

Detailed Idea – **BETTER ACCESS TO SERVICES, BETTER USE OF LAND AND INFRASTRUCTURE**

FEEDBACK FORM

A bit about you....Who is writing this idea?

Let us know a little about you and your connection to this issue.

After a focus on transport, my latter career in Planning involve consideration of all infrastructure and land uses. I retain an active interest and involvement in these topics.

What matters to you?

What problems do you hope to solve? What opportunities do you hope to realise? What outcomes are you hoping your ideas will create in the future? What benefits do you hope to provide? (For example, providing more services virtually so that more people can access them, or reaching Victoria's emissions reductions target sooner.)

The proposal will address a number of equity, environmental and economic concerns by:

- Provide better access to transport and community services by enabling more people to be mobile, without cars
- Free up land currently used for parking, especially train station car parks for higher value uses
- Enable well designed, attractive town centres to be built around train stations.
- Reduce energy consumption and emissions by using fuel efficient vehicles and reducing short, energy inefficient trips in current vehicles
- Assist families by eliminating the need for 2nd or 3rd cars
- Avoid heat and drainage issues resulting from large areas of paved surface
- Reduce or eliminate commuter parking from local residential streets

Your proposed ideas: What strategic idea/s are you proposing for the 30-year infrastructure strategy that will achieve your desired outcomes?

Add information that describes your idea and the outcomes you hope will be achieved through the delivery of your idea.

The proposal : The provision of on request mini buses and minicabs will enable more people to gain access to community facilities and services(equity). A fleet of these small vehicles would pick people up from their homes on request.

An initial priority would be to provide this service to train stations. Think of the massive areas of train station car parks that occupy prime land which could have much higher value uses.

A form of these ideas were trialled by the then Ministry of Transport as dial a bus in the late 1970's and 1980's in the St Albans and Chrinside (Lilydale) areas of Melbourne with some success. Now with mobile communications and GIS, a more efficient service could be provided.

Another high priority local destinations are libraries which will become a hub of communications and communication support for people who don't have high tech skills or equipment.

Further destinations, such as large shopping centres, would be added over time.

Initially the services would be provided by small energy efficient electric vehicles which could become autonomous vehicles over time.

The proposal should be built into the Suburban Rail Loop project. There will not be room for car parking at these train stations, so a fleet small autonomous vehicles could bring people in from the local area beyond walking distance. Room for them should be included in the design now. Think of the local catchment around the proposed Monash station.

Immediately there should be some trials at train stations in new outer metropolitan areas, especially where there is limited other public transport.

If you have been thinking about a number of ideas, why is it that you chose this idea to put forward?

Why do you think your proposed ideas are better than the other options you might have considered?

This idea has been refined over time.

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Detailed Idea – **INCORPORATING TRENDS**

FEEDBACK FORM

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We should bring some scenarios of the future to our 30 year planning. You've probably done this, but here are a few possibilities. We should adopt a positive approach to the future, taking trends as opportunities and getting on the front foot to deal with those that are negative.

Your proposed ideas: What strategic idea/s are you proposing for the 30-year infrastructure strategy that will achieve your desired outcomes?

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Key trends and changes, reflecting a mainly positive outlook, likely to influence urban, regional and rural areas and hence infrastructure requirements in the next 30 years include:

- 1 Adapting to climate change - the vast majority of people should swing round to responding to the impacts of climate change and be prepared to support the massive actions required
- 2 Reducing the causes of climate change – see above
- 3 Improved communications, including AI and 3D Printers, includes ways for people who may be left behind to participate
- 4 Flexible working conditions
- 5 Autonomous vehicles / less private ownership of vehicles / smaller vehicles / vertical dimension to travel
- 6 Shopping on line/ delivery systems including the vertical dimension
- 7 Housing reform, both purchasing and rental, to provide more equitable living
- 8 Population growth, probably still high if we need young workers and take environmental refugees
- 9 Budget constraints, may be huge demands to address climate change impacts
- 10 Industry and supply chain changes
- 11 Disruptions – pandemics, wars
- 12 Regional growth and parity with metropolitan areas
- 13 Big metropolitan area – people unwilling to travel large distances
- 14 Incorporating Indigenous ideas in land management
- 15 Involvement of individuals in decision making
- 16 Impact of influencers, fake news etc

- 17 Health for an ageing community and to deal with impacts on people from climate change
- 18 Desire for safer communities
- 19 Interstate and international relations
- 20 Dealing with inequity

To keep this manageable, I'll use one example, an urban area

How may an urban area respond to these trends? (I'll just provide some brief points)

- There will be much more focus on the local community and activities
- More local travel, especially as active transport
- More working from home, especially as communication systems keep improving
- Less commuting, but housing policy may enable essential workers to live near their place of work
- Also working in hub offices in local centres, to get away from home and for social and business interaction
- Green buildings, especially on top, or used for solar generation
- More green spaces to reduce urban temperatures
- Less hard standing areas such as car parks
- Shopping centres evolving to have more housing, smaller hub offices and fewer shops
- Management of open spaces based on indigenous practices
- Higher density living, but more open space
- Encouragement of local production of food and items
- High proportion of residents working locally

Next step - How may infrastructure to support this changing urban area? (again, I'll just provide some brief points):

- Requirement for good community infrastructure
- Support for active transport
- Communication infrastructure will be vital
- Electricity grid, and/or local generation will be vital to meet massive increase in demand from the phasing out of gas for many tasks and hydrocarbons as transport fuels
- Major infrastructure resources directed to adapting to climate change, eg relocating or protecting communities at higher risk from sea level rises, fire and flood
- Maybe not as much new "trunk" transport infrastructure needed
- Maintenance of infrastructure may become much bigger – because there has been much added over recent years and due to climate change damage
- Projects will primarily be assessed on their environmental rather than economic contributions
- New projects will fit into the environment, rather than challenge it
- New types of housing, for Australia, and new funding models

If you have been thinking about a number of ideas, why is it that you chose this idea to put forward?

Why do you think your proposed ideas are better than the other options you might have considered?

Have refined this over time

What sources of information do you think Infrastructure Victoria needs to consider when developing the 30-year Infrastructure Strategy for Victoria?

I've put forward some of my ideas, but for this initiative, IV needs to consult widely with forward thinking people from many different aspects of life. The challenge will be to identify and involve the right people.

There are three steps or stages in this process:

- Trends and changes that will impact Victoria
- How these trends will impact urban, regional and rural Victoria
- Infrastructure changes and requirements to meet the identified the likely community and environmental needs

A series of workshops and forums for each stage would be one way of doing this. Perhaps several future scenarios emerge for consideration. The aim would be to produce a "Victoria's Future, How Trends will Shape the next 30 years" reference document for the revised strategy.

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Detailed Idea – **MELBOURNE WALKWAYS**

FEEDBACK FORM

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We need a few big new ideas to raise the profile and spirit of Melbourne and Victoria. The Melbourne Walkways proposal will:

- bring people into central Melbourne
- put the focus on walking as an important activity for personal health and the environment
- be great for tourists and Melburnians to explore Melbourne safely without mixing with road traffic
- provide an opportunity to package and present many of inner Melbourne's activities
- create the link between the City and the Bay, which has been desired for years
- be great for even short distance walkers by overcoming some unpleasant street crossings, such as across Clarendon St at the convention centre
- be a great gateway to Melbourne for tourists arriving by sea
- provide great new spaces for Melbourne people
- encourage social interaction
- create a positive iconic feature for Melbourne
- create opportunities for businesses and community activities and other development in these areas
- be able to be built in stages

Your proposed ideas: What strategic idea/s are you proposing for the 30-year infrastructure strategy that will achieve your desired outcomes?

Add information that describes your idea and the outcomes you hope will be achieved through the delivery of your idea.

The proposal:

The initial proposal, 'G to the Sea' provides a continuous walkway from the MCG to Port Melbourne, Beacon Cove. Imagine walking to many of inner Melbourne's major attractions on generous cleverly designed and supported safe walkways without having to cross roads or driveways.

Starting from the MCG, we have William Barack bridge, Birrarung Mar, then under or over Princes Bridge, along the old rail bridge, through Southbank then over Clarendon St. Then threading through to Port Melbourne light rail reserve followed by a climb to cross above Graham St and also to view the bay before descending to Beacon Cove. There would be spirals for the active and escalators and lifts for the not so active to change height quickly.

There are huge opportunities make a really attractive destination by redeveloping the area around Beacon Cove into a great waterfront space especially now that the Tasmanian Ferry terminal has moved to Geelong.

Melbourne Walkways would include cafes, views, vegetation, art in many forms, meeting places, quiet places, tourist, historical and community information, indigenous culture, lookout towers but not too cluttered! Also we would have links directly into buildings, perhaps at the 2nd or 3rd floor level for activities requiring more space such as galleries and restaurants.

It would be like New York's High Line.

It would also dove tail in neatly with MCC's Greenline project.

Later on, we could add walkway links from 'G to the Sea' to:

- Fitzroy Gardens
- Kings Domain and Shrine and Botanical Gardens
- CBD
- Southern Cross Station
- Docklands
- Victoria Market via Flagstaff Gardens
- South Melbourne Market and Albert Park

This is very much an early concept, the next step is to get a groups of imaginative, really imaginative, urban designers, architects and engineers and potential backers to develop the concept.

If you have been thinking about a number of ideas, why is it that you chose this idea to put forward?

Why do you think your proposed ideas are better than the other options you might have considered?

This idea has been refined over time



Detailed Idea – **ACTIVE TRANSPORT AND LINKS WITH BUSES**

FEEDBACK FORM

A bit about you....Who is writing this idea?

Let us know a little about you and your connection to this issue.

[REDACTED]
[REDACTED]
[REDACTED] After a focus on transport, my latter career in Planning involve consideration of all infrastructure and land uses. I retain an active interest and involvement in these topics.

What matters to you?

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Active transport will become more important as people get more involved with their local community and want to reduce their hydrocarbon emissions as well as gaining health benefits. Safe and attractive infrastructure improvements are required to encourage people to choose active transport for trips. This includes trips integrated with buses.

Active transport should include links to the bus network. Well connected walking and bus links can provide an active alternative to car travel and can enable people who might otherwise stay at home to venture out and participate in community activities, an important equity consideration. In outer metropolitan and regional and rural areas in particular there are some really good bus stops but pedestrian access is very difficult due to lack of paths or road crossing issues.

Your proposed ideas: What strategic idea/s are you proposing for the 30-year infrastructure strategy that will achieve your desired outcomes?

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The proposal includes:

- Provision of footpaths on all major roads and many middle purpose roads
- Ensuring all bus stops are connected into the footpath network
- Ensuring safe road crossing points are provided at bus stops, can be median islands
- Providing safe crossing points at other locations where there is a high pedestrian demand to cross
- Safe bicycle paths and lanes
- Infrastructure supporting walking, such as well placed seats, should also be added.

If you have been thinking about a number of ideas, why is it that you chose this idea to put forward?

Why do you think your proposed ideas are better than the other options you might have considered?

Have developed this over time
[REDACTED]