

East West Toll Road: Impacts Missing From the Comprehensive Impact Statement

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Urban 'connectivity' and agglomeration benefits

To our knowledge there is no evidence anywhere of urban agglomeration benefits flowing from new urban motorways. On the contrary, many cities have benefited from removing motorways from inner-urban areas.



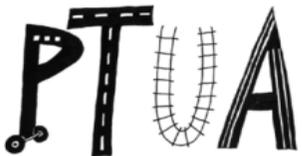
Source: <http://gizmodo.com/6-freeway-demolitions-that-changed-their-cities-forever-1548314937>



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Adequacy of modelling

- **The 2003 draft NCCCS report carried out detailed number plate surveys in the study area to determine the actual disposition of westbound Eastern Freeway traffic. This revealed that only 15% is destined for the CityLink corridor or points west.**
- **To our knowledge this methodical collection of observational evidence has not been repeated either for the Eddington Report or the CIS. Studies instead rely on the VLC Zenith model. This has been validated primarily against spot traffic counts rather than origin-destination data and accordingly cannot be solely relied on as evidence for long-distance east-west travel.**



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Local Impacts

- **We support the submissions by local councils and community groups documenting the extensive disruption to local amenity, including deleterious impacts on homes, parks, sporting clubs and community activities more generally.**
- **We also note specifically the deleterious impact on the Upfield train line, tram routes 55, 57, 19, 1, 8 and 96, and 10 Hoddle St bus routes during construction. The construction of the underground City Loop in the 1970s coincided with a steep drop in train patronage that took thirty years to recover.**



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Service disruptions during construction

- **The CIS is vague about the extent of service disruptions.**
- **These appear to be particularly serious for the Upfield line and the 57 tram, which may be disrupted over many weeks.**
- **Replacement public transport services provided during recent major works have been poor. Much more detail is required for this project.**
- **There are no commitments to increased frequency or running time of services after completion of the works.**



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Key recommendations about trains

- **The Reference design should be amended to retain an easement for the Doncaster rail in the median from Yarra Bend Rd to the Clifton Hill rail bridge (allowing an access ramp to Victoria Park).**
- **The traffic projections should be redone factoring in that the Doncaster Rail line will be operational by 2031**
- **The Assessment Committee should review the unreleased Stage 2 report of the Doncaster Rail Study prior to making its recommendations.**
- **Specific performance requirements should be made for disruptions to train, tram and bus services**



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The tram “benefit” is not real

- **The \$32 million promised for superstops and tram track separation from cars, elsewhere on the respective routes should proceed regardless of the fate of the East West Link.**
- **The volume of traffic on Alexandra Pde will only marginally decline initially and not at all by 2031.**
- **The LMA has opposed measures to restrict the capacity of Alexandra Pde and are not serious about north-south priority.**
- **The savings for trams at the Alexandra Pde lights through changing green cycles is less than 30 seconds per crossing**



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Key recommendations about trams

- **Upgrade of the tram routes should be a mandatory requirement for approval of the EWL with the budget to be determined on need – not on the Government’s initial, inadequate assessment.**
- **There should be a performance requirement to ensure north south priority is mandatory for trams crossing the corridor on Smith St, Brunswick St, Nicholson St, Lygon St and Royal Pde.**
- **The option for a future light rail service to run along Alexandra Pde should be preserved**



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The \$49 million DART upgrade is insufficient

- **The announcement that the DART bus services will be upgraded at a cost of \$49 million lacks detail on routes or frequency.**
- **It is substantially less than the \$150 million additional DART funding needed to match Sir Rod Eddington's recommendation.**
- **No proposal for a Bus Interchange at Victoria Park station which is essential to connect with trains to the CBD; Johnston St buses to the University precinct; and Hoddle St bus services.**
- **No details on the proposed bus lane or the improvements to peak hour running time from the freeway to Lonsdale St**



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Key recommendations about buses

- **There should be a specific requirement to increase bus services to the capacity determined by the Doncaster Rail study for 2031 of 56,000 passengers a day (cf 16,000 today).**
- **A new bus interchange should be built between Victoria Park station and Hoddle St to enable easy interchange between DART, trains and other buses.**
- **A fully separated 24 hour busway should be required from Victoria Park to the city – along Hoddle St and Victoria Pde**
- **The 401 SmartBus shuttle from North Melbourne to Melbourne University should be extended to Victoria Park.**



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