

# PROJECT

# 10,000

**Trains • Roads • Jobs**

- Remove our 50 worst level crossings
- Build Melbourne Metro Rail
- Get 5,000 trucks a day off the West Gate Bridge
- \$2 billion for roads
- Create 10,000 construction jobs



# PROJECT 10,000

Over the past three years I have listened to thousands of Victorians and have received a very clear message:

- You are sick of the chaos and congestion at our level crossings.
- You are sick of putting up with overcrowded and late trains.
- You are sick of crumbling suburban and country roads.

Over the past decade there have been almost 200 level crossing crashes including many deaths. This has to stop.

If elected, Victorian Labor's *Project 10,000* will remove 50 of our most deadly and congested level crossings and will deliver generational change to our public transport system.

*Project 10,000* will dramatically improve road safety and will allow for hundreds of extra trains on our lines. Removing these traffic bottlenecks will also be a huge boost for productivity and the Victorian economy.

**I will be a Premier who gets on with the job of transforming Victoria's public transport system.**

Victorian Labor will provide \$300 million in our first budget for Melbourne Metro Rail. Through this project Victorian Labor will double the size of the city loop, leading to a network that can run without a timetable during the peak.

**The world's great international cities have world-class public transport, so should Melbourne.**

Victorian Labor will also take 5,000 trucks a day off the West Gate Bridge; \$1 billion will go to our country roads and \$1 billion to our suburban roads; and we will ease congestion at hotspots including the Tullamarine Freeway and Hoddle Street.

Victorian Labor's *Project 10,000* will deliver at least 10,000 construction jobs for Victorians – one of the largest job creating plans in our State's history.

In 2014, Labor will give Victorians a very clear choice.

Our commitments are fully funded and represent a generational change for Victoria. They are critical to our State's future and they will only happen under an elected Victorian Labor Government.



**DANIEL ANDREWS**  
LEADER OF THE OPPOSITION



RAILWAY  
CROSSING

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# THE INCREASING COST OF CONGESTION

# INTRODUCTION

Congestion is by far one of the biggest issues facing the Victorian community. With the State’s population at just over 5.6 million and set to grow to almost 9 million by 2050 according to State Government estimates, more must be done.<sup>1</sup>

Increased congestion means more time spent in traffic away from families, it means higher running costs for business and it means fewer jobs.

Addressing congestion should be core business for any State Government. Ensuring that consistent investment is made in the State’s road network and public transport system should be high on the priority list of any responsible Premier.

The past three years have seen investment in transport and congestion-easing projects grind to a halt. Savage budget cuts made by an unstable government mean that by the time of the next state election, Victoria will have gone almost four years without construction commencement of a major project.

Instead of getting to work and unblocking some of the many congestion bottle necks across Melbourne and regional Victoria, Denis Napthine and the Liberals have sat on their hands.

After wandering aimlessly through their first two and a half years in government, Denis Napthine and the Liberals finally announced a major project, but in doing so, sentenced people living in the suburbs of Melbourne and regional Victoria to a

TABLE 1: Average delay across Victoria due to congestion

SUBURB	DISTANCE TO CBD	DELAY DUE TO CONGESTION
Narre Warren	40 km	32 mins
Ivanhoe	12 km	10 mins
Geelong	75 km	60 mins
Frankston	55 km	44 mins
Thomastown	17 km	14 mins
Scoresby	25 km	20 mins

Source: VicRoads Data

## WHAT CONGESTION MEANS FOR OUR COMMUNITY

Higher running costs of cars.

More pollution and noise on our streets due to 'stop-start' travel.

Time away from family.

generation of traffic gridlock and overcrowded, unreliable public transport.

The decision to proceed with the East West tunnel will lock up billions of dollars desperately needed for better transport right around the State. Not only will it suck up the funding needed for vital projects in the suburbs and the regions, there is little conclusive evidence that Melbourne actually needs this road tunnel.

Denis Napthine and the Liberals have refused to release the business case for the tunnel, which suggests that the numbers simply don't stack up. What we do know is that this tunnel costs a lot, but won't do very much. Victorian Labor believes this is the wrong approach – wrong for Victorian families and wrong for Victorian jobs.

In response, Victorian Labor's transport alternative, *Project 10,000*, will deliver better and more targeted investment in congestion solutions right across the State.

The projects Victoria Labor has committed to as part of *Project 10,000* will see:

- Congestion bottle necks at 50 dangerous level crossings eradicated.
- The size of the city loop doubled.
- Five thousand trucks a day taken off the West Gate Bridge.
- The Tullamarine Freeway upgraded to six lanes from the CBD to the Airport.
- New ways of tackling the gridlock on Hoddle Street.
- \$1 billion in guaranteed arterial road funding for outer suburban communities.
- \$1 billion in guaranteed arterial road funding for regional communities.
- Thousands of new train station car parks created from existing land and 'value capture' opportunities.

These infrastructure projects will be delivered by an elected Victorian Labor Government regardless of whether or not Denis Naphine decides to give Victorians the chance to vote on their preferred transport proposal.

In addition to the congestion relief and improved safety Victorian Labor's *Project 10,000* will achieve, the work required to deliver these projects will also create more than 10,000 direct construction jobs. This will guarantee job security and economic growth for the construction sector, which for three years has been calling for leadership and practical solutions to restart Victoria's infrastructure pipeline.





## THE IMPACT ON PEOPLE

As Victoria's population grows, more people rely on our road network and the public transport system to get around. Currently 1.8 million Victorians travel on our road network during peak hour each day.<sup>2</sup>

With more cars on the road, peak hour is getting longer and Victorians are spending more time battling traffic.<sup>3</sup> Basic daily responsibilities like commuting to work, shopping, and dropping kids off at school and weekend sport are all becoming more difficult.

Each day more Victorians experience stress and frustration as a result of this increasing congestion and report the growing unpredictability of journey times as one of the biggest issues of concern.

Alarmingly, the Government's own research shows that this problem is only set to worsen as more and more vehicles cram onto an already crowded road and public transport network.<sup>4</sup>

### Increased delay across the State

The average Victorian road commuter travelling during peak hour in the morning is delayed by 48 seconds for every kilometre travelled.

This is equal to a delay of 24 minutes for someone making a 30km commute to work.

### Unpredictable travel times

The average road journey made during peak hour in the morning varies by 21 per cent.<sup>5</sup>

That means that a commute to work may take 30 minutes on one day, then around 40 minutes the next. Factoring in the effects of poor weather and road accidents this situation often becomes intolerable for people trying to make appointments and meet deadlines.

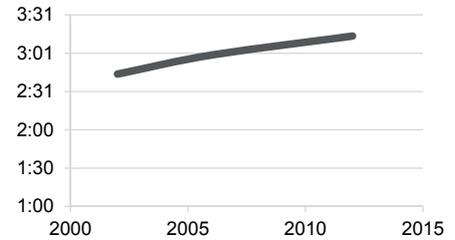
## Peak hour is getting longer

Over the last decade 'peak hour' in both the morning and afternoons has grown considerably in duration. What we used to know as peak hour, is now termed the 'peak period' and runs for just under three hours in the morning and over three hours in the afternoon.<sup>6</sup> If this trend continues, by 2020 Victorians can expect to battle heavy peak hour congestion from three o'clock in the afternoon until well after seven o'clock at night.

Experts have found that a journey made during peak hour in Melbourne takes around 50 per cent longer than the same journey made off-peak – that's over 30 minutes of lost time for each hour spent on the road due to congestion.<sup>7</sup>

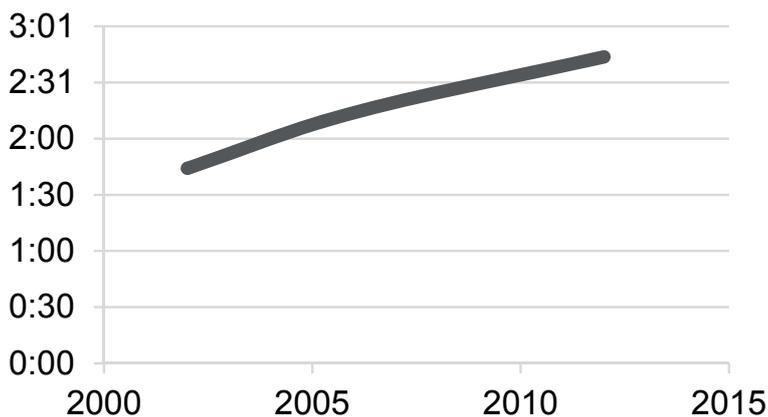
Currently a person who makes a 30 minute trip each day on Melbourne roads loses a staggering 81 hours each year due to road congestion.<sup>8</sup> This equates to over three full days out of the year that could be spent with family and enjoying free time, but is instead spent sitting in traffic.

AFTERNOON PEAK



YEAR	2002	2006	2012
Afternoon Peak Hour	2:45	3:00	3:15

MORNING PEAK



YEAR	2002	2006	2012
Morning Peak Hour	1:45	2:15	2:45

# THE IMPACT ON JOBS AND GROWTH

## IMPACT OF CONGESTION ON BUSINESS

Higher fuel and vehicle purchasing costs

Greater loss of stock, particularly perishables

Lost time due to failed and delayed delivery of goods

Higher rates of employee absenteeism and lateness

Extended hours of trade to meet deadlines

Unlike most other Australian states, which rely heavily on mining and tourism to generate wealth, the Victorian economy relies on a range of very different industries to create jobs and opportunity.

Victorian industries all share common ground on their reliance on a properly funded and well-functioning road and rail system to prosper and grow. From the giant international transport and logistics companies that operate in Melbourne’s west, through to the sole operator tradesmen working in our suburbs and regional centres – the principle is the same: time is money.

The table below shows that the price many Victorians are paying for congestion is just over \$4 billion each year.<sup>9</sup> Without immediate action to address the congestion problem this figure will grow to over \$6 billion per year by 2020. Losses of this magnitude mean lost opportunity for growth and lost opportunity for the creation of new jobs across the State.

While all businesses share this burden, the effects of a congested and unreliable road and public transport system are particularly felt by our small and medium enterprises (SMEs). Transport costs make up a significant proportion of the average SME’s overall running costs, and small increases in lost time due to congestion can have big impacts on the bottom line.

TABLE 2: The increasing price of congestion

YEAR	COST OF CONGESTION (\$b)
2011	4.2
2012	4.4
2013	4.6
2014	4.8
2015	5.0
2016	5.2
2017	5.4
2018	5.7
2019	5.9
2020	6.1

Source: BITRE

# THE PUBLIC TRANSPORT STORY: CROWDS UP, FUNDING DOWN

Victorians have a right to expect their State Government to invest in a world-class public transport system. Unfortunately, as more Victorians choose public transport as their main way of getting around, the level of government investment in new public transport services has fallen dramatically.

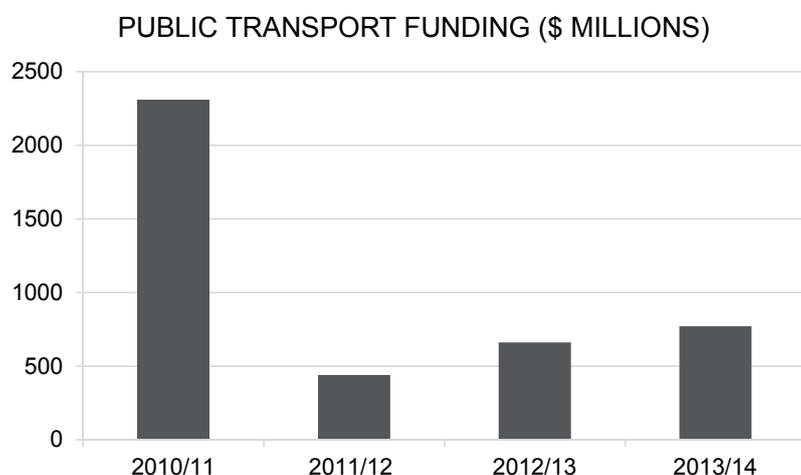
The neglect of the train, tram and bus networks by Denis Naphthine and the Liberals is impacting the everyday lives of Victorians in two key ways:

- There are not enough services
- Those that are provided are overcrowded and unreliable

## Funding for the system has been drastically cut

Our public transport system must have adequate funding from the State Government to function properly. The system only works if enough money is invested each year to keep up with growth in patronage. But instead of providing the extra money required to make sure the network copes with passenger growth, the Naphthine Government has severely reduced the level of funding for public transport since it was elected.

In the last budget delivered by Labor, over \$2 billion was invested in the public transport system. This level of funding was cut by the Liberals after they were elected in 2010 despite the sharp increase in the number of people using the system.



Source: Victorian Budget Papers

## More people are using public transport than ever before

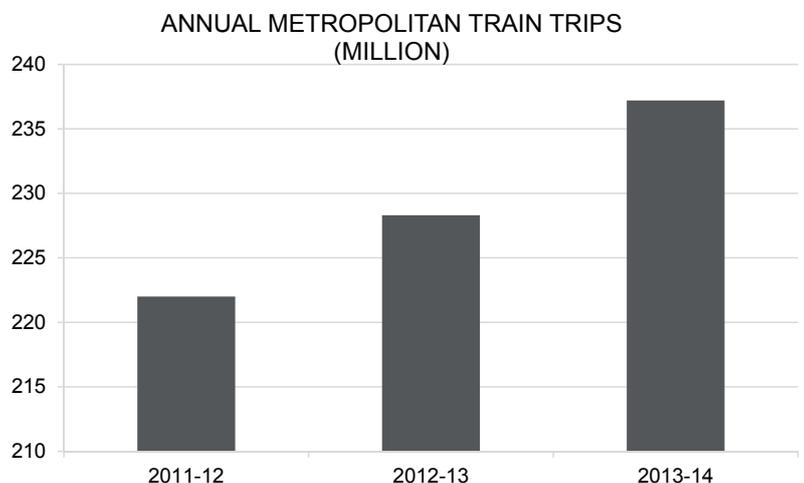
This year it is expected that there will be over 237 million trips made on our metropolitan train system,<sup>10</sup> and over 14 million trips made on V/Line.<sup>11</sup>

Over the Napthine Government's four year term in office the number of yearly train trips taken across Melbourne is expected to grow by 15.2 million.

## The public transport system is buckling

While commuters continue to experience unreliable and overcrowded services, the response of the Napthine Government has been to increase fares by a record 18 per cent and sit on its hands while performance deteriorates.

With more people using public transport each year combined with a massive reduction in investment by the State Government, the system is under significant stress. At a time when people should be experiencing higher quality and more frequent public transport options, services are too slow and too few.



Source: Victorian Budget Papers



715M

METRO

DO NOT STEP ON THIS STRIP

**PROJECT**

**10,000**

**Trains • Roads • Jobs**

# VICTORIAN LABOR'S TRANSPORT ALTERNATIVE



**RAILWAY  
CROSSING**

# VICTORIAN LABOR'S APPROACH

Victorian Labor believes that significant investment in Victoria's metropolitan rail network is needed to elevate it to world-class standard and ensure it can cater for the needs of future generations.

We need to get more people onto public transport, but for that to happen, the public must have confidence that the system works. We need targeted investment in our rail network to enable the delivery of more services – particularly in peak times – and we need investment in our road network to ease traffic for commuters and business.

All modes of public transport need to be better linked and better co-ordinated. Strategic decision making about new public transport and road infrastructure also needs to be developed in an integrated way and take into account other important planning and land-use considerations.

We also need to deliver investment in a balanced way, taking into account the needs of all communities across inner, middle, outer suburban and regional areas. Victorian Labor does not support investment of vast, but equally scarce, amounts of public money into one single road project that isn't supported by the facts and won't do very much.



## 50 CROSSINGS REMOVED

This list of 40 crossings for removal eliminates the RACV's priority list and targets the ALCAM safety list, including several where fatalities have occurred in the last decade. A further ten will be announced before November 2014.

- |    |                                 |    |                              |    |   |
|----|---------------------------------|----|------------------------------|----|---|
| 1  | Abbotts Road<br>DANDENONG SOUTH | 11 | Cherry Street WERRIBEE       | 22 | High Street RESERVOIR                     |
| 2  | Bell Street COBURG              | 12 | Clayton Road CLAYTON         | 23 | Koornang Road CARNEGIE                    |
| 3  | Bell Street PRESTON             | 13 | Clyde Road, BERWICK          | 24 | Kororoit Creek Road<br>WILLIAMSTOWN NORTH |
| 4  | Blackburn Road BLACKBURN        | 14 | Corrigan Road NOBLE PARK     | 25 | Lower Plenty Road ROSANNA                 |
| 5  | Buckley Street ESSENDON         | 15 | Edithvale Road EDITHVALE     | 26 | Main Road East/West ST ALBANS             |
| 6  | Burke Road GLEN IRIS            | 16 | Ferguson Street WILLIAMSTOWN | 27 | Maroondah Highway LILYDALE                |
| 7  | Camp Road CAMPBELLFIELD         | 17 | Furlong Road ST ALBANS       | 28 | Moreland Road BRUNSWICK                   |
| 8  | Centre Road CLAYTON             | 18 | Glenroy Road GLENROY         | 29 | Mountain Highway BAYSWATER                |
| 9  | Chandler Road NOBLE PARK        | 19 | Grange Road CARNEGIE         | 30 | Murrumbeena Road<br>MURRUMBEENA           |
| 10 | Charman Road CHELTENHAM         | 20 | Hallam Road HALLAM           |    |   |
|    |                                 | 21 | Heatherton Road NOBLE PARK   |    |   |



# LEVEL CROSSING REMOVAL PROGRAM

*Victorian Labor will remove 50 of the most dangerous and congested level crossings on the metropolitan rail network.*

*Estimated cost: \$5-6 billion*

## Greater benefits for the community

The removal of these crossings will deliver significant safety improvements to public transport and reduced congestion for communities right across Victoria.

### Less congestion

Boom gates at many of Melbourne's most congested level crossings are already down for anywhere between 30-40 minutes in the hour during peak times.<sup>12</sup> This costs time and is a huge financial drag on small businesses which rely on the road network to run their operation and grow jobs.

Removing these bottle necks by 'grade separating' the rail and the road will unblock the congestion at these crossings, many of which are located close to major road corridors.

### Increased safety

Too many Victorians have been killed or injured at level crossings. Whether it's pedestrians trying to cross railway tracks while trains are on approach, or cars attempting to cross while boom gates are down – it happens all too often.

### More train services

Many of Melbourne's busiest train lines cannot add more services during peak periods because to do so would mean boom gates at busy level crossings would stay down for most of the hour, causing traffic gridlock.

Grade separating the road and the rail line will enable many more services to be added to busy lines across the city.

### Funding

Funding for the removal of these level crossings will be sourced from the Victorian Transport Building Fund (VTBF).

- 31 North Road ORMOND
- 32 Poath Road MURRUMBEENA
- 33 Scoresby Road BAYSWATER
- 34 Seaford Road SEAFORD
- 35 Skye Road FRANKSTON
- 36 South Gippsland Highway DANDENONG
- 37 Station Street BONBEACH
- 38 Thompsons Road LYNDHURST
- 39 Toorak Road KOOYONG
- 40 Werribee Street WERRIBEE

Given the size of this project economies of scale are expected, meaning better value for taxpayers' money.

Competitive bids will be sought from the market to determine the right type of civil engineering work required at each site.

Projects Victoria will determine the best way to package crossings together to ensure an attractive offering is presented to the market, while at the same time securing the best deal for the taxpayer.

Victorian Labor will also pursue all appropriate 'value capture' opportunities to best use the space around level crossings.

### A commitment supported by the facts

There are approximately 180 level crossings in Melbourne, almost all of which are controlled by boom gates.<sup>13</sup>

The number of level crossings in Melbourne is unusually high. Other Australian cities have previously funded programs to remove crossings by building both overpasses and underpasses to prevent the traffic disruption caused by passing trains.

The NSW Government undertook a major program to remove crossings through the 1960s and 1970s and there are now just three remaining level crossings in suburban Sydney.<sup>14</sup>

Many of Melbourne's worst traffic hotspots are located at, or close to, suburban level crossings and half of the RACV's worst traffic spots in metropolitan Melbourne are at level crossings.<sup>15</sup>

Congestion at these crossings is at its worst during peak hour when the greater number of people using the road coincides with a higher number of trains running to cater for the peak period rail commute.

Most experts agree that the congestion caused by level crossings and other traffic choke points around Melbourne is already having a huge negative impact on the State economy. VECCI and the RACV estimate that the cost of congestion is set to rise to \$6 billion by 2020.<sup>16</sup>

While level crossings are a serious problem for road users today, they are also the main barrier to the development of a





world-class Melbourne train system on par with the great cities of the world like New York, Hong Kong and London.

A common feature among the train systems that operate in these cities is what Public Transport Victoria (PTV) describes as the 'turn-up-and-go' frequency of train services every day of the week.<sup>17</sup>

Delivery of this kind of service will transform Melbourne and mean train timetables will no longer be required for most lines – a service would arrive approximately every 10 minutes.

This service frequency is what a future Victorian Labor Government will work to achieve. However, without a huge investment in level crossing removal, a service increase of this order will cause road traffic chaos. Many of these crossings are already closed for unacceptably long periods to accommodate passing trains and bring many parts of the suburbs to a complete standstill during peak periods.

All Victorians will benefit from a world-class metro-style train network, but as the Government's own analysis shows, to do so without a big investment in level crossing removal will mean choking suburban streets with even more traffic congestion.

### Case Study: The Dandenong Corridor

A study undertaken by VicRoads experts in 2012 highlights the consequences for road users of adding just three additional services on the Dandenong rail corridor during the morning peak.<sup>18</sup>

The study analysed current boom gate closure times at four of Melbourne's most congested level crossings between 7:00 a.m. and 9:00 a.m. The study then projected what the closure times would be in six to seven years' time with the addition of three extra trains per hour.

As this study shows, the addition of just three extra services will see the gates at the Poath Road level crossing in Murrumbeena stay shut for around 50 minutes during the morning peak.

Additional services must be added to the Dandenong corridor over the next few years to cater for the increased population

growth throughout the south eastern corridor. Without more services, PTV predicts that service on the line will fail as trains become overcrowded and people miss out.<sup>19</sup>

PTV has also acknowledged the problem, confirming that “numerous level crossings on the (Dandenong) corridor make it unrealistic to operate more than 18 trains per hour”.<sup>20</sup> Removal of these level crossings will mean more services can be added to the line which will carry an extra 11,000 passengers per hour through the Dandenong corridor.<sup>21</sup>

TABLE 3: 2011 Crossing Closure Statistics

LEVEL CROSSING	NUMBER OF CLOSURES	AVERAGE CLOSURE TIME (MINS)	MAXIMUM CLOSURE TIME (MINS)
Grange Rd	31	1.09	2.18
Koornang Rd	36	1.27	3.06
Murrumbeena Rd	30	1.27	3.05
Poath Rd	38	1.08	2.13

Source: ARRB

TABLE 4: 2021 Projected Closure Statistics

(projected by increasing trains per hour from 17 to 20 in peak direction plus counter peak direction)

LEVEL CROSSING	NUMBER OF CLOSURES	AVERAGE CLOSURE TIME (MINS)	MAXIMUM CLOSURE TIME (MINS)
Grange Rd	39	1.12	3.44
Koornang Rd	35	1.33	3.30
Murrumbeena Rd	35	1.32	3.06
Poath Rd	39	1.23	5.54

Source: ARRB

## The impact of the Port of Hastings

While all the evidence suggests that a solution for the level crossing problem on the Dandenong corridor is needed urgently, the only decision of any significance made by Denis Naphine regarding service on this line will make matters considerably worse, rather than better. Without billions of additional funding for freight rail capacity on the Pakenham-Cranbourne lines, the

Naphthine Government's decision to develop the Port of Hastings into the State's second container port will see the line become the only option for rail access.

Currently over 250 trains travel through the corridor each day making the addition of countless extra freight services without a solution to the level crossing problem simply untenable.

### Opportunities for 'value capture'

In many cases, the most effective way to remove the traffic bottle neck at a level crossing is to redirect the rail line underground beneath the intersection. This approach is often the best way to maintain an appropriate level of amenity for surrounding residents and businesses.

This engineering work requires a considerable amount of track on either side of the crossing to be submerged underground, freeing up land at ground level.

At some locations there is likely to be an opportunity to develop this newly available land and 'capture the value' created by the removal of the level crossing. While development opportunities will vary for each site depending on physical constraints, Victorian Labor will actively pursue appropriate development opportunities and reinvest the proceeds generated back into further improvements to the public transport system.

Infrastructure Victoria will be charged with responsibility for developing a value capture strategy to supplement Victorian Labor's level crossing removal program. The key objective of the strategy will be to develop ways of using the value created by removing level crossings for the following priority purposes:

- Creation of additional free public car parking at, or close to, train stations.
- Further removal of level crossings.

# DOUBLING THE SIZE OF THE CITY LOOP

*Victorian Labor will double the size of the city loop by building Melbourne Metro Rail.*

*Estimated Cost: \$9 billion*

## Planning and early works

As part of a future Victorian Labor Government's first budget, \$300 million will be committed to complete the planning, design and early works of Melbourne Metro Rail, a project which has stalled under the Liberals.

## Construction

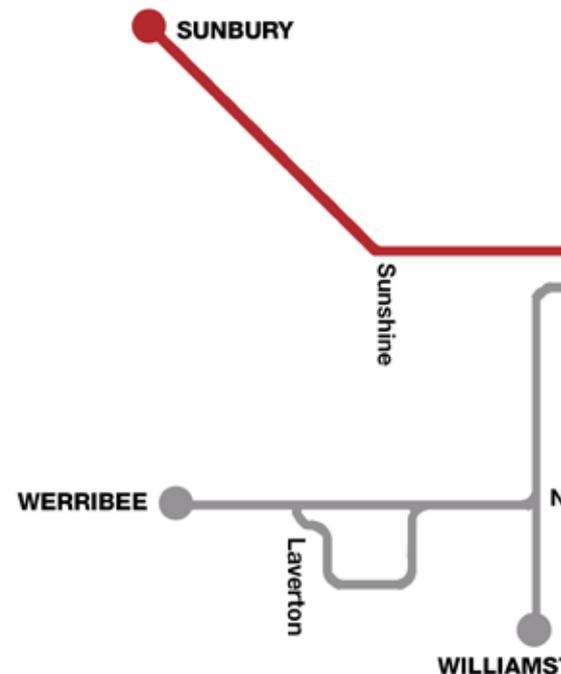
- A future Victorian Labor Government will commit one third of the construction cost of Melbourne Metro Rail.
- Infrastructure Victoria will be instructed to develop options for engaging the private sector in the delivery of the project with the aim of attracting one third of the construction cost from private sources.
- In keeping with precedent set by the State-Federal funding partnership that has enabled the delivery of the Regional Rail Link, the Commonwealth Government will be lobbied aggressively to co-invest a third of the construction cost.

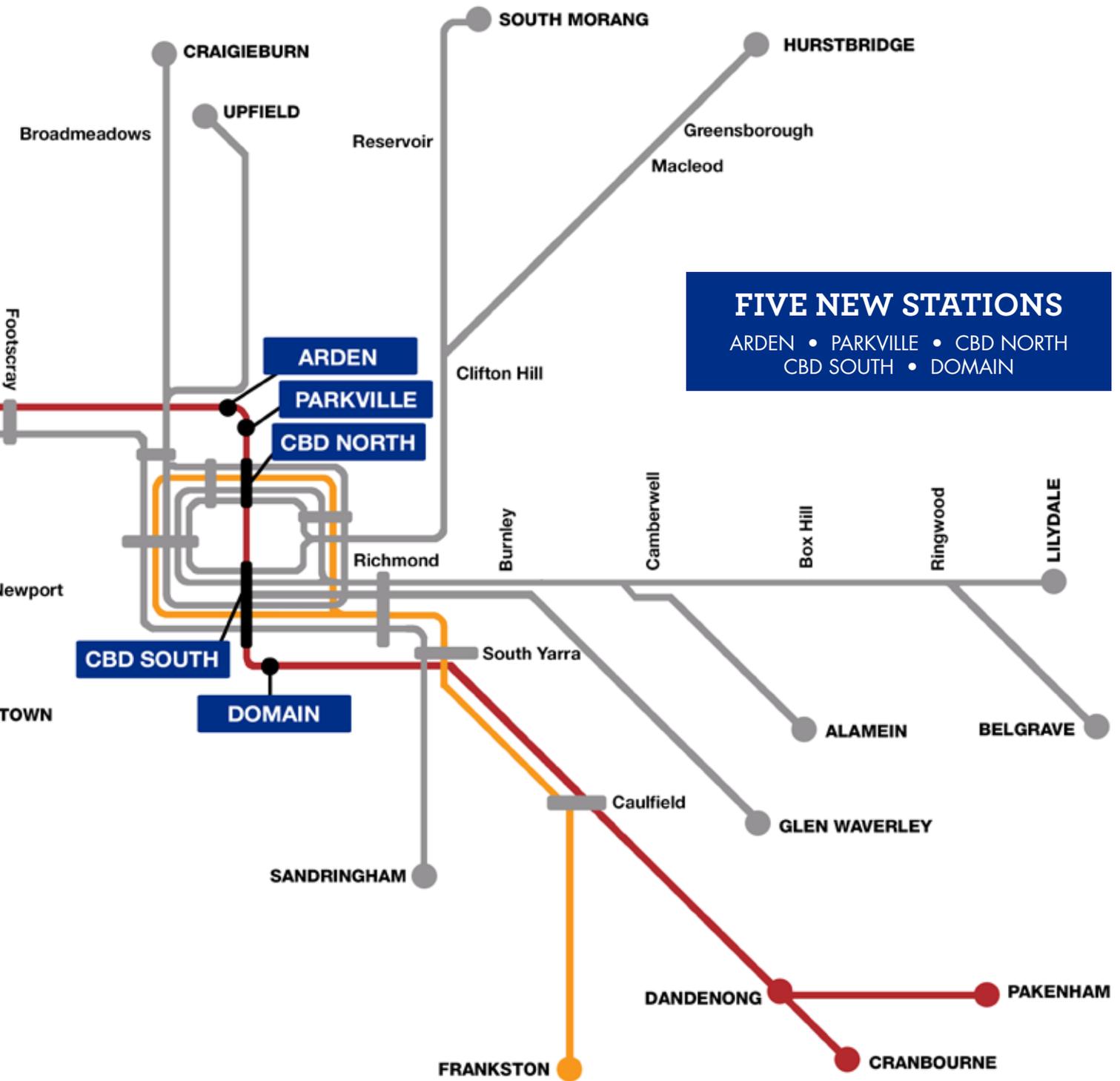
While the realisation of the full project will require partnership with the Commonwealth Government and the private sector – as well as the removal of key level crossings as set out in *Project 10,000 – Melbourne Metro Rail* will happen under Victorian Labor.

## A commitment supported by the facts

Over the last ten years there has been a 70 per cent increase in the number of people using Melbourne's metropolitan train system – particularly during peak periods to commute to and from work each day.<sup>22</sup>

With Melbourne's population set to continue its rapid growth, it is predicted that over the next two decades the number of trips on the rail network will increase to 1.7 million each day.<sup>23</sup>





This rapid growth is causing huge problems for the rail network – particularly during peak periods. The Government’s own analysis shows that much of the system is already at capacity and unable to keep up.<sup>24</sup>

Construction of Melbourne Metro Rail will free up space on the existing network as well as add five new and expanded underground train stations in the CDB and inner Melbourne. Melbourne Metro Rail will join the Sunbury line in the north west with the Pakenham-Dandenong line in the south east, and effectively double the number of station points in the underground city loop.

Melbourne Metro Rail will solve one of the biggest problems currently facing Melbourne’s train network: capacity in the city loop.

Currently, the city loop is often full – particularly during the morning peak period – and unable to handle additional train services.<sup>25</sup> This forces trains to queue up and wait at the entrance points to the loop until space becomes available. This back-up has a knock-on effect back down the line, causing huge network-wide delays.

Construction of Melbourne Metro Rail will unblock the city loop and allow an additional 19 train services<sup>26</sup> to operate across the network during the peak, which is the equivalent of 20,000 extra passengers.<sup>27</sup>

Melbourne Metro Rail also means new underground stations will be located at important employment hubs in and around the CBD, like the Parkville Precinct. Having universities, major hospitals and other research facilities located close to one another will create huge opportunities including the creation of new high-skill, high-wage jobs. Providing direct access into these areas by rail means these job opportunities can be accessed by a greater number of people living right across Melbourne and Victoria.<sup>28</sup>

The pressure the system is under today means that investment in rail improvements must be the top priority of government. However, under the Napthine Government, full and proper planning for Melbourne’s biggest rail expansion since the





construction of the city loop hasn't even been funded.

The Naphine Government does not believe in Melbourne Metro Rail. That's why it has dragged its feet on this vital public transport project.

### Fast-tracking additional rail enhancements

Victorian Labor's commitment to double the size of the city loop will bring forward the timeline for enhancements and additional works throughout the rest of the metropolitan rail network.

PTV's long-term plan for the metropolitan rail network sets out a list of projects that will be enabled by the construction of Melbourne Metro Rail.<sup>29</sup> The additional capacity created by the expansion of the city loop will create room on the network which will pave the way for the construction, extension and electrification of rail lines across Melbourne, particularly in growth areas.

While Victorian Labor agrees in principle with the development of a long-term staged approach to planning new rail projects, the current priority list and associated timeline will be fully reviewed by an incoming Victorian Labor Government.

A particular focus of the review will be the status of the Mernda Rail Extension, currently slated by the Naphine Government as a Stage 4 priority to be completed within the next 20 years.<sup>30</sup> This places the Mernda Rail Extension below other rail projects on the priority list which Victorian Labor does not agree with.

Victorian Labor believes the Mernda Rail Extension is a priority and that the exploding population growth in Melbourne's north makes this delay untenable. Under Victorian Labor, the Melbourne Metro Rail project will enable construction of the Mernda Rail Extension to begin significantly earlier than the two decades currently proposed by the Naphine Government.

# THE WEST GATE DISTRIBUTOR

*Victorian Labor will take 5,000 trucks a day off the West Gate Bridge by building the West Gate Distributor within the first term of a Victorian Labor Government.*

*Victorian Labor will also increase capacity on the West Gate Freeway by adding an extra lane in each direction between the Western Ring Road and Williamstown Road using overhead lane management technology currently in use on the M1.*

*Cost: \$400-500 million (Estimated TEI)*

Given the current capacity constraints on the West Gate Bridge and the projected growth in truck movements in and out of the Port of Melbourne (PoM) in the coming years, tolls will be applied to the new West Gate Distributor to fund a considerable portion of the project.

Infrastructure Victoria will also investigate options for private sector participation in this project.

## A project that will make a real difference

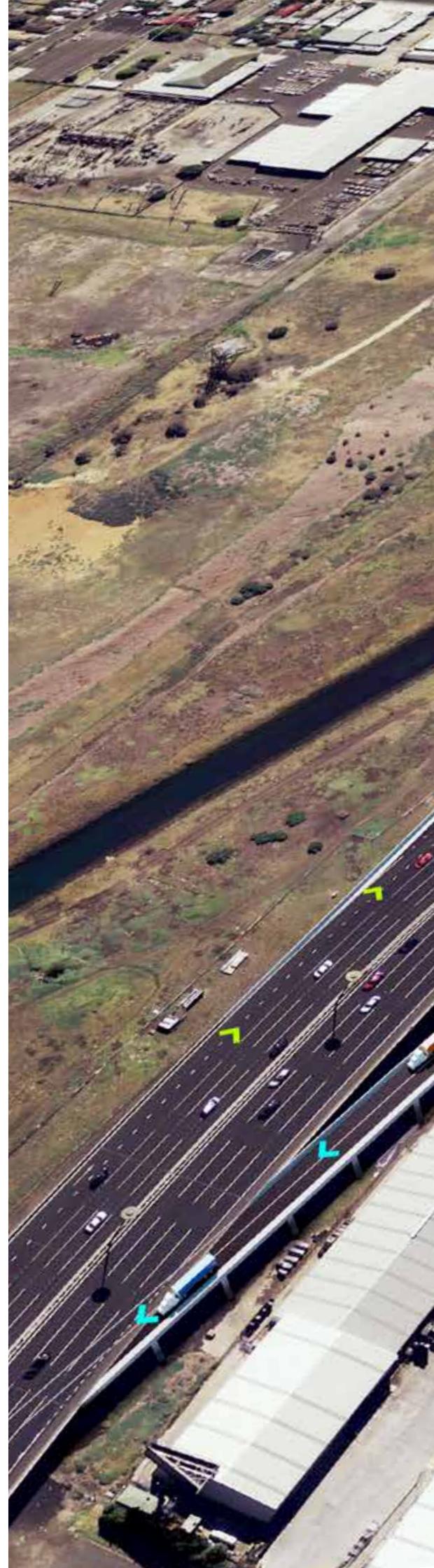
While Denis Napthine and the Liberals continue to mislead the people of the west and the commuters of Geelong and Ballarat with their East West tunnel plans, Victorian Labor will start work on a major road project that will get trucks off the West Gate Bridge, improving safety for drivers and reducing congestion.

This major treatment of the West Gate Freeway will mean around 5,000 trucks a day will no longer travel over the West Gate Bridge, delivering significant improvements for commuters.

## A commitment supported by the facts

The increasing number of large trucks using the West Gate Freeway each day to access the Port – particularly Swanson Dock – is a major problem for road users, and one that will only become worse unless action is taken.

Information from the PoM also shows that the majority of trucks accessing the Port start their journey in the west of Melbourne, which means trucks compete with Geelong, Ballarat and western





suburban car commuters for road space on the bridge.<sup>43</sup> This presents a significant problem for car commuters, particularly during the morning peak.

While the PoM has two main container docks, the main destination for a large number of these trucks is Swanson Dock (located on the northern side of the bridge on approach to the CBD).

In 2012, about 2.2 million containers moved through Swanson Dock.<sup>44</sup> This equates to just over 7,000 container movements and well over 3,500 truck visits being made in and out of Swanson Dock each day.<sup>45</sup>

Without action, the problem is only set to get worse. Over the next two decades the number of commercial vehicles travelling on the West Gate Bridge will double<sup>46</sup> and the number of truck visits in and out of Swanson Dock is likely to increase to as many as 12,000 each and every day.<sup>47</sup>

For these trucks there are currently only two options to access Swanson Dock:

- Cross the West Gate Bridge and the Bolte Bridge, then turn into the Port via CityLink and Footscray Road.
- Turn left off the West Gate Freeway at Williamstown Road before the bridge, then 'rat-run' through the inner Western suburbs, crossing the Maribyrnong River at Shepherd Bridge in Yarraville before entering the Port via Footscray Road.

Both options are unacceptable to motorists and residents, and are ultimately unsustainable.

The construction of the West Gate Distributor will see 5,000 trucks a day diverted off the West Gate Freeway before the bridge onto a dedicated road link directly into the Port – easing congestion for city-bound commuters from Geelong, Ballarat and the western suburbs.



Construction of the West Gate Distributor will consist of three main components:

**Component 1:** West Gate Freeway on-and-off ramps and an elevated road along Hyde Street, Yarraville

**Component 2:** Upgrade and duplication of Whitehall Street between Francis Street and Somerville Road

**Component 3:** Strengthening of Shepherd Bridge and upgrade into Footscray Road

While the West Gate Distributor will deliver huge benefits for Geelong, Ballarat and western suburban road commuters travelling over the West Gate Bridge, it will also deliver a significant productivity increase for the freight industry as journey times are reduced.

Given that construction of the West Gate Distributor will involve strategic use of Footscray Road, it will also establish a vital new CBD gateway for road commuters traveling from Geelong, Ballarat and the western suburbs into the Docklands and the courts precinct for work. These commuters will be able to exit the West Gate Freeway before the bridge and access the western and north western parts of the CBD via the West Gate Distributor.



# BETTER ROADS FOR MORE COMMUNITIES

*Victorian Labor will guarantee \$1 billion in funding for the repair and upgrade of roads in outer suburban and interface communities.*

*Victorian Labor also will guarantee \$1 billion in funding for the repair and upgrade of roads and level crossings in regional communities.*

*Cost: \$2 billion*

Regional and outer suburban areas will receive guaranteed future appropriations from the Department of Transport's *Better Roads Victoria Trust Account* each year.

- A minimum of \$1 billion over eight years will be allocated to repair and upgrade roads in Melbourne's outer suburban and interface communities.
- A minimum of \$1 billion over eight years will be allocated to repair and upgrade roads and level crossings in rural and regional communities.
- Legislative changes will be made to lock-in a guaranteed proportion of funding for these communities in perpetuity.
- Victorian Labor will also confirm in legislation the compulsory payment of traffic camera and speeding fines into the *Better Roads Victoria Trust Account*.

## Liberal Neglect

The Napthine Government's neglect of regional and outer suburban communities has seen roads across the State deteriorate to unprecedented levels.

Regional highways and arterial and local roads are falling apart and are riddled with dangerous cracks and potholes.

Victorian Labor's \$2 billion minimum allocation of vitally needed road funding will see these communities receive a consistent, predictable and guaranteed share of the road funding pie.

## A commitment supported by the facts

As Victoria's population grows people have a right to expect





the State Government to plan and deliver the transport projects required to address congestion and improve safety. This means delivering the right mix of funding for both public transport and roads, particularly in outer Melbourne and regional Victoria.

### Managing growth in outer Melbourne

Over the last decade more than half of Melbourne's population growth has occurred in the seven outer suburban growth councils<sup>31</sup> and over 60 per cent of the city's total population is now living in middle and outer areas.<sup>32</sup>

Combine this with the fact that the outer suburban population is expected to grow by more than 70 per cent in the next 20 years, and it becomes clear that inadequate road funding is simply not an option.<sup>33</sup>

From an economic perspective, a well-functioning arterial road network is critical for jobs. Since 2001, over half of the new jobs created in Melbourne have been located in the outer suburbs<sup>34</sup> and it is expected that around 40 per cent of new jobs created in the next 20-30 years will similarly be located in outer areas.<sup>35</sup>

Whether it's by car or by bus, over 85 per cent of people living in outer areas get to work on the road.<sup>36</sup> With an average daily commute of around 20km one way, people living in our growth areas already travel much longer distances to get to work than people living in inner areas.<sup>37</sup>

Without growth and adequate maintenance of the road network this task will only become harder as people in outer suburban and interface communities spend longer in traffic and travel further to get to and from work.

These figures highlight just how important it will be to deliver a consistent – and guaranteed – level of road funding to outer suburban and growth corridors in the years ahead. Without this commitment, business investment will be compromised and there will be no confidence that new jobs will be supported and driven by State Government investment in roads and transport.

While the facts support the establishment of a dedicated road funding stream for regional and outer suburban communities, the Naphthine Government is indifferent to the issue – having

actively reduced road maintenance funding in the three years since taking office.<sup>38</sup>

## Backing regional Victoria

The effects of the Liberals' cuts and lack of growth funding are felt most in regional Victoria.

With around a quarter of the State's population currently living in regional areas<sup>39</sup> and the total population expected to reach around 2 million over the course of the next 20-30 years, regional Victoria needs more road funding not less.<sup>40</sup>

The problems that exist right across the regional Victorian road network today are profound. The RACV's pothole campaign highlights the fact that State Government funding is inadequate and will only see between 2-4 per cent of the road network resurfaced – well short of the ten per cent minimum requirement.<sup>41</sup>

While potholes and decaying roads create dangerous hazards for regional motorists, under-investment and a lack of certainty about the roads budget also threatens Victoria's thriving regional economy and future job creation.

Regional Victoria generates around \$70 billion worth of economic output each year, representing a quarter of the State's overall productivity. Victoria's agricultural sector alone produces \$9 billion worth of exports annually – higher than any other State.<sup>42</sup>

With an expanding middle class in Asia, demand for regional Victoria's exports will grow in coming years, bringing with it innovation and job creation opportunities. These opportunities can only be fully realised if the State Government comes to the table and supports regional business – and that means investing in the basics like regional roads.

Victorian Labor's road funding commitment will ensure that growing communities in outer Melbourne, interface areas and regional Victoria can count on a consistent, dedicated level of road funding to relieve congestion, support jobs and improve safety each and every year.



# UPGRADES TO STRATEGIC ROADS

## Widening the Tullamarine Freeway

*Victorian Labor will add additional lanes to the northern section of the Tullamarine Freeway between the Western Ring Road and Melbourne Airport and increase capacity using active lane management technology.*

*Cost: \$250 million (Estimated TEI)*

Given the importance of the Melbourne Airport as a strategic national asset and the growth in freight and commuter traffic expected to flow between the Airport and the Greater Western Ring Road in the coming years, this commitment is vital.

This project will ensure a minimum of six lanes will be available on the Tullamarine Freeway between the CBD and the Airport and address the congestion bottle neck currently restricting access in and out of the Airport.

## Streamlining Hoddle Street

*Victorian Labor will pilot the introduction of 'continuous flow intersections' at key junctions along Hoddle Street.*

*Cost: \$60 million (Estimated TEI)*

Based on technology currently operating in the United States, computerised traffic management systems and modified turning lanes along Hoddle Street will be installed to optimise traffic flow through several intersections between the Eastern and the Monash freeways.

Engineering analysis suggests that 'continuous flow' technology has big potential to increase traffic throughput, reduce delays and prevent accidents.

# MORE SOLUTIONS TO THE CAR PARKING PROBLEM

In addition to overcrowded trains, skipped stations and late services, the rail network has also seen train station car park capacity stretched beyond the limit at most locations.

Commuters report increasing levels of frustration as train station car parks fill earlier and earlier each morning meaning more people miss out on a parking spot.

If more people are going to take the train, more must be done to make it easier for people to park and ride – particularly during the morning peak period commute. This means providing more free public car parks at more locations on the metropolitan train network, particularly in outer areas.

Victorian Labor believes that there are government-owned land reserves that can and should be used for free public train station car parking.

As the owner of Victoria's rail network, VicTrack controls considerable land holdings on, and adjacent to, metropolitan railway lines. An elected Victorian Labor Government will require Projects Victoria and VicTrack to audit all land holdings and identify parcels of land suitable for use as free public parking.

Parcels of land identified as being both available and appropriate for car parking will be sealed and made available to the public free of charge.

To commence this work, Victorian Labor will allocate \$20 million for tarmacking and resurfacing work, delivering thousands of new parking spaces.

This commitment, combined with the 'value capture' strategy developed as part of Victorian Labor's level crossing removal program, will deliver a greater number of free public car parks for more Victorian commuters in more Victorian communities.



# THE VICTORIAN TRANSPORT BUILDING FUND (VTBF)

There is considerable pressure on both the revenue and expenditure sides of the Victorian budget. A growing and ageing population is driving up demand for new services and infrastructure. Victoria is facing falling revenue from the Commonwealth Government, an increase in debt taken on by the Napthine Government and a general softness in the economy. All of these point to an emerging structural problem.

The Napthine Government's response to this problem has been to slash jobs, increase State debt and raid the coffers of State-owned corporations to prop up a wafer thin budget surplus.

Victorian Labor believes that we must think more creatively about how we pay for the work required to deliver a world-class transport system. Other States and jurisdictions are leading Victoria in the development of more innovative ways to fund transport projects, and proving that it is possible to maintain a strong credit rating, while making significant investment in vital infrastructure.

Victorian Labor is committed to maintaining the State's AAA credit rating – as we did for over a decade in government – and is equally committed to delivering on the commitments set out in *Project 10,000*. To achieve both outcomes, a future Victorian Labor Government will establish the Victorian Transport Building Fund (VTBF).

The VTBF will be a dedicated transport investment fund established initially using proceeds from the long term lease of the Port of Melbourne, with other revenue to be invested as and when it becomes available.

Proceeds from the Port of Melbourne lease will kick-start the fund and all payments out of the VTBF will be limited to funding required to deliver new transport-related capital projects.

Initially it is expected that a large share of the VTBF's expenditure will be used to fund the eradication of 50 of Victoria's worst level crossings as outlined earlier in *Project 10,000*. It is also expected that by eradicating a large number of these level crossings, new land will become available for further development as part of Infrastructure Victoria's value capture strategy.

Further revenue from this value capture strategy will be reinvested

back into the fund then appropriated back out to projects in line with the objectives set out earlier in *Project 10,000*.

### Asset Recycling Process using the Victorian Transport Building Fund

In developing this 'asset recycling' concept, Victorian Labor has closely monitored the progress of a similar program undertaken by the State Government in NSW. The lease of Port Botany and Port Kembla by the O'Farrell Government and the subsequent establishment of the 'Restart NSW' fund has given the NSW Government the chance to use the State's existing equity to invest in important new transport projects.

Victorian Labor believes this approach is a common sense way to get things done without taking on unsustainable levels of debt or compromising investment in other important areas like health and education.

#### How will the fund operate?

- The money raised from the issuing of the PoM lease will be used to create a capital fund, to be managed under Act of Parliament by an independent board.
- The board will also be empowered under legislation to make prudent investments to ensure the fund delivers a return for the people of Victoria.
- In addition to the value capture strategy outlined in *Project 10,000*, a set of guidelines will be developed by a future Victorian Labor Government which will seek to align the important work of Infrastructure Victoria and the VTBF.
- Payments out of the VTBF will be limited to funding required for the delivery of transport infrastructure projects.

Setting up this kind of fund and investing the proceeds in the major projects outlined in *Project 10,000* will make sure all Victorians have a world-class public transport system and high-functioning road network.

Victoria is unlikely to be presented with such an opportunity again.

Asset Recycling Process



# MORE JOBS FOR MORE VICTORIANS

The State Government is Victoria’s biggest purchaser of goods and services. While there are significant direct job opportunities created when a major project is put to market, there is also a significant stimulatory effect right through the construction supply chain. This makes the regular and predictable procurement of major projects by the State Government fundamental to the success of the Victorian economy.

In the three years since the election of the Liberals, the Victorian construction sector has been neglected and project commencement rates have stalled. A policy of cuts and indecision has only delivered uncertainty for construction companies and workers who have all been denied a reliable pipeline of work.

Over the course of the last three years the message from the business community and the trade union movement has been clear: a steady supply of infrastructure projects is needed to help drive the Victorian economy and create jobs.

Victorian Labor has heard this message loud and clear. To deliver the commitments set out in *Project 10,000* no fewer than 10,640 new direct jobs will be created, with a range of opportunities for companies to compete for work right across the State.

TABLE 5: Jobs Created

PROJECT	JOBS CREATED FROM FULL PROJECT COMMITMENT
Removing 50 level crossings	4500
Melbourne Metro Rail Construction	3500
Better Roads for More Communities	2000
West Gate Distributor	430
Widening Tullamarine Freeway	150
Streamlining Hoddle Street	60
<b>TOTAL</b>	<b>10,640</b>

## NEXT STEPS

*Project 10,000* is Victorian Labor's alternative vision for the future of transport in this State.

We believe Victoria cannot wait any longer to begin the projects needed to create a world-class transport system for our State.

While the commitments set out in *Project 10,000* represent a significant proportion of Victorian Labor's transport infrastructure alternative, there are a range of areas that we will continue to develop ahead of the next state election.

An important focus of this work will be improving bus services, particularly in regional and suburban communities. Victorian Labor is currently undertaking a review of the bus system and will announce our policy before the 2014 state election.



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For more information go to

**[Project10000.com.au](https://www.project10000.com.au)**

Office of the Leader of the Opposition  
Level 1, 157 Spring Street  
Melbourne VIC 3002