discourage residential areas being used as "rat runs". This should include restrictions on turns into residential areas and their enforcement, which is currently lacking.



Restricting access to residents and legitimate visitors is a technique which is successfully used in many jurisdictions around the world.

### **Parking**

There is a need to coordinate parking policies in both the CBD and surrounding suburbs. While parking restrictions in residential areas rightly favour residential permit holders, this is only effective if these restrictions are enforced and this should be recognised in the strategy. Lack of enforcement remains a problem at ordinary times as well as special events and sporting events, when parking on median strips can often be observed.

### **Drop-off and access**

There is a need to plan for the growing demand for vehicle access for drop-off and pick-up zones for high use public areas including hospitals, day procedure clinics, medical practices etc, many of which are clustered in suburbs surrounding the CBD. Many of the people using these facilities have limited mobility and therefore rely on car transport.

Furthermore, given the overall strategy of limiting vehicle access in the CBD, consideration also needs to be given to providing for people with restricted mobility who need vehicle access to various attractors such as hospitals, theatres and restaurant precincts in the CBD.

### **Electric vehicles**

There is a need for consideration of kerbside charging stations in non -CBD zones as and when electric vehicles start to become more prevalent.

### **Air traffic**

The predominantly CBD focus of the draft strategy is reflected in the fact that there is only one reference (p 90) on aviation. The strategy should recognise that the residential areas of the municipality have had to suffer from increasing noise from small fixed wing aircraft and helicopters, many of them on joy, sightseeing and training flights, as well as additional concentrated flight paths for passenger planes on the way to Tullamarine.

While EMG recognises that aviation is a Federal issue, we submit that the Strategy should reinforce the role of Council to advocate on behalf of its residents on these matters.



Therefore EMG suggests that the last sentence in the aviation section be replaced by the following:

*Strong regulation is essential to manage the human and community impacts of helicopters and other aviation forms both in terms of air traffic noise intrusion and as well to mitigate safety and security risks. Where the City of Melbourne does not have direct regulatory powers it should actively advocate on such issues on behalf of its citizens with the Federal Government.*

### **Heliport**

While EMG understands the arguments for improving heliport facilities in the CBD, any such infrastructure must be strictly subject to binding restrictions which prevent negative impacts on residential areas. This should include requirements for flight paths to be over the Yarra and non-residential areas. Otherwise there is a strong risk of improved facilities for helicopters resulting in additional detrimental impact on the human environment.