



Ideas to Outcomes

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West Gate Tunnel Inquiry and Advisory Committee
(Department of Environment, Land, Water and Planning)
8 Nicholson Street
East Melbourne VIC 3002

Dear Sir/Madam,

We are pleased to submit a response to the West Gate Tunnel Project's *Environmental Effects Statement*, May 2017.

For 30 years, the Committee for Melbourne (Committee) has been shaping a better future for our city. The Committee is an apolitical, not-for-profit, member-based organisation that brings together over 120 organisations from Greater Melbourne's business, academic and community sectors. This diverse group has a passion for Melbourne as a leading global city in the world's fastest-growing region, the Asia-Pacific.

The strategic imperatives for the West Gate Tunnel align closely with the Committee's four policy pillars of *Future Economy, Infrastructure, Urban Optimisation, and Liveability*.

With an annual growth of almost 100,000 new residents each year across Greater Melbourne that is expected to reach six million by 2030, the ability to manage the growing number of transport users is of significant interest to the Committee. The success of providing an efficient transport network for a much larger population will play an important role in determining whether Melbourne can maintain its status as one of the world's most liveable cities with the capacity to provide its businesses with a competitive edge.

The West Gate Tunnel Project is of relevance to Greater Melbourne's longer-term development and liveability. It will help to reduce our city's reliance on the West Gate Bridge and improve the overall resilience of the M1 corridor by separating traffic by destination along the West Gate Freeway, and should reduce significantly peak travel times across the city's primary western road corridors.

Another important feature of the project is the removal of more than 9000 trucks from local roads in the inner west each day as well as providing direct freeway access to the Port of Melbourne for freight vehicles and for one third of national containerised trade.

The plans for delivery and upgrade of 14 kilometres of cycling and walking links to create a continuous shared use connection from Werribee to central Melbourne should also help contribute to the liveability of this part of Melbourne.

Overall we believe the project will significantly improve the reliability of the city's transport network for Melbourne's commuters, for the state's sizeable freight sector and for the wider business community by reducing congestion and its associated high costs, while improving overall road safety and reliability.

In conclusion

We welcome the Inquiry and Advisory Committee's (IAC) request for submissions and we agree with the IAC's observation that feedback from the community and stakeholders "is critical to ensuring that the design, development and delivery of the project reflects community expectations and meets the needs of commuters, businesses and other users of Melbourne's transport network.

The West Gate Tunnel Project is of critical importance to the development of our city. We are eager to work with the city's key stakeholders and the wider community to safeguard Melbourne's future growth and prosperity. Please do not hesitate to contact the Committee to expand on any of the points touched on in this submission.

Regards

A handwritten signature in black ink, appearing to be "Martine Letts", with a long horizontal line extending to the right.

Martine Letts
Chief Executive Officer
Committee for Melbourne