



PLANNING FOR ALL OF MELBOURNE

The Victorian Government response to the *Melbourne 2030* Audit



FACT SHEET TRANSPORT AND MANAGING CONGESTION

Melbourne is a growing, successful international city with a population that could reach five million people by 2030. This growth, combined with the challenges of climate change, housing affordability and transport require decisive action. The Victorian Government will take a strong lead in planning for all of Melbourne, in partnership with local government, stakeholders and communities, to enhance Melbourne’s highly valued liveability.

Land-use development and transport planning are inextricably linked.

The form of our urban environment has a direct impact on the cost of providing transport services and infrastructure.

Likewise, the public transport system and road network shapes our city, determining where and how we live, work, learn and play.

Keeping Melbourne’s transport system running effectively is vital to maintaining the city’s liveability and economic strength.

COMMITMENTS

The Government will continue to undertake various actions to address public transport issues and manage congestion across the metropolitan transport network.

This includes:

- implementing priority projects to respond to public transport demand, building on the Government’s \$10.5 billion *Meeting Our Transport Challenges* plan
- developing an integrated, long-term vision for Melbourne’s transport system that helps Victoria meet its greenhouse gas reduction target, and builds on the Government’s response to the *East West Link Needs Assessment*, due later in 2008
- implementing the new \$112.7 million congestion plan, *Keeping Melbourne Moving*, to alleviate congestion and deliver new walking and cycling infrastructure to provide more transport choice
- investing \$4 million to plan and protect future major transport routes, and ensure existing public transport services are integrated to provide greater access to employment opportunities
- investing a further \$51.9 million over four years for Transit Cities projects to help revitalise metropolitan and regional centres and make them economically stronger, better places to live and work, including: \$24.5 million for central Geelong; \$8.4 million for Broadmeadows; and an additional \$19 million for Dandenong
- development of a new *Victorian Freight Network Strategy* and a *Port Environs Framework* for the Port of Melbourne.

FAST FACTS

- The metropolitan rail network is carrying the highest number of passengers in Victoria’s history – more than 189.4 million trips a year.
- Public transport patronage has grown by almost 20% over the past two years alone.
- Since 1999, the Victorian Government has added more than 1000 extra weekly services to the metropolitan train system, expanded tram services, and improved bus links.
- By 2020, it is estimated that Melbourne’s road freight task will increase by more than 50%.
- Road congestion costs the Victorian economy between \$1.3 and \$2.6 billion a year (Victorian Competition & Efficiency Commission estimate).



FREQUENTLY ASKED QUESTIONS

What is being done to improve public transport?

Public transport continues to be the principal mode for people travelling to inner and central Melbourne. In the last two years, public transport trips have increased by more than 20%.

In 2006, the State Government released the \$10.5 billion *Meeting our Transport Challenges* package of initiatives to build better transport connections, deliver major improvements to public transport, and link long-term planning for Victoria's transport system with broader planning issues. \$6 billion of this is for public transport, walking and cycling improvements in the metropolitan area.

The Government is accelerating the planning and delivery of new or upgraded transport infrastructure and services to meet increased levels of public transport demand through priority projects, such as:

- third track at Laverton to run "short starters", allowing for three additional morning peak-hour services on the Werribee line (\$92.6M)
- Westall Rail Upgrade, to run three more morning peak-hour services on the Dandenong line (\$153M)
- Craigieburn Track Upgrade to run two more morning peak services and improve reliability of V/Line services to Seymour and Albury (\$30.2M).

These initiatives were funded through the 2008-09 State Budget.

How will the Government meet the needs of public transport options for people living in new suburbs and growth areas?

The Government is considering possible extensions to the Principal Public Transport Network to meet the needs of new communities in growth areas. These would cater for increased journeys to jobs, services and activities in central Melbourne as well as more dispersed travel and employment patterns in middle and outer areas.

New Precinct Structure Planning guidelines for growth areas will also help to improve the integration of transport and land-use planning.

How does the *Melbourne 2030* Audit relate to the Eddington Report?

The two are closely linked. The Eddington Report recommends "the Government should continue to implement *Melbourne 2030* and resist pressures to significantly alter the framework's parameters".

The *Melbourne 2030* Audit highlights the importance of ensuring our longer-term vision for Melbourne's transport system is well-integrated with our land-use planning priorities.

The new Department of Transport will have a strong focus on integration through its Integrated Transport Planning division. This area will have responsibility for the Government's response to the *East West Link Needs Assessment*, due later in 2008, and will work closely with the Department of Planning and Community Development in developing the response.

The new strategy *Keeping Melbourne Moving* concentrates on roads. How does that help public transport?

Keeping Melbourne Moving, the new \$112.7 million plan to ease congestion on the road network, will benefit all road users, including trams, buses, and cyclists.

The plan will standardise and extend clearway times on key public transport routes to improve traffic flow during peak times.

Also included in the plan is an extension of the tram and bus priority program and a funding boost for cycling and pedestrian facilities.

The plan will help reduce congestion by improving traffic flow and provide greater priority for public transport services with a focus on the most heavily congested routes.

What plans are there to deal with the growth in freight traffic?

The development of a strategy to deliver freight infrastructure requires long-term and strong collaboration between State, local and Commonwealth governments. The proposed *Victorian Freight Network Strategy* will identify the economic, land-use and transport implications of planning road, rail, sea and air freight corridors, linkages, routes, and places; and improving their connectivity with key regional, interstate and international destinations. This work will be supported by the development of a *Port Environs Framework* for the Port of Melbourne.