





A MORE CONNECTED MELBOURNE

PROVIDE AN INTEGRATED
TRANSPORT SYSTEM
CONNECTING PEOPLE
TO JOBS AND SERVICES,
AND GOODS TO MARKET.

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A MORE CONNECTED MELBOURNE

WE WILL

**PROVIDE AN INTEGRATED
TRANSPORT SYSTEM
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ISSUES

SUMMARY

Transport underpins the liveability, efficiency and productivity of cities.

The key transport challenges for Melbourne are to ensure sufficient commuter capacity on public transport and road systems, and to ensure that Victoria maintains its competitive advantage in freight and logistics.

As Melbourne grows, it will need to accommodate an additional 10.7 million daily person trips by 2050 on top of the 14.2 million trips today²³.

To do this, we will need to add critical links to the network, get greater efficiency out of existing infrastructure and increase our reliance on public transport.

Our plan for Melbourne includes city-shaping transport projects such as the East West Link, the Melbourne Rail Link (including the Airport Rail Link), CityLink-Tulla widening and the development of the Port of Hastings. These will transform the efficiency and capacity of the network.

The plan also includes major new programs of investment to improve road efficiency, expand and harmonise public transport services and improve cycling and walking paths.

OUR PLAN

DIRECTIONS

- 3.1 Transform the transport system to support a more productive central city
- 3.2 Improve access to job-rich areas across Melbourne and strengthen transport networks in existing suburbs
- 3.3 Improve transport infrastructure, services and affordability in Melbourne's newer suburbs
- 3.4 Improve local travel options to increase social and economic participation
- 3.5 Improve the efficiency of freight networks while protecting urban amenity
- 3.6 Increase the capacity of ports, interstate rail terminals and airports and improve landside transport access to these gateways

SOLUTIONS

Commence construction of the East West Link in 2014.

Support growing areas of the central city by moving towards a metro-style rail system, starting with the Melbourne Rail Link, improving tram efficiency and extending the tram network into key urban-renewal precincts, strengthening the bus services to and around central Melbourne, and supporting walking and cycling in central Melbourne.

Increase capacity and improve reliability on the Cranbourne-Pakenham Rail Corridor.

Investigate options for the North East Link to connect the Metropolitan Ring Road at Greensborough to the Eastern Freeway.

Harmonise public transport services across trains, trams and buses to provide better connectivity and access to job-rich areas in the suburbs.

Facilitate development and drive investment through strategic removal of level crossings, and develop the road system in the suburbs to improve connections across Melbourne.

Improve roads, suburban rail and bus networks in growth areas and outer suburbs; make neighbourhoods pedestrian-friendly; and create a network of high-quality cycling links.

Expand Port of Melbourne container capacity and lease its operations for a medium term period to generate a significant commercial return that will assist in the continued investment in job creating, state shaping infrastructure.

Develop the Port of Hastings, and as part of planning, investigate a south-east rail link to provide a dedicated rail line between Dandenong and Dynon for freight and V/Line trains which will increase the volume of freight carried on rail.

Plan for the Western Interstate Freight Terminal and the proposed Beveridge Interstate Freight Terminal.

Establish intermodal terminals linking ports to major distribution centres.

Ensure sufficient airport capacity with efficient landside access for passengers and freight, with the CityLink-Tulla widening and completion of a rail link to Melbourne Airport. Investigate potential sites for a new airport to serve the long-term needs of south-east Melbourne and Gippsland.

ISSUES

PROVIDING AN INTEGRATED TRANSPORT SYSTEM

Transport underpins the liveability, economic prosperity, efficiency and success of cities. Large cities that are compact and have efficient transport infrastructure and services are among the most efficient urban settlements. These cities do not arise by chance: they require careful planning and management.

The effectiveness of our city's future transport system will depend on how well it accommodates population growth, economic change and changes in land use. This chapter outlines the government's strategy to ensure our transport networks drive productivity for businesses, and social and economic participation for Melburnians.

The *Transport Integration Act 2010* requires an integrated approach to land-use and transport planning, and Plan Melbourne achieves that.

A TRANSPORT SYSTEM FOR A NEW ECONOMY

The changes to Melbourne's industry mix outlined in the Delivering jobs and investment chapter raise a number of transport challenges for the city. The first challenge is to provide sufficient capacity in the transport system to ensure that people can access jobs in employment clusters as they grow, and that businesses in these clusters can access suitable labour markets. This is a particular challenge in the central city, Victoria's most significant and productive job cluster where rapid employment growth is putting pressure on the transport system. Public transport will continue to be the best means of getting increasing numbers of people to work and other activities in the central city.

Transport is also a challenge for national employment clusters like Monash where rail level crossings and congested arterial roads inhibit bus and car access. High-quality road and transport services are important to access employment agglomerations in our middle and outer suburbs.

The second major challenge is to maintain Victoria's competitive advantage in freight and logistics. Victoria is the nation's leading state for freight and logistics, as a result of good freight networks providing access to well-priced industrial land for warehousing and logistics. Freight-reliant industries (such as manufacturing, warehousing, food distribution and wholesale trade) are increasingly concentrating in the west, north and south-east. The transport needs of these industries are for greater orbital and east-west movement on roads that link the key industrial precincts to each other, and to interstate and international gateways. Opportunities to make greater use of trains for freight movements also need to be pursued.

The Port of Melbourne is a further example of Melbourne's competitive advantage in freight, handling 37 per cent of Australia's container trade in 2011–12. The number of containers passing through our ports is projected to grow from 2.58 million in 2011–12 to over 11 million by 2050²⁴, driven by population growth and increasing international trade. In response to this, we are developing the Port of Hastings as a new major port for Melbourne.

Balancing the needs of industry and the freight sector with the need to protect the amenity and liveability of neighbourhoods is also a challenge.

These challenges can be met by major city-shaping infrastructure investments, using existing infrastructure more efficiently, transport service improvements and planning reforms to provide better access and better availability of land for businesses.

POPULATION GROWTH WILL REQUIRE NEW TRANSPORT PRIORITIES

Each weekday, 14.2 million trips are made by residents of Melbourne. The average daily distance is 30 kilometres per person. As Melbourne grows from its current 4.3 million people to about 7.7 million by 2051, the city will need to accommodate an additional 10.7 million person trips per day. This growth means that, proportionally, our reliance on public transport will need to increase.

In inner Melbourne, public transport, cycling and walking are already important. Public transport use has grown strongly in recent years compared to private car use in the inner suburbs of Melbourne, while on freeways and outer arterials car use is still increasing.

In the areas where it works best, we will support continued growth of public and active transport. This will see long-term investment and better services on our public transport networks, which will also improve the integration of train, tram and bus services and better link people to jobs and services.

Public Transport Victoria (PTV) will continue to review and update its long-term plan for the rail network, the *Network Development Plan – Metropolitan Rail*. This plan is based on how the travel needs of Melburnians are likely to change as Melbourne grows, and outlines how demand on the network is expected to evolve. The plan consists of an evaluation of the rail network's future capacity requirements to meet the travel demand generated by a growing Melbourne and PTV's proposed future network. The government has considered these needs and has explored alternate ways to deliver capacity improvements. This has informed the implementation of initiatives in Plan Melbourne. PTV is also preparing a network development plan for trams and buses. When complete, these plans will inform the development of future actions under Plan Melbourne, and be kept up-to-date to reflect land-use priorities.

DELIVERING A PIPELINE OF CITY-SHAPING TRANSPORT PROJECTS

Our plan for Melbourne will require city-shaping transport projects. The most significant road project is the East West Link, which will fix a major gap in our freeway network and provide significant improvements in cross-city traffic movements and freight flows. The Melbourne Rail Link, including the Airport Rail Link, is the most significant rail project. This project, coupled with the Cranbourne-Pakenham Rail Corridor Project and Regional Rail Link, will provide a major uplift in the capacity of our rail system. This will generate benefits to travellers across the whole network, creating the capacity for the new rail lines and extensions proposed in the *Network Development Plan: Metropolitan Rail*.

Development of the Port of Hastings will give our state essential port capacity for decades to come, and will be supported by other major freight and logistics improvements outlined in the government's freight and logistics plan *Victoria – The Freight State*.

Other programs will gradually transform our transport system over time, with reductions in the number of level crossings in Melbourne, a more harmonised public transport network with greater coverage, and improved travel choices for people living in outer Melbourne.

USING MELBOURNE'S TRANSPORT SYSTEM MORE EFFICIENTLY

Melbourne has an extensive metropolitan rail network that provides good radial access to the central city and major centres in the suburbs. We have an extensive road network across much of the metropolitan area that includes freeways, arterial roads and local roads. Arterial roads also carry trams, buses, commuter cycling, freight and pedestrians.

Our tram system is the largest in the world and the envy of other cities, many of which are now building light-rail systems. Trams and light rail complement heavy rail by providing mobility through the central city and along major thoroughfares. Buses have not been as important in Melbourne's public transport system in the past, but this is changing due to initiatives in recent years.

These networks work together as an integrated system with changes and improvements on one part of the system having flow-on effects to other parts.

There will be new challenges to our transport system as the city grows. The freeway network is incomplete, and new arterial roads are needed in outer metropolitan areas as they grow.

The rail system is hampered by constraints, particularly in the City Loop. Average tram speeds have declined and the efficiency of trams will depend on better management of the roads they operate on. Better management of the road network will also maximise the flows of people and goods, as well as vehicles. Bus services need to be simplified, to make them easier to use and better integrated with other public transport.

We will need to use our transport infrastructure and services more efficiently, provide balanced investments across the system, ensure new initiatives represent value for money, and deliver maintenance that preserves the long-term performance of our transport assets.

OUR PLAN

DIRECTION 3.1 TRANSFORM THE TRANSPORT SYSTEM TO SUPPORT A MORE PRODUCTIVE CENTRAL CITY

As outlined in other chapters, Melbourne's central city and immediate environs will continue to grow strongly in population and employment. The City of Melbourne (from 1993 to 2013) has the fifth-fastest population growth of all Australian local governments and has seen the creation of over 120,000 new jobs in the last decade. This growth has not been confined to the CBD, with Docklands and Southbank continuing to develop.

As part of the expansion of the central city, we are also planning extensive commercial and residential developments in the urban renewal precincts to the south-west (at Fishermans Bend Urban Renewal Area, where 40,000 new jobs will be created), to the north-west (at Arden-Macaulay), and to the west (at E-Gate). This growth is important because it will provide medium- and higher-density housing near the most job-rich parts of Melbourne, and also increase job density and productivity.

Public transport will continue to be an important means of getting people to and around central Melbourne, with trams and buses sharing road space with private vehicles. At the same time, the availability of road space is often connected to the use of clearways on arterial roads.

The growth and expansion of the central city brings three key transport challenges. The first is providing metropolitan-wide access to centrally located jobs in our city and allowing businesses to access a deep pool of labour and customers. The second is improving travel across and within the expanded central city and inner Melbourne. Finally, we need to consider options to minimise cross-city and bypass traffic in the central city.

INITIATIVE 3.1.1 BUILD THE EAST WEST LINK AS AN INTEGRATED TRANSPORT AND LAND USE PROJECT

Demand for road travel from east to west across our metropolis is expected to grow by 38 per cent between now and 2031, to 440,000 trips a day. The freight task in Melbourne is also growing quickly and is almost entirely a road task at present. The freight task is forecast to increase from around 15 billion tonne kilometres in 2012 to around 33 billion tonne kilometres in 2046²⁵. We currently have no freeway-standard alternative to the M1 for direct cross-city road connections, which is increasingly experiencing congestion. This is leading to delays and variable travel times that affect travellers, freight and other business trips, with particular implications for freight vehicles due to their heavy reliance on the freeway network.

The East West Link will be an 18-kilometre freeway connecting the Eastern Freeway to the Western Ring Road. This project will transform the way people move around Melbourne, help alleviate our reliance on the M1 corridor for cross-city road connections, and provide greater resilience in the transport network.

It will significantly increase the efficiency of Melbourne's freight network through a new high-capacity connection to export gateways and freight precincts including the expanded Port of Melbourne, the Port of Hastings and industries in Gippsland. The East West Link will provide a number of major benefits to our city. By providing a cross-city route, the link will reduce the number of vehicles on central arterial roads and local streets.

The East West Link – Eastern Section will link the Eastern Freeway at Hoddle Street via a tunnel to CityLink at Parkville. This part of the project will reduce the daily queues where the Eastern Freeway abruptly ends at Hoddle Street. Recent studies have shown that most of this traffic is trying to get across town, not into the CBD. It will also improve access via CityLink to the M1, the Port of Melbourne, Melbourne Airport and the Western Ring Road/Hume Freeway.

The liveability and amenity of the inner-north will be improved, making it easier for people to move around and creating opportunities for streetscape and land-use improvements. It will allow us to provide greater on-road priority for Doncaster (DART) bus services, with better access to the CBD. The tunnel will reduce traffic on Alexandra Parade, allowing greater access for public transport to the CBD from the north, improved cycling routes and better pedestrian access.

The East West Link – Western Section will complete the link to the Western Ring Road. This will significantly improve freight access to the Port of Melbourne and freight precincts, reducing the number of trucks using local streets. It will also provide a major boost to the urban renewal of the Brooklyn-Tottenham industrial precinct through much better road access. Completing the western section will reduce reliance on the West-Gate Bridge and improve traffic flow by spreading cross-city traffic between two freeways.

In the short term

- Commence construction of the full East West Link project.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL
INFRASTRUCTURE (TRANSPORT)

In the medium term

- Enhance CBD-oriented public transport, enabled by the changed traffic patterns, which support greater productivity in inner Melbourne.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL
INFRASTRUCTURE (TRANSPORT)

- Complete the full East West Link project connecting the Eastern Freeway to the Western Ring Road.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL
INFRASTRUCTURE (TRANSPORT)

SMARTROADS – USING MELBOURNE’S TRANSPORT SYSTEM MORE EFFICIENTLY



As the population of Melbourne grows, we will see more pressure on our roads as cars, trucks, buses and trams compete for space. Managing the use of road space is central to an efficient city. SmartRoads has been developed to help road managers make trade-offs between different user groups at different times of day. SmartRoads includes an agreed hierarchy of road use, which determines priority users on each road. Network operating plans are developed for each local government area that provide a time-of-day view of the level of encouragement to be given to each mode. Local governments and road-use stakeholders are involved in agreeing each road's priority use, which relates to the adjacent land use as well as the user mix. Traffic signal priority or other treatments are then applied by the road managers to prioritise different modes.

This approach is collaborative and guides decisions using a repeatable way of determining which proposals help to achieve SmartRoads priorities. It assists in the identification of where the greatest problems exist on the road network.

SmartRoads focuses on the most efficient ways to move people and goods, rather than vehicles. It promotes safety outcomes by being particularly responsive to pedestrian activity and separation for cyclists, and it has an inbuilt bias towards sustainable modes, recognising that they have the greatest potential to accommodate future growth in demand, as well as the improved amenity and environmental outcomes they deliver.

INITIATIVE 3.1.2

MOVE TOWARDS A METRO-STYLE RAIL SYSTEM, STARTING WITH THE MELBOURNE RAIL LINK

There has been an unprecedented 70 per cent growth in train patronage in the last decade, largely accommodated through efficiency improvements on existing infrastructure. Strong growth is set to continue with patronage forecast to double to 1.7 million trips each weekday by 2031²⁶. However, many parts of our metropolitan rail network are at (or near) capacity. This is particularly so for the lines to Werribee, Sunbury, Craigieburn and Dandenong that serve established urban areas as well as the growing populations in our urban growth areas.

We need to transform the rail network into a metro-style rail system of independent lines that don't share tracks; use modern, high-capacity signalling systems; use next-generation trains that carry more people; and have simple, frequent timetables that facilitate interchanging with other trains, trams and buses.

Regional Rail Link is separating regional services from metropolitan services in the west. When it is completed, it will create capacity for an extra 23 metropolitan and 10 regional services during each morning and evening peak period. This means capacity for an additional 54,000 passenger trips each day.

The Cranbourne-Pakenham Rail Corridor Project with high-capacity signalling and new next-generation high-capacity trains will deliver a 30 per cent increase in capacity in this corridor, resulting in additional services carrying more than 4,500 passengers in peak hour.

The Melbourne Rail Link will be the centrepiece of a metro-style system that will significantly expand the metropolitan passenger rail network and increase services to Melbourne's growth areas in the north, west and south-east (Map 20). This will bring major productivity gains to the central city from increased job density and access to workers, attracting firms that would otherwise locate outside Victoria.

To do this the project will separate our busiest rail lines to untangle the rail network meaning more trains can run more reliably across the network (Figure 13). This will result in the following lines:

- Sunbury/Melbourne Airport to Cranbourne/Pakenham line.
- Frankston to Belgrave/Lilydale loop line.
- Werribee/Williamstown to Sandringham line
- Craigieburn/Upfield loop line.
- South Morang/Hurstbridge loop line.

The Melbourne Rail Link will support an expanded central city through provision of new stations at Domain, and Montague (in the Fishermans Bend Urban Renewal Area). These new stations will create new opportunities for high-value businesses and residential development.

The Melbourne Rail Link includes the Airport Rail Link, a frequent and reliable rail service running between Melbourne Airport, the CBD and Melbourne's south-east, and providing the benefit of directly linking Melbourne Airport to Sunshine and Southern Cross station. The Airport Rail Link will provide convenient and alternate landside access to one of our most important transport gateways and an important connection for business travellers and tourists looking for a frequent, reliable connection to the central city.

With the Cranbourne-Pakenham Rail Corridor Project, the Melbourne Rail Link will increase capacity across the network by 30 per cent.

By increasing capacity, the Melbourne Rail Link will allow for a future rail extension to Rowville and the addition of the South East Rail Link, which will provide the additional rail freight capacity to service a future Port of Hastings and unlock capacity for enhanced regional passenger services for Gippsland.

Fifteen new X'Trapolis trains have been ordered, of which the first seven have entered service, providing immediate capacity increases. Procurement of the next-generation high-capacity trains is under way, with 25 next generation trains being delivered as part of the Cranbourne-Pakenham Rail Corridor Project.

These changes to create a metro system will provide a major uplift in Melbourne's rail capacity, with benefits for travellers right across the train network, and major benefits to the economy.

In the short term

- Commence construction of the Cranbourne-Pakenham Rail Corridor Project.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Commence construction of the Melbourne Rail Link, including the Airport Rail Link, through delivery of a tunnel connection from Southern Cross to South Yarra. This will include a public transport upgrade package to support the Parkville Employment Cluster.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Continue delivery of existing trains on order and commence the roll out of high-capacity trains that will be able to carry more than 1100 passengers.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium term

- Progressively commence operations on Melbourne Rail Link.
- Complete planning for a metro system, including planning of rail links to Rowville and Doncaster and assess the feasibility of a second rail tunnel from Clifton Hill via Parkville to the Fishermans Bend Urban Renewal Area.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the long term

- Construct rail links to Rowville and Doncaster.
- Continue to deliver more trains on the rail network.
- Complete the roll-out of high-capacity signalling across the rail network.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

FIGURE 12 – IMPROVED ROAD USE

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2013

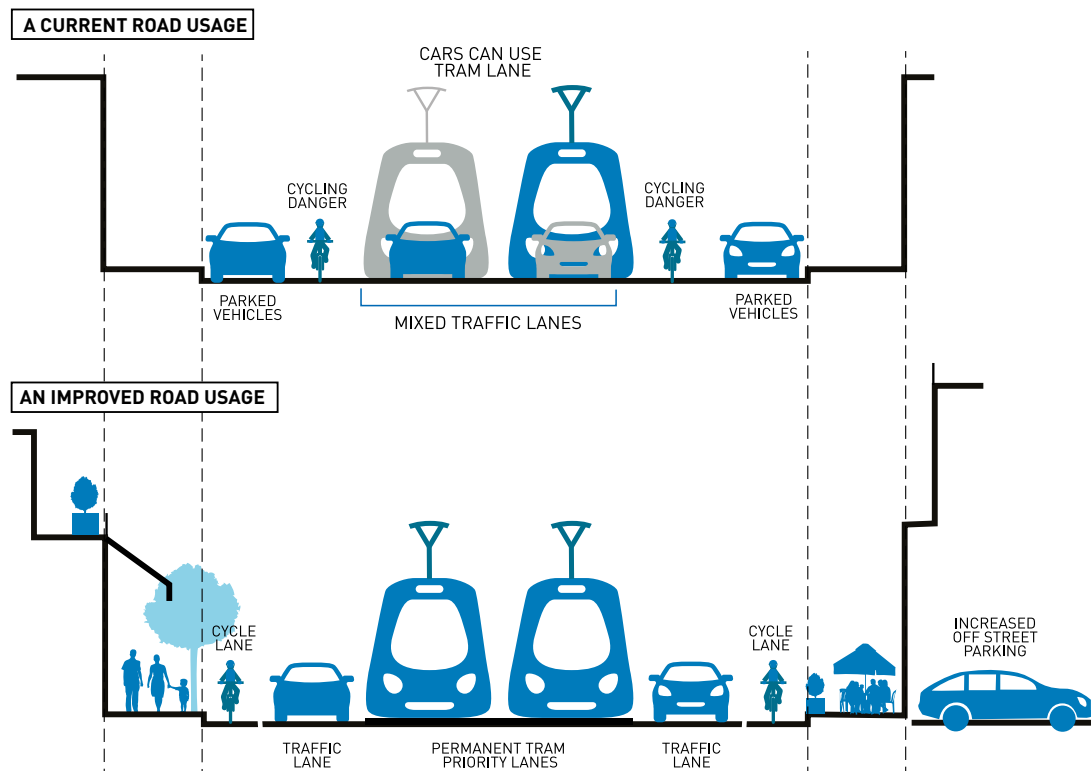
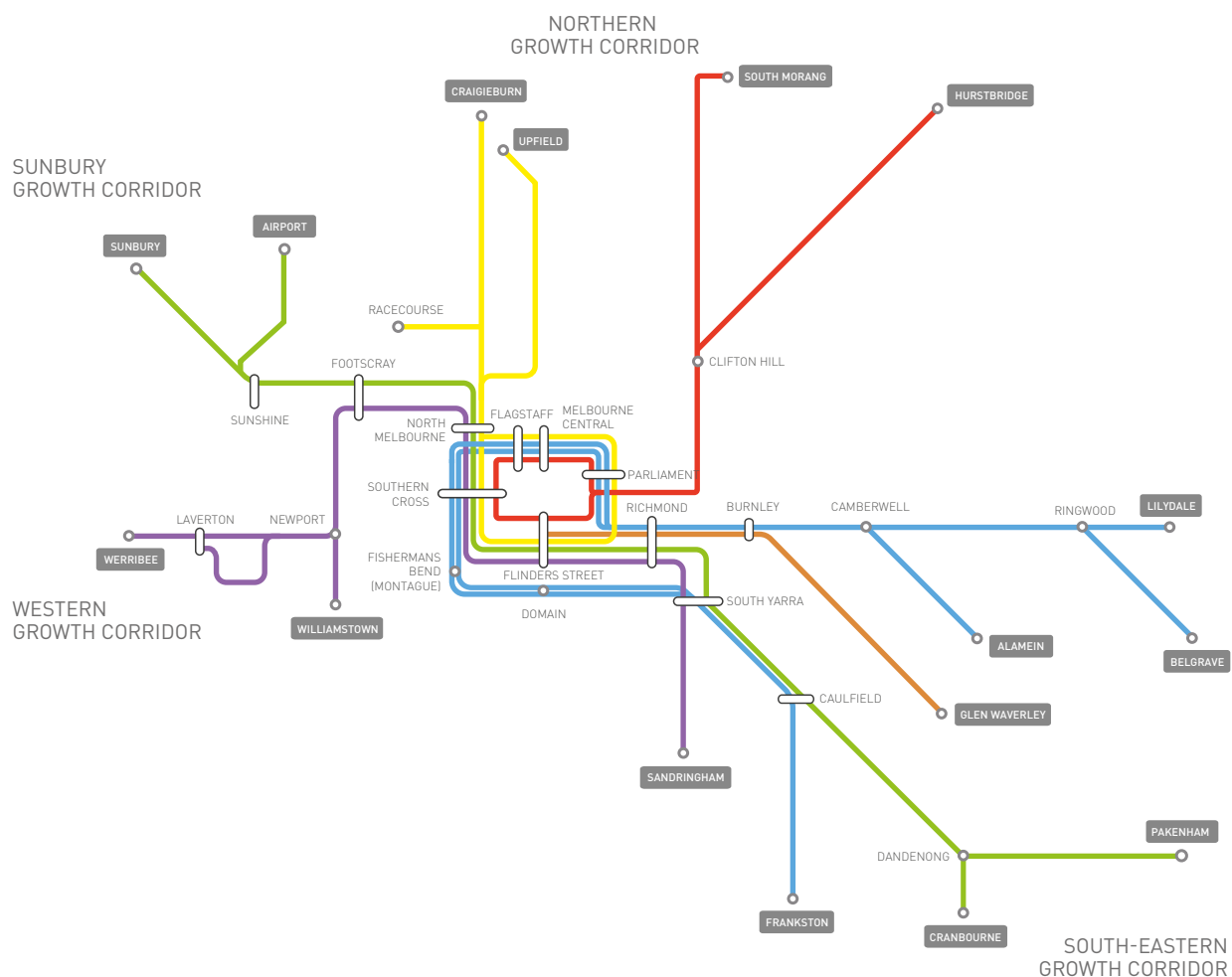
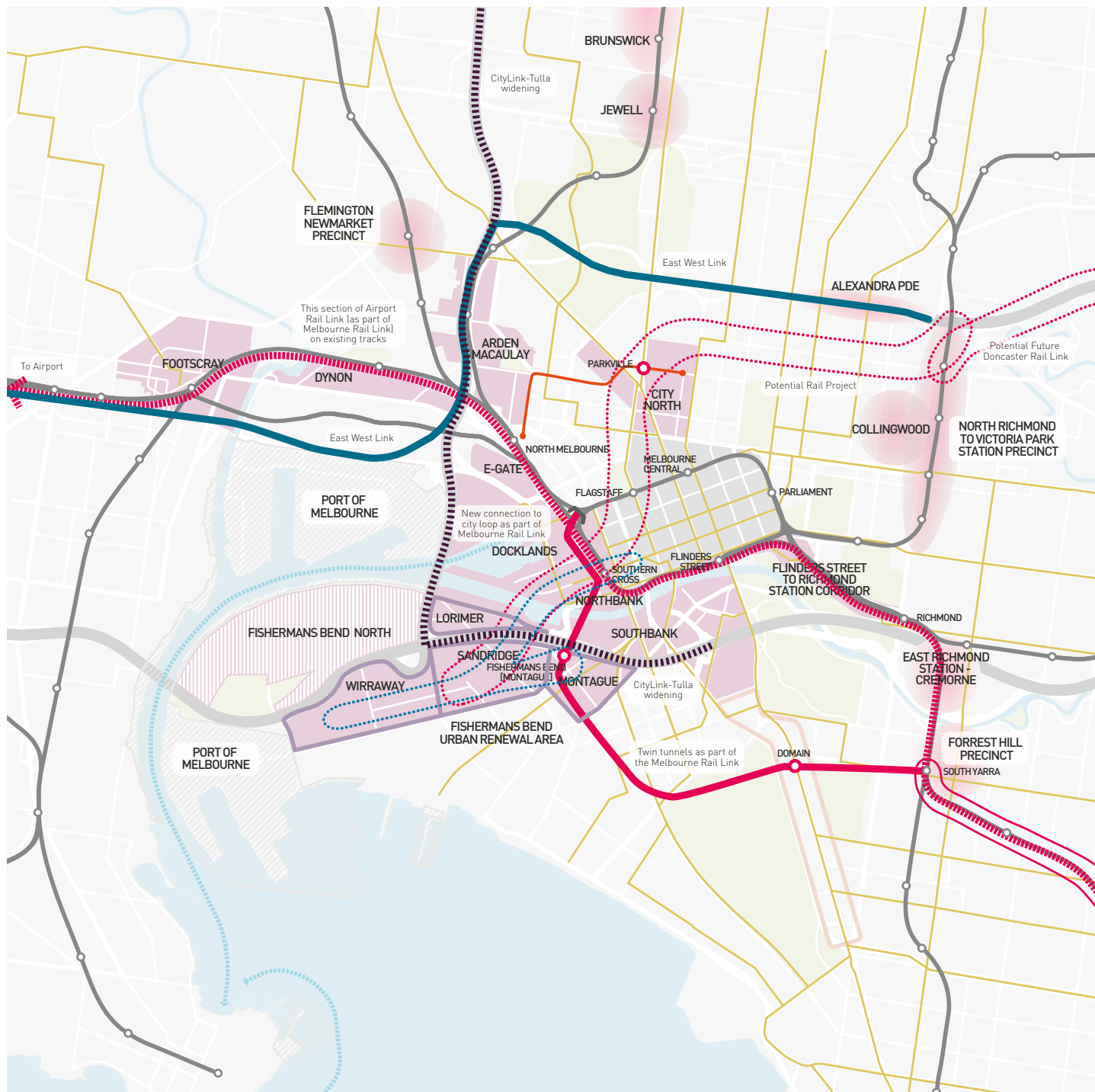


FIGURE 13 – METROPOLITAN RAIL NETWORK AT COMPLETION OF MELBOURNE RAIL LINK

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014





INITIATIVE 3.1.3

IMPROVE TRAM TRAVEL TIMES, CAPACITY AND RELIABILITY AND EXTEND THE TRAM NETWORK INTO KEY URBAN-RENEWAL PRECINCTS

Melbourne has the largest tram network in the world with about 80 per cent of the network sharing road space with general traffic. Areas that have experienced significant development in recent years (such as Sydney Road and Chapel Street) have tram speeds as low as 6 km/h at busy times of the day.

Over 10,000 business-to-business trips are taken daily by tram, showing the vital role trams play in the economy of central Melbourne. As our city grows and changes, the tram network will be enhanced through improved travel times, realigned routes and extensions into key urban-renewal precincts. The *Network Development Plan—On-Road Public Transport* currently being developed by PTV and VicRoads will be used to inform this process.

Improving connections to urban-renewal precincts – particularly those of the expanded central city – will increase the choice of investors and employees and improve business-to-business and business-to-consumer transactions. Parkville Employment Cluster has a high level of public transport access including 12 of Melbourne's 29 tram routes mainly via Swanston and Elizabeth Streets. Route 401 bus is a popular connection to Parkville from North Melbourne Station.

Works will include re-aligning and enhancing Melbourne's tram network to increase capacity and improve connections between Parkville, the CBD and the south-eastern suburbs. Improvements to local cross-town bus services will also boost access to the precinct. The frequency and capacity of the Route 401 bus will be improved meaning more people will be able to access Parkville via North Melbourne Station.

Ultimately, improved tram travel times and reliability can only be achieved and sustained through trams operating in their own right-of-way. Over time, Melbourne's tram system will be gradually transformed into a light-rail system with right-of-way; low-floor, high-capacity vehicles; more real-time information; and level-access stops.

This transformation is already under way with 50 new low-floor, high-capacity E Class trams being progressively delivered. These trams will be able to carry an additional 10,500 people on the tram network at any time, and will feature improved comfort and safety. Upgrades to routes 112 and 96 will ensure that the full benefit of the new trams can be realised. The Route 96 Project is currently undergoing community consultation and is exploring options for improving existing infrastructure and services, including investigating new level-access tram stops, segregating trams and general traffic, tram priority at traffic signals and connections with trains and buses.

The CBD and Docklands tram network plays a critical role for business, tourism, retail and the entertainment sectors. Building on the success of the free City Circle Tram and free tram travel during special events such as the Australian Open, the introduction of free tram travel in the CBD and Docklands will enhance Melbourne's desirability as a destination for business investment and tourism.

In the short term

- Prepare a road-use strategy to ensure trams and buses can operate efficiently alongside other vehicles, particularly as land uses change.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Investigate inner-Melbourne tram reliability improvements including a range of measures that give trams greater priority on the road network (such as greater physical separation from other road users and improved technology to manage traffic flows).

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Investigate the feasibility of providing a tramline to the Fishermans Bend Urban Renewal Area.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Investigate the provision of better tram services to the growing western end of the central city, including Docklands.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Deliver 50 new low-floor, high-capacity trams.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Introduce a free tram travel zone incorporating the CBD and Docklands.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium term

- Consider extending tramlines, where needed, to support new development sites and employment clusters around inner Melbourne, and assess strategic options for improved public transport to E-Gate.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Commence upgrading tram routes to light-rail standard, where appropriate, focusing on those with the highest patronage.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

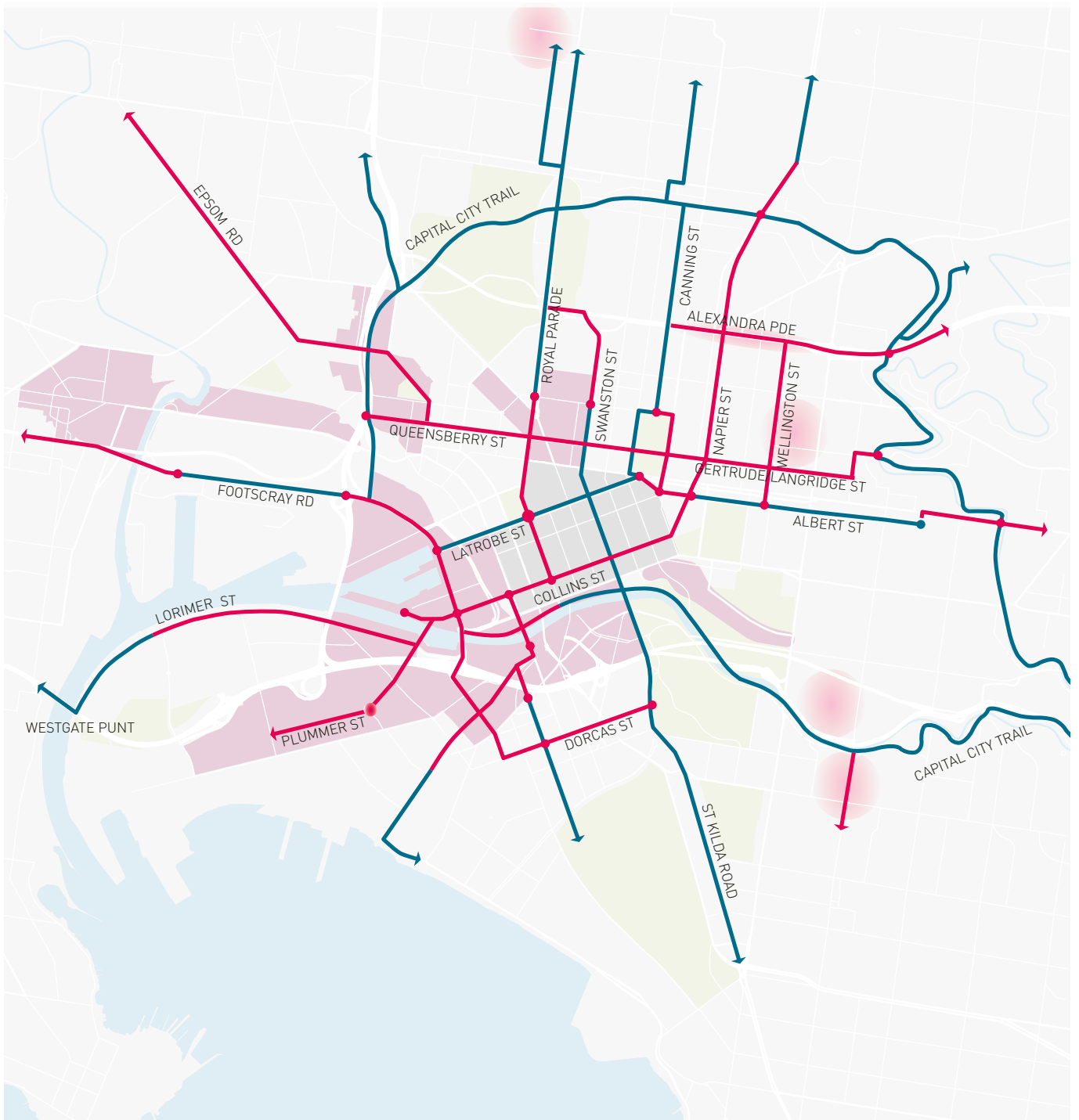
INITIATIVE 3.1.4

SUPPORT GROWING AREAS OF THE CENTRAL CITY BY STRENGTHENING BUS SERVICES TO AND AROUND CENTRAL MELBOURNE

Melbourne's bus patronage grew by 56 per cent in the seven years to mid-2012, as service improvements were rolled out. These improvements will continue with a new performance-based contract that covers nearly a third of the bus network and that requires the operator to improve patronage, reliability and timetabling.

The contract includes new benefits to users of the system (such as real-time arrival information, incentives for punctuality, improved customer information, and a strong focus on meeting customer needs). As other bus-network-operating contracts expire across Melbourne, these too are expected to be moved to the new performance-based system, to provide the same benefits to all bus users.

The bus network in inner Melbourne fills gaps in areas not



MAP 21 – EXPANDED CENTRAL CITY POTENTIAL CYCLING NETWORK

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

- Existing key bicycle links
- Potential bicycle network enhancements
- Melbourne Central Business District
- Expanded central city urban renewal area
- Other urban renewal area
- Open space

covered by tram and train services. These tend to be inner-orbital services or radial services in corridors that do not have rail or tram services (such as to Doncaster). Buses can also provide interim inner-city services until demand grows for new tramline extensions.

Dedicated bus services also provide important connections to urban-renewal and employment precincts from the suburban rail network, as demonstrated by Route 401 from North Melbourne station to Melbourne University.

As the city develops and demand grows, we will examine options to progressively upgrade the inner-city bus network, with a focus on increased frequency and reliability, and improved travel times and connectivity.

In the short term

- Plan services to better meet patronage demand and ensure new timetables better connect with trams and trains, as well as improve real-time passenger information and stops on a number of key inner-city routes.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Investigate new road management technology, such as dynamic overhead lane management systems, to enable buses to travel faster and more reliably and improve services on selected inner-city routes.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Commence works to enhance Doncaster (DART) bus services in inner Melbourne to take advantage of the opportunities provided by the East West Link.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium term

- Improve on-road priority for buses on more streets, informed by the investigations of the trial of new road management technology systems.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Ensure bus services provide for cross-town travel to urban renewal precincts and national employment clusters as they grow and develop.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 3.1.5

SUPPORT WALKING AND CYCLING IN CENTRAL MELBOURNE

Cycling is growing as a means of getting to and from inner Melbourne, and many cyclists are commuting to work. Cycling to work has increased by 5 per cent each year over the last 10 years and is projected to continue to grow.

The government's cycling strategy, *Cycling into the Future 2013–2023*, is developing routes that provide safer access to key destinations including in the central city.

We have already begun work on the Darebin Creek Trail connection, the Main Yarra Trail improvement and the Jim Stynes Bridge that connects Docklands with the CBD.

Pedestrian access is integral to the functioning of the city and an important complement to the transport system for the many short trips people make in central Melbourne, including trips to public transport stops. Two-thirds of all trips in the City of Melbourne are on foot and over a third of these are business trips. We will work with inner-city local governments to improve the safety, amenity and convenience of key walking routes within the Central Subregion.

Strategic cycling corridors will provide separated priority routes into and around the central city that support high volumes of cyclists of all abilities. With a corridor approach to implementation, the early focus will be on delivering safe, high-quality cycle routes to and across the Hoddle Grid from the west, east and north-east, as well as connecting new communities in Docklands, Northbank and the early stages of Fishermans Bend Urban Renewal Area (Map 21).

As the central city develops further north, south and west, cycling corridors will provide a viable alternative to public transport and private vehicle use by encouraging cycling in the new urban-renewal precincts such as E-Gate, Arden-Macaulay, City North and Fishermans Bend Urban Renewal Area. Gaps in existing cycling corridors will be completed to connect northern, eastern and southern neighbourhoods.

The ultimate network will provide a high-quality connected cycling and walking network for the expanded central city and throughout the Central Subregion, with additional east-west and north-south connections.

In the short term

- Identify key pedestrian routes in and to the Central Subregion and improve pedestrian crossing times and footpaths and general amenity.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Implement the new guidelines for 40 km/h pedestrian zones in areas where there is a high risk to the safety of pedestrians and cyclists.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

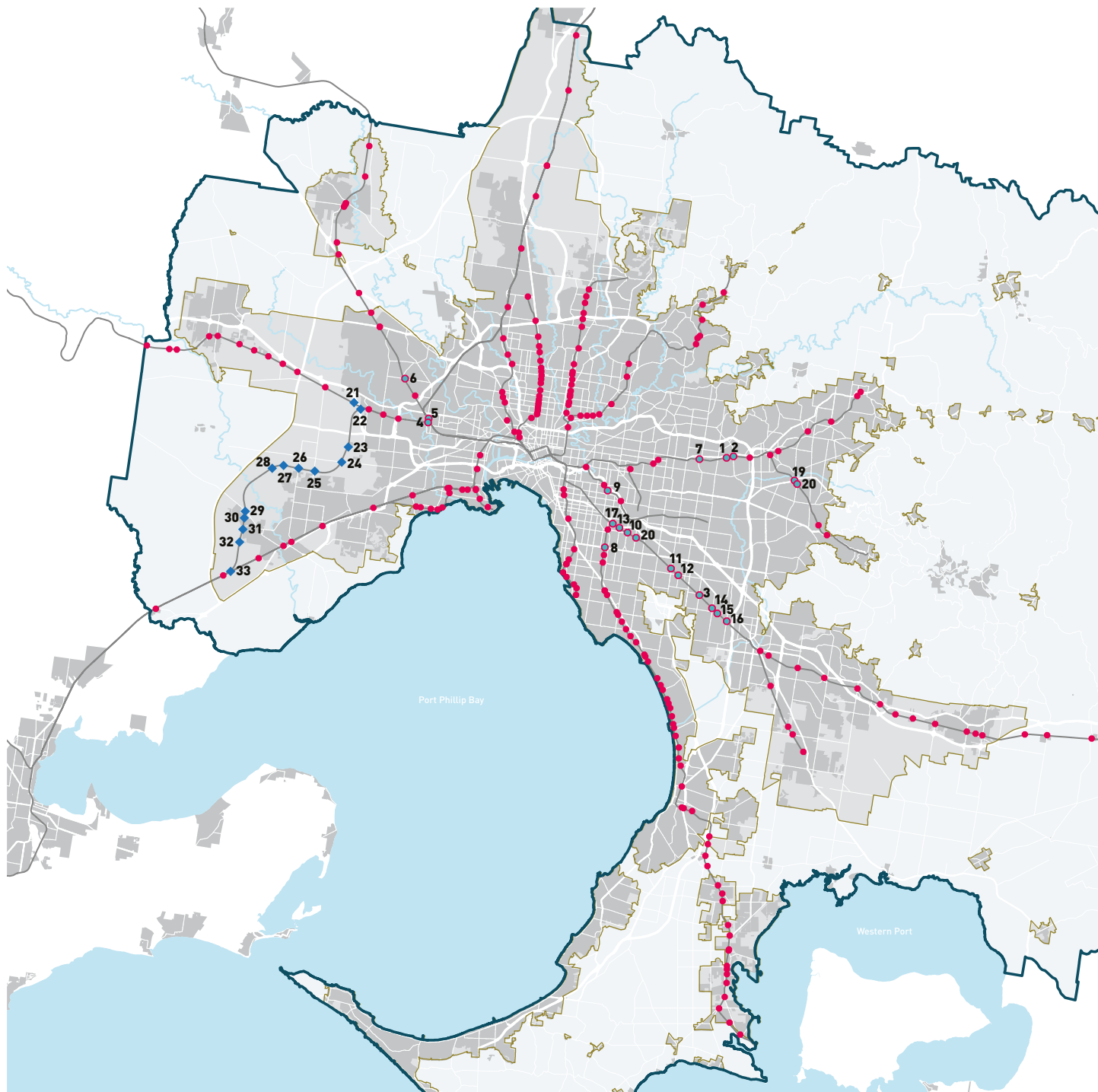
- Work with local governments to identify and start developing strategic cycling corridors that provide cyclists with safe and separated cycling access to and around the central city.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium term

- Continue to progressively develop strategic cycling corridors that provide cyclists with safe and separated cycling access to and around the central city.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)



MAP 22 – LEVEL CROSSINGS AND GRADE SEPARATION PROJECTS

SOURCE: VICROADS, 2014



- Metropolitan region
- Metropolitan urban boundary
- Urban area
- Road network
- Rail network
- Waterway

● Existing level crossing on metropolitan rail network

● Level crossing removal – completed

- 1 – Rooks Road, Mitcham
- 2 – Mitcham Road, Mitcham
- 3 – Springvale Road, Springvale
- 4 – Anderson Road South, Sunshine

● Level crossing removal – funded

- 5 – Anderson Road North, Sunshine
- 6 – Main Road, St Albans
- 7 – Blackburn Road, Blackburn
- 8 – North Road, Ormond
- 9 – Burke Road, Glen Iris
- 10 – Murrumbeena Road, Murrumbeena*
- 11 – Clayton Road, Clayton*
- 12 – Centre Road, Clayton*
- 13 – Koornang Road, Carnegie*

● Level crossing removal – planned for future removal

- 14 – Corrigan Road, Noble Park
- 15 – Heatherton Road, Noble Park
- 16 – Chandler Road, Noble Park
- 17 – Grange Road, Carnegie
- 18 – Poath Road, Murrumbeena
- 19 – Mountain Highway, Bayswater
- 20 – Scoresby Road, Bayswater

◆ Grade separation as part of the Regional Rail Link

- 21 – Christies Road
- 22 – Deer Park Bypass
- 23 – Boundary Road
- 24 – Dohertys Road
- 25 – Derrimut Road
- 26 – Tarneit Road
- 27 – Davis Road
- 28 – Leakes Road
- 29 – Ballan Road
- 30 – Manor Lakes Road
- 31 – Greens Road
- 32 – Black Forest Road
- 33 – Bulban Road

Note: not in order of priority

* Part of the Cranbourne-Pakenham Rail Corridor Project

DIRECTION 3.2

IMPROVE ACCESS TO JOB-RICH AREAS ACROSS MELBOURNE AND STRENGTHEN TRANSPORT NETWORKS IN EXISTING SUBURBS

Around 50 per cent of Melburnians live in our middle suburbs and 43 per cent work there. The transport task in these middle suburbs is complex, due to the dispersed nature of suburban jobs.

Transport improvements will be vital in supporting suburban employment growth in job-rich locations, as well as in areas with employment-growth potential. Some of these job-rich areas are part of national employment clusters that accommodate higher education institutions (such as Melbourne, Monash and La Trobe universities). Transport improvements to these clusters will also improve access for students. Public Transport Victoria's *Network Development Plan – Metropolitan Rail* outlines a proposal for extending the rail network to Rowville and Doncaster, which will improve access to and from jobs in these areas. The Cranbourne-Pakenham Rail Corridor Project will also improve rail capacity and reliability of services to the Monash and Dandenong South Employment Clusters.

Additional sites for urban renewal and development in the established urban areas will be integrated into the existing transport network, with improved road networks and effective public transport connections. Appropriate development along transport corridors will be supported by transport service improvements.

INITIATIVE 3.2.1

INVESTIGATE OPTIONS FOR THE NORTH EAST LINK

The proposed North East Link will connect the Metropolitan Ring Road at Greensborough to the Eastern Freeway. It will improve access to employment across Melbourne by linking people to job-rich areas (including national employment clusters in the north and south-east) and providing a better connection between the northern growth corridor and the south-eastern suburbs.

The North East Link will also enhance Victoria's freight competitiveness, providing a more efficient road transport link for major industrial areas and intermodal terminals across the city. It will also improve local amenity. It will provide additional orbital capacity in the freight network connecting the growing western, northern and south-eastern freight, logistics and industrial precincts, and improve high-capacity connections to major export gateways, including the expanded Port of Hastings and industrial areas and industries in Gippsland.

As part of any future planning for the North East Link, an above-ground freeway through the Banyule Flats and other environmentally-sensitive areas will be precluded and there will be careful consideration of other transport, environmental, heritage and social issues.

Opportunities to improve land use, amenity and the broader transport network will be explored as part of planning the link. This is a medium- to long-term project for our city.

In the short term

- Consider options for a North East Link connecting the Metropolitan Ring Road to the Eastern Freeway/EastLink.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- As part of North East Link planning, investigate options for improved access to the La Trobe Employment Cluster and adjacent business parks.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the long term

- Deliver the North East Link connecting the Metropolitan Ring Road to the Eastern Freeway/EastLink.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 3.2.2

HARMONISE AND IMPROVE PUBLIC TRANSPORT SERVICES ACROSS TRAINS, TRAMS AND BUSES TO PROVIDE ACCESS TO JOB-RICH AREAS IN THE SUBURBS

The efficiency, simplicity and quality of connections between public transport modes can make a major difference to people's willingness to use public transport. Public Transport Victoria now conducts timetable updates for trains, trams and buses. Since its establishment in April 2012, Public Transport Victoria has implemented three major timetable changes and more than 200 bus routes across Melbourne have had their timetables updated to boost connections with trains and simplify routes.

Building on this, timetables of train, tram and bus services will be further harmonised over time to make transfers between them easier and faster. To achieve this, services need to be reliable and easy to use, timetables need to be rearranged and major interchanges need to be improved. These changes will provide better network connections and enable public transport to be a genuine choice for a wider range of trips.

Major multi-modal interchanges will be upgraded to improve traveller amenity and a new station will be constructed at Southland, a key employment and activity centre. Better information, including improved way-finding and real-time service information, is being rolled out at major stations.

Plan Melbourne includes initiatives that are likely to create demand along targeted corridors that will in future need improved transport services. In the medium-to-longer term, this will mean delivering enhanced passenger rail through projects such as the Rowville extension. Land-use changes and transport demand will be carefully planned for and monitored along these corridors, so that high-quality, reliable public transport services can be maintained and improved.

In the short term

- Simplify and progressively harmonise frequencies to improve connections across public transport services.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Upgrade interchanges at Ringwood station, Springvale station, Frankston station and Sunshine station.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Construct a new station on the Frankston line at Southland Shopping Centre.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Upgrade interchanges that are part of level crossing removals where appropriate.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium term

- Continue to improve public transport interchanges and their pedestrian access.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 3.2.3

FACILITATE DEVELOPMENT AND DRIVE INVESTMENT THROUGH STRATEGIC REMOVAL OF LEVEL CROSSINGS

Melbourne has over 180 level crossings on the electrified metropolitan rail network (Map 22). At crossings with large numbers of trains and high volumes of road traffic, there can be major delays and safety concerns. Melbourne is the only Australian city that is facing a level-crossing problem on this scale.

A number of the most congested level crossings are at high-value locations that are potentially attractive to developers. These could provide significant local and user benefits, should the level crossings be removed.

Four level crossings at Sunshine, Mitcham and Springvale have been removed, and a further level crossing removal in Sunshine is close to completion. There are an additional thirteen grade separations (where a road is taken under or over a rail line) being delivered as part of the Regional Rail Link project.

Other funded level crossing removals include:

- Blackburn Road, Blackburn
- Burke Road, Glen Iris
- Main Road, St Albans
- North Road, Ormond

And as part of the Cranbourne-Pakenham Rail Corridor Project:

- Murrumbeena Road, Murrumbeena
- Koornang Road, Carnegie
- Clayton Road, Clayton
- Centre Road, Clayton

Level crossings that are planned for future removal include:

- Corrigan Road, Noble Park
- Heatherton Road, Noble Park
- Chandler Road, Noble Park
- Grange Road, Carnegie
- Poath Road, Murrumbeena
- Mountain Highway, Bayswater
- Scoresby Road, Bayswater.

This ongoing program of removals will be developed to maximise investment opportunities and contribute to urban development and employment growth in the suburbs. We will approach the market to sound out interest in value-capture opportunities related to a priority list of level-crossing removals. Various projects may be bundled together to make them more attractive investment options.

In the short term

- Investigate ways to accelerate the removal of level crossings through innovative funding arrangements that include contributions from private-sector partners interested in development rights and other beneficiaries of removing level crossings.

DEPARTMENT OF TREASURY AND FINANCE

- Commence removal of level crossings at Blackburn Road, Blackburn; North Road, Ormond; Burke Road, Glen Iris; Main Road, St Albans; and as part of the Cranbourne-Pakenham Rail Corridor Project, Murrumbeena Road, Murrumbeena; Koornang Road, Carnegie; Clayton Road, Clayton; and Centre Road, Clayton.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Commence planning and early works to remove level crossings at other priority locations including: Corrigan Road, Noble Park; Heatherton Road, Noble Park; Chandler Road, Noble Park; Grange Road, Carnegie; Poath Road, Murrumbeena; Mountain Highway, Bayswater; and Scoresby Road, Bayswater.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Develop a longer-term pipeline of level-crossing-removal projects for delivery in the medium-to-long term.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)**INITIATIVE 3.2.4****DEVELOP THE ROAD SYSTEM IN THE SUBURBS TO IMPROVE CONNECTIONS ACROSS MELBOURNE**

The arterial road network provides the foundation for transport across our suburbs. The network connects people to places and activities and supports businesses to efficiently move goods and deliver services. The ongoing development and maintenance of this network will support existing and emerging national employment clusters, metropolitan activity centres, activity centres and other areas with high or growing job densities.

The existing road network creates a number of challenges, such as limited Yarra River crossings and constraints on arterials in the middle suburbs. A program of network development projects will be developed to support the growth of existing and emerging job-rich areas across the metropolitan area. Targeted development of the network will help address existing issues and accommodate the demand associated with projected growth in Melbourne.

Recently completed initiatives as part of the M80 Ring Road upgrade and current projects, including the duplication of the Narre Warren-Cranbourne Road and construction of the Dingley Bypass are very important for connecting people to job-rich areas and for facilitating business and freight movements.

In the short term

- Continue the program of road-network developments and improvements, including bridges, interchange upgrades and road extensions, focusing on greater access to jobs and services in Melbourne's suburbs.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

DIRECTION 3.3

IMPROVE TRANSPORT INFRASTRUCTURE, SERVICES AND AFFORDABILITY IN MELBOURNE'S NEWER SUBURBS

Provision of transport services and arterial roads has not kept up with population growth in outer Melbourne, contributing to lower levels of accessibility in these locations to services and jobs. This is reflected in higher rates of car ownership and a high proportion of household income devoted to transport, partly due to a lack of transport options.

Plan Melbourne will improve public transport service levels in established outer-urban areas and urban-growth areas, particularly bus service availability, to provide people with an alternative to using private cars. Arterial road capacity will also be improved, which will improve travel times, reliability and safety.

INITIATIVE 3.3.1

IMPROVE ROADS IN GROWTH AREAS AND OUTER SUBURBS

Arterial roads in our city's growth areas and existing outer-urban areas connect people to jobs, local services, activity centres and recreational facilities.

We will deliver a number of arterial and freeway network improvements and upgrades in growth areas and outer suburbs. This will involve priority upgrades in the medium term, to be followed by subsequent upgrades, which will respond to urban development in growth areas and transport demand.

In the short term

- Complete upgrades to arterial roads in established outer suburbs and growth areas including duplication, widening and intersection and interchange upgrades. These include works at Cooper Street, Hallam Road, Stud Road, High Street Road, Cardinia Road, Dingley Bypass, Narre Warren-Cranbourne Road and the Sneydes Road interchange.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Establish and commence implementation of an arterial road program to serve existing and future growth areas of Melbourne.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Investigate the reservation of land for future arterial roads and upgrades in the growth areas and outer suburbs.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 3.3.2

IMPROVE OUTER-SUBURBAN RAIL AND BUS NETWORKS

Many areas in the outer suburbs are currently not well-served by public transport. We will work to overcome the backlog in delivering bus services to outer suburbs and extend and enhance the rail network where there is sufficient demand.

Recent enhancements made to the bus network have added more than 3,000 weekly bus service trips since 2011, including expanding services in outer suburbs such as the Point Cook and Werribee areas. These enhancements will continue across Melbourne.

The introduction of new services will be prioritised on bus routes identified in growth-area corridor plans. Improved or new services will require a critical mass of housing and resident population, and appropriate road infrastructure, before they can be delivered.

About 40 per cent of Melbourne's rail passengers access railway stations by car with a higher share in outer and growth areas, meaning car-parking facilities are important at these stations. Selected stations with good road access will be supported by expanded Park+Ride facilities, where it is cost-effective.

In the short term

- Plan for expanded bus services in growth areas.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Improve access to existing stations and plan for possible new stations and rail extensions in growth areas.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Complete construction of Caroline Springs station.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Progressively plan for expanded Park+Ride facilities and bike cages at outer-suburban railway stations.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium term

- Continue the reservation of land for future rail extensions and stations in the urban growth areas and outer suburbs.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

MELBURNIANS SAID...



TRAOLACH O'SULLIVAN, TOORAK

“ It would be great to have better radial connections around the city as it is difficult to get from east to west or west to east by public transport without having to go into the CBD. More affordable housing options in inner-suburban areas would also be good. ”



SAMANTHA GILLIGAN, SOUTH MELBOURNE

“ I love the lifestyle you can lead. The eclectic mix of people, history and cultures. The food, fashion and the fanatics that embrace the amazing major sporting, music and cultural events hosted in Melbourne. I also love the pop-up venues, which are all the rage. ”



CLIFF WILLIAMS, SURREY HILLS

“ One of the most attractive visual features of Melbourne is its wide tree-lined boulevards within the city and the inner suburbs. ”



TEAGAN LOWE, SUNBURY

“ There is a lot to love about Melbourne, however one of the things I thought it has always missed is a direct train line from Melbourne Airport right through to the city. ”



GANGA NAIPAL, CAROLINE SPRINGS

“ The area is well organised. You find that all the amenities and resources, like medical and education, are very well provided for, (plus) shopping. It's just like a mini-city. That's what we like about the place. ”

INITIATIVE 3.3.3

REDUCE THE COST OF PUBLIC TRANSPORT FOR MELBOURNE'S MIDDLE AND OUTER SUBURBS

Many residents of Melbourne need to travel on a daily basis between the existing Zones 1 and 2, for employment, education and to access Melbourne's activity centres. The current fare structure imposes a higher cost of living on those people travelling between Zones 1 and 2 – either directly through the fare or by encouraging people to drive their cars to Zone 1 stations – which causes congestion and reduces amenity at those stations.

By reducing the comparative cost of public transport as compared to driving, we will encourage more people to use the public transport that is closest to them.

This reform increases affordable travel choices for commuters, encourages mode shift from cars to public transport, will reduce congestion around the zone boundary stations and will spread passenger loads more evenly across the network. Encouraging mode shift to public transport and reducing car journeys made to the rail network will also support environmentally sustainable outcomes for the city.

In the short term

- Change the public transport fare structure so that travel between Zones 1 and 2 will be reduced to the same cost as travel in Zone 1, while keeping the Zone 2 only travel at the existing lower cost.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 3.3.4

ASSIST THE PRIVATE SECTOR TO ASSESS THE POTENTIAL FOR FERRY SERVICES IN THE WEST OF PORT PHILLIP BAY

Cities such as Brisbane and Sydney have developed water taxi and ferry services as part of their urban transport system to take people to and from work, and tourists to key destinations of interest. Melbourne is also a city of waterways and bays, with potential to connect people to jobs and services in the central city via a Port Phillip Bay ferry service.

With the rapid growth of population in the Western Subregion, there is a pressing need to explore all transport options between the west and the central city. The government will assist the private sector in exploring the potential for a ferry service from the western suburbs to Docklands. This could drive a range of benefits through integrated transport and urban planning, including opportunities for jobs, tourism and economic development of coastal communities and neighbourhoods at ferry stops, in particular at Docklands, Werribee South or Point Cook. It could also increase liveability and the investment attraction of vibrant waterfront districts and neighbourhoods.

In early 2013, the government released the *Melbourne Ferries Background Study Discussion Paper*, providing a preliminary review of key operational considerations for commuter ferry services for Melbourne's west. Current speed restrictions are an impediment to an efficient ferry service. Further investigations are being undertaken into vessel speeds on the Yarra River.

In the short term

- Review speed limit and access arrangements on the Yarra River and the wider Port Phillip Bay area for commercial ferry operations.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Investigate potential ferry berth locations at Docklands, Williamstown, Altona, Point Cook, Werribee South, Portarlington and Greater Geelong, including any environmental and access issues associated with these locations.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Investigate ways to deliver suitable ferry berths and associated infrastructure at Point Cook and at Collins Landing or Harbour Esplanade.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

- Investigate other bayside and waterway locations that may sustain a viable water transport service, such as Frankston, South Yarra and the Mornington Peninsula.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (PLANNING)

FREIGHT DEMANDS

In 2011–12, the Port of Melbourne handled a record 2.58 million twenty-foot-equivalent container units (TEU), confirming it as Australia's largest container port, with 37 per cent market share of national container trade. By 2050, it is estimated that demand for container handling at Victoria's ports will increase to over 11 million TEU²⁷.

The government is committed to ensuring that Victoria has a robust and flexible long-term strategy for efficiently meeting projected growth in demand for container handling capacity to 2050 and beyond.

In addition to the \$1.6 billion Port Capacity Project to increase handling capacity at the Port of Melbourne to around 5.1 million containers per year, the government has

commenced work on development of the Port of Hastings as the next container port in Victoria. The government has also announced it will lease the operations of the Port of Melbourne for a medium term period that will help support investment in productive infrastructure.

The government has established the Port of Hastings Development Authority to manage development of the port and has recently announced an initial allocation of \$110 million over four years to progress essential planning work. This will ensure that new capacity is available to meet demand requirements by the time the Port of Melbourne reaches capacity.

DIRECTION 3.4

IMPROVE LOCAL TRAVEL OPTIONS TO INCREASE SOCIAL AND ECONOMIC PARTICIPATION

Good-quality neighbourhood travel options help people reach a wide range of local services and activities within 20 minutes, supporting social inclusion and wellbeing. Many of our daily trips are short and can be taken by walking or cycling. Thirty-eight per cent of trips in Australian cities are less than three kilometres²⁸. The more people walk and cycle in their neighbourhood, the more likely they are to interact with their neighbours and to use local services and shops, helping build stronger communities. The way we design and redevelop neighbourhoods influences how much people walk and cycle²⁹.

INITIATIVE 3.4.1

MAKE NEIGHBOURHOODS PEDESTRIAN-FRIENDLY

Research from the past 20 years³⁰ shows that walking increases when more pedestrian routes or connections are provided in a given area. Plentiful walking paths and connections create shorter walking distances and a greater choice of routes. Improving the pedestrian environment in existing areas can be achieved by the creation of quality pedestrian links and short cuts.

Identifying local principal pedestrian networks is important for the development and promotion of walking for transport, as they provide clear guidance on those parts of the road network where greater emphasis on pedestrian movements is needed.

Principal pedestrian networks can be integrated with SmartRoads to provide greater priority to pedestrians where it is needed.

In the short term

- Plan for new walking and cycling bridge crossings for major roads, freeways, railways and waterways.
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)
- Work with local governments and institutions in national employment clusters, metropolitan activity centres, activity centres, urban-renewal areas and other job-rich centres to provide better footpaths, shade trees and reduced delays at pedestrian crossing points.
METROPOLITAN PLANNING AUTHORITY

- Encourage local governments and their communities to identify and develop pedestrian networks and pedestrian priority precincts in their areas.
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Consider using lower speed limits in mixed-use and residential neighbourhoods in accordance with the new guidelines for 40 km/h pedestrian zones.
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 3.4.2

CREATE A NETWORK OF HIGH-QUALITY CYCLING LINKS

Cycling benefits cities and their residents in many ways. Cycling is affordable and sustainable, and improves health and wellbeing. Many parts of Melbourne are relatively flat, making cycling an ideal mode of transport. Many neighbourhoods in Melbourne are experiencing growth in the numbers of people cycling, particularly neighbourhoods close to the central city and tertiary education campuses.

We need to support this growth in cycling in suburban Melbourne. There are good opportunities to do this as part of new or upgraded road and rail infrastructure, such as the new Sunshine-to-Albion bike path being constructed as part of the Regional Rail Link.

VicRoads has identified bicycle-priority routes, which include routes targeted for greater separation from other vehicles. These routes focus on key destinations and will be expanded to include national employment clusters and metropolitan activity centres.

In the short term

- Work with local governments and government agencies to implement Victoria's cycling strategy, *Cycling into the Future 2013–23*.
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)
- Complete the Darebin Creek Trail through construction of the Darebin Bridge and associated trail work to complete one of the key missing links in Melbourne's bike network.
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)
- Construct the Box Hill-to-Ringwood shared cycle and walking path.
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)
- Complete the next stage of the Federation Bike Trail to Yarraville.
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)
- Plan for high-quality cycling links between employment areas, national employment clusters and metropolitan activity centres.
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)
- Amend the *Precinct Structure Planning Guidelines* to better plan for children and families in new suburbs to ride bikes locally, and particularly to schools.
DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

DIRECTION 3.5 IMPROVE THE EFFICIENCY OF FREIGHT NETWORKS WHILE PROTECTING URBAN AMENITY

Convenient and affordable access to the goods that people use and consume every day is a vital component of the liveability of any city. Melbourne is particularly well-served by an effective freight and logistics sector that is a key component of the city's economy. Our city has a range of competitive advantages in freight and logistics that will be built on, including a strong supply of well-priced industrial land, efficient and well-located freight precincts with good transport links, an efficient capital-city port with capacity to grow for a further decade, and two curfew-free international airports.

Sustainable management of the freight task is the overarching freight challenge for Melbourne in coming years. *Victoria – The Freight State* is the government's 40-year freight and logistics plan. Development of this plan has highlighted a number of strategic directions that require action through Plan Melbourne, and in particular the need to identify key sites and transport corridors for future development to accommodate projected growth.

The three following priorities underpin the actions in *Victoria – The Freight State*.

- 1 Ensuring the ability of businesses to access and service markets interstate and overseas through efficient freight gateways is vital to the economy of the city and the state.
- 2 Implementing measures that enhance the efficiency of movement of goods on Melbourne's existing road and rail networks will remain important to Melbourne's economic development.
- 3 Providing new infrastructure capacity where bottlenecks develop, or where efficiency measures have been exhausted, will be critical in future years as the size of the freight task grows.

Plan Melbourne supports delivery of the freight and logistics agenda in all three areas. The State Planning Policy Framework will be updated to promote more effective integration of planning for freight with land-use planning, designate future freight transport corridors and strategic freight precincts, and acknowledge the principal freight network (Map 23).

INITIATIVE 3.5.1

IMPROVE THE EFFICIENCY OF ROAD FREIGHT CONNECTIONS

The government has a long-term vision for the development of an efficient and effective road freight network for Melbourne, involving three major new links in our city's orbital and cross-city freeway network and upgrades to arterial roads. As well as construction of the East West Link and ultimately the North East Link, over the longer term we will construct the Outer Metropolitan Ring Road/E6 Transport Corridor to provide additional orbital road capacity to accommodate planned expansion of Melbourne to the north and west. We are also building the Dingley Arterial and Dingley Bypass, providing much better freight links between Dandenong, Braeside and Moorabbin.

As well as upgrading roads, innovative tools such as managed motorways have been used very successfully in the M1 and M80 Ring Road upgrades, incorporating a number of active traffic management tools such as ramp metering, lane-use management, variable speed limits and traveller information.

In the short term

- Expand managed motorways technology to other major freeways.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Maintain the protection of the Outer Metropolitan Ring Road/E6 Transport Corridor reservation and its links to the proposed Western Interstate Freight Terminal.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the long term

- Complete the roll-out of managed motorways across the metropolitan freeway network.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Progress the staged construction of key sections of the Outer Metropolitan Ring Road and the E6 road.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

RAIL + PROPERTY DEVELOPMENT APPROACH

INTEGRATING TRANSPORT AND URBAN REDEVELOPMENT



Integrating land use and transport to create transit-oriented development requires forethought and careful planning. Yet, when this kind of integration is achieved, the benefits to the community can be substantial. These benefits include greater choice of housing closer to jobs, friends and everyday conveniences, as well as the option of reduced car use (which can save the householder money).

Planning and design for this integration must take an approach appropriate for each particular location. Examples of places that have been successfully renewed in this way include Chatswood station in Sydney and Subiaco station in Perth. Other examples include Stratford station in London (where Westfield and Lend Lease were involved in a redevelopment for the 2012 Summer Olympics); Richmond in Vancouver, Canada; the Rosslyn-Ballston Corridor in Arlington, Virginia, USA; and Mockingbird station in Dallas, Texas, USA.

THE PROJECT WILL REVITALISE THE ACTIVITY CENTRE AND BRING TRANSPORT BENEFITS TO THE GLEN WAVERLEY STATION PRECINCT BY MAKING IT SAFER AND MORE SECURE, ACCESSIBLE AND APPEALING

Hong Kong has adopted an integrated Rail + Property development approach. Rail + Property development is more than an end product of bricks and mortar around railway stations – it is a carefully conceived process for planning, supervising, implementing and managing station-area development and tapping into the land-price increase that results, to help fund renewal.

Rail + Property projects are distinguished in terms of their built environments, housing types and ridership patterns. A systematic approach to the five Ds – density, diversity, design, distance to public transport and destination accessibility – informs project planning and delivery. Whilst the urban outcome will be different, the principles underpinning land-use and public transport integration in Hong Kong may have wider application. Vancouver also adopted the five Ds, illustrating the transferability of these principles to different places and contexts.

Vancouver also added a sixth principle – demand management – which recognises that attractive public transport can relieve road congestion.

These approaches have improved access to jobs, created more housing choices and stimulated redevelopment of former industrial zones.

In Victoria, VicTrack has commenced a program of station precinct enhancements that aims to create value from underutilised rail land that can be reinvested at the station to improve access, safety and amenity.

The program started with redevelopment at the Glen Waverley station precinct with new retail, commercial and residential facilities. Potential future sites include Hampton, Jewell, Alphington and Essendon stations.

This kind of redevelopment can also help fund transport infrastructure and amenity improvements. Hong Kong's principal rail operator, the MTR Corporation, has successfully adopted the practice of value capture (using the uplift in land values to fund new infrastructure and upgrades). Improvements benefit those living nearby and, ultimately, all residents through a more liveable, prosperous and inclusive city.

The Glen Waverley station precinct will become an attractive destination for commuters, residents, shoppers and diners with the completion of the \$70 million IKON Project. The Glen Waverley Station Project will deliver a 10-storey mixed-use apartment and retail development that will include ground-floor retail, an office level, and 116 one- and two-bedroom apartments over eight levels, and two levels of basement car parking.

INITIATIVE 3.5.2

INCREASE THE VOLUME OF FREIGHT CARRIED ON RAIL

Intermodal terminals enable freight to be transferred from trucks to trains and vice versa, using the most efficient mode in different parts of the freight journey. We will work with rail-freight customers, rail and road operators, ports, local governments and relevant authorities to ensure that Victoria has adequate intermodal terminal capacity, both in regional areas and in metropolitan Melbourne, to 2050 and beyond.

There is strong private-sector interest in investing in and operating elements of a proposed metropolitan intermodal system in Melbourne, to relieve pressure on the key road connections to the ports. We will continue to work with the private sector to encourage initiation of intermodal system services, including confirmation of preferred terminal sites, rail network connections and access, an efficient and reliable port interface and adequate land that is zoned to allow high-volume freight customers to locate adjacent to intermodal terminals.

Additional rail capacity will be needed on the Dandenong rail corridor to provide an efficient connection with a possible intermodal terminal in Melbourne's south-east on a site to be investigated with interested private-sector parties. A future south-east rail link, supported by the Melbourne Rail Link and the Cranbourne-Pakenham Rail Corridor Project, would provide a separate access route for the Port of Hastings and for V/Line trains from Gippsland, creating additional rail capacity for metropolitan train services.

In the short term

- Encourage the commencement of port rail shuttle operations by the private sector as part of a metropolitan intermodal system.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Continue to investigate and prepare a business case for a south-east rail link to provide a dedicated rail line between Dandenong and Dynon for freight and V/Line trains, in conjunction with planning for a rail connection to the Port of Hastings.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 3.5.3

MANAGE THE IMPACTS OF FREIGHT MOVEMENTS ON URBAN AMENITY

The government recognises that in dense urban environments, it is critical to ensure that an appropriate balance is struck between freight-delivery efficiency and the potential amenity impacts associated with these movements (such as emissions, noise and crashes).

Through appropriate management and investment in preferred freight routes, such as East West Link, it is possible to reduce the need for freight vehicles to use local roads. The government will continue to work with industry to identify and prioritise key routes for protection and investment on the principal freight network, managed through the SmartRoads framework.

Victoria – The Freight State also recognises the need to better manage how freight vehicles access local roads, by improving consistency between local government areas. A review of current arrangements across Melbourne is already under way, in partnership with the newly established Ministerial Freight Advisory Council.

With this new information the government, local governments and industry will have a clearer, shared understanding of the nature of the last-kilometre-access challenge on which to develop and implement action.

A more consistent and informed approach to land-use planning in relation to freight precincts and corridors is also required, to ensure that sensitive land uses are not located or designed in such a way that would expose people to unacceptable amenity impacts. Planning and protecting so-called buffer zones between freight precincts and urban areas, for example, can have the dual benefit of providing industry certainty over land use and maintaining urban amenity for residents. The use of planning controls and emerging building controls could also assist in better protecting industry and residents.

In the short term

- Work with local governments and industry to trial supply-chain stakeholder forums that focus on improving the efficiency of deliveries and reducing local amenity impacts – these could address issues for the central city and other significant suburban activity centres.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Support local governments and industry to develop, trial or evaluate freight operator recognition schemes, similar to those used successfully in London for both operators and receivers. The focus would be on supporting improved efficiency of deliveries while reducing amenity impacts.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Work with local governments to establish consistent arrangements for freight access to local roads, to maximise efficiency while protecting amenity.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Consistent with *Victoria – The Freight State*, investigate the applicability of specific zones and buffer protections, similar to those already in place for ports and airports, to other state-significant freight facilities and precincts.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Ensure investment in the arterial road network in metropolitan Melbourne improves the level of service for freight, to reduce pressure for the diversion of freight transport onto local roads.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)



MAP 23 – FREIGHT NETWORKS AND GATEWAYS BY 2050

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014



- Metropolitan region
- Metropolitan urban boundary
- Urban area
- Road network
- Rail network
- Principal Freight Network – rail
- Principal Freight Network – road
- Bulk port
- Container port
- Interstate freight terminal (indicative location)
- Metropolitan intermodal system terminal (indicative location)
- Airport initiative
- Intermodal terminal precincts
- Port initiative
- Airport
- Seaport
- Key industrial precinct
- SERL South-East Rail Link
- OMR Outer Metropolitan Road

DIRECTION 3.6

INCREASE THE CAPACITY OF PORTS, INTERSTATE RAIL TERMINALS AND AIRPORTS AND IMPROVE LANDSIDE TRANSPORT ACCESS TO THESE GATEWAYS

The government attaches high priority to securing adequate gateway capacity for moving passengers and freight in and out of Victoria. Our seaports and airports are the main gateways to Melbourne from interstate and overseas, and are key economic assets for the state. In coming years, our ports and airports are expected to continue to experience major growth and change.

The Port of Melbourne is Australia's largest container and general cargo port, handling 37 per cent of the nation's container trade in 2011–12. Container movements at the Port of Melbourne are expected to grow at 4 to 5 per cent a year on average in coming decades. Leasing the operations of the Port of Melbourne for a medium term period will help support investment in productive new infrastructure such as the Melbourne Rail Link and East West Link.

The development of the Port of Hastings alongside these enhancements to the Port of Melbourne will ensure Victoria remains Australia's freight and logistics capital, playing a vital role in the Victorian economy. Station Pier at the port is also a popular Australian cruise shipping port of call. Each cruise ship visit contributes, on average, \$1 million to Victoria's economy.

Our airports are handling large increases in business and personal air travel, and high-value airfreight. Air passenger numbers are expected to double in the next 20 years and double again in 50 years. Airfreight is playing an increasing role in facilitating Melbourne's trade, particularly for high-value, time-sensitive commodities (such as fresh produce bound for growing Asian markets). It will be important to protect our current curfew-free airports, support their expansion, plan for a possible future airport to serve the long-term needs of south-east Melbourne and Gippsland, and provide efficient access to each airport.

INITIATIVE 3.6.1

ENSURE SUFFICIENT SEAPORT CAPACITY WITH EFFICIENT LANDSIDE ACCESS

Work began in early 2013 on the \$1.6 billion Port Capacity Project to create additional capacity at the Port of Melbourne. The government has also allocated \$110 million to accelerate the development of the Port of Hastings to create needed capacity to supplement the Port of Melbourne. The Port of Hastings is already an operating commercial port and has access to over 3000 hectares of land zoned for port-related use. It has direct deep-water access and is close to shipping lanes.

To support the development of the Port of Hastings, we will ensure that key rail and road links are adequate to deal with additional container movements. In addition to preserving a transport corridor along the Western Port Highway for enhanced rail and road connections to the Port of Hastings, we will also investigate options for a south-east rail link.

In the short term

- Expand Port of Melbourne container capacity to enable it to handle up to 5.1 million containers.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Lease the Port of Melbourne operations for a medium term period.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Continue planning and development for the Port of Hastings.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Identify a transport corridor for the Port of Hastings along the Western Port Highway corridor for both road and rail connections.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium and long terms

- Progressively convert the Western Port Highway to freeway standard along its entire length, to service demand from the Port of Hastings.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 3.6.2

PLAN FOR THE WESTERN INTERSTATE FREIGHT TERMINAL AND THE PROPOSED BEVERIDGE INTERSTATE FREIGHT TERMINAL

Modest investment in the current interstate rail terminals located at Dynon will improve their efficiency and extend their capacity for some years, but in the medium term it is proposed to relocate this function away from the port and inner-city area in order to improve operational efficiency and free up land for alternative urban-development uses. A pre-feasibility study is being conducted for a new, larger and more efficient Western Interstate Freight Terminal to the west of Melbourne, closer to customers operating large warehousing and distribution centres and servicing both regional and interstate markets. The Western Interstate Freight Terminal will significantly improve the capacity of interstate freight transport connecting to and from Melbourne and allow the eventual creation of an interstate rail bypass of central Melbourne to relieve road and rail congestion pressures on the inner parts of the transport network.

We will work with relevant private-sector operators and track managers to facilitate investment in the Dynon-Tottenham precinct to efficiently meet interstate rail freight demand until the mid-to-late 2020s when the Western Interstate Freight Terminal is expected to be operational.

We will also investigate the potential long-term role of the proposed Beveridge Interstate Freight Terminal. In conjunction with the development of this northern interstate terminal and the Western Interstate Freight Terminal, we will progressively develop an interstate rail bypass of Melbourne using the Outer Metropolitan Ring corridor.

In the short term

- Assess opportunities to upgrade the Dynon Rail Freight Terminal to provide additional short-term capacity.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

- Assess the potential long-term role of the Beveridge precinct as an interstate freight gateway and progress the planning for land and transport corridor protection.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

In the medium to long term

- Gradually develop and commence operations of new interstate freight terminals in the west and north of Melbourne.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE (TRANSPORT)

INITIATIVE 3.6.3

ENSURE SUFFICIENT AIRPORT CAPACITY, WITH EFFICIENT LANDSIDE ACCESS FOR PASSENGERS AND FREIGHT

Melbourne's airports are major economic assets and vital to the vibrancy and growth of the city. We have two curfew-free international airports (Melbourne and Avalon), giving us a significant competitive advantage in air passenger services and airfreight. Airports have an important economic and employment-generation function.

Melbourne Airport is currently our primary national and international gateway for air passengers and airfreight. It handled 28 million passengers in 2011–12 and 31 per cent of Australia's total airfreight. In late 2012, Melbourne Airport announced its preferred new third runway, to be provided within 10 years.

By 2050, it is expected that Melbourne Airport will be developing its fourth and final runway. A major new freight terminal precinct will be developed to the east of the existing aircraft maintenance precinct, with access to the M80 Ring Road and to the Tullamarine and Calder freeways.

Airport- and non-airport-related businesses are also expected to grow significantly on land within the airport boundary and in surrounding areas such as Essendon and Melbourne airports. This may create opportunities to develop tailored business developments that benefit from proximity to airport facilities.

To support this development, a coordinated and staged approach to expanding access to Melbourne and Essendon airports will be required. In the short term this will include widening of the Tullamarine Freeway and City-Link. To adequately service growing travel demand to Melbourne Airport, a passenger rail link will be delivered as part of Melbourne Rail Link.

Essendon Airport in Melbourne's north provides for regular passenger transport, small-to-medium airfreight, a base for emergency services and a range of commercial and retail activities. As well as providing these important services, it has good transport access and is close to other industry and retail uses in Airport West. Opportunities exist to maintain these services, as well as to increase development and employment opportunities.

Over the coming decades, Avalon Airport will increase its role as an international and domestic passenger gateway serving Melbourne, Geelong and western Victoria. The airport will be planning to further develop its passenger and airfreight terminals to support its long-term development beyond 2050.

Moorabbin Airport in Melbourne's south-east is another general aviation airport that provides an important aviation training function, scenic and commercial operations.

Considering the longer term, we will identify the need for a new airport to serve the growing needs of south-east Melbourne and Gippsland, and identify an appropriate site.

In the short term

- Update the State Planning Policy Framework to clarify the role and function of Melbourne's airports – Melbourne, Essendon, Avalon, Moorabbin, the possible future south-east airport and Point Cook.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL
INFRASTRUCTURE (PLANNING)

- Update the State Planning Policy Framework to strengthen airport safeguarding, consistent with the objectives of the National Airports Safeguarding Framework.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL
INFRASTRUCTURE (PLANNING)

- Complete the upgrade and widening of CityLink and a critical section of the Tullamarine Freeway, which will support efficient and reliable road access for vehicles including SkyBus, taxi and hire car services.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL
INFRASTRUCTURE (TRANSPORT)

- Prepare and implement planning provisions for a transport corridor to Avalon Airport.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL
INFRASTRUCTURE (PLANNING)

- Prepare a structure plan linking Essendon Airport and Airport West (Essendon Technology Precinct) that identifies the opportunities for urban renewal and increased development and employment.

METROPOLITAN PLANNING AUTHORITY

- Investigate the opportunities for an 'aero town' concept to support business and hotel accommodation at one of Melbourne's international airports, including the possible future south-east airport.

DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL
INFRASTRUCTURE (PLANNING)