

Wednesday 16 July

## **Climate change and public demand must be the deciding factor in tunnel vision**

The MTF has come out against an East – West Road tunnel in a submission to the Government's Eddington study.

Cr Fristacky said the MTF did not support the recommendation for the road tunnel because it was wrong economically, wrong for congestion, and wrong for a climate change driven future.

'Melburnians want and need more public transport – they are voting with their feet for more services.'

'A Doncaster rail line should be part of the solution to support public transport in Melbourne's key eastern corridor.'

Cr Fristacky said the terms of the Eddington study were too narrow. 'Melbourne needs a metropolitan-wide transport plan for the next 30-50 years. We need a plan that gets freight and people moving, as Melbourne's population grows.'

Cr Fristacky said the MTF supported the public transport recommendations of the Eddington study, provided they were not at the expense of current public transport commitments.

'We need to act now to keep Melbourne moving in a climate challenged world,' she said.

### **The Government has been inundated with pro-public transport submissions.**

Cr Jackie Fristacky, MTF chair, said these submissions overwhelmingly supported public transport. 'There is a groundswell of concern about Melbourne's transport future and the public clearly want to have their say.'

Cr Fristacky said that some of the comments could be read at the [pt4me2 blog](#).

**For more information: Cr Jackie Fristacky, Chair,  
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# MTF Submission Executive Summary

The Metropolitan Transport Forum (MTF) welcomes the contribution the East West Link Needs Assessment Study has made in generating considerable public interest and debate on Melbourne's future transport needs.

In assessing the Study's recommendations, the MTF used climate change implications as a principle criterion on which to base its decisions. This reflects the MTF's view that climate change and peak oil impacts are major issues that will dominate transport planning into the future.

The scope of the review, as recognised by the Study, was too narrow. The Study has highlighted the urgent need for Melbourne to develop a greater metropolitan transport plan to guide decision making in the next 30-50 years. The MTF urges the government to commit to developing such a plan, with a metropolitan freight strategy as an important and significant component.

The MTF does not support some of the underlying assumptions and modelling included in the Study, and suggests that the government response needs to include a reassessment of assumptions, and the outcomes of the modelling.

The recommendations on public transport are strongly supported, provided such projects are not at the expense of any of the current public transport commitments in Meeting Our Transport Challenge (MOTC). It is argued that MOTC needs to be reviewed as part of developing the greater metropolitan transport plan, with accelerated implementation of committed public transport projects. In addition, the MTF urges planning for rail on the Doncaster corridor to support a more substantial mode shift to public transport on that corridor.

The MTF does not support the recommendation for an east – west road tunnel; this does not meet cost benefit criteria and is an inappropriate response in a climate change driven future. The tunnel would also generate additional traffic, rather than reduce the need for car travel. A better investment for government is to actively commit to Melbourne 2030 Activity Centres and localised jobs. These measures will also reduce travel demand and assist in increasing public transport patronage.

The recommendation on bicycle infrastructure investment is welcome. The MTF urges the government to take a broader view of the potential of bicycles to address travel demand in a relatively inexpensive way and with the added benefits of greenhouse gas reduction and improved health.

The MTF does not support funding for proposed projects to be sourced from either municipal rates or increased public transport users charges. Transport funding should be the responsibility of state and federal governments.

The MTF questions that a separate authority be established to implement the recommended projects. Building on the welcome recent government action of moving all transport planning into one department, implementation of all projects should be the responsibility of that department, with the government ensuring adequate expertise and resources are made available.