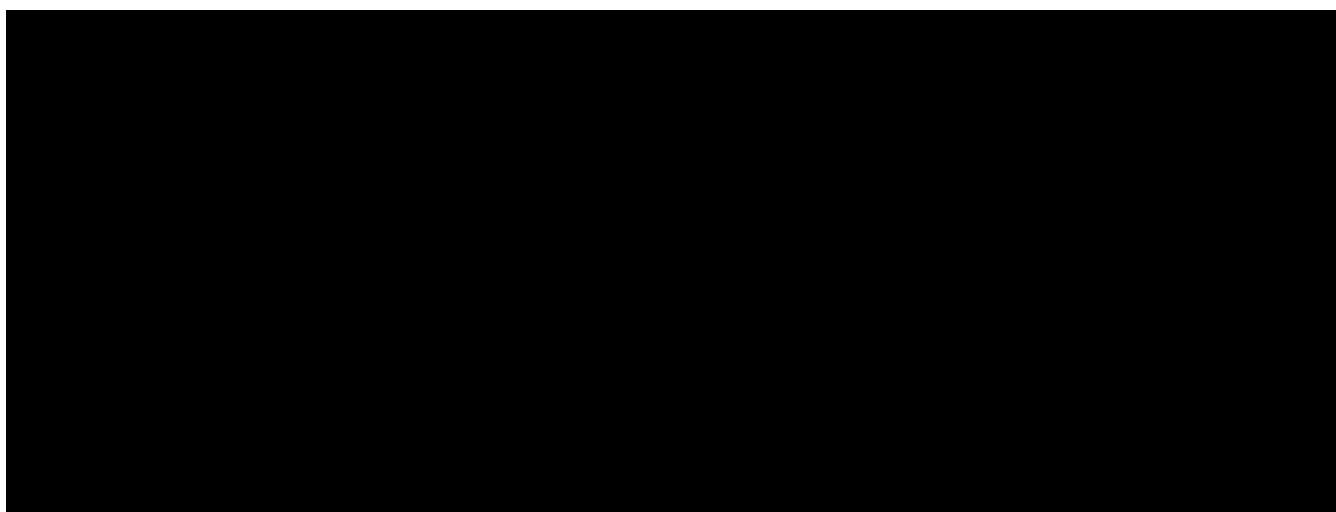


Submission form: Victoria's draft 30-year infrastructure strategy



About you

Please tell us which best describes you:

☒ Victorian resident

☐ Victorian business owner/operator

☒ Industry professional

☐ Community organisation representative

☐ Local government representative

☐ State government representative

☐ Researcher

☐ Other (please specify): Click or tap here to enter text.

Your focus areas

Select the topics or regions you are providing feedback on (select all that apply):

Topics	Regions
☐ Across sectors	☒ Regional Victoria
☐ Circular economy	☐ Urban growth areas
☒ Cities	☐ Melbourne
☐ Climate change	
☐ Community infrastructure	
☐ Education	
☐ Energy	
☐ Freight	
☒ Health	
☒ Housing	
☐ Infrastructure for Victoria's First Peoples	
☒ Transport	
☐ Water	

Your feedback

Add as many sections as you need to provide all your feedback in this submission.

Topic/area:	Victorians are healthy and safe
Recommendation name:	Make local streets safer for children and communities
Recommendation number:	14
1. Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part
2. Tell us why	The recommendation for reduced speeds on local streets is good, but insufficient. There is increasing evidence that urban noise is linked to poor human health outcomes including increased risk of heart attacks, Type 2 diabetes and mental health conditions. This is especially relevant when we (quite rightly) seek to create more dense urban environments centred around transport infrastructure.
3. Share any supporting evidence or examples	Urban Noise and Psychological Distress: A Systematic Review (https://pmc.ncbi.nlm.nih.gov/articles/PMC7560223/) How our noisy world is seriously damaging our health (https://www.bbc.com/news/articles/crmjdm2m4yjo)
4. Include proposed changes and improvements	The recommendation should be “Make the places we live safer and healthier” and/or include a specific recommendation to reduce transport derived noise in local areas. The recommendation could also be for provision of increased resourcing and policing of existing EPA noise controls relating to transport and for the regulatory exemption for train horn noise to be re-examined or removed. In combination with lower speed limits, these recommendations would restrict the use of noisy motorbikes and other noisy road vehicles. They would also address the unnecessary and constant use of train horns that is almost unique to Australia (and address the use of high dB VLine horns in urban areas). At present, responsibility for noise management falls on developers of new buildings

Topic/area:	Victoria has a high productivity and circular economy
Recommendation name:	Create and preserve opportunities for future major infrastructure projects
Recommendation number:	43
5. Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part
6. Tell us why	A very Melbourne-centric view of major infrastructure opportunities is provided. And (like Recommendation 12) it seems to assume regional Victoria is a singular homogenous entity. Geelong in particular should have specific infrastructure or investigation recommendations given its capacity (and market attractiveness) to absorb a significant portion of the State's population growth.
7. Share any supporting evidence or examples	The following page includes a concept for a Geelong suburban rail and fast bus network (underpinning an opportunity for population growth in excess of current Plan Victoria targets).
8. Include proposed changes and improvements	Geelong suburban rail infrastructure would underpin housing and commercial investment and urban intensification in a way that additional buses on their own (Recommendation 9) simply would not. The attached plan • enables a high frequency Avalon Airport rail service (Avalon also being an expanding employment zone) • (beyond Avalon) utilises existing transport corridors, requires only approximately 400m of tunnelling (duplicating the existing tunnel south of Geelong Station) and locates stations at well-connected but underdeveloped locations - creating development opportunities around train stations and fast bus terminals at far lower total infrastructure cost per new dwelling than greenfield areas (or the reported cost per new dwelling for Melbourne's SRL for example). • enables major urban renewal opportunities in Corio, Norlane and Whittington (3 of the 5 most disadvantaged suburbs in Victoria according to ABS data) including by redirecting an elevated rail in the northern suburbs down Melbourne Road to better serve existing populations and enable major urban renewal projects around new train stations at Plantation Road, Cox Road and The Boulevard. • assumes Geelong Showgrounds and Racecourse are relocated, creating a 60ha inner city urban development site • encourages most housing growth to be infill, but still allows for growth areas at the fringe (northern and western Geelong growth areas, Bannockburn, Pettavel and Point Henry) • enables central Geelong to thrive independently of Melbourne - becoming an employment, healthcare and cultural hub and destination, including for rail passengers from far western Melbourne (Tarneit, Wyndham Vale and Werribee).

Geelong Suburban Rail & Fast Bus Network (Plan 2050)



