

# Integrating Transport and Planning



## PTUA Factsheet #2

### Melbourne – Cost blowouts and delays



The redevelopment of Spencer Street Station was also fraught with budget blowouts and delays.

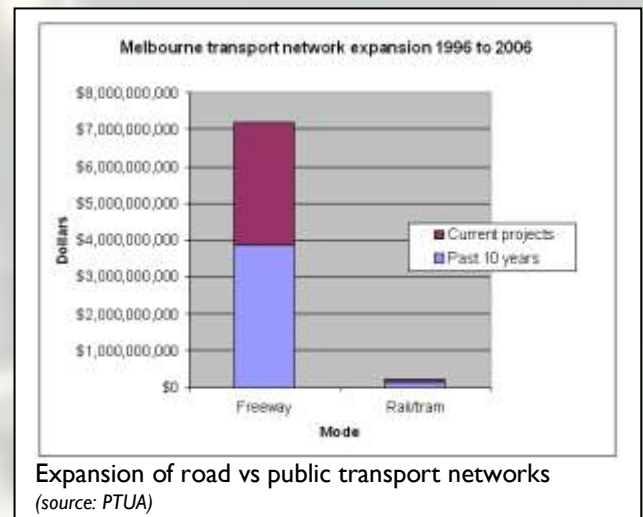
In recent years, public transport projects within Melbourne have experienced regular cost blowouts and delays, resulting in a reluctance to undertake further network expansion.

In 2006 the Auditor-General found that the “DOI failed to effectively manage the delivery of the rail infrastructure upgrade to the planned timelines” for the regional fast rail project.

#### If it's 'broke' then fix it:

The problems within the Department of Infrastructure (DOI) have been readily acknowledged with the Acting Secretary stating, “that there were limited resources and expertise” in response to the Auditor-General.

Due to these inefficiencies, it is little wonder that road expansion, through VicRoads, has far surpassed expansion of the public transport system.



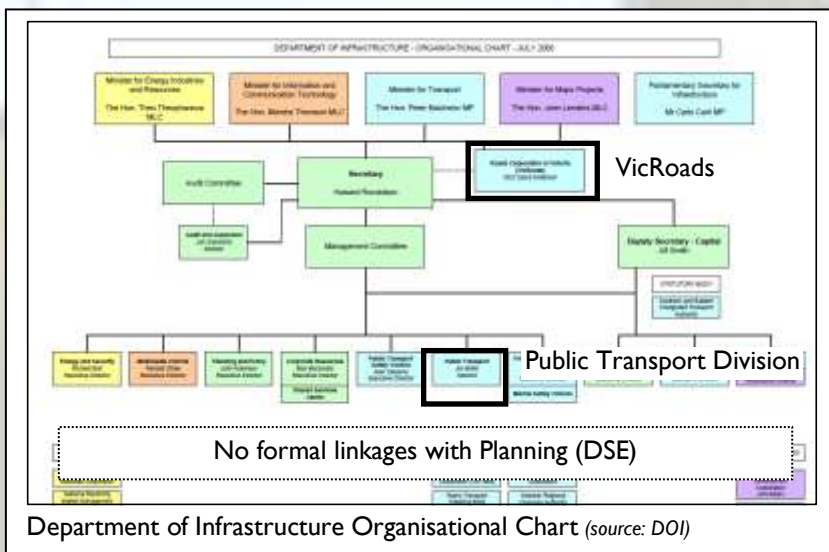
Melbourne is not alone in having a bureaucratic structure that is unable to meet modern planning and transport needs. The difference is that other cities, such as Perth, have sought to resolve these difficulties.

**As seen overleaf Melbourne can Meet its Transport Challenges if there is real reform to the current institutional frameworks**

## The Solution - Dealing with the departments:

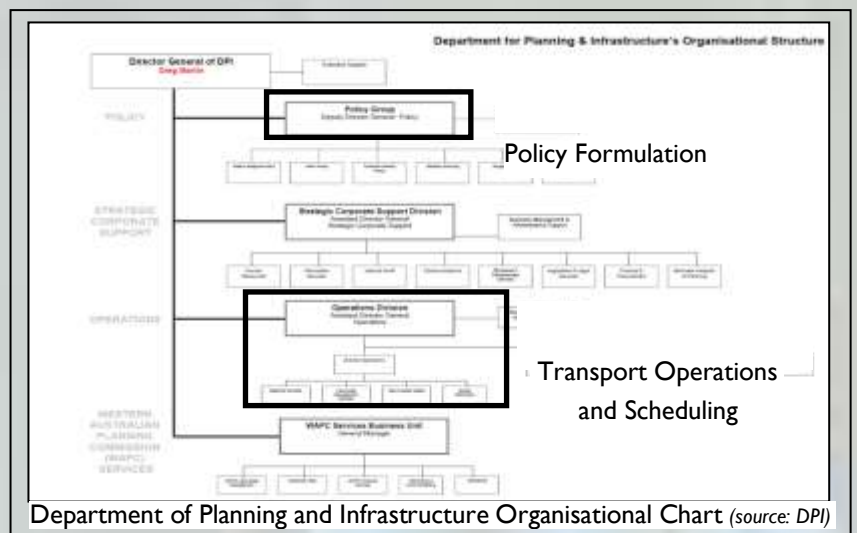
Melbourne's inability to deliver public transport projects on time and on budget is due in part to the structure of the Department of Infrastructure.

The Public Transport Division operates with no formal linkages to planning and with no direct accountability to the Transport Minister. This is in contrast to



VicRoads, which has direct access to the Minister and its own transport expenditure budget and planning functions for road projects.

In Western Australia steps were taken to integrate roads and public transport within one department, ensuring a single transport budget and a consistent funding methodology based on social, environmental and economic criteria.



There is also a direct linkage between urban land use and transport policy ensuring that public transport is provided simultaneously with population growth.

**!** Melbourne risks spending taxpayer money on inefficient projects if this problem is not rectified— see Factsheet 3 for the perils that await if reform is not achieved.

### For further information:



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