

Strategic Context

Transport Integration Act 2010 (Victoria):

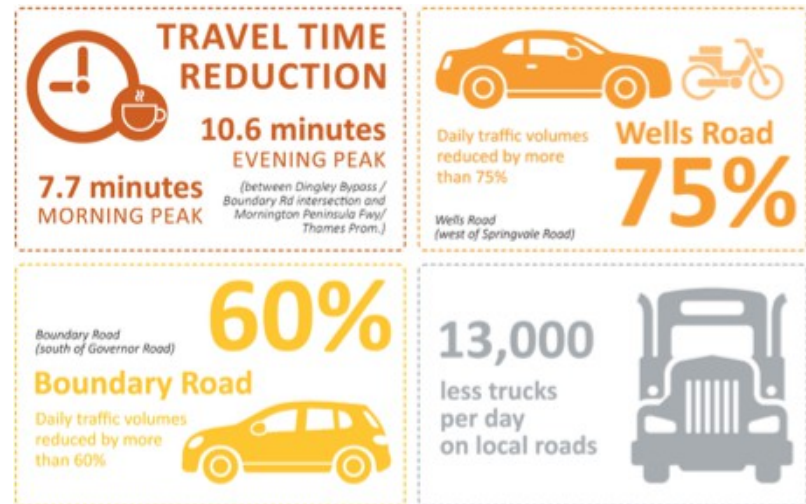
“The transport system should actively contribute to environmental sustainability by...promoting forms of transport and the use of forms of energy and transport technologies which have the least impact on the natural environment and reduce the overall contribution of transport-related greenhouse gas emissions.”

Project Alternatives

- When operating at capacity, the Project will carry approximately 3000 vehicles per hour per direction, or 3600 people per hour considering average vehicle occupancies. [Vicroads traffic monitor]
- This equates to 4 train loads per hour on the Frankston line: 1/3 of its current peak hour duty, or 1/6 of the practical line capacity (absent upgrades).
- The EES devotes just two pages to consideration of strategic policy interventions that do not involve construction of a new road.
- PT improvements to drive mode shift are said to be too difficult given need to accommodate on congested road network. But a shortage of road space is not the problem. A single at-grade arterial road lane can move upward of 3000 people per hour in buses, or 800 per hour in single occupant cars. This is a policy choice, not an engineering constraint.

Key Risk: Non-Achievement of Project Outcomes

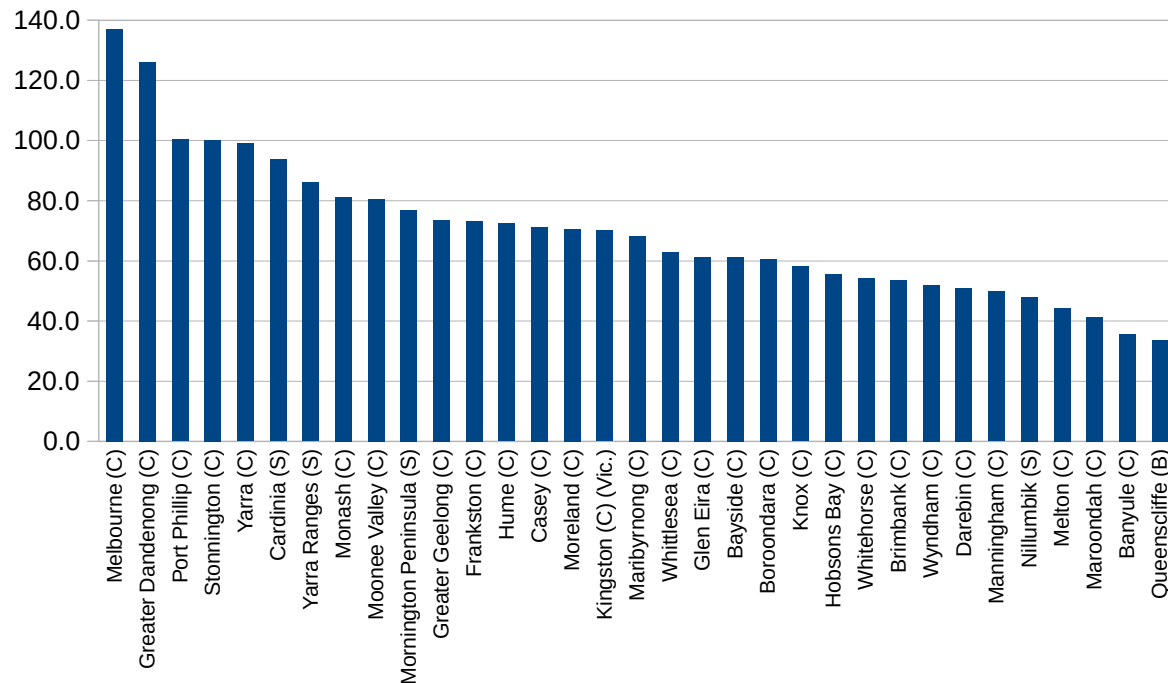
- Project benefits are largely predicated on the offering of congestion relief.
- However, claims such as made in the EES have never been substantiated in practice for road projects. 'Induced traffic' is not fully accounted for in any assessment methodology. Existing routes do not see relief beyond an initial honeymoon period.
- Victorian Auditor-General found in 2011 that major road projects have failed to measure outcomes, and have likely overestimated key benefits.



Injury Costs

- EES suggests region has higher than average crash risk per vehicle km.
- However, City of Kingston is near metro median when measured by transport injuries per capita of resident population.
- Due to induced traffic effects, building a new road is unlikely to substantially improve this record.

Hospitalisations within 7 days per 100,000 population



Alternative Policy Measures

- Full sectorisation of Frankston line achieves near-doubling of peak passenger capacity without additional infrastructure.
- Main barrier to sustainable mode shift is inadequate bus services:
 - to access trains & district centres
 - to cater for local trips (more than 50% of overall travel)
- Project cost of \$375 million would completely finance capex + opex to add around 30 full time buses to the regional network.
 - Upgrade 902 Smartbus to every 10 minutes
 - Improve frequency on main EW corridor (Mentone/Cheltenham – D'nong)
 - Upgrade local feeder bus networks
- Bus priority via traffic signal changes, road space reallocation, and widening where necessary, would ensure better utilisation of assets.
- *Many of these measures serve needs the Project does not.*