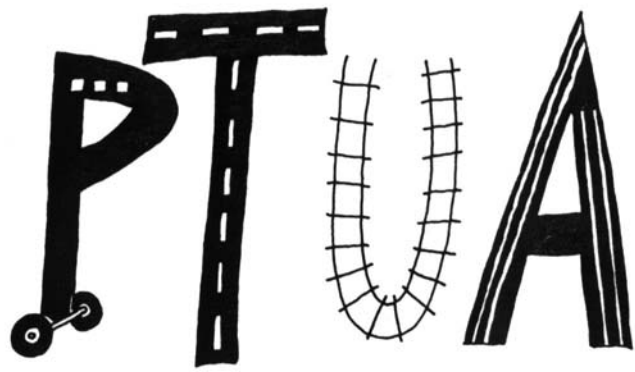


Pre-Budget Submission 2009-10



PUBLIC TRANSPORT USERS ASSOCIATION

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1 Budget context

The 2009-10 Budget is being prepared in a highly challenging environment. The global financial crisis is creating fiscal risks for government and a cloudy economic outlook for Australian families and businesses. What the global financial crisis has not done, however, is lessen the need for urgent and decisive action to cut carbon emissions and reduce oil vulnerability.

1.1 Oil vulnerability

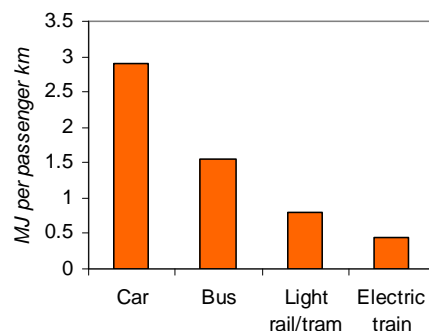
Although crashing demand has reduced oil prices to well below the record set in July 2008, the International Energy Agency warns that the global financial crisis could stifle petroleum exploration and development just as depletion of existing fields accelerates, leading to sharp price spikes in coming years (IEA 2008).

Furthermore, much of the hoped-for increase in production is expected to come from OPEC nations which are themselves seeing rapidly increasing populations and domestic oil consumption. It now seems likely that exports from oil exporting nations will begin to decline sooner than the peak in global oil production which many analysts expect to arrive within a decade (ASPO 2008, pp.2-5).

With Australia's self-sufficiency in oil production also in terminal decline and our growing

dependence on uncertain international supplies, national energy security and our trade balance will suffer unless we reduce oil consumption. Families and businesses will also suffer if they remain dependent on private road transport and thus vulnerable to higher oil prices. It is now a national imperative to reduce reliance on motor vehicles by investing in fast, frequent and well-integrated public transport and rail freight networks and by making our cities and towns more conducive to walking and cycling.

Figure 1.1: Energy consumption



Source: Newman 2000

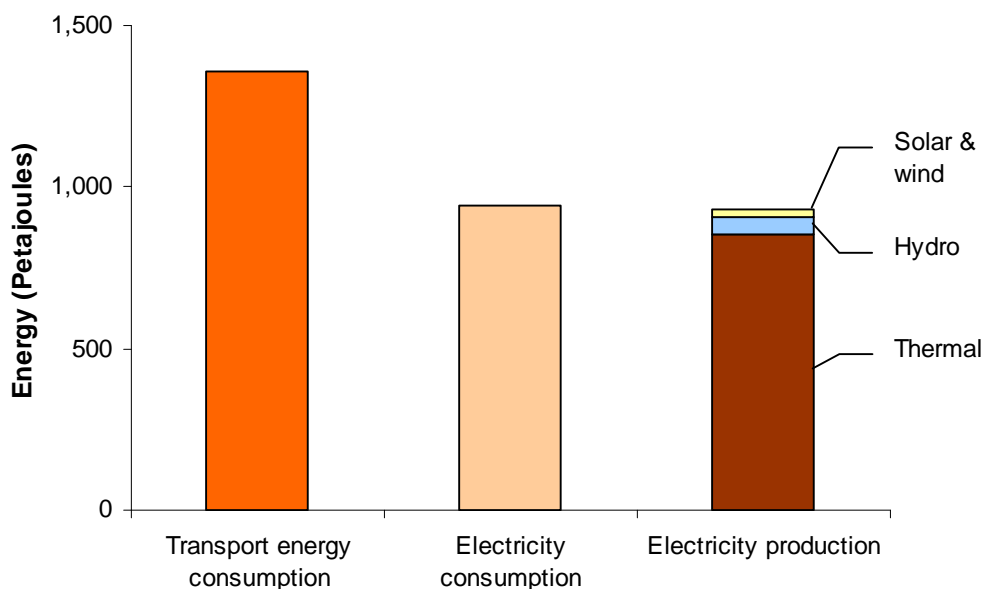
1.2 Climate change

The transport sector – the dominant user of oil in Australia – is also a large and growing source of carbon emissions. The best solutions to reduce our vulnerability to peak oil are also the best solutions for reducing transport emissions – that is, shifting journeys to public transport, rail freight, cycling and walking and, for residual

transport energy use, fuel substitution away from fossil fuels to renewable energy.

The Federal Government should play a central role in this task by expanding and upgrading rail networks and ensuring world's best practice transport planning and management.

Figure 1.2: Transport energy consumption and electricity production and consumption in Australia (2006-07)



Note: Thermal electricity production includes coal, petroleum, gas and biomass.

Source: ABARE 2008

1.3 A Green New Deal

In the midst of the most severe economic upheaval in many years, economists and organisations right up to the United Nations have proposed a “Green New Deal” to re-energise the global economy on a sustainable footing. Investment in sustainable transport can be a central plank of the Australian Government’s response to current economic uncertainty. A federal commitment to high-quality rail networks can contribute to employment during the construction phase and boost national productivity in the longer term by helping to minimise transport congestion, improving access to employment and education and by making supply chains more efficient.

In doing so, investment in sustainable transport would not only address the immediate economic challenges facing Australia, but also address the looming threats of peak oil and climate change and deliver lower-cost mitigation options to Australian families and businesses. We outline a range of priority investments in the following sections.

Recommendation: Make investment in public transport, rail freight, cycling and walking a central part of any efforts to stimulate economic activity.

2 Savings Initiatives

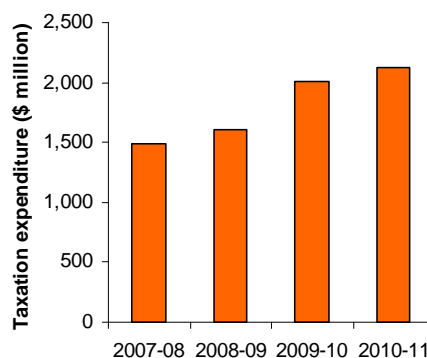
2.1 Fringe Benefits Tax

Research undertaken by RMIT and La Trobe Universities has shown that the statutory method for valuing car benefits encourages employees to undertake additional driving to reach thresholds for more generous tax treatment (Kraal, Yapa & Harvey 2008). While ever more favourable tax treatment is offered to employees who drive further each year, this effect can be expected regardless of where thresholds are set.

The direct cost to government of the statutory method concession is approaching \$2 billion per annum, which does not count the costs of additional carbon emissions, congestion and business motor vehicle expenses resulting from the statutory incentive in favour of excessive driving.

This tax expenditure should be eliminated in favour of a methodology that encourages minimisation of vehicle use and that frees up resources for investment in public transport alternatives.

Figure 2.1: Statutory method tax expenditure



Recommendation: Revise the statutory method for valuing motor vehicle fringe benefits to reduce the level of taxation expenditure and to provide an incentive to minimise motor vehicle use.

3 Expenditure/Asset Initiatives

3.1 AusLink

3.1.1 Guiding principles

3.1.1.1 Oil vulnerability

The bipartisan report from the Senate Inquiry into Australia's Future Oil Supply recommended that "corridor strategy planning take into account the goal of reducing oil dependence" and that "existing AusLink corridor strategies should be reviewed accordingly". These recommendations were premised on concerns expressed by the International Energy Agency in the *World Energy Outlook 2006*, yet the more recent *World Energy Outlook 2008* has further intensified warnings about the cost and security of transport energy supplies in coming years. This highlights the pressing need to revise AusLink corridor strategies to actively prioritise improvements to public transport, active transport and rail freight, and to manage demand for road transport rather than pursuing outdated "predict and provide" approaches based on increased supply.

Recommendation: Revise AusLink corridor strategies to prioritise measures that reduce demand for private motorised transport and encourage modeshift to walking, cycling, public transport and rail freight.

3.1.1.2 Management reform in the transport sector

Infrastructure Australia's December 2008 *Report to the Council of Australian Governments* noted that many submissions requesting funding for projects had serious deficiencies such as failure to relate proposals to broader planning, weak or absent economic analysis and limited option identification (Infrastructure Australia 2008, p.77). These shortcomings are not surprising given the funding patterns and biases in transport funding identified by the Australasian Centre for the Governance and Management of Urban Transport (Russell 2008).

The Garnaut Climate Change Review also noted that current arrangements can “creat[e] incentives for state and territory governments to give priority to road (where they can achieve matched funding) over rail projects (which they must fully fund)” (Garnaut 2008, p.457).

These deficiencies should be addressed by establishing best practice guidelines for transport management, including triple bottom line criteria that recognise the urgency of reducing transport energy demand and greenhouse emissions, and by broadening federal transport funding (including AusLink) to include urban public transport.

Recommendation: Develop a set of Best Practice Management Guidelines, applicable to both road agencies and public transport governance bodies, with Commonwealth funding to the states conditional on its implementation (following the example of National Competition Policy), and explicitly include public transport within the scope of AusLink corridors.

3.1.2 Melbourne Urban Corridor

The Melbourne Urban Corridor Strategy (Melbourne Strategy) notes that 84 per cent of VKT on Melbourne’s urban roads is private passenger cars (p.8). The Melbourne Strategy also recognises that “public transport is particularly important in providing for peak travel and the potential to free up road space for freight and commercial transport” (p.2).

3.1.2.1 Upgrading train control, signals and communications equipment

The Melbourne Strategy states that “freight trains often experience prolonged delays from variability of passenger train movements due to track capacity, aging signalling and train control systems”. It also notes that upgrading control, signals and communications equipment for urban and regional passenger and freight

trains would relieve congestion and assist freight movements.

While proposals to augment the capacity of Melbourne's rail network have been put forward, many of these proposals have very long lead times and it would be at least a decade before they provide any relief for passenger or freight movements. Upgrading control, signals and communications equipment could provide much more immediate relief and enable more efficient utilisation of existing capacity.

Recommendation: Update control, signals and communications equipment for passenger and freight trains and provide full network coverage.

3.1.2.2 Duplication of single track rail sections in urban areas

The Melbourne Strategy notes that "trains can experience delays and load breaches due to single line sections", and that duplication would relieve congestion and assist freight movements. For example, delays related to the single track section from Dandenong to Cranbourne reverberate right along the Dandenong rail corridor affecting

both passenger and freight movements. Similarly, the single track Altona loop on the Werribee line flows through to delays on the West Gate route (shared also with the Geelong Corridor). These bottlenecks are not addressed by current proposals to boost network capacity.

Recommendation: Duplicate all single track sections of railway within Melbourne's Urban Growth Boundary (using gauge convertible sleepers on broad gauge lines).

3.1.2.3 Grade separation of major road and rail crossings

While in most cases the main beneficiaries of level crossing elimination are private motorists, in some cases grade separation can also benefit public transport users and rail freight operations. For example, passenger and freight trains (including express services) on the Frankston line are limited to 15km/h when crossing Glenhuntly Road and the extended time required for trains to traverse the crossing results in additional delays for road users and intersecting public transport services.

Recommendation: Implement a level crossing elimination program, focussing initially on the following crossings:

- Springvale Rd, Nunawading;
- Glenferrie Road, Kooyong;
- Toorak Road, Malvern;
- Glenhuntly Road, Glenhuntly;
- Clayton Road, Clayton;
- Burke Road, Gardiner;
- Springvale Road, Springvale;
- Riversdale Road, Camberwell.

3.1.2.4 Sunbury electrification

Electrification of the Sunbury line was recommended by the East West Link Needs Assessment (Eddington 2008, p.216) which was referred to in the Melbourne Strategy, and this recommendation has been adopted in the recently released Victorian Transport Plan (State of Victoria 2008, p.72). Electrification would improve the capacity and accessibility of public transport services in a growth area as prioritised in the Melbourne Strategy and also benefit regional passenger and freight services to Bendigo and beyond.

Recommendation: Electrify the existing railway line from Sydenham to Sunbury.

3.1.2.5 Bacchus Marsh duplication and electrification

The Melbourne Strategy notes that “improvements in public transport services and infrastructure in the Deer Park-Caroline Springs-Melton growth corridor will safeguard the capacity of the Deer Park Bypass” (p.3). Electrification would allow higher capacity metropolitan rolling stock to serve this rapidly growing corridor and release additional paths for regional services to Ballarat and beyond when combined with duplication.

Recommendation: Duplicate single track sections of railway between Deer Park West and Bacchus Marsh (using gauge convertible sleepers), electrify the line from Sunshine to Bacchus Marsh, and construct a new railway station to serve Caroline Springs.

3.1.2.6 Traffic priority measures for high occupancy vehicles

The impact of traffic on the reliability of the public transport system is recognised as a key challenge in the Melbourne

Strategy (p.22), hence improving the capacity and reliability of the public transport system to alleviate congestion (p.23) and providing priority for high occupancy vehicles (p.26) are identified as strategic priorities under the Strategy.

Our research has shown that trams can waste as much as one third of their operating time waiting unnecessarily at traffic lights (Morton 2007) which severely curtails their contribution to congestion minimisation and effectively reduces the capacity of the tram fleet by up to 30 per cent.

European-style “dynamic signal priority” can provide highly cost-effective travel time savings of around 20 per cent¹ and thereby increase capacity and reliability for road-based public transport by a similar magnitude. Infrastructure Australia’s December 2008 *Report to the Council of Australian Governments* also recognised the value of traffic signal priority in increasing the efficiency and attractiveness of public transport (Infrastructure Australia 2008, p.31).

Recommendation: Implement dynamic signal priority on tram and SmartBus routes to provide priority to public transport services whether running late or according to schedule. Withhold AusLink funding from states that fail to implement comprehensive signal priority for public transport.

3.1.2.7 Develop public transport networks in growth areas

Although Melbourne has the foundation of a comprehensive rail network, there have been few significant additions to the network since construction of the Glen Waverley line in 1930. Many growth areas have very poor access to public transport and this is reflected in low public transport mode share in such areas and congested road networks. In a number of cases, access to public transport networks in growth areas can be significantly improved by simple rail extensions along existing reservations such as disused railway alignments.

1

[http://www.rec.org/rec/programs/telematics/cape/goodpractice/trnsprt/doc/MU NICHBalance.doc](http://www.rec.org/rec/programs/telematics/cape/goodpractice/trnsprt/doc/MU%20NICHBalance.doc)

Recommendation: Duplicate the Cranbourne railway line and extend it to Clyde, duplicate and extend the Epping line to Mernda, duplicate and electrify the Frankston line to Baxter and extend the Vermont South tram (route 75) to Stud Road and Knox City Shopping Centre.

3.1.3 Melbourne-Adelaide Corridor

While the Melbourne-Adelaide Corridor Strategy (Adelaide Strategy) notes that the road component of the corridor generally provides efficient, safe and reliable travel that meets current levels of demand, the rail component is sorely lacking in terms of capacity, efficiency and reliability with serious consequences for the corridor's competitiveness. This provides very clear guidance on investment priorities for the corridor.

The Adelaide Strategy also recognises that rail mode share can be increased with improvements to rail infrastructure and operations (p.6). Such improvements would reduce heavy vehicle traffic along the road corridor, thereby minimising road surface deterioration and the risk of collisions between heavy vehicles and passenger vehicles.

In addition to shifting more freight by rail, improvements to rail infrastructure could also encourage a shift in passenger movements from private vehicles to passenger rail services. Freight and passenger mode shift to rail would have safety benefits due to the significance of fatigue in road crashes along the corridor which occur despite the relatively high speed of travel and consequent short journey times considering the length of the corridor.

Duplication and electrification of the Melbourne to Bacchus Marsh line as recommended above (Section 3.1.2.5) would also deliver greater capacity to the Melbourne-Ballarat section of the Melbourne-Adelaide corridor which the Adelaide Strategy notes is facing significant population growth.

3.1.3.1 Passing opportunities

Capacity and reliability on the rail corridor is hampered by inconsistent and irregular passing loops, with many passing loops unable to accommodate longer trains (p.13). Capacity and reliability would be enhanced by increasing the number of passing opportunities and ensuring all passing loops can accommodate 1,800 metre trains in line with the ATC target.

Recommendation: Increase the number of passing loops, ensuring all new and existing loops are at least 1,800 metres in length. Where more significant scheduling challenges exist, undertake more extensive duplication of single track sections.

3.1.3.2 Standardisation

Rail operations in Victoria and South Australia in particular are adversely affected because their original broad gauge rail infrastructure is constricted by its incompatible coexistence with the expanding interstate standard gauge rail network. The significant break-of-gauge problems that result from this hamper the competitiveness, reliability and productivity of rail

freight. Potential interstate rail routes that would increase capacity and reliability of the Melbourne-Adelaide Corridor are thwarted by breaks of gauge at Pinnaroo in South Australia and at Heywood on the Portland standard gauge line. Rail access to the Port of Portland from within the Green Triangle is also constrained by the break of gauge at Heywood which resulted in the consequent closure of the broad gauge line from Heywood to Mt Gambier, for no other reason than the gauge incompatibility.

We propose a national “Bringing our rail network up to standard” program which is outlined in the attached submission to Infrastructure Australia (Section 3.5.3). Elimination of breaks of gauge would enable a truly integrated and efficient national rail freight network and contribute to a more sustainable and productive transport sector.

Recommendation: Standardise the broad gauge lines from Heywood (Portland line) to Mount Gambier (SA) and from Geelong to Mildura, Yelta and Pinnaroo via Ballarat and Maryborough. Adequate passing opportunities should also be ensured with generous provision of additional passing loops and duplication where appropriate.

3.1.4 Melbourne-Brisbane Corridor

While there is no direct railway line between Melbourne and Brisbane, the Melbourne-Brisbane Corridor Strategy (the Brisbane Strategy) notes the importance of rail links from inland regions such as the broad gauge line to Tocumwal (p.4).

The Brisbane Strategy notes that the Tocumwal line is in sub-standard condition (p.17), which will reduce the line's contribution to the freight task over time. The line also shares its alignment with the Melbourne-Sydney Corridor as far as Seymour, and the Seymour to Albury (and Oaklands) broad gauge line is currently being converted to standard gauge. Standardisation of the Tocumwal line (and branches) would deliver significant efficiency gains as a double track standard gauge route could replace a single broad gauge track and single standard gauge track for the entirety of the route between Melbourne and Albury.

The Mangalore to Narrandera alignment through Shepparton and Tocumwal may also be considered for a direct rail corridor between Melbourne and Brisbane. Even if this sub-corridor option is not pursued as

the primary route for a north-south rail link, reconstruction of the Narrandera to Tocumwal line, in tandem with standardisation of the Mangalore to Tocumwal line, would enhance the contribution of rail to the freight task in the Riverina component of the Melbourne-Brisbane corridor and could provide an alternative route in the event of disruption on the primary north-south route (e.g. via Albury). Such a link would also provide additional capacity between Sydney and Melbourne and reduce vulnerability to incidents which are recognised by the Sydney-Melbourne Corridor Strategy as harmful to reliability (p.10). For example, derailments near Wangaratta, Benalla and Chiltern have caused significant disruptions to passenger and freight services between Sydney and Melbourne in recent years, and an alternative route via Tocumwal could have mitigated the impact of those incidents.

These factors point not only to an urgent need to upgrade the condition of the Tocumwal line, but also to convert it to standard gauge so that the entire alignment from Melbourne to Seymour and beyond can be

standardised to provide greater capacity and reliability for passenger and freight services on both the Sydney and Brisbane corridors.

Recommendation: Standardise the broad gauge lines from Melbourne to Cobram, Tocumwal and Dookie via Shepparton, and reconstruct the standard gauge line from Narrandera to Tocumwal. Track condition and alignments should be simultaneously upgraded to allow continuous operating speeds of at least 100km/h. Adequate passing opportunities should also be ensured with generous provision of additional passing loops and duplication where appropriate.

3.1.5 Melbourne-Geelong Corridor

The Melbourne-Geelong Corridor Strategy (the Geelong Strategy) recognises that improvements to public transport between Geelong and Melbourne could “reduce passenger traffic growth on the corridor and free up space for commercial vehicles” (p.13). The Geelong Strategy does however state that the corridor suffers from capacity problems which result in delays and poor reliability for passenger and freight services. The Geelong Strategy also recognises that “any increase in the capacity of this [broad gauge] network would benefit the freight carrying capacity of the AusLink Network” (p.2).

While the Victorian Transport Plan has outlined proposals for a “regional rail link” to increase capacity into western Melbourne, this is not expected to be completed until well into the next decade. The Geelong Strategy has identified capacity problems as a short-term deficiency (i.e. prior to 2015) that will therefore require more immediate solutions than offered by the regional rail link.

Recommendation: Grade-separate and triplicate the existing broad gauge line between Newport and Footscray, to provide additional capacity for broad gauge passenger (suburban and long distance) and freight trains. Upgrade signalling to allow shorter headways and faster operation of intercity services while in the Melbourne urban area.

3.1.6 Melbourne-Mildura Corridor

3.1.6.1 Infrastructure condition

The Melbourne-Mildura Corridor Strategy (the Mildura Strategy) recognised the appalling condition of the Mildura railway line which fundamentally undermined the viability of rail freight services on the corridor (p.11). In light of this, the Mildura Rail Freight Upgrade currently being undertaken jointly by the Victorian and Commonwealth governments is a welcome step towards improving the condition of the line and its standardisation.

The Mildura Strategy also identified the lack of passing opportunities as a cause of delays on the corridor and axle load restrictions that are inadequate for modern freight train operations. We understand that

the current upgrade project will not rectify these serious deficiencies.

Recommendation: Expand the Mildura Rail Freight Upgrade project to increase the number and length of passing loops and to permit higher axle loadings and faster operating speeds (to ARTC standards).

3.1.6.2 Standardisation

The Mildura Strategy notes that efficient access to the deep water Port of Portland is hampered by the break of gauge at Maryborough (pp.7-8). Effective integration with the intersecting Melbourne-Adelaide Corridor is also hampered by the same break

of gauge issue and a similar break of gauge at Pinnaroo over the South Australian border. The full benefits of proposals to extend the Mildura line to meet the main transcontinental line at Menindee (GHD 2008) are also unlikely to be realised if the Mildura corridor remains broad gauge.

Recommendation: Standardise the broad gauge lines from Geelong to Mildura, Yelta, Pinnaroo, Kulwin and Robinvale via Ballarat and Maryborough. Adequate passing opportunities should also be ensured with generous provision of additional passing loops and duplication where appropriate.

3.1.6.3 Passenger services

Until the Victorian Government lives up to its commitment to return passenger rail services to Mildura, passenger services along the corridor are provided via Swan Hill on the broad gauge Piangil line. Journey times for passengers and freight on this line could be improved by providing more passing opportunities and ensuring the track is in good condition to

allow faster operating speeds. This would enable rail services to attract a greater share of the passenger and freight tasks, reduce exposure to driver fatigue and improve road safety along the corridor.

Furthermore, with other regional lines slated for standardisation, the effective integration of the Piangil line into the broader rail freight network and the viability of rail freight services along the route would be best assured by standardisation of this and other lines passing through Bendigo.

Recommendation: Standardise the broad gauge lines from Melbourne to Piangil, Moulamein and Deniliquin via Bendigo, including Bendigo to Inglewood and Maryborough. Track condition and alignments should be simultaneously upgraded to allow continuous operating speeds of at least 100km/h. Adequate passing opportunities should also be ensured with generous provision of additional passing loops and duplication where appropriate.

3.1.7 Melbourne-Sale Corridor

The Melbourne-Sale Corridor Strategy (the Sale Strategy) points out that a specific challenge for the corridor is “recognising that the rail line ... plays a substantial role in moving passengers and has the potential to play a considerably greater role in transporting freight and additional passengers” (p.20). The Sale Strategy notes the contribution of the rail line to “capacity, efficiency, safety and maintenance outcomes on the corridor” (p.13) and that the line could make an even larger contribution with more passing loops and spur lines to freight

generators along the corridor (p.13).

Recommendation: Increase the number (and length where applicable) of passing loops (using gauge convertible sleepers) on the Bairnsdale line and construct spur lines where these would enhance the efficiency and competitiveness of rail freight operations.

3.1.8 Sydney-Melbourne Corridor

3.1.8.1 Infrastructure condition

The Hume Highway has benefited from a high level of expenditure over many years such that, as recognised by the Sydney-Melbourne Corridor Strategy (the Sydney Strategy), the “capacity of the non-urban sections of the road corridor is generally sufficient” (p.9). The Sydney Strategy also notes that the “majority of the Hume Highway is in good condition” and that “typical speeds are above 100km/h, leading to a typical travel time of under nine hours” (p.9). Despite the high

average speed and short travel time for a corridor of this length, fatigue is a major cause of crashes on the route.

By contrast, the Sydney Strategy recognises the damaging effect of historical neglect of rail investment on rail freight competitiveness between Melbourne and Sydney (p.8). The Sydney-Melbourne rail corridor suffers from numerous deficiencies including outdated alignments, axle weight restrictions, insufficient passing opportunities and speed limitations. These deficiencies

severely limit the competitiveness of passenger and freight rail services, placing additional pressure on the Sydney-Melbourne road corridor and on Sydney Airport. Improving the competitiveness of rail journey times and attracting a greater share of the passenger and freight tasks would not only relieve these pressures, but also reduce exposure to driver fatigue and improve road safety along the corridor.

Current ARTC investment plans will bring welcome improvements to this corridor, however the scope could be expanded to include more significant realignments that will bring greater efficiency gains and speed up the delivery of current projects.

Recommendation: Ensure rail alignment is suited to modern train operations, paying particular attention to improved alignment between Junee and Goulburn. Opportunities should also be sought to upgrade track quality to high speed standards and to provide additional passing and overtaking opportunities, including through the standardisation of all broad gauge track between Melbourne and Albury (as well as branch lines along the corridor).

3.1.8.2 Wodonga rail alignment

The proposed removal of the Wodonga railway station from its current central location is likely to harm integration with town bus services and result in inconvenience to passengers. Serious concerns have also been raised about the impact of the proposed bypass formation on the Murray River and Wodonga flood plain and the vulnerability of the bypass and station to flooding.

Recommendation: Maintain the existing alignment and station location until more comprehensive environmental assessments and option appraisal can be performed. Standardise the existing alignment through Wodonga.

3.1.8.3 Urban congestion

Future capacity pressures on the road corridor largely relate to peak commuter traffic in the urban sections such as northern Melbourne and south west Sydney where most vehicles are cars (p.3). Management of traffic congestion around the fringes of Sydney and Melbourne - recognised in the Sydney Strategy as a short-term strategic priority - will require significant

improvements to the standard of public transport services in areas that have traditionally been poorly serviced.

Recommendation: Enhance public transport in northern Melbourne, including the following measures:

- extend and electrify the Upfield line to Roxburgh Park, taking the opportunity to duplicate single track sections beyond Gowrie using gauge convertible sleepers;
- construct a railway station on the Upfield line at Campbellfield to integrate with proposed orbital SmartBus services;
- extend the Epping line to South Morang and Mernda, taking the opportunity to duplicate single track sections beyond Keon Park;
- reserve a corridor to connect the Epping line to the Craigieburn line via Epping North;
- extend tram route 86 to South Morang;
- electrify the railway line to Sunbury as discussed under the Melbourne Strategy above (Section 3.1.2.4);
- construct a spur line to Melbourne Airport from the nearby Craigieburn railway line to provide improved access to the airport from northern Melbourne.

3.2 Major Cities/Building Australia

Our submission to Infrastructure Australia (PTUA 2008) emphasised the importance of creating an effective *network* of public transport services that provide genuine choice for both radial and cross-town journeys. The key measures required to strengthen the network effect in Melbourne and Victoria can be summarised as:

- Reforming institutional arrangements;
- Expanding service coverage in metropolitan and regional areas;
- Integration of rail services, buses and cycling facilities;
- Enhancing average journey speeds; and
- Boosting the productivity of rail freight.

The full range of initiatives proposed for funding are discussed in the attached submission, and form part of our proposals for funding in the 2009-10 Budget. In light of Infrastructure Australia's comments that submissions to them often lacked economic analysis (Infrastructure Australia 2008, p.66), and our own observation that non-government stakeholders generally lack the resources to undertake such analysis (PTUA 2008, p.5), we propose that the 2009-10 Budget

make provision for the required analysis to be performed on the initiatives we have proposed.

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