

Get moving on transport plan

Inga Gilchrist

Melbourne leaders and transport experts have called for Premier John Brumby to show them the money - and fast.

Many embraced the rail solutions but doubted the State Government would find the cash to deliver the ambitious projects in time to meet demand.

Opposition Public Transport spokesman Terry Mulder said Roads Minister Tim Pallas' admission today that the Government would adjust the plan over time showed that it had the wobbles up before it began.

"It appears they have chopped and gutted Sir Rod

Eddington's plan, (when) he said there was no cherry picking," Mulder said.

"(It's taken) nine years to create a mess and they're asking for nine years to fix the mess up."

Waiting until 2017 for the metro rail tunnel to open would break voters' patience, he said.

"The community are going to judge John Brumby in 2010, not by what he says will happen in 2017."

University of Melbourne Governance and Management of Urban Transport deputy director Bill Russell said the dumping of an east west road tunnel and building an underground rail link were positive steps.

The success of the shortened Dynon Domain metro tunnel

hung on where the stations were built, Russell said.

"The Government deserves credit for placing two very good decisions at the heart of its plan."


Committee For Melbourne chief executive Sally Capp said mX readers had known for ages that Melbourne needed a huge transport boost.


"We can't plan for it to happen in 10 years' time; this needs a massive investment now to get results," she said.

Melbourne Lord Mayor Rob Doyle said the plan lacked commitment.

"It's a thumbs up because it's a comprehensive plan.

"We need a little more detail about the timing of it and the funding of it," he said.



<p>METROPOLITAN RAIL TUNNEL To run from Dynon to Domain at a cost of \$4.5 billion, it will provide 14 more trains an hour, or an extra 12,000 passengers.</p>	<p>TRAMS A \$1 billion plan to introduce up to 50 new low-floor trams, capable of moving as many as 10,000 passengers, from 2012.</p>
<p>SOUTH MORANG, SUNBURY, MELTON AND CRANBOURNE EAST TRAINS A \$2.4 billion plan to build new tracks, stations and electrification to extend Melbourne's rail network to the north, south-east and west, including the \$650 million project to extend the Epping line to South Morang, to start in 2010.</p>	<p>BUSES A \$1.2 billion funding boost for Melbourne's bus services will double the number of Eastern Freeway express services, buy 270 new low-floor vehicles, expand the SmartBus network and upgrade local bus services.</p>
<p>70 NEW TRAINS More than \$2.65 billion will be spent on 70 six-carriage trains. Expected to be rolled out late next year.</p>	<p>PUBLIC TRANSPORT SAFETY An extra \$30 million will enable Victoria Police to add 50 more Transit Safety officers.</p>
<p>REGIONAL TRAINS Up to 74 new V/Line carriages and \$50 million to reinstate passenger train services to Maryborough, via Ballarat.</p>	<p>FREIGHT A \$1.1 billion upgrade of Victoria's freight network.</p>
<p>REGIONAL RAIL LINK A \$4 billion project to add 44km of stand-alone rail tracks to increase services and provide a faster connection between Geelong, Ballarat, Bendigo and Melbourne for Regional Fast Rail and regional passenger services.</p>	



ROADS

ROAD TUNNEL

A \$2.5 billion road tunnel between the Port of Melbourne and West Footscray to relieve Melbourne's reliance on the West Gate Bridge.

SOUTH-EAST ROAD LINK

An \$80 million road link between the existing Dandenong Bypass and Westall Road sections of the Dingley Bypass, to carry 30,000 to 40,000 vehicles a day.

SUBURBAN ROADS

\$1.9 billion boost to outer suburban roads in a 12-year strategy to provide better connections in growth suburbs.

REGIONAL ROADS

Rural and regional road projects will receive more than \$5.2 billion.

TRUCKS

A two-stage plan to remove heavy trucks from residential streets in the inner west. First stage to cost \$380 million.

SPRINGVALE RD LEVEL CROSSING

A \$440 million plan to remove several accident hot-spot level crossings across Melbourne. The first will be Springvale Road, Nunawading at a cost of \$80 million, by 2010.

NORTH EAST LINK

Will connect the Eastern Freeway and the Metropolitan Ring Road

between the Metropolitan Ring Road at Greensborough and the Eastern Freeway at Bulleen. Expected to cost more than \$8 billion.

PENINSULA LINK

\$750 million will be spent on linking Carrum Downs with Mount Martha, slashing travel times by 17 minutes. It will be a four-lane freeway connecting EastLink in Carrum Downs to the Mornington Peninsula Freeway at Mount Martha, a distance of about 25km.

PUBLIC BIKE HIRE

A \$105 million investment in cycling projects including a public bicycle hire scheme in Melbourne and an upgraded state-wide bicycle network with new stand-alone paths and bike lanes.