

RACV INFRASTRUCTURE AUSTRALIA SUBMISSION

Introduction

The Royal Automobile Club of Victoria's (RACV) submission to Infrastructure Australia concerning Australia's national infrastructure is concentrated on the greater Melbourne urban area, together with an outline of interaction with the rest of the State of Victoria and Australia. The Submission Cover Sheet is attached.

In forwarding proposals for major projects we have drawn on our recent submission to the Victorian Government in response to the report by Sir Rod Eddington, "**Investing in Transport, East West Link Needs Assessment - March 2008**", dated August 2008. This submission to the Victorian Government outlines the approach which RACV believes should be taken in firstly preparing a long-term (30-40 year) plan for transport in Melbourne linked into the Victorian state and national transport network. Secondly we have targeted those transport projects to which we consider the Victorian Government should commit for implementation over the next decade to ensure a sustainable transport network is developed in Melbourne to cater for the major population growth needs and sustain the strong economic growth which is apparent in Victoria.

Australia's Future Infrastructure Requirements

In regard to the long-term transport plan for Melbourne we have drawn attention to the need for cross-town heavy and light rail to be considered such that we move away the outdated hub and spoke or radial approach prevalent in the existing rail and tram networks in Melbourne. We have also drawn attention to the need for stronger integration between land use plans and transport and the need for designated growth corridor strategies to include public transport services. Critical in the long-term plan is the need to define future transport projects and moving to secure land reservations for these projects.

In regard to the transport projects required over the next decade, RACV has proposed a comprehensive suite of public transport and road initiatives to cater for the burgeoning population and jobs growth in Melbourne. Details of these projects are contained in the attached copy of our submission to the Victorian Government. This overall approach provides a context for our proposals to Infrastructure Australia and shows how they link into the rest of the State and Australia.

In regard to our submission to Infrastructure Australia we will concentrate on those projects within the attached submission which particularly deal with population and jobs growth pressures and will assist in building national economic capacity. We also see as critical, strategies to make the current transport system work harder (many of our proposals to the Victorian Government will achieve this outcome) , active demand management to reduce the need for travel, but particularly more innovative approaches to ensure smooth flow on the arterial road and freeway networks. VicRoads are actively engaged in implementing freeway management systems which address this issue. Our submission to the Victorian Government has also placed very strong emphasis on the need to ramp up implementation of improvements to the public transport network in Melbourne to provide the community with genuine choice of travel mode.

The key projects in Priority order which we submit for consideration for funding by Infrastructure Australia are as follows:

- completion of the Metropolitan Ring Road from Greensborough to join with EastLink and the Eastern Freeway at Ringwood (The Missing Link) to provide Melbourne with a complete Metropolitan Ring Road and connect the population, commercial and industrial growth centres which are already significant and are increasing, to the state and national network.
- the East-West road tunnel from the Eastern Freeway to CityLink and extended to the Western Ring Road to form an alternative transport corridor to the Westgate - Monash corridor This new route will provide a significant boost to cross-town transport within Melbourne and also critical connections from the East to the Western Ring Road and from the Port of Melbourne to the state and national highway networks - a proposal from the Eddington Report.
- the Rail Tunnel connecting Footscray to Caulfield via Melbourne University, Melbourne Underground, St. Kilda Rd area, South Yarra and Caulfield to provide a genuine cross-town rail link which will give a boost to cross-town travel and also free up the remaining rail lines for improved service levels - a proposal from the Eddington Report.
- The Frankston Bypass connecting EastLink and the Frankston Freeway to the Mornington Peninsula (the Morning Peninsula connector) which will both provide a critical bypass of Frankston and free up travel to this growing population and tourism centre in Melbourne.
- the Tarneit rail line connecting the Geelong-Werribee line around the north of Werribee to the northern group of rail lines which will provide alternative rail transport for this rapidly growing area of Melbourne (amongst the top 10 in Australia) and also provide an alternative route for VLine services to Southern Cross and free up the metropolitan rail system in this area for increased services - a proposal from the Eddington report.

Public Private Sector Partnerships

RACV is supportive of using Public Private Partnerships (PPP) for the delivery of major projects or packages of projects where engagement of the private sector through a PPP will bring about innovation, economies of scale and/or earlier delivery than may be possible through normal Government budgeting arrangements. RACV has a clear view that State and Federal Government funding should be maximised for all projects prior to the consideration of using a Public Private Partnership, regardless of whether private sector tolls are considered. In this context RACV proposes that all of the above projects are strong candidates for funding from the Infrastructure Australia Fund. RACV supports the use of Public Private Partnerships especially where the capital cost of a project could well be beyond normal Government budgets.

A key issue which presents an encumbrance to the timely use of PPP's in Victoria is the need for separate legislation for each PPP project. It is considered that Infrastructure Australia should establish the most desirable form for a PPP and also to establish mechanisms whereby individual legislation on a state by state basis is not required.