

PRECINCT STRUCTURE PLANNING GUIDELINES

ONE Overview Of Growth Area Planning





GROWTH AREAS AUTHORITY
Level 6
35 Spring Street
Melbourne Victoria 3000

PHONE (03) 9651 9600
FAX (03) 9651 9623
E-MAIL info@gaa.vic.gov.au
WEBSITE www.gaa.vic.gov.au

Copyright

© Growth Areas Authority 2009

This document is subject to copyright
Use of copying of this document in whole or part without
acknowledging the Growth Areas Authority constitutes an
infringement of Copyright Act 1968

FOREWORD



The planning and development of Victoria's growth areas provides us with a unique opportunity and responsibility to create new parts of Melbourne that 'get it right' at the outset. The benefits will apply for decades and generations to come.

These Precinct Structure Planning Guidelines reinforce our Government's commitment to introduce a simple planning tool for designing and delivering better quality communities on greenfield sites faster.

There are many challenges we need to address in creating sustainable, long lasting places. Providing more jobs closer to home, variable future social and economic conditions, population pressures and a changing climate all have to be factored into what Victorians build today.

Our responsibility is to make sure these new communities stand the test of time by providing people with affordable and well designed housing and access to jobs, open space and services.

Not only do we have to provide for the needs of new residents, we also have to meet the needs of people living in these suburbs for many decades in the future. This means that we must ensure our precinct structure plans are sufficiently flexible to address changing circumstances and needs.

This is not a crystal ball exercise, but a rigorous process that is designed to get the planning right so that our newest suburbs are well connected and leave a lighter environmental footprint.

These Precinct Structure Planning Guidelines set out one clear and consistent planning process for use by councils, government agencies, infrastructure providers, developers and the community. While this is a single process, there will be many diverse outcomes that reflect local conditions and aspirations.

I am pleased to approve these Guidelines to guide the production of precinct structure plans in accordance with Ministerial Direction No.12.

The Guidelines come in two parts. Part One provides an overview of planning in the growth areas, and Part Two provides a step-by-step guide to preparing a precinct structure plan. The Growth Areas Authority will produce PSP Notes setting out further guidance from time to time.

I commend the Growth Areas Authority for its work in preparing these Guidelines and I thank the councils, state agencies, developers, industry bodies and infrastructure and service providers for their input via the 40 submissions, that have helped shape this blueprint.

Justin Madden
Minister for Planning



PART ONE

Overview of Growth Area Planning

CONTENTS

PART ONE OVERVIEW OF GROWTH AREA PLANNING

Part One provides an overview of planning in growth areas, including a description of the structure of the Guidelines, an explanation of where the precinct structure plans fit in the planning hierarchy and the objectives for growth area planning.

1.0	INTRODUCTION	2
1.1	Purpose of these Guidelines	3
1.2	Role of the Growth Areas Authority	3
1.3	Structure of these Guidelines	3
2.0	PLANNING CONTEXT	4
2.1	Planning Hierarchy	4
2.2	Precinct Structure Plan Program	6
2.3	Urban Growth Zone	6
2.4	Residential Subdivision Provisions	7
3.0	OBJECTIVES FOR GROWTH AREA PLANNING	8
4.0	THE PLANNING PROCESS	17
5.0	ACKNOWLEDGEMENTS	18

PART TWO PREPARING THE PRECINCT STRUCTURE PLAN

Part Two provides a step-by-step guide to preparing a precinct structure plan in growth areas.

PSP NOTES

This includes a series of documents providing more detailed guidance to planning in growth areas. These are expected to be updated from time to time.

1.0 Introduction

Precinct structure planning is fundamental to making Victoria's growth areas great places to live, both today and for future generations. The development of greenfield sites, along with urban consolidation, is an important part of the State Government's strategy to address strong population growth and the housing and employment demands that flow from this.

Precinct structure plans are created to set the blueprint for development and investment that will occur over many years. They provide an up to date approach to addressing current global issues such as adapting to climate change, reducing carbon emissions, rising living costs and pressures of increasing travel distances as our cities grow.

Precinct structure plans provide a balance between meeting complex policy requirements and providing affordable development. Any balancing of conflicting objectives is made in favour of net community benefit and sustainable development.

The goal of the Growth Areas Authority is to create diverse, compact and well connected communities that are affordable and rich in local jobs, transport access, services and culture. The provision of local jobs is particularly important for growing communities. We should be aspiring to provide one job within the region for every new household. Protecting valuable natural and historic features and using land more efficiently is also important to building a sustainable community.

The introduction of the Urban Growth Zone in March 2008 places greater emphasis on the use of precinct structure plans to guide development and the need for integrated planning at an early stage in the process.

The Precinct Structure Planning Guidelines build on the approaches of the past and further develop planning in areas that have been incomplete. It is important to plan for the infrastructure needs of new communities, such as public transport, roads and community facilities, even though these cannot be fully funded when the first new residents arrive.

Better planning will assist private developers, councils and the State Government to set priorities for infrastructure so it can be provided sooner than it has been in the past.

These Guidelines do not propose a "one size fits all" approach, but instead offer an integrated planning approach which responds to local conditions and needs. They set out the critical issues to be examined by planners, developers, service providers and government in the planning for new communities. Planning for growth is a complex activity that requires all parties to work collaboratively to get the best outcomes. These Guidelines set out what needs to be achieved for planning Victoria's growth areas and gives clarity on how this can be done.

The guidelines are intended primarily for Melbourne's growth areas, although they may be used to guide development in regional areas experiencing urban growth around Victoria.

1.1 Purpose of these Guidelines

The Guidelines apply to the preparation of precinct structure plans for **new residential communities** and **new employment areas**.

The purpose of these Guidelines is to set out what should be addressed in preparing or assessing a precinct structure plan. They seek to:

- Increase consistency and certainty in growth area planning;
- Assist in the timely preparation and completion of precinct structure plans;
- Support the drafting requirements of the Urban Growth Zone and related parts of the Victoria Planning Provisions; and
- Facilitate the creation of unique new communities that are better places to live and which respond to the challenges of the future.

1.2 Role of the Growth Areas Authority

The Growth Areas Authority is a statutory authority responsible for overseeing the preparation of all precinct structure plans in Melbourne's growth areas and advising the Minister for Planning on their approval.

Precinct structure plans can be prepared by a local council, the Growth Areas Authority or other agencies directed to do so by the Minister for Planning. In all cases the process will require the active involvement of land owners, developers, service and infrastructure providers and councils.

The role of the Growth Areas Authority is to ensure that planning for new communities is coordinated across government, so that

decisions about land use patterns, transport, environment and other infrastructure investments, and the environment occur in an integrated way.

The approval of a precinct structure plan will depend on whether it will enable effective delivery of the government's objectives for growth area communities as well as other government objectives and policies.

It will also depend on the outputs detailed in these Guidelines being prepared to a satisfactory standard.

See PSP Notes for information about the role of government agencies, council, developers, land owners, and other community representatives in the precinct structure planning process.

1.3 Structure of these Guidelines

There are two parts to these Guidelines.

Part One: describes the objectives and the process for planning new communities in the growth areas.

Part Two: sets out the content, form and process for preparing and implementing a precinct structure plan.

PSP Notes will also be produced setting out more detailed processes that will be critical to creating a precinct structure plan in an integrated manner. These notes will be updated from time to time.

The government has introduced a number of important strategies, policies and programs to help plan Victoria's newest communities. Strategies or action plans particularly relevant to the preparation of a precinct structure plan are listed at the end of Part Two.

2.0 Planning Context

2.1 Planning Hierarchy

Precinct structure plans sit within the planning hierarchy that comprises a framework of State, regional and local policies that enable decisions about the use and development of land to be made, including:

- The State and Local Planning Policy Framework (including *Melbourne 2030*)
- Growth Area Framework Plans
- Precinct Structure Plans
- Planning Permit Applications (ie. subdivision)

These stages are shown in Figure 1.

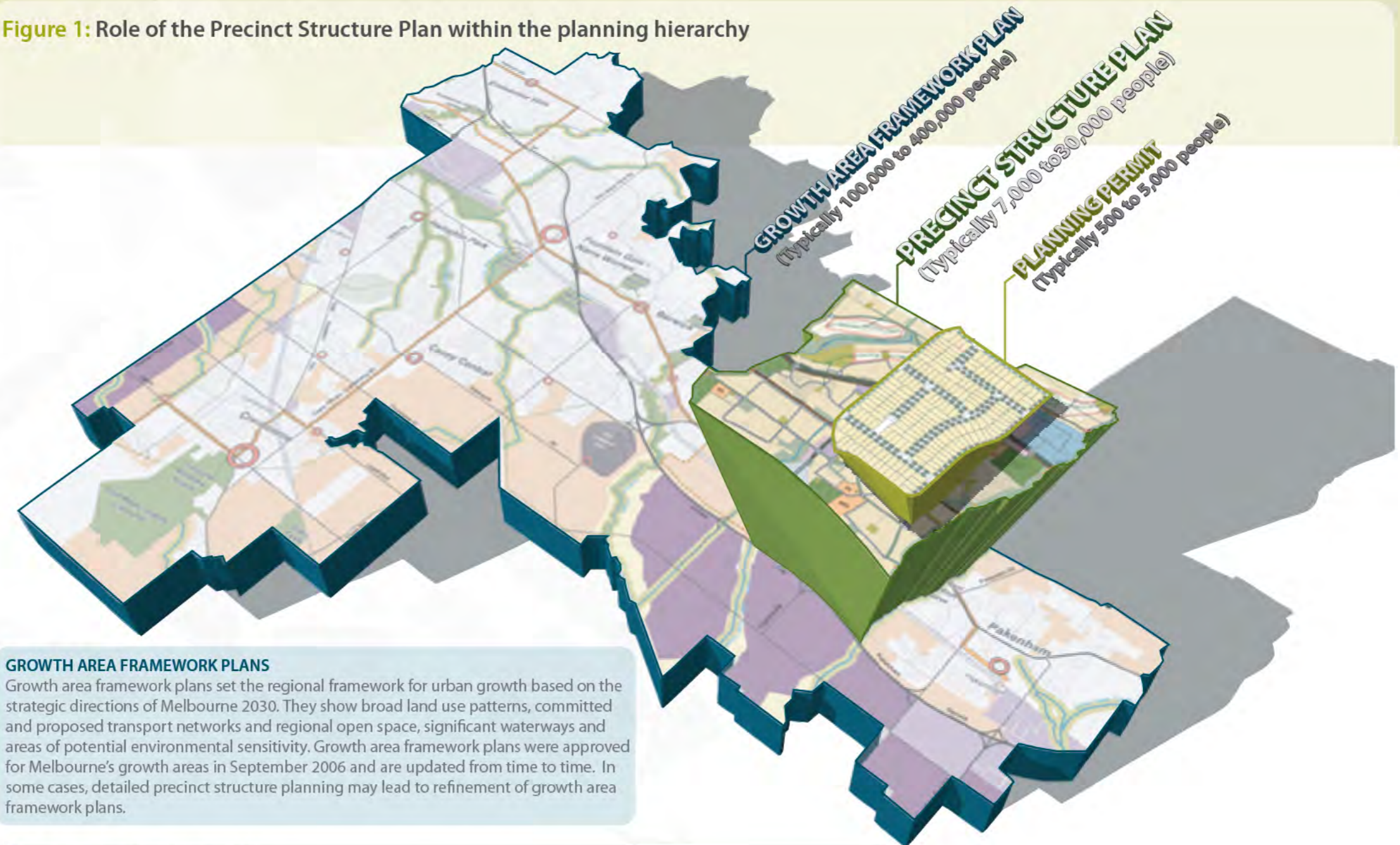
Planning Policy Framework

The State Planning Policy Framework (SPPF) within the Victoria Planning Provisions provides overarching policy to guide land use, subdivision and development in Victoria. It includes policies relevant to the preparation of precinct structure plans such as activity centre development, transport planning, service provision and industrial development and provides specific objectives and strategies for metropolitan Melbourne (see also *Melbourne 2030* and *Melbourne 2030: A Planning Update - Melbourne @ 5 million*).

The Local Planning Policy Framework (LPPF) provides local policy context to the preparation of precinct structure plans, and may need to be updated to reflect the new precinct structure plan.

Figure 1 shows the three-step approach to planning in the urban growth zone. Potentially, a municipal council may produce a precinct structure plan for an urban expansion outside the designated growth areas where no urban growth zone applies. If this is the case, an alternative planning process will apply.

Figure 1: Role of the Precinct Structure Plan within the planning hierarchy



GROWTH AREA FRAMEWORK PLANS

Growth area framework plans set the regional framework for urban growth based on the strategic directions of *Melbourne 2030*. They show broad land use patterns, committed and proposed transport networks and regional open space, significant waterways and areas of potential environmental sensitivity. Growth area framework plans were approved for Melbourne's growth areas in September 2006 and are updated from time to time. In some cases, detailed precinct structure planning may lead to refinement of growth area framework plans.

PRECINCT STRUCTURE PLANS

A precinct structure plan sets the future structure for the suburb. It provides more detail on the land uses defined by the Growth Area Framework Plan. It shows:

- Housing yields
- Employment land provision and location
- Transport networks
- Open space and natural systems
- Activity centres
- Community facilities

The precinct structure plan is incorporated into the local planning scheme to guide the use and development of land in the precinct over the long term. Precinct structure plans should:

- Meet state planning policy objectives and resolve competing issues;
- Create a structure for urban development that will deliver practical outcomes;
- Provide the framework for statutory planning controls, including specific implementation provisions;
- Give local communities, developers and other investors greater certainty and confidence about future development in the growth areas; and
- Allow for whole of community involvement.

PLANNING PERMITS

A planning permit can be issued in response to an application for planning permit to subdivide, develop or use a parcel of land. The planning permit must generally be in accordance with the precinct structure plan and will include the conditions to be met by the applicant. Permit applications will be referred to referral authorities based on clause 66 of the Victoria Planning Provisions.

Planning permits show the precise detail for laying out streets and lots and for developing a site.

Plans are generally at a smaller scale than the precinct structure plan.

2.2 Precinct Structure Plan Program

Precinct Structure Plans are required to enable urban development on land included in the Urban Growth Zone. The Growth Areas Authority will work with the relevant growth area council and key state agencies to determine the overall precinct structure plan program for growth areas.

This will include a definition of the area to be covered by an individual precinct structure plan, and a timetable to bring these forward. The indicative timelines shown on page 17 will vary depending on the complexity of the precinct structure plan.

Development Plan Overlays and Design and Development Overlays are not to be used for subdivision approval purposes where a precinct structure plan is in place.

The latest precinct structure plan program is published on the GAA website.

2.3 Urban Growth Zone

The Urban Growth Zone has been applied to farming land identified for urban development in Melbourne's growth areas. Ministerial Direction No.12 requires that these Guidelines be used to guide the preparation of precinct structure plans within the Urban Growth Zone.

Application of the Urban Growth Zone requires that a precinct structure plan be approved by the Minister for Planning and incorporated into the local planning scheme at Clause 81 before urban development can proceed (note: some exemptions apply). Implementation provisions must also be included in the schedule at Clause 37.07 to guide land use and development decisions.

Once a precinct structure plan has been incorporated into the local planning scheme, planning permits can be granted by the relevant authority (usually the local council). These permits can usually be issued without further advertising provided the proposal is generally in accordance with the approved precinct structure plan.

The Precinct Structure Planning Guidelines can be used to guide the preparation of a precinct structure plan outside Melbourne's growth areas, and in localities where the Urban Growth Zone does not apply. However, in both these cases, implementation provisions may vary, and some of the standards may not apply. These guidelines can also be used to guide the preparation of a precinct structure plan for localities where the Urban Growth Zone does not apply, although the requirement for implementation provisions may vary.

For more information see:

www.gaa.vic.gov.au/Assets/Files/UGZ_practice_note.pdf

2.4 Residential Subdivision Provisions

The planning requirements for the layout and design of residential subdivision are set out in Clause 56 of all local planning schemes. These requirements embed the neighbourhood design principles of *Melbourne 2030*. No equivalent provisions exist for employment or industrial subdivisions, although Clause 17.03 is relevant.

The precinct structure plan shows how the objectives set out in the residential subdivision provisions will be achieved within the precinct. The precinct structure planning process resolves any competing standards required to meet these objectives and provides the framework for development within the precinct. This means that in some cases, the land use and development requirements specified in the precinct structure plan will meet an objective of Clause 56 but may not meet the standard.

This means that the precinct structure plan will have already determined how Clause 56 will be met for subdivision issues.

3.0 Objectives for Growth Area Planning

The overarching objectives for precinct structure plans are:

- To establish a sense of place and community;
- To create greater housing choice diversity and affordable places to live;
- To create highly accessible and vibrant activity centres;
- To provide for local employment and business activity;

- To provide better transport choices;
- To respond to climate change and increase environmental sustainability; and
- To deliver accessible, integrated and adaptable community infrastructure.

Precinct structure plans must respond to all of these objectives in an integrated way and be flexible enough to respond to the challenges of creating sustainable, long lasting and diverse communities.

objective one

To establish a sense of place and community

We can create a strong local identity with a focus on community activity if:

- Neighbourhoods are safe and compact, making it easy to walk or cycle to shops, local jobs, schools, community facilities and public transport stops;
- Public spaces and community facilities are well designed to promote healthy lifestyles and strong, diverse communities;
- Residents and workers have access to a variety of open spaces (parks, gardens, plazas and reserves) for relaxation and recreation;
- Strong local character is created through distinct natural and cultural features as well as the urban form; and
- Everything we design and build today is of a high quality that will promote positive experiences in the growth areas for generations.



objective two

To create greater housing choice, diversity and affordable places to live

We can build an affordable, liveable place that is full of variety and choice, if:

- Housing meets a range of population needs as the community ages and grows over time;
- There is an average net density of 15 dwellings per developable hectare or more;
- Higher density dwellings are located within and around activity centres, along bus routes and around railway stations and close to public open spaces ;
- A range of lot sizes and housing styles is provided across the precinct;
- A mix of private, affordable and social housing is located in and around activity centres for households on low to moderate incomes;
- Federal, state and local government, private and community sectors work collaboratively to improve affordable housing options;
- Jobs are closer to where people live;
- Housing is flexible enough to meet the needs of households as they move through life cycle changes;
- A range of transport options are provided to all households;
- Individuals and families have access to affordable food, water and other household essentials; and
- Urban life is created through a culture of local food shops (such as fruit and vegetables, meat and fish and daily grocery items) and cafés that people can walk to.

objective three

To create highly accessible and vibrant activity centres

We can develop attractive, accessible and functional activity centres that serve as the focus for their communities if:

- Precinct structure plans identify a clear hierarchy of activity centres that is consistent with the intent of the relevant Growth Area Framework Plan and *Melbourne 2030*;
- Principal, Major and Specialised activity centres are located on the Principal Public Transport Network (PPTN), and have a high employment density and/or frequent visitors, such as substantial office developments, retailing and community facilities;
- The location and design of activity centres is clearly linked to and encourages the use of the public transport system;
- Neighbourhood activity centres are a key focus of the whole community providing residents with convenient access to local shops, services, meeting places and jobs;
- Activity centres provide for a mix of uses including housing, community facilities and a variety of employment activities that provide for the needs of the local workforce and community;
- Activity centres have an inbuilt capacity for growth and change so they can be adapted over time as the needs of the community evolve; and
- Activity centres are designed to ensure that they are attractive, lively and convenient focuses for the communities they serve and include the provision of quality public spaces.



objective four

To provide for local employment and business activity

We can attract businesses to the area and create local employment if:

- The provision of jobs within the precinct and region is maximised;
- Sufficient land has been identified and provided within the precinct structure plan for employment growth over time;
- Employment areas are designed to the highest quality to attract businesses and workers;
- People can easily access local jobs by walking, cycling, public transport and by car;
- Employment areas (including activity centres) are easily accessible by freight;
- Activity centres are designed for a vibrant mix of land uses, including housing, shops, offices and community facilities;
- Opportunities are provided for people to work from home through purpose built housing and up-to-date telecommunications;
- Employment precincts and activity centres allow for future growth and diversity in local jobs;
- The community has easy access to education and vocational training opportunities; and
- The design of buildings and employment areas include a variety of built forms and land uses and are attractive places to be. They also need to be flexible to ensure future innovation and growth.

objective five

To provide better transport choices

We can increase the use of public transport, cycling and walking if:

- Safe and efficient walking, cycling, public transport and motor vehicle access is provided to connect residents directly to activity centres, employment areas and community facilities within and adjoining the precinct and to wider regional networks;
- All areas can be efficiently and adequately serviced by buses that enable people to access jobs, goods and services;
- Higher density housing is concentrated within and around activity centres and along public transport routes;
- A mix of land uses are concentrated within and around activity centres;
- Activity centres are located on the Principal Public Transport Network (PPTN) or local bus routes to encourage transit-oriented development, optimising the use of existing and planned rail routes where these exist;
- Streets and urban form are designed to cater for a people's choice in movement - walking, cycling, public transport, car and other motorised vehicles;
- Transport options encourage walking, cycling and public transport, to reduce carbon emissions and promote access for the whole community.



objective six

To respond to climate change and increase environmental sustainability

We can respond to climate change and protect biodiversity and cultural heritage if:

- The precinct is planned with the intention of reducing the extent of car use by minimising travel distances and facilitating alternatives (e.g. public transport, cycling and walking) to car use;
- The environmental footprint of the development is minimised through careful use of resources such as land, energy and water;
- The use of renewable energy options are promoted such as passive solar energy (refer to the *Sustainable Victoria Smart Energy Zone Program*);
- Development planning is responsive to climate change risks;
- Opportunities are created for integrated water management, including water sensitive urban design, re-use of stormwater and recycled water;
- Waterways and ecologically significant areas of native vegetation and other important habitat areas become key community assets;
- Land required for community purposes such as easements, drainage, community facilities, retarding basins etc. is used efficiently for multiple purposes;
- Areas retained for environmental purposes and Aboriginal and post-contact heritage form part of the open space network, providing for both conservation and recreation needs;
- Development is responsive to environmental constraints and risks such as salinity, soil erosion, flooding, coastal inundation, bushfire risk and increased predicted temperatures; and
- Land management, river health and biodiversity are enhanced.

objective seven

To deliver accessible, integrated and adaptable community infrastructure

We can service the needs of a community as it grows and changes if:

- The needs of diverse communities of residents, workers and businesses for different goods, services and facilities are well understood and planned for;
- Community services are provided early on in the development of the precinct;
- Community facilities are co-located and integrated to enable shared community use and flexibility in service provision as the precinct evolves;
- Community facilities are located where people can easily access them by walking, cycling and public transport;
- Land is used efficiently for utilities and community facilities; and
- Opportunities are created for people to contribute and participate in their local community and for people to maintain healthy lifestyles.

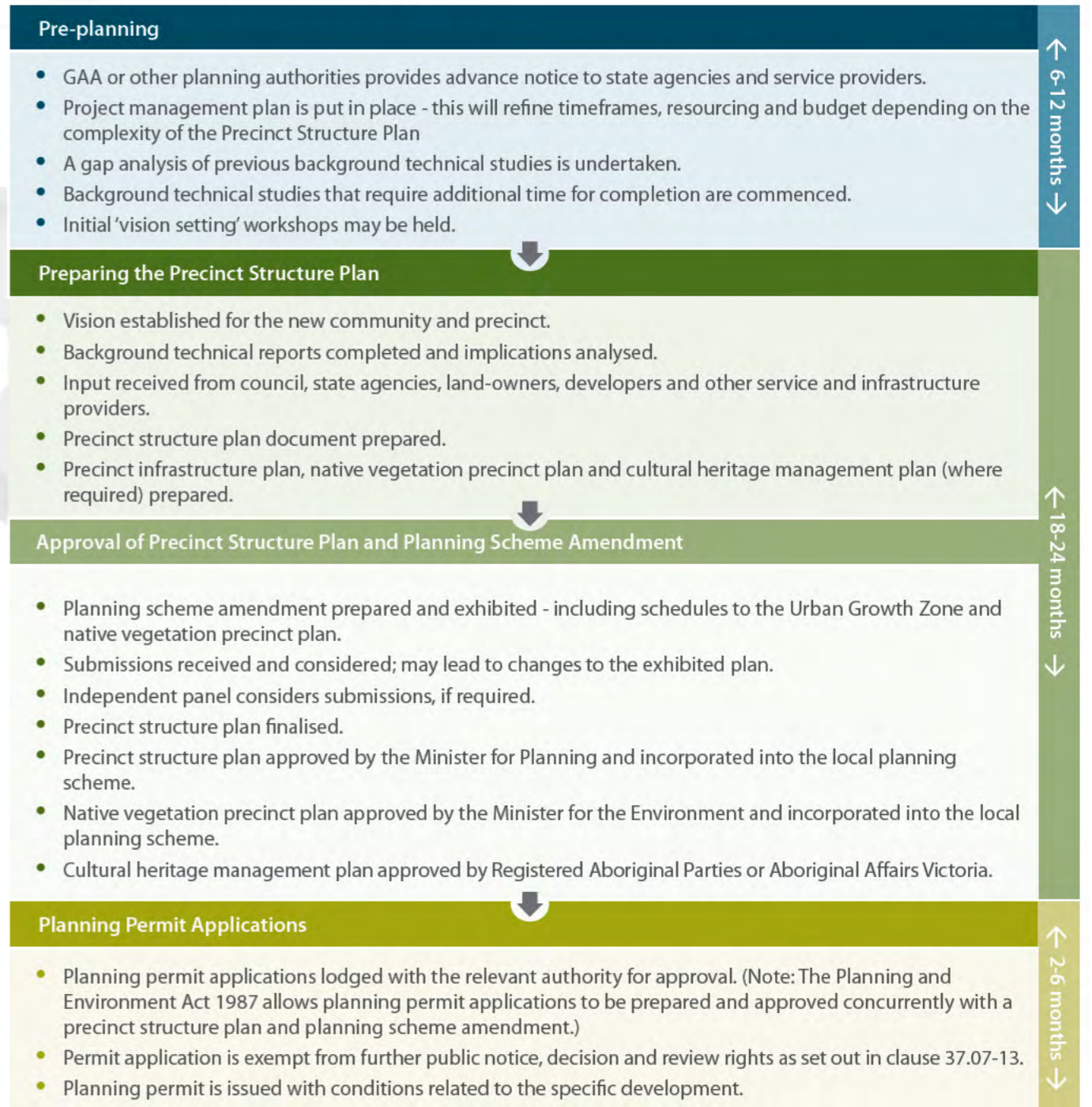




4.0 The Planning Process

The process for planning precincts in the growth areas is shown in the flowchart in Figure 2 below. Precinct structure planning should generally take 18 to 24 months to be prepared and incorporated into the local planning scheme.

Figure 2: Planning Process Flowchart



acknowledgements

Submissions were received from the following organisations on the draft precinct structure planning guidelines:

- @leisure
- Aboriginal Affairs Victoria
- AFL Victoria
- Amex Corporation
- Arts Victoria
- Australand
- Bus Association of Victoria
- Cardinia Shire Council
- City of Casey
- Collie Planning & Development
- Cricket Victoria
- Delfin Lend Lease
- Dennis Family Corporation
- Department of Education and Early Childhood Development
- Department of Environment, Water, Heritage and the Arts
- Department of Human Services
- Department of Sustainability and Environment
- Department of Transport
- Environment Protection Authority
- Golder Associates
- Greater Shepparton City Council
- Heart Foundation
- HIA
- Hume City Council
- Ian Robins
- MAB Corporation
- Metropolitan Waste Management Group
- Parks Victoria
- Property Council of Australia
- SMEC Urban
- South East Water
- Stockland
- The Roman Catholic Trusts Corporation for the Diocese of Melbourne
- UDIA Victoria
- VicRoads
- Victorian Council of Social Services
- VicUrban
- Villawood Properties
- VLGA
- Whittlesea City Council
- Wyndham City Council

The Growth Areas Authority would particularly like to thank the following Councils, Government Departments and Agencies and other organisations who provided advice that assisted in the preparation of these guidelines:

- Aboriginal Affairs Victoria
- Cardinia Shire Council
- City of Casey
- Country Fire Authority
- Department of Education and Early Childhood Development
- Hansen Partnerships
- Planisphere
- Roberts Day
- Department of Human Services
- Department of Innovation, Industry and Regional Development
- Department of Planning and Community Development
- Department of Sustainability and Environment
- Department of Transport
- Environment Protection Authority
- Heritage Victoria
- HIA
- Hume City Council
- Melbourne Water
- Melton Shire Council
- Parks Victoria
- Property Council of Australia
- Sport and Recreation Victoria
- Sustainability Victoria
- UDIA
- VicRoads
- Whittlesea City Council
- Wyndham City Council



Melbourne 2030: a planning update

Melbourne @ 5 million



Glossary

New Term	Definition
Employment corridor	A corridor that contains and links a number of large employment precincts.
Employment precinct	A location with a large concentration of jobs.
Central Activities District	The highest order activity centres with the greatest variety of uses and functions and the most intense concentration of development.
Growth Areas Infrastructure Contribution	A contribution required from sellers of land in growth areas to provide essential infrastructure needed for new communities.

Only new terms have been highlighted in this update. *Melbourne 2030* provides an extensive glossary of terms.



Message from the Premier and Minister for Planning

Melbourne is a city full of life. Its strong economic fundamentals and attractive and liveable suburbs give Melbourne a vitality that is drawing more and more new people to our city.

Melbourne also has a proud history in city planning. *Melbourne 2030* is the Victorian Government's plan for managing Melbourne's growth and development. The plan continues to provide a firm foundation on which to build.

The release of *Victoria in Future 2008* with new population projections for the State provides an opportunity to take stock of new trends, re-evaluate and make adjustments.

It allows us to look at the population and settlement projections on which *Melbourne 2030* was based and consider the implications of these new projections for the future shape of Melbourne.

Melbourne @ 5 million is designed to provide choice and opportunity for an anticipated future. The exact point in time when we will reach five million people is not certain. What is certain is that it will happen and we need to be ready.

The Brumby Government is updating our plan for the future growth of Melbourne because we want to ensure our liveability and quality of life is preserved and enhanced into the future.

This update has a strong focus on building jobs and services in key Central Activities Districts and employment corridors that are closer to home.

The update also outlines the need to direct future growth to the north and west of Melbourne and to investigate how to extend Melbourne's growth areas. We will also need to continue to support the good work councils are doing in identifying suitable redevelopment sites in the established areas of Melbourne.

We look forward to Melburnians supporting the evolution of our city. This is how we can continue to be the best place to live, work and raise a family.

John Brumby
Premier

Justin Madden
Minister for Planning

Introduction

This planning update outlines the implications of the *Victoria in Future 2008* growth projections for Melbourne's future settlement pattern and provides essential context for the *Victorian Transport Plan*.

Melbourne is growing and changing. We now know that the city's population will pass the original *Melbourne 2030* population projections before 2020 and is likely to reach five million before 2030. The pace of population and economic growth, combined with the challenges of climate change, housing affordability and transport congestion, collectively influence the shape of Melbourne.

Actively managing Melbourne's growth and change is an important part of Melbourne's future liveability.

Planning for growth

Released in 2002, *Melbourne 2030* provides a long-term plan for Melbourne and the surrounding region.

Melbourne 2030 directs growth to activity centres and the five designated growth areas, and identifies 12 green wedges. It also introduced the Urban Growth Boundary as a tool to manage the outward growth of metropolitan Melbourne.

We know that the principles and directions of *Melbourne 2030* are more relevant than ever. The Government's response to the independent audit of *Melbourne 2030 – Planning for all of Melbourne (May 2008)* – set out a series of commitments and actions to guide the ongoing implementation of *Melbourne 2030*.

This included a commitment to:

“prepare longer-term plans for Melbourne's growth, informed by the latest population and economic growth forecasts, transport network needs, climate change and other environmental and community needs”.

Melbourne @ 5 million delivers on this commitment. *Melbourne @ 5 million* is an important refinement to some of the key directions of *Melbourne 2030*.

The Victorian Transport Plan

Melbourne @ 5 million has been prepared in consultation with the Department of Transport to ensure that the future shape of Melbourne and Victoria is well serviced by an integrated and modern transport system.

The initiatives and projects in the *Victorian Transport Plan* will be based on the latest population projections from *Victoria in Future 2008* and the planning analysis of Victoria's future settlement patterns contained in *Melbourne @ 5 million*.

Effect of this update

Melbourne @ 5 million provides complementary policy initiatives to the directions of *Melbourne 2030* and the two documents should be considered together.

The policy refinements arising from this update will be incorporated into the Victoria Planning Provisions to ensure the full intent is implemented in the planning system.

What's new? *Melbourne @ 5 million*

A more compact city

- Designation of six new Central Activities Districts with CBD-like functions.
- Employment corridors to improve accessibility to jobs and services and reduce congestion on the transport network.
- Established areas to accommodate 53 per cent of new dwellings.

Better management of growth

- Growth areas to accommodate 47 per cent of new dwellings.
- Investigation areas in the north and west, with a small proportion in the south east, for potential extensions to the growth areas.

- More efficient use of greenfield land with a target of 15 dwellings per hectare.
- Amendment to the operation of the growth areas infrastructure contribution and the removal of the requirement for the contribution from land included in the Urban Growth Boundary prior to 2005.
- Consideration of the unique green wedge values in the investigation of changes to the Urban Growth Boundary.

Networks with the regional cities

- Efficient and effective links between Melbourne and Victoria's regional centres.
- Regional blueprint to be released in 2009.

A greener city

- Creation of two grassland protected areas in Melbourne's west.





The growth challenge for Melbourne

Unprecedented population growth

Government investment in key services for families, our strong economic fundamentals and our reputation as one of the world's most liveable and affordable cities have delivered strong population growth. More people are moving to Melbourne, less are leaving and births have reached record levels.

This presents Melbourne with a number of growth challenges.

Recent analysis of the 2006 Census and Australian Bureau of Statistics information has revealed a higher rate of growth than previously anticipated.

The average rate of population increase in Melbourne's growth areas between 2001 and 2006 has been 4.1 per cent. The current supply of land in the growth areas can continue to meet this demand for up to 10 years.

The average rate of growth in established areas has been 0.9 per cent.

Victoria in Future 2008 projections indicate that over the **30** years from 2006 to 2036, Victoria will grow by 2.3 million people, with 1.8 million additional people in metropolitan Melbourne and about 477,000 in regional Victoria.

For Melbourne this means the population will reach five million much faster than projected.

An additional 600,000 dwellings will need to be accommodated over the next **20** years of which:

- almost 316,000 dwellings are anticipated to be in Melbourne's established areas, where access to trams and other public transport services will be important; and
- over 284,000 dwellings are anticipated to be in Melbourne's growth areas.

Linking transport, jobs and land use planning

Recent transport modelling, combined with the population and household projections, demonstrate that Melbourne's transport performance is greatly affected by journey to work patterns. These patterns are driven by the distribution of jobs relative to where people live.

In 2006, 1.86 million people had jobs in Melbourne. This is expected to grow to nearly 3 million by 2036.

Most of these jobs are located in central and inner Melbourne with a jobs ratio of more than 3 local jobs for every resident of working age. This ratio drops to 0.7 in Melbourne's west and 0.8 in Melbourne's east.

The current city structure contributes to employment pattern differences across Melbourne. The inner area has a high proportion of office and specialised service jobs while employment on the fringe is more skewed to retail, community service and industrial jobs.



As the metropolitan area continues to grow, more people in the growing outer areas will be required to commute lengthy distances to work. Access to the inner and middle areas will become more and more congested.

Research shows that people are willing to spend up to 45 to 60 minutes each way commuting to and from work. An increasing number of people already spend longer than this to reach their workplace. Government planning and transport policy should seek to reduce these commuting times as much as possible.

This pattern of commuting has environmental consequences. Demand for travel is forecast to steeply increase, with cars and trucks likely to remain the primary mode of transport. The challenge to reduce greenhouse gas emissions is significant.

There is an emerging employment precinct around the Monash/Kingston area and potential for significant jobs growth in the growth area councils such as Hume, Wyndham and Casey. In the west of Melbourne a high proportion of people have jobs in central and inner Melbourne placing pressure on the transport system in this area.

It is unlikely, however, that the distribution of jobs will change enough to make a difference to travel demand without Government intervention.

The provision of more jobs outside central Melbourne will be a major focus of future policy development in partnership with business and local government in coming years.

Limits to settlement

Over the next 15 to 25 years sustainable options for further outward expansion in the Casey-Cardinia growth area will come to an end, given physical and environmental constraints including:

- Koo Wee Rup swamp and floodplain;
- Western Port ‘Ramsar’ wetlands (to be protected from urban stormwater run-off); and
- Foothills of the Dandenong Ranges (fire prone and of scenic and environmental value).

The landscape and economic values of the Mornington Peninsula are also highly prized by the community and protected by Government policy.

There will remain an ongoing demand for additional houses in the south-east despite the diminishing land supply. Lessons learned from closing off the former eastern growth corridor where redevelopment ‘jumped back’ towards Box Hill, suggests that new development opportunities are most likely to be sought in the corridor between Caulfield and Dandenong.

Planning for the Wyndham growth area is constrained by large remnant grassland areas. The Government is committed to the creation of two large areas as grassland protected areas.

The resolution of these biodiversity and settlement issues will influence the location of transport corridors.

Moving to a multi-centre city

A refined settlement pattern is needed to ensure that Melbourne remains liveable as our population approaches five million.

The shape of Melbourne's metropolitan development, with a strong central city and a widespread network of activity centres and suburban industrial areas, has served the community relatively well until now. It will not, however, operate as effectively for a population of five million people and more.

A refinement of the settlement pattern for metropolitan Melbourne is required to accommodate the higher level of growth and manage its impacts – particularly as we adjust our lives to the reality of climate change.

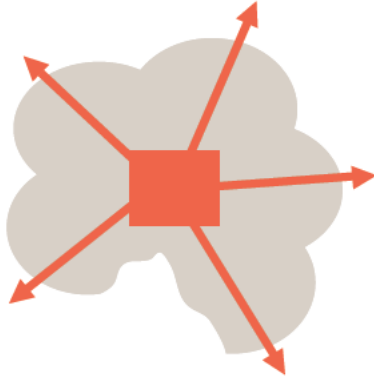
The imbalance between the location of jobs and where people live is increasing congestion on the transport networks in the inner and middle suburbs. The predominance of single direction travel during morning and evening peaks congests roads and public transport. Outer suburban dwellers experience long commute times and are much more likely to use cars as their primary means of travel.

Placing greater emphasis on urban renewal and employment locations in established areas (not just the CBD), and maintaining an adequate supply of land for new communities, will assist in keeping housing affordable while alleviating pressure on our transport system.

Outward growth also needs to become even more efficient in the use of land and infrastructure.



Single Centre vs Multi-Centre City Structure



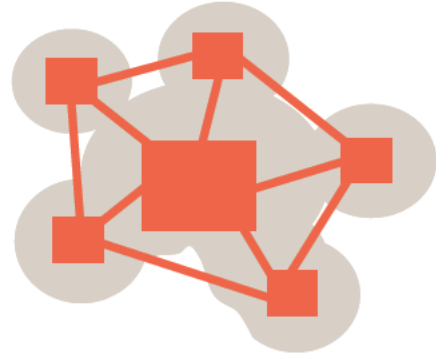
One Major Centre
'Monocentric'

We need a 'multi-centre' city structure that builds on the principles and directions of *Melbourne 2030* but acknowledges the need for a better distribution of jobs and activity, so that Melburnians can work closer to where they live.

Moving from one CBD to a number of CBD-like centres will reduce congestion and enable people to spend less time commuting to and from work and more time with their family.

The settlement structure needed to deliver these outcomes will have the following characteristics:

- **several large centres** with employment as a key focus rather than one dominant Central Business District;
- **employment corridors** with multiple employment opportunities along a selected number of high capacity public transport corridors;



Multiple Major Centres
'Polycentric'

– **targeted redevelopment** to increase levels of housing and employment in established areas close to where people reside, particularly where the tram network can support this level of change; and

– **new sustainable communities** that provide jobs and housing in growth areas in the north and west, recognising the diminishing options in the south east.

Delivering this new structure will require planning for the connectivity, capacity and functionality of the transport system, particularly in the west of Melbourne.

This settlement structure will continue to be supported by the wider network of activity centres as designated in *Melbourne 2030*.



Central Activities Districts

Several designated centres will be the focus of a substantial proportion of future employment growth and public investment.

Six new Central Activities Districts will provide:

- similar services and functions to central Melbourne, such as commercial, retail, highly specialised personal services, entertainment, education, government and tourism;
- significant employment concentrations;
- high quality, well designed, living and working urban environments.

The following centres will be promoted as Central Activities Districts in the hierarchy of centres in *Melbourne 2030*. Government will focus planning and investment in six Central Activities Districts:

- Box Hill
- Broadmeadows
- Dandenong
- Footscray
- Frankston
- Ringwood

The future development of Central Activities Districts in Victoria's major provincial cities will be an issue considered as part of our regional blueprint.

Each centre will differ in role, catchment and opportunities; however, all are of State and metropolitan significance. The Government will tailor its support for each centre appropriate to its circumstances, and the type of support will change over time.

What are Central Activities Districts?

Central Activities Districts will provide:

- Significant CBD-type jobs and commercial services;
- A strong and diverse retail sector;
- Specialised goods and services drawing on a large regional catchment;
- Significant opportunities for housing redevelopment in and around these centres;
- High levels of accessibility for walking, cycling, public transport or car by being located at a junction in the Principal Public Transport Network; and
- Vibrant centres of community activity with a range of public facilities.

Refined policy

Melbourne 2030 provides for a network of activity centres of varying roles and functions to allow for their orderly planning and development.

The scale of growth now anticipated suggests a need for six designated Principal Activity Centres to be reclassified as Central Activities Districts.

These centres come into the typology of centres as follows:

- Central Activities District
- Principal Activity Centre
- Major Activity Centre
- Specialised Activity Centre
- Neighbourhood Activity Centre.

The six new Central Activities Districts will be the focus of Government planning to help cater for and sustainably manage the anticipated scale of growth and change.



Dandenong is already receiving significant Government assistance with its planning as well as direct investment in development and this will continue. Additional investments in Footscray, Broadmeadows, Box Hill, Ringwood and Frankston will occur to facilitate land assembly, infrastructure development and private investment.

The scale of development will require close attention to the transport needs of these centres and their surrounding regions and to the connections between Central Activities Districts along employment corridors. Attention will also be paid to the community infrastructure required to support higher population levels.

Investments in Central Activities Districts will build on the achievements of the Transit Cities program which has served as the initial demonstration program for transit oriented development.

Activity centres not designated as Central Activities Districts will remain eligible for Government investment and support through programs such as Creating Better Places and the Expert Assistance Program.

Existing commitments to regional transit cities will continue.

Employment corridors

Central Activities Districts will be supported by employment corridors that link activity centres, universities, research and technology precincts, medical precincts, and areas with high employment.

Employment corridors will:

- provide for substantial increases in employment, housing, education and other opportunities along each corridor and better link them through improved transport connectivity;
- link the growing outer areas to a greater choice of jobs, services and goods in the corridors; and
- provide transport networks that allow circumferential, in addition to radial, movements.

Three employment corridors will be given priority attention by the Government through this process:

- Avalon Airport to Werribee, Melton, Melbourne Airport and Donnybrook (Hume-Mitchell);
- Caulfield to Dandenong; and
- Monash University/Chadstone to Box Hill, Austin Hospital and Bell Street.

Improving the distribution of employment in and closer to the growth areas will help reduce congestion, particularly in the west, and achieve social objectives by providing more equitable access to employment.



The growth areas need to provide significant local employment opportunities and in some areas, provide large scale industrial or other more regional employment generators.

The Government will work with the business community and local Government to:

- examine the corridors in detail to determine areas (parts of corridors/precincts) and sites with redevelopment opportunities;
- produce a plan for each employment corridor (or part of a corridor) that sets out the desired development outcomes, the public realm improvements required, and any infrastructure needs; and
- review and where necessary change planning controls to facilitate the desired outcomes.

Other employment corridors including Ringwood to Box Hill and Hawthorn, and Melton to Sunshine and North Melbourne, are also important for the future development of Melbourne and will evolve over time.

Werribee Employment Precinct

The Werribee Agriculture and Food Technology Precinct is the largest undeveloped piece of land owned by the Government in the metropolitan area. The 925 hectare precinct is currently home to a number of research and development organisations, including Food Science Australia, and small campuses of Melbourne University and Victoria University of Technology.

Recognising the importance of encouraging more jobs in the west of Melbourne, the Government will expand the vision for this precinct, building on the emerging technology precinct to provide a larger number and of jobs across a wider range of industries and sectors, required for the growing western suburbs.

The future mixed use Werribee Employment Precinct will provide more job opportunities closer to where people live so there is less need to travel into the city for work. This will help to reduce congestion on the roads and CBD public transport services. The precinct will showcase sustainable design with an emphasis on water, energy and transport efficiency.

The Department of Planning and Community Development, in partnership with the Department of Innovation, Industry and Regional Development and VicUrban, will finalise a Development Strategy for Stage 1 of the Werribee Employment Precinct in 2009.



Strategic expansion of Melbourne

Established suburbs

Over the next 20 years, the established suburbs are projected to accommodate a higher number of households than anticipated by *Melbourne 2030*.

To manage this growth and preserve liveability, the focus will be on locating more intense housing development in and around activity centres, along tram routes and the orbital bus routes on the Principal Public Transport Network, in areas close to train stations and on large redevelopment sites.

Designated heritage buildings and precincts will continue to be protected and high standards of urban design will be expected.

More intensive development will occur along major public transport services in the inner Melbourne area, like the tram network. These will provide significant opportunities for more affordable housing on 'market friendly' development sites.

In *Planning for all of Melbourne*, the Government committed to supporting councils to meet the challenges of providing more housing in established areas. Six pilot projects will collect information on demand for housing and development trends. They are currently scoping the availability and limitations of infrastructure and development opportunities in local areas. Lessons learned will be applied across all of Melbourne.

Pilot Project - Inner North Sub-Region

The Inner North Sub-Region of Melbourne takes in the southern part of the Cities of Moreland and Darebin. It is an area rich in public transport and local amenities and has vibrant activity centres within 10 kilometres of the city. House prices and demand for new housing are increasing in the area and traditional manufacturing jobs are giving way to more in the service sector.

The Department of Planning and Community Development is working collaboratively with the Councils to help the sub-region reach its full potential. This includes:

- freeing up surplus industrial land which is located in and around activity centres;
- exploring whether more housing can be accommodated along transport corridors and where there are opportunities for high quality medium to high density housing developments; and
- improving public spaces to help stimulate private investment as well as to show that the area is changing for the better.

Growth Areas

Higher growth will also occur in our designated growth areas. The growth areas are projected to increase by 284,000 dwellings over the next 20 years.

In the long term, there will be comparatively little land supply for development in Melbourne's south-east. The focus of future growth will need to shift from the south-east to the north and the west of Melbourne.

With rapid population growth, assessments show the available greenfield land supply is below the Government's policy threshold of supply and that a review of the Urban Growth Boundary is needed.

A strong pipeline of new land will promote competition and choice for home buyers and will also help maintain housing affordability in Melbourne – with Victoria having the most generous incentives in place for first home buyers of newly constructed homes.

New communities need to be planned and designed to be of sufficient population size within service catchments to support and sustain the levels of new infrastructure, services and jobs residents now expect. To enable this, the Government will:

- encourage average overall residential densities in the growth areas to be a minimum 15 dwellings per net developable hectare. This target reflects ongoing development trends in growth areas which has seen residential densities increase to around 12 dwellings per hectare today with many new estates already pushing towards the preferred minimum of 15;
- lead the Precinct Structure Plan process to ensure the coordinated and efficient delivery of infrastructure; and
- re-affirm its *Melbourne 2030* commitment to growth areas being served by high capacity public transport.

These changes to the settlement pattern of Melbourne will influence the future planning for a range of physical and community services.



Investigation Areas

Areas to be considered for inclusion within the growth areas are designated Investigation Areas on the accompanying maps.

The proposed Investigation Areas are larger than required to provide for a meaningful consideration of constraints such as floodways and quarries. Such areas will ultimately be precluded from development.

Melbourne west

Melton-Caroline Springs Growth Area

The investigation area is located between Melton township and Caroline Springs.

Decisions about the key transport infrastructure for this region in the future will have a strong influence on the structure of new communities as well as the location of land for new employment.

Investigation Area: 11,524 ha
Minimum Required: 4,080 ha

Melbourne west

Wyndham Growth Area

The Wyndham investigation area is constrained by significant western grasslands classified as critically endangered by the Commonwealth.

Investigation Area: 8,351 ha
Minimum Required: 5,375 ha

Melbourne north

Hume-Mitchell-Whittlesea Growth Area

In Whittlesea, the focus of investigation will be on areas to the north of 'Epping North'. The native red gum forests will be among the issues considered.

In Hume, a major focus of investigation will be on areas in northern Hume and southern Mitchell Shire to take advantage of the existing road and rail corridors and major opportunities for new employment and freight/logistics functions.

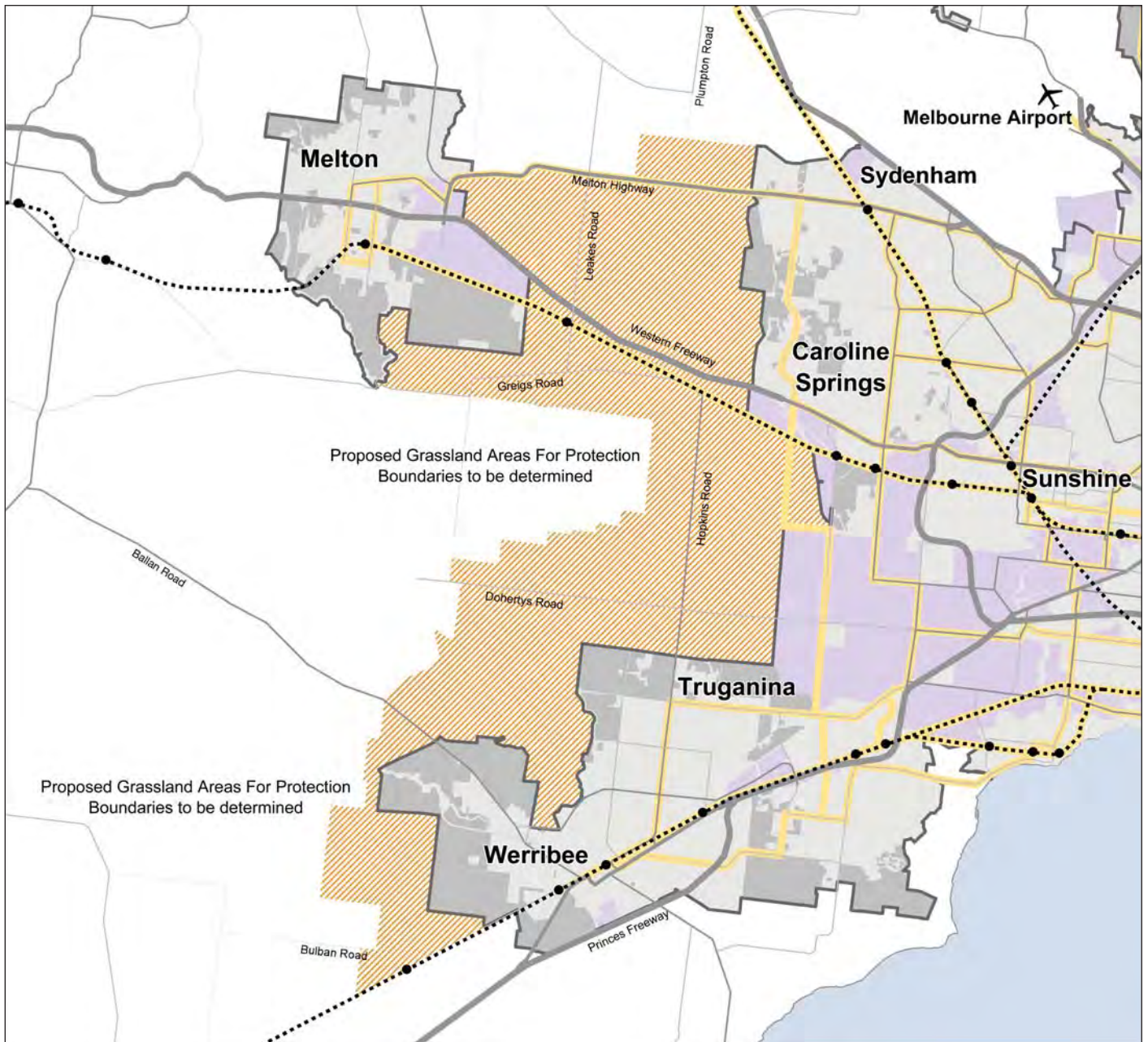
Investigation Area: 25,385 ha
Minimum Required: 10,500 ha

Melbourne south east

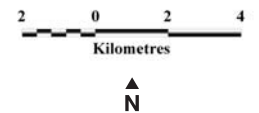
Casey-Cardinia Growth Area

The investigation area identified south-east of Cranbourne is the last remaining area that can be sustainably developed in the Casey-Cardinia growth area. Care must be taken to ensure that new areas can be developed with little or no detrimental impact on the water quality of Western Port.




Investigation Area: 5,560 ha
Minimum Required: 2,900 ha





Melbourne West



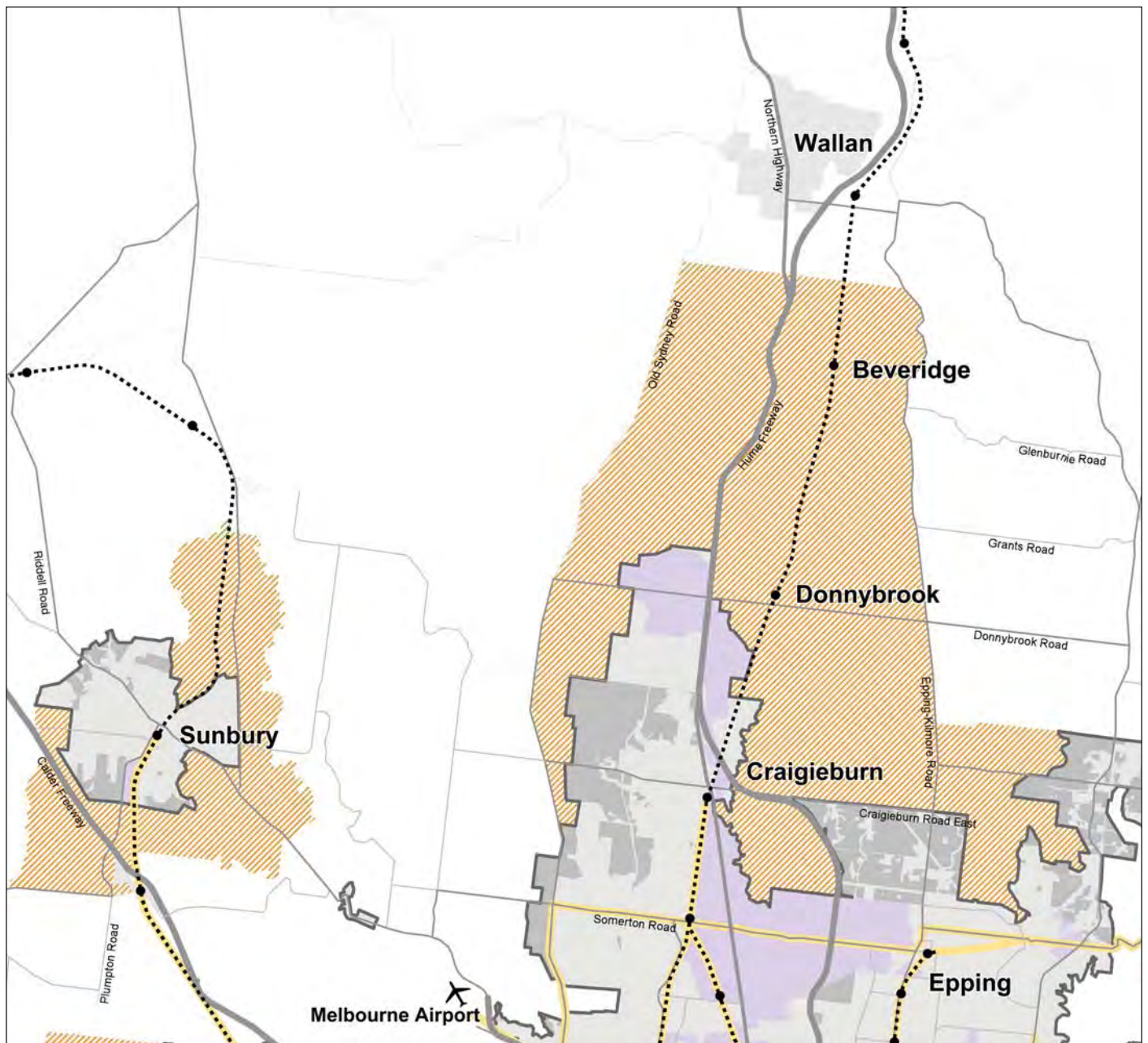
Legend

-  Investigation Area
-  Existing Urban Area
-  Growth Area Development Land Within UGB
-  Major Employment Area
-  Principal Public Transport Network
-  Urban Growth Boundary

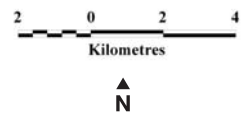
-  Major Road
-  Rail Line / Station

Melton-Caroline Springs Growth Area
 Investigation Area: 11,524 ha
 Minimum Required: 4,080 ha

Wyndham Growth Area
 Investigation Area: 8,351 ha
 Minimum Required: 5,375 ha



Melbourne North

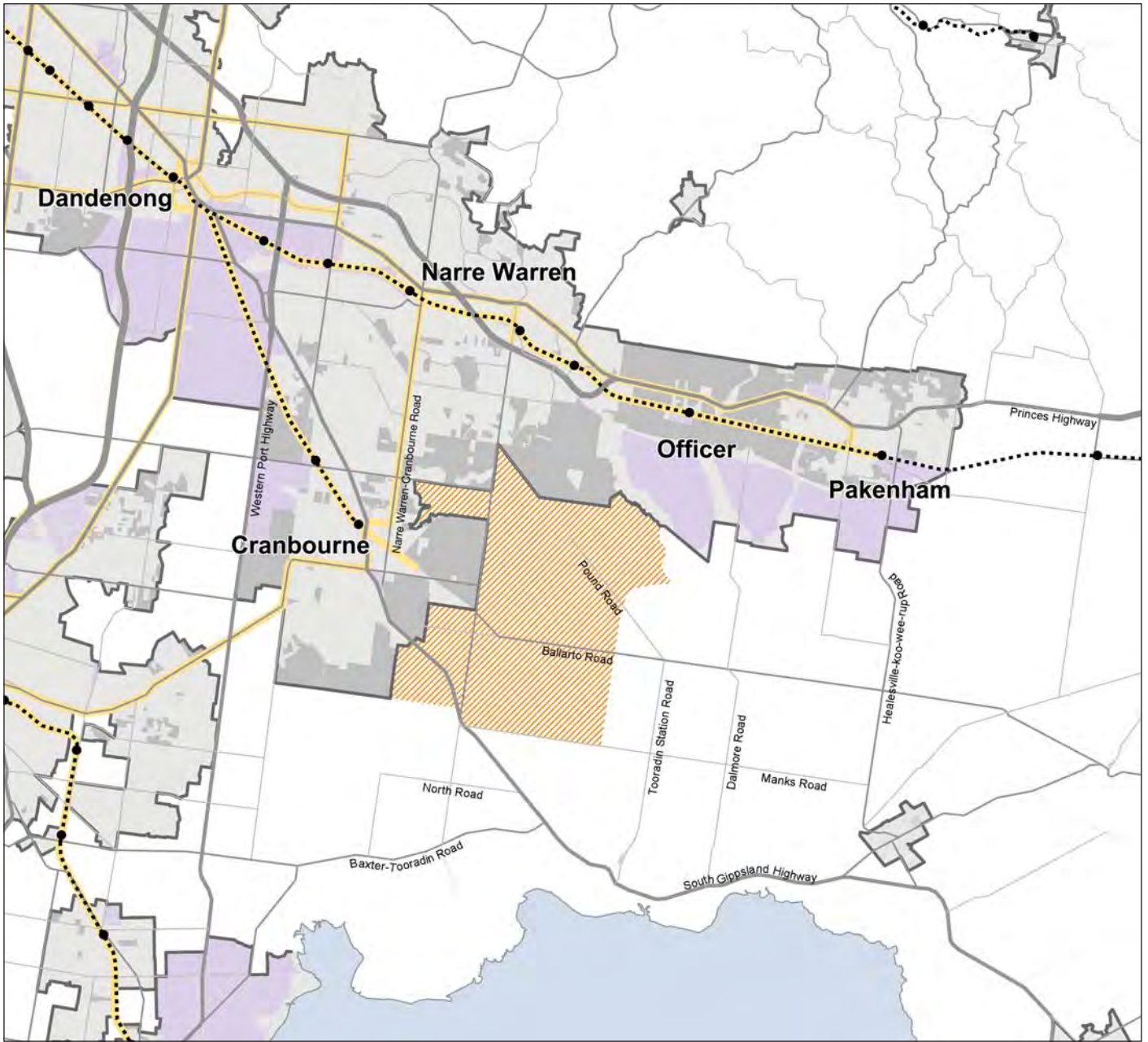


Legend

- Investigation Area
- Existing Urban Area
- Growth Area Development Land Within UGB
- Major Employment Area
- Principal Public Transport Network
- Urban Growth Boundary

- Major Road
- Rail Line / Station

Hume-Mitchell-Whittlesea Growth Area
 Investigation Area: 25,385 ha
 Minimum Required: 10,500 ha



Melbourne South-East



Legend

- Investigation Area
 - Existing Urban Area
 - Growth Area Development Land Within UGB
 - Major Employment Area
 - Principal Public Transport Network
 - Urban Growth Boundary
 - Major Road
 - Rail Line / Station
- Casey-Cardinia Growth Area**
 Investigation Area: 5,560 ha
 Minimum Required: 2,900 ha

Planning the green wedges

Melbourne is surrounded by 12 non-urban areas known as green wedges.

Green wedges provide important protection of areas of environmental or scenic sensitivity and strategic locations for uses that require separation from residential areas and agricultural purposes.

Melbourne 2030 always contemplated the need for areas adjacent to growth areas to be considered for future urban use. In this circumstance the preparation of Growth Area Framework Plans were seen as the appropriate way to resolve any tensions.

The proposed Investigation Areas may impact on the green wedges. The extent of this impact is, however, unclear until the Urban Growth Boundary review process is finalised. The process will highlight the unique features and values of individual green wedges that need to be protected.

Government remains committed to protecting green wedges and in *Planning for all of Melbourne* set out future priorities for their management:

- Additional resources to complete the 12 Green Wedge Management Plans within agreed timeframes and reach an appropriate balance between central coordination and resourcing and local input;
- Planning scheme controls that continue to deliver the intent of green wedge policy; and
- A high-level whole-of-Government mechanism to help clarify management priorities of departments and agencies to coordinate implementation actions for each green wedge.



Getting the right infrastructure in place

A major challenge for the growth areas is how to fund the infrastructure needed in new growth areas to ensure communities have adequate access to public transport and other services.

The current Development Contribution Plan mechanism is complex to administer and does not provide flexibility for setting priorities for expenditure on infrastructure in growth areas.

In 2005 the Government released *A Plan for Melbourne's Growth Areas* which included a requirement for a State infrastructure contribution to be paid by land owners in growth areas.

The Government has decided to amend this policy to ensure the operation of the infrastructure contribution is simpler, fairer and is charged at an earlier stage in the development cycle.

The 2005 policy will also be amended to remove the requirement for a contribution from land inside the Urban Growth Boundary prior to 2005.

The Government will continue to meet the majority of the costs of State infrastructure. However it is also important that landholders, who enjoy substantial windfall gains as a result of changes to the Urban Growth Boundary, also contribute fairly.

Land which is brought into the Urban Growth Boundary, which can be zoned and developed for urban purposes, increases significantly in value, delivering a windfall gain for landholders. This reflects the fact that it will be developed in the future and the corresponding expectation that infrastructure will be provided.

Growth Areas Infrastructure Contribution

The Government will implement in an amended form the 2005 policy decision to introduce a State infrastructure contribution. The Growth Areas Infrastructure Contribution will apply from December 2008 but take effect from 2009 following the passage of necessary legislation and the finalisation of the new Urban Growth Boundary.

All land that was brought into the Urban Growth Boundary in 2005, and land identified in the Investigation Areas and subsequently included in the Urban Growth Boundary will be liable for the contribution. There will be no liability for land in the Investigation Areas that is not included in the Urban Growth Boundary. Land brought in prior to 2005 is now excluded.

The Growth Areas Infrastructure Contribution will be charged on a per hectare basis and will be incurred on the first property transaction on either the sale or subdivision of the land.

The Growth Areas Infrastructure Contribution is payable only once - all subsequent sales of the land will not attract a further Contribution.

For any land brought into the Urban Growth Boundary in or after 2009, the proposed contribution will be set at \$95,000 per hectare. This will be indexed annually from 2010 using a published Construction Cost Index approved by the Treasurer.

For land that was brought into the Urban Growth Boundary in 2005, the contribution will be \$80,000 per hectare, as announced in *A Plan for Melbourne's Growth Areas* (2005), and will be similarly indexed.



The contribution will not be required for land that was inside the Urban Growth Boundary prior to 2005. This is a change from the originally announced policy to ensure land is brought onto the market as quickly as possible.

Removal of the contribution from land inside the Urban Growth Boundary pre-2005 represents a \$546 million saving in development costs, covering well over 60,000 new homes that will be built over the next 10 years. In general, land brought within the Urban Growth Boundary in 2009 is unlikely to be developed for another 10 to 20 years.

The Growth Areas Infrastructure Contribution will be collected by the State Revenue Office and accounted for by the Growth Areas Authority. All of the funds raised by the contribution will be used to provide vital infrastructure and oversee development in the growth areas of Melbourne.

The Growth Areas Infrastructure Contribution will be utilised in the following way:

- 50 per cent will be allocated to partially offset the costs of important infrastructure projects in the growth areas; and
- 50 per cent will be paid into a new Growth Areas Development Fund as well as going towards the costs of the Growth Areas Authority.

The Government will work with local governments in the growth areas to establish the Growth Areas Development Fund. Modelled on the successful Regional Infrastructure Development Fund the fund will provide financial assistance for capital works in the growth areas. The criteria for the application of funds will be finalised in consultation with local governments with a focus on projects supporting economic and community infrastructure in the growth areas.

Local governments in the growth areas will be encouraged to work with the Growth Areas Authority and will be able to apply for funds under the Growth Areas Development Fund.

The Growth Areas Infrastructure Contribution will only contribute to part of the cost of providing infrastructure and services in growth areas. The majority of funds will still continue to be required from the State and Council budgets.

Local infrastructure charges

Councils presently require local infrastructure charges to offset the costs for local roads, parks and community facilities. The lack of consistency, transparency and flexibility in local charges currently creates uncertainty for the development industry.

The Government intends to reform local infrastructure charges in the growth areas and will consult early in 2009 with growth area councils and the development industry to develop a new system.



Photograph © Misheye

Regional Victoria

Melbourne sits within a strong network of regional cities and towns. Communication and transport links with regional Victoria underpin Victoria's economy and have been strengthened in recent years by investment in Regional Fast Rail and significant freight improvements.

Planning strategically for regional growth

While this update focuses on metropolitan Melbourne, it is important to recognise that regional Victoria will continue to grow strongly and is projected to grow by approximately 477,000 people between 2006 and 2036. The distribution of this growth is projected to be:

- *Geelong, Ballarat and Bendigo:* approximately 40 per cent of regional Victoria's population growth is expected to occur in Geelong, Bendigo and Ballarat, representing a significant increase in population for each of these cities.
- *Areas near Melbourne:* a significant proportion of regional Victoria's population growth is also projected to occur in the shires around Melbourne.
- *Lifestyle locations:* there is likely to be ongoing growth in popular locations such as coastal areas, the alps and along the Murray River.

Through the Ministerial Taskforce on Regional Planning, the Government will develop a long-term blueprint for the sustainable growth of regional Victoria, setting a broad framework for the future development of productive, liveable and sustainable regional communities.

As part of the initiative, the Government will undertake extensive research to develop a comprehensive picture of the major challenges facing regional communities.

The Government will also assist communities in the development of regional and local plans, presently at different stages of completion. This will ensure there is a coordinated approach to manage growth and better align planning activities across all levels of government.

The final blueprint to be released in 2009 will provide the policy direction for future Government investment and programs in regional Victoria.





Melbourne and Regional Centres



Legend

- 100km from Melbourne
- Urbanised area
- Highway
- Rail line
- 1 hour travel approximation
- Melbourne CBD
- Central Activities Districts
- Geelong
- Regional city/town

Managing growth and change in areas surrounding Melbourne

The area within about 100 km of Melbourne has strong ties to Melbourne's economy – for people working in Melbourne, for businesses with markets in Melbourne, and in support for local tourism and other economic activities brought to the area by the population of Melbourne.

Growth pressure is being experienced in this area and needs to be carefully managed. A set of criteria will be developed to guide settlement planning within 100 kilometres of Melbourne.

This work will build on a number of current projects the Government is progressing with local government to deal with development issues in peri-urban and regional areas. The criteria will be developed for Government's consideration in 2009.

Discussions will be held with relevant local councils about the process, content and ultimate use of these guidelines in the planning system.

Case study Armstrong Creek, Geelong

Geelong is Victoria's second largest city and is enjoying significant growth due to the size and diversity of its local economy, a coastal location and unique identity. Geelong is also close to Avalon airport which is increasing its role in providing domestic flights and emerging as an important employment precinct for the region.

The City of Greater Geelong, in partnership with Government, has developed a strategic plan – G21 – and is working on a series of measures to make Geelong an even more attractive location for residents.

This includes planning for a new growth area known as Armstrong Creek.

The Armstrong Creek urban growth area will be developed into a sustainable community that sets new benchmarks in urban development.

Natural and cultural features will be protected and enhanced to create a distinct urban character. Armstrong Creek will become a highly sought-after location for living, working and recreation, forming an attractive addition to Geelong.

Where to from here?

This update is an important complementary document to *Melbourne 2030* and will be relevant to planning by all levels of Government and to future investment decisions.

Our ongoing commitments

Much of the work currently being undertaken by both State and local governments will continue to be important to managing growth in metropolitan Melbourne. This work includes:

- The preparation of precinct structure plans by the Growth Areas Authority and growth area councils;
- The preparation of structure plans for Principal and Major Activity Centres. These plans are vital management tools for local governments; and
- The identification of housing growth requirements developed cooperatively with local governments taking into account each area's capacity to accommodate growth.

Establishing the Central Activities Districts

The Government will work with local governments and the business community to identify appropriate planning, governance and investment opportunities in each of the six new Central Activities Districts.

Developing employment opportunities

The Government will work with the business community and local governments to examine the employment corridors and identify redevelopment opportunities, produce a plan for each employment corridor and review relevant planning controls.

Reviewing the Urban Growth Boundary

Detailed planning for each new growth area will occur in 2009 to determine the precise changes to the Urban Growth Boundary.

The following process is proposed:

January – March 2009

Detailed planning;

April – May 2009

Public consultation;

June – September 2009

Minister for Planning will consider submissions received on proposed boundary changes and approve revised Urban Growth Boundary for presentation to both Houses of Parliament for ratification.

Future changes to the Urban Growth Boundary

Future changes to the Urban Growth Boundary will be assessed based on criteria that the Government has adopted to help determine whether and when changes may be required.

Any reviews to determine future changes to the Urban Growth Boundary should ideally be linked with the census cycle, the preparation of new population projections and any five yearly reviews of *Melbourne 2030*. This does not mean the Urban Growth Boundary will change every five years.

The criteria are:

- The need to maintain an adequate and competitive land supply to meet future housing needs – including redevelopment and greenfields sites.
- The consideration and analysis of:
 - current population projections;
 - the development capacity of existing urban areas to accommodate projected growth;
 - longer-term urban growth issues such as economic and employment opportunities; and
 - transport investment requirements.

Funding for infrastructure

In mid 2009, the Growth Areas Infrastructure Contribution will be formally introduced, through legislative change.

Consultation about reform of local infrastructure charges will commence in early 2009, with the intention of introducing any recommended changes at the same time as the introduction of the Growth Areas Infrastructure Contribution.





Published by the Victorian Government,
Department of Planning and Community
Development, 8 Nicholson Street,
East Melbourne VIC 3002

Authorised by Justin Madden,
8 Nicholson Street, East Melbourne

Copyright State of Victoria,
December 2008

ISBN 978-1-921331-97-8

This publication is copyright. No part
may be reproduced by any process
except in accordance with the provisions
of the Copyright Act 1968.

This publication may be of assistance
to you but the State of Victoria and its
employees do not guarantee that the
publication is without flaw of any kind
or is wholly appropriate for your
particular purposes and therefore
disclaims all liability for any error, loss
or other consequence which may arise
from you relying on any information in
this publication.

This document is online at
www.dpcd.vic.gov.au/melbourne2030

The Victorian Transport Plan.

This publication is copyright. No part may be reproduced by any process except in accordance with the provisions of the Copyright Act 1968.

© State of Victoria 2008

Authorised by John Brumby, 1 Treasury Place, East Melbourne VIC 3002.

Designed by Design and Production Unit, Corporate Public Affairs,
Department of Transport.

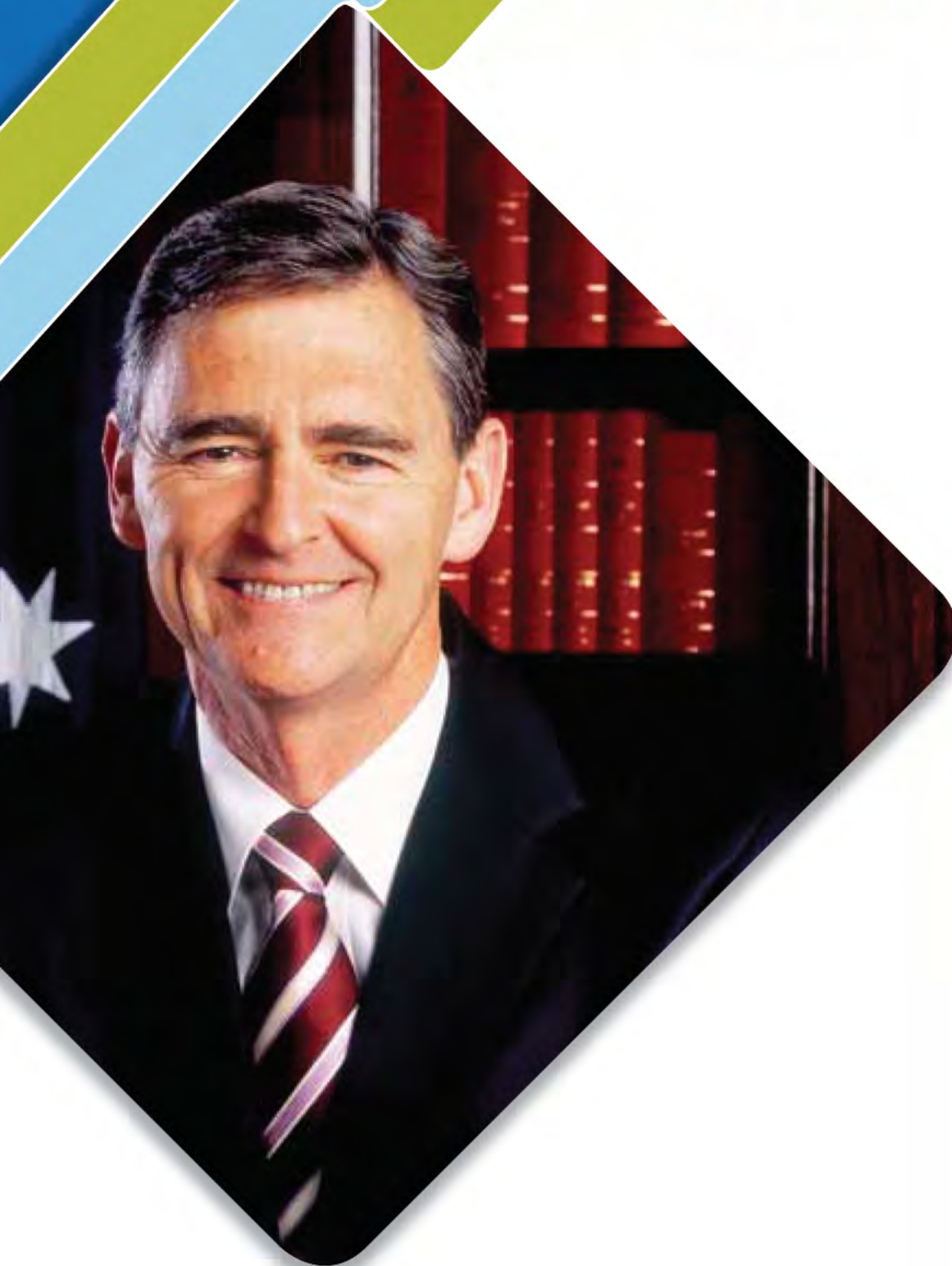
Printed by Impact Digital, Unit 3-4, 306 Albert St, Brunswick VIC 3056.

Printed on recycled paper.

If you would like to receive this publication in an accessible format,
such as large print or audio please telephone Public Affairs Branch on (03) 9655 6000.



Message from the Premier



Our Government is taking action on transport, so that Victorians can have the best transport network in Australia.

Delivering the best transport system in Australia will mean Victorians can spend less time commuting and more time with family and friends.

To deliver this goal, we will transform our transport network, starting with more trains, trams and buses, and immediate projects to unclog our road network and take trucks off residential streets.

The Victorian Transport Plan also provides a significant economic boost to the State now and into the future – with new investment and thousands of direct and indirect jobs.

Our \$38 billion plan delivers short, medium and long term projects for our cities, our regional centres, our country towns and our rural areas.

Action starts now on key projects including:

- *Up to 70 new metro trains*
- *50 new low floor trams*
- *Train operational changes to increase peak capacity*
- *Up to 74 new V/Line carriages for the regional rail network*
- *50 additional police on trains and trams – taking the total to 250*
- *A new rail link to South Morang*
- *A program to separate road and rail at key intersections, starting with Springvale Road, Nunawading*
- *A program for outer suburban roads*
- *A package for safer country roads*
- *New bike lanes and a public bike hire scheme for Melbourne's CBD.*

Our Government also plans to start the Peninsula Link – a 25 kilometre four-lane connection between EastLink at Carrum Downs and Mount Martha – next year in partnership with the Commonwealth.

In the medium term, our Government intends to work with the Commonwealth on key transport projects that will transform the State.

The Regional Rail Link, a new stand-alone twin-track from West Werribee to Southern Cross Station, is the next phase of our investment in regional rail.

Regional Rail Link will provide more frequent and reliable regional rail services, removing the bottlenecks where country trains – particularly Fast Rail trains from Geelong, Ballarat and Bendigo – reach the metropolitan network. Benefits will also flow on to the metro rail system, boosting capacity across the State's network by 9,000 extra passengers an hour.

The stage one Melbourne Metro tunnel from Dynon to Domain will be the signature project in transforming Melbourne's suburban rail system into a modern mass-transit metro network. Stage two will take the underground rail link to Caulfield. When complete, these projects will boost capacity by 40,000 passengers an hour.

The two-stage Truck Action Plan will remove thousands of trucks from residential streets in Melbourne's inner west and improve freight access to the Port of Melbourne, including a new road link from the West Gate Freeway into the port.

A new river crossing – a road tunnel from Geelong Road/Sunshine Road to Dynon Road/Footscray Road in the Port of Melbourne Precinct – will relieve dependence on the West Gate Bridge and deliver more streamlined freight access to the Port.

Other key projects in *The Victorian Transport Plan* include completing the 'missing link' between the Metropolitan Ring Road and the Eastern Freeway at Bulleen.

Our Plan has been made possible by nine years of rebuilding Victoria's transport network and responsible economic management. Since 1999, our Government has quadrupled infrastructure investment.

We have rebuilt roads, opened rail lines, delivered new trains, trams and buses and invested in our ports, because these investments drive jobs and opportunities, they link communities and they are the building blocks of economic growth.

Our Government is taking this investment to the next level, as we address population growth and the challenge of climate change while building our next era of prosperity.

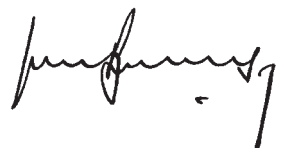
The transformational investments in *The VTP* not only provide new transport connections, but also shape the growth and development of Victoria.

I thank the Members of the Victorian Cabinet Transport Sub-Committee, my Ministerial Colleagues the Treasurer, John Lenders, the Minister for Public Transport, Lynne Kosky, the Minister for Roads and Ports, Tim Pallas, the Minister for Planning, Justin Madden, the Minister for Regional and Rural Development, Jacinta Allan, and the Minister for Environment and Climate Change, Gavin Jennings.

I thank the Transport Sub-Committee's Secretariat for the support provided to the committee and also Sir Rod Eddington for his work on *Investing in Transport*, the starting point for development of *The Victorian Transport Plan*.

This is the generational change we need to drive jobs and our economy today and into the future.

The VTP is ambitious and achievable and it will be delivered.



John Brumby
Premier of Victoria

Message from the Ministers



Victoria's reputation as a great place to live is driving our strong population growth. Getting the right transport plan for our children in a time of climate change and a global economic downturn is critical to ensuring we remain one of the most liveable places in the world.

The Victorian Transport Plan has been developed with unprecedented public involvement, using the best available data, and consideration of expert advice from Sir Rod Eddington's review into improving Melbourne's east-west links.

The message has been heard loud and clear: Victorians want more trains and better roads, more transport choice in the suburbs and regions, to feel safe when travelling, and to protect the environment by investing more in public transport, cycling, walking, better urban planning and greener vehicle technology.

This is what *The Victorian Transport Plan* delivers.

The VTP takes investment in transport to a new level with \$38 billion to significantly increase the capacity of our transport network with more services, more often, to more places.

The critical relationship between transport investment and decisions about how and where we develop our towns, suburbs and cities, is central to Victoria's development. By bringing together the decision making of future land development with transport investment, we will help improve people's access to employment, services and social opportunities, and overcome constraints on the existing network.


As Sir Rod Eddington has said, it is not a matter of road versus rail – as a Government we must invest in all modes to allow Victorians to choose the best means of transport for the type of journey they are making.

Six priorities have driven our decision making:

- Using transport investment to change the shape of Victoria to make jobs and services more accessible
- Linking regional, rural and metropolitan Victoria so all parts of the State share in the benefits of population and economic growth
- Creating a Metro System by improving the capacity, frequency, reliability and safety of public transport
- Linking our communities by closing gaps, reducing congestion and improving safety on our roads
- Lowering our carbon footprint from transport
- Strengthening Victoria's and Australia's economy by supporting freight, industrial growth and new jobs.

Our long-term vision is to develop our cities, towns and suburbs in a way that reduces the need to travel long distances because there are more opportunities closer to where we live. The way we move the goods we consume will be far more efficient with dedicated links to concentrate freight flows and encourage economic growth.

The Victorian Transport Plan is the coordinated investment we need for a prosperous, liveable and sustainable Victoria.



Lynne Kosky
Minister for
Public Transport



Tim Pallas
Minister for Roads
and Ports

Contents

Message from the Premier	4
Message from the Ministers	6
A Generational Step-Up	10
Highlights.....	12
Shaping Victoria for future success	14
Overview	14
Challenges.....	18
What Victorians Want.....	32
Six Priorities For Action	
1. Shaping Victoria	35
Linking jobs, services and homes.	
2. Linking rural, regional and metro Victoria	45
Strengthening the connections between regional, rural and metropolitan Victoria so all parts of the State share in prosperity.	
3. Creating a Metro System	61
Taking practical steps to increase the capacity, frequency, reliability and safety of our trains and trams, and move towards a modern Metro System.	
4. Moving Around Melbourne	85
Linking our communities by closing gaps, reducing congestion and improving safety on the road network.	
5. Taking practical steps for a Sustainable Future.....	107
Moving towards a sustainable and lower emissions transport system to help Victorians preserve their environment.	
6. Strengthening Victoria's and Australia's Economy	121
New links to drive jobs, economic growth and build Victoria's prosperity.	
Delivering <i>The Victorian Transport Plan</i>	142
Appendices	
Appendix A.....	148
Project timelines.	
Appendix B.....	154
Response to Eddington recommendations.	

A Generational Step-Up

Introduction

Decisions now about transport infrastructure will shape Victoria for the 21st century. *The Victorian Transport Plan* is unprecedented in scope and scale with:

- More than \$38 billion in projects and initiatives – the largest investment in transport in the State's history
- A framework for future land development to bring jobs and housing together
- A sequential plan for major transport investment over the short, medium and longer term to respond to current demands and shape Victoria for future generations.

Victoria has attracted strong population growth because of its renowned liveability. Getting our transport system right is critical to continuing to attract people to live in Victoria.

The VTP addresses historical imbalances and bottlenecks between the east and the west of Melbourne, while broadening opportunities for suburban and regional Victoria to share in future growth.

The VTP sets clear strategic directions in a large window of time to 2020 and beyond. Remembering that what we see today has taken over 150 years to develop, some of the challenges we face will take time to fully address – including changing our urban development and travel patterns to reduce transport greenhouse emissions.

Many of the major infrastructure projects in *The VTP* will improve Victoria's contribution to national productivity. In excess of \$38 billion of projects are outlined and many of them are beyond the immediate capacity of any one level of government or one term of government. Victoria has allocated \$25 billion, and is seeking Commonwealth Government support to:

- Move Melbourne's rail system to a modern metro-style rail network, with a new underground tunnel for suburban services and dedicated tracks to allow for regional services to run express into the CBD, providing an enormous boost in capacity for metropolitan and regional commuters

- Fill in Melbourne's road network, including the 'missing link' in Melbourne's ring road, the Peninsula Link and an alternative to the West Gate Bridge
- Manage growth in freight traffic, improve the efficiency of supply chains and protect the amenity of Melbourne's inner west by investing in national ports and rail and a Truck Action Plan
- Improve transport links across regional Victoria and between regional Victoria and Melbourne to support jobs and population growth.

Many of these projects will take time to build, but action begins now. *The VTP* makes specific funded commitments in the short and medium term. However, the speed at which long term projects are delivered will depend on population growth and travel trends, as well as the resilience of the Victorian and Australian economies in a climate of global uncertainty.

The VTP uses the best population and travel demand data and considers expert advice from Sir Rod Eddington's report *Investing in Transport* (the Eddington report) into improving Melbourne's east west links.

The transport modelling for *The VTP* uses new *Victoria in the Future 2008* forecasts for population up to 2036, and new employment projections, derived by SGS Economics updating the Eddington assumptions about employment and population. To reflect the expected rising cost of petrol, the model in 2036 uses petrol prices at double that of today (in today's dollars).

However, history has demonstrated that population and economic forecasts can be hard to pinpoint to a year in time. *The VTP* delivers the generational investment needed for future growth.

The VTP will be updated regularly so it remains practical, relevant and achievable.

Nation Building

The Commonwealth Government recently announced the \$20 billion Building Australia Fund (BAF), with the first funding tranche to be announced in early 2009. Infrastructure Australia (IA) is advising the Commonwealth Government on priority projects that increase Australia's productivity, diversify the economy, build on Australia's global competitive advantages, develop our cities, reduce greenhouse emissions and improve social equity, and quality of life, in our cities and regions. These priorities closely align with *The Victorian Transport Plan*. Our full submission to IA may be viewed at www.transport.vic.gov.au. Victoria's submission contained five separate packages which are outlined below:

1. Melbourne Metro Package

- Regional Rail Link
- Melbourne Metro (Stage 1)
- Melton Rail Extension

2. West Gate Alternative and Truck Action Plan Package

- Truck Action Plan (Stage 1) – Hyde Street
- Alternative to West Gate Bridge

3. National Ports and Rail Connection Package

- Port of Melbourne International Freight Terminal and Rail Connections
- Donnybrook/Beveridge Interstate Freight Terminal
- Port of Hastings Development

4. Regional Development Package

- Green Triangle – HPFV Network and Rail/Port Connections
- Regional Broadband – VicFibreLINKS
- Geelong Urban Growth Package
- Gippsland Coal Industries

5. Melbourne Orbital Package

- Peninsula Link
- Grade Separations
- North East Link

Highlights

The Victorian Transport Plan is unprecedented in scope and scale with more than \$38 billion in projects to meet growing demands and shape a more efficient and sustainable State.

Major initiatives include:

New trains, new tracks – Up to 70 new six car trains costing over \$2.6 billion (including stabling and maintenance) and more than 100km of new rail tracks to shift Melbourne's suburban rail system to a modern Metro system.

More trams and buses – A \$1.5 billion investment in up to 50 new large low floor trams to boost the tram fleet and up to 270 new low floor buses to expand bus services and replace older buses, including the continuation of the hybrid bus trial.

Regional Rail Link* – The biggest expansion to the rail network since the Melbourne City Loop – a new 40 kilometre twin-track rail link from West Werribee to Southern Cross Station via Tarneit and Sunshine, and new platforms at Southern Cross Station, will separate regional and metropolitan train services. Rapid access to the city for Geelong, Ballarat and Bendigo trains will be created as well as extra capacity on the Werribee, Watergardens and Craigieburn lines. This complex project will provide capacity for more than 9,000 extra passengers every hour and costs in excess of \$4 billion.

Melbourne Metro* – A new rail tunnel between west and east that will increase the capacity of Melbourne's rail network by around 12,000 passengers every hour and reduce congestion. Stage 1 of the tunnel from Dynon to St Kilda Road (Domain) will cost in excess of \$4.5 billion, with Stage 2 to Caulfield to be delivered after completing Stage 1.

Multi-billion dollar upgrade to major regional transport infrastructure – In partnership with the Commonwealth, the State will deliver upgrades to strategic road and rail freight links. The State will contribute \$1.2 billion to AusLink 2 projects with the next priority being duplication of the Western Highway between Ballarat and Stawell – a key part of the national transport network.

An alternative to the West Gate Bridge* – A new tunnel from Geelong Road/Sunshine Road to Dynon Road/Footscray Road in the Port of Melbourne precinct which will relieve Melbourne's dependence and reduce traffic congestion on the West Gate Bridge at a cost of more than \$2.5 billion.

Shaping Victoria – Making jobs and services more accessible to more Victorians by investing in transport and attracting jobs and services to six new Central Activities Districts in Melbourne at a cost of \$60 million. A blueprint supporting future growth in regional Victoria will be completed by the end of 2009.

Truck Action Plan* – A two-stage plan to remove thousands of trucks from residential areas in Melbourne's inner west and improve freight access to the Port of Melbourne, including a new link from the West Gate Freeway into the port and upgrades to other key routes in the inner west. Stage 1 will cost \$380 million.

Completing the 'missing link' in Melbourne's ring road* – A connection between the Metropolitan Ring Road in Greensborough and the Eastern Freeway in Bulleen will close the 'missing link' between Melbourne's north and east at a cost of more than \$6 billion. This road will include tunnelling to preserve environmental and heritage values.

Peninsula Link* – A \$750 million 25km four-lane connection between EastLink at Carrum Downs and Mount Martha will address chronic congestion in Frankston, while a Dingley Arterial will improve access between the jobs in the south-east and the residential areas of Casey and Cardinia.

Regional Rail – \$600 million for the historic return of passenger rail services to Maryborough and to increase up to 74 new V/Line carriages on order to improve services on busy passenger lines.

Rail extensions to provide more transport choice in growth areas – Rail extensions from Epping to South Morang and electrification of the Sydenham line to Sunbury to meet growing demand in the growth areas of the north and west. New train stations will be built at Lynbrook and Cardinia Road in the south-east. In the longer term, the Cranbourne Line will be extended to Cranbourne East with a new station to be built. New train stations will also be built at Williams Landing and Caroline Springs in the west. Melton services will be increased in the short term and electrified in the medium to longer term. The combined cost of these projects is \$2.7 billion.

Doncaster public transport – Boost buses in Doncaster to every 10 minutes in peak time with the \$360 million Doncaster Area Rapid Transit system.

Bus upgrades – A \$930 million investment in new and upgraded bus services across Victoria, including Melbourne's growth areas and regional Victoria to support greater bus use.

Safety boost – \$30 million to provide for 50 extra police on public transport taking the total to 250, to make catching trains and trams safer, especially at night. Train station staff numbers will also be increased.

Level crossings – \$440 million to grade separate level crossings at critical locations starting with Springvale Road, Nunawading, to improve safety and reduce congestion.

Principal Freight Network – A declared road network for heavy freight to concentrate large freight vehicles on existing key arterial routes. A new \$340 million interstate freight terminal at Donnybrook/Beveridge* will be the first of a network of suburban freight terminals to relieve pressure on inner-Melbourne roads.

Greener vehicles – Trials of new technologies such as electric cars.

Outer suburban roads – \$1.9 billion to improve links to Melbourne's newest communities.

Regional roads – \$1.2 billion package to drive investment in regional Victoria to support freight, industrial growth, new jobs and population growth.

Bike Plan – \$105 million to create new bike lanes to encourage more people to cycle safely in inner Melbourne, Central Activities Districts and regional areas plus a public bike hire scheme for Melbourne's CBD.

Estimated project costs presented in *The VTP* are in nominal dollars.

* Projects submitted to Infrastructure Australia.

Action starts now. Over the next two years Victorians will see:

- The first of up to 70 new metro trains arriving from late 2009
- New regional trains
- New rail services to Maryborough
- More metro train and bus services
- Extra police on trains and trams at night and more staff at stations
- The start of construction of a new railway to South Morang
- myki ticketing delivered
- Regional Rail Link – Construction starting from Southern Cross Station, subject to Commonwealth Government funding
- Electrification of the metro rail network to Sunbury started
- Construction of Dingley Arterial from Perry Road to Springvale Road started
- Grade separation of Springvale Road at Nunawading started
- Peninsula Link started
- Doncaster Area Rapid Transit (DART) upgrade
- More buses
- New train stations in growth areas and upgrades to stations across Victoria underway
- First of the upgraded bicycle lanes on commuter routes to Melbourne completed and the public bike hire scheme in the CBD in operation
- Completion of the M1 Monash-CityLink-West Gate upgrade
- Completion of the Calder Freeway duplication, Deer Park Bypass and the first stages of Geelong Ring Road
- Current arterial road upgrades in outer suburbs completed and new ones underway
- New noise walls on heavy freight routes
- Planning for multi-billion dollar projects including new rail and road tunnels and the 'missing link' in Melbourne's ring road

Shaping Victoria for future success

Overview

Victoria's population is growing. More and more people are calling Victoria home because of our enviable liveability and because of investments in key services for families and community infrastructure.

By 2036, Victoria will have a population approaching seven million. The population of regional Victoria will grow by up to 500,000 in that time with Geelong, Ballarat and Bendigo being centres for growth.

Melbourne's population will grow to five million by 2036, as it matures into a metropolis of international significance.

A significant step-up in transport investment is required to meet current growing demand and to support continued growth.

The Victorian Transport Plan delivers more than \$38 billion of investment to shape our State for the 21st century.

The change begins now and will happen steadily in-step with population growth, resulting in important shifts in living and work choices, travel patterns and the reach and breadth of our transport network.

The recently released planning update, *Melbourne 2030: a planning update, Melbourne @ 5 million*, provides the planning policy framework to guide future growth and development across metropolitan Melbourne.

The Victorian Transport Plan builds on this framework and uses major investment in transport to influence the decisions we make as individuals, business and government, about how and where we work, live and move around.

What will Victoria's transport system be like in 20-30 years?

Victoria will have a transport system fit for a State of seven million people.

Melbourne's public transport map will be transformed into a mass-transit, metro-style system, like other large and prosperous global cities, with underground extensions and expansions to growth areas and almost double the capacity of the current network.

Services to regional cities will run up to four times an hour, and even more frequently to and from Geelong, with dedicated rail express lines preventing the current delays when regional trains enter the suburban network.

The current 'hub-and-spoke' transport system of roads and public transport centred on Melbourne's CBD will mature with more links around outer and middle Melbourne and across regional Victoria.

While Melbourne's CBD will remain the economic centre of our city, tens of thousands new jobs will be facilitated in six new Central Activities Districts at Box Hill, Broadmeadows, Dandenong, Frankston, Footscray and Ringwood.





A designated freight network, development of the Port of Hastings and new road/rail freight terminals around Melbourne will take the pressure off the Port of Melbourne, Australia's busiest container port, reducing congestion in inner-Melbourne and promoting stronger suburban economies closer to where people live.

In the inner city, more housing will be built along tram routes, with higher capacity trams given greater priority on the roads, while trains and buses will be the best for peak travel in the middle and outer suburbs.

New and expanded cycling and walking tracks will see a significant shift in bicycle commuter traffic in inner-Melbourne, and across suburban and regional Victoria.

Melbourne's outer growth areas will remain popular and affordable places to live, but there will be more housing and employment choices, and more transport choice.

Major transport investment in Geelong will support continued strong growth, with sustainable developments such as Armstrong Creek.

Other regional centres will also be supported through better transport links to capitalise on population growth and attract people wanting the opportunities and lifestyle benefits offered by regional Victoria.

Transport and urban planning 1929-2008

Planning for projected population growth is never a precise science. Previous projections have not necessarily produced correct data, but have been correct about the scale of long term change. When Victoria's planners at the Melbourne and Metropolitan Board of Works (MMBW) produced their watershed 1954 plan it was for a city of 2.5 million by 2000. Instead, Melbourne reached that population by 1971. The MMBW then revised its projections to a city of close to 5 million by 2000 which turned out to be 3.4 million.

Victoria has grown by almost one million people in the last 20 years. In the recent past our population has been growing by 1,600 people a week.

The lesson in planning is that it is better to think in terms of a city's size rather than a precise population in a particular year.

Victoria has a long history of urban and transport planning that has helped shape our city and build our State. Each plan has built on the experience and knowledge of the previous one and enabled Melbourne and Victoria to change direction and respond to different challenges and changes in population forecasts.

The 1929 plan recommended the introduction of land use zoning to deal with haphazard land use and a network of main roads to ease the growing problem of traffic congestion. Changes in government and differences over governance arrangements put a stop to it, but debate continued for decades about the role of planning.

This was addressed in the 1954 plan that aimed to limit the growth of the urban area, rationalise future development through land use zoning and reserve land for future public purposes, including the construction of main roads. This plan found that access to the city from the growing eastern and southern suburbs was a problem. The King Street Bridge was opened in 1961 and the first section of the South-Eastern freeway was completed in 1962 to alleviate these issues. An inner city ring road was proposed for traffic to by-pass the city centre however, parts were subsequently shelved.

The 1969 transport plan recommended construction of a comprehensive road network for metropolitan Melbourne, including a 307-mile freeway network, an extended and improved network of arterial roads and a network of local roads. While some of this network has been built over the last 40 years, some of the planned freeways were abandoned.

The 1969 plan also recommended the underground city rail loop which began operating in 1981 with Museum Station (now Melbourne Central). Previous transport plans had proposed an underground metro for different routes to ease crowding at Flinders Street and enhance access to the CBD, however it was not until the 1969 plan was completed that the project moved into construction.

In more recent years, the Victorian Government has been reviewing and revising its transport planning activities on a more regular basis.

Linking Victoria (1999) delivered the Regional Fast Rail Project, redeveloped Southern Cross Station and extended the Eastern Freeway to Ringwood.

Metropolitan Transport Plan (2004) together with *Melbourne 2030*, set the strategic direction for a growing and developing city.

Meeting our Transport Challenges (MOTC) (2006) set out a program of investment to improve Victoria's transport network. As a result of MOTC, work is already well progressed on the North Melbourne Station Upgrade, an unprecedented number of new SmartBus services, the largest bike path upgrade in the State's history, upgrades to the Werribee, Craigieburn, Dandenong and Clifton Hill lines and the \$1.39 billion M1 Monash-CityLink-Westgate upgrade project.

Since the launch of MOTC, Victoria's strong population growth, coupled with the global challenges of high petrol prices and climate change have applied new pressures to our transport infrastructure. Public transport patronage has grown at a record rate and traffic volumes on our roads continue to increase. *The Victorian Transport Plan* replaces MOTC, and also incorporates the response to the report *Investing in Transport* (2008), prepared by Sir Rod Eddington.



Challenges

Shaping Victoria

In the last 50 years the predominance of the car has allowed Victorians to live a long way from where they work.

Climate change, population growth, transport congestion, high petrol prices, housing affordability and land constraints are the new driving forces for where we live and work.

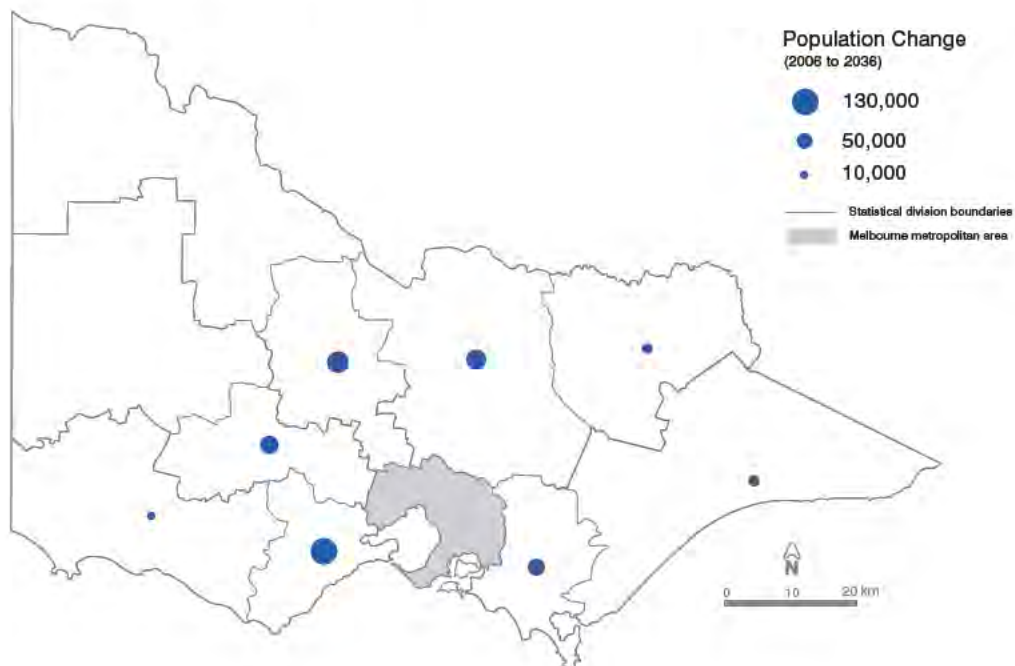
The Victorian Government is conscious of the need to support the development of more housing, transport and work options for people living in growing outer suburbs and regional Victoria – so they do not have to travel long distances to enjoy the same opportunities.

Future investment in major new transport links will generate new jobs and housing growth closer to where people live.

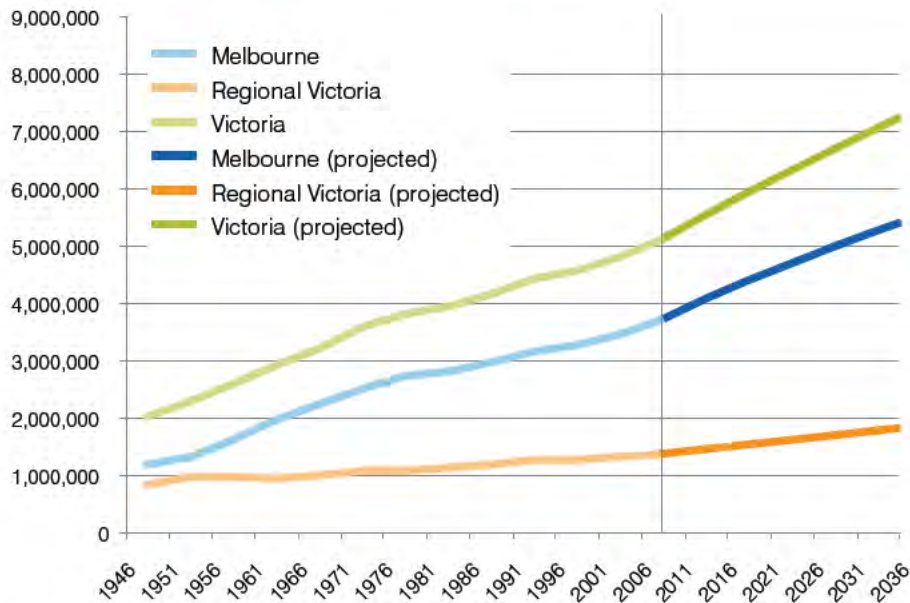
The VTP tackles historical imbalances such as the reduced access to jobs in Melbourne's west and north, the less established transport networks in outer areas, and the need for greater protection of environmental assets such as the native grasslands of the western volcanic plains region.

This integrated urban and transport planning approach will help Victoria through its growing pains with short, medium and long term projects that will expand the State's transport capacity and shape our communities for sustainable growth.

Projected population growth 2006-36 Victoria

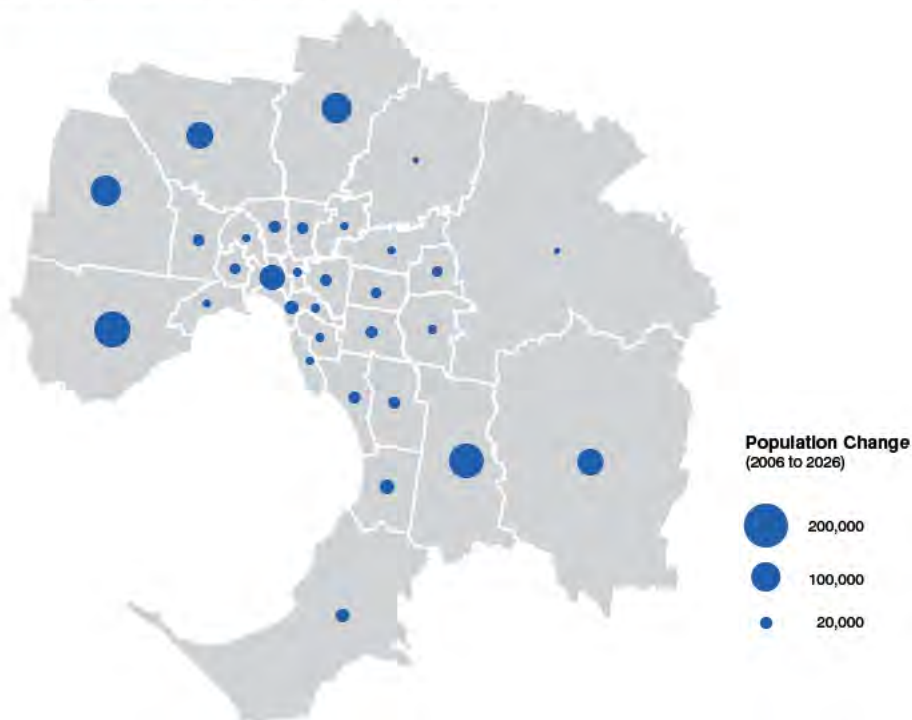


Melbourne and Victorian population growth past, present and future



Source: Department of Planning and Community Development

Projected population growth 2006-26 Melbourne LGAs



Source: Victoria in Future 2008

Linking Regional Victoria

Regional Victoria, through its agricultural, manufacturing and tourism industries is a significant contributor to the economic prosperity of the State.

The ongoing growth and prosperity of regional Victoria depends on meeting the massive freight task and maintaining the attractiveness and liveability of regional centres and towns through good connections to services, jobs and communities.

The VTP includes upgrades of critical roads and continues investment in the Regional Rail Freight Network to ensure the efficient movement of goods around the State and to major export points.

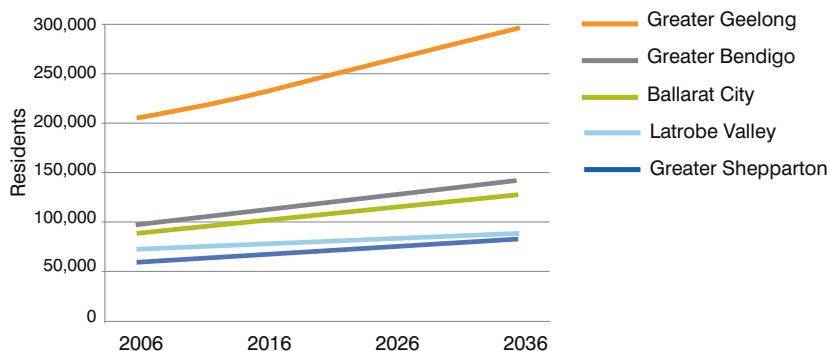
A \$340 million investment in the 'Green Triangle' region, a collaborative cross-border investment in the south-west of Victoria and south-east of South Australia and partnership with the Commonwealth Government, will cater for the expected growth in transport of regional commodities, including increased exports of timber products and mineral sands. This project is included in the Victorian Government's submission to Infrastructure Australia.

The VTP includes continuing upgrades of routes to tourist destinations, such as the Great Ocean Road, Phillip Island and the Mornington Peninsula, and more connections to services in regional centres and Melbourne.

The VTP continues to support major regional centres, with more frequent public transport connections to Melbourne and more local bus services. This includes more V/Line train carriages and improvements to regional roads. Regional Rail Link will provide a dedicated regional rail line to Melbourne's CBD, allowing express services through to the CBD. It also enables people living in Melbourne to commute to jobs in Ballarat, Bendigo and Geelong and vice versa.

For smaller regional towns, more bus connections and flexible community transport options are supported to improve access to medical and other services, shops and entertainment.

Future population growth in regional centres



Source: Department of Transport 2008

Sustainable growth

On the basis of current births, deaths and migration figures, a baby born in Melbourne today will start work in a city of five million people. By then Melbourne is likely to have 600,000 more homes than today.

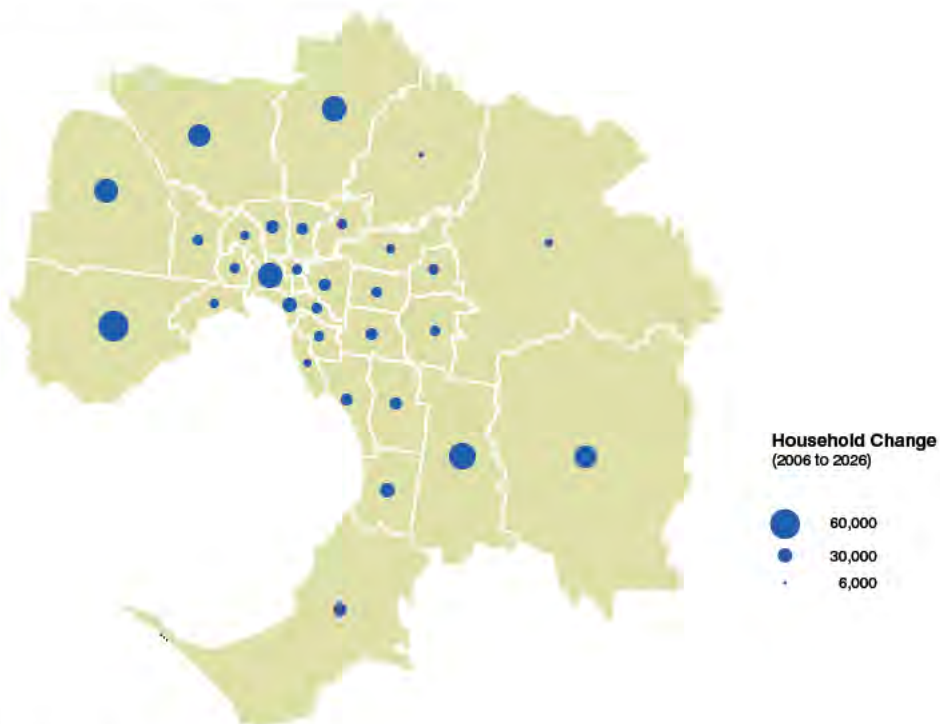
This growth puts significant pressure on our existing infrastructure, but the benefits of population growth far outweigh putting the brakes on growth. Victoria also thrives from the cultural diversity of its people and the economic boost migration provides.

Sustaining a strong economy for the long term requires steady labour force growth capable of meeting the needs of a growing economy.

On current projections, between 2006 and 2036 regional Victoria can expect almost half a million extra people. Major regional locations such as Bendigo, Ballarat and Geelong are expecting the greatest increase along with other centres including Mildura, Shepparton, Latrobe Valley, Wodonga and Warrnambool.

The VTP supports economic and population growth by investing in the transport links needed for a successful State.

Projected household growth 2006-26 Melbourne LGAs



Source: Victoria in Future 2008



Unblocking congestion

If no action is taken, many of Melbourne's major roads will be at or over capacity by 2020 and the metropolitan train network will 'hit the wall' by 2014.

This would mean more people standing on platforms waiting for overloaded trains, or sitting longer in traffic snarls on freeways and local roads.

The following maps demonstrate the increase in demand in both road and rail in 2006 and 2036, illustrating the increase in congestion, if nothing is done.

In March 2007, the Victorian Competition and Efficiency Commission (VCEC) released a report on transport congestion, that estimated the current economic costs of congestion amounted to up to \$2.6 billion per year. VCEC expects that this figure could at least double within the next 15 years if measures to manage congestion are not put in place.

The VTP addresses congestion on a number of fronts with almost \$20 billion in projects to expand the capacity of the public transport network with new rail tunnels, tracks and trains, improving tram and bus priority, building critical new cross-town and freight routes including a West Gate Bridge alternative, and addressing missing links on key arterials, with the Peninsula Link and a North-East Link between the Metropolitan Ring Road and the Eastern Freeway.

In short, *The VTP* gives people more services, more often, with less congestion, so we can all spend less time travelling and more time with family and friends.

All day road demand 2006 metropolitan Melbourne



Source: Department of Transport 2008

All day road demand 2036 metropolitan Melbourne



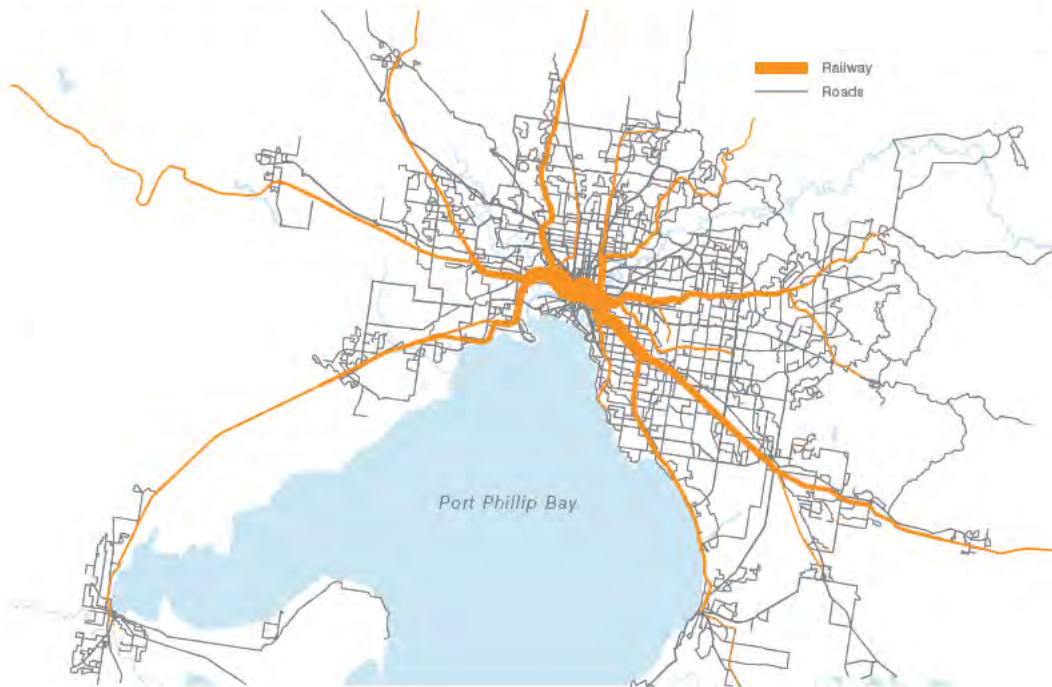
Source: Department of Transport 2008

All day rail demand 2006 metropolitan Melbourne



Source: Department of Transport 2008

All day rail demand 2036 metropolitan Melbourne



Source: Department of Transport 2008







Responding to climate change

The transport sector is responsible for about 16 per cent of the State's greenhouse gas emissions and is both a potential growing source of carbon pollution and an opportunity for significant greenhouse reductions.

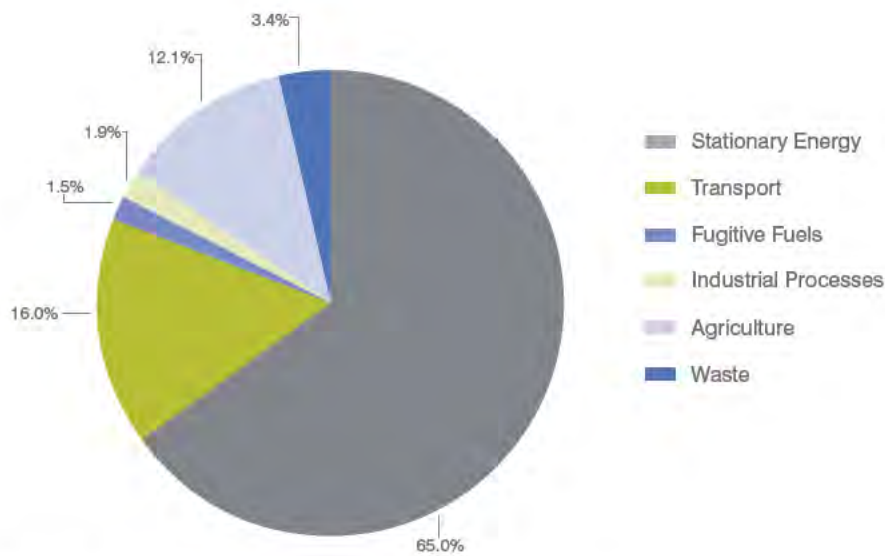
Modelling commissioned by the Victorian Government's Office of Climate Change and Department of Transport has found that making vehicles more efficient is one of the largest opportunities for reductions in the growing transport greenhouse gas emissions.

The Victorian Government has played a leadership role in addressing emissions. The Government is working with the local automotive industry on new vehicle technologies to reduce emissions. Already Ford Australia has announced it will produce the four-cylinder Ford Focus in Victoria. Toyota Australia has also announced Melbourne will be one of only five locations in the world to produce the Hybrid Camry. The Government will continue to work with the automotive industry to identify new opportunities to support new vehicle technologies that reduce emissions.

Encouragement of hybrid taxis, electric cars and trials of hybrid buses will further improve the overall fleet efficiency, while a \$105 million investment in bike use will encourage pollution-free travel. Incentives for people to carpool will also help.

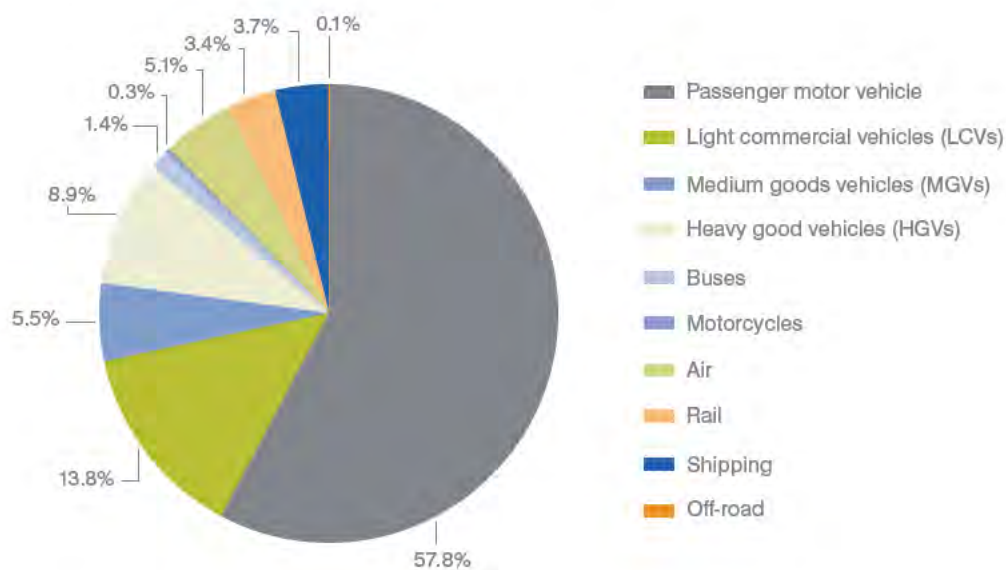
Shaping a more efficient city by encouraging housing and employment closer together and by providing more public transport choice, will assist in curbing Victoria's greenhouse emissions and make us all more conscious about how we can act to cut individual emissions.

Victoria's greenhouse gas emissions by sector



Source: State and Territory Greenhouse Gas Inventories 2006, Department of Climate Change, June 2008. Excludes Land Use Change and Forestry Sector.

Victoria's greenhouse gas emissions by mode of transport



Source: Victoria's Greenhouse Gas Emissions 1990, 1995, 2000 and 2005: End-use Allocation of Emissions, George Wilkenfeld and associates Pty Ltd, 2008



Building for economic growth

Our resilient economy and position as Australia's major international trading hub rely on an efficient, reliable and sustainable freight infrastructure network.

Freight volume across all modes is expected to double by 2030. This growth will increase the need to better integrate ports with transport corridors, and manage the difficulties in sustaining ports in built-up and increasingly residential, inner urban areas.

Because of the share of our economic activity from regional Victoria and Melbourne that relies on transport through urbanised areas, congestion is a significant issue for the economy.

The Victorian Transport Plan has short, medium and long term actions to improve freight movements and supply chains across Victoria including a new terminal and rail connection at the Port of Melbourne, significantly reducing the volume of heavy trucks in inner Melbourne.

Completion of the \$969 million Channel Deepening Project will support access to growing international markets.

A new Donnybrook/Beveridge Interstate Freight Terminal, north of Melbourne, will be the first of a new network of suburban freight terminals to take pressure off Australia's busiest container port, the Port of Melbourne.

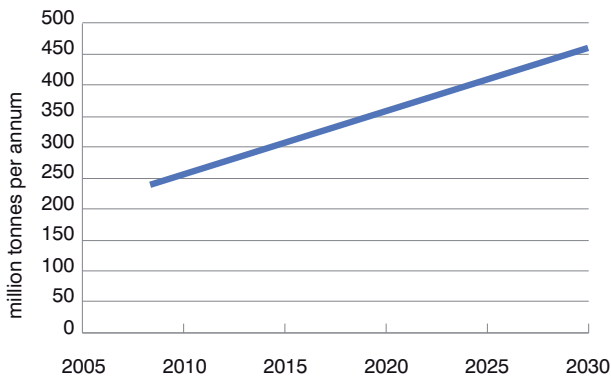
The designation of a Principal Freight Network for Victoria will concentrate heavy freight vehicles on key freeways and arterial roads, while a two-stage Truck Action Plan will provide better freight links into Melbourne's port, removing thousands of trucks from residential streets in the inner-west.

The current upgrade of the Regional Rail Freight Network and *The VTP's* regional arterial roads program will improve key freight routes to increase regional Victoria's economic capacity.

A trial of the next generation of High Productivity Freight Vehicles (HPFVs) will be undertaken in the Green Triangle and on limited key metropolitan freeways to link the Port of Melbourne with major industrial areas: the West Gate Freeway – Western Ring Road – Hume Freeway. These vehicles will be restricted to operating outside of peak traffic periods. They will be fitted with the latest environmental and safety equipment and will be tracked via GPS to ensure they travel only on the approved route.

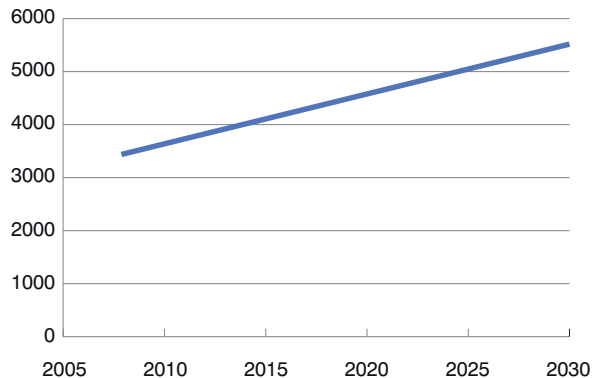
The only vehicles being extended in this trial will be B-doubles capable of carrying two 40 foot containers, which are vehicles only a few metres longer than existing B-doubles. There is no plan to extend the trial to include B-triples.

Melbourne's metropolitan road freight task



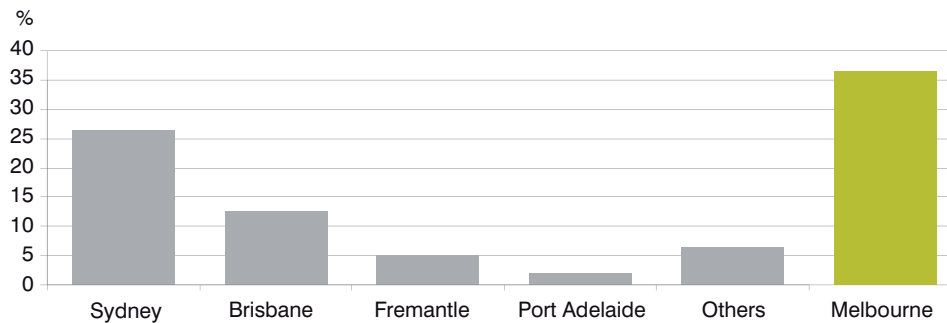
Source: Department of Transport 2008

Number of ships visiting Port of Melbourne annually



Source: Department of Transport 2008

Melbourne comparison to other Australian Ports' container trade



Source: Department of Transport 2008

Creating jobs closer to where we live

The Eddington report highlighted that the concentration and spread of jobs today is skewed to the south and east of Melbourne.

This means that people in the north and west have fewer local job opportunities and have to travel further to get to work and that employers do not have access to a very large group of local workers.

Increasing the economic capacity of the labour market by bringing people closer to jobs, and jobs closer to people will increase the productivity of the Victorian economy.

These 'economic' journeys – getting the right people to the right jobs in the right place – is a fundamental role of our public transport network and our roads.

Most people have a natural limit as to how long they are willing to invest in travelling to work, for a given level of pay. Without adequate transport some people will pass up a higher quality job, and employers can miss out on finding the best person for the job.

The shorter the distance travelled, the greater the productivity and the more 'lost' travel time is returned to individuals and families.

The Victorian Transport Plan together with *Melbourne @ 5 million* addresses this imbalance through planned employment precincts on large and strategic sites with a mix of businesses and a range of jobs that are currently mostly in Melbourne's CBD.

In addition to the new Central Activities Districts, the Government is developing employment corridors so more people will travel shorter trips to reach work and there will be an expanded pool of jobs for more workers.

Delivering jobs now

The \$38 billion of projects in *The VTP* will provide significant stimulus to the Australian and Victorian economies.

The VTP creates jobs now, through the construction of major infrastructure and additions to the public transport fleet.

As EastLink has demonstrated, and the Peninsula Link will continue, tens of thousands of jobs are created in Victoria from the construction of large infrastructure projects.

It has been estimated that in an average construction year, more than 6,000 jobs will be created through construction of the larger projects of *The VTP*.

Infrastructure investments create jobs now by providing a pipeline of projects that employ and develop the Australian workforce.

The economic benefits of some of the larger projects in the package have been estimated based on economic modelling. These benefits are substantial, but so are the costs.

Victoria's economy will also grow as a result of better transport connections and businesses being more productive. It is estimated that in 2036 Victoria's economy will be \$2 billion larger than it would have been without this investment.

The Victorian Government has long recognised the need to improve the productive capacity of the Australian economy. In 2005, Victoria developed the National Reform Agenda (NRA) to direct attention to the key areas for Government investment and reform to improve productivity and workforce participation.

Infrastructure investment is critical to progressing these reforms and to strengthening Australia's economy, particularly in developing the capacity and ability of Australian businesses to compete in a global environment. For instance, better transport connections will enable greater mobility and access to services, while, fit-for-purpose infrastructure can help reduce the cost of doing business, and thus improve business competitiveness.

Victoria will continue to contribute to national productivity goals through a visionary program of infrastructure investment.

In delivering these projects and their associated benefits for the State economy, Victoria will continue its long standing practice of partnering with the private sector to deliver major infrastructure. The Government recognises the crucial role private sector partnerships will play in delivering *The VTP*.

What Victorians want

The response to the Eddington report was unparalleled and at its core was an extensive consultation process to ensure Victorians could have their say on transport.



Throughout July, August and September 2008, the Victorian Government heard from members of the public, community and neighbourhood groups, local councils, public transport operators, freight and logistics operators, financial groups, the construction industry and social services organisations. This was done through:

- A 15 week submission process, which resulted in more than 2,300 individual comments and pieces of feedback
- A web forum, which attracted more than 200 participants across Victoria
- Regional and metropolitan transport forums hosted by the Minister for Roads and Ports, Minister for Public Transport and Minister for Regional and Rural Development
- Forums hosted by Members of Parliament
- The Victorian Transport Summit hosted by the Premier of Victoria.

Victorians said they wanted both immediate action on transport, particularly on public transport and road congestion, as well as an integrated plan for the future.

Other common themes included the need for:

- Ongoing integration between transport and land-use planning
- Investment to increase sustainable transport options – such as public transport, cycling and walking
- Steps to reduce growth in greenhouse gas emissions and consider the environment when planning for transport
- Catering for the increasing freight task, including investment in road connections.

The Victorian Transport Plan seeks to deliver on these themes and more. It brings together our transport and urban planning priorities to 2020 and beyond. *The VTP* takes practical steps to move to a modern metro-style public transport system, close the gaps in our road network to link our communities, cater for an increasing freight task and protect our environment now and into the future.



Six priorities for action

1. Shaping Victoria
2. Linking rural, regional and metro Victoria
3. Creating a Metro System
4. Moving Around Melbourne
5. Taking practical steps for a Sustainable Future
6. Strengthening Victoria's and Australia's Economy

1. Shaping Victoria

Linking jobs, services and homes.

Highlights

The Victorian Transport Plan is based on an integrated approach to transport and land use planning.

The VTP and Melbourne @ 5 million bring together future transport and land use decisions to:

- Increase development and job opportunities through strategic transport investment
- Develop future housing in the established areas of Melbourne along the tram and rail network
- Invest in new transport links to promote more jobs closer to new housing in Melbourne's fast-growing west and north
- Take pressure off the city and inner Melbourne by facilitating substantial employment growth at six designated Central Activities Districts (CADs), and along employment corridors in middle and outer areas
- Support Melbourne's growth areas with high capacity public transport links, nominating CADs, creating employment corridors and investigating the proposed extension of the Urban Growth Boundary
- Support regional population growth through significant investment in more transport services that link regional centres to Melbourne and smaller towns to regional cities.

Victoria is growing and changing. Melbourne's population will pass the original *Melbourne 2030* projections before 2020 and regional Victoria is projected to attract a further half a million residents by 2036. The State's population will reach six million people by around 2020.

Currently, half of all Melbourne's projected population growth is going into the city's five outer urban growth areas.

The relative share of growth in the outer areas is not likely to change. In order to maintain the liveability of these new suburbs, more jobs need to be located in these growth corridors and the role of key major centres boosted to provide CBD-like functions.

Regional Victoria is taking a significant share of Victoria's population growth with continued support to improve links to Melbourne and between regions and outlying towns.

Maintaining the attractiveness and liveability of regional centres and towns through good connections to services, jobs and the community, and addressing the growing regional freight task, will support continued growth in regional Victoria.

Victoria has grown by more than one million people in the last 20 years, and currently grows at around 1,600 people each week. While this growth brings economic benefits, it has also created pressure on infrastructure.

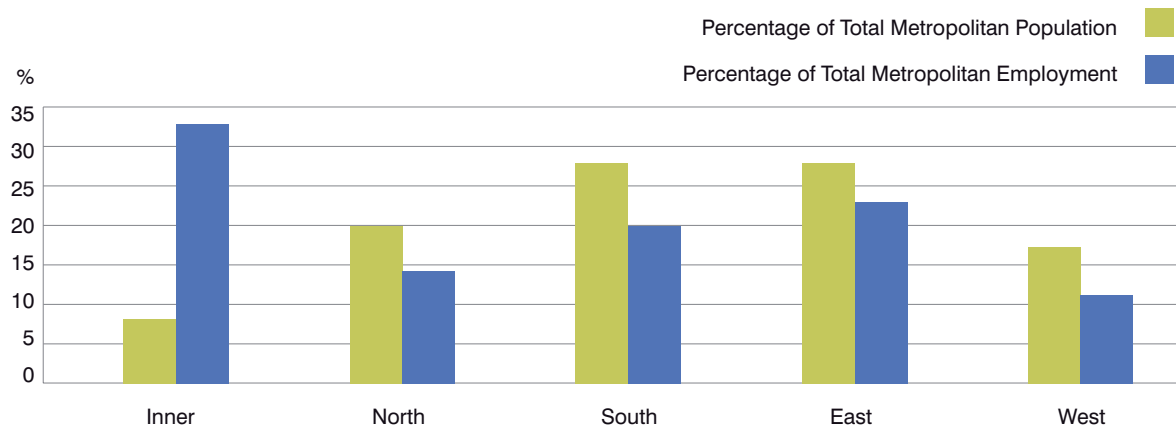
Highly valued areas of land, such as Melbourne's 'green wedges', need ongoing protection. The native grasslands west of Melbourne must also be protected.

Victoria in Future 2008 projections indicate that over 30 years from 2006 to 2036, Victoria will grow by 2.3 million people. This includes around half a million people in regional Victoria, including 125,000 extra people expected in the Barwon region by 2036.

The recently released *Melbourne @ 5 million* says Melbourne will need an additional 600,000 homes over the next 20 years.

It is anticipated that 53 per cent will be located in Melbourne's inner and established areas, and 47 per cent in Melbourne's growth areas. This means why there is a need for a review of the Urban Growth Boundary to accommodate approximately 134,000 additional dwellings.

Population and employment as per cent of total 2006



Source: Department of Transport 2008

To maintain Melbourne's reputation as one of the world's most liveable cities, and to support our regional centres and towns to grow sustainably, we must reshape our patterns of employment and residential growth. More houses need to be closer to job opportunities and services, with better transport links.

Significant transport investment has the ability to strongly influence the future shape of Melbourne and Victoria to support sustainable growth.

There are many recent examples in Victoria and other States where new transport infrastructure has helped shape city development and stimulate jobs growth. Most recently in Melbourne, the construction of EastLink has released the enormous potential of Greater Dandenong and significant new industrial development in Carrum Downs.

Many of the projects in *The VTP* are of such a magnitude they will have a similar city shaping effect. For example:

Regional Rail Link and Melbourne Metro –

These projects will:

- Unlock the potential of the north, west and south-west (Sydenham/Sunbury, Craigieburn/Donnybrook, Melton/Bacchus Marsh and Wyndham) to accommodate the growth forecast for these areas
- Stimulate jobs growth and economic development in Melbourne's CBD and the six new Central Activities Districts identified to accommodate future growth
- Build on the growth already underway in Ballarat, Bendigo and Geelong as a result of the Regional Fast Rail project.

The North East Link – will forge a key link between the strategically located northern suburbs – with their vital connections to the national road and rail network – to the economic powerhouse of south-east Melbourne. It will fundamentally alter the economic landscape in this part of Melbourne, just as the Western Ring Road did in the west. It will boost jobs, economic growth, social mobility and access to opportunity.

Metro Rail Extensions – priority to Sunbury, South Morang and Melton, and in the longer term Cranbourne East and new stations in growth areas, will provide an opportunity for the urban growth areas to develop with the benefit of sustainable transport choices in combination with bus connections and services. These projects lay a foundation for more sustainable and intensive forms of residential and commercial development. Increasingly, people will commute to jobs in centres like Dandenong and Footscray rather than the CBD.

An alternative to the West Gate Bridge – Road Tunnel (Geelong Road to Port) – improves the critical access to the Port of Melbourne from industrial areas in the west of Melbourne – so one of the city's key economic strengths will be enhanced. It will also free up the M1 for traffic which must use that road and it will reduce through truck traffic from the fast redeveloping inner west including the centre of Footscray.

Regional Links – Regional Rail Link, new V/Line trains, station upgrades, buses, all building on the success of Regional Fast Rail – will bring key regional centres closer to Melbourne, provide the impetus for stronger economic and regional development and make the regions even more attractive places to live for our growing population and businesses to operate.

A goal of *The VTP* is to integrate transport and land development so that more people will live closer to jobs and other opportunities. People should not have to travel as far – or as often. This will reduce pressure on road and public transport capacity, while building better connections to more places.

The Victorian Transport Plan addresses a number of challenges with the current shape of Melbourne, including:

- A city dominated by one centre, with strong population growth on the fringes. While most people living in outer suburbs travel mainly to neighbouring areas (not the CBD) there is strong commuter traffic across Melbourne causing congestion on the roads, and on public transport in the morning and afternoon peaks
- Growing commuter travel times. Many people are taking longer to get to work due to congestion
- More strategic links between the location of job opportunities and the pattern of new residential growth
- A less developed transport network in the west of Melbourne, where there is strong residential growth
- Congestion on the inner city transport network of roads, trains, trams and bicycle routes where most work and leisure activity is concentrated.

Melbourne's traditional 'hub-and-spoke' transport network will not meet the city's changing settlement and transport patterns. Influencing the pattern of where people work and how they travel to work will have the biggest impact on reducing congestion.

While a vibrant Melbourne CBD with strong population and job growth will continue to be vital to Victoria's prosperity, a substantial proportion of Melbourne's future employment growth needs to be directed to centres closer to new residential communities.

Existing Policy and Programs

Melbourne 2030

The VTP continues the Government's implementation of *Melbourne 2030*.

This policy was adopted in 2002 and its audit was completed in 2008. It sets a long term framework to manage Melbourne's growth and change and its relationship with the surrounding regions. This includes concentrating development in activity centres, and better connecting centres.

Extension of Principal Public Transport Network

Public transport is being extended to key destinations. This has involved rail extensions to Sydenham and Craigieburn; tram extensions to Box Hill, Bundoora, Vermont South and Docklands; road priority for trams and buses, extending cycling facilities and the roll-out of SmartBus services on key cross-city routes including Blackburn Road, Springvale Road, Warrigal Road, Wellington Road and Frankston to Ringwood.

The VTP will further extend the Principal Public Transport Network and establish a Principal Freight Network and extend the Principal Bicycle Network.





Building on Success

Melbourne 2030 established a number of key elements for managing Melbourne's growth including a large network of activity centres based around good transport links and supporting growth in designated growth areas. This approach remains the fundamental structure of future metropolitan development.

However, the current single-centred city structure will not be able to handle the needs of a city of five million people.

In *Melbourne @ 5 million*, the Government sets out its intention to better distribute jobs and other activities. Six new Central Activities Districts will be developed around Melbourne, supported by major employment corridors, to attract future jobs, housing and other services.

Development will be encouraged in new employment corridors in western and northern Melbourne to take advantage of existing and proposed transport infrastructure, while established areas, particularly in inner Melbourne along the tram and train network, will support population growth.

Central Activities Districts (CADs)

Developing new CADs where jobs and services are concentrated means that people spend less time travelling, roads are less clogged and transport infrastructure is used more efficiently, with more travel in both directions. This is the pattern in most major cities.

This change is already happening in Melbourne with concentrations of jobs and services in *Melbourne 2030's* Principal Activity Centres as well as outside of Melbourne in Geelong and other regional centres.

The six selected CADs will stand out from other business and shopping centres because they have a range of jobs, goods and services similar to those in central Melbourne. They have a large shopping area and office buildings, higher education campuses, eating areas, entertainment and residential living including apartments.

We have the foundation for these centres in a number of areas and this will be supported by more work by Government including better infrastructure, planning, transport access, and development facilitation – as well as private development including high quality buildings and associated public spaces. The growth of these centres over time will take pressure off the daily flow of travel to and from the CBD.

The VTP encourages this type of development with more than \$60 million to progress CADs in Footscray in the west, Broadmeadows in the north, Box Hill and Ringwood in the east, with Dandenong and Frankston in the south-east.

Geelong and other regional centres have a critical role in providing CAD level services outside of Melbourne to provide the focus to attract jobs and population growth.

What are Central Activities Districts?

CADs will provide:

- Significant CBD type jobs and commercial services
- A strong and diverse retail sector
- Specialised goods and services drawing on a large regional catchment
- Significant opportunities for housing redevelopment in and around these centres
- Connection to the Principal Public Transport Network with a high level of accessibility by walking, cycling and public transport
- Vibrant centres of community activity with a range of public facilities.

Melbourne 2030 provides for a network of activity centres of varying roles and functions to allow for their orderly planning and development.

The scale of growth now anticipated suggests a need for six identified Principal Activity Centres to be reclassified as Central Activities Districts.

These centres come into the typology of centres as follows:

- Central Activities District
- Principal Activity Centre
- Major Activity Centre
- Specialised Activity Centre
- Neighbourhood Activity Centre.

The six new CADs will be the focus of Government planning to help cater for and sustainably manage the anticipated scale of growth and change.

Investments in new transport upgrades, for example proposed new station facilities and a major new rail tunnel from Dynon to St Kilda Road (Domain), will be used to maximise development opportunities for new jobs and residential development.

Schematic of a polycentric city

One Major Centre
'Monocentric'



Multiple Major Centres
'Polycentric'



Source: Department of Transport 2008

Major Employment Corridors

Employment corridors have been developed as a planning approach to locate more employment closer to where people live, with more types of jobs, and to support industry to access more potential skilled workers.

Employment corridors will be well linked to CADs, universities, research and technology precincts, medical precincts, and similar areas of significant employment activity.

For example, a band of employment locations and potential opportunities already exists along an arc from Monash University north through to Box Hill and around to Preston and Coburg. This emerging corridor accounts for 20 per cent of Melbourne's jobs and contains a large number of major activity centres and employment destinations.

This is a long term city-shaping strategy and the Government will work with business, local councils and communities over time to:

- Examine the corridors in detail to determine areas and sites with significant redevelopment opportunity
- Produce a plan for each employment corridor that sets out the desired development outcomes, public open space improvements and infrastructure needs
- Review and, where necessary, change planning controls to facilitate more jobs.

Targeting future transport investment to key employment corridors will help shorten trips for people to access jobs, shift more trips to a cross-city route, take pressure off the existing road and public transport network, and concentrate public transport investment in routes with high capacity.

The Victorian Transport Plan invests \$50 million in employment corridors starting with:

- Avalon Airport, Werribee, Melton, Melbourne Airport and Donnybrook (along the future route of the Outer Metropolitan Transport Corridor)
- Caulfield to Dandenong
- Monash University/Chadstone to Box Hill, Austin Hospital and Bell Street.

Geelong – a case study

Geelong is Victoria's second largest city and is enjoying significant growth due to the size and diversity of its local economy, a coastal location and unique identity. Geelong is also close to Avalon airport which is increasing its role in providing domestic flights and emerging as an important employment node for the region.

The City of Greater Geelong, in partnership with Government, has developed a strategic plan – G21 – and is working on a series of measures to make Geelong an even more attractive location for residents.

This includes planning for a new growth area known as Armstrong Creek.

The Armstrong Creek urban growth area will be developed into a sustainable community that sets new benchmarks in best practice urban development.

Natural and cultural features will be protected and enhanced to create a distinct urban character. Armstrong Creek will become a highly sought-after location for living, working and recreation, forming an attractive addition to Geelong.

To support new population growth in Geelong, *The VTP* invests in improving the quality of transport links, particularly train services, and continuing to create new local employment opportunities.

Ensuring land supply for housing in the established and growth areas of Geelong, and increasing the diversity of housing choice to provide for a changing market are also important. The Victorian Government will support the CBD of Geelong, with significant investment in rail, bus, road and port links.

Growth in established suburbs

Melbourne's established suburbs which are well served by the tram and train network, are projected to accommodate around half of all Melbourne's future growth over the next 20 years (with the balance occurring in growth areas).

The scale of this growth requires proactive planning to create and maintain a supply of well located redevelopment sites.

To protect liveability, the focus of growth will be on locating more housing in and around activity centres, along tram routes and the orbital bus routes on the Principal Public Transport Network, in areas close to train stations and on large sites made available through economic restructuring.

The transport benefits of supporting development in established areas include:

- Shorter trips for people to access more jobs
- Greater potential use of walking and cycling
- Targeting public transport investment to routes with high capacity.

Planning for growth in regional Victoria

Regional Victoria, through its agricultural, manufacturing and tourism industries, is a significant contributor to the economic prosperity of the State and is expected to continue attracting almost a quarter of the State's population growth.

On current projections, regional Victoria will have around half a million more residents by 2036, with major regional locations such as Bendigo, Ballarat and Geelong experiencing the strongest growth, along with other centres including Mildura, Shepparton, Latrobe Valley, Wodonga and Warrnambool.

The Victorian Transport Plan significantly expands transport choices across regional Victoria, including upgrades of critical roads and the regional passenger and freight network to ensure the efficient movement of goods and people.

The VTP continues to support regional growth with upgrades to tourist destinations, rail freight and economic development opportunities for regional towns, and more social connections between smaller regional and rural towns.

Consultations are currently underway on growth strategies for each of Victoria's regional cities which will result in a blueprint for regional growth late in 2009.

Six priorities for action

1. Shaping Victoria
2. Linking rural, regional and metro Victoria
3. Creating a Metro System
4. Moving Around Melbourne
5. Taking practical steps for a Sustainable Future
6. Strengthening Victoria's and Australia's Economy

2. Linking rural, regional and metro areas

Strengthening the connections between regional, rural and metropolitan Victoria so all parts of the State share in prosperity.

Highlights

- Double the capacity of regional rail services with more tracks and more trains
- Re-establish passenger rail services to Maryborough starting in 2010 at a cost of \$50 million
- Increase the Victorian Government's current order of 54 locally built new V/Line train carriages by up to 20, bringing the total up to 74. The first 54 will be on track by 2012, and another 56 carriages will be refurbished
- Deliver a multi-billion dollar upgrade of regional roads and rail freight under AusLink with 16 landmark projects
- Subject to funding from the Commonwealth Government under AusLink, upgrade the Western Highway from Ballarat to Stawell. Victoria is committing \$125 million
- Improve State regional arterial roads in a \$1.2 billion boost
- Improved bus services in regional centres (including Greater Geelong), between towns and connecting isolated locations to major centres – starting immediately – and a new bus interchange in the Geelong CBD
- Upgrade train stations across Victoria with better bus interchanges, taxi ranks and car parks in a \$30 million investment – starting immediately
- Upgrade regional airports across the State with a \$20 million investment
- Complete the Geelong Ring Road and upgrades of Western Port and Bass highways
- Upgrade the road and rail freight network to capitalise on market opportunities in timber, mineral sands and coal products
- Upgrade local roads to markets to support key regional industries including the grain, dairy, livestock, horticultural, seafood and timber sectors with \$7.5 million in additional funding
- Continue to upgrade level crossings and improve safety on regional roads
- Investigation of a transport corridor between Geelong and the rapidly growing Surf Coast Centre of Torquay
- Support cycling with \$10 million of Rail Trails and bike paths to tourist attractions and within regional cities



Rural and regional Victoria is growing strongly after major investment by the State Government since 1999 to rebuild and strengthen vital services and infrastructure so all Victorians can share in the State's prosperity.

The Victorian Transport Plan builds on significant investment already underway across the road and rail network, as part of a dedicated effort to support regional industries and communities.

Many projects have been completed since 1999, including the successful Regional Fast Rail Project, the reopening of regional rail lines to Ararat and Bairnsdale, reductions in V/Line fares and enhanced integration of bus and train connections that have seen a 63 per cent surge in V/Line train patronage in the last two years. The upgrade of freight lines and upgrades to rural roads and highways have been integral to supporting long term economic sustainability throughout the regions.

Almost \$2.5 billion of Victorian Government funds have been spent on regional arterial road upgrades since 1999. Together with the Commonwealth, through AusLink, road, rail and intermodal projects will keep improving the liveability of regional communities and drive local economies.

The Regional Infrastructure Development Fund has also delivered infrastructure upgrades across the State to regional Victoria.

Since 1999, this investment has helped increase the number of employed people living in regional Victoria by 135,000 and attracted 92,000 more residents and improved access to markets.

The importance of regional economies to Victoria's future prosperity is well understood by the Government, which will continue to invest strongly in regional infrastructure.

In the last decade, growth has been strongest in the larger regional centres of Geelong, Ballarat and Bendigo, and smaller towns within proximity of these centres.

Some coastal areas and inland areas close to Melbourne have also attracted growth driven by lifestyle preferences – a combination of retirement and those seeking a 'sea-change' or 'tree-change'.

With Victoria's population growing quickly, our regions have the capacity to build on the prosperity of the last decade and take an increased share of future population growth.

Official projections show that regional Victoria will grow by almost 500,000 people between 2006 and 2036.

None of this growth would have been possible – or will be possible in the future - without new investments in transport, particularly road and rail upgrades.

The VTP supports the continued growth of regional Victoria through major investment in transport links to support key regional industries, improve safety on the transport network and meet current demand and future growth.

It also supports the development of regional communities by driving new jobs and investment in industries for the long term.

For the major regional centres, particularly those with a significant commuter population, continuing to improve and support major road and public transport connections to Melbourne and other regional centres is essential. The V/Line road coach network and good connections between rail and local bus services will continue to be important for regional communities.

For smaller towns, particularly those with an ageing population, the challenge is to ensure that transport to vital services, shops and entertainment is accessible with flexible transport solutions designed by, and for the local community.

The VTP addresses a number of these challenges, including:

- Strengthening transport links between regional centres and outlying towns
- Improving the reliability and capacity of road links through the multi-billion dollar AusLink program
- Dedicating new rail lines for country trains and restoring passenger services to Maryborough
- Building new road and rail freight links to support the development of regional exports such as timber, dairy products, horticulture, wine, grain, coal derivatives and mineral sands
- Supporting tourism with upgrades to regional airports, tourist roads and popular Rail Trails.

Existing projects

A number of major road, rail and transport projects are already underway to support regional growth including:

\$336 million for new regional train fleet

The Government is currently buying 54 new train carriages to boost capacity on Victoria's resurgent regional rail network and building more stabling and maintenance workshops and extending platforms at several sites. Through *The VTP* the order for train carriages will be increased to 74. The first 6 carriages have already joined the Regional Fast Rail network and all 54 carriages will be in service by 2012. This will create a 50 per cent extra capacity across Ballarat, Bendigo, Geelong and the Latrobe Valley, with 4,200 more seats. The Seymour Line will also benefit from train refurbishments.

\$501 million North East Rail Revitalisation and Wodonga Rail Bypass

The North-East Rail Revitalisation Project will remove the rail line from the centre of Wodonga and convert 200 kilometres of broad gauge track to standard gauge. This will deliver a rail freight link between Australia's economic hubs, Melbourne and Sydney, and improved passenger rail services between Melbourne and Albury-Wodonga. Trains on this line will be converted to standard gauge and refurbished for increased passenger comfort.

Geelong Ring Road

Drivers will soon be able to use the first stage of the new 25 kilometre ring road. When completed, the Geelong Ring Road will avoid 29 sets of traffic lights between Corio and Waurn Ponds. Currently the trip through Geelong takes between 25 and 60 minutes, while the new freeway will reduce travel time to less than 15 minutes. Up to 25,000 vehicles a day that currently drive through the middle of Geelong will be redirected onto the bypass, providing huge relief to the city centre and suburban streets, improved freight access to the Surf Coast and South-West, drawing an estimated 300,000 additional tourists to the region and injecting millions of dollars into local economies.

Bass Highway upgrade to four lanes to the Phillip Island turn off

The Bass Highway is the route to some of the State's premier tourist attractions including the penguin parade and Australian Motorcycle Grand Prix at Phillip Island. To date, \$90 million has been committed to upgrade the existing road to a four-lane highway from the intersection with the South Gippsland Highway to the Phillip Island Road at Anderson. This will support population growth along the Bass Coast and accommodate increased traffic during holiday periods and weekends. The current commitment covers six of a total seven stage project.

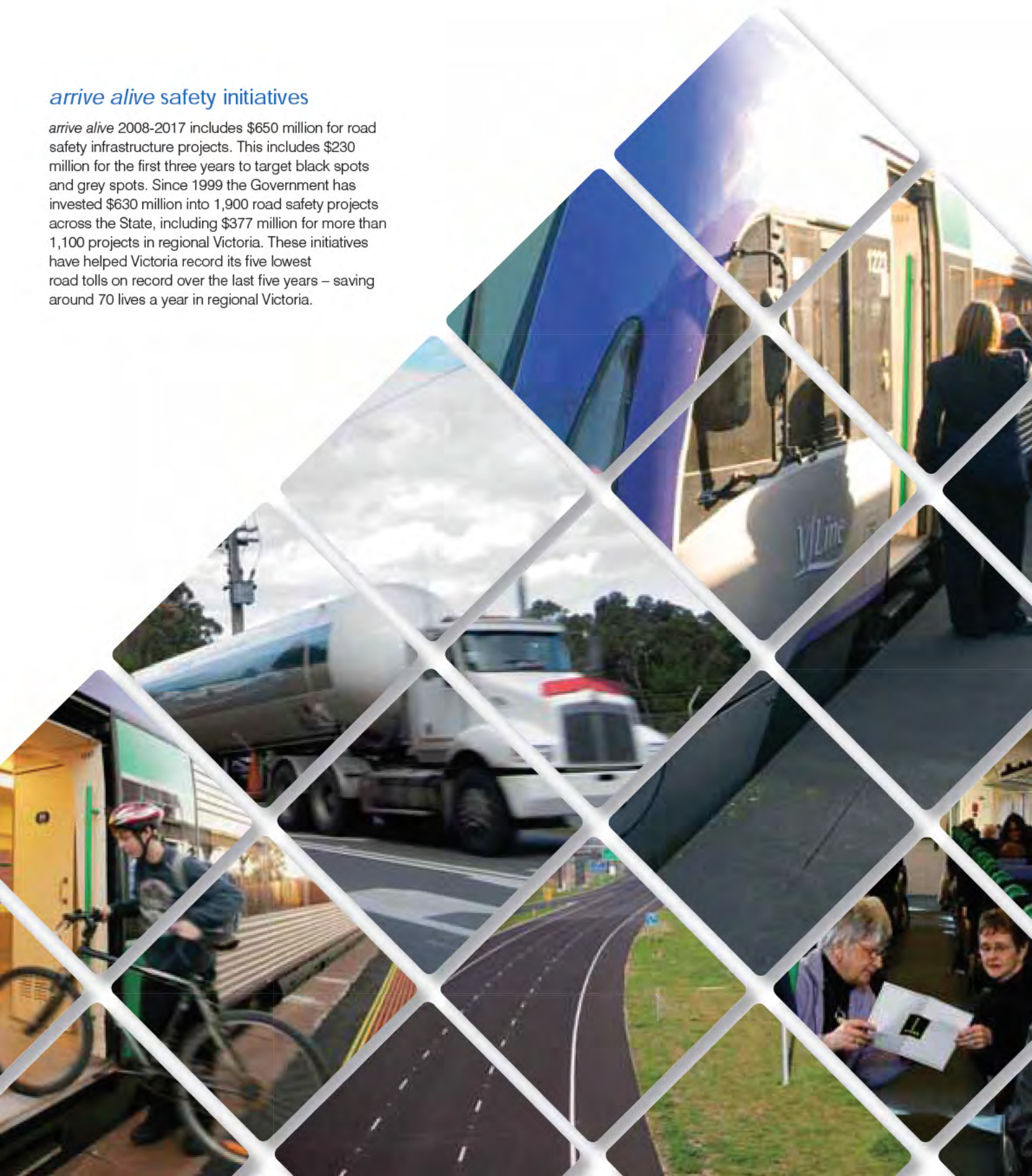
Calder Highway upgrade to a high-standard four lane freeway

The remaining 19 kilometres of the \$404 million project from Kyneton to Ravenswood are expected to open by mid-2009. Once completed, motorists will enjoy safer driving and reduced travel times, local communities will have less traffic and trucks, while the koalas, kangaroos and other wildlife will be protected with fences, 29 wildlife crossings and the planting of nearly two million trees.



arrive alive safety initiatives

arrive alive 2008-2017 includes \$650 million for road safety infrastructure projects. This includes \$230 million for the first three years to target black spots and grey spots. Since 1999 the Government has invested \$630 million into 1,900 road safety projects across the State, including \$377 million for more than 1,100 projects in regional Victoria. These initiatives have helped Victoria record its five lowest road tolls on record over the last five years – saving around 70 lives a year in regional Victoria.



\$73 million upgrade of the Mildura – Geelong Freight Rail Upgrade

Two in every five sleepers are being replaced along the line between Mildura and Gheringhap, north of Geelong to improve speed and safety on this important freight line for carrying grain and primary produce.

\$331 million Deer Park Bypass

This will provide a direct freeway link from the Western Ring Road in Sunshine to the Western Highway at Caroline Springs avoiding 20 intersections, reducing congestion and improving travel time. The bypass is due to be open in mid 2009.

Better regional bus services and connections

The Government has worked with communities and local governments to identify the best ways of meeting people's travel needs with bus services in regional areas. Informed by this, we have injected \$36 million since 2006 to deliver new bus services to regional growth areas, services to connect V/Line commuters, more services at night and on weekends, and new interchange facilities between road and rail. The program includes new services to Ballarat, Bendigo, Geelong and Wodonga, as well as to other communities.

\$18.3 million for Transport Connections Program

This program provides funding for 32 projects across rural and regional Victoria, to help communities set up working groups, employ a coordinator and develop locally responsive transport initiatives. It builds upon the previous nine successful pilot projects.

AusLink 2

The Commonwealth Government has committed to deliver more than \$4 billion of AusLink 2 projects in partnership with the Victorian Government including:

- Geelong Ring Road (4A – Anglesea Road overpass)
- Geelong Ring Road (4B – Anglesea Road to Princes Highway West)
- Princes Highway West – Waurin Ponds to Winchelsea duplication, to improve safety and links to ports and markets for vital agricultural, food processing and manufacturing industries in Victoria's Western district
- Goulburn Valley Highway – Nagambie Bypass
- Western Highway – Anthony's Cutting between Melton and Bacchus Marsh
- Western Highway – Ballarat to Stawell
- Princes Highway – starting the duplication between Traralgon and Sale to improve Gippsland's connection to Melbourne
- Improving the Melbourne to Adelaide rail line with longer passing loops and connections to the Geelong Port
- Completing the Wimmera (Dooen) Intermodal Terminal near Horsham to overcome capacity constraints and improve freight efficiency along the Melbourne to Adelaide rail corridor

Building on Success

The actions outlined in *The VTP* will keep pace with regional population growth and create more opportunities for jobs and investment across Victoria.

The VTP strengthens regional centres and towns with timely, frequent and reliable transport connections and better links with nearby communities, between regions and with Melbourne.

Major investment in regional economic infrastructure supporting key export industries is included along with upgrades for regional ports and airports.

The implementation of regional priorities in *The VTP* will be supported by the work of the Victorian Government's Ministerial Taskforce on Regional Planning, which is developing a strategic framework for managing growth and change in regional Victoria in partnership with local governments and their regional communities. The Taskforce will complete its work by the end of 2009.





Next Steps

Short and medium term actions

Regional Rail Link

As the highest priority in the State's submission to Infrastructure Australia for Commonwealth Government funding, the Regional Rail Link will build on the spectacular success of the Regional Fast Rail project.

The project will provide substantial increases in capacity and reliability for Geelong, Ballarat and Bendigo services, and free up capacity for extra suburban services from Werribee, Sunbury and Craigieburn.

Major construction features of the new link will include:

- 40 kms of dedicated regional tracks from West Werribee to Southern Cross Station – allowing regional services to run express into Melbourne and not be caught up with the growing number of suburban services
- Capacity for an extra 9,000 passengers per hour
- The rebuilding of Sunshine Station with extra platforms
- The construction of a new rail bridge over the Maribyrnong River.

Regional Rail Link will break the capacity constraints for commuters on overcrowded lines from regional Victoria, bringing Geelong, Ballarat, Bendigo and Melbourne closer and supporting strong population growth now and into the future.

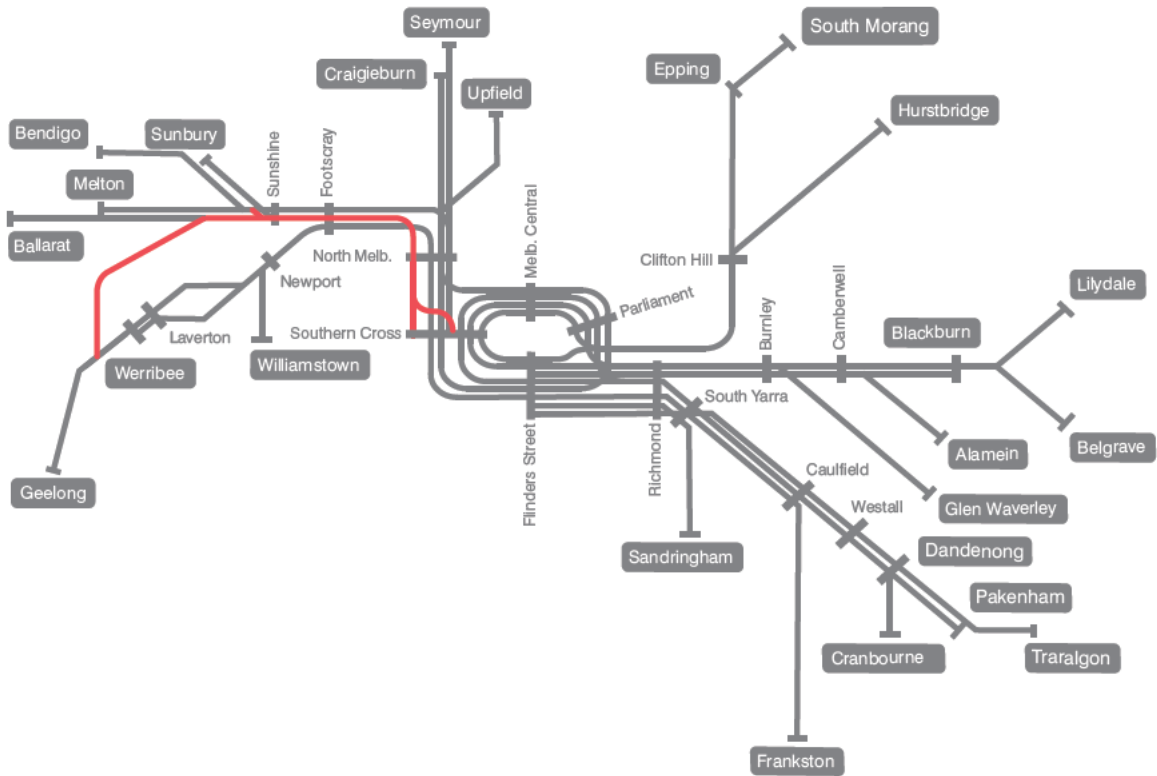
Stand-alone tracks for regional trains from Melbourne's fringe to Southern Cross Station and two new platforms will provide substantial increases in capacity and reliability for services from Geelong, Ballarat and Bendigo.

With seven additional regional trains running every peak hour, each train will have more carriages and will more than double the capacity of the regional commuter network whilst also improving reliability.

The project will also free up capacity on the metropolitan train system.

Regional Rail Link is a complex and costly project with an estimated price tag in excess of \$4 billion, and requires a substantial funding contribution from the Commonwealth Government. While the precise timing and staging of its implementation will depend on Commonwealth support, Victoria has already undertaken significant planning, and construction could begin soon after agreement is reached with the Commonwealth.

Regional Rail Link



Source: Department of Transport, 2008

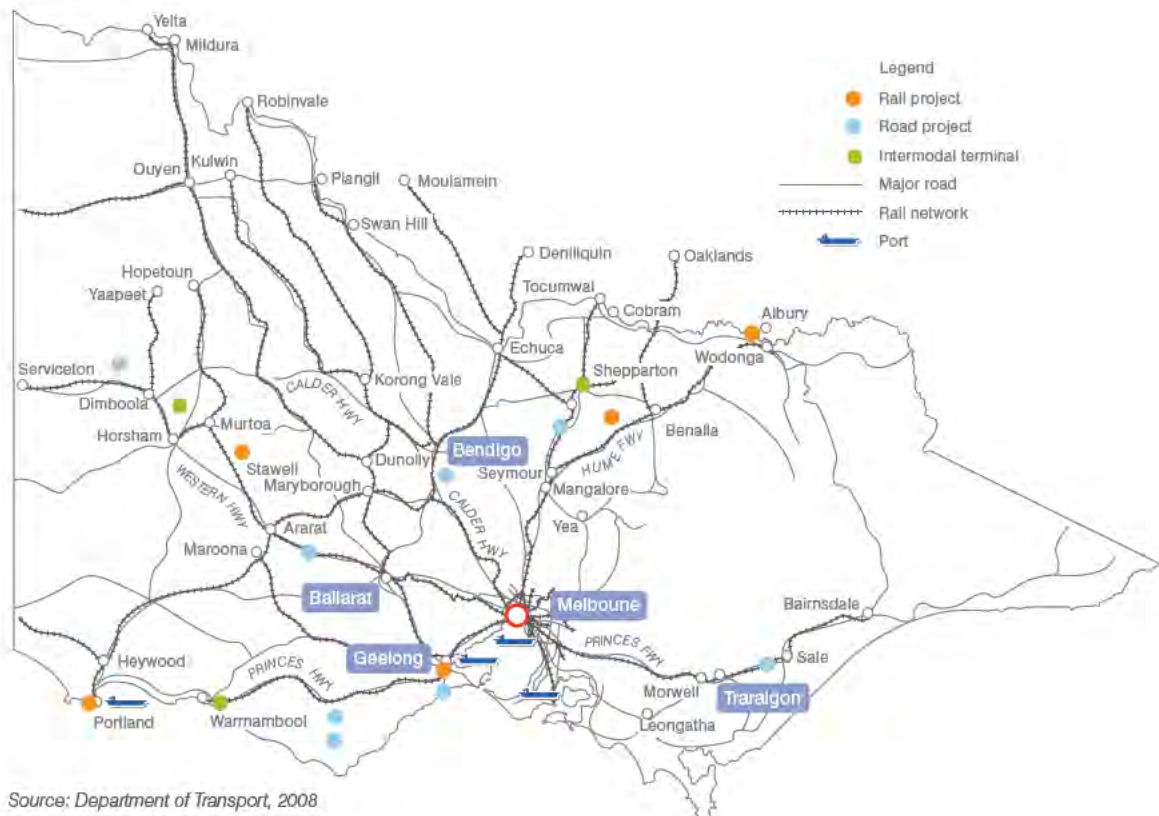
New trains

The Government will increase funding for V/Line carriages, ordering up to a further 20 carriages, making the total order up to 74, that will add 1,500 more seats to the regional rail fleet.

The new trains will be more accessible with room for wheelchair passengers and extra luggage and bicycle storage areas.

A further 56 existing N-class carriages will be refurbished to meet growing demand.

AusLink 2 committed projects



Re-establish passenger rail services to Maryborough

This \$50 million initiative will reconnect the central Victorian centre of Maryborough to the regional rail network after the closure of the Mildura line in the 1990s. Fourteen weekly train trips will start in 2010 between Maryborough and Ballarat, with onward connections to Melbourne. The Government will assess the feasibility of returning passenger services on the Mildura corridor once the current freight upgrade is complete.

Better roads

The Victorian Transport Plan includes \$1.2 billion of improved regional road links, including shoulder sealing, rest areas, overtaking lanes, road widening and duplication of selected routes and planning for town bypasses.

The projects will support long term economic growth and better connect communities in regional Victoria.

Maintenance funding for regional roads will also be increased on an on-going basis.

Western Highway Duplication – Ballarat to Stawell

The Western Highway is the principal road link between Melbourne and Adelaide, carrying substantial freight and tourist traffic. The volume between Ballarat and Ararat is around 6,000 vehicles a day – and a quarter of this traffic is commercial.

Crash rates are significant on this section of highway, and duplicating this important road will make it safer and reduce travel times.

This section of road is an important part of the AusLink National Network, and upgrading it will deliver significant national freight and industry benefits.

To ensure this critical national project can start as soon as possible, Victoria will contribute \$125 million.

Enhancing the Rail Freight Network in Regional Victoria

A great deal of regional Victoria's prosperity lies in the agricultural, manufacturing and tourism industries which rely on efficient and cost effective transport.

In 2007, Victoria was Australia's largest exporter of food and fibre.

Agricultural areas such as the Mallee, South-West Gippsland, Wimmera and Goulburn Valley, the growing mineral sands industry and emerging industries such as coal development in the Latrobe Valley need good transport connections to state-wide terminals and ports.

The Victorian Transport Plan continues to build on the major investment in the freight network with immediate action to:

- Complete the Mildura-Geelong Rail Freight Upgrade
- Complete restoration of gold and silver rail lines and target maintenance works at a cost of \$180 million, and the standardisation and upgrade of the Benalla-Oaklands line
- Rehabilitate selected bronze lines to enable mineral sands to be carried by rail from the Murray Basin to Hamilton
- Develop Intermodal Freight Terminals in key export regions including Dooen (near Horsham), Warrnambool and Shepparton

Upgrading Regional Railway Stations

Regional stations need to be upgraded to meet the demands of an increasing number of passengers and to safely connect people from trains to buses, cars and taxis.

A \$30 million fund will be used to upgrade stations across the State, with expanded car parking capacity, improved customer amenities, walkways, drop-off areas, taxi zones and improved bus-to-train connections. Security cameras, improved toilets and enclosed waiting areas, better signage and lighting and improved facilities for passengers with disabilities will make taking public transport more comfortable, safer and simpler.

Upgrades will begin next year at locations including Marshall, South Geelong and Bairnsdale followed by Clarkefield and Riddells Creek.



More buses

The Victorian Transport Plan improves bus services both within and between regional centres with \$50 million for new services connecting isolated towns to major activity centres, starting immediately.

Bacchus Marsh and Latrobe Valley are top priorities to improve bus services between regional centres and upgrade connections with regional rail.

A massive boost to buses for Greater Geelong

The Geelong region is experiencing the largest population growth in regional Victoria and strong growth around Torquay and the Bellarine Peninsula.

The Victorian Transport Plan targets support to Geelong with \$80 million for bus improvements. Starting immediately, this includes better connections to the central city area, and key activity centres including Deakin University. Better connections with rail services, and more cross-town connections will provide residents with an alternative to the car.

This investment will increase bus operating hours and frequency. Additional services will be added to the current timetable and a new bus terminal will be built in the Geelong CBD to further improve services.

Better connections

Rural, regional and small communities will benefit from an expanded \$80 million Transport Connections Program, where project coordinators work with their local communities to identify ways of better using existing private, public and community transport resources.

Upgrading Regional Airports

Victoria has a strong network of regional airports that support passenger services, charter facilities and economic development by providing freight services.

The Regional Infrastructure Development Fund aviation program has already upgraded regional airports and aerodromes at strategic locations across the State including Latrobe, Yarrawonga, Mallacoota and Stawell.

Regional airports are playing an increasingly important role in Victoria's freight task by serving as gateways for the export of time critical products like seafoods. *The VTP* invests \$20 million upgrading regional airports across the State, starting in 2009 with Mildura and Ballarat.

Supporting tourism

As well as major investment in major tourist routes, *The VTP* will deliver a \$10 million package of new rail trails and cycling paths across Victoria.

Over the last five years, cycling has become increasingly popular in regional Victoria for sustainable travel and recreational activity. These trails are also important tourism assets. There is strong demand for new infrastructure, including rail trails, pathway connections between towns and regional tourism activities, and additional cycling paths within regional cities.

These paths and trails provide regional communities and visitors with safe (off-road) commuting routes between smaller regional communities and link key tourism locations.

Level Crossing Safety

Based on a risk assessment to set priorities for works, the ongoing Level Crossing Safety Program will:

- Upgrade existing level crossings to flashing lights and/or boom barriers
- Upgrade passive pedestrian crossings to activated full-height pedestrian barriers with audible warnings
- Install active advance warning signs on 53 road level crossings
- Improve up to 280 regional pedestrian crossings

Works scheduled for 2008/09 financial year include a total of 82 upgrades.

Support for new regional industries

By 2020, strong growth is forecast in a diverse range of commodity and manufacturing sectors in Victoria including mineral sands, gas/oil production, coal derivative products, horticulture, dairy, processed foods, plantation timber and viticulture.

Road and rail projects currently underway will assist in the efficient movement of freight from farms and processing plants to ports and domestic markets.

The Victorian Transport Plan supports regional industries by:

- Developing new infrastructure in the Green Triangle Region to support the export of wood chips and other commodities via the Port of Portland. This will be done in partnership with the South Australian Government and Commonwealth Government, and is an Infrastructure Australia priority for both States
- Starting planning for new infrastructure to support the development and export of coal derivative products from Gippsland
- Constructing an improved heavy vehicle trailer exchange at Nhill on the Western Highway to accommodate the high level of demand for a trailer exchange and rest area at this strategic location midway between Melbourne and Adelaide.





Local roads to market

The VTP will further support local industry with a \$7.5 million expansion of the Local Roads to Markets program. This is a partnership with local councils to improve the links between local industries, including grain, dairy, livestock, horticultural, seafood and timber sectors, to grow local employment.

Alternative fuels

The transport energy sector is the second largest contributor to Victoria's total net greenhouse emissions. As part of Victoria's efforts to address greenhouse emissions, we must also diversify our fuel sources.

The Government has already started this process with support for the development of a biofuel industry in Victoria. Biodiesel in particular is being embraced by the local transport associations, heavy vehicle operators and bus and rail companies as an available and viable option to reduce their carbon footprint and significantly improve emissions in line with customer and community demands.

The State Government will foster research and development into second and third generation biofuels and work with the Commonwealth Government to encourage taxation and other policy settings to provide a competitive environment for alternative fuels.

Long Term Actions

Continue to improve regional roads

The Victorian Government will continue to work closely with the Commonwealth Government to identify and plan for future improvements to key roads of national importance.

We will continue to respond to rural and regional growth and changing freight and industry patterns to ensure the needs of regional communities are being addressed.

Future rail upgrades

The Victorian Government will also continue to work with the Commonwealth Government to deliver major rail projects under future AusLink funding agreements. These projects will be in addition to future State funded projects across the regions.

The State Government will also enhance Victoria's network of intermodal terminals at key locations in regional Victoria to support the efficient movement of freight to export markets. The development of these hubs in the long term is essential to support the growth of regional industries and will provide new jobs and investment.

Water transport and regional Victoria

Ferry transport in Victoria plays an important role for coastal communities and visitors. Established ferry services include the successful passenger and car service between Sorrento and Queenscliff and the French Island/Cowes Ferry. These services provide important connections across Port Phillip Bay and between the Victorian mainland and populated islands and are used by residents, tourists and for light freight purposes as part of the local transport network.

The Victorian Government, through the Bays and Maritime Initiative, is developing a long term plan to renew maritime infrastructure and revitalise key harbour precincts around Port Phillip Bay and Western Port. This will enable greater public access to and enjoyment of popular coastal and beach destinations.

Existing ferry services rely on patronage by tourists or provide links where there are no other alternatives. The possibility of expanding ferry services on longer routes, or introducing ferries as part of the public transport network, has been of ongoing interest to several communities. A network of ferry services in Port Phillip Bay is unlikely to be viable. However, some proposals could warrant further consideration when more favourable circumstances exist.

Six priorities for action

1. Shaping Victoria
2. Linking rural, regional and metro Victoria
- 3. Creating a Metro System**
4. Moving Around Melbourne
5. Taking practical steps for a Sustainable Future
6. Strengthening Victoria's and Australia's Economy

3. Creating a Metro System

Taking practical steps to increase the capacity, frequency, reliability and safety of our trains and trams and move towards a modern Metro System.

Highlights

- Up to 70 new trains costing more than \$2.6 billion (including stabling and maintenance), to increase capacity by more than 40 per cent
- Up to 50 new trams, at a cost of \$1 billion (including improved maintenance and stabling facilities)
- Regional Rail Link – an investment in excess of \$4 billion increasing metropolitan and regional rail capacity and reliability by constructing dedicated regional lines to Melbourne CBD
- Melbourne Metro – constructing a new rail tunnel – including extending the underground network at a cost of more than \$4.5 billion
- New rail extensions into growth areas – starting immediately with South Morang and Sunbury electrification followed by Melton and Cranbourne East at a cost of \$2.5 billion
- \$220 million for new stations in growth areas including Williams Landing and Caroline Springs in the west, Cardinia Road and Lynbrook in the south-east, starting in 2010
- Stations will be upgraded in an \$80 million improvement program, across metropolitan Melbourne and regional Victoria, to improve customer amenities, walkways, drop off areas and interchanges
- A \$440 million program to eliminate level crossings at critical locations – starting with Springvale Road in Nunawading
- More than 100 kilometres of new rail track
- Untangle our train network through operational changes
- Increase rail service capacity on the Northern, Western and South-Eastern lines from 67 to 109 trains in the busiest hour
- 50 extra police to boost safety on public transport plus 24 additional station staff
- Continued integration of bus timetables with train services

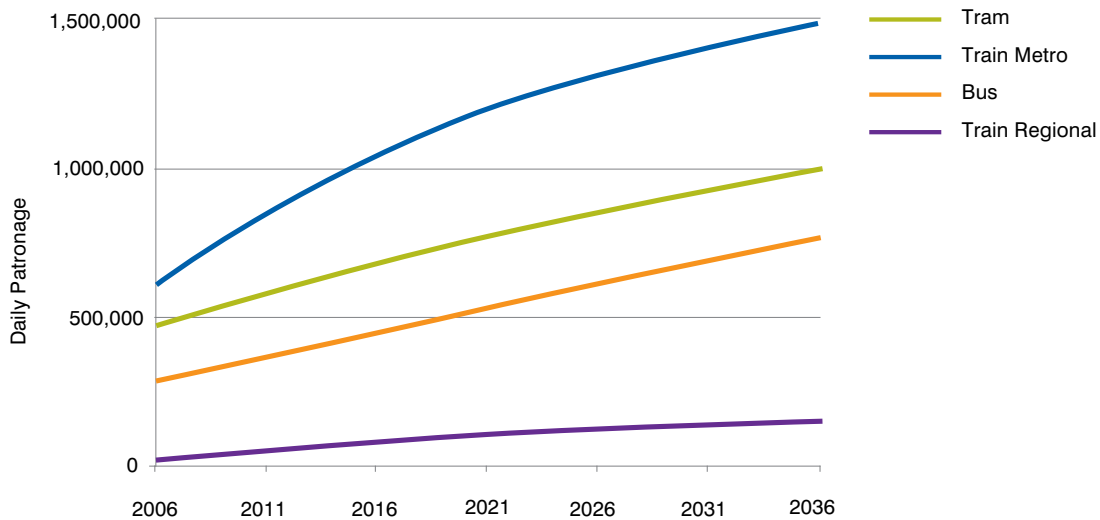
Melbourne's public transport network currently carries about 450 million passengers each year – with more than 200 million of these trips occurring on trains. By 2012/13, Government forecasts predict more than 600 million public transport trips per year, with about 300 million trips on trains, nearly 200 million tram trips and 100 million bus trips as Melbourne continues to grow strongly and commuters adjust their travel in a time of climate change and high petrol prices.

The Victorian Transport Plan aims to achieve two key goals: catering for continuing strong growth and relieving overcrowding on the existing network; and significantly extending the reach of public transport into growth areas.

This involves addressing a number of challenges, including:

- Overcrowding and reliability problems as the number of passengers on the train lines serving the west, north and south-east of Melbourne and regional centres grows
- The need for more public transport choice for residents in Melbourne's growth areas as those areas develop
- Emerging overcrowding and reliability problems on our tram system
- Lack of car parking spaces at suburban railway stations
- More congestion at critical level crossings as train services increase
- The need to improve access to and around key activity centres to promote urban consolidation
- Climate change and fluctuating petrol prices.

Public Transport Growth Predictions



Source VLC transport modelling for *The VTP*

The Victorian Government has developed a range of short, medium and long term initiatives that will greatly extend the reach of our public transport network into growth areas, while also building significant new capacity into the existing network.

The VTP builds on significant investment already underway across the network, and the many projects completed since 1999.

After a long period of neglect of public transport in the 1980s and 1990s, a series of landmark projects since 2000 have transformed the State's transport network, including the spectacular success of the Regional Fast Rail Project, the award-winning Southern Cross Station development, extensions of the train and tram networks and the reopening of regional rail lines to Ararat and Bairnsdale.

As well as new trains and new tracks, the Government has worked with operators to extract better performance out of the existing public transport assets – recognised by the Eddington report and public transport advocates as an essential first step before additions to the network are contemplated.

Since 1999, more than 1,300 extra services have been added to the rail timetable, most recently with 328 new and extended services through wide-ranging changes to the operation of the rail timetable. These changes were essential to build capacity in the rail network.

As a result of these and other improvements, Melbourne's public transport mode share has climbed from nine per cent in 1999 to 13 per cent in 2008, a significant step towards achieving the Government's goal of 20 per cent mode share for public transport trips by 2020. Importantly, mode share has increased from 52 per cent to 65 per cent in central Melbourne, allowing Melbourne's employment, retail, civic and cultural heart to grow strongly. Patronage is growing more rapidly than in any other state and is likely to keep growing strongly. The Government recognises that more needs to be done.



What is a Metro system?

Melbourne's railway system was designed as an old style commuter railway, carrying people to and from the city with branches, junctions and single track lines to maximise reach. The City Loop was a major boost to the rail system at the time but the four tunnels have to cope with trains from 10 separate inbound lines

The operation of this sort of railway is complex, the capacity of lines is not maximised and reliability of the service overall falls. One delayed train can affect the whole system.

Melbourne will soon be at the point where we cannot run more train services on key lines.

Metro rail systems are designed to run higher capacity trains from end to end of lines using dedicated tracks – the trains can run at higher frequency without interfering with other routes. The focus is on simple timetables, frequent services and consistent stopping patterns.

Metro systems like those in London and New York have key interchange stations to allow people to change trains easily or switch to trams and buses to get to where they want to go.

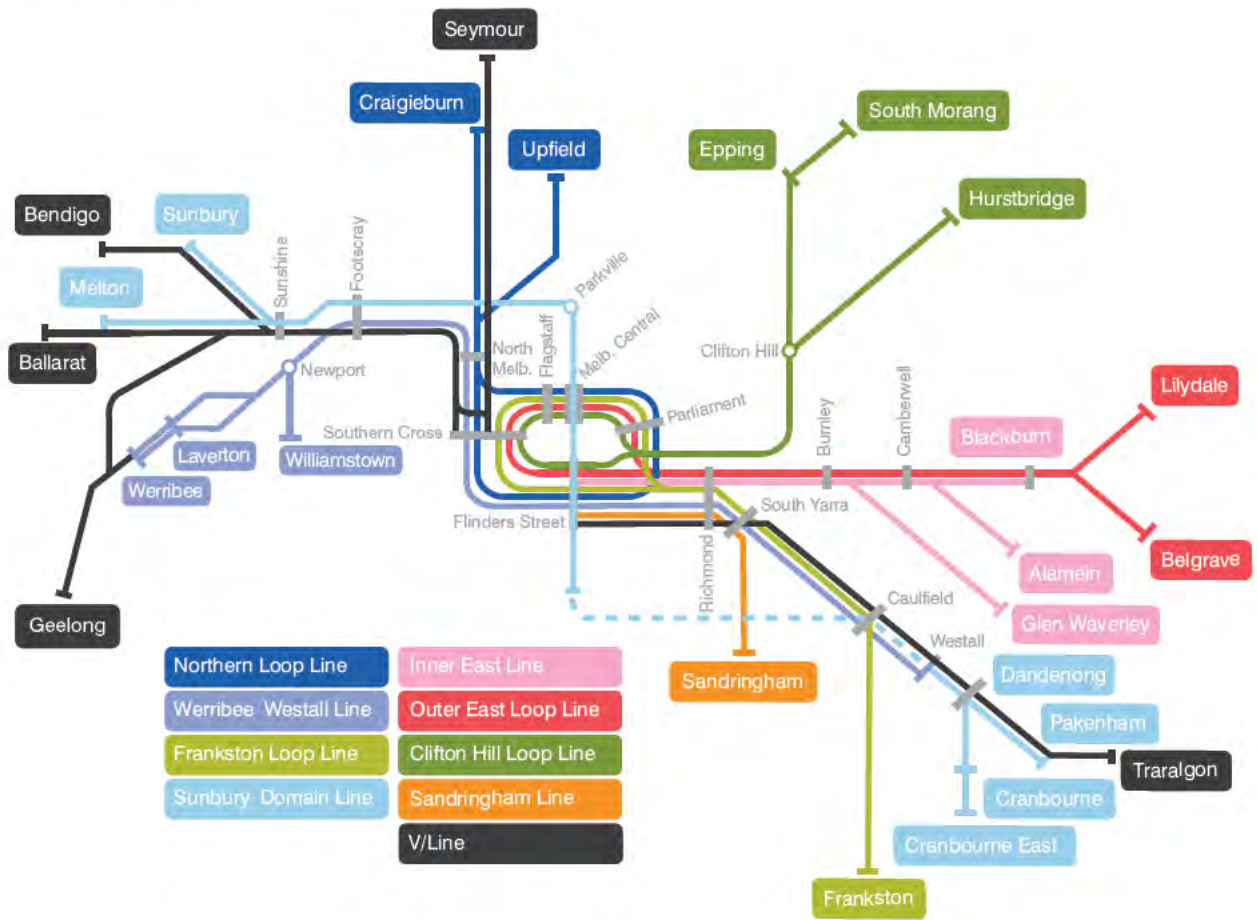
The VTP outlines the steps the Victorian Government will take towards the operation of a Melbourne Metro train system.

Timetables are being recast to make them simpler and more frequent. New larger trains will be introduced. Key stations are being upgraded and provided with more staff to reduce delays to trains to keep them on time. Signalling is being upgraded and a new train control system will soon be commissioned with improved passenger information systems.

New tracks are being constructed to separate V/Line trains from metro trains and a new tunnel is being planned to expand the capacity at the heart of the rail system and enable all lines to carry their full capacity of trains.

We are developing a metro train system for the 21st century.

Melbourne Metro 2020



Source: Department of Transport 2008

Existing projects

A number of major projects – particularly rail projects – are already underway or due to start within months, including three significant track upgrades which involve new sections of double track or triple track on some of the busiest points on the network. These include:

\$92.6 million Laverton Rail Upgrade

Currently, peak hour trains on the Werribee line are overcrowded by the time they reach Laverton. More track is being built between Laverton and the Altona Loop junction so services can start and finish at Laverton Station. This will reduce overcrowding by allowing more services to run and making Werribee and Geelong services more reliable. This project will start in 2009.

\$151 million Westall Rail Upgrade

This will alleviate problems on the Pakenham and Cranbourne lines, where peak hour services are already full by the time they reach Westall. A third track is being built at Westall with an extra platform and storage for trains, which will mean additional services on lines serving the busy south-east corridor. A major works contract is expected to be signed in early 2009 with construction to commence shortly thereafter.

Clifton Hill Rail Project

Construction is underway on the \$52 million duplication of the Hurstbridge line between Clifton Hill and Westgarth which will improve the capacity and reliability of the Hurstbridge and Epping lines in Melbourne's north. Each day around 35,000 commuters on these lines have to wait at a congested, single piece of track between Clifton Hill and Westgarth stations. More track and a new bridge are being built between those stations to fix the bottleneck, helping trains run more reliably and freeing up space for new trains that will run when the South Morang extension opens. This project will be completed in 2010.

Craigieburn Track Upgrade

The \$30 million Craigieburn project will significantly increase stabling facilities and provide for an extra track at Craigieburn Station, improving the efficiency of services for the northern suburbs. Initial construction of this project is underway.

myki

The Transport Ticketing Authority is rolling out a smartcard ticketing system to replace the current Metcard and V/Line ticketing systems across Victoria. The smartcard – myki – will allow public transport users in Victoria to pay for their fares across metropolitan trains, trams, buses, V/Line train and coach and major regional town bus services, using the one card. The smartcard can be topped up electronically to make it easier for customers. The testing phase is underway in Geelong and the rollout will be completed in 2010.

Train and Tram Refranchise

An international tender for the operation of Melbourne's train and tram networks is underway, with new contracts expected to begin in late 2009. The successful companies will have a critical role in improving public transport services and developing Melbourne's train and tram networks to meet the city's future transport needs.



North Melbourne Station Upgrade

As a key changeover hub for two million passengers a year, North Melbourne is one of Melbourne's busiest stations. Under a \$39 million upgrade a new concourse is being built to link all platforms, which are also getting new canopies, information displays and improved CCTV for passenger comfort and safety.

Park and Ride

In the past two years, 2,700 car parking spaces at train stations across the network have been built or upgraded. A further 1,700 will be built over the next four years as part of a \$60 million expansion.

Accessible Tram Stops

Since 2001, the Government has constructed 300 tram platform stops that comply with the *Disability Discrimination Act 1992* (DDA). These stops provide increased separation from traffic and allow passengers to get on and off trams efficiently and comfortably.

The Accessible Tram Stop Program involves the construction of new platform stops in Melbourne as part of a \$130 million investment.

Building on success – The Victorian Transport Plan actions

The actions outlined in *The VTP* will transform Melbourne's rail system into a modern, metro-style transit system for the 21st century. Progressive improvements to Melbourne's train services, particularly in the rail corridors that support the city's growing western, northern and south-eastern suburbs, will deliver high quality efficient public transport.

It will also provide for new and improved transport infrastructure to support sustainable outer suburban growth, to protect the amenity of our middle suburbs and inner city, and to support the changes in urban form that will be necessary to accommodate a growing population.

The comprehensive initiatives outlined below aim to achieve the following goals:

- To create a modern metro-style train system with frequent train services day and night to meet the needs of an international city of five million people and beyond
- To move the tram network to a modern light rail service, with higher priority on shared roads so it becomes the best way to move around the inner suburbs
- To give people living in Melbourne's growth areas more transport options by expanding public transport links, including major rail extensions into growth areas
- To make our trams, trains and buses more accessible and connected to one another, giving people more confidence about the safety of the network.







Next Steps

The VTP proposes a step change in investment to meet Melbourne's future travel demand.

To get there, the Government has to untangle the rail network, progressively eliminate crossing points and separate regional rail services from an ever-increasing number of metropolitan services.

Through sensible staging of an expansion plan built around short, medium and long term projects, the Government will double the capacity of the existing network with up to 70 new trains, new tracks to separate regional trains from metropolitan trains, a new rail tunnel to boost the number of suburban services across the network, and track extensions to new communities in the growth areas.

The tram network will be faster with greater priority on shared roads. This will make it easier and quicker to choose public transport within the inner metro area.

Action starts now on this transformation of our transport network.

Short term actions

Improving train operations

The immediate challenge is to increase the capacity and improve the reliability of existing services through short term improvements. In addition to the system improvements already in the pipeline and the new timetable recently introduced, *The VTP* has allocated more than \$200 million over the next four years to a series of targeted measures to increase capacity and reduce delays, including:

- Improving signalling, modernising overhead power supply, and extending the new METROL control system to the outer sections of the system
- Upgrading overhead power supply control systems
- Employing 24 extra platform staff at key stations in central Melbourne to improve crowd movement and reduce the time trains are delayed at stations
- Improvements in driver changeover facilities to enhance the efficient operation of the train fleet and reduce delays
- Better passenger information systems for V/Line services
- A new timetable from early 2010 to progressively incorporate extra services made possible by the additional trains and the stabling upgrades now under construction.

Transit safety

To improve safety and security on trains and trams *The VTP* will support an additional 50 transit police, taking the total number of transit police to 250. This will allow for more patrols and increased security.

New trains

Extra trains are critical to meeting demand for public transport. To address continuing strong patronage growth, the Government will increase the fleet capacity by more than 40 per cent with the purchase of up to 70 new six-car trains. Additionally up to 74 new V/Line carriages will also be added to the regional train fleet.

This generational upgrade of train rolling stock will be delivered in a number of stages:

- Delivery of the current order of 18 new X'trapolis trains. These trains will start appearing on the system from late 2009
- A further 20 X'trapolis trains to be ordered at a cost of about \$650 million. All 38 trains will be delivered by 2014
- \$2 billion for up to 32 new generation trains each with 30 per cent greater carrying capacity
- 54 new V/Line carriages currently on order
- up to 20 new V/Line carriages will be purchased to add 1,500 more seats to the regional fleet

The scale of the procurement program will create significant opportunities for Australian manufacturing which Victoria will strongly pursue.

This is in addition to local manufacturing jobs created by the increases in V/Line rolling stock currently being constructed at Bombardier's Dandenong factory.

Victoria has also called on the Commonwealth Government for a national approach to support local train manufacturing.

When new trains and additional capacity are delivered to the public transport network in 2011, fares will increase above Consumer Price Index (CPI) to reflect some of the cost of the investment.

Rail extensions to growth suburbs

The Government will take immediate action to bring forward the extension of the suburban rail network to South Morang and Sunbury.

The metropolitan train network will be extended from Epping to South Morang to cater for the 90,000 people expected to settle in the Plenty Valley growth area.

This involves the duplication of five kilometres of single track between Keon Park and Epping and the construction of 3.5 kilometres of new double track from Epping to South Morang at a cost of more than \$650 million.

The Government is investigating the feasibility of delivering both sections of work concurrently.

At the same time the network will be electrified from Sydenham to Sunbury at a cost of \$270 million, involving a 15 kilometre extension of the suburban network to serve the rapidly growing north-west areas of Melbourne. The electrification of the Craigieburn and Sydenham lines in 2002 and 2008 respectively resulted in a 250 per cent increase in patronage.

Electrifying to Sunbury will free up the VLine carriages for increased services to Bacchus Marsh/Melton.

Separating road and rail lines

As metropolitan train services become more frequent, level crossing barriers need to close more often. This can become problematic on major arterial roads that cross busy rail lines.

With even more train services to be added across the network over coming years and more vehicles expected on key arterial roads, the Government must separate rail and road in key locations.

Following the success of the Middleborough Road grade separation in 2007 the Victorian Government will invest \$440 million to eliminate a number of level crossings across Melbourne starting immediately with Springvale Road, Nunawading, where 50,000 vehicles and 218 trains cross every day.

The rail line through this area will be lowered and a new road crossing will be built over it to allow the smooth flow of traffic and trains. The Commonwealth Government has pledged funding towards this important project, and the State is working closely with the City of Whitehorse with the aim of delivery in 2010.

This will be the first in a rolling program of grade separations and Commonwealth Government funding has been sought to expand the program.

New stations serving growth areas

New stations will be built in some of Melbourne's biggest growth areas – Williams Landing and Caroline Springs in the west, Cardinia Road (in Pakenham) and Lynbrook in the south-east. New stations will include bus interchanges, car parking, safe drop off zones, bike storage facilities and taxi ranks.

Construction will commence in 2010.

Metropolitan station upgrades

A \$50 million fund will be used to upgrade stations across the metropolitan area including improved customer amenities, walkways, drop-off areas, taxi zones and improved bus to train connections.

South Morang



Source: Department of Transport 2008

Cardinia Road Station



Lynbrook Station and Cranbourne East Station



Source: Department of Transport 2008

Williams Landing Station



Source: Department of Transport 2008

Caroline Springs Station



Source: Department of Transport 2008

Rail Extensions and Electrifications



Legend

- New or upgraded railway station
- Railway station
- Railway
- South Morang rail extension
- Cranbourne East extension
- Sunbury electrification
- Melton electrification

Source: Department of Transport 2008



Regional Rail Link

The Government accepts the recommendation of the Eddington report to construct a new dedicated rail link from West Werribee to central Melbourne via Sunshine (referred to as the Tarneit link in Eddington).

As the highest priority multi-billion dollar rail project, the Regional Rail Link will free up critically needed capacity for extra suburban services on the heavily stressed lines from Werribee, Sunbury and Craigieburn by separating regional services from Geelong, Ballarat and Bendigo. Since the completion of the Eddington report, detailed work on the project has modified the design so it can be staged to realise the benefits earlier.

The major construction features of the new link are described under the *Linking rural, regional and metro* section, earlier in *The VTP*. The project will provide a basis for new development at locations such as Footscray, Sunshine, Tarneit and West Wyndham.

The first stage of the Regional Rail Link from Southern Cross Station to Sunshine will increase capacity for Bendigo, Ballarat, Sunshine, Sunbury and Melton trains. The second stage from Sunshine to West Werribee will provide for Geelong and local services for the growing suburbs of Tarneit and Wyndham Vale.

Access for people with disabilities

Public transport will become increasingly accessible for people with disabilities with a further \$150 million spent on improved infrastructure to complement new low floor trams and buses.

Medium Term Actions

New Trams

The Victorian Government will also place orders for up to 50 new low floor trams to boost the capacity of tram services in coming years. Each will be able to carry more than 200 passengers, significantly greater than the older trams they will replace. The extra capacity flowing from these orders will meet growing demand and support the development of new housing along tram routes. Maintenance and stabling facilities will also be developed and upgraded with the total cost of this project being \$1 billion.

Melbourne Metro – new rail tunnel

In highlighting the need for substantial investments in rail capacity in inner Melbourne, the Eddington report recommended the construction of an east-west rail tunnel across Melbourne.

The Victorian Government supports this recommendation and proposes to build Stage 1 of the rail tunnel to deliver increased capacity by 14 additional trains every peak hour into the CBD from the highly congested rail lines in Melbourne's west and north. It will provide greater access between Footscray, the western suburbs and the CBD and will also provide new access to the strategic economic clusters of biotechnology and education in Parkville and information communications technology in St Kilda Road. The project also builds on the infrastructure provided by the Regional Rail Link.

The rail tunnel is the best way to:

- Avoid unacceptable congestion on Melbourne's busiest rail corridors and associated traffic corridors, including the West Gate Freeway and Footscray, Dynon and Ballarat roads
- Promote the growth of knowledge-based, nationally important industries in Melbourne
- Drive rapid urban consolidation along transport corridors
- Provide for long term extensions of the rail network.

The Melbourne Metro – Rail Tunnel Stage 1 has an estimated cost of more than \$4.5 billion. Stage 2 of the project will connect St Kilda Road (Domain) to Caulfield following the completion of Stage 1. Subject to Commonwealth support, development of Stage 1 is expected to start in 2012 and be completed by 2018.

The rail tunnel and other projects will boost capacity on the Dandenong corridor, such as the recently completed Cranbourne stabling, the Westall Rail Upgrade and New Generation trains that will be 30 per cent bigger. Once Stage 1 of the rail tunnel is complete, the Government will consider future infrastructure investments on the Dandenong rail corridor.

Melton Line Upgrade

Services on the Melton Line will be doubled following completion of the Regional Rail Link and the electrification of the line to Sunbury. These projects will allow relocation of V/Line trains to the Melton service.

Construction of a new Caroline Springs station will begin in 2010 and other stations will be built as development progresses and patronage rises. As train numbers increase sections of the line will be duplicated (there are currently double tracks to Caroline Springs).

In the medium to long term, as the proposed Rockbank major activity centre is developed, this line will be electrified to serve the future needs of this growth area.

This crucial project forms part of the Victorian Government's submission to Infrastructure Australia as a medium term priority.

Cranbourne East Extension

The Cranbourne Line will be extended to a new station at Cranbourne East. This will improve access in this growth area of the south east of Melbourne.

Domain Station



Why build more tracks and tunnels

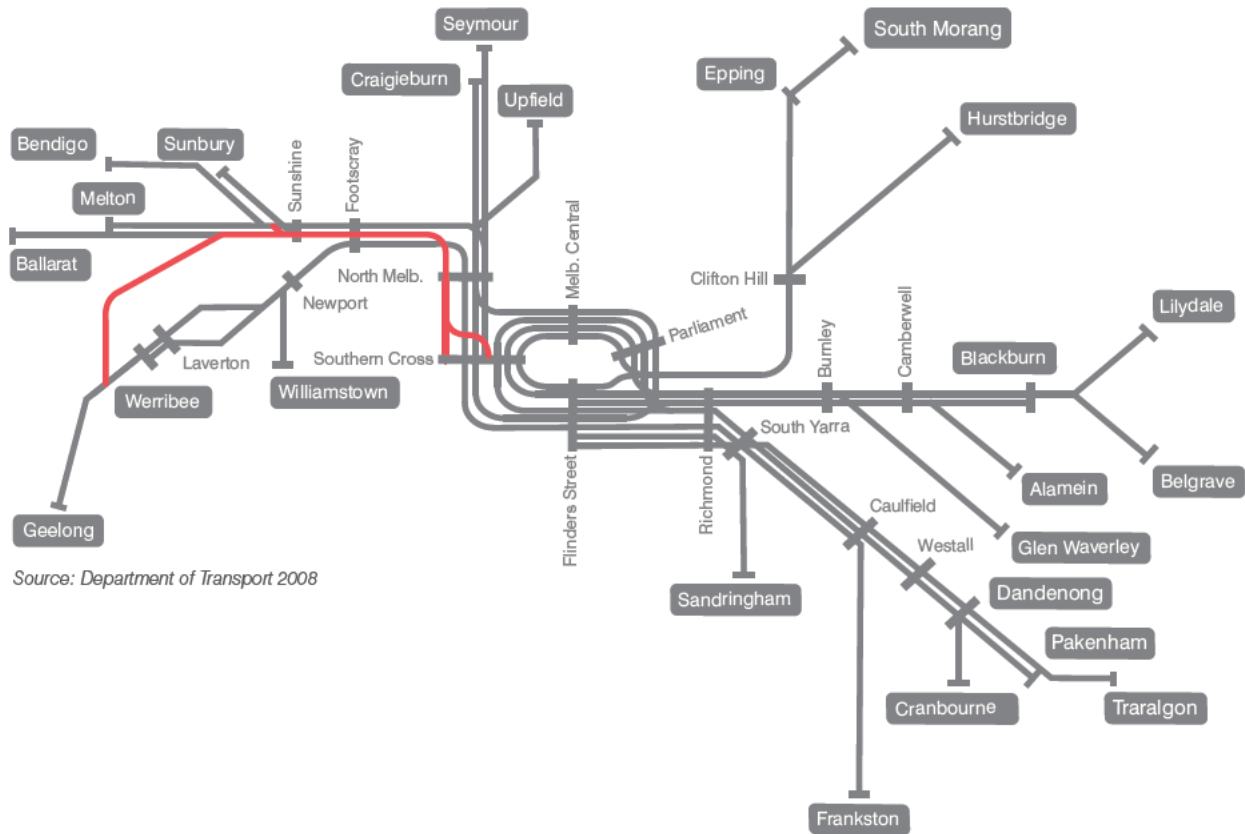
Regional Rail Link

Until recently, all trains from the north and west of Melbourne needed to find a way into one train line that goes around Melbourne's City Loop. They have to compete for rail space with all the V/Line trains coming from Geelong, Ballarat, Bendigo and the North East which are trying to get to Southern Cross station – crossing the path of oncoming suburban trains.

The new timetables are squeezing as many trains as possible onto the network. This was done by taking Werribee trains out of the loop and running the Clifton Hill tunnel in the same direction all day. But we will soon be at the point of not being able to run more services from the fast-growing northern and western suburbs or the south-east.

The real solution is to build the Regional Rail Link to remove these conflicts and give V/Line trains their own express tracks direct to Southern Cross Station. This requires a new pair of tracks through Melbourne's northern and western suburbs.

Regional Rail Link



Source: Department of Transport 2008

The first step is a new pair of tracks from Southern Cross to Sunshine with two new platforms at Southern Cross and an overpass to allow country trains to pass above the metro trains. When completed, it will enable Bendigo and Ballarat trains direct paths to the city and allow more diesel services to Melton.

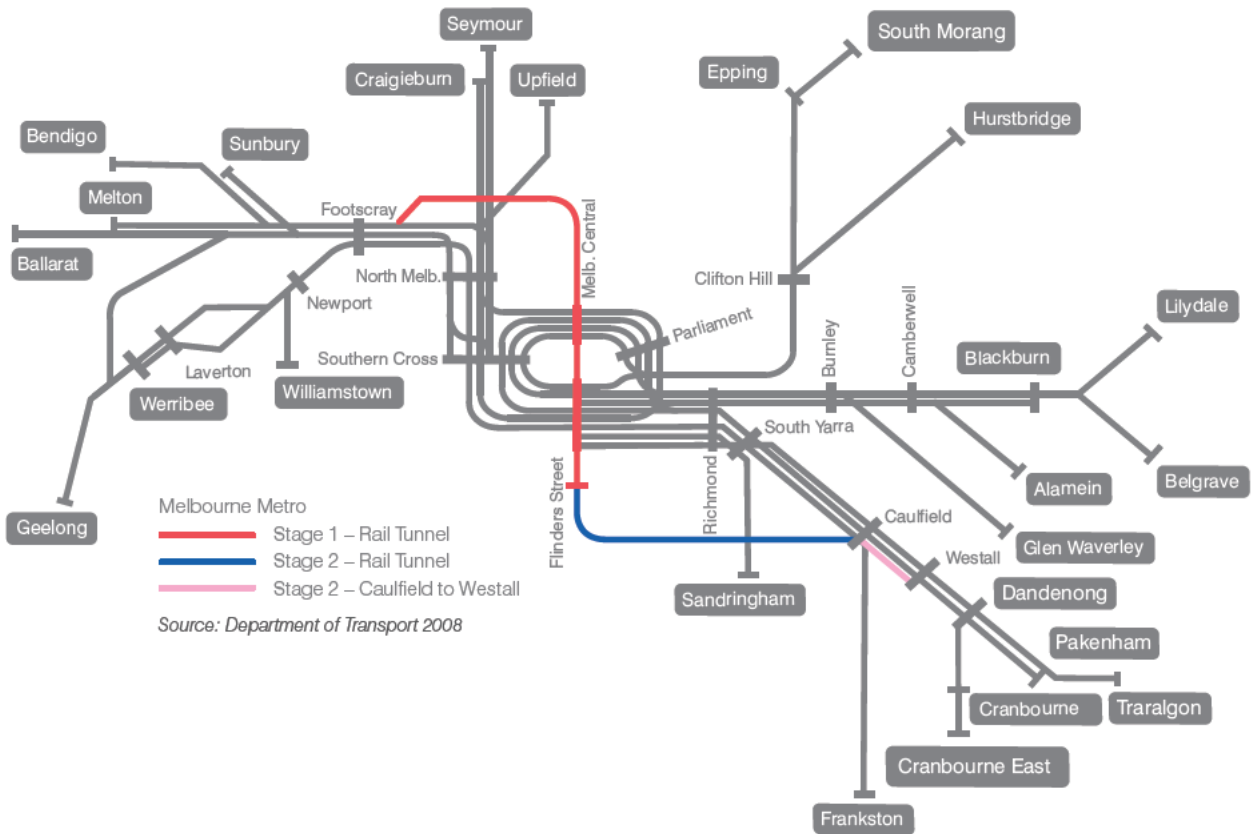
The second step, from Sunshine to West Werribee, will provide an express route for Geelong trains as well as local services for the growing suburbs of Tarneit and Wyndham Vale.

Separation will double the capacity of the Geelong, Ballarat and Bendigo lines that can be run on the new line and the numbers of Werribee and Sydenham trains on the tracks previously shared with country trains.

North east rail passenger services

Passengers from Wodonga, Shepparton and Seymour will benefit from the North East Rail project. Currently these trains share suburban tracks on the Craigieburn line. After conversion to standard gauge some of these trains will also be separated from the suburban system running to Southern Cross Station on the existing standard gauge. The Government is refurbishing V/Line trains and converting them to standard gauge as part of this project.

Melbourne Metro – Stage 1 and 2



The new metro tunnel

The Regional Rail Link boosts capacity on the suburban lines and eases congestion at Southern Cross Station. However, further steps are needed to solve the significant capacity constraint once all trains reach the City Loop.

By the middle of the decade, more tracks will be needed through central Melbourne to allow further increases in the number of peak hour trains. A major tunnel from Dynon to St Kilda Road (Domain) will be built beneath Melbourne, joining the northern, western and south-eastern lines, as recommended in the Eddington report.

The second stage of this project will extend the tunnel to Caulfield and provide additional tracks from Caulfield to Westall to progressively boost capacity in the south east.

The metro rail tunnel will allow more than 40 additional trains to run on the system every hour – the equivalent of building another 40-freeway lanes in and out of Melbourne. Overall, about 40,000 more people will be able to catch a train during peak hour, compared to today.

The complex and expensive tunnelling project will bypass all of the constraints that exist on the City Loop, and will relieve congestion at Flinders Street and Southern Cross stations.

The twin tunnel and new lines also resolves one of Melbourne's other major congestion hotspots – the Swanston Street to St Kilda Road tramline.

The busiest area for passenger movements in Melbourne today is from Melbourne University, along Swanston Street to St Kilda Road. This area takes in Melbourne's university, research and medical precincts, and the commercial district near the Domain Interchange.

Long Term Options to be Protected

Melbourne's land use and public transport will continue to be developed in tandem. This will ensure an adequate supply of land for new development is maintained and public transport services are planned to service new developments.

Planning for the development of new rail lines in the future is underway to develop and preserve options for a range of future rail lines including the new growth areas of Clyde, Mernda, Aurora and North Epping, Donnybrook/Beveridge, Upfield/Roxburgh Park and electrification of the line to Baxter.

While the Airport Rail Link is not a viable proposal at this time, the Government has reserved a corridor identified in an earlier planning study for such a link and intends to again test market demand in the middle of the next decade.

Other long term projects include:

- Additional rail line from Blackburn to Ringwood
- Second stage of Melbourne Metro Rail Tunnel connecting St Kilda (Domain) to Caulfield and additional tracks from Caulfield to Westall
- Stabling on the Werribee corridor
- A new station at Southland
- Upgrade of Richmond Station
- New tram link along Dynon Road

This tram route has reached its capacity, and there is no room for extra tracks. A new train line that services these vibrant hubs will lift the capacity of the entire rail system and reduce congestion along this major employment spine.

The metro tunnel will also open up redevelopment opportunities, particularly around Dynon, West Melbourne and North Melbourne, for urban renewal.

The VTP continues the expansion and upgrading of the Melbourne Metro system to establish a simpler system with dedicated tracks and end-to-end running of trains.

Six priorities for action

1. Shaping Victoria
2. Linking rural, regional and metro Victoria
3. Creating a Metro System
- 4. Moving Around Melbourne**
5. Taking practical steps for a Sustainable Future
6. Strengthening Victoria's and Australia's Economy

4. Moving Around Melbourne

Linking our communities by closing gaps, reducing congestion and improving safety on the road network.

Highlights

- Construct the Peninsula Link – a 25 kilometre, four lane, connection between EastLink at Carrum Downs and Mt Martha at an estimated cost of \$750 million
- Allocate \$1.9 billion to extend and improve outer suburban arterial roads
- Complete the 'missing link' in the Metropolitan Ring Road – a seamless connection between the Eastern Freeway at Bulleen and the Metropolitan Ring Road in Greensborough at a cost of more than \$6 billion
- Deliver major rail capacity projects (see *Creating a Metro System*)
- Construct an alternative to the West Gate Bridge – a tunnel between Geelong Road/Sunshine Road and Dynon Road/Footscray Road at a cost of more than \$2.5 billion
- Complete the next stage of the Dingley Arterial linking Perry Road and Springvale Road at Westall Road, costing \$80 million with planning starting immediately
- Deliver a Truck Action Plan in stages to remove thousands of trucks from inner-western suburban streets, including building a new connection from the West Gate Freeway to Hyde Street/Whitehall Street linking to the port at a cost of \$380 million for Stage 1
- Boost buses between Doncaster and the CBD to every 10 minutes in peak time in a \$360 million Doncaster Area Rapid Transit (DART) system from 2011
- Progressively roll-out the SmartBus network and on-road priority improvements at a cost of \$290 million
- Expand metro bus services into new suburbs in a \$500 million boost
- Commence engineering investigations to determine the feasibility of grade separating key junctions on Hoddle Street
- Increase maintenance of Victoria's arterial roads by \$240 million



Victoria's arterial road network is made up of more than 22,300 kilometres and approximately 3,050 bridges. It connects our communities, links people to work, study and home, and drives our economy, channelling freight to our ports, service centres and markets.

The operation of Melbourne's growing bus fleet, catering for 90 million trips per year, depends on our roads.

Melbourne's road network alone carries approximately 12 million car trips, every day. As our population grows, so does the demand on the network, with more passenger vehicles, more trams and buses, and more trucks on the roads than ever before.

In the next 25-30 years, we expect to have an additional 1.7 million people living in Melbourne. This means that the network will need to support over 6.6 million extra car trips and one million extra public transport trips every day.

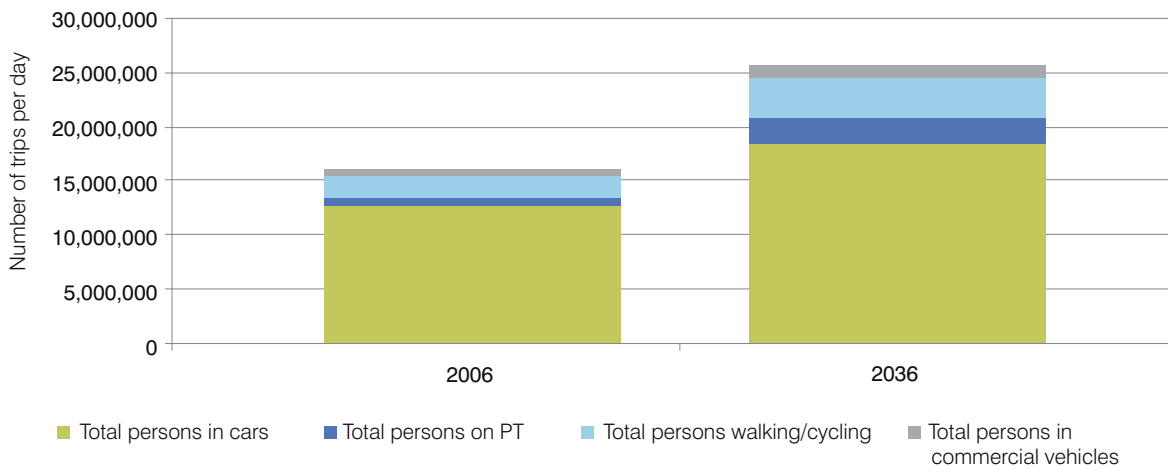
In a similar timeframe, the total kilometres travelled by freight on Melbourne's roads is expected to increase from 12 to 17 billion tonne kilometres to support population and economic growth.

Keeping traffic flowing

Melbourne has a wide range of road users – from passenger vehicles, to trams and buses, to trucks and light commercial vehicles, to motorcycles and scooters, to bicycles and pedestrians – all competing for road space. More than 80 per cent of public transport service kilometres in Melbourne are by buses and trams on roads. And that demand is growing as our population grows.

The Victorian Government is putting in place a range of measures to make sure our roads cater for all users, while reducing congestion and keeping traffic flowing.

Annual trips via mode



Source: Department of Transport 2008

Inner suburbs

In the inner established areas of Melbourne, the road network is largely developed, making it difficult to provide additional road space. We need to make better use of what we have.

Action is required to improve traffic flow, reduce congestion, help commuters make informed choices and make on-road public transport more attractive – so we can move more people at peak times.

Greater priority to trams and buses on shared roads will get people to their destinations quicker.

The Victorian Government is building a connected network of on and off-road bicycle and walking paths so more people can safely cycle and walk to work and school, rather than drive.

To free up lane space for public transport and keep traffic flowing during the busiest periods, the Victorian Government is extending clearway times to match growing peak times and better managing traffic light sequencing. More incident response crews are on the roads to move broken down vehicles and other blockages and to make sure road and building works are not blocking traffic during peak times.

VicRoads will deploy additional staff to reduce congestion. Behaviour to be targeted may include unauthorised lane closures, vehicles stopped on clearways or queuing across intersections, illegal use of transit, tram and bus lanes, and inadequately restrained loads falling onto roads.

The Victorian Government is also finding new ways to let people know what is happening on the transport network at any given time, so they can make informed travel choices.

A Metropolitan Freight Terminals Network and a Truck Action Plan will remove thousands of trucks from residential streets by improving truck access to the port and shifting more freight onto rail.

Outer suburbs

In our fast-growing outer suburbs, we need to connect people with jobs, schools, hospitals, community facilities and other important services.

The Victorian Government is investing in strategic road improvement projects, such as building extra lanes on key arterial routes, rolling out new bus services, creating bus priority lanes and extending the bicycle path network.

For example, the \$16.3 million Mickleham Road project, which opened in February 2008, saw the road duplicated from Barrymore Road to Somerton Road at Greenvale, providing two lanes in each direction – with provision for a third to be built in the future when needed.

As well as improving traffic flow and road safety for motorists and bus passengers, the new road is also catering for other road users, with a shared path created for pedestrians and cyclists.

Similar road solutions, where lane space is increased and all road users catered for, are being put in place throughout Melbourne's outer suburbs to make sure people are able to connect to family and friends, work and school, shops and services.

East west and orbital corridors

These corridors are the backbone of our road network, connecting communities and carrying freight throughout Melbourne and connecting to regional Victoria and beyond to keep the economy moving.

The Victorian Government is building additional lanes to meet growing demand and to improve travel time reliability on our busiest freeways, like the M1 and the Western Ring Road.

As part of these freeway upgrades, the Victorian Government is also making these roads 'smart roads', by putting in place sophisticated Freeway IT Management Systems to reduce congestion, improve travel times and enable faster responses to freeway incidents.

This state-of-the-art technology will use freeway ramp signals to monitor and control traffic. Once complete, the M1 upgrade will reduce congestion, improve reliability along the freeway, significantly increase traffic throughput by 50 per cent and reduce the incidents of casualty crashes by up to 20 per cent.

The system will also include a lane use management system to better manage on-road communications.

Electronic signs will tell drivers which lanes are open, what speed to travel and manage the closure of lanes when an incident occurs. The system will greatly improve the safe and timely management of incidents and help return the freeway to normal operating conditions more quickly.

The technology will be progressively applied to selected existing roads.

Meeting future demand

The Victorian Transport Plan will close gaps in our arterial road network to better link our communities and cater for the increasing freight task. It will reduce congestion, improve travel time reliability and take more traffic away from suburban streets and key centres including new Central Activities Districts to improve the liveability of our growing communities.

The VTP addresses a number of challenges, including:

- The current reliance on the West Gate Bridge – Melbourne's only major crossing of the Yarra River, linking the west to the east
- The increasing freight task
- Growing road congestion, which is currently costing Victoria's economy up to \$2.6 billion a year – a figure that is predicted to double within 15 years if nothing is done
- Provision for a further crossing of the Maribyrnong River
- The growing demand for public transport, including buses
- The impact of traffic on the liveability of our inner urban and growing outer suburbs
- Making our roads safer even with increasing traffic and freight
- The need to provide people in growth areas with real transport choices
- Managing and maintaining our roads.

A series of major projects have been completed or are underway to tackle these challenges.

The biggest urban road project ever undertaken in Victoria, the \$2.5 billion EastLink project, opened in June 2008, five months ahead of schedule. It is improving travel times for thousands of Victorians every day and significantly reducing traffic on surrounding roads like Springvale and Stud Roads.

This is in addition to some \$6.9 billion invested in building better roads across the State since 2000.

That investment has improved access and amenity in growing communities including Hallam, Pakenham and Craigieburn where the Government has completed crucial arterial links.

The Victorian Government has undertaken major arterial road upgrades including the Tullamarine/Calder Interchange and duplicated or extended roads including Derrimut and Plenty Roads.

At the same time, historic levels of investment in bus services, particularly the introduction of SmartBus along key commuter routes like Springvale Road, Blackburn Road, Stud Road, Warrigal Road and Wellington Road, has led to large patronage increases. These routes are the first steps in building a network that will provide people with wider choices for cross-town travel.

Traffic consequences of West Gate Bridge being unavailable for any reason



Source: Investing in Transport (Eddington report)

For people in the Doncaster corridor, the bus network provides a critical function, linking them with jobs and activities in the city. In the past two years, 46 additional peak period services have been added enabling 3,000 more people to travel from Doncaster to the CBD every day.

Through the Metropolitan Bus Service Reviews, the Victorian Government is working with communities and Local Governments to identify the best ways of meeting people's travel needs with bus services. The Victorian Government has injected \$106 million into new services, increased frequencies and improved span of hours since 2006. Extensions of service times in the evening and weekends have been particularly welcomed by bus users.

The road and railway have been separated at Middleborough Road, improving safety and travel times for both road users and train travellers.

Many more projects are on track to be completed in the near future which will improve liveability in many Melbourne suburbs. For example, the \$331 million Deer Park Bypass will provide a direct freeway link from the Western Ring Road at Derrimut to the Western Highway at Caroline Springs avoiding twenty intersections.

This will take traffic out of Deer Park and improve travel times for thousands of motorists every day, as well as delivering significant economic benefit to the freight industry.

The VTP builds on work recently completed and currently underway, with a range of short, medium and long-term projects.

Making our roads safer

Improving road safety is an ongoing focus for the State Government and will be a key element in delivering each of the key commitments under *The VTP*.

Since implementing the first *arrive alive* strategy in 2002, the Victorian Government – with Victoria Police and the Transport Accident Commission (TAC) – has reduced the annual road toll by 25 per cent compared to the 2001 pre *arrive alive* toll of 444. Over that period, Victoria has recorded its five lowest road tolls on record.

The Victorian Government achieved this through stronger enforcement and tougher penalties, an extensive road safety camera system, new anti-hoon laws and encouraging safer driving.

Since 1999, the Government has delivered more than \$600 million in targeted road safety programs. This includes the \$240 million TAC statewide Blackspot Program, the largest in Australia, and the \$240 million Safer Roads Infrastructure Program.

There is still much to do and the Government will spend a further \$650 million to make our roads safer over the next ten years.

The Victorian Government is making this investment as part of our second *arrive alive* strategy, with the aim of reducing the road toll by a further 30 per cent by 2017.

Achieving this target will save an extra 100 lives every year from 2017. The Government will work to reduce the number and severity of serious injuries on our roads as well.

The TAC will, in future, make a greater annual funding contribution to road safety programs.

The Victorian Government is investing more money into road maintenance than ever before to make Victorian roads safer. *The VTP* invests an additional \$240 million in maintenance to provide a safe and efficient road network for all Victorians.

Existing projects

A number of major projects have recently been completed, with others underway or due to be completed in the short to medium term. These include projects to build more lanes on key freeways and arterial routes to increase capacity, reduce congestion and improve safety. These projects include:

\$2.5 billion EastLink

The opening of the \$2.5 billion EastLink project in June 2008 has delivered dramatic travel time improvements for commuters and freight traffic, and reduced congestion on surrounding arterials, including Springvale, Stud and Blackburn roads. The EastLink project is a 39 kilometre motorway linking Mitcham and Frankston and featuring 17 interchanges, six kilometres of toll-free bypasses, 88 bridges, a 35 kilometre shared walking and cycling path, more than 3.6 million plants, 60 wetlands and twin 1.6 kilometre three-lane tunnels under the Mullum Mullum Valley. The project was delivered ahead of time and on budget.

\$1.39 billion M1 Monash–CityLink–West Gate Upgrade

The M1 Upgrade is the largest Government funded project in the State's history. More than 160,000 vehicles, including 20,000 for freight, use the Monash Freeway, CityLink and the West Gate Freeway every day. As the route has become more popular, it has become congested at particular times of the day. The M1 Upgrade will increase capacity, reduce congestion, improve reliability along the corridor and decrease casualty crashes by 20 per cent. This will save Victorians \$14.5 billion through more efficient travel. By using ramp metering to manage the volume of vehicles onto the M1 the traffic flow on the freeway will be greatly improved. Speed limits will also change in response to the traffic conditions. The project is due for completion in 2010.

\$14.7 million Derrimut Road Duplication

Derrimut Road has been duplicated between Hogans Road and Sayers Road in Hoppers Crossing. The new stretch of road is expected to save time for the 37,000 motorists who are expected to use the road each day. The project features two lanes in each direction and a new shared path for people who prefer to walk or ride their bike.

\$36.8 million Pound Road Upgrade – Dandenong South

Pound Road Bridge, over the South Gippsland Freeway and South Gippsland Highway in Dandenong South, is being widened to give motorists an additional four lanes. When complete the bridge will have three westbound, two eastbound and two right turn lanes. The project also includes new traffic lights and improvements to freeway on and off ramps. When complete, the new bridge will not only save motorists time, it will also be a boon for freight operators moving goods from Dandenong South to the South Gippsland and Monash Freeways.

\$32 million Ferntree Gully Road Widening

Ferntree Gully Road is being widened to three lanes in each direction between Jells Road and Stud Road, a change which is expected to result in time savings for approximately 70,000 motorists and bus services. The project includes new shared footpaths for pedestrians and cyclists.

Taxi improvements

The Victorian Government is committed to improving the taxi industry and taxi services for all Victorians. To ensure the public can get a clean, safe taxi when they want one, an extra 200 standard and 330 wheelchair accessible taxis will be released in the greater Melbourne area. This is in addition to 100 peak service taxi licences for metropolitan Melbourne to service the late afternoon, evening and early morning taxi demand. People with a disability will soon be able to travel further and more often as the Government has doubled the Multi Purpose Taxi Program trip and annual caps to \$60 and \$2,180 respectively. The Government has also taken steps towards providing a safer working environment for taxi drivers and their passengers through the introduction of prepaid fares between 10pm and 5am, the statewide Safe Taxi Audit, and mandatory driver protection screens for the majority of Victorian taxis between 10pm and 5am from the end of 2008.

SmartBus

SmartBus is a premium bus service providing cross-town connections along major arterial roads. SmartBus services run more often and for longer hours than other bus services. SmartBus services already operate on Blackburn Road, Springvale Road, Warrigal Road, Wellington Road and from Ringwood to Frankston via Dandenong.

Bus Routes Upgrade

145 route upgrades have been completed under the soon-to-be-completed bus expansion project. Nightrider bus services have also been doubled.



Next steps

Over the past decade significant new investments have been made in our road network. *The VTP* takes this investment to the next level.

Through a commonsense program of short, medium and long term actions, the Victorian Government will close the gaps in our road network while continuing to improve the quality of life for new and growing communities.



Short term actions

Peninsula Link

Frankston and the Mornington Peninsula continue to grow strongly with the local population expected to increase from 262,000 in 2006 to more than 324,000 by 2026. This will be further supported by targeted investment in Frankston as a Central Activities District.

While the \$2.5 billion EastLink project has boosted the south east's economy and reduced traffic on surrounding roads including Springvale Road and Dandenong–Frankston Road, more needs to be done to fix the Frankston bottleneck and cater for the Peninsula's residents.

Traffic on the Moorooduc Highway through southern Frankston is expected to increase to more than 60,000 vehicles a day over the next 25-30 years with 45,000 vehicles to travel through Moorooduc in the same period.

The growing freight task means that the Port of Hastings will need to be further developed for bulk and break bulk trade and ultimately as the alternative container overflow port for the Port of Melbourne.

The Peninsula Link is a 25 kilometre freeway connecting EastLink at Carrum Downs to the Mornington Peninsula Freeway at Mount Martha.

Subject to the successful completion of the Environment Effects Statement process, it will include two lanes in each direction with interchanges at key arterial cross roads including Cranbourne-Frankston Road and Frankston-Flinders Road at Baxter.

When complete, this \$750 million link is predicted to carry 50,000 vehicles a day while reducing the amount of traffic that needs to travel through Frankston City and other Peninsula towns, making those areas more attractive to pedestrians and cyclists, and allowing the development of Frankston as a Central Activities District.

Construction of the Peninsula Link is expected to take two and half years. During that time the project is likely to generate more than 1,700 jobs a year, while almost 2,400 indirect jobs will be created in each of the early years of operation.

The commitment to this important connection will replace the planned overpass for the Cranbourne-Frankston Road/Moorooduc Highway intersection. The installation of an innovative P-turn will take place in the short term, which traffic modelling has indicated will improve travel times through this junction. The P-turn will re-direct northbound highway traffic turning west onto Cranbourne-Frankston Road, providing additional green light time for motorists travelling along the highway.

Peninsula Link has been submitted to Infrastructure Australia as a short term priority of the Victorian Government.

Peninsula Link



Source: Department of Transport 2008

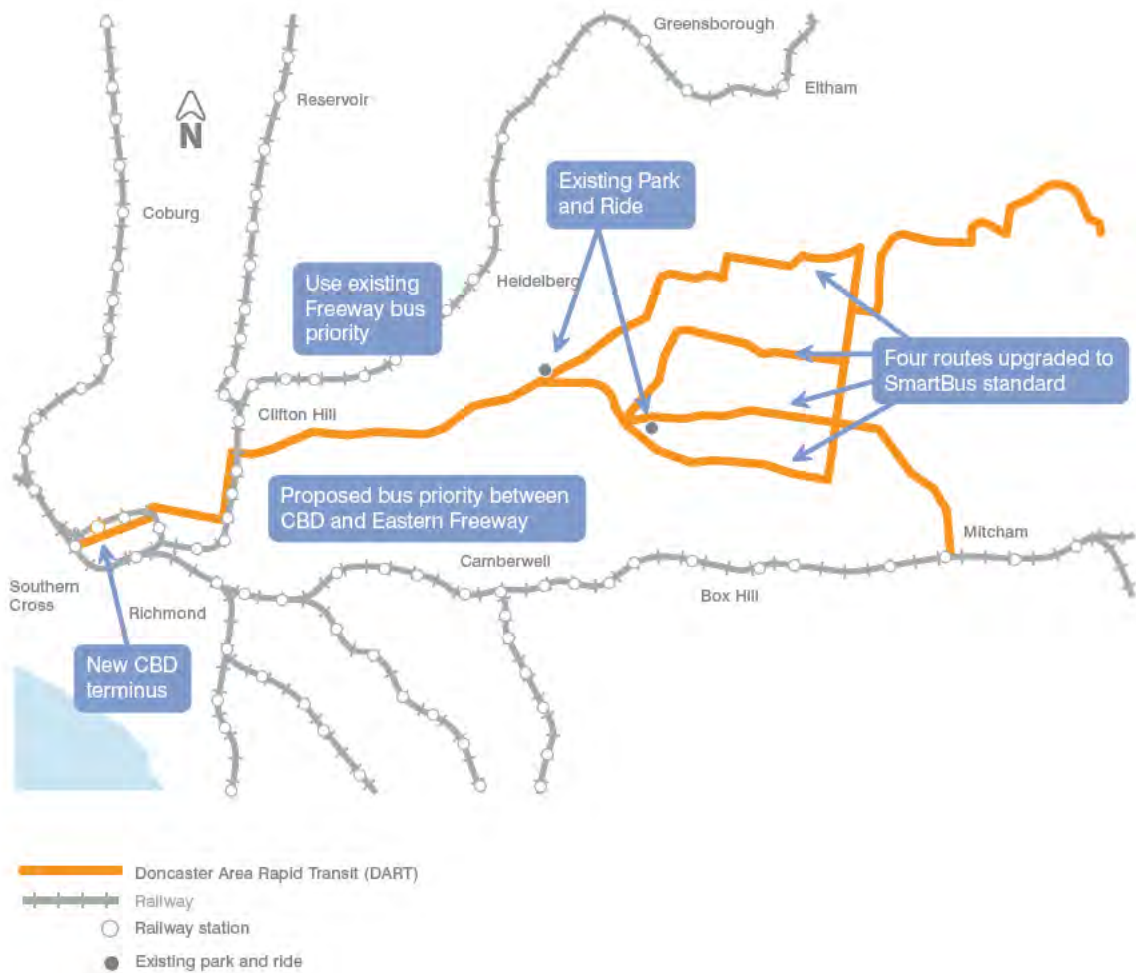
North East Link, Peninsula Link and Alternative to West Gate



- | | | | |
|-----------|-------------------------------------|---|--|
| — | Freeway/Tollway | ↔ | Outer Metro Ring Corridor |
| - - - | Deer Park Bypass under construction | ↔ | E6 Transport Corridor Concept |
| — | Major road | — | Peninsula Link |
| + + + + + | Railway | — | Alternative to West Gate |
| | | — | Potential Extension to Western Ring Road |
| | | — | North East Link |
| | | — | Dingley Arterial |

Source: Department of Transport 2008

Doncaster Area Rapid Transit



Source: Department of Transport 2008

Doncaster Area Rapid Transit

The Government accepts the view of the Eddington report that public transport access from Doncaster to central Melbourne needs to be improved, and the quickest and most flexible way to do this is with rapid and regular bus services. The Government has already begun an \$80 million upgrade to Doncaster bus services. The Government now proposes to increase that commitment to \$360 million, upgrading the key peak hour commuter bus routes from Doncaster into the CBD to be a 10 minute service in peak periods, within three years.

Dingley Arterial: Springvale Road to Perry Road



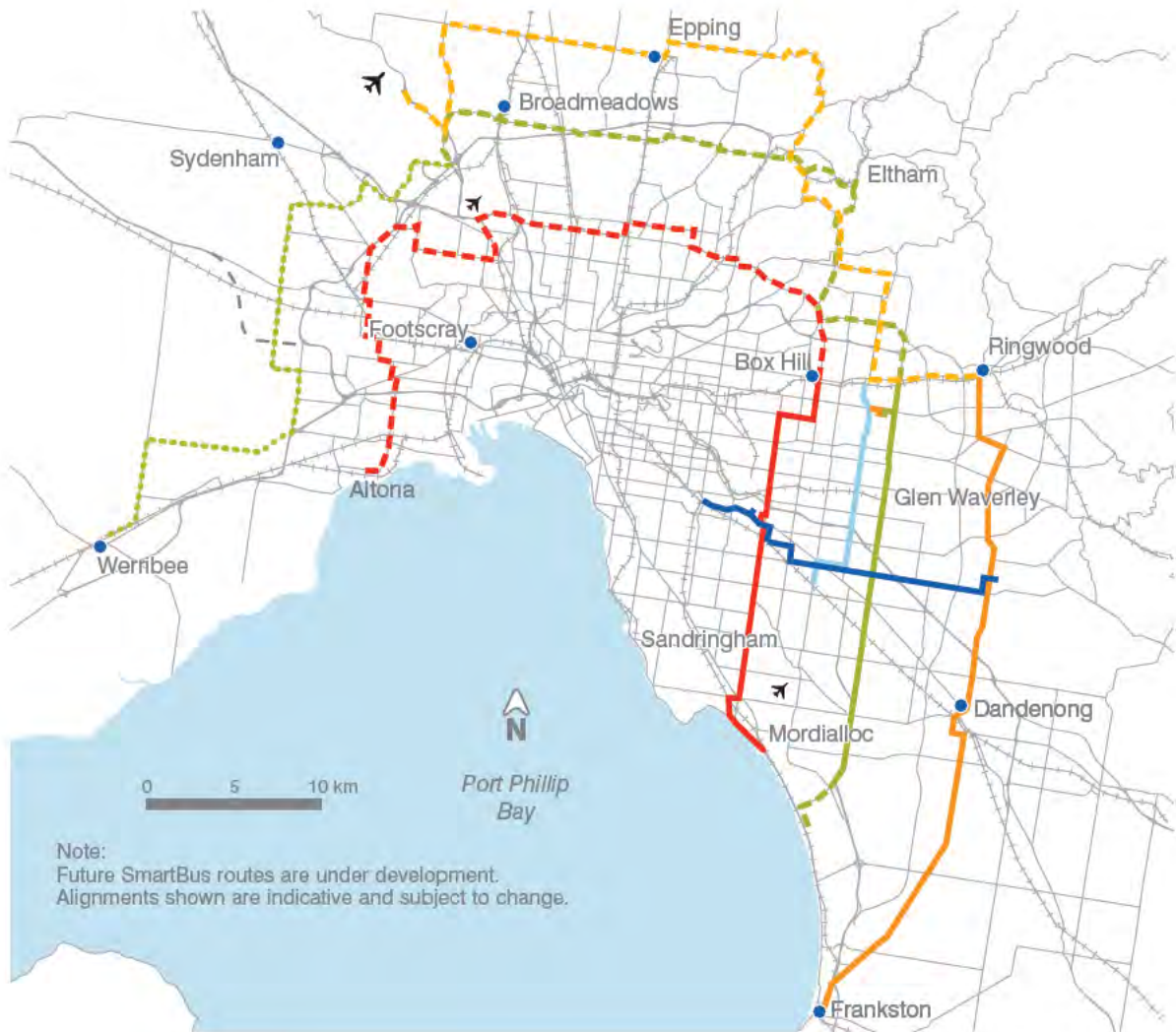
Source: Department of Transport 2008

Dingley Arterial

The next section of the Dingley Arterial to be built is a 3.5 kilometre section between Perry Road and Springvale Road costing \$80 million. Construction is expected to start in 2011 following the completion of detailed planning.

It will link new residential growth areas to employment opportunities, and serve as an important east-west route for motorists and freight operators seeking to bypass busy central Dandenong. In the longer term, the arterial will be extended to the South Gippsland Freeway.

SmartBus Network



Note:
 Future SmartBus routes are under development.
 Alignments shown are indicative and subject to change.

SmartBus Routes

Existing SmartBus routes:

- 888/9 Springvale Road
- 703 Blackburn Road
- 700 Box Hill to Mordialloc
- 900 Rowville to Caulfield
- 901 Ringwood to Frankston

Proposed SmartBus routes:

- - - Red Orbital
- - - Green Orbital
- - - Yellow Orbital

Potential SmartBus routes:

- · · · · Green Orbital

- Major road
- - - Major road under construction
- + + + Railway
- Transit City
- ✈ Airport

Source: Department of Transport 2008

SmartBus Network

The rollout of the SmartBus network will continue with completion of the Red and Yellow orbital bus routes and Stage 2 of the Green orbital from Whitehorse Road to Melbourne Airport. SmartBus routes offer a premium service including 15 minute frequency, extended service hours, real time passenger information and on road priority. These services will assist the development of the Central Activities Districts and Major Employment Corridors which are central to this Plan.

Metropolitan Bus Upgrade

The Victorian Government has significantly expanded the Local Area Bus Network, which has resulted in significant patronage growth – 11 per cent in the year to September 2008, and this has largely been on new and upgraded bus services.

A massive \$500 million increase in funding for local bus services will see new and upgraded bus services in growth suburbs as they develop, to make sure these communities are provided with more transport choice.

In many instances bus services are the only public transport available and for a small but significant number of people who do not have access to a car, they are a vital connection to the community.

To ensure the most effective use of this funding the Department of Transport will work with local councils, transport operators and community groups to identify how services can be improved. Local Area Bus Reviews are a first step in extensions to connect bus services to activity centres and extended hours of operation.

Up to 270 new low floor buses will be bought to replace older buses over the next three years, increasing the share of low floor buses to at least 76 per cent.

Outer Suburban Arterial Roads Fund

As Melbourne grows and our communities develop, new roads and extra capacity on existing roads will be needed.

The Victorian Government will allocate \$1.9 billion to carry out these works in areas with the most need. Upgrades on new arterial roads may include bus, bicycle and pedestrian facilities.

Hoddle Street

Hoddle Street is critical to north-south traffic movements in inner Melbourne and to the flow of Eastern Freeway traffic to and from the CBD.

Grade separating some of these junctions has the potential to improve the operation of Melbourne's central road system for cars, trams, buses and commercial vehicles.

The Government will allocate \$5 million to commence engineering investigations to determine the feasibility of grade separating key junctions on Hoddle Street. A key element in those investigations will be to assess how disruption to traffic could best be minimised during any construction works.

Duplication of Clyde Road, Berwick

\$1 million has been allocated to investigate a future duplication of Clyde Road, Berwick. The investigation will concentrate on the section of Clyde Road between High Street and Kangan Drive, including possible improvements to the High Street/Clyde Road intersection and the potential for a grade separation of the railway line.

Traveller Information Services

Commuters will have more 'real time' information about traffic conditions so they can plan the best route. A comprehensive one stop online information portal will give people the maps and timetables they need to plan trips, and real time information and better signage will assist travellers during their journey.

Trucks off inner suburban streets

Each day more than 20,000 trucks move through Melbourne's inner-west. Around 6,000 of those trucks travel along Yarrville's Francis Street and more than 1,700 along Somerville Road.

Through the implementation of a practical, two-stage Truck Action Plan, the Victorian Government will be able to significantly reduce the number of trucks from the inner-west's growing suburban streets.

The Truck Action Plan Stage 1 involves a new link from Hyde Street to the West Gate Freeway. This will open up access for trucks heading to the Port of Melbourne from the west along the West Gate Freeway and Princes Highway, as well as traffic from the Western Ring Road. In order to provide efficient access to the Port, Hyde and Whitehall Streets will also be upgraded and Shepherd Bridge will be strengthened.

Implementation of the Truck Action Plan will be complemented by improved enforcement of truck curfews on roads in the inner west, including in Kensington, Footscray and Flemington.

Building the Hyde Street connection alone will not lead to a complete ban of trucks from Francis Street and Somerville Road, as a significant number of trucks associated with local industry in and around Francis Street will continue to use this route. The Hyde Street connection is estimated to reduce the number of trucks on these streets by around 70 per cent or over 5,000 heavy vehicles each week day.

In the medium term a second stage of the Truck Action Plan will include upgrades to Sunshine Road, Dempster Street and Paramount Road, which will link with and complement the new road tunnel to be built between Geelong Road and the Port of Melbourne. This will further reduce the number of trucks in Yarrville's residential streets.

Other elements of the Truck Action Plan proposed in the Eddington report will not proceed at this time, as the priority projects above represent the most appropriate routes to reduce truck movements through residential streets in Melbourne's inner west.



Medium term actions

North East Link

Melbourne's north takes in some of the Melbourne's fastest growing residential and employment areas.

By 2026 the north of Melbourne will be home to approximately one million people. Broadmeadows will evolve as a Central Activities District in coming years and a new freight terminal has been earmarked at Donnybrook/Beveridge.

As the north expands and the east and south-east continue to develop, many more people are expected to need to travel between these areas for work and study. The development of Central Activities Districts at Box Hill, Ringwood, Dandenong, Footscray, Frankston and Broadmeadows along with growing demand at existing and future freight terminals in the north, Melbourne Airport and the Port of Hastings, support the need for improved links between the north and the east.

Closing the current north-east 'missing link' in Melbourne's orbital road network, at a cost of more than \$6 billion, will be important for Melbourne's future growth.

The proposed North East Link is a connection between the Metropolitan Ring Road at Greensborough and the Eastern Freeway at Bulleen.

It is expected to tunnel between Lower Plenty Road and the Eastern Freeway to protect existing urban areas and to minimise environmental impact on the Banyule Flats and Yarra River, with further planning work needed.

Planning will start immediately and will include extensive community consultation and discussions with the Commonwealth Government about funding and timing.

The project has been included as a medium term priority in Victoria's Infrastructure Australia submission, highlighting its importance to national economic productivity and competitiveness.

An alternative to the West Gate Bridge

The West Gate Bridge carries 160,000 cars, motorbikes, buses and trucks daily. By 2036 that number is expected to climb to more than 235,000.

As Melbourne's major connection between east and west it is not only a fundamental community link but also essential to our economy. Many of those 160,000 vehicles are either carrying people travelling to work or commercial vehicles heading to and from the Port of Melbourne or moving freight around Melbourne.

As Victoria grows the need for an alternative to the West Gate Bridge will also grow.

With the \$1.39 billion upgrade of the M1 due for completion in the next two years, the construction of a second major east west connection could begin soon after.

With State and Commonwealth Government funding, this critical gap will be closed with a major road link between Geelong Road/Sunshine Road and Dynon Road/Footscray Road in the Port of Melbourne precinct.

The link will run under Footscray to reduce the impact of heavy vehicles in the growing metropolitan centre and help remove truck traffic from the inner-west.

Planning for delivery will start immediately including a full feasibility assessment and community consultation. This project was included as a medium term priority in the State Government's Infrastructure Australia submission.



In the longer term, there is a clear strategic need for a new road link between the Western Ring Road and the proposed Road Tunnel. However, the alignment of the route, its design and planning, and environmental clearances, will need to be resolved before the costs and timing of its implementation can be determined.

The Eddington report recommended a further stage to this road from the Port of Melbourne to the Eastern Freeway.

Based on the latest modelling, as well as economic and strategic analysis, the Government has decided that other projects will take priority.

The further stage from the Port to the Eastern Freeway remains a worthwhile long term project.

However the Government has decided to take other actions in the medium and long term to alleviate East West traffic - particularly to benefit Eastern Freeway commuters accessing the CBD.

These short, medium and long term actions are:

- The Doncaster Area Rapid Transit bus system
- The Road Tunnel between Geelong Road / Sunshine Road and Dynon Road / Footscray Road
- The North East Link from the Eastern Freeway to the Metropolitan Ring Road
- Determining the feasibility of grade separating key junctions on Hoddle Street.

The use of JJ Holland Park for staging and construction of the further stage from the Port to the Eastern Freeway is not supported.

Long term

EastLink was able to be built because previous transport planners identified it as a future need. Land for a transport corridor was reserved and purchased over a 40 year period.

Similarly, we need to plan, identify and secure transport corridors now for future major road and transport options so the coming generations are able to address their transport needs.

The Victorian Government is considering and preparing for a range of transport projects in the longer term.

Planning for some of these projects will get underway in the short to medium term, but they are unlikely to be considered for construction before 2020. These include the widening of the Tullamarine Freeway and Chandler Highway upgrade and bridge duplication.

The biggest of the planned projects is the 70 kilometre Outer Metropolitan Ring Transport Corridor which is intended to link Werribee, Melton, Tullamarine and Craigieburn/Mickleham.

The aim of the Outer Metropolitan Ring is to provide a high speed transport link for freight and people that:

- Serves key international transport hubs, for example, Melbourne and Avalon Airports, Port of Geelong, other intermodal freight hubs and freight and other service economy areas
- Serves key interstate and major regional destinations
- Better links residential and employment growth areas to the north and west of Melbourne, such as, Werribee, Melton and Mickleham
- Provides for the development of employment corridors in Avalon, Werribee, Melton and Donnybrook.

The VTP provides funds to develop the planning for the Outer Metropolitan Ring Transport Corridor. Other major transport corridors for the development of growth areas will be investigated, such as the extension of the E6 Transport Corridor.

Six priorities for action

1. Shaping Victoria
2. Linking rural, regional and metro Victoria
3. Creating a Metro System
4. Moving Around Melbourne
5. Taking practical steps for a Sustainable Future
6. Strengthening Victoria's and Australia's Economy

5. Taking practical steps for a Sustainable Future

Moving towards a sustainable and lower emissions transport system to help Victorians preserve their environment.

Highlights

- Shaping a more efficient city, where people live closer to opportunities to reduce the need for travel
- Increase the frequency, reliability and safety of public transport, and move towards a modern Metro system
- \$100 million increase in funding for bicycle lanes and shared walking and cycling paths on priority bicycle routes
- A \$5 million public bicycle hire scheme for inner Melbourne
- Improve transport choices in regional and outer suburban areas to support adjustment to carbon and fuel prices
- Set a mandatory carbon emissions target for the Victorian Government vehicle fleet, in consultation with the local automotive industry
- Deliver a package of initiatives to encourage higher car occupancy
- Protect the native grasslands west of Melbourne in consultation with the Commonwealth Government
- A focus on improving safety, awareness and parking for motorcycles and scooters to enhance their potential as an alternative to cars
- Support for small-scale trials of emerging technologies, such as electric cars
- Campaigns to make people more aware of 'eco driving' techniques to support improvements in fuel efficiency and safety
- A Metropolitan Freight Terminals Network which will support more efficient location of freight and logistics activities and over time shift more freight on to rail
- Upgrade regional freight lines to enable industry to optimise use of rail

Climate change is one of the greatest environmental, economic and social challenges of our time, and the way we choose to travel impacts on greenhouse pollution.

The Victorian Government's vision for building a more sustainable transport system includes:

- Reducing the need to travel without impacting people's access to opportunities and industry's need to move goods
- Using less polluting forms of transport more often
- Ensuring that all forms of transport are as environmentally friendly as possible.

Encouraging homes and employment centres closer together will reduce transport emissions and the time people have to spend in transit. Enabling people to walk, choose public transport, ride motor bikes, scooters and bicycles will reduce emissions, but also free up valuable road space for the movement of freight. Improving vehicle technology will have a significant impact on reducing transport emissions and is also vital to addressing the cost of travel.

This vision builds on the Government's long term strategies for building a more efficient and less polluting transport system. Since 1999, significant investment in public transport, walking and cycling has enabled a shift in behaviour towards increased use of these more efficient modes of travel. The Government's metropolitan strategy, *Melbourne 2030*, has provided the blueprint for a more efficient city, supporting people in living closer to employment, shops, services, family and friends. The *Victorian Sustainability Action Statement* (2006) outlined strategies and actions for reducing emissions from the transport sector, including support for greening our automotive industry.

Climate change green paper

The Victorian Government is currently preparing a green paper on climate change to be released in 2009 for discussion following the finalisation of plans for the Commonwealth Government Carbon Pollution Reduction Scheme (CPRS) in December this year. In addition to the climate change related actions identified in *The Victorian Transport Plan*, the transport section of the green paper will identify potential further actions to reduce emissions from travel, ensure that transport infrastructure is resilient to the impacts of climatic changes, and help households and communities adjust to any changed transport costs as a result of the Commonwealth Government's CPRS. Detailed policy responses to the Eddington report's recommendations 15 and 16 will be provided through this process. After consulting with the Victorian community, a white paper will be released setting out the Victorian Government's plans for addressing climate change.

Transport emissions are growing

As our population grows, demand for travel will grow as well. Similarly, the greater our economic growth, the more freight movements there are. Unless we make changes to the way we get around and the way we move freight to and from markets, this growth in travel will result in growing transport emissions.

Over the past decade, transport emissions have grown rapidly. The challenge in coming decades is to both manage overall transport demand by building a more efficient city and decouple growth in passenger and freight movements from growth in emissions.



Reducing transport emissions will take time

Since 1999, Victoria has been a leader on climate change action by building support for a national Emissions Trading Scheme, setting strong renewable energy targets, investing in clean coal technology and large-scale wind and solar projects.

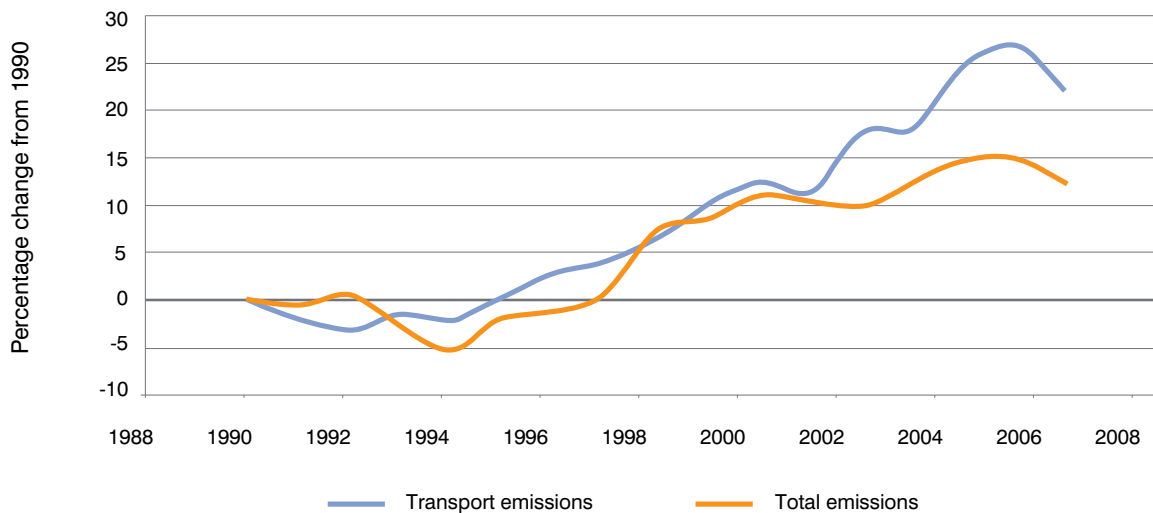
Transport is the second largest contributor to Victoria's greenhouse emissions, and changes to reduce these emissions will take time to come into effect.

Changes to our approach to land use patterns will yield little abatement in the short term, but has the potential to significantly alter the State's demand for transport, and therefore emissions, in the longer term. The vehicle technologies of the future will offer substantial abatement opportunities. However, there are actions in the short term that will assist in moving towards these longer term changes.

The Victorian Government has played a leadership role in transport emissions. The Government is working with the local automotive industry on new vehicle technology to reduce emissions. Already Ford Australia has announced it will produce the four-cylinder Ford Focus in Victoria. Toyota Australia has announced Melbourne will be one of only five locations in the world to produce the Hybrid Camry. The Government will continue to work with the automotive industry to identify new opportunities to support new vehicle technologies that reduce emissions.

While reducing transport emissions will take time, the stationary energy sector will be able to respond more quickly. The Government has a number of initiatives in place to tackle stationary energy emissions. For example, Victoria will be the first Australian state to start a mandatory energy efficiency target for household use of electricity and gas in 2009. This will make it easier for families to save energy, greenhouse gases and money on power bills.

Victorian Transport and Total GHG Emissions

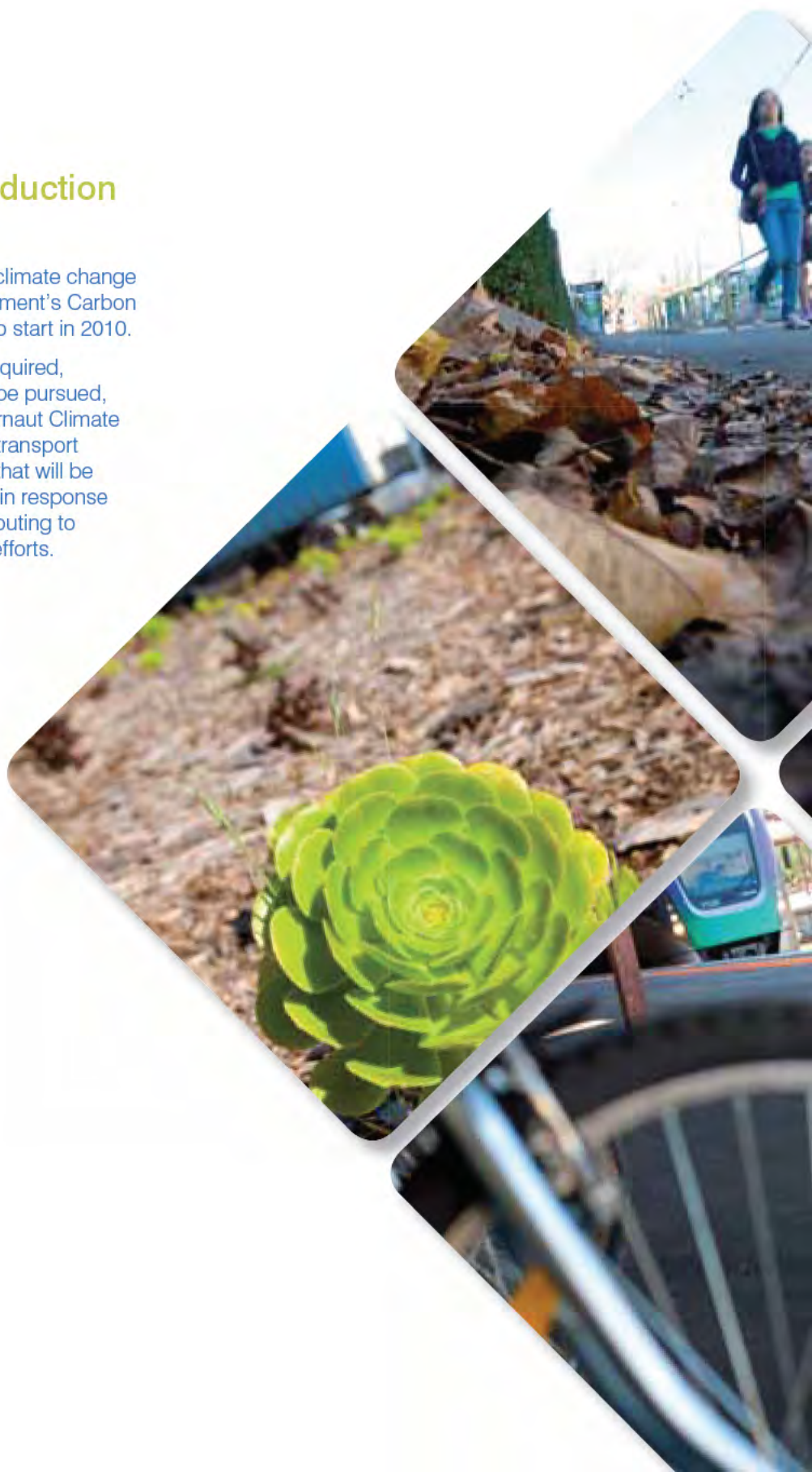


Source: State and Territory inventories 2006, Office of Climate Change 2008: Note the inventory is published two years after measurements are taken.

Carbon Pollution Reduction Scheme (CPRS)

Central to Australia's response to climate change will be the Commonwealth Government's Carbon Pollution Reduction Scheme due to start in 2010.

With the deep cuts in emissions required, abatement on all fronts is likely to be pursued, including transport. In fact, the Garnaut Climate Change Review Report highlights transport as one of the three broad sectors that will be transformed this century, primarily in response to global oil prices, but also contributing to overall climate change mitigation efforts.



Next steps

We need to take action now to position the Victorian transport sector to reduce emissions over the short, medium and longer term.

Increasing the Use of Low Emission Vehicles

This project will encourage the use of low emission vehicles through setting mandatory carbon emissions targets for government fleets and supporting commercial fleet uptake of low emission vehicle technologies.

While low emission vehicles are available in Victoria, there has been limited uptake. In future, the use of low emission vehicles will need to be substantially increased and it is important that the local automotive industry can play a key role in meeting the demands of a carbon-constrained future.

Mandatory carbon emissions targets will be set for State Government fleets – while maintaining safety standards and the Government's policy of buying locally manufactured vehicles. The standards will be set in consultation with the local vehicle manufacturing industry. Commercial fleets will also be encouraged to support the uptake of low emission vehicle technologies.

Partnerships between fuel and vehicle industries and commercial fleets will be built to leverage regional competitive advantages including providing support for small-scale trials of emerging technologies, such as electric vehicles.

Together, these initiatives will:

- Support the Victorian Government's aims to reduce greenhouse gas emissions
- Encourage innovation in local industry through the development of low emission technology
- Develop partnerships with the local vehicle manufacturing industry.



Actions to support short term emission reduction

Supporting carpooling to reduce the number of cars on the road

Safely increasing the average number of occupants in private cars, particularly in peak hour, will reduce the overall number of cars on the road when emissions are at their worst. This will help reduce congestion as well as reducing emissions associated with car travel. The Government will deliver a package of initiatives to encourage carpooling over the short term and into the future.

Encouraging more efficient driving practices

Economical driving practices can reduce emissions and improve safety, while saving money at the petrol bowser. The Government will roll out a campaign to increase awareness of the benefits of “eco-driving”, providing some practical tips on how to reduce fuel consumption just by driving more efficiently.

Cycling and walking our way to a lower carbon future

More and more Victorians are jumping on their bikes to get to work or just travel around town. Between 2001 and 2006 the number of people cycling to work increased by 63 per cent within the City of Melbourne and its nine surrounding municipalities.

With the right infrastructure, it is estimated that up to 15,000 more commuters could be encouraged to walk or cycle, to work or study, in the inner-Melbourne area. This is the equivalent of 12,000 cars, 110 trams or 19 trains.

Increasing cycling and walking paths and improving safety will support more short trips to be taken by these low emission modes of travel. Cycling and walking have many benefits including reducing road and public transport congestion as well as providing environmental and health benefits.

Some of the barriers identified which stop people from taking up cycling include lack of direct connections, discontinuities in bicycle routes and safety concerns.

A \$100 million package of improvements to cycling infrastructure will increase safety and connectivity, and deliver high quality, safe bike lanes and more priority routes in inner Melbourne, metropolitan centres and regional areas.

This package will improve the separation between cyclists and vehicles, give cyclists priority through intersections on key routes, widen off-road shared paths, develop new bicycle routes and complete gaps in existing networks.

The Government will shortly release a major Cycling Strategy which will outline a priority upgrade program, including completing missing links, increased separation of cyclists and vehicles on key routes and better off-road connections.

For pedestrians, crossings of major roads can present a physical barrier to getting from A to B. Safety concerns and the time spent waiting at pedestrian lights can be a deterrent to even a short trip by foot. A package of improvements to pedestrian crossings of arterial roads has been identified with priority upgrades to be progressively delivered.

Public bike hire

The Government will invest \$5 million in a public bike hire scheme within central Melbourne, similar to successful bike hire schemes in Paris, Lyons and Barcelona.

Around 50 bike hire stations with about 600 bikes will be located at major attractions in the CBD, Parkville, Docklands, Southbank and St Kilda Road.

The Government will continue discussions with the City of Melbourne and the private sector to join with us in delivering the scheme.

A focus on safety, awareness and parking for motorbikes and scooters, as an alternative to cars

VicRoads is currently working on improved safety, awareness and parking for motorbikes and scooters in conjunction with the Victorian Motorcycle Advisory Council and local governments. These measures will encourage greater use of these lower carbon forms of transport.

Actions to support medium term emission reduction

Increased use of more sustainable forms of transport

Shifting more travel to low emission (per passenger kilometre) forms of travel such as public transport, scooters, cycling and walking will play an important role in overall emission reduction efforts. Already, a substantial shift to more efficient modes is happening – this will be supported with infrastructure investment over the medium to long term.

Increasing the frequency, reliability and safety of public transport, as described in the *Creating a Metro System* section, will enable more people to use trains, trams and buses for more trips, reducing emissions. In the same way, encouraging more people to live closer to public transport services means that these services are likely to have higher patronage levels throughout the day and across the week.

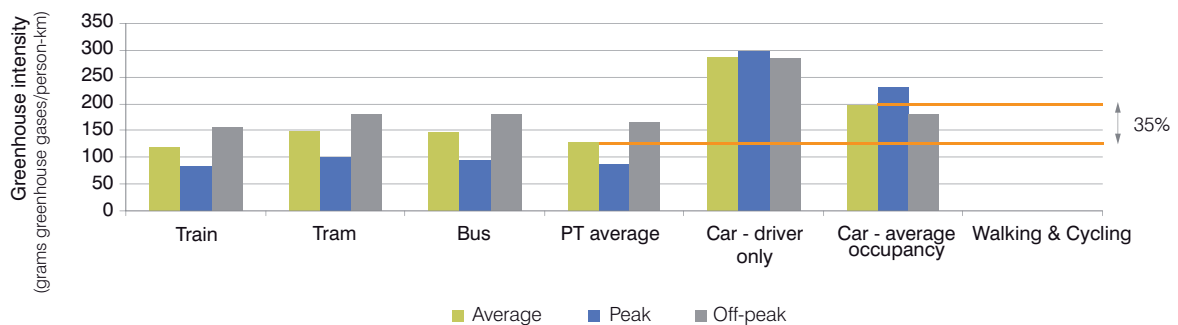
Communities in regional and outer suburban areas have a higher exposure to increasing fuel and carbon prices due to their strong reliance on cars for travel. Expansion of the public transport network will help, but will not provide a complete solution. The flexible transport solutions that can be delivered through the Transport Connections Program (see *Linking rural, regional and metro Victoria*), and assistance in improving vehicle fuel efficiency is also likely to play a key role.

Encouraging people to change their behaviours towards using the most sustainable form of transport for each trip will require the provision of comprehensive and accessible information that helps people to make informed choices. Over time, transport behaviours are also likely to change in response to increased costs and concern for the environment. Investment in transport infrastructure to support these choices is a crucial part of the strategy.

The Victorian Government will:

- Take practical steps to increase the frequency, reliability and safety of public transport (detailed in *Creating a Metro System*)
- Improve transport choices in regional and outer suburban areas to support adjustment to carbon and fuel prices
- Provide improved and integrated traveller information to support people in making informed transport choices (detailed in *Moving Around Melbourne*)
- Upgrade regional freight rail lines to enable industry to optimise use of rail (detailed in *Strengthening Victoria's and Australia's Economy*)
- Encourage jobs growth closer to homes.

Average greenhouse intensity of passenger transport modes in Melbourne, 2007/2008



Source: Department of Transport, 2008

Actions to support long term emission reduction

Shaping the city to support reduced need to travel and greater use of more efficient modes

In Melbourne, locations of higher population and employment density with good access to public transport, walking and cycling have associated travel patterns that consume less energy and produce less greenhouse gas emissions than lower density, more car-dependent areas.

The Victorian Transport Plan together with *Melbourne @ 5 million* will bring jobs closer to people (see *Shaping Victoria* section). Modelling commissioned by the Department of Transport shows that land use changes have the potential to reduce transport greenhouse gas emissions by 715 kilotonnes in 2036.

Similarly, decentralising freight-generating business away from the Dynon/Port precinct to outer metropolitan areas will help reduce freight travel and emissions (see *Shaping Victoria* section – reference land use and freight chapters). High Productivity Freight Vehicles can also play a part in reducing the number of trucks on the road (see *Moving Around Melbourne* section). Over the past 10 years, the introduction of B-double trucks has saved 2.6 billion litres of diesel compared to continued use of only single articulated trucks – equivalent to reducing 7.5 million tonnes of greenhouse gases. Further reductions in freight-related travel may be possible with greater coordination between service providers through improved information and communication technologies.

Supporting behaviour change and protecting our natural environment

The VTP provides a once-in-a-generation step up for our transport system, supporting households and businesses in reducing their environmental impact. In delivering this major infrastructure program potential environmental impacts will need to be managed.

Projects will need to comply with required environmental assessments and provide mitigation measures or native vegetation offsets. In particular, the native grasslands west of Melbourne will need to be protected, in consultation with the Commonwealth Government.

Increasing the efficiency of all modes

Making all transport modes as energy and greenhouse gas efficient as possible is a key area for change. Improving the fuel efficiency of vehicles is likely to play a significant role in emission reduction in the transport sector, compared to reductions in travel demand and mode shift. Improving fuel efficiency will also help insulate the community from the increasing costs of carbon-based transport fuel.

The technical knowledge exists to reduce the greenhouse intensity of road vehicles by 30 per cent. For example, the greenhouse emissions per kilometre of cars varies considerably, both between cars of a similar size and power and even more so between smaller and larger vehicles. Making sure that fleet and private buyers of new and second-hand cars understand the cost and emission savings that can be made through purchasing low emission vehicles will be important in helping buyers make fully informed decisions.



Victoria's Car Industry

Supporting the Victorian car manufacturers' (Toyota, Ford, and GM Holden) production of lower emission vehicles is an important step in ensuring these low emission vehicle technologies are available to Victorians, providing more options for people to reduce their emissions. The recent announcement of the expansion of the Commonwealth Government's Green Car Innovation Fund also provides opportunities for further developments of locally produced low emission vehicles.

Initiatives like Victoria's support for hybrid taxis and the trialling of hybrid buses as well as support for research into electric vehicles are an important part of a long term strategy to lower transport emissions.

In the long run, as Victoria moves towards a lower emissions future, there is potential to remove a significant amount of carbon from the transport system with green energy powered public transport, new vehicle technologies (e.g. electric and hybrid cars), cycling and walking.

The Victorian Government will:

- Set a mandatory carbon emissions target for its vehicle fleet, in consultation with the local automotive industry
- Build partnerships between fuel and vehicle industries and commercial fleets so as to leverage off regional competitive advantages
- Provide support for trials of emerging technologies, such as electric cars
- Encourage jobs closer to homes, reducing travel distances
- Develop a Metropolitan Freight Terminals Network which will support more efficient location of freight and logistics activities and over time shift more freight on to rail.



Potential Outcomes

The graph opposite indicates the potential changes in Victoria's transport related greenhouse gas emissions out to 2036 as a result of both *The VTP* initiatives and future policy options, as well as from changes in demand in response to fuel and carbon prices.

Both changed travel patterns and improvements to the efficiency of all modes will play a role in emission reductions in the transport sector. *The VTP* will play an important role in enabling emission reductions through providing infrastructure that supports more efficient travel patterns and encourages take up of lower emission vehicles.

Overall, it is expected that transport greenhouse emissions can be reduced from 32.5 to 20.2 megatonnes in 2036. Emissions abatement is likely to occur in response to increased transport costs, through changed travel patterns and efficiency improvements. The potential emissions abatement due to each of these changes can be represented as a series of "wedges" over time, with each wedge shaving off emissions compared to the reference case of what would have happened in the absence of these changes. The following table shows abatement potential for each wedge and the residual emissions.

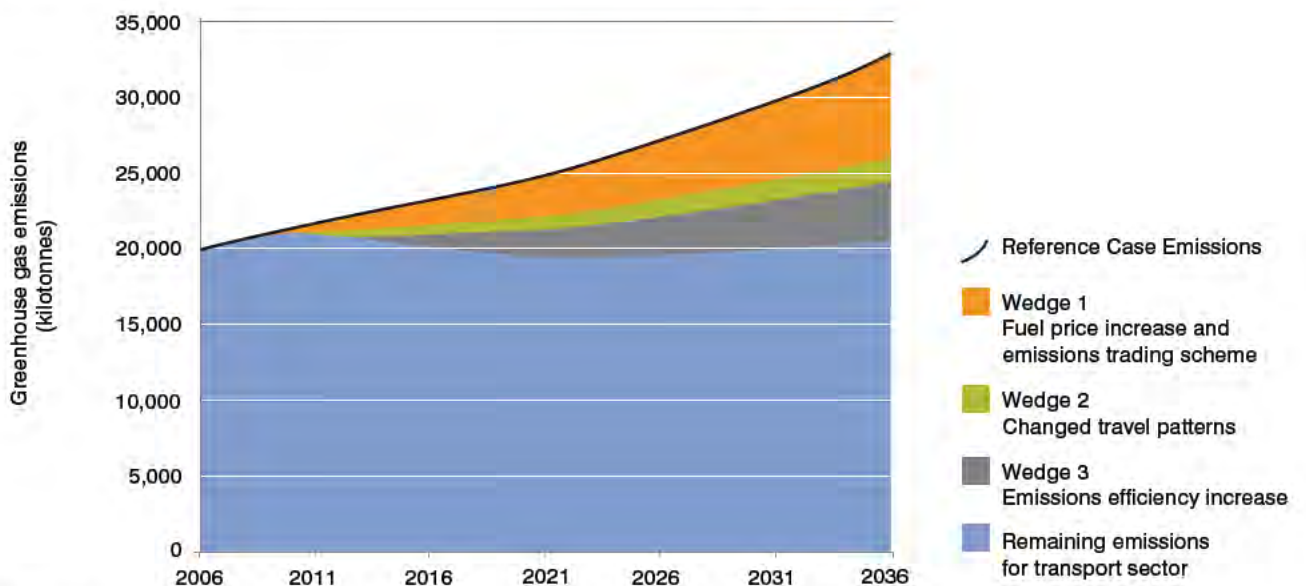
Greenhouse emissions abatement and residual emissions

No	Wedge	Description	Abatement potential in 2036 (megatonnes of transport greenhouse emissions)
-	Reference case emissions	Projects the likely increase in emissions in the absence of policy changes and increases in the cost of travel	32.5
1	Fuel price & emissions trading scheme (orange wedge below)	Estimates the reduction in emissions due to a steady increase in fuel prices (predicted to double in real terms by 2036), and the introduction of a carbon price through an emissions trading scheme	6.6
2	Changed travel patterns (green wedge below)	Estimates the reduction in emissions due to changes in urban form, a range of infrastructure projects (including public transport), outlined in <i>The Victorian Transport Plan</i> , and travel demand management initiatives such as increased vehicle occupancy	1.6
3	Efficiency improvements (grey wedge below)	Estimates the reduction in emissions due to improvements in the efficiency of private vehicles, freight vehicles and public transport	4.1
-	Residual emissions (blue area below)		20.2

Source: Greenhouse gas emissions abatement potential of *The Victorian Transport Plan*, Nous Group, 2008

Further details and analysis can be found at www.transport.vic.gov.au

Graph of transport sector greenhouse emissions abatement potential



Source: Greenhouse gas emissions abatement potential of the *Victorian Transport Plan*, Nous Group, 2008

Six priorities for action

1. Shaping Victoria
2. Linking rural, regional and metro Victoria
3. Creating a Metro System
4. Moving Around Melbourne
5. Taking practical steps for a Sustainable Future
6. Strengthening Victoria's and Australia's Economy

6. Strengthening Victoria's and Australia's Economy

New links to drive jobs, economic growth and build Victoria's prosperity.

Highlights

- A Truck Action Plan for the inner west to improve freight access to the Port of Melbourne and take thousands of trucks off residential streets in Yarraville, with Stage 1 to cost \$380 million
- A Principal Freight Network providing high capacity connections to existing and new freight terminals in metropolitan and regional Victoria
- Construct an alternative to the West Gate Bridge – a tunnel between Geelong Road/Sunshine Road and Dynon Road/Footscray Road to increase freight access to the Port of Melbourne at a cost of more than \$2.5 billion
- Plan and build a Metropolitan Freight Terminals Network to actively encourage more efficient, high productivity freight movements within Melbourne by road and rail
- A new International Freight Terminal north of Footscray Road for the Port of Melbourne to serve as the central hub of the Metropolitan Freight Terminals Network
- A new interstate rail terminal at Donnybrook/Beveridge, north of Melbourne, to shift truck trips away from the Dynon area and inner suburbs at a cost of \$340 million
- Planning for an expansion of the Port of Hastings
- Critical infrastructure improvements in roads and rail around the Port of Portland
- Targeted trial for next-generation High Productivity Freight Vehicles initially in the Green Triangle area in western Victoria, and on limited key metropolitan freeways
- Completing key east west and orbital links in the freeway standard network servicing freight
- Planning for improved transport connections in Gippsland to open up new coal industries
- \$180 million to upgrade and maintain 'gold' and 'silver' freight lines on the regional rail network – a major recommendation of the *Rail Freight Network Review* (RFNR)
- Establishing a freight access charge for the Port of Melbourne designed to improve freight infrastructure, increase freight efficiency, encourage off-peak truck movements, and promote rail freight
- Release of *Freight Futures* – Victoria's long term freight network strategy
- Funding for noisewalls to mitigate the impact of noise associated with traffic on existing freeways.

Importance of Victoria's Freight Network

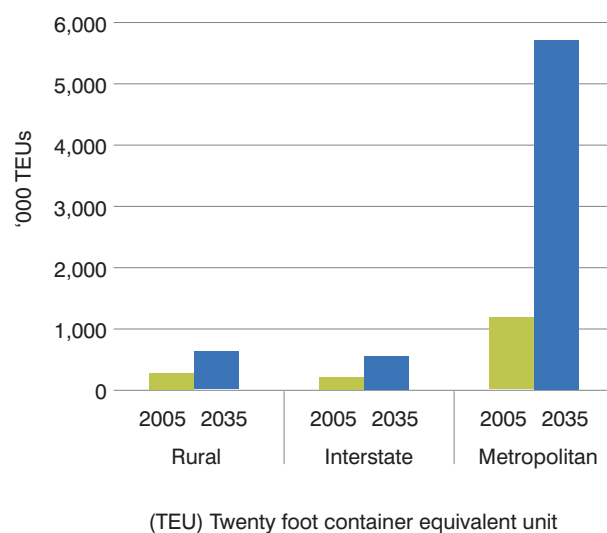
The freight and logistics industry is one of our biggest employers, accounting for 334,000 jobs. It also contributes 14.7 per cent to Gross State Product (GSP). In addition, it also supports other industries critical to the economy, including manufacturing, services and agriculture.

Our goal is to strengthen Victoria's and Australia's economies by supporting industrial growth and new jobs by having the most efficient and effective transport links to connect people to jobs and goods to market.

To achieve this, *The Victorian Transport Plan* must address a number of key challenges, including:

- A growing freight task due to population growth and increasing consumer demand
- The cost of congestion – with road congestion alone estimated to cost our economy up to \$2.6 billion a year
- Capacity constraints around the Port of Melbourne, Australia's busiest container port
- The need to balance economic imperatives with maintaining local amenity, particularly in the inner west near the Port of Melbourne.

Port of Melbourne container freight task



Source: Department of Transport 2008

Since 1995, the freight handled by the Victorian transport industry has grown annually at approximately five per cent and is expected to continue to grow strongly. This is due to strong population growth and increasing consumption. Freight volume across all transport modes is expected to grow by close to 50 per cent by 2020 and by around 100 per cent by 2030 from today's levels. In particular, total container trade through the Port of Melbourne is projected to increase at least four-fold to eight million 20 foot container equivalent units (TEUs) in the next 30 years.

While Victoria's freight network has managed growth extremely well until now, forecast growth in freight and industry changes will place pressure on the network to maintain current levels of performance.

Improved productivity in road and rail will be needed to support this greatly expanded port task. Importantly, balancing the needs of port growth with the amenity of nearby residents will be a critical challenge to ensure the sustainability of the Port of Melbourne in its current location.

The VTP positions Victoria for future growth by building on significant investment to date including:

- Over \$1 billion in rail freight investment by the Victorian and Commonwealth Governments, including buying back the lease of the regional rail network in May 2007 from Pacific National for \$133.8 million, and the introduction of a new access regime, which has promoted competition and allowed new entrants on the rail network
- The \$2.5 billion EastLink project and completion of major bypasses to improve freight flow including the Pakenham Bypass, Hallam Bypass, Craigieburn Bypass and the Deer Park Bypass
- Creating capacity for a higher mass limit network for heavy B-Double vehicles on 99 per cent of the arterial road network.

As Australia's resource exports slow due to the global economic downturn, new and emerging industries will increasingly be important to lock in future growth. Victoria is well placed to take advantage of new growth opportunities with our diverse economy, strategic location in the south-east and status as Australia's major manufacturing and freight and logistics hub.

Existing Projects

\$969 million Channel Deepening Project

This project is underway in Port Phillip Bay to allow larger ships to enter Australia's biggest container port will minimise business costs. It will secure the Port of Melbourne's position as Australia's largest container port keeping exports competitive and creating jobs.

\$1.39 billion upgrade of the M1 Monash-CityLink-West Gate Freeway

Due for completion in 2010, the M1 is one of Australia's most economically important roads. The major upgrade will reduce bottlenecks and improve travel times for road freight and all vehicles.

\$501 million North East Rail Revitalisation and Wodonga Rail Bypass

The North-East Rail Revitalisation Project will remove the rail line from the centre of Wodonga and convert 200 kilometres of broad gauge track to standard gauge, delivering a first class rail freight link between Australia's economic hubs of Melbourne and Sydney.

Connect Freight

The Connect Freight program, supported by \$4 million in funding from the Victorian Government, aims to generate efficiency gains and reduce congestion in the Port of Melbourne supply chain. The Port of Melbourne Corporation will be using Connect Freight as a Stage 1 of a broader port system for both land and sea side connections.

Dynon Port Rail Link

This project is constructing two new rail tracks into the Port of Melbourne and removing three level crossings to reduce congestion and increase the amount of freight carried to the port by rail. The link, funded in partnership with the Commonwealth Government, is due to open in mid 2009.

Development of Metropolitan Freight Terminals

\$130 million is being invested for development of intermodal freight terminals in Melbourne's existing major industrial areas, to commence the Metropolitan Freight Terminals Network in partnership with the Commonwealth Government. Funding has also been provided for regional intermodal terminals in Warrnambool, Dooen and Shepparton.

Geelong Ring Road

The first stage of a 25 km freeway from the Princes Freeway in Corio extending to Anglesea Road in Waurn Ponds are expected to open in late 2008. This will greatly improve freight access to south west Victoria and support economic growth, tourism and employment in the region.

Midland Highway upgrade

The recently completed upgrade from Elmore to Stanhope is an important freight route and this \$8.5 million upgrade of the highway to 'A' route standard will support ongoing economic development.



Building On Success – *The Victorian Transport Plan Actions*



To ensure our freight logistics industry can continue to power Victoria's economy, *The Victorian Transport Plan* will be supported by a detailed long term plan for Victoria's freight network – *Freight Futures*.

Freight Futures sets out a detailed vision and strategic directions to target three critical goals to best place Victoria to meet the freight challenge:

- Improving the **efficiency** of the freight network, ensuring that the road and rail networks for moving goods around our cities, towns and State are operating to their maximum efficiency to support Victoria's continued economic growth. Efficiency improvements may include use of the road freight network outside of peak hours (particularly at night), encouraging the consolidation of freight activities and better integrating road, rail and sea connections.
- Boosting the **capacity** of freight vehicles and infrastructure. Harnessing additional capacity in freight vehicles and infrastructure will enable Victoria to handle the expected growth in the volume of the freight task. Capacity improvements will include using higher capacity vehicles on the specified road and rail networks and developing additional container and freight handling capacity at Victoria's ports.
- Enhancing the **sustainability** of freight movements and activities. Supporting the sustainability of freight movements and activities will ensure that Victorian communities are safe and liveable. These measures include mitigating the noise and pollution from freight activities by encouraging trucks onto routes optimised for freight and protecting the amenity of local neighbourhoods from existing and new freight developments.

Actions over the short, medium and long term in *The VTP* support the key elements of *Freight Futures* by investing in projects that improve connections between major freight origins and destinations in metropolitan Melbourne and across regional Victoria. These actions will effectively and sustainably manage growth and tackle capacity constraints.

Importantly, these goals can only be achieved if the Government and the freight industry work with local communities to address the often competing demands of residential amenity and freight access.

Funding partnerships with the Commonwealth Government are also essential for the delivery of number of projects under *The VTP*.



Short term actions

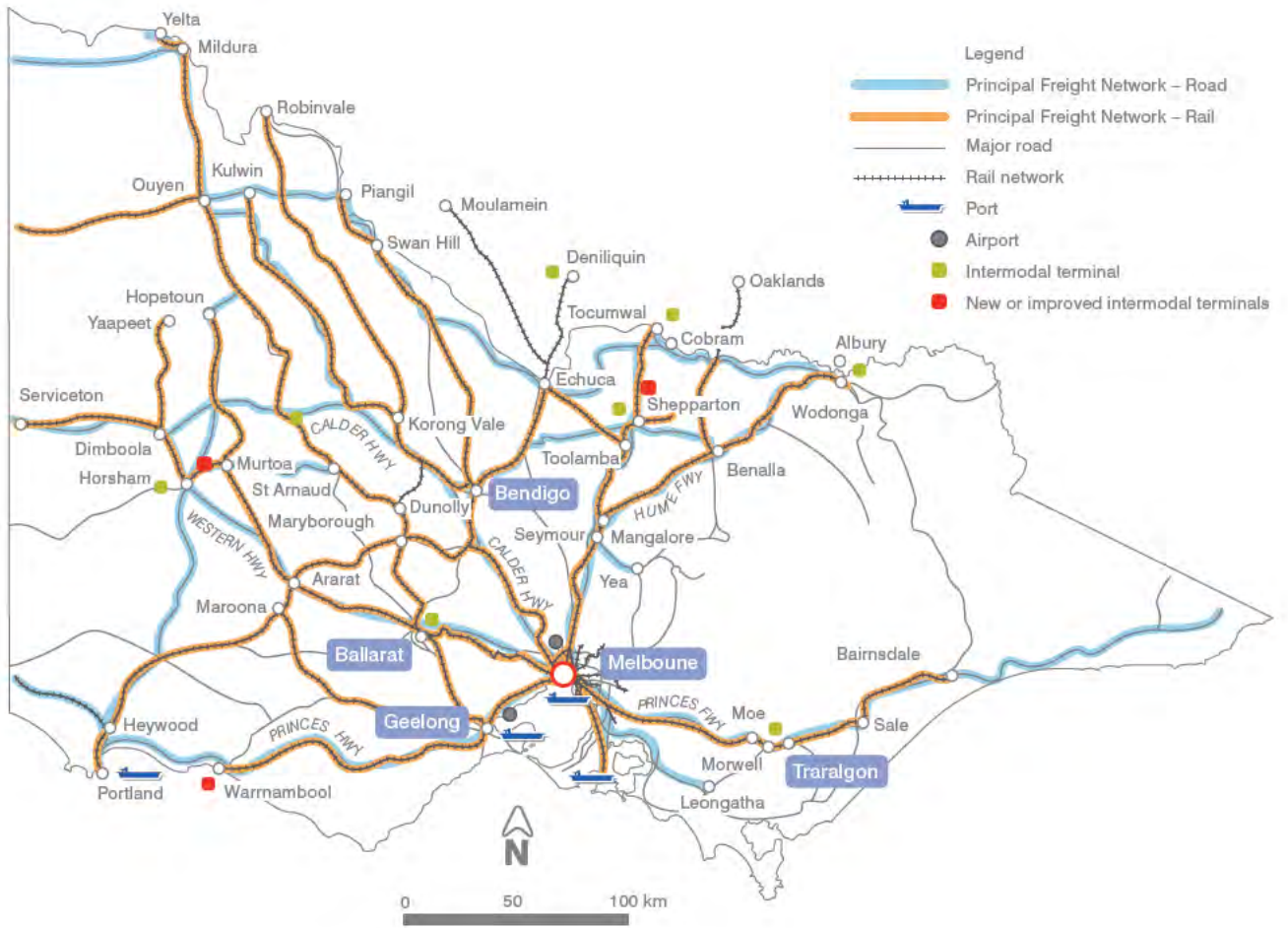
Identify a Principal Freight Network for Victoria

A key initiative supported by *The VTP* is the identification, for the first time, of a Principal Freight Network for Victoria. The Principal Freight Network is that part of the larger transport network over which the movement of heavy freight will be supported and increasingly consolidated. The Network is made up of existing key arterial roads, freeways and railways connecting commercial ports, airports and industrial areas and terminals. Through its road space allocation and traffic signal control systems, VicRoads will encourage use of roads on the Principal Freight Network for freight movements. Support for freight movements will be balanced with the demands of other users particularly during peak periods.

Under *Freight Futures*, freight movements will be encouraged on the Principal Freight Network when there is spare capacity, particularly during the night. This will maximise efficiency and reliability and reduce impacts on other road users.

The Principal Freight Network will be developed over time and will require substantial investment. Maintenance funding will also be allocated to the Network to ensure that it continues to provide a high level of service to road vehicles and trains that are moving freight.

Principal Freight Network



Source: Department of Transport 2008

A Truck Action Plan for the Inner West



Legend

- Major road
- +++++ Railway
- Railway station
- Truck Curfew Existing Truck Curfew
- Road Tunnel - Geelong Road to Port of Melbourne
- Road tunnel surface connection/treatment under investigation
- Road upgrade/alignment options under investigation
- Hyde Street connection to West Gate Freeway

Source: Department of Transport 2008

Truck Action Plan

The Government will implement a practical, two-stage Truck Action Plan which will provide better access to the Port of Melbourne for heavy freight vehicles and remove thousands of trucks from residential areas of the inner-west, particularly along Francis Street and Somerville Road.

The Truck Action Plan Stage 1 involves the construction of new links connecting the West Gate Freeway directly to Hyde Street (facing west on the West Gate Freeway). This will create better access for trucks heading to the Port of Melbourne from the west along the West Gate Freeway and Princes Highway as well as traffic from the Western Ring Road. In order to provide these vehicles with efficient access to the Port, Hyde and Whitehall streets will also be upgraded and Shepherd Bridge will be strengthened.

Building the Hyde Street connection will significantly reduce the number of heavy vehicles on Francis Street and Somerville Road. A number of trucks associated with local industry, in and around Francis Street, will continue to use this route.

Implementation of the Truck Action Plan will be complemented by extension of truck curfews in the inner west and improved enforcement on roads in Flemington and Kensington.

In the medium term a second stage of the Truck Action Plan will include upgrades to Sunshine Road, Dempster Street and Paramount Road, which will link with the new road tunnel to be built between Geelong Road and Port of Melbourne.

Once all of these elements are in place it will be possible to introduce additional restrictions on trucks on Francis Street and Somerville Road.

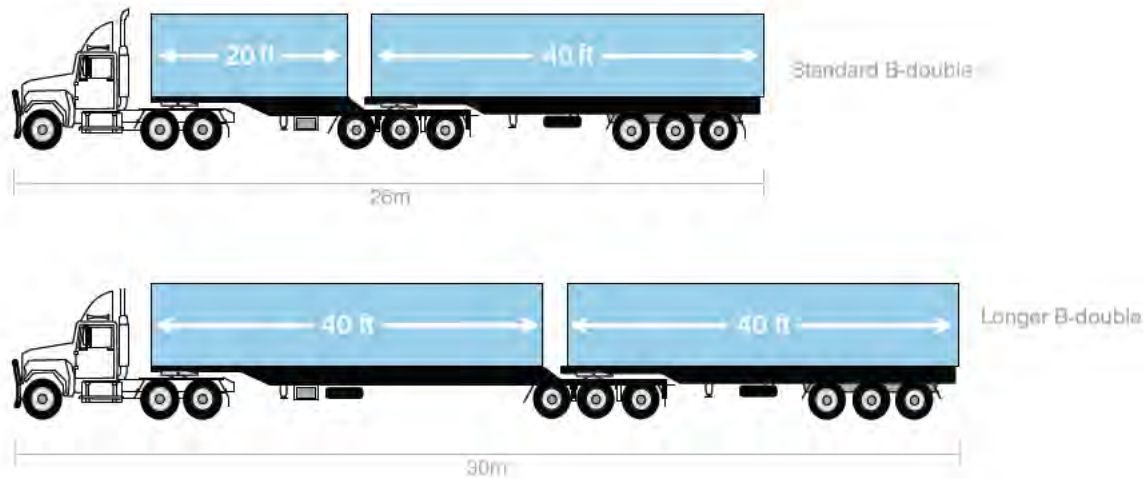
Stage 1 of the Truck Action Plan has been submitted to Infrastructure Australia as a short term priority of the Victorian Government.

Noisewalls

A \$100 million package of measures to mitigate the impact of noise associated with traffic, including heavy vehicles, will be implemented for existing freeways. This will respond to emerging amenity concerns by allowing for improvements to existing noise barriers.



High Productivity Freight Vehicles



High Productivity Freight Vehicles (HPFV)

The use of a next generation of High Productivity Freight Vehicles (HPFVs) on key dedicated routes has the potential to reduce the number of trucks by almost a third, and reduce emissions and the cost of travel by up to 22 per cent on these routes.

With Victoria's freight task forecast to approximately double by 2030, next generation HPFVs will be an important way to mitigate increasing congestion, emissions and the cost of our goods.

Some High Productivity Freight Vehicles (longer B-doubles), are capable of carrying two 40-foot containers. A standard B-double can carry a 20-foot container and a 40-foot container.

Upgrades to selected roads and bridges will be funded on the defined Principal Freight Network, beginning with a priority stage trial of a HPFV network in the Green Triangle region targeting roads connecting to the Port of Portland to support movement of timber from plantations to chip mills and for export. These upgrades are expected to demonstrate the productivity benefits derived from next generation HPFV use, as well as the best practice arrangements for managing social amenity issues.

A trial of the next generation of HPFVs also will be undertaken on limited key metropolitan freeways to link the Port of Melbourne with major industrial areas: the West Gate Freeway - Western Ring Road - Hume Freeway. These vehicles will be restricted to operating outside of peak traffic periods. They will be fitted with the latest environmental and safety equipment and will be tracked via GPS to ensure they travel only on the approved route.

The only vehicles being extended in this trial will be B-doubles capable of carrying two 40-foot containers, which are vehicles only a few metres longer than existing B-doubles. There is no plan to extend the trial to include B-triples.

Further negotiations will be progressed with the Commonwealth Government about jointly implementing and funding HPFV access on these parts of the Victorian transport network and further consultation with the community will occur.

Upgrading the Regional Freight Network

Regional Victoria contributes enormously to the Victorian and national economy through industries such as grain, livestock, dairy, horticulture, wine, resources, timber, manufacturing and food processing. These industries require strong connections to markets.

Rail transport is particularly suitable for industries such as grain, mineral sands and timber, where heavy product is transported to single locations such as ports. Road transport is more effective for other freight tasks, particularly where origins and destinations for products are diverse.

A key task for *The VTP* is to continue to strengthen the freight network, both road and rail, to increase regional Victoria's economic capacity, productivity and competitiveness. It will improve safety, supply chain performance and efficiency and enable forecast increases in the freight task to be managed.

Through *The VTP*, the regional freight network will be upgraded and better integrated with key metropolitan Melbourne freight assets, including freeways, rail networks, intermodal terminals and the Ports of Melbourne and Hastings.

Victoria will also work with the Commonwealth Government, through AusLink and Infrastructure Australia, to deliver vital national freight network improvements, many of which are in regional Victoria.

Key projects include:

Regional Rail Freight Network Program

The Victorian *Rail Freight Network Review* (RFNR) recommended a fit-for-purpose regional rail freight system that would transport freight at a reasonable cost. A key element is rehabilitating the regional rail freight network.

The State Government recognises the important role rail plays in meeting the challenge of an increasing freight task at both a state and national level and is supporting critical elements of the 'gold' and 'silver' lines to maintain safe and efficient operating standards.

In May 2007, the Victorian Government bought back the lease of the intrastate rail network for \$133.8 million and immediately commissioned the RFNR to develop recommendations for a sustainable operation of Victoria's rail freight network.

Many of the review's recommendations are being progressed. A \$21.4 million Rail Freight Support Package encourages transport of grain and containers by rail. In addition, \$57.1 million has been allocated to upgrade priority 'gold' and 'silver' regional freight lines and \$19 million for general freight network maintenance.

Through the progression of key rail projects in cooperation with the Commonwealth Government and Australian Rail Track Corporation (ARTC), together with implementation of key RFNR recommendations, over \$1 billion is being spent on Victoria's interstate and intrastate rail freight network – the biggest investment in the State's rail freight network for more than a century.

A key example of this is the historic partnership between the Commonwealth ARTC and the Victorian Government on the \$501 million North East Rail Revitalisation Project.

Regional Victoria Development (Roads)

Regional arterial roads are a key part of regional Victoria's transport network. These roads provide the means by which much personal travel, commercial and freight transport, is undertaken. Improving safety on regional roads is a priority.

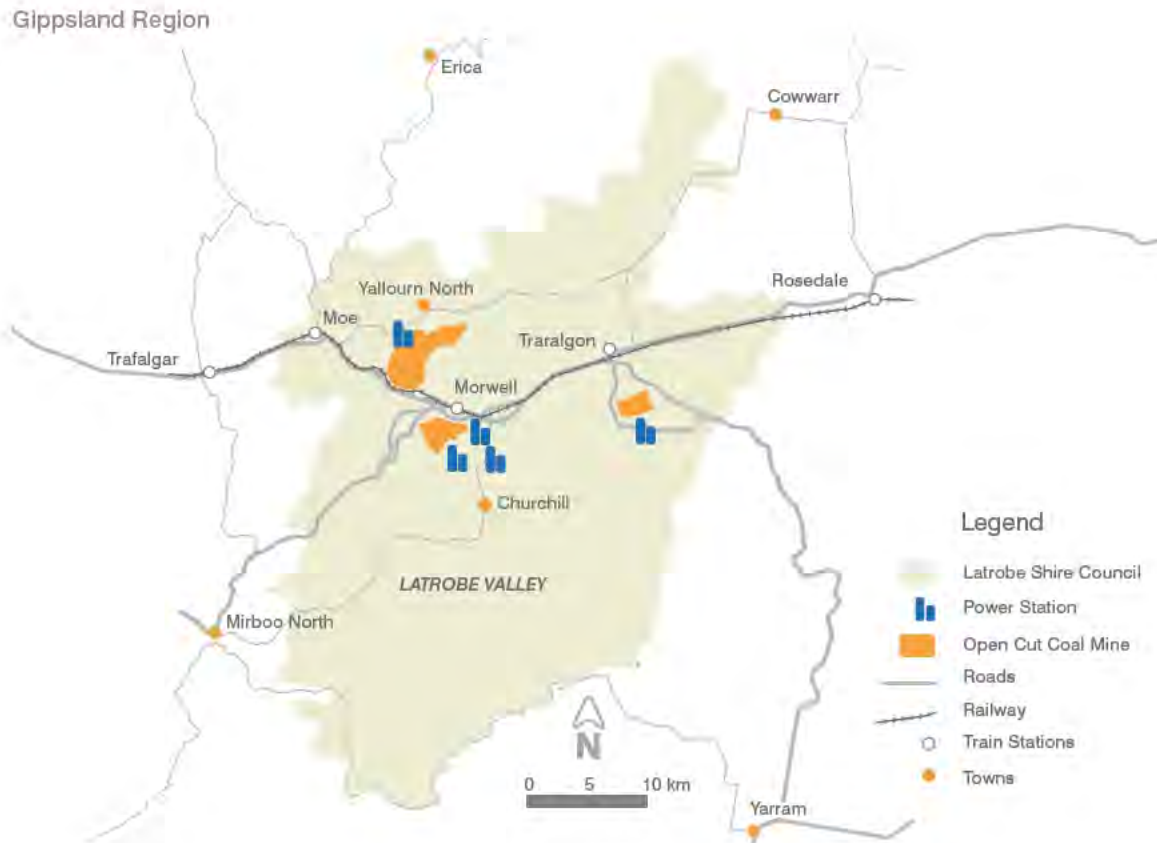
This \$1.2 billion funding program will continue to deliver improvements to Victoria's regional arterial road network, including sealing of road shoulders, rest areas, overtaking lanes, road widening and duplication of selected sections.

'Green Triangle' Investment



- Legend**
- +++++ Railway (Active)
 - Railway (Inactive)
 - Possible Railway Re-opening
 - Mt Gambier to Heywood

Source: Department of Transport 2008



Source: Department of Transport 2008

Green Triangle

Cross-border, collaborative investment in the 'Green Triangle' region of south-west Victoria and south-east South Australia is required to cater for the expected growth in transport of regional commodities, including increased exports of timber products and mineral sands.

This project - subject to Commonwealth Government funding - proposes re-opening and converting the gauge of the rail line between Heywood in Victoria, and Kalangadoo (Penola) in South Australia via Mt Gambier, for the transport of woodchips and pulp to the Port of Portland. Discussions are underway with the ARTC about the business opportunities that could be captured if this line is incorporated in the ARTC National Network. Investment in this region has also been proposed for the consideration of Infrastructure Australia.

Road upgrades to support a trial of the use of High Productivity Freight Vehicles in this area are also part of this project.

Gippsland Regional Infrastructure Development Studies

The Latrobe Valley has vast reserves of brown coal. Commercial interest has been expressed in potential large-scale multi-billion dollar investments which would develop coal into a wide range of value-added products. The construction, development and product transport requirements resulting from such investments would require significant upgrading of transport infrastructure in the region and, potentially, further afield.

This project provides for scoping, options analysis and pre-feasibility studies on transport infrastructure requirements for this potential development. The project has also been proposed for the consideration of Infrastructure Australia for support from the Commonwealth Government.

Medium term actions

Developing the Port of Hastings

The Port of Hastings in Western Port will become increasingly important for commercial shipping over the next two to three decades. As trade volumes continue to grow in the medium term through the Port of Melbourne, there is the potential development to move non-containerised bulk and break bulk trades through the Port of Hastings whilst growth in container trade continues in Melbourne. Growing interest in the export of products derived from brown coal from Gippsland may also influence the early development at the Port of Hastings. Development would involve the construction of new multi-purpose berths in the Long Island Point precinct. Beyond this, growth of the Port of Hastings would involve development of container terminal facilities, over further stages.

The VTP provides for preliminary environmental studies of the proposed port area, to inform a strategic environmental assessment of the long term development of the port and also design works, to be completed by 2012. *The VTP* also funds planning for improved rail access to support the development of the Port. Long term development of the Port of Hastings could create over 1,900 local jobs on the Mornington Peninsula.

AusLink Roads

The AusLink network incorporates Victoria's major economic transport corridors and improves links between people, communities, regions and industry.

The network is developed in partnership with the Commonwealth Government to contribute to national economic prosperity (see *Linking rural, regional and metro Victoria* section for details of committed projects).

Metropolitan Freight Terminals Network

A key initiative of *Freight Futures* is to reshape movements on the freight network by encouraging the development of a small number of Freight Terminals in the metropolitan area and in regional Victoria. Planning work will start for a Metropolitan Freight Terminals Network, comprising Metropolitan Freight Terminals and high capacity transport links via the Principal Freight Network. When fully developed in the longer term, it is envisaged that the Metropolitan Freight Terminals Network will comprise:

- The Port of Melbourne, integrated with a new Melbourne International Freight Terminal to be developed to the north of Footscray Road
- A series of major 'open access' Metropolitan Freight Terminals located to the west, north and south-east, servicing current and future areas of intensive industry and related freight and logistics activity
- A system of high capacity rail and road transport links on the Principal Freight Network, connecting the Port of Melbourne and the Metropolitan Freight Terminals.

To provide capacity for critical land-side infrastructure required to cater for the projected growth in international trade through the Port of Melbourne, particularly the proposed Melbourne International Freight Terminal, it will be necessary to progressively decentralise and relocate non-port-related freight activities to suitable locations, away from the Port.

This decentralisation will be supported by Metropolitan Freight Terminals and surrounding planned freight precincts in outer urban areas, which will accommodate many of these activities and act as collection and distribution points for major industrial centres.

Terminals will be sited with good access to rail and road connections to ensure that the most effective and appropriate mode can be utilised as the network develops.

Freight flows – Metropolitan



Source: Department of Transport 2008

- Major road
- - - Major road project
- Melbourne metropolitan rail network
- - - Rail (non metropolitan)
- ↔ Road and rail link
- ↔ Sea Freight

The Victorian Government remains committed to increasing rail freight movements to and from our commercial ports. However, it agrees with Sir Rod Eddington that a 30 per cent by 2010, rail freight target cannot be met and needs to be re-evaluated. *The VTP* and *Freight Futures* outlines further work with industry and detailed actions for moving more freight by rail, including establishment of a Metropolitan Freight Terminals Network.

Port of Melbourne International Freight Terminal

The Dynon precinct, adjacent to the largest container stevedoring terminals in Australia at Swanson Dock, currently accommodates various freight handling activities that have no connection with international container handling. Furthermore, a number of other activities are located in the area, particularly the Melbourne Wholesale Fruit and Vegetable Market and the Melbourne Wholesale Fish Market. The Swanson/Dynon area has the potential to accommodate a significant expansion in international freight-handling capacity within its existing land footprint through the rationalisation of the activities now occurring in the precinct.

A key component of the Metropolitan Freight Terminals Network will be the development of a new Melbourne International Freight Terminal in the Dynon precinct to the north of Footscray Road, adjacent to the Port. This terminal will initially be developed on the site occupied by the Melbourne Wholesale Fruit and Vegetable Market which is scheduled to relocate to Epping by 2011. This terminal will handle only port related freight. The facility will also have the potential to expand onto the existing South Dynon Interstate terminal site (currently handling only domestic freight), upon its successful relocation to a new site at Donnybrook/Beveridge.

To improve the efficiency of the Port of Melbourne, and appropriately manage the competing travel demands around the Port – the Government will apply a Freight Access Charge to trucks accessing the Port precinct. The design of the Freight Access Charge's differential pricing regime, will encourage and support:

- use of the Principal Freight Network for accessing the Port of Melbourne, including requiring HPFVs to have intelligent access technology to further prevent Port vehicles from using residential streets
- off-peak use of roads accessing the Port of Melbourne
- rail access to the Port from both regional Victoria and via the Metropolitan Freight Terminals Network.

A new freight terminal at Donnybrook/Beveridge

A key initiative of *The VTP* is to plan for the relocation of the domestic interstate freight handling from South Dynon to Donnybrook/Beveridge area, in outer northern Melbourne. The new terminal will be close to the Hume Highway and on the existing rail line. It will enable interstate domestic freight, which currently travels through the metropolitan area to Dynon, to terminate at Donnybrook/Beveridge for distribution throughout Melbourne.

Relocation of the South Dynon terminal will immediately remove over 2,000 truck movements into the Port of Melbourne area every day. It will also free up train track capacity around Footscray for suburban, regional, interstate and freight trains.

Development of a new interstate rail terminal away from the port precinct is a key component in the development of the Metropolitan Freight Terminals Network described in this chapter. The relocation will also allow the development of new residential and commercial opportunities to the north of Dynon Road.

The new interstate rail terminal will serve the industrial areas in the north, east and west by road and in the longer term may service rail shuttles to the Port of Melbourne as the Metropolitan Freight Terminals Network develops.



Long term action

Growing Melbourne's Road Freight Network

Currently, the metropolitan freight task is carried exclusively by road. Even as freight begins to move around Melbourne by rail, road transport will continue to play a major role in freight movements in Melbourne. Rail does not have enough flexibility for disparate short trips.

A network of roads that allows freight to be efficiently transported around Melbourne will be vital to the ongoing economic success and liveability of the city. While various demand management measures and improvements to public transport will play a key role in freeing up road space for road freight, the provision of additional road capacity that is suitable for handling freight vehicles will be required.

Trucks operate most efficiently when they can maintain constant speeds on relatively straight, flat roads. Achieving a linked-up freeway standard network that is suitable for large freight vehicles will be a key part of ensuring future freight and environmental efficiency. In addition to significant efficiency benefits, this will help to reduce the number of larger vehicles travelling on other arterial roads.

A number of long term road projects – the North East Link and an alternative to the West Gate Bridge, detailed earlier in *The VTP* – will greatly assist in the efficient movement of freight.

Making the most of our regional export opportunities

The Green Triangle Freight Action Plan is a package of road, rail, and other freight related initiatives being developed by the Victorian and South Australian Governments for areas of south-western Victoria and part of south-eastern South Australia. Establishment of extensive areas of blue gum hardwood plantations over the past decade will soon lead to a significant increase in the volume of woodchips and other forestry products requiring transport for export (up to 4.5 million tonnes a year). The region also has the opportunity to optimise the export of mineral sands deposits from the Murray Basin – valued at \$13 billion over 50 years – via the Port of Portland, and to grow exports of other regional commodities including grain and dairy products.

Vital road projects include creating access for next generation HPFVs on key freight routes to/from the Port of Portland and other routes with potentially high productivity benefits.

Next generation HPFV operations enabled by road upgrades in the Green Triangle region are expected to demonstrate the productivity benefits derived from HPFV use, as well as establishing best practice arrangements for managing the impacts on local amenity.

Key rail projects include re-opening and gauge conversion of the railway line between Heywood in Victoria and Kalangadoo (Penola) in South Australia via Mt Gambier (a total distance of 151 km), subject to Commonwealth funding and discussions with the ARTC.



Delivering The Victorian Transport Plan







The way ahead – an integrated future

The development of *The Victorian Transport Plan* has highlighted the central importance of land use and employment patterns in transport planning and the potential of transport infrastructure and services to support land use and employment patterns.

The importance of this relationship is also recognised in the strategic priorities in the Commonwealth Government's National Transport Policy Framework and is a key consideration in the Infrastructure Australia Audit.

Feedback from the stakeholder consultation process that supported the development of *The VTP* identified a clear expectation for:

- i) better integration between transport and land use planning
- ii) regular review of *The VTP*
- iii) clear communication of *The VTP*.

The Government is committed to achieving all of these outcomes.

Working closely with the private sector

Victoria has a long standing practice of partnering with the private sector to deliver major infrastructure. Once again, the private sector will play an important role in delivering *The VTP*.

The national infrastructure agenda is large with increasing demand for construction and related expertise. Victoria's ability to secure the private sector partnerships needed to deliver *The VTP* in this competitive environment will be dependent, not just on the merits of any single project put to the market, but also on the forward pipeline of projects.

This requires a commitment to a long term Victorian project pipeline, with clear planning processes and timelines, to allow the private sector to appropriately plan its resource requirements.

This requires engagement with the construction industry and related fields such as engineering, signalling, project management, architecture and facilities management; and extends to other critical partners including those in the finance sector.

The Victorian Government will explore opportunities to partner with the private sector, including through the successful *Partnerships Victoria* model, to deliver key projects on a case-by-case basis with the aim of maximising the value for money outcome for the State.

Legislation

Delivery of the major projects outlined in *The VTP* will be underpinned by several new pieces of legislation, to be introduced to Parliament in 2009, including the Transport Integration Bill and Major Transport Projects Facilitation Bill.

The Transport Integration Bill will set a strong new direction for transport policy and legislation in Victoria, aimed at building an integrated and sustainable transport network. It will establish new overarching principles to provide transport decision-makers with a clear legislative framework and enable more effective planning and coordination of transport services, as well as consolidate existing legislation and remove duplicate and redundant provisions.

The Major Transport Projects Facilitation Bill will establish a streamlined approach to facilitate the delivery of critical road and rail infrastructure projects, creating greater efficiency in delivering major transport projects, enhancing our capacity to build a world-class transport network for all Victorians. It will provide greater certainty, timeliness and cost-efficiency. It will ensure appropriate rigour in assessments of projects to achieve sustainable, quality outcomes with appropriate planning and environmental safeguards. And it will establish appropriate levels of transparency of process without reducing opportunities for community consultation.

Further, while the Government has deferred a decision to establish a single statutory authority to deliver the major road and rail projects recommended in the Eddington report, the Government will introduce legislation to broaden the legislative scope of the Southern and Eastern Integrated Transport Authority (SEITA) – the Government authority responsible for overseeing the successful delivery of EastLink. Under its current Act, SEITA is only responsible for EastLink. The new Bill will allow SEITA to undertake other road projects as determined by the responsible Minister. Subject to this legislation, the Government proposes to nominate SEITA as the delivery authority for the Peninsula Link.





Appendix A

Project Timelines – New investment in *The Victorian Transport Plan* to 2020 and beyond

State prioritised projects

Better Roads - Regional Victoria Development

Carpooling

Central Activities Districts

Clyde Road Duplication - Planning

Cranbourne East Rail Extension

Cycling Package

Cycling Rail Trails

DDA Access to Public Transport

Dingley Arterial

Doncaster Area Rapid Transit (DART)

Gippsland Regional Infrastructure Development Studies

Greater Geelong Enhanced Bus Improvement Package

Improving Train Operations

Increased Utilisation of Low Emission Vehicles

Level Crossing Safety Program

Local Roads to Market

Maintenance funding increase for roads

Major Employment Corridors

Maryborough Rail Services

Metropolitan Bus Upgrades

Metro Station Upgrades

Next Generation Trains

New Regional Train Carriages

New Stations in growth areas

New trams

Shading indicates that the projects will be funded within the four year period described.

Capital Expenditure Operating Expenditure

Cost (\$million)	2009-12	2013-16	2017+
1,200	Capital	Capital	Capital
6	Capital	Operating	Operating
60	Capital	Capital	
1	Capital		
200		Capital	Capital
100	Capital	Capital	Capital
10	Operating		
150	Capital	Capital	Capital
80	Capital		
360	Capital	Operating	Operating
5	Operating		
80	Capital	Capital	Operating
200	Capital	Capital	
5	Operating	Operating	
100	Capital	Capital	Capital
8	Operating		
240	Operating	Operating	Operating
50	Capital	Capital	
50	Capital	Operating	Operating
500	Capital	Capital	Capital
50	Capital	Operating	Capital
2,000	Capital	Capital	Capital
550	Capital		Operating
220	Capital	Capital	Capital
1,000	Capital	Capital	Capital

State prioritised projects

New X'trapolis Trains

Noise Walls

North East Link (EES and Planning)

Outer Metropolitan Ring Transport Corridor - Planning

Outer Suburban Arterial Roads Program

Park and Ride

Port of Hastings Development

Public Bike Hire Scheme

Hoddle Street Engineering Investigation

Regional Airports

Regional Bus Services

Regional Rail Freight Network Program

Regional Rail Stations Upgrade

Separating Road and Rail lines

SmartBus

South Morang Extension

Sunbury Electrification

Tram and Bus Priority Program

Transit Safety Initiative

Transport Connections Program

Transport Corridors, Reservations/Acquisition

Urban Road Management Systems

AusLink 2 *Includes State and Commonwealth Government funding*

Shading indicates that the projects will be funded within the four year period described.

Capital Expenditure Operating Expenditure

	Cost (\$million)	2009-12	2013-16	2017+
	650	Capital Expenditure	Capital Expenditure	Operating Expenditure
	100	Capital Expenditure	Capital Expenditure	Capital Expenditure
	15	Capital Expenditure		
	10		Capital Expenditure	
	1,900	Capital Expenditure	Capital Expenditure	Capital Expenditure
	60	Capital Expenditure	Capital Expenditure	Capital Expenditure
	20	Capital Expenditure		
	5	Operating Expenditure		
	5	Operating Expenditure		
	20	Operating Expenditure		
	50	Capital Expenditure	Capital Expenditure	Operating Expenditure
	180	Capital Expenditure	Capital Expenditure	Operating Expenditure
	30	Capital Expenditure	Capital Expenditure	Capital Expenditure
	440	Capital Expenditure	Capital Expenditure	Operating Expenditure
	290	Capital Expenditure		Operating Expenditure
	650	Capital Expenditure	Capital Expenditure	Operating Expenditure
	270	Capital Expenditure		Operating Expenditure
	60		Capital Expenditure	Capital Expenditure
	30	Operating Expenditure	Operating Expenditure	
	80	Operating Expenditure	Operating Expenditure	Operating Expenditure
	100	Capital Expenditure	Capital Expenditure	Capital Expenditure
	60	Capital Expenditure	Capital Expenditure	Capital Expenditure
	4,000	Capital Expenditure	Capital Expenditure	

Nation building projects*

Building Australia Fund – short to medium term projects

 Peninsula Link*

 Regional Rail Link*

 Truck Action Plan - Stage 1*

 Green Triangle*

Building Australia Fund – medium to long term projects†

 West Gate Bridge Alternative* – Geelong Road to Port

 West Gate Bridge Alternative* – Geelong Road to Western Ring Road

 Donnybrook/ Beveridge Interstate Freight Terminal*

 Melbourne Metro - New Rail Tunnel* (Stage 1)

 Melbourne Metro - New Rail Tunnel* (Stage 2)

 Melton Rail Upgrade*

 North East Link*

 Geelong Urban Growth Package*

 Port of Melbourne International Freight Terminal *

The Victorian Transport Plan TOTAL

Shading indicates preferred four year funding period.

Capital Expenditure
 Operating Expenditure

Cost (\$million)	2009-12	2013-16	2017+
750			
4,000			
380			
340			
2,800			
2,200			
340			
4,900			
-			
1,300			
6,000			
100			
260			
39,620			

* Timing and delivery of the these projects is subject to a partnership with the Commonwealth Government. A number of the projects are at an early stage of design and costs are indicative.

† Some projects will extend beyond the initial 12 year funding period.

Appendix B

Response to Eddington recommendations

Eddington Recommendation	Supported/ Not Supported	Relevant Initiative	Comments
<p>Recommendation 1</p> <p>Planning work should commence for the staged construction of a new 17 kilometre Melbourne Metro rail tunnel linking Melbourne's booming western and south-eastern suburbs and providing a major increase in the capacity of the rail network.</p>	Supported	Melbourne Metro - Rail Tunnel (Stage 1)	Due to the scale of this project the State Government requires funding assistance from the Commonwealth and will pursue this through the Infrastructure Australia submission. The second half of the tunnel from St Kilda Road (Domain) to Caulfield will follow completion of Stage 1.
<p>Recommendation 2</p> <p>The Victorian Government should bring forward the construction of a new rail connection from Werribee to Sunshine (the Tarneit link) to significantly improve the frequency and reliability of services from Werribee, Geelong, Ballarat and Bendigo.</p>	Supported	Regional Rail Link	The State Government will commit funding to a new Regional Rail Link servicing regional centres and Melbourne's growing population in the north and west, starting with building platforms 15 and 16 at Southern Cross Station. This is a complex, costly project that requires Commonwealth support. The State Government will advocate strongly for contributions from the Building Australia Fund to be dedicated to its construction.
<p>The Government should commit to using the new rail tunnel and Tarneit link as the foundation for extending the metropolitan rail network further to the west within the next 15 years.</p>	Supported in principle	Melbourne Metro and Regional Rail Link	The State Government will deliver Sunbury electrification and increase services on the Melton line. In the longer term, and with Commonwealth support, the line to Melton will be electrified to link with the metropolitan rail network.
<p>Recommendation 3</p> <p>During the planning and construction of the rail tunnel, the Victorian Government should continue to make better use of the existing network to increase capacity, including commencing work on the electrification of the network to Sunbury to boost services on the Sydenham line.</p>	Supported	Sunbury Electrification and improving train operations	The State Government will immediately deliver a \$200M package to improve train operations, including improvements to service reliability, capacity, operational control, planning, customer service and public safety. The State Government will also deliver the electrification of the Sunbury line.

Eddington Recommendation	Supported/ Not Supported	Relevant Initiative	Comments
<p>Recommendation 4</p> <p>Planning work should commence on the staged construction of a new 18 kilometre cross city road connection extending from the western suburbs to the Eastern Freeway.</p>	Supported	Alternative to West Gate - Road Tunnel, Geelong Road to Port	Due to the scale and complexity of this project the State Government has split the road connection into three stages. All stages require funding assistance from the Commonwealth. Funding for stage 1 between the Port of Melbourne and Geelong Road is being actively sought through the current submission process to Infrastructure Australia, while other stages will be considered in the longer term. The use of JJ Holland Park for staging and construction is not supported.
<p>Recommendation 5</p> <p>Community amenity in the inner west should be restored by implementing a Truck Action Plan to remove truck traffic from local streets in the inner west. The plan should include a series of targeted road improvements that form an effective bypass around residential areas, reinforced by local truck bans.</p>	Supported	Truck Action Plan	The Truck Action Plan will be progressively implemented starting with a new road connection between the West Gate Freeway and Hyde Street. Subject to Commonwealth funding, work could commence within two years.
<p>Recommendation 6</p> <p>Public transport to the Doncaster region is best provided by rapid, high quality bus services, additional bus priority measures and a major new bus-rail interchange at Victoria Park. To deliver this standard of services, the DART upgrade announced in the 2006 Meeting Our Transport Challenges plan should be introduced as soon as possible, along with additional service enhancements and bus priority measures undertaken in conjunction with Recommendation 4.</p>	Supported	Doncaster Area Rapid Transit (DART)	The State Government will increase its previous commitment of \$80 million to \$360 million to provide a major expansion of bus services in the Doncaster corridor.

Response to Eddington recommendations (continued)

Eddington Recommendation	Supported/ Not Supported	Relevant Initiative	Comments
<p>Recommendation 7</p> <p>A number of specific links should be progressively built to improve cross city cycle connections and cater to the growing number of Melburnians cycling to work.</p>	Supported	Cycling Package	The State Government will deliver a comprehensive cycling network within 10kms of the CBD. <i>The VTP</i> will also provide for improvements to cycling networks in other metropolitan and regional centres to encourage cycling throughout Victoria.
<p>Recommendation 8</p> <p>The Victorian Government should work with local councils and relevant agencies to escalate city-wide implementation and enforcement of priority measures for trams and buses.</p>	Supported	Tram and Bus Priority Program	The current Tram and Bus Priority Program will continue. The program includes the ongoing implementation of operational, engineering and behavioural initiatives and complements the current <i>Keeping Melbourne Moving</i> program.
<p>Recommendation 9</p> <p>A dedicated fund should be established to facilitate the development of Park & Ride facilities, with priority given to improving access to rail services in Melbourne's west and facilitating public transport patronage in the Doncaster corridor.</p>	Supported	Park and Ride	Since 2006, 2,700 additional car parking spaces at railway stations have been provided. A further 1,700 spaces have been funded for completion by 2012. <i>The Victorian Transport Plan</i> is allocating additional funds for the development of Park and Ride facilities. The location of these facilities will be determined according to demand. Other Park and Ride facilities will be developed in conjunction with rail extensions.
<p>Recommendation 10</p> <p>The Victorian Government should re-evaluate its 30/2010 rail target (which aims to move 30 per cent of freight from and to all Victorian ports by rail by 2010), given the clear finding by the Eddington report that it cannot be met. The Government should create a new strategy and work with industry to develop and implement a detailed action plan for moving more freight by rail.</p>	Supported	Metropolitan Freight Terminal Network	The State Government remains committed to promoting increased rail freight movements to and from our commercial ports. However, it agrees that there is a need to re-evaluate the existing 30/2010 target. Through <i>The Victorian Transport Plan</i> and <i>Freight Futures</i> , the State Government will move to establish a Metropolitan Freight Terminal Network as a part of its long term strategy for moving increasing volumes of freight by rail between the Port of Melbourne and freight terminals sited in key industrial zones to the north, west and south east of Melbourne.

Eddington Recommendation	Supported/ Not Supported	Relevant Initiative	Comments
<p>Recommendation 11</p> <p>The Government should take action to increase rail's share of freight by:</p> <ul style="list-style-type: none"> Ensuring the development of a single, common user, interstate, intermodal freight terminal north of the city on the Melbourne to Sydney rail corridor 	Supported	Donnybrook/Beveridge Interstate Freight Terminal	The Donnybrook/Beveridge Interstate Freight Terminal will be the principal freight hub between Melbourne and Sydney and will have access to both broad gauge and standard gauge rail to facilitate an increase in interstate and intrastate freight movements by rail. Due to its national importance the project has been recommended for Commonwealth Government funding through the Building Australia Fund.
<ul style="list-style-type: none"> Developing the standard gauge rail freight network to connect the interstate intermodal terminal with the key metropolitan freight hubs 	Supported in principle	Metropolitan Freight Terminal Network	The State Government strongly endorses the idea of connecting terminals by rail however does not support shifting all freight rail to standard gauge. Providing freight specific standard gauge rail in the metropolitan area will be expensive and difficult and will require the release of broad gauge passenger capacity to allow the standard gauge tracks to be laid. Altona and Somerton are already on standard gauge, Dandenong is not with no immediate plans to convert, Donnybrook/Beveridge will be both broad and standard gauge, Wyndham may also be both, depending on the most appropriate gauge for the location.

Response to Eddington recommendations (continued)

Eddington Recommendation	Supported/ Not Supported	Relevant Initiative	Comments
<ul style="list-style-type: none"> Making and announcing concrete planning decisions about the future sites for metropolitan freight hubs 	Supported	Donnybrook/Beveridge Interstate Freight Terminal	<p><i>The Victorian Transport Plan</i> sets out a long term vision for development of a Metropolitan Freight Terminal Network servicing terminals at the Port of Melbourne and key locations in Melbourne's north, west and south east. A first action towards this long term vision is to establish a new interstate freight terminal in Donnybrook/Beveridge.</p>
<ul style="list-style-type: none"> Ensuring that all future transport plans build in the connection of the Port of Hastings to the interstate standard gauge rail network 	Supported in principle	Port of Hastings Rail Corridor	<p>A rail corridor to the Port of Hastings will be reserved. This will not preclude the provision of standard gauge in the future when Dandenong can be connected to the interstate standard gauge network. A decision on the appropriate gauge will be made closer to delivery and after detailed analysis.</p>
<p>Recommendation 12</p> <p>The Port of Melbourne Corporation should be given overall responsibility for implementing an intermodal hub network in Melbourne, including responsibility for achieving the Government's revised rail freight target.</p>	Under consideration	Metropolitan Freight Terminal Network	Deferred for consideration in 2009.
<p>Recommendation 13</p> <p>Given the projected increase in the metropolitan freight task, the Government should take further action to improve the efficient movement of road freight by permitting the introduction of high productivity freight vehicles on designated routes.</p>	Supported	High Productivity Freight Vehicles (HPFV) Network	<p>The State Government will negotiate with other States and the Commonwealth Government about committing to an interstate HPFV network to ensure that the full benefits of a network can be achieved. Commonwealth Government support will be required.</p> <p>The State Government already has one approved HPFV route between the Ford plants in Geelong and Broadmeadows. <i>The Victorian Transport Plan</i> proposes with Commonwealth support to trial additional routes in the Green Triangle, as well as metropolitan trial on selected freeways.</p>

Eddington Recommendation	Supported/ Not Supported	Relevant Initiative	Comments
<p>Recommendation 14</p> <p>The Government should continue to implement Melbourne 2030 and take stronger action to accelerate the development of vibrant suburban hubs in Melbourne's west, particularly Footscray, Sydenham, Sunshine and Werribee.</p>	Supported	Central Activities Districts and employment corridors	<p><i>The Victorian Transport Plan</i> has an integrated approach to transport and land use planning which supports <i>Melbourne 2030</i> and uses transport infrastructure, strategic planning and land acquisitions to accelerate development.</p> <p>As <i>The Victorian Transport Plan</i> covers a much broader area than the Eddington report, the main areas of focus are Footscray in the west, Broadmeadows in the north, Box Hill and Ringwood in the east and Dandenong and Frankston in the south east. These are all major centres identified in <i>Melbourne 2030</i>.</p>
<p>Recommendation 15</p> <p>Through the Council of Australian Governments (COAG) – and working with the Australian automotive industry – the Victorian Government should pursue measures to bring Australia into line with European CO2 emissions standards for motor vehicles.</p>	Supported in principle	Currently under consideration	<p>Arrangements could include national vehicle fuel efficiency standards and nationally consistent standards and infrastructure to support alternative vehicle technologies, such as electric vehicles.</p> <p>Identification of appropriate measures, mechanisms and targets to support improvements in vehicle fuel efficiency would necessarily consider the Australian context, for example, the inclusion of transport in the proposed Carbon Pollution Reduction Scheme and the need to engage with Australian-based car manufacturers to enable locally manufactured vehicles to play a key role in meeting any targets.</p>
<p>Recommendation 16</p> <p>The Government should develop a clear strategy for increasing the proportion of low emission, efficient vehicles operating in Melbourne.</p>	Supported	Increased Utilisation of Low Emission Vehicles	<p>Agree to the development of an action plan for increasing vehicle fuel efficiency in Victoria as part of the <i>Climate Change White Paper</i>, for delivery in 2009. The action plan will be developed as part of a broader raft of measures to address the sustainability of transport activity in the State and will complement vehicle efficiency reforms to be pursued through COAG.</p>

Response to Eddington recommendations (continued)

Eddington Recommendation	Supported/ Not Supported	Relevant Initiative	Comments
<p>Recommendation 17</p> <p>The Victorian Government should seek early discussions with the Commonwealth Government regarding a funding contribution from AusLink towards some or all of the EWLNA recommended projects. The Government should also work with the Commonwealth to extend AusLink to transport projects designed to relieve urban congestion.</p>	Supported	Victoria has been participating in the current Infrastructure Australia process, to seek a Commonwealth Government funding contribution to Victoria's priority transport projects.	The Victorian Government lodged a formal submission with Infrastructure Australia in 2008.
<p>Recommendation 18</p> <p>The Victorian Government should consider a funding structure for the proposed new Metro rail tunnel that includes contributions by beneficiaries (including public transport users and property owners across Melbourne).</p>	Supported in part	Victoria has been participating in the current Infrastructure Australia process, to seek a Commonwealth Government funding contribution to Victoria's priority transport projects.	The State Government believes that major upgrades of public transport infrastructure should be paid for substantially by public funds. Previous experience also shows that such a model (property levies etc) raises a very small share of the total cost of major infrastructure projects. When new trains and additional capacity are delivered to the public transport network in 2011, fares will increase above CPI to reflect some of the cost of the investment.
<p>Recommendation 19</p> <p>The Government should re-evaluate its current road tolling policy to ensure that the long term benefits of new road investments can be fully realised (including public transport priority, improved cycling opportunities, road network balance and improved local amenity).</p>	Not supported	The Victorian Government has a clear policy commitment in relation to road tolling.	<p>First, the Victorian Government does not toll existing roads. Secondly, roads are only tolled if they are beyond budget capacity. Thirdly, the Government does not close other roads to force people onto toll roads and won't compromise public transport on or around toll roads.</p> <p>The State Government is currently considering financing options for major road investments put forward in <i>The Victorian Transport Plan</i> including Public Private Partnerships.</p>

Eddington Recommendation	Supported/ Not Supported	Relevant Initiative	Comments
<p>Recommendation 20</p> <p>A single statutory authority should be created to deliver the Eddington report recommended projects, using a 'corridor approach' to planning, managing and delivering the full suite of projects.</p>	Under consideration	Various delivery mechanisms for specific road and rail projects will be considered.	<p>Further consideration of this recommendation is required.</p> <p>The Government will introduce legislation to broaden the legislative scope of the Southern and Eastern Integrated Transport Authority (SEITA) – the Government authority responsible for overseeing the successful delivery of EastLink. The new Bill will allow SEITA to undertake other projects as determined by the responsible Minister. Subject to the legislation, the Government proposes to nominate SEITA as the delivery authority for the Peninsula Link.</p>



