

Request to be heard?: Yes

**Full Name:** Robert Krelle  
**Organisation:** The Parkville Association  
**Address:** PO Box 54  
Parkville 3052

**Affected property:**

**Attachment:** [engage.vic.gov.au](http://engage.vic.gov.au)

**Comments:** The Parkville Association is a residents group that is celebrating fifty years of representing the residents of Parkville is whatever capacity is required. This includes addressing issues surrounding traffic, building regulations, heritage matters, amenity and social cohesion. We object to the Westgate Tunnel Project (WGTP) for many reasons but primarily the fact that it will result in a significant increase in the traffic and parking problems faced by the suburb of Parkville. There is expected, by all calculations, to be at least an extra 3000 cars per day trafficking through the inner north and west of the city. This traffic has to go somewhere and we do not believe that there is any capacity for these inner suburbs to absorb this increase. A large proportion will be attempting to move across the inner northwest and there are very few options to do this. The obvious flow on of this traffic will be to a significant degree moving through the few streets in Parkville. These include Royal Parade, Grattan Street, Gatehouse Street and Elliot Avenue. The vague claim that there is spare capacity in the system is erroneous. We fully endorse the submission to this committee of enquiry of the City of Melbourne. The City of Melbourne has major concerns about the project and it's impact on the municipality with which we concur. We understand the possible benefits for port access in the project but this plan will have a major impact far beyond that aim on the inner city areas of which we are an integral part. Out neighbouring Suburbs of North Melbourne and West Melbourne will suffer major disruption and change. Being an inner suburb of Melbourne makes us very aware of the impact of these projects. The overall impact on the amenity of the area will be quite negative. Changes to the Dynon Road area, the Moonee Ponds creek and effects on E-gate and Wurundjeri way will again be negative. The project is poorly thought through because it simply delivers cars into the inner city - there is no connecting of Freeways as in the now defunct East-West project. The whole idea of bringing a new freeway into the city's doorstep goes totally against the plans and the work - for decades - by the City of Melbourne and other groups to stop this whole concept. The consensus has developed and is very much accepted that we need to decrease car traffic into these inner areas and concentrate on fine tuning traffic management including but not restricted to Public transport.