Submission to the Punt Road Public Acquisition Overlay Advisory Committee

Prepared by Drop Punt on behalf of the affected residents of Windsor, Prahran, South Yarra and Melbourne

November 25, 2015

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www.facebook.com/DropPunt
"We can't just build our way out of congestion, whatever capacity we build tends to get taken up"
Introduction and Assumptions

This submission is made by Drop Punt residents group, primarily on behalf of the community living around Punt Road but also for all Melburnians seeking better outcomes for urban planning and transport across the city. The submission seeks to outline why the Public Acquisition Overlay (PAO) needs to be lifted. It will frame the Punt Road situation as a perfect example of the wider issues facing transport and urban planning in Melbourne. It is made to address the broader historical causes of congestion, and its impacts on policy decisions such as Punt Road. It also seeks to address the wider context of the urban and transport model adopted for Melbourne in 1954, and still in place today.

In the lead up to the last State election, the current Government committed to finally giving residents certainty on the Punt Road issue, after sixty years of delay, blight and degradation:

**PUNT ROAD RESIDENTS IGNORED BY NAPTHINE**
Labor has committed to reviewing a 50 year old easement along a section of Punt Road which affects hundreds of residents... This stands in contrast to previous reviews run by VicRoads, which ignored the affected families and the full set of advice was never made public... “The Napthine Government ignored this community – Labor will give them a voice and we will listen to it.”
“I have spoken to just about all of the residents that this easement affects, and all they want is certainty.”

Labor Party election campaign press release Published on October 29, 2014

There are three broad courses of action currently open to the Government:

1. Actioning the PAO/modified PAO and acquiring the affected properties;
2. Retaining the PAO, as per last sixty years, ‘for further analysis, or just in case it may be needed in future’ with no hard timelines, plans, funding or acquisition mechanisms
3. Lifting the PAO.

The second option of retaining the PAO, suggested within the terms of reference, is completely inconsistent with the Government’s election commitment to certainty, in that simply keeping the overlay in place is just maintaining the same festering state of uncertainty and limbo that the community has unfairly endured for the last sixty years. So while the option of retention has effectively been eliminated by the Government, it will be covered briefly to ensure the Advisory Committee is aware of the unconscionable conditions this community has been living under for far too long. Only outcomes 1 and 3 are consistent with the Government’s stated commitment to certainty. This submission will cover in detail the social, environmental and economic impacts of options 1 and 3.

Drop Punt acknowledges the right of governments in general to acquire properties for public purposes or to temporarily reserve them for a reasonable period before acquisition.

Drop Punt maintains that a PAO such as the one on Punt Road inevitably blights the surrounding area. If such PAOs are put in place over built up urban areas with significant historic, social and environmental value, and subsequently left unused for an absurd sixty years, then this is a gross misuse of a planning instrument, manifestly unjust, contrary to the principles of natural justice and contrary to the Government’s assurance of certainty.
Drop Punt maintains that once a reasonable period of time elapses, the reservation must be actioned or lapse.

Background

Melbourne’s 1954 Transport Plan saw the imposition of the Punt Road Public Acquisition Overlay as part of a wide ranging strategy to further develop the city’s landscape and alleviate congestion on the extensive but overburdened public transport system. The main thrust of this plan was to create a vast network of arterial highways to unlock previously undeveloped areas around Melbourne and thus enable the continued expansion of low density housing, the preferred residential model for most Melburnians. For the last sixty years, Melbourne’s urban and transport development has been heavily focussed on the car as an enabler, and has sprawled to become one of the largest cities in the world by geographical area. This dispersed pattern of dormitory suburbs was in fact enabled initially not by the car, but by Melbourne’s public transport system.

The mild year-round climate propagated the first wave of what was to become a pattern of Melbourne’s development for the next centuries; urban sprawl. Unlike many of the European cities its founders had come from, Melbourne had vast expanses of available land, benign weather conditions and the wealth to introduce an extensive network of new transport technologies. Melburnians could build their homes dispersed from the city centre. The work destination however was still the ‘city’. During the first half of the 20th century, this configuration was beginning to cause significant congestion on the public transport system. With the influx of migration after the second world, the system was at breaking point.
After the war, cars became affordable and the system of car-based urban development carried out in American cities was seen as an ideal model for Australian cities. Thanks to the car, Melbourne’s empty landscape between the spider’s web of train and tram lines was now able to be ‘infilled’ to become one continuous suburb spreading out in all directions from the central CBD.

The congestion problems created by the single CBD model in the public transport system were significantly alleviated by the car and the developing road network. Not only did commuters have options for their transport mode, but with some businesses now decentralising outside the CBD, they also had options for their destinations. So popular was the car that transport mode shares have inverted from 60%+ public transport at its peak in the early 20th century to 80%+ private car transport as it is today.

Source: State of Australian Cities 2010
While Melbourne did decentralise somewhat as a result of the car, the lack of serious government programs to formalise decentralisation exacerbated the natural tendency for many large businesses to remain within the CBD in order to be close to other businesses and government. Tellingly, this model of small central hub surrounded by sprawled suburbs was never seriously questioned or seen as unsustainable. It was in fact enshrined by the 1954 Transport Plan that gave rise to the Punt Road PAO.
1954 Transport Plan Proposed Arterial Road System for Melbourne.

As a consequence of the 1954 plan, Punt Road was widened in the 1950s, but there were further moves afoot to transform it into a major highway.

Punt Rd circa 1950s, before the widening, and being widened.
The 1954 Transport Plan model of St Kilda Junction showing a widened Punt Rd, top right. Centre left shows the Junction Oval with a Queens Rd flyover built on top of the stand, a few metres behind the goals.

The 1954 was replaced by 1969 plan advocating bulldozing vast swaths of inner Melbourne to accommodate a network of L.A. style freeways and turnpikes. As early as the seventies, evidence was already mounting internationally that laissez faire road building programs, rather than alleviating congestion, were actually exacerbating it and creating a vicious cycle of congestion-more roads-more cars-more congestion which Melbourne is still in the grip of today. Premier Hamer sensibly scrapped this plan yet vestiges such as the Punt Rd PAO still remain today.

1969 transport Plan’s Proposed Freeway Network for Melbourne: Punt Rd was to be part of the F2 Freeway. The ‘L.A.’ plan was scrapped in the 70s.
The current situation

Through the development of the freeway system, Melbourne has sprawled in all directions to now be 120km wide east to west. Instead of working in local areas, a large proportion of Melbourne’s workforce still commutes from outer suburbs poorly serviced by public transport through the inner urban areas and into the CBD, an area less than 0.01% of the total area of Melbourne.

The inward traffic pressure from outer suburban commuters, with no viable transport alternative has caused significant road and parking capacity issues in inner Melbourne. This has made car commuting relatively less attractive and as a consequence, inner and middle urban residents who do have transport options have returned to public transport in vast numbers. Car use for work has decreased markedly in these suburbs and is the cause of the generalised drop off in traffic volumes such as can be seen on Punt Rd. In fact even parts of the outer suburbs within walking distance of public transport has seen a return to the walk/train-tram commute model first established in the 19th century. This decrease in inner urban car use however has been offset by the increase in through-traffic volumes from the outer suburbs.
Sixty years of car-centric transport policies has seen investment, upgrading and expansion of the public transport system dwindle to third world levels. The Department of Prime Minister and Cabinet estimates that in the past 40 years, Australian cities have underinvested in public transport by $100 billion. The Australian Council of Learned Academies (ACOLA), a coalition of some of Australia’s leading research bodies, recently published an extensive study into Australia’s cities. It estimates the infrastructure deficit will grow to $350 billion within 10 years on current trends.

The ACOLA Report on Delivering Sustainable Urban Mobility.
Michael Short of the Age described the Key Findings of the ACOLA Study:

We are in a vicious circle: as cities sprawl beyond the reach of public transport, governments have primarily responded by building roads rather than expanding the network. More roads fuel urban sprawl, which increases the use of cars, which increases the demand for new roads, which… you get the picture.

The cost of urban congestion will increase four-fold in the next 20 years unless we cut the demand for cars and increase the supply of public transport. It’s big dollars: in 2011, the congestion cost to the economy was $13.7 billion; that’s tipped to rise to more than $53 billion by 2031.

Urban sprawl is environmentally costly – to the point of being unsustainable. This is a function of being too spread out – which means, of course, that our population density is relatively low. Sydney's geographic area is bigger than London's, yet, at 10 million, London has more than twice Sydney's population.

The road transport sector is dirty, inefficient and therefore unduly expensive. The report says: "The costs of moving freight by road are more than double that of rail, while greenhouse gas emissions are more than triple those for rail." The waste is worse when it comes to cars. "The average car is parked at home 80 per cent of the time, parked elsewhere 16 per cent of the time and on the move only four per cent of the time."

Should you be in any doubt about the problem, consider this: in recent years, what were supposed to be the city's inviolable boundaries have blown out again and again, as politicians capitulate to pressure from developers and from young families who cannot afford to live close to the centre of the city. It is now 150 kilometres from the eastern boundary to the western one; further than from the CBD to Bendigo. It's not working and will only get worse if we don't make changes.
The driving factor over the last sixty years appears to be that Governments of the day—and every government since—observed that the shift away from public transport to private transport, significantly improved the transport portfolio’s budgetary bottom line. Public transport is a large investment for governments with only some of that investment being recouped from the travelling public. Private transport generates revenue streams through taxes derived from vehicle purchases, registrations, tolls, insurance, fines, etc. The car has become the ‘vehicle’ for balancing budgets. Similarly, industry groups connected with private transport have also grown exponentially as car use has exploded. Consequently there has been a natural interest in ensuring mode shares stay firmly weighted in favour of car use.

**Weekly journey-to-work costs 2011: BITRE report**
It is no coincidence that when the Advisory Committee was announced, Victoria’s Treasury department quickly and overtly came out in support of yet another road project presumably to dissuade the fledgling Labor Government from following through on its stated opposition to the widening:

**Victoria's Treasury backs plan to widen Punt Road**

State Treasury has backed a controversial plan to widen Punt Road into a six-lane highway through South Yarra and Prahran, warning the expansion will be needed to deal with strong population growth over the next two decades.

Labor in opposition signalled it planned to scrap a 50-year-old easement covering 140 properties along Punt Road, saying it was denying local residents control over the fate of their own homes.

However, a Department of Treasury briefing handed to Treasurer Tim Pallas a month after the 2014 election said the 2.5-kilometre overlay "should be retained" to improve the performance of the badly congested road.

The December 2014 briefing – obtained under freedom of information laws – points to VicRoads' advice that the expansion from four to six lanes will be needed to cope with "high population growth".

*Josh Gordon  in The Age, September 20, 2015*
Similarly, in an effort to protect and expand revenue streams, private infrastructure companies are now venturing millions of dollars developing unsolicited road proposals such as the Western Distributor.

**The unsolicited $5.5bn Western Distributor proposal**

An example of the push to favour road based transport solutions beyond any realistic benefit to the community was the recent East West Link proposal. Melbourne was witness to the extraordinary spectacle of a state government signing off on a road project that would have returned only 45% of its cost in benefits. This is comparable to paying two dollars for a one dollar coin. Interestingly the benefit of the associated public transport improvements would have been one for one.

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost ($bill)</th>
<th>Benefit ($bill)</th>
<th>BCR</th>
</tr>
</thead>
<tbody>
<tr>
<td>A: Combined package of road and PT improvements</td>
<td>15.0</td>
<td>11.1</td>
<td>0.74</td>
</tr>
<tr>
<td>B: Public transport improvements alone</td>
<td>7.9</td>
<td>7.9</td>
<td>1.00</td>
</tr>
<tr>
<td>C: East West Link alone (difference A – B)</td>
<td>7.1</td>
<td>3.2</td>
<td>0.45</td>
</tr>
</tbody>
</table>

**The EWL benefit cost ratios**

**Conclusion**

The motivations are clear, however the effects of decades of underinvestment are serious for the viability and competitiveness of Melbourne as a global city in the twenty first century. The infrastructure deficit and consequent car dependence may be benefitting certain sections of industry, but the ACOLA study reports that this flawed long term transport policy comes at a very high price: urban congestion. Urban congestion will increase four-fold in the next 20 years unless
the demand for cars is cut and the supply of public transport increased. In 2011, the cost of congestion to the national economy was $13.7 billion and estimated to rise to more than $53 billion by 2031. Melbourne has even overtaken Los Angeles, the paragon of car cities, in its car dependence:

<table>
<thead>
<tr>
<th>City</th>
<th>walking</th>
<th>cycling</th>
<th>public transport</th>
<th>private motor vehicle</th>
<th>year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barcelona</td>
<td>35%</td>
<td>12%</td>
<td>33%</td>
<td>20%</td>
<td>2012(^{[5]})</td>
</tr>
<tr>
<td>Beijing</td>
<td>21%</td>
<td>32%</td>
<td>26%</td>
<td>21%</td>
<td>2005/2011(^{[5]})</td>
</tr>
<tr>
<td>Berlin</td>
<td>29%</td>
<td>15%</td>
<td>26%</td>
<td>30%</td>
<td>2012</td>
</tr>
<tr>
<td>London</td>
<td>21%</td>
<td>2%</td>
<td>44%</td>
<td>34%</td>
<td>2011(^{[5]})</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>3%</td>
<td>1%</td>
<td>11%</td>
<td>78%</td>
<td>2009</td>
</tr>
<tr>
<td>Melbourne</td>
<td>4%</td>
<td>2%</td>
<td>14%</td>
<td>80%</td>
<td>2012</td>
</tr>
<tr>
<td>New York City</td>
<td>10%</td>
<td>1%</td>
<td>55%</td>
<td>29%</td>
<td>2009</td>
</tr>
<tr>
<td>Paris</td>
<td>61%</td>
<td>3%</td>
<td>27%</td>
<td>9%</td>
<td>2010(^{[7]})</td>
</tr>
<tr>
<td>Shanghai</td>
<td>27%</td>
<td>20%</td>
<td>33%</td>
<td>20%</td>
<td>2009/2011(^{[8]})</td>
</tr>
<tr>
<td>Singapore</td>
<td>22%</td>
<td>1%</td>
<td>44%</td>
<td>33%</td>
<td>2011(^{[5]})</td>
</tr>
<tr>
<td>Tokyo</td>
<td>23%</td>
<td>14%</td>
<td>51%</td>
<td>12%</td>
<td>2008/2009(^{[9]})</td>
</tr>
</tbody>
</table>
Even in L.A’s home state, the climate is finally changing:

**California’s Department Of Transport Admits That More Roads Mean More Traffic**

California DOT [link to a policy brief](#) outlining key research findings from years of study into induced demand. The brief, titled “Increasing Highway Capacity Unlikely to Relieve Traffic Congestion,” was compiled by UC-Davis scholar Susan Handy. Here are the highlights:

- There’s high-quality evidence for induced demand.
- More roads means more traffic in both the short- and long-term.
- Much of the traffic is brand new.

The infrastructure deficit and mounting congestion losses are not the fault of present day governments. However, continuing to widen roads in a futile attempt to ease congestion only adds fuel to the fire. It is a well-known analogy, but it is akin to fighting obesity by loosening one’s belt. Demand for travel must be controlled and redirected to more efficient, city-appropriate transport modes if Melbourne is to be part of this club of ‘global cities’.

The first thing governments need to do to climb out of this large infrastructure and congestion hole is to stop digging. Otherwise Melbourne and other Australian cities risk an urban collapse similar to Detroit in the United States, tellingly the home of America’s car industry.
Social, Environmental and Economic Assessment of PAO options

1. Actioning the PAO, demolishing homes, building a highway

In order to speak on behalf of the entire community around Punt Road, assessment of this option will assume the acquisition of the entire twenty metre wide strip from the Yarra to Union St in Windsor, and the subsequent construction of the six lane or in future, eight lane highway.

Social Impacts

1. Severance, loss of amenity and community for remaining residents and visitors

• A Hoddle Highway would destroy the amenity of an extremely integrated area of Melbourne, including its most liveable suburb, South Yarra. The City of Stonnington has one of the lowest proportions of parkland but is adjacent to the Botanical Gardens, Kings Domain, and Fawkner Park. West of Punt Rd. A Hoddle Highway would sever this connection and consign residents to a lack of open space.

• The area is home to arguably the best natural, outdoor sport and recreation arena in the world and it will be destroyed. Imagine participating in these hugely popular activities amongst the traffic smog and noise, and wearing surgical masks:
  – Running or walking around the tan or participating in fun runs;
  – Rowing on the Yarra, including our Olympians who use it as their training course. Cycling, running, walking along the Yarra trail. Or families/friends barbequing or picnicking on the Yarra bank.
  – Attending performances of Shakespeare or Moonlight Cinema in the Botanic Gardens or the Carols by Candlelight at Myer Music Bowl, while contending with major traffic noise;
  – Seeking peaceful reflection in the Gardens or at the Shrine, with car horns blasting and traffic rumbling past.
These public spaces are world-class and were gifted to Melbourne by its founders, our forebears. We need to ensure the sustainability, of these beloved Melbourne public spaces, for future generations to enjoy. A highway running like an ugly scar through the middle of this precinct runs contrary to what many cities with a global profile are doing: focussing on their sustainable streetscapes to improve amenity for locals and visitors alike.

**Before:** The recently closed Pompidou expressway in Paris, where up to 70,000 cars travelled daily along the Seine’s left bank.

These global cities are reclaiming their landscape back from the well meaning but ultimately misguided twentieth century preoccupation with the car as the panacea for all transport problems.

**After:** No added road congestion in the network has been reported. An example of discouraged demand
2. Safety factors: Danger to pedestrians
- The communities to the east of Punt Rd rely heavily on easy access to schools on the western side of Punt Rd. The thousands of students walking to schools such as Wesley, South Yarra Primary, Christ Church, Melbourne Grammar, Melbourne Girls Grammar, The Victorian College for the Deaf and various kindergartens would encounter significantly greater dangers having to negotiate their way across six lanes of peak hour Hoddle Highway traffic.

- With the exponential residential growth in high density developments in the immediate area, pedestrian traffic has significantly increased. With the St Kilda Rd precinct being a major work destination for locals and commuters exiting South Yarra Station, a widened highway would cause enormous safety and sidewalk congestion impacts for pedestrians.

3. Irreplaceable loss of Heritage:
- Punt Rd is home to 40 heritage listed properties and that would be lost forever. In the twenty first century, many cities are jealously guarding their cultural and architectural heritage primarily for its own sake but also as a major drawcard for international
tourism. One of the reasons Melbourne is not more of a tourism destination is that the extraordinary Victorian era architecture it once had has systematically been wiped out for short sighted endeavours such as widening roads.

Environmental Impacts

1. Health impacts for community and contribution to air pollution
   - Negative health outcomes associated with major roads are well established. It is important to consider the available literature regarding health impacts of major roads. Many studies consider the health effects of new roads above and beyond road traffic incidents and numerous systematic reviews have found statistically significant associations between residential proximity to traffic and one of a number of adverse health effects.
   - The World Health Organization (WHO) investigated health effects of transport-related air pollution in 2005. When considering the impact of traffic-related pollution in Europe, WHO estimated that the death rate is on par with that of road toll deaths. In a review of the urban development and transport impacts on public health with particular reference to Australia, the negative health effects of pollutants included:
     - Exposure to particulate matter has been associated with a short-term increase in mortality and morbidity from cardiovascular and respiratory diseases.
     - Studies have found long-term average mortality rates 17 to 26 per cent higher than expected in communities with high levels of fine particulate matter.

5. Ibid.
Diesel exhaust and nitrogen dioxide have been tied to increased asthma symptoms and response to allergens.

Exposure to diesel exhaust has been associated with increased rates of lung cancer and mortality and morbidity.

Air toxics can cause negative health effects including cancer and respiratory, neurological, reproductive, and developmental effects.

Long-term exposure to traffic-related air pollutants have shown a variety of health risks, including:

- significant increase in the risk of death from cardiopulmonary causes
- significant increase in asthma prevalence in children
- impacts on lung development in children
- increased cardiac arrhythmias.\(^7\)

It has also been demonstrated that exposure to air pollution, particularly common in urban areas, is an independent risk factor in adverse birth outcomes such as pre-term birth and low birth weight.\(^8,9\) In addition to transport noise having effects on physical health, some research documents the link between noise and negative emotional states.\(^10\)

Literature varies when estimating the distance of living proximity associated with health impacts; this in part is due to the broad range of measures (particular pollutants or contaminants). Some research suggests that “persons [residing] or spending substantial time within 200m of highways are exposed to [numerous] pollutants more so than persons living at a greater distance, even compared to living on busy urban streets”.\(^11\) Other research has found significantly elevated levels of pollutant concentration both indoor and outdoor within 50 meters of major roads due to roadway emissions.\(^12\)

It is also important to consider whether negative health effects are likely to affect some groups of people more than others. Research by Black and Black (2009)\(^13\) identify groups of people who are more vulnerable to the negative health outcomes associated with transport impacts. These groups include the elderly, young children and children with asthma and persons with diabetes.

Exposure to increased road traffic, noise and air pollution is likely to have an impact on daily living conditions for local residents. The reviewed literature indicates that the health impacts of the a Hoddle Highway are likely to be negative and broad. There is also evidence to suggest that particular populations are at a higher risk of negative health outcomes due to their age.

**Original source: City of Mooney Valley**

\(^7\) ibid.

\(^8\) Yorifuji, T., Naruse H., Karihima, S., Takao, S., Murakoshi, T., Ooi, H. Kawachi, I., Yorifuji et al. (2013). Residential proximity to major roads and adverse birth outcomes: a hospital-based study, Environmental Health (12)24, http://www.ehjournal.net/content/12/2/24


2. **Contamination of surrounding environs, (Yarra, Botanical Gardens, Fawkner Park)**
   - A six or eight lane freeway will have a detrimental effect on Melbourne’s prized green & open spaces including: the Royal Botanic Gardens, the Shrine of Remembrance, the Sidney Myer Music Bowl, the Tan; Fawkner Park, Como Park and the Yarra River, bank and trails. This unique, world-class precinct will be desecrated by traffic noise and air pollution.
   - The Yarra River will be heavily polluted by freeway run-off and debris, including motor oil, chemicals from tyres, petrol and diesel fuel leakage from the extra freeway lanes on Hoddle and Swan Street Bridges.

3. **Visual and Acoustic impacts**
   - Sleep disturbance and associated illness from road noise are documented health and safety issues that are road related and an unfair cost burden upon the most vulnerable members of the community. When considering the added impact of rising obesity related to diminished open space and increased car dependency, the pattern of an automotive induced health epidemic emerges.
   - There is no evidence to suggest that a future Hoddle Highway would meet VicRoads policy on traffic noise. The policy sets an external noise limit of 63 dB LA10(18h) for new roads to protect the inside of noise sensitive buildings. World Health Organisation (WHO) guidelines identify that noise levels of 55 dB LAeq(16h) can create serious annoyance for people in outdoor areas and 50 dB LAeq(16h) noise can create moderate annoyance. Noise levels along a Hoddle Highway are predicted to be as high as 70dB LAeq(16h), significantly higher than at present. The city’s public realm of parks, places and local streetscapes is very important in urban areas for human health.
   - Given the significantly built up nature of the surrounding area, and the outdoor activity that occurs in the local parks, schools and restaurants the noise impacts of the proposal would be highly detrimental.
   - Widening roads leaves the sides of remaining side street homes exposed, creating an extremely ugly streetscape, as can be seen in other parts of Melbourne.
1. The Cost of the road will be significantly more than the $500m estimated by Vicroads.
   - If the East West Link process is any guide, it is estimated that the cost of the compulsory and voluntary acquisition of remaining properties will be in excess of $1bn.

   - At the Assessment Committee hearings in relation to the East West Link Comprehensive Impact Statement councils and affected residents raised the fact that the project area had been drawn too narrowly and that a number of residential properties were to be significantly adversely affected by the project, but not compulsorily acquired.
   - The Assessment Committee recommended that the Minister offer residential property owners that were significantly adversely affected by the project but were not to be compulsorily acquired the opportunity to enter into negotiations with the Authority to purchase their properties.
   - The Minister announced the details of the Voluntary Purchase Scheme on 30 September 2014. 88 properties were offered voluntary acquisition. The Authority have unofficially indicated that about 55 people took up the offer. This was in addition to the 82 residential properties and 29 commercial properties compulsorily acquired.
   - If a similar scheme were offered to Punt Rd residents that were not compulsorily acquired, it would significantly inflate the cost of the project as properties on the western side of Punt Rd and those immediately behind those in the PAO would need to be acquired. The land value of these properties is the highest in Melbourne.
2. Heavy expenditure for a miniscule improvement in travel times, and possibly a worsening.

- Taking the Vicroads modelling at face value, the results of the most extreme option the six lane highway a widened Punt Rd show the following

<table>
<thead>
<tr>
<th>Table 4: 2031 corridor performance (morning peak hour)</th>
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</thead>
<tbody>
<tr>
<td>Performance</td>
</tr>
<tr>
<td>Rain Road traffic growth from existing</td>
</tr>
<tr>
<td>Travel time northbound (mins)</td>
</tr>
<tr>
<td>Mass speed northbound (km/h)</td>
</tr>
</tbody>
</table>

Mornings in 2031:
- 15% base case traffic increase
- 70% traffic increase for 6 lanes
- 120 second improvement
- 6 second improvement

<table>
<thead>
<tr>
<th>Table 5: 2031 corridor performance (midday peak hour)</th>
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</thead>
<tbody>
<tr>
<td>Performance</td>
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<tr>
<td>Rain Road traffic growth from existing</td>
</tr>
<tr>
<td>Travel time northbound (mins)</td>
</tr>
<tr>
<td>Mass speed northbound (km/h)</td>
</tr>
</tbody>
</table>

Midday in 2031:
- 2% base case traffic increase
- 140% traffic increase for 6 lanes
- 12 second improvement
- 6 second improvement

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<thead>
<tr>
<th>Table 6: 2031 corridor performance (evening peak hour)</th>
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<tr>
<td>Performance</td>
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<tr>
<td>Rain Road traffic growth from existing</td>
</tr>
<tr>
<td>Travel time northbound (mins)</td>
</tr>
<tr>
<td>Mass speed northbound (km/h)</td>
</tr>
</tbody>
</table>

Afternoon in 2031:
- 10% base case traffic increase
- 65% traffic increase for 6 lanes
- 126 second improvement
- 18 second worsening
• The major improvements would supposedly be north bound, however these increased traffic volumes of between 65% to 140% would funnel over the river into the already choked bottleneck of the Swan St/Brunton Avenue junction. It is more than likely that the traffic would congest 140% worse than now all the way back up Punt Rd Hill.

The Hoddleneck: Swan St/Brunton Avenue junction

• A widened Punt Rd would spew up to 140% more cars into the area, vastly more than the 50% increase in road capacity from 4 to 6 lanes. How can traffic possibly improve?
• Perpetuates the unsustainable workplace model of ‘single major CBD accessed by suburban car commuters, vs polycentric work model recommended by the ACOLA study as world’s best practice. Keeps us on the road to nowhere, a model that is redundant, has run its course that only serves to keep the people of Melbourne car-dependent.
• Congestion is costing Melbourne billions of dollars a year in lost productivity, caused by inefficient suburban transport models attempting to be imposed on an increasingly urban environment.

3. Expenditure on roads lessens available funding for other more sustainable transport modes. (ACOLA, the $300bn deficit) for locals and visitors
4. Erosion of the local area as a tourism destination
  • Major global cities organise themselves as motors of economic activity by creating desirable destinations for business and tourism alike. Inner city highways are directly contrary to this principle.

5. Significant loss of value for homes now on or close to a highway
2. Retaining the PAO

Social Impacts

1. Perpetuation of planning blight and degradation of the local area
   - Sixty years of planning blight has caused the Punt Rd corridor to become an eyesore of derelict properties and empty unkempt blocks of land.
   - This is right in the middle of the what is otherwise a world class area of sporting arenas and parklands, including the Olympic sporting precinct, the Yarra, Fawkner Park and the Botanical Gardens.

The overlay and the degradation of VicRoads owned properties has caused many privately held properties to be similarly left to rot.

2. Uncertainty for residents and inability to maintain homes in a liveable state
3. Contrary to the purpose of PAOs as a temporary planning instrument and a clear abuse of natural justice.

Environmental Impacts

1. Uncertainty for councils and government departments in investing in environmental improvement strategies

Economic Impacts

1. Continuing impediment to creating a vibrant precinct for business, residential, education and tourism
3. Lifting the PAO

Social Impacts
1. Regeneration of the local area, residences, schools, parks, businesses and amenities
2. Redirection of transport policies towards sustainable transport modes.

Environmental Impacts
1. Opportunity to restore the original tree lined boulevard
2. Certainty enabling further investment in the environmental regeneration of the Yarra River.

Economic Impacts
1. Opportunity to realise a value uplift in VicRoads held properties to fund more integrated urban planning and transport options.
2. Opportunity to create a seamless world class tourism and business precinct from the CBD, to St Kilda and Chapel St
3. Refocuses urban planning and transport strategy where it is needed, towards outer suburban areas and the development of the polycentric city, spreading the load so people are working closer to where they live obviating the need to even need to travel into the congested city centre.

Conclusion
If Melbourne is to become a truly global city that converts itself into its own economic engine of business investment and tourism, twenty first century planning is required to maintain what it already has, and to improve on it so that it becomes an even more desirable destination. Each dollar going into a suburban-sprawling road instead of a city-building transport mode is taking Melbourne further from the Premier League of world cities and closer to the second division. It needs super-efficient transport systems that don’t lose billions through congestion, and to maintain the history, culture and amenity that people will travel for to experience. It is submitted that the Punt Rd PAO be lifted as a first step to enable this to happen.

Drop Punt on behalf of the affected residents of Windsor, Prahran, South Yarra and Melbourne.