



FIXING MELBOURNE'S TRANSPORT TRAINS NOT TOLLS

The Greens' plan to get Melbourne back on track

The Greens will prioritise public transport to take the pressure off our congested roads and improve our quality of life. We will invest in public transport and cycling instead of more tollways. This will reduce traffic congestion, make our cities more liveable and reduce greenhouse gas emissions.

People are spending too much time stuck in traffic. It's bad for people and bad for the planet.

Australia's transport systems need to urgently reduce our reliance on fossil fuels and cut our transport related pollution.

Our transport system needs to be usable by everyone. A world-class public transport system will fix traffic congestion and make our economy more productive.

The Greens believe that the best, most economically efficient way to deliver on these transport objectives is to invest in:

- Bicycle and pedestrian friendly cities to increase the amount of travel by walking and cycling;
- A wide range of efficient public transport services which are competitive with private car use;
- World class passenger and freight rail networks to connect our cities and regions and support industry;
- A high speed rail network connecting our major eastern cities.

> MORE TRAINS, NOT ROADS

The Greens will ensure Commonwealth infrastructure funding prioritises public transport projects over roads. We will re-direct uncontracted funds from within the \$24 billion Nation Building Fund to priority public transport and freight projects, while ensuring road safety projects are not compromised. The Parliamentary Budget Office has confirmed that there are adequate uncontracted funds within the Fund to commit to the following priority projects in Melbourne. The Greens' commitment of Commonwealth funding to these projects will not affect the budget bottom line.

> INVESTING IN PUBLIC TRANSPORT

The Greens want Victorians to have better public transport options. **On top of the \$3 billion already committed to the Melbourne Metro Rail, the Greens will invest federal funds into:**

Doncaster Rail: The Greens want a significant federal contribution of up to \$1 billion to the costs of construction of Doncaster rail, which has an estimated total cost of \$3-5 billionⁱ.

Extension of rail to Mernda: A \$180 million federal contribution, which would provide more than a quarter of the estimated cost of \$650mⁱⁱ.

High capacity signalling: A \$100 million federal contribution to kick-start the implementation of upgraded signalling capacity, which will allow up to twice as many trains to run on Melbourne's transport network. Estimated cost across the whole network is \$2.8 billionⁱⁱⁱ.

East West light rail: \$15 million federal contribution to the costs of connecting tram lines on Victoria St from North Melbourne station to North Richmond. Estimated total cost of \$28.5million^{iv}.

Trucks off residential streets: \$100 million towards implementing the Westgate Ramps Truck bypass including on-off ramps from the Westgate Freeway. A Federal contribution of approximately 25% towards the total cost estimated at \$390million^v.

Airport Rail: \$12.5 million towards an implementation project for the Airport link, building on the recent study which identified a route^{vi}.



Level crossing removals: \$5 million towards planning work for five priority level crossing removals, including Reservoir Station and Bell St Preston.

Total federal contribution of \$1.4125 billion, to be paid between 2014-15 and 2018-19, as advised by the State Government.

> FIX CONGESTION WITH MORE PUBLIC TRANSPORT

For less than the cost of the proposed East-West road tunnel, a rail line to Doncaster will take hundreds of thousands of cars off the road each year, freeing up Alexandra Parade, Hoddle St and the Eastern Freeway. Extending rail lines to growth area suburbs gives people the opportunity to shift from driving. A train every half hour carries the same number of people as a lane of freeway traffic.

> NO TO MORE POLLUTING TOLL ROADS

Building more freeways and tollways encourages greater private car use, and works against sustainable, equitable and economically efficient transport and planning.

These projects are extremely expensive and take up funding which should be more effectively used for public transport projects. We cannot afford to waste limited funds on projects that don't deliver the required objectives, deliver them in an economically inefficient way or work against the objectives.

> INNER MELBOURNE EAST-WEST TRANSPORT PLAN

The Greens are working to get the Federal and State governments to fund our east-west public transport plan. We want to see new east-west public transport links, improved services and investment in a real Metro network.

The Greens will redirect funding to Doncaster Rail and link up tram lines on Victoria Street from North Melbourne station to Richmond.

The Greens will also maintain the \$3 billion Commonwealth commitment to Melbourne Metro Rail.

> EAST COAST HIGH SPEED RAIL

High Speed Rail is not only feasible, it will cut pollution and generate positive economic results for the country.

High Speed Rail will be a great stimulus package for the south-east states and the manufacturing industry, which are struggling because of the mining boom and the high dollar.

It will boost the economies of regional centres along the route and could alleviate the need for a second Sydney airport.

See the Greens' plan for high speed rail at <http://www.greens.org.au/high-speed-rail>

> CYCLING INFRASTRUCTURE

The Greens will extend our highly successful program from the stimulus package to fund bike paths by providing an additional \$240 million over three years from 1 July 2014.

The Greens will invest \$50 million in Victoria to build the priority bike routes identified by Bicycle Network Victoria^{vii}, such as the Shepherds Bridge bike crossing replacement, and a further \$5 million to inner Melbourne city councils to develop and fast-track currently unfunded projects such as the Yarra North Bank viaduct.

This funding will come from re-directing uncontracted funds from within the Nation Building Fund.

> REDIRECTING ROADS FUNDING

The Parliamentary Office has identified \$4.77 Billion in uncontracted roads funding and a further \$104 million in unallocated funding not earmarked for a specific purpose within the \$24 billion Nation Building program. The Greens will reallocate \$2.596 billion of this funding for public transport, including rail and \$240 million for cycle ways and a further \$200 million for freight funding.

This will bring the proportion of Nation Building funding spent on rail and public transport to 48% up from the current 25%.

Important safety sub-programs including Blackspots, Roads to Recovery and Heavy Vehicle Safety and Productivity will not be affected by this redirection. Planning, Research and Evaluation, and Maintenance sub-programs are also unaffected.^{viii}

ⁱ Victorian Auditor-General's Report *Developing Transport Infrastructure and Services for Population Growth Areas* (August 2013) p. 24.

ⁱⁱ Victorian Auditor-General's Report (August 2013) p. 24

ⁱⁱⁱ Beyond Zero Emissions (June 2013) *East-West Link Alternative Options*

^{iv} Based on 2.2 kilometre extension of Box Hill tram line which cost \$22 million in 2002.

^v Costed by Brumby Labor Government at \$380 million in 2010

^{vi} Based on cost of state Government's \$6.5 million initial airport rail study.

^{vii} Bicycle Network Victoria Priorities 2013

^{viii} Parliamentary Budget Office