

## Project 10,000: Victorian Labor's Transport Alternative

November 2013

On 19 November 2013, Opposition Leader Daniel Andrews released *Project 10,000: Victorian Labor's Transport Alternative* – a series of transport policies to be taken to the next election in November 2014.

The plan follows the decision by the Opposition to oppose the State Government's \$8 billion East-West Link, paving the way for transport to play a key role in determining the outcome of the 2014 State Election.

For full details of *Project 10,000* click [here](#).

### Key Policies

#### Victorian Transport Building Fund

The State Opposition have committed in government to establishing the Victorian Transport Building Fund (VTBF) – a dedicated transport investment fund to be established initially through proceeds from the long term lease of the Port of Melbourne, believed to raise in the vicinity of \$5-6 billion. The Port of Melbourne recorded an overall profit after tax of \$65.9 million in 2012-13.

All payments out of the fund will be required to deliver new transport-related capital projects, with initial expenditure expected to be used to fund the eradication of 50 level crossings (see below).

The fund will be managed by an independent board, empowered under legislation to prudently invest to ensure the fund delivers a return for Victorians.

The sale of the port is consistent with the approach recommended by Infrastructure Australia for the sale of existing assets to fund higher-priority greenfield investments. This approach has been adopted by other state governments across Australia. Earlier this year the New South Wales Government secured \$5 billion from the sale of Port Botany and Port Kembla. The O'Farrell government has committed to spending a significant proportion of this revenue on new infrastructure projects, including WestConnex. The Queensland Government last month also commissioned a study into the sale of SunWater and Powerlink, which could together raise more than \$10 billion to fund future infrastructure spending.

The Port of Melbourne Annual Report 2012-13 is available [here](#).

The Hawker Britton Occasional Paper on Infrastructure Australia is available [here](#).

### Level Crossing Removal Program

At an estimated cost of \$5-6 billion, the Opposition's plan to remove 50 of the 180 level crossings on the metropolitan rail network over the next eight years is designed to significantly improve public transport safety, as well as reduce congestion on roads across Victoria.

Additionally, the move will allow for an increase in the frequency of train services along busy train lines which are currently unable to do so due to the impact of lowered boom gates on traffic congestion.

Funding for the removal of these level crossings will be sourced from the VTBF, with competitive bids to be sought from the market to determine the correct form of civil engineering required at each site.

### Melbourne Metro Rail

A Victorian Labor Government would contribute \$300 million in its first budget towards the planning, design and early works of Melbourne Metro Rail.

The completed Melbourne Metro Rail project is estimated to cost taxpayers a total of around \$9 billion, with five new underground stations (Arden, Parkville, CBD North, CBD South and Domain) to be built in and around the city loop precinct.

The Opposition have committed in Government to providing one third of the total construction cost of the project, with the remaining two thirds to be aggressively sourced from the Federal Government and private sector.

### The West Gate Distributor

In an effort to remove 5 000 trucks a day from the West Gate Bridge, Victorian Labor have committed to building a new toll way, the West Gate Distributor, within their first term of Government.

Construction of the West Gate Distributor will consist of three main components:

- West Gate Freeway on-and-off ramps and an elevated road along High Street, Yarraville;
- Upgrade and duplication of Whitehall Street between Francis Street and Somerville Road; and
- Strengthening of Shepherd Bridge upgrade into Footscray Road.

A future Labor Government has also committed to adding an extra lane on the West Gate Freeway in each direction between the Western Ring Road and Williamstown Road.

The total cost of this policy is expected to be between \$400 and \$500 million.

### Better Roads For More Communities

Victorian Labor has pledged to provide \$2 billion over eight years towards the repair and upgrade of roads in outer suburban and interface communities, as well as towards the repair and upgrade of roads and level crossings in regional communities.

### Upgrades to Strategic Roads

The Tullamarine Freeway will be widened between the Western Ring Road and Melbourne Airport at a cost of around \$250 million in order to address the congestion bottle neck currently restricting access in and out of the Airport.

Furthermore, a Labor Government would invest \$60 million towards the piloting of 'continuous flow intersections' at key junctions along Hoddle Street in a bid to reduce traffic delays and prevent accidents.

### Job Creation

As a consequence of these policies, Victorian Labor believes that a total of 10 640 jobs will be created for the people of Victoria, the vast proportion arising from the removal of level crossings and the Melbourne Metro Rail construction.