

# Melbourne Metro Rail Project Inquiry and Advisory Committee

Expert Evidence Submission  
Transport

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Transport  
12 August 2016

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## List of Abbreviations

MMRA – Melbourne Metro Rail Authority

MMRP – Melbourne Metro Rail Project

EES – Environmental Effects Statement

PSA – Planning Scheme Amendment

CoM – City of Melbourne

MPA – Metropolitan Planning Authority

EMF – Environmental Management Framework

EPR – Environmental Performance Requirement

# 1. Details of Qualifications

## 1.1 Name of Expert

Richard Smithers

## 1.2 Qualifications

Bachelor of Science

Diploma of Education

Master of Environmental Science

Diploma of Frontline Management

## 1.3 Area of expertise

CoM transport policy

I have been Coordinator Transport in the Strategic Planning or Urban Strategy branch of the CoM since 2009. I was Transport Coordinator at City of Yarra from 2004 to 2009, Transport Planner at the City of Yarra from 2001 to 2004 and Program Coordinator at Bicycle Victoria (now Bicycle Network Victoria) from 1997 to 2001.

I have been involved with or overseen a number of projects at the CoM including:

- Transport Strategy 2012
- Walking Plan 2016
- Last Kilometre Freight Plan 2016
- CoM response to East West Link
- CoM response to Western Distributor
- City Road Masterplan
- Structure plans for Southbank, City North and Arden Macaulay.

At the City of Yarra, I managed the council's traffic engineering function including the bicycle network development program including reviewing the design and location of bicycle infrastructure. At Bicycle Victoria I worked with councils and the State Government to advocate for better bicycle infrastructure.

## 1.4 Assistance in preparing evidence statement

None

## 1.5 Instructions

This report has been prepared based on advice from Hunt and Hunt lawyers and from Council's Melbourne Metro Rail Project Team (see Appendix A).

I have not presented evidence in relation to access to emergency and the proposed locations.

## 1.6 Other reference documents

This evidence statement is informed by CoM policy documents and strategies. These include:

- Transport Strategy 2012
- Open Space Strategy 2012
- Road Safety Plan 2013–17
- Walking Plan 2014–17
- Bicycle Plan (draft) 2016–2020
- Urban Forest Strategy 2012
- City of Melbourne Submission to Plan Melbourne Refresh – Discussion Paper October 2015
- Council Plan 2013–17
- Arden Macaulay Structure Plan 2012
- Municipal Strategic Statement within the Melbourne Planning Scheme
- Beyond the Safe City Strategy
- Climate Change Adaptation Strategy
- Places for People
- City North Structure Plan

## 2. Executive Summary

In general I support the CoM submission on the Environmental Effects Statement including the support it provides for the Melbourne Metro project. Melbourne Metro helps to deliver on four of the six of key directions of CoM's Transport Strategy 2012.

The EES understates the importance of walking in Melbourne.

Some of the 2031 Functional Road Layouts use designs for cycling infrastructure that offer relatively low levels of service and perceived safety. A city shaping project such as Melbourne Metro should deliver significantly better bicycle infrastructure which will encourage the largest possible take-up of cycling.

Cycling provides access to work for nearly eight per cent of people in the Parkville National Employment Cluster and planning for cycling in Parkville – and other areas where Melbourne Metro will reshape transport patterns in the city – needs to be at least as sophisticated as planning for other modes including modelling of bicycle networks and future use and the provision of infrastructure that meets specified levels of service.

Melbourne Metro should be constructed in a way that facilitates the construction of Melbourne Metro 2.

The EES needs to assess the impact of extra traffic from Western Distributor as part of the assessment of the closure of Grattan Street during construction and its return to single lane operation post Melbourne Metro opening.

I have made some recommendations about changes to EPRs for the project.

## 2.1 EPR Consideration Summary Tables

The following table is a summary of my recommendations about the proposed EPRs in chapter 23 of the EES.

Consideration of proposed EPRs that are relevant from Chapter 23 EES.		
EPR Number	Supported or Disagree	Suggested Changes
T1	Supported.	<p>Insert new bullet point as follows:</p> <p><i>“Green Travel plans should be developed for construction workers to encourage travel by means other than private vehicle to reduce impacts on congestion and the need to occupy space for parking. This should include the use of public transport, bicycles, walking and specific shuttle buses.”</i></p> <p>Insert new bullet point as follows:</p> <p><i>“Complementary improvements to Kings Way, Canterbury Road and other routes to accommodate additional traffic that may use these roads for the duration of the works must not negatively impact on the other parts of the transport network including public transport, cycling and walking. Any complementary improvements must be assessed in terms of the travel time improvements they provide versus any negative travel time impacts and other impacts they impose on others.”</i></p> <p>Insert new bullet point as follows:</p> <p><i>“Precinct freight plans will be developed as part of stakeholder engagement during construction where current delivery practices are likely to be affected. The plans will follow the strategic considerations outlined in the City of Melbourne’s Last Kilometre Freight Plan (2016) including clear communication to those in the supply chain so they can develop alternative practices including efficient, innovative practices which may endure beyond the construction phase of the project”.</i></p>
T3	Supported.	<p>Insert new bullet point as follows:</p> <p><i>“Transport management measures for active transport during construction will achieve specific performance outcomes and level of service standards. These will be developed in cooperation with the local council and other agencies.”</i></p>

## Consideration of proposed EPRs that are relevant from Chapter 23 EES.

T4	Supported.	<p>Insert new bullet point as follows:</p> <p><i>"Development of the Transport Demand Management (TDM) program will include consideration of how it might continue after MM becomes operational as a way of achieving the aims of state and local government transport policy."</i></p>
T6	Supported	<p>Insert new bullet point as follows:</p> <p><i>"The design of the station precincts and their integration with other public transport services will include pedestrian modelling and a requirement to meet crowding standards, minimise delays for passengers connecting between modes and provide information and other services to provide a high quality public transport journey. Crowding standards will be based on the City of City of Melbourne's pedestrian comfort levels to guide the design of pedestrian spaces, footpaths and crossings"</i></p>
T7	Supported	<p>Insert new bullet point as follows:</p> <p><i>"Reinstatement of bicycle infrastructure will be done in a way that seeks to provide the highest possible level of service and the best network connections rather than simply replacing what previously existed."</i></p> <p><i>"Appropriate bicycle parking and bike share services will be provided to meet future needs based on an assessment of demand. This will include consideration of innovative bicycle parking solutions which make optimal use of land and provide seamless access to and from public transport services and other attractors at stations."</i></p>

The following table is a summary of my recommendations about additional EPRs that need to be considered for inclusion into chapter 23 of the EES.

### Suggested New EPRs

EPR Area	Proposed New EPR / Suggested Area for New Additional EPR
Transport	An EPR should be considered requiring the traffic management plans for the Parkville Station to do everything possible to eliminate any extra travel time suffered by the 401, 402, 403 and 505 buses due to extra congestion, taking into account the overall net benefit to society.
Transport	An EPR should be considered requiring the Parkville Station to be constructed so that it can in the future provide passenger access to the future Melbourne Metro Two line.

## 3. General Comments

### 3.1 General

In general I support the CoM submission on the Environmental Effects Statement including the general support it provides for the Melbourne Metro project.

I oversaw the development and writing of CoM's Transport Strategy 2012. This document provides clear support for Melbourne Metro as one of the key projects which would directly deliver on four of the strategy's six key directions:

- Integrate transport and land use planning.
- Go anywhere, anytime public transport for inner Melbourne.
- Support public transport, walking and cycling as the dominant modes of transport in inner Melbourne.
- Develop high-mobility pedestrian and public transport streets in the central city.

### 3.2 Walking

Page 8-12 (8.5.3) of the EES describes existing walking conditions in the project area. This description significantly underplays the role of walking in Melbourne. It notes that working to work accounts for 3.4 per cent of trips to work.

It should be updated based on information in the City of Melbourne's Walking Plan. This plan notes (page 4) that walking is the most important transport mode in Melbourne. It states that "walking is our most fundamental mode of transport; almost everyone walks, and walking makes up part of every journey." It notes that walking accounts for 66 per cent of all trips within the municipality of Melbourne and for 86 per cent of trips within Docklands and the Hoddle Grid.

It also notes that in 2011 walking to work accounted for 5.5 per cent of trips in the City of Melbourne, up from 3.1 per cent in 2001, an increase of 77 per cent in absolute terms.

The Walking Plan also adopts pedestrian comfort standards (see pages 46 and 78 – 79) for pedestrian crowding which are relevant to the EES.

## 4. Western Portal Kensington

### 4.1 2031 Road Functional Layout

Roundabouts have been identified as being particularly difficult environments for cyclist to navigate. One of the particular concerns in negotiating roundabouts is that the bicycle rider in a bicycle lane within the roundabout is to the left of vehicles in the roundabout. As vehicles exit the roundabout, they can potentially collide with bicycles which are intending to stay on the roundabout.

The 2031 functional layout for the new roundabout on Childers Street shows a bicycle lane running around the outside of the roundabout.

The design also shows a narrow (1.5 metre) bicycle lane running behind 90 degree angle parking for vehicles. This is not a design that will encourage cautious bicycle riders to ride on this link. For example, some parents are likely to discourage their children from using this facility on the grounds that it is not safe enough.

Given the significant opportunity that is presented by the reconstruction of this area as part of Melbourne Metro works, there is an opportunity to construct bicycle facilities that are of a much higher standard. Cities in Holland, Denmark and other nations, which have significantly higher cycling mode share than Melbourne, provide bicycle infrastructure that is safer and offers a higher level of service than that shown in the functional layout. Dutch designs generally include greater separation between bicycles and motor vehicles as well as roundabouts which provide clearly indicated priority for cyclists.

The combined effect of the sorts of treatments included in the 2031 road functional layout will be to discourage some people from cycling and undermine efforts to achieve a higher mode share for cycling which is the policy aim of CoM and the State Government.

## 5. Arden

### 5.1 Changes to the Road Network

Page 8-30 of the EES proposes the provision “of 20 additional right angle parking spaces along the south side of Barwise Street, adjacent to the proposed Arden Station.” It is not clear why this number of parking spaces has been chosen or what their use will be (all-day parking, short term parking, paid or otherwise). Given the transit oriented nature of the development near Arden Station, there may be better uses for the land on which the parking spaces would otherwise be located. Planning for access to the station will ideally encourage access by modes other than motor vehicle.

### 5.2 Cycling

Page 8-32 of the EES says that on-road bicycle lanes would be provided along Laurens Street. It should specify that, if possible, these will be high service, separated bicycle lanes.

The EES suggests up to 50 bicycle parking spaces be provided but does not indicate how this figure was generated.

### 5.3 Laurens Street

Page 8-31 of the EES notes that Laurens Street could be upgraded to provide a high amenity, pedestrian friendly environment. The EES should consider whether the proximity of the proposed Western Distributor connection to Dynon Road is likely to create a demand for extra motor vehicle traffic in this precinct and take steps to ensure that any extra traffic does not compromise plans for creating a transit-oriented development or the creation of a pedestrian friendly environment.

## 6. Parkville Station Precinct

### 6.1 Cycling

Cycling is an important mode of transport to the Parkville and Carlton areas and to educational institutions. In 2011, the mode share of cycling to work in Parkville was 7.89 per cent of journeys to work and in Carlton was 6.22 per cent. This compares to an average mode share across CoM of 3.78 per cent and across the rest of metropolitan Melbourne of 1.13 per cent.

The area has a significant number of educational and health institutions so it is also important to highlight the extent to which cycling is an important mode of transport to work at educational and health institutions. The cycling mode share to educational institutions in CoM is 7.29 per cent and to health workplaces is 4.52 per cent.

There is also anecdotal evidence that students use bicycles to travel to study at relatively high rates. The census does not include student travel so the importance of bicycles as a way to access educational and health institutions and access work in Parkville and Carlton is even more significant than the journey to work data suggests.

In March 2016, City of Melbourne's cordon count of vehicles entering the central city on roads, footpaths and parks recorded that 16.8 per cent of vehicles were bicycles. This is up from March 2007 when the proportion of bicycles was 7.9 per cent. The City of Melbourne's Transport Strategy noted in 2012 that bicycle was the fastest growing mode of transport in the city.

This data emphasises that cycling already plays a key role in providing access to employment in CoM especially in the Parkville Employment Cluster which is identified in Plan Melbourne as one of six national employment clusters. Higher quality cycling infrastructure will attract greater use and cycling infrastructure is cheap to build and operate in comparison to other modes. Planning for cycling in Parkville – and other areas where Melbourne Metro will reshape transport patterns in the city – needs to be at least as sophisticated as planning for other modes. It needs to include modelling of bicycle networks, future use and the provision of bicycle parking; modelling of bike share use versus private bicycle use and the provision of infrastructure that meets specified levels of service.

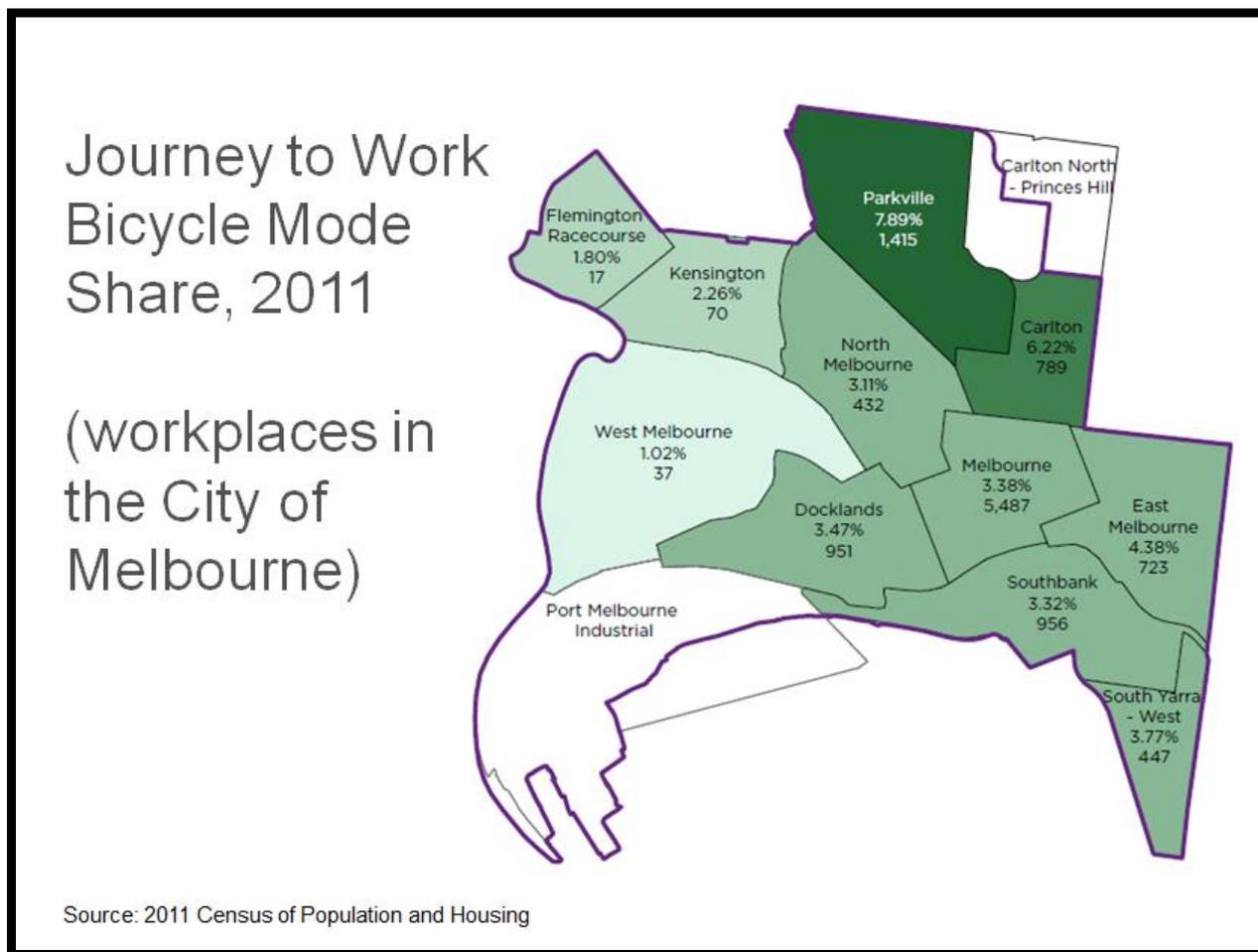
Cycling has the potential to be an important and highly cost effective interchanging mode with trains and other public transport at Melbourne Metro stations.

## Journey to Work Bicycle Mode Share, 2011 (workplaces in the City of Melbourne)

	Office	Education	Retail	Health	Overall
<b>City of Melbourne</b>	3.58%	7.29%	2.33%	4.52%	3.78%
<b>Rest of metropolitan Melbourne (excluding City of Melbourne)</b>	1.10%	1.60%	0.84%	1.08%	1.13%
<b>Rest of Victoria (excluding metropolitan Melbourne)</b>	1.22%	1.52%	1.05%	1.03%	1.19%

Source: 2011 Census of Population and Housing

**Figure 1 Journey to work, bicycle mode share 2011, workplaces in City of Melbourne**



**Figure 2 Journey to work, bicycle mode share 2011, CoM suburbs**

Page 8-39 of the EES states that up to 50 bicycle parking spaces would be provided at the new Parkville station. It is not clear how the figure of 50 new bicycle parking spaces at Parkville was resolved. There is no reference to any particular modelling or reasoning to arrive at this number. Chapter 23 does not include an EPR to require a specific amount of bicycle parking.

## 6.2 Masterplan

This highlights the importance of a masterplan for key streets in the Parkville Station Precinct to ensure good provision for bicycles and to plan ahead for possibly significant increases in bicycle mode share and numbers of bicycles using the streets.

I support the proposal that consideration be given to remodelling the Haymarket roundabout to significantly improve connectivity for people walking, cycling and using public transport as part of the masterplan. The roundabout is currently a significant barrier to movement. The City of Melbourne's City North Structure Plan highlights these issues. The structure plan also proposes possible ways to redesign the roundabout to make the public space more accessible and improve the connectivity of land around it.

The masterplan could also consider the issue of reducing speed limits on key roads as well as other improvements for walking in line with recommendations in the CoM Walking Plan as well as

contributing to a go-anywhere, anytime public transport system for inner Melbourne as outlined in CoM's Transport Strategy 2012.

### 6.3 Future rail capacity

It is important that the proposed Parkville Station be constructed so that in the future, Melbourne Metro Two can be constructed (a line running from Werribee via Fishermans Bend, Southern Cross, Flagstaff and Parkville to the Mernda line). Growth projections from the Rail Network Development Plan – Metropolitan Rail show that this will be needed. I support investigating this option as a vital part of planning for the City and particularly for Fishermans Bend.

The Rail Network Development Plan – Metropolitan Rail notes that: “The Fishermans Bend area will undergo significant redevelopment in the coming decades and become an important new hub in the expanding CBD. This area will need significant additional public transport capacity and connections as it develops and it is anticipated that the initial enhanced bus network will not be sufficient to support the longer term needs for passengers wishing to access the area. This project enables a fast and frequent train service to be provided into Fishermans Bend connecting to the new Mernda – Southern Cross Line. This will provide rapid connections to the inner city and hospital precincts as well as connections with all other rail lines through interchanges at Southern Cross, Flagstaff and Parkville. The new extension also foreshadows the longer term requirement to provide a new connection to Newport to enable more capacity to be delivered from Sunbury and Werribee.” (p130)

### 6.4 Western Distributor

As noted in a report to the Future Melbourne Committee in May 2016, the Western Distributor project is likely to have significant traffic impacts in North and West Melbourne and to the north of the Hoddle Grid in the expanded central city.

New traffic will result from the connection of the Western Distributor via ramps (two lanes in either direction) directly to Dynon Road. Capacity for this new traffic will be created by widening and extending Wurundjeri Way to Dynon Road. Traffic using Dynon Road to access the city will be able to use the new Wurundjeri Way. Traffic from the Western Distributor will be travelling to destinations north and east of the central city.

Preliminary analysis of the traffic impacts in North and West Melbourne indicated that the Western Distributor is likely to create a demand for an extra approximately 7200 vehicles per day in 2031 attempting to travel east-west across a screen line at Royal Parade/Peel Street on various streets between Gatehouse Street and Lonsdale Street. The Western Distributor business case notes that about 7500 to 9000 cars will be distributed to Dynon Road from the Western Distributor during a 24 hour period.

Council has been working for many years to reduce traffic volumes on many of these streets.

The situation of extra traffic would be exacerbated by the possible permanent removal of a lane of traffic in each direction on Grattan Street as part of Melbourne Metro Rail. This would remove capacity for about 8000 east-west movements. Some of the traffic which will no longer be able to use Grattan Street will seek to use other existing east-west streets such as Queensberry Street along with the new traffic from Western Distributor. The cumulative impact of both projects appears to be the

addition/redistribution of 15,000 east west vehicle trips per day in North and West Melbourne. Clearly some of these trips will disappear from the network or change to other modes.

Significant local area traffic management works already exist in North and West Melbourne, Carlton and Parkville which have successfully reduced the negative impacts of traffic on local areas. Further protecting streets will be expensive and is likely to require severe measures, such as closures, which will create “winners and losers”.

The impact of extra traffic on public transport, particularly north south public transport - is not yet known. It would be important to understand if extra traffic generated by Western Distributor will have a negative impact on current or future on-road public transport networks. Given that interchange between on-road public transport networks and Melbourne Metro will be a key part of the benefits the project provides, any negative impacts could undermine these benefits.

There is concern that changes to the road network to increase its capacity may be required in North and West Melbourne to cope with extra traffic. This process would worsen the conditions that the City of Melbourne’s policies are designed to address and would reverse the traffic management outcomes in the area which have been achieved over many years. It is not clear what measures will be needed or proposed to accommodate the extra traffic from Western Distributor in North and West Melbourne. Increasing the carrying capacity of local streets to meet the additional demand created by the Project and growth in vehicle trips may have a negative impact on the value of residential properties located on those streets.

While there is some limited discussion in the EES Transport Impact Assessment about the combined construction impacts of Melbourne Metro and Western Distributor, there is no discussion in the EES that I could find about the combined traffic impacts of the closure of one lane of Grattan Street in an environment in which approximately an extra 7200-9000 vehicles would be seeking to travel east west through the northern end of the central city.

There is also no discussion in Appendix D Transport Modelling Summary of the extra traffic that Western Distributor will bring to the area around Parkville Station and possibly City North and Arden Stations. This extra traffic should be included in modelling to assess the true impact of proposed changes to the road network.

Melbourne City Council’s adopted position is that it reserves the right to oppose the Western Distributor unless the Dynon Road connection is removed.

## **6.5 2031 Road Functional Layout**

The 2031 Road Functional Layout for Grattan Street between Flemington Road and Royal Parade shows bicycle lanes sitting between parked cars and moving traffic. There is no indication that any physical separation is being provided. While this is a design frequently used today, there are many people who might consider cycling as form of transport but for whom this design will not provide sufficient safety. The design requires vehicles to cross over the bicycle lane to access car parking which often blocks cyclists and poses a safety risk

This design also means that people riding will be at risk of car doors opening in their path. This is one of the most frequent causes of death or serious injury for cyclists in inner Melbourne.

This seems to be a lost opportunity to provide significantly better cycling infrastructure.

## **6.6 Public Transport**

Page 8-2 of the EES notes that bus travel times would be up to four minutes longer due to increased traffic congestion and routes being altered. While there is little that can be done about longer routes requiring a longer time to complete, the project should attempt to address the congestion matters.

## 7. CBD North Station Precinct

### 7.1 2031 Road Functional Layout

The section of bicycle lane southbound on Swanston Street south of Victoria Street shows the introduction of kerbside parking adjacent to a bicycle lane which appears to be designed to have a 0.5 metre safety strip between parked cars and moving bicycles. There may be a need to have some motor vehicle or delivery access to the City Baths given the changes to Franklin Street. The safety strip will improve safety for bicycle riders compared to not having a safety strip. However, Swanston Street is one of the busiest cycling streets in Melbourne and riders are going downhill at this location. Vehicles wishing to access the parking will need to cross the bicycle lane and riders will be exposed to the risk of vehicle doors opening into their paths.

## 8. CBD South Station Precinct

### 8.1 Station entrances

I support the consideration of extra station entrances as noted in the CoM submission. This area of the city currently has significant crowding and every effort should be made to disperse people and avoid crowding around intersections and station entrances.

## 9. EPRs

### 9.1 T1

An EPR should be considered requiring the development of a green travel plan for construction workers to encourage travel by means other than private vehicle to reduce impacts on congestion and the need to occupy space for parking. This could include the use of public transport, bicycles, walking and specific shuttle buses.

An EPR should be considered to ensure that complementary improvements to Kings Way, Canterbury Road and other routes to accommodate additional traffic that may use these roads for the duration of the works do not negatively impact on the other parts of the transport network including public transport, cycling and walking in areas including the Hoddle Grid. Any complementary improvements should be assessed in terms of the travel time improvements they provide versus any negative travel time impacts and other impacts they impose on other users. Complementary improvements should provide the maximum overall benefit to society.

### 9.2 T1

An EPR should be considered requiring the development of precinct freight plans as part of stakeholder engagement during construction where current delivery practices are likely to be affected. The strategic considerations for this are outlined in the City of Melbourne's Last Kilometre Freight Plan (2016). A key aspect of contemporary freight plans is clear communication to those in the supply chain so they can develop alternative practices including efficient, innovative practices which may endure beyond the construction phase of the project.

### 9.3 T3

An EPR should be considered requiring transport management measures for active transport during construction to achieve specific performance outcomes. These should be developed in cooperation with the local council and other agencies. They could include for example minimising any requirements for cyclists to dismount or achieving minimum crowding standards for people walking.

### 9.4 T4

The Transport Demand Management (TDM) EPR could be improved by considering how the TDM program might continue after MM becomes operational as a way of achieving the aims of state and local government transport policy. For example, a TDM program which successfully encourages people to reduce their need to drive into the central city - by replacing a driving trip with a bicycle, walking or public transport trip – could have significant benefits for Melbourne.

### 9.5 T6

This EPR could be improved by requiring that the design of the station precincts and their integration with other public transport services includes pedestrian modelling and a requirement to meet

crowding standards, minimise delays for passengers connecting between modes and provide information and other services to provide a higher quality public transport journey.

It is likely that future travel around Melbourne will require more interchanging between public transport services. Many passengers currently consider the interchange portion of a journey to impose a significant cost on them. Every effort should be taken to make these connections as seamless as possible and reduce the perceived cost of interchanging.

Every effort should also be made to ensure that pedestrian crowding does not result in unsafe situations including where a build-up of pedestrians forces people onto roadways. The modelling should be used to ensure that the level of service provided to pedestrians is appropriate including in situations where a crowd of pedestrians is waiting to cross a road causing a blockage for other pedestrians walking along the footpath sometimes creating an unsafe situation.

The EPR should consider adopting the City of Melbourne's pedestrian comfort levels to guide the design of pedestrian spaces, footpaths and crossings.

## **9.6 T7**

This EPR could be improved by requiring that the reinstatement of on-road bicycle lanes seek to provide the highest possible level of service to cyclists. Currently many people who might consider cycling do not do so because of the relatively poor quality of much of today's bicycle infrastructure. They consider that a white line painted on a road, sometimes adjacent to parked vehicles, is not safe enough for them to ride. Every opportunity should be taken to upgrade bicycle facilities as part of the reinstatement of transport networks when Melbourne Metro is complete.

An EPR should be considered requiring an assessment of bicycle parking needs in the future – including bike share parking – and a plan for the installation of an appropriate number of bicycle parking spaces to encourage people to cycle to and from the new stations. The plan should require the consideration of innovative bicycle parking solutions which make optimal use of land and provide seamless access to and from public transport services and other attractors at stations. It should consider the use of private bicycles and bike share services.

## **9.7 Buses**

An EPR should be considered requiring the traffic management plans for the Parkville Station to do everything possible to eliminate any extra travel time suffered by the 401, 402, 403 and 505 buses due to extra congestion, taking into account the overall net benefit to society. A similar EPR should be considered for other locations where extra congestion will affect public transport performance.

## **9.8 Melbourne Metro Two**

An EPR could be considered requiring the Parkville Station to be constructed so that it can in the future provide passenger access to the future Melbourne Metro Two line.

## 10. Declaration

I have made all the inquiries that I believe are desirable and appropriate and no matters of significance which I regard as relevant have to my knowledge been withheld from the Inquiry and Advisory Committee.

A handwritten signature in black ink, appearing to read "Richard Dutton". The signature is written in a cursive style with a long horizontal flourish at the end.

# 11. Appendix A – Instructions

28 July 2016

Richard Smithers  
Coordinator Transport  
c/- City of Melbourne  
90-120 Swanston Street  
Melbourne VIC 3000

Our ref: TXR1/NXS  
Matter no: 9613710

**By email: Richard.Smithers@melbourne.vic.gov.au**

Dear Mr Smithers

## **Melbourne Metro Rail Project Environment Effects Statement Inquiry Instructions for expert evidence**

We are assisting the City of Melbourne (**CoM**) finalise its submission to the Inquiry on the Environment Effects Statement (**EES**) and the Advisory Committee for the Planning Scheme Amendment (**PSA**), both in respect of the Melbourne Metro Rail Project.

Thank you for agreeing to prepare and present expert evidence at the joint Inquiry and Advisory Committee for CoM.

### **What is your evidence about?**

CoM requires that you prepare and present expert evidence in relation to consideration of the transport impact associated with:

- traffic, pedestrian and existing public transport movements during project construction;
- access arrangements of proposed station entrances on existing transport network;
- access to emergency shafts and the proposed locations; and
- the existing public transport network.

### **Timeline**

The public hearing of the Inquiry will commence on 22 August 2016, running for approximately six weeks. You will be advised of the venue and the time that you will be required to attend the hearing in order to present your evidence, as soon as CoM receive the indicative timetable.

Any expert evidence to be presented at the Inquiry requires the submission of a detailed written report by **12 August 2016**.

CoM currently expects to call approximately 12 experts in 10 different fields (with 9 CoM employees giving evidence). With the tight timeframes for preparation and submission of the evidence, this process requires considerable internal coordination to ensure that the legal team has sufficient time to review and comment on all evidence reports before finalisation and submission.

To assist in this process of finalising the evidence reports, we ask you to have your draft evidence report ready for review by **5pm 10 August 2016** and to be available in the following days to finalise your report. Smaller reports are required to be ready first as the larger reports will require more time to prepare.

Your draft report should be emailed in Word format to Karen Snyders [Karen.Snyders@melbourne.vic.gov.au](mailto:Karen.Snyders@melbourne.vic.gov.au) and Nick Sissons [nsissons@huntvic.com.au](mailto:nsissons@huntvic.com.au) as soon as it is ready for review.

Please be assured that you have the support from the CoM Directors and Managers for you to dedicate your time to this process without delay so that a unified approach is presented from the CoM by having all expert evidence reports ready on time.

### **What is required?**

We understand that this may be first time that you are being required to present expert evidence to an Inquiry or Advisory Committee. To assist you in preparing your evidence report we suggest that you review the Planning Panel Victoria's Guide to Expert Evidence ([http://www.dtpli.vic.gov.au/data/assets/word\\_doc/0017/231263/G2-Guide-to-Expert-Evidence-April-2015.DOCX](http://www.dtpli.vic.gov.au/data/assets/word_doc/0017/231263/G2-Guide-to-Expert-Evidence-April-2015.DOCX)). This guide provides useful information to assist in preparing evidence reports. Other useful guides from Planning Panels Victoria about the general process are also available online (<http://www.dtpli.vic.gov.au/planning/panels-and-committees/planning-panel-guides>).

Please note that whilst you are employed by the CoM, you are being asked to present expert evidence as a professional with suitable experience and qualifications in your field. This means that you must present your professional opinion on the matters that have been advanced by the CoM in its submission on the EES and PSA. You must also ensure that you comment only on matters that are within your field of expertise and matters that are within the EES and PSA. You can reference any existing publicly available material, reports, studies or policy as support or justification for your opinions but you must not reference any confidential information of the CoM.

The joint Inquiry and Advisory Committee requires that CoM provide it with copies of any referenced materials in any expert evidence statements. Accordingly, please provide a copy or external web link to any reports, studies or policy that you have referenced so that we can compile a complete list of reference materials for submission to the joint Inquiry and Advisory Committee.

We also understand that you may have been involved in other aspects of this project whilst performing your role at CoM and you may have previously worked directly with the 'CoM and Melbourne Metro Rail Authority' working group. As part of your evidence that you are being asked to prepare, you are not required to comment on any information, designs or other discussions that are not specifically included within the EES or PSA and CoM submission. Of course, when discussing alternative options or deficiencies, it may be a matter of professional opinion if you believe that the EES or PSA has left out other relevant considerations that should be raised for consideration.

Generally, you have a duty to the joint Inquiry and Advisory Committee to ensure that your report complies with the content and form requirements of Planning Panel Victoria's Guide to Expert Evidence.

### **Consistency of format for CoM staff expert evidence reports**

You should have regard to the CoM submission on the EES and PSA. We ask that you structure your expert evidence in a manner that uses or aligns with the following precincts or subject areas where possible:

1. Fawkner Park and the Domain.
2. Tunnel Alignment and Emergency Access.
3. Western Portal (Kensington).
4. Arden Station Precinct.
5. Parkville Station Precinct.

6. CBD North Station Precinct.
7. CBD South Station Precinct.
8. Domain Station Precinct.
9. Noise and Vibration.
10. Planning Scheme Amendment.

Within any given precinct, we ask you to provide an opinion on any relevant options, issues or deficiencies that have been raised in the CoM submission. If you intend to stray from the substance of the CoM submission, please only do so after confirming this with Karen or myself.

There may also be an obligation on witnesses to attend a conclave of like-minded experts in order to help draft a statement setting out where the respective witnesses agree and disagree. We will provide you with further information about this as it comes to hand.

This approach will ensure consistency in the CoM evidence and enable Council's legal advocates to focus on a precinct by precinct basis in presentation of the CoM submissions during the Inquiry. It will also assist Council's legal advisors determining if aspects of your evidence has been addressed by other submitters.

We have provided you with an example word template document that can be used to assist you in drafting your expert evidence if you require. However, this is not intended as a one size fits all and you should structure your statement in any manner that assists in providing a clear and concise opinion on the points raised in the CoM Submission.

### **Presentation to joint Inquiry and Advisory Committee**

Generally it should be assumed that the joint Inquiry and Advisory Committee members and all other participants have read your statement.

CoM will be strictly limited in its time allocated to present its submission to the joint Inquiry and Advisory Committee.

Accordingly, we ask that you prepare a short 20 minute presentation of the key issues in your statement. If you believe that you need more than this time please see us as soon possible so that we can discuss requirements with you directly. You may wish to use an example to highlight any particular concerns. You will also be asked questions, so please keep your presentation short and concise.

If you intend to use PowerPoint to present your key points at the hearing, please discuss this with us. Any PowerPoint presentation you wish to use must be finalised at the same time as your draft statement of evidence as it will need to be submitted with your statement of evidence.

You should attend the hearing with your statement and all copies of any reference material that you have referenced. All documents will need to be tendered electronically in advance of the hearing.

### **Further information**

You will find links to the documents of the EES and PSA as follows:

EES - <http://metrotunnel.vic.gov.au/ees>

PSA - <http://metrotunnel.vic.gov.au/ees/planning-scheme-amendment>

Please do not hesitate to contact Karen Snyders [Karen.Snyders@melbourne.vic.gov.au](mailto:Karen.Snyders@melbourne.vic.gov.au) or Nick Sissons [nsissons@huntvic.com.au](mailto:nsissons@huntvic.com.au) if you require any further information about this process.

Yours faithfully  
**Hunt & Hunt**



**Nick Sissons**  
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