

To

The Senate Inquiry into Melbourne's Public Transport
Parliament House
Canberra,
ACT, 2600
Australia

March 30, 2009

Dear Sirs/Madams,

Public Transport – What a good idea!

I notice with interest the Senate Inquiry into Public Transport in Melbourne. I wish to add some good sense and thinking into this debate. In the first place, the disaster that has affected the Eastern Freeway after East Link was completed created a massive traffic jam 24/7, and the idea of trying to put more busses onto this already over congested freeway is ludicrous in the extreme. A tramway labouring up Doncaster Road is equally silly, because it will restrict and congest traffic even further. The Melbourne Airport is equally poorly served by public transport, and this proposal would solve many public transport problems as well as provide a considerable amount of employment for a considerable amount of time.

There is really only one way to fix the Manningham transport problem is for an independent rail link connecting Ringwood and Tullamarine airport via the Eastern freeway, and the City.

Let me explain:

I propose that a rail link (or a multi articulated tram vehicle) commencing at Ringwood situated under ground at Eastland shopping centre and travelling underground to the Pines shopping centre (with additional park and ride facilities) continuing to Westfield shopping centre (also with additional park and ride facilities). It would continue to travel underground until it reaches the Eastern Freeway near Bulleen Road where it could emerge above ground and travel to the Bourke Road overpass where there would be a park and ride facility as well as the Chandler Highway overpass where further Park and Ride would be available.

At the western end of the freeway the rail line could descend underground again to a station with escalator access to the Smith Street shopping precinct (no park and ride), and then on to a point below the Parliament station with access to the existing rail system through escalators.

At this point this new independent rail service would continue to a point midway between Swanston and Elizabeth Streets and emerging to Collins Street, and then on to below the Southern Cross Rail Station with access to the rail station as well as Spencer Street (also

serving Etihad Stadium) then north to a station below University of Melbourne and the Melbourne Hospital, then north west to Highpoint shopping centre with park and ride facilities and onto the southern outskirts of the airport where "cut and cover" construction would be available, and on to the Airport directly under the international section with escalator access directly into the airport where a loop would be able to turn the train around for the return journey.

Further stations along the route could also be considered.

This independent train (tram) system would alleviate much of the congestion on the Eastern freeway as well as provide a very fast and efficient transport facility not only for the Airport and the eastern suburb, but also for the entire Melbourne rail and tram system and serve the CBD as well.

Systems similar to this exist in most major cities around the world and have always proved to be extremely efficient.

I commend the proposal to the committee.

I would appreciate the opportunity to discuss this proposal with you and I can be contacted through my details below.

Ken L. Barker, B.Ed.
East Doncaster

