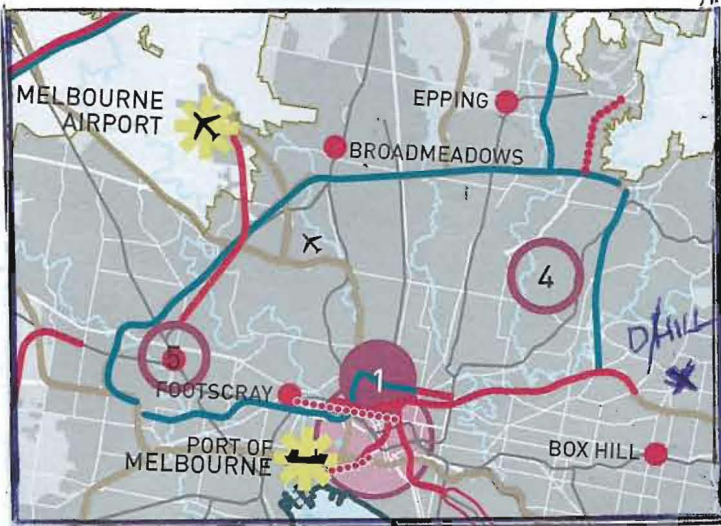




L – R: Members of the Doncaster Rail Advocacy Steering Committee Nick Defteros, Manningham Council Strategic Transport Planner Frank Vassilacos, Mayor Cr Jim Grivokostopoulos, Cynthia Pilli, Cr Jennifer Yang, Manningham Council CEO Joe Carbone, James Adams and Mary Merkenich.

### MAP 3 - A PLAN FOR MELBOURNE 2050

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2013



- National Employment Cluster - Existing
- 1 Parkville
- 2 Monash
- 3 Dandenong South
- National Employment Cluster - Emerging
- 4 La Trobe
- 5 Sunshine
- 6 East Werribee
- ✱ Transport Gateway - Existing
- Transport Gateway - Future
- ✱ Metropolitan Activity Centre - Existing
- Metropolitan Activity Centre - Future
- ✱ Rail Initiative (Planned & Potential)
- ✱ Potential South East Rail Link (Freight) & Dandenong Rail Corridor Upgrade
- Road Initiative
- Potential Ferry Route
- ▨ Western Grassland Reserve
- Boulevard to be Investigated/Implemented
- ✱ Regional Open Space - Future
- ✱ Airport
- ⚓ Seaport
- Waterway

The state government's announcement this week they will expand bus services to Doncaster Hill, create dedicated lanes in Hoddle Street and possibly Victoria Street, has now cast doubt at the prospect of a rail service to the freeway park & ride area and put paid to any illusions there could ever be a railway station on Doncaster Hill. The cost of tunnelling up the steep gradient from the freeway to Doncaster Hill was estimated at around a Billion Dollars plus the cost of providing sufficient areas for commuter parking etc.

Doncaster Hill, not shown as an existing Metropolitan Activity Centre on the insert map taken from page 12 of the PLANMELBOURNE document, was not included in the terms of reference in the brief given to URS consultants. It is clear from phase one of the Draft Recommendations Report there is no capacity in the current network to take any additional lines, which were to include outer areas such as Rowville, Point Cook and Melbourne Airport etc., until the Melbourne Metro Project (MMP) is completed which means it could be decades away, possibly beyond 2050. The transport minister Mr Mulder said some of the correspondence was so fanciful in regards to funding the MMP it "might as well have had a dozen Tatts lotto tickets stapled to it" The first instalment of 2 Billion Dollars, towards the MMP's estimated cost of 11 to 12 Billion Dollars will not be made available till sometime after 2019. Read more.. <http://www.smh.com.au/business/federal-budget/metro-rail-tunnel-faces-a-long-wait-for-money-20130515-2jmtw.html#ixzz2lno2RAjc>