



Image provided by David Simmonds Photography

A MORE CONNECTED MELBOURNE

4

KEY POINTS

Plan Melbourne will be updated to reflect revised and new transport projects.

While it should outline the broad transport needs of the city over the next 35 years, the detail and timing of projects should be subject to transparent assessment and approval processes.

Plan Melbourne 2016 will reincorporate the Principal Public Transport Network to help guide decision making.

While Plan Melbourne 2014 sets out a long-term strategy for the city's growth and development, it also includes goals and directions for critical city-shaping transport projects.

Adaptive transport planning is vital to respond to Melbourne's growth patterns as they emerge and change over time. The detail and timing of transport initiatives demand assessment and analysis so the right transport network investments are made at the right time.

Infrastructure Victoria had been established to advise on infrastructure investments and policy directions. **Plan Melbourne 2016** will identify committed transport projects and future options for strategic linkages.

4.1 UPDATING TRANSPORT COMMITMENTS

The Victorian Government has a plan to transform our road and rail network. **Plan Melbourne 2016** will reflect these changes.

The policy emphasis and directions of these new projects continue to align well with **Plan Melbourne 2014** and transport system development. They will also:

- Drive spatial change and support development of areas of concentrated jobs and housing
- Integrate the transport system across modes and with land use
- Increase the network's capacity, particularly to strategic employment, gateway and industrial locations
- Plan for higher capacity and more sustainable transport such as public transport, walking and cycling as the city grows and consolidates
- Use existing transport assets efficiently, with system improvements and support for more development near existing public transport corridors and key nodes
- Ensure transport improves Melbourne's liveability and amenity and supports development of key places and precincts.

Rail and road projects

Plan Melbourne 2014 will be updated to reflect key new rail projects announced since **Plan Melbourne 2014** was published including:

- The Melbourne Metro Rail Project, which returns to the vision of the draft **Plan Melbourne 2014** alignment and includes new stations to generate new land use and interchange opportunities, particularly around Arden and Parkville
- The removal of 50 metropolitan level crossings (also a key road project)
- The Cranbourne Pakenham Rail Upgrade, which includes removing all level crossings between Dandenong and Caulfield allowing more frequent services and relieving congestion. The enhanced network will better support the Monash National Employment Cluster and land development along the rail corridor
- The Mernda Rail Extension to integrate the new station into the town centre
- Commitments to improving the quality and efficiency of the tram network remain. This includes upgrading specific tram lines to light rail service levels, focusing on higher patronage routes and responding to land use changes.

These projects align with the **Plan Melbourne 2014** initiative to develop Melbourne's rail network as a metro style system and to boost network capacity to support city growth. They include increasing train numbers and adding next-generation rolling stock.

Road based initiatives to be included in **Plan Melbourne 2016** are:

- The Tullamarine Freeway widening
- The Western Distributor or the West Gate Distributor will be subject to the outcome of assessments of the options underway. A decision on the Western Distributor or the West Gate Distributor is likely before **Plan Melbourne 2016** is published
- Road initiatives relating to cycling such as the strategic cycling corridor network remain and Active Transport Victoria will lead development of cycling and walking networks across the city
- Commitments remain to expand the bus network with better facilities and access along with greater on road priority at critical parts of the network
- Potential road initiatives such as connecting the Eastern Freeway and Metropolitan Ring Road in the north-east will remain as options that require further assessment
- The East West Link will be removed from **Plan Melbourne 2016**.

Ports, freight and airports

Port capacity is critical for employment and economic growth. While **Plan Melbourne 2014** committed to a second container port at Hastings it is recognised the development of Webb Dock and Swanson docks now provides more time to determine the best location for a second container port. Infrastructure Victoria will provide independent advice to government on the most appropriate site for a second container port, including locations at Hastings and Bay West. **Plan Melbourne 2016** will reflect these options.

The existing Dynon interstate rail terminals are likely to reach capacity in the early 2020s. In consultation with key industry stakeholders, potential site options to replace these terminals will be assessed, including the currently proposed Western Interstate Freight Terminal and the Beveridge alternative.

Sufficient airport capacity is vital for Melbourne and Victoria's economic future. Current development options for Melbourne and Avalon airports are expected to provide sufficient airside capacity for the state over the life of **Plan Melbourne 2016**. Corridor protection for rail links to Melbourne and Avalon airports are in place. **Plan Melbourne 2014** identifies a potential third airport site in the city's south east but would require a needs assessment.

Further attention will be given to future demands for secondary airports and the role of Essendon, Moorabbin and Point Cook. The provision of training airports in Melbourne's green wedges also needs consideration.

Future commitments

OPTIONS FOR DISCUSSION

- 33 Include future transport options in **Plan Melbourne 2016** as areas for further development and assessment through transport planning and Infrastructure Victoria's advisory role.

Plan Melbourne 2016 should outline strategic transport links and options, but aside from those committed to, should not include specific transport initiatives for the medium term. Melbourne's growth patterns and economic needs will change over time and successive governments will need to respond to the challenges and opportunities this presents for the transport network. This response will be guided by Victoria's transport planning obligations under the *Transport Integration Act 2010* which require the periodic revision of transport planning in the context land use planning, and in the context of advice from Infrastructure Victoria.

Plan Melbourne 2016 will inform medium and long-term transport options and support protection of transport corridors. Future projects and their timing must be made in a transparent and informed environment and be based on solid evaluation processes that include land use development trends, budget considerations and funding priorities.

Transport planning will incorporate key land use strategies such as **Plan Melbourne 2016** and regional growth plans and advice from Infrastructure Victoria.

4.2 TRANSIT CORRIDORS AND THE PRINCIPAL PUBLIC TRANSPORT NETWORK

OPTIONS FOR DISCUSSION

- 34 Include the Principal Public Transport Network (PPTN) in **Plan Melbourne 2016**.

The MAC (2015) report recommends adopting 'transit corridors' as a key transport and land use concept for **Plan Melbourne 2016**. Transit corridors are rail and road corridors that predominantly focus on people movements (rather than freight) and link key activity areas across a city, especially into the central city.

The MAC (2015) report also recommends that a 2030 SmartBus Network be included in **Plan Melbourne 2016** to reinforce land use and the transit corridor concept.

The transit corridors approach represents a modification to the land direction of **Plan Melbourne 2014**. It is regarded as out of scope for the **Plan Melbourne** refresh. This may warrant further development, evidence and community consultation to better understand what the transit corridors approach would mean for Melbourne and its communities and to identify specific corridors as priorities for development.

Adopting the Principal Public Transport Network

A potential response to the recommendation to include the specific transit corridor proposal and the SmartBus proposal is to include the Principal Public Transport Network (PPTN) in **Plan Melbourne 2016**.

The PPTN depicts a long-term vision for a network of public transport corridors expected to provide high-quality public transport services across the metropolitan area. These typically connect activity centres which may be able to support more intensive land development. The role of the PPTN is to indicate to planners where greater activity could be accommodated on the public transport network. The PPTN includes tram, rail and high-frequency bus routes, including SmartBus routes and key transport interchanges.

The PPTN has previously been a feature of Victoria's metropolitan planning documents. The current PPTN is being updated and could be included in **Plan Melbourne 2016**. This will provide certainty for planners and the community, and is consistent with the urban and economic geography directions of **Plan Melbourne 2014**.

Another advantage of the PPTN is the clarity it provides for local governments and communities about key public transport routes to guide local development decisions. It encourages development along and near public transport routes and nodes and demonstrates how the network can underpin future growth.

4.3 ACTIVE TRANSPORT VICTORIA

OPTIONS FOR DISCUSSION

- 35 Incorporate references to Active Transport Victoria and linkages to land use outcomes in **Plan Melbourne 2016**.

The Victorian Government has announced a new Active Transport Victoria unit to increase participation and safety among cyclists and pedestrians. A new Safer Cyclists and Pedestrians Fund will invest in cycling and pedestrian infrastructure improvements with a focus on new, dedicated paths.

Active transport is critical to an integrated transport system. Land use planning and major urban renewal development precincts are enablers in the development of an integrated transport system, including an inclusive walking and cycling network.