“We haven’t got a plan, so nothing can go wrong”

(Spike Milligan)
Politics has trumped planning

• Investment decisions now based on political promises
• Decisions made first, business cases and EESs follow (‘sell jobs’)
• No Victorian transport plan (contravenes TIA)
• IV and IA have little influence – politicians ignore their advice, or use it selectively

Main outcomes: red herrings, delays to critical actions, secrecy, misuse of public funds
All too many examples – and it’s not new

Perth: Fremantle line (1980s), Metronet
Sydney: WestConnex, Sydney Metro, North East line
Melbourne:
• East West Link
• Melbourne Metro/Melbourne Rail Link
• West Gate Tunnel
• North East Link
• Airport Rail (+ regional connections)
• Suburban Rail Loop
Good economics is not a criterion

Public transport
- LXRP – 0.8
- LXRP+CPLU+MM – 0.9
- MM – 1.1
  - Means that CPLU was 0.7. MM propping up worse projects? MM not justified?

West Gate Tunnel
- WGT + Monash Fwy Upgrade – 1.3 (I think 0.8)
- WGT only – 1.1 (I think 0.7)
- Monash upgrade – 4.2 (I think 2.6)

East West Link: 0.8 (with optimism bias)

But business cases are quickly forgotten, once they’ve served their purpose...
Forecast failures – Victoria in Future

- VIF always predicts low
- Only one series
- Since 2004, has stopped at 2031
- Used for all transport models and business case projections
- AND 7% discount rate
- Does not favour long term projects

Source: Updated from an original by Charter Keck Cramer, 2017
Infrastructure investment boom

Major Transport Infrastructure Projects - Australia

Source: Macromonitor
Major Transport Infrastructure Projects - Australia

Year ending June

Value of work done per year ($B)

Road
Transit
Freight
Air
:: na

Major Transport Infrastructure Projects - Australia

Year ending June

Value of work done per year ($B)

Non-capital city projects - stippled

Road
Transit
Freight
Air

Road Transit Freight Air

na
Non-capital city projects - stippled

Travel in Melbourne today – my view

Daily trips in Melbourne 2016

Commutes
Other
TOTAL

PT
Active
Car

Millions

11%
5%
84%

0
2
4
6
8
10
12
14
16
18

PT
Active
Car

11%
5%
84%
Heavy rail – the real mass transit

320,000 enter central Melbourne in morning peak, 2016

- Workers: 16% (Tram), 10% (Train), 4% (Bus), 18% (Car), 52% (Active)
- Students: 10% (Train), 16% (Bus), 4% (Car), 52% (Active)
- Total: 10% (Train), 16% (Bus), 4% (Car), 52% (Active)
Alternative land use futures

Land use strategies won't change city-wide travel much

- 2016
- M@8m BAU
- M@8m Centralise
- M@8m Decentralise

Millions

- PT
- Active
- Car
Alternative land use futures

But peak trips to Inner Melbourne could change a lot

- 2016
- M@8m BAU
- M@8m Centralise
- M@8m Decentralise

PT: Public Transport  
Active: Active Transport  
Car: Car Transport
Transport futures

• MUCH more mass transit
• On-road PT networks also need dramatic expansion
• Cycling and walking must be made safer, for a lot more people
• Outer suburbs with 90% car use will not work
• Autonomous vehicles – occupancy down, road capacity up
• Ride and active transport sharing will come of age
• Driverless transit will be much more efficient
• Mass transit will be commercially viable
Strategic directions

Develop meaningful targets:

• Mobility kept at or above today’s levels as city grows
• Zero emissions from city transport by 2050
• Zero fatalities as well
• Mass & Active transport to take up majority of future growth
• Mode share of M&A – more than 50% city-wide daily by 2050? What will be enough to keep road use manageable? How will road space be allocated between modes?
New planning approach

• De-politicise once and for all
• Link to decarbonisation and climate policies
• Binding targets for mode shares and capacity
• Revitalise Transport Integration Act and give it teeth
• Connect transport planning to land use and growth
• Re-think city land use and travel patterns
• Incentivise and legislate for new technologies, business models
• Require rolling 30-year strategies and 10-year investment plans
• All logically prioritised using updated/improved methods
• Every stage fully, independently audited and open to public scrutiny