



# 8

## Better transport links

### Direction 8

- 8.1 Upgrade and develop the Principal Public Transport Network and local public transport services to connect activity centres and link Melbourne to the regional cities
- 8.2 Improve the operation of the existing public transport network with faster, more reliable and efficient on-road and rail public transport
- 8.3 Plan urban development to make jobs and community services more accessible
- 8.4 Coordinate development of all transport modes to provide a comprehensive transport system
- 8.5 Manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure
- 8.6 Review transport practices, including design, construction and management, to reduce environmental impacts
- 8.7 Give more priority to cycling and walking in planning urban development and in managing our road system and neighbourhoods
- 8.8 Promote the use of sustainable personal transport options



## Upgrade and develop the Principal Public Transport Network and local public transport services to connect activity centres and link Melbourne to the regional cities

By 2020, the Government intends that public transport's share of motorised trips within Melbourne will rise to 20 per cent from the current level of 9 per cent. Achievement of this target will be influenced to a large degree by changes in travel modes in outer suburbs.

It will also depend on development of two main markets for public transport:

- trips that use high-quality public transport services for long-distance fast travel to get to and from activity centres – traditionally, this has meant rail transport and commuting to Central Melbourne, but, increasingly, it will include light rail, tram and express bus services on non-radial routes connecting Principal and Major Activity Centres
- trips that use frequent local public transport for travel to Neighbourhood Activity Centres and to provide easy connections to Principal Public Transport Network routes – improved bus and taxi

interchanges and coordination of timetables and fares will build better links with this network.

It will depend on major improvements to public transport through the Principal Public Transport Network. More than half of this network is already in place through metropolitan Melbourne's radial train and tram system. The rest of the network – some 40 per cent – will be added mainly through new cross-town bus routes. It will be complemented by new fast train services that serve key regional cities and townships and connect with Principal and Major Activity Centres along the radial routes leading to Central Melbourne (see 'Bus, tram and train plans'). This will open up many opportunities for stronger links between cities and will help the economy to grow.

At present, there are gaps in the system. The Principal Public Transport Network does not adequately service some Principal and Major Activity Centres – particularly those that were sited in the 1960s and 1970s as car-based shopping malls, so connections to these must be improved. Planning will look at ways to improve public transport services and

interchanges at stand-alone shopping centres, including the Frankston line and Southland shopping centre, tram and bus services at Airport West and Highpoint, and improved bus services at Chadstone and Doncaster.

In addition, particularly in the inner urban area, gaps in the existing system (including light rail/bus) will be identified and addressed. The network will need to be extended to connect with these types of new activity centres as they develop.

Key strategic transport corridors will be identified and planned to provide for fast, reliable and frequent public transport services. Some of this work will involve developing and extending the existing fixed-rail network.

In the 2002–03 Budget, the Government has provided \$98 million to electrify the rail line to Craigieburn and \$30 million for the first stage of extending the Burwood Road tram to Knox City. Other extensions awaiting funding are the rail lines to Cranbourne East and South Morang.



By 2020, the Government intends that public transport's share of motorised trips within Melbourne will rise to 20 per cent



Figure 41. Melbourne's Principal Public Transport Network

*Principal Public Transport Network*

— Tram and principal bus network (existing and proposed)

— Melbourne metropolitan rail network

■ Potential new rail station

— Proposed network extension

— Potential network option

— Regional fast rail

■ Urban area – public transport access improvements (local bus, cycling and walking facilities)

● CAD, Principal, Major and Specialised Activity Centre

— Urban growth boundary

— Rail network

— Major road network (existing and proposed)



Possible future options reflecting the priorities of *Melbourne 2030* are the electrification of the rail line to Melton, and an extension to serve Epping North.

Most gaps in the system, however, will be met by new strategic cross-town public transport routes. Due to the radial design of our rail network, a cross-town bus network is needed to meet changing needs and land-use patterns across Melbourne. The demand patterns of the former dormitory suburbs are changing and interconnections with surrounding activity centres have become more important.

The Principal Public Transport Network must be supported by a comprehensive network of local public transport services. Typically, buses and taxis will provide these local services and other niche modes (such as ferries) may be appropriate to specific travel needs and locations.

The provision of local bus services has not kept pace with urban development and many people now live beyond convenient walking distance (400 metres) of any form of public transport. To ensure that public

transport provides the majority of people with a realistic travel option, it is necessary to provide local bus services throughout the urban area. These local bus services will be designed to meet the need for local travel as well as providing for longer distance trips in conjunction with the Principal Public Transport Network.

Other areas where performance needs to be substantially improved include:

- improvements in public transport frequency, reliability and ease of use
- faster on-road travel times
- coordination between services and interchanges
- the implementation of a new ticket and fare system
- better information, including maps and timetables.

Achieving greater use of public transport will require action on many other fronts. *Melbourne 2030* applies land-use planning to increase densities, maximise the use of existing infrastructure and improve the viability of public transport operation.

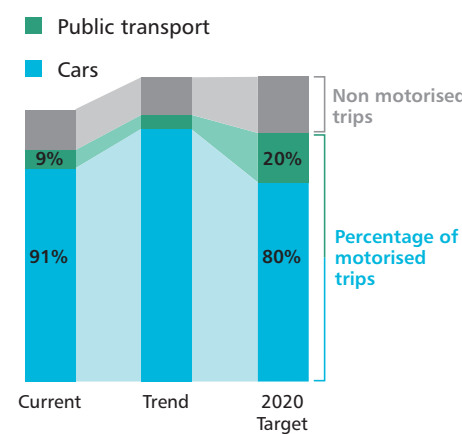


Figure 42. Travel mode, 2020 target  
Source: Department of Infrastructure analysis, Victorian Activity Travel Survey

# Initiatives

**8.1.1** Produce a service development and management plan for Melbourne in 2003 that sets priorities and identifies the actions required to achieve the 2020 public transport use target of 20 per cent. This will include:

- improvements to the Principal Public Transport Network
- improvements for local public transport services with a focus on transport interchanges at Principal and Major Activity Centres

- completion of the fast rail upgrade projects linking Melbourne to Geelong, Ballarat, Bendigo and the Latrobe Valley
- complementary activities, such as education and pricing policy, aimed at reducing demand for private car travel

**8.1.2** Define and publish targets for public transport service delivery (coverage, frequency and reliability) to be met by the various elements of the public transport system

**8.1.3** Plan for the selective expansion of the rail network to connect to new and existing Principal and Major Activity Centres that rely solely on bus connections and taxis

**8.1.4** Identify key public transport, freight and private car routes between activity centres that can be upgraded to cross-town transport corridors

**8.1.5** Work with the bus industry to identify, reorganise and plan for improvements to bus routes that will meet local travel needs and act as feeders to the Principal Public Transport Network





## Bus, tram and train plans

Separate, interconnected plans are being developed for each travel mode, to set out priorities for investment in public transport. These plans are essential if public transport is to reach the 20 per cent mode share target by 2020 set out in *Growing Victoria Together*. They recognise the hierarchy of public transport services in the metropolitan area, and will be integrated, on an area-by-area basis, so that mobility and access, rather than provision of a particular modal service, is the end point.

The Principal Public Transport Network plays a central role in longer-distance travel, and most local route and feeder services are provided by buses. Radial services are primarily provided by train and tram, while a strengthened role for premium cross-town services is to be developed using buses or trams.

The plans are as follows:

**Metropolitan Bus Plan** – a comprehensive plan to improve bus services throughout metropolitan Melbourne and to maximise their value to the community. It will cover the premium cross-town services, route and local feeder services. State-of-the-art techniques for bus operations will be evaluated, as will new methods and technologies for best practice in service effectiveness, demand-responsive services, premium services (such as the SmartBus program), vehicle design and operation.

**Metropolitan Tram Plan** – this strengthens the role of the existing tram network by improving its performance and making it more competitive with private motorised travel. In addition, extending the network to Principal and Major Activity Centres and introducing new cross-town services on the Principal Public Transport Network will complement the Transit Cities program. Tram stops and interchanges with other services will be reviewed, with a focus on access to services by people with disabilities. Service levels and performance standards for trams will be revised.

**Train Plan** – this will cover all Victoria, due to the interdependence of metropolitan and Statewide heavy rail infrastructure. In the long term, it will meet the needs of the community and of people using the rail network and will address issues ranging from capacity to network extensions and infrastructure for improved operations. It forms a framework in which projects can be assessed and implemented. A more effective use of the network is expected. In the metropolitan area, demand for train services will be altered by urban and other developments envisaged in *Melbourne 2030*, so train operations and infrastructure will also need to be flexible.





## Improve the operation of the existing public transport network with faster, more reliable and efficient on-road and rail public transport

Melbourne has an extensive existing network of public transport services which needs to be better utilised to increase transport choice, reduce car dependency and meet the mode share target for 2020. Opportunities exist to significantly improve the frequency, reliability and efficiency of the existing network (see 'Tram 109').

A key target will be the 'red spots' – blockages that exist throughout the network, which limit the movement and reliability of buses, trams, and taxis.

Initiatives have been introduced to try and solve this problem across the road-based public transport network. Examples include transit lanes, clearways, traffic-light prioritisation and stop design.

In order to achieve greater efficiency and reliability across the network, greater attention must be paid to identifying and resolving causes of delay to public transport services.

### Initiatives

- 8.2.1** Identify and develop strategies to deal with on-road public transport 'red spots' that delay services across the network, through a cooperative program between VicRoads, the Department of Infrastructure and private transport providers
- 8.2.2** Undertake an annual program of works and/or road-space management measures to make on-road public transport faster and more reliable
- 8.2.3** Work with private rail operators to develop a parallel program to identify and treat rail 'red spots'
- 8.2.4** Identify rail corridor capacity limitations, and develop long-term strategies to increase speed and loadings across the network – this will include identifying future requirements for additional tracks on existing corridors



Opportunities exist to significantly improve the frequency, reliability and efficiency of the existing system



## Tram 109

The Tram 109 project is a major part of the Victorian Government's initiative to create an effective and sustainable integrated transport system for Melbourne.

Route 109 runs from Port Melbourne to Mont Albert and is one of the longest tram routes in Melbourne. It is being extended at each end, to Box Hill shopping centre and on to Station Pier.

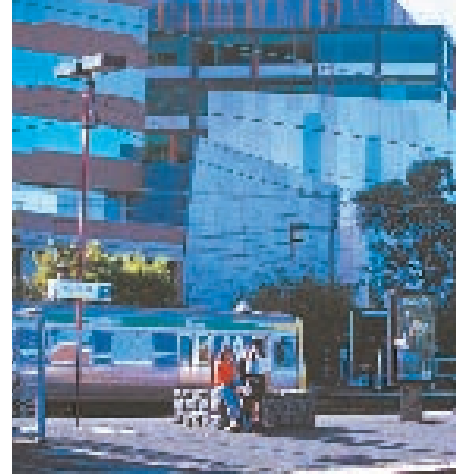
The project will feature trams with low floors, and 'superstops'. This is a pilot project to identify ways to improve services for all tram users.

The new low-floor trams, with single-step access at platform level, will set new levels of passenger comfort and improve accessibility. Superstops have been built in Collins Street at intersections with Swanston Street and Spring Street to complement the low-floor trams. A raised platform with ramp access at matching height lets commuters embark and alight more easily.

Benefits of Tram 109 for the route's passengers and commuters include improvements in overall travel time and reliability, safety, universal access (particularly for senior citizens and mobility-impaired passengers) and location-specific integrated urban design. For inner urban travel, it provides an attractive, viable and environmentally responsible alternative to car transport.



## Plan urban development to make jobs and community services more accessible



Improvements to public transport, walking and cycling networks will be coordinated with the ongoing development and redevelopment of the urban area. Public transport typically does not have the physical or financial flexibility to provide access to dispersed or unplanned patterns of urban development.

To increase public transport usage, and to ensure people consider it as a realistic choice for many everyday trips, residential development and activity centre development will be located with access to established and proposed transport networks. Key trip generators, such as higher density residential development and Principal, Major and Specialised Activity Centres, will be concentrated on the Principal Public Transport Network – that is, the main rail, tram and cross-town bus services.

### Initiatives

**8.3.1** Require that integrated transport plans be prepared for all new major residential, commercial and industrial developments, and develop guidelines for developers and councils that emphasise sustainable transport outcomes, including provision for:

- setting mode split targets
- managing access and egress
- defining parking requirements (including setting maximum rather than minimum provision)

- supporting public transport use
- encouraging access by cyclists and pedestrians

**8.3.2** Develop design criteria for public transport services in new development areas and ensure that route, bus stop and interchange arrangements are included in the planning process from the outset

**8.3.3** Develop performance standards for safe pedestrian and cycling access to activity centres and other strategic redevelopment sites



Improvements to public transport, walking and cycling networks will be coordinated with the ongoing development and redevelopment of the urban area





## Coordinate development of all transport modes to provide a comprehensive transport system

Previous transport strategies for metropolitan Melbourne used a 'predict and provide' approach where the provision of transport infrastructure was based on trend projections of usage. *Melbourne 2030* focuses on results. It aims to meet specific mode share targets for public transport and freight, and to increase walking and cycling.

The role and function of each mode will be determined within the context of overall travel demand and the capabilities of the transport system. Transport system management plans will be prepared in key transport corridors or other parts of the region where major investments are proposed, particularly where required to implement the Principal Public Transport Network. These will assess accessibility needs within each corridor or area, ensuring a coordinated approach (see 'Inner West Integrated Transport Strategy'). All new transport projects will be evaluated against common criteria that relate to the objectives of *Melbourne 2030*.

*Melbourne 2030*, identifies the major infrastructure needs of the city. Over the life of *Melbourne 2030*, any new proposals for changes to the transport system will be tested for their consistency with its sustainability objectives.

### Inner West Integrated Transport Strategy

This strategy will establish a 20-year regional framework plan for developing and managing the transport networks of the cities of Hobsons Bay, Maribyrnong and Moonee Valley.

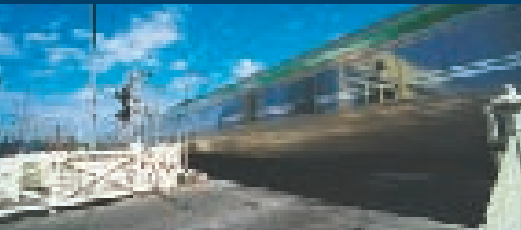
It will focus on all transport modes, emphasising opportunities for better integration between modes and with land uses.

It is being developed by the Department of Infrastructure in partnership with the three local councils, VicRoads and others. A communications strategy, including ongoing public consultation, is part of the project.

The plan will provide:

- a more sustainable transport system that encourages walking, cycling and public transport and reduces private car dependency
- accessibility and coordination between transport services
- maintenance of high-quality rail and road links between the regions involved
- efficient links between industry and critical transport infrastructure that build on other initiatives (as at the Port of Melbourne), to provide better access to strategic networks and increase the amount of freight transported by rail
- management of the region's arterial road network, land-use and activity patterns to minimise impacts on the amenity of residential and commercial areas
- reservation of land to serve long-term needs.

All new projects will be evaluated against criteria to meet Melbourne 2030 objectives



# Initiatives

- 8.4.1** Prepare a new road development and management strategy consistent with the outcomes and mode split targets established in *Melbourne 2030*
- 8.4.2** Incorporate provision for public transport and cycling infrastructure in all major new State and local government road projects
- 8.4.3** Develop new approaches and guidelines to improve the application of development contribution plans so that

they help with the delivery of planned transport infrastructure, including arterial roads that are required to meet the needs of new communities

- 8.4.4** Incorporate public transport, cycling and walking improvements with the freeway development in the Scoresby Integrated Transport Corridor
- 8.4.5** Develop integrated guidelines for the evaluation and design of new developments which recognise all transport modes, for private and business access

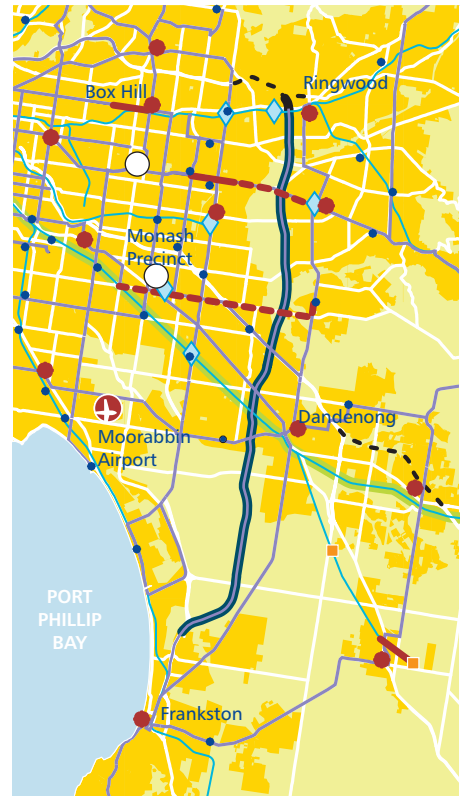


Figure 43. Scoresby Corridor

- Principal Activity Centre
  - Specialised Activity Centre
  - Major Activity Centre
  - Regional fast rail
  - Urban area – public transit access improvements (local bus, cycling and walking facilities)
  - Proposed Scoresby Freeway
  - Freeway under construction
  - Major road
- Principal Public Transport Network
- Bus and tram network (existing and proposed)
  - Melbourne metropolitan rail network
  - ◆ Potential major public transport interchange
  - Proposed network extension
  - Potential network option
  - Potential new rail station





## Manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure

The road system will remain the key element of the region's transport system. While growth in car usage will be moderated as a result of *Melbourne 2030*, roads will continue to be needed for the region's ongoing development, and freight demands are expected to increase.

Despite the 20 per cent share of motorised trips target for public transport, some 60 per cent of all personal trips will continue to be undertaken by car.

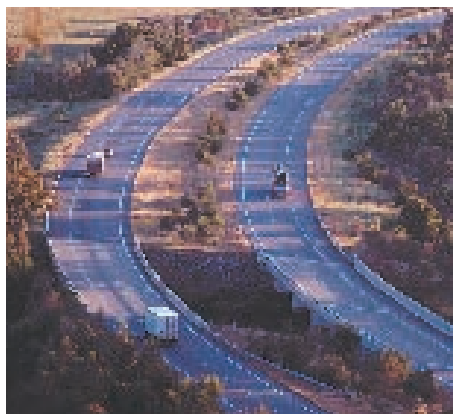
However, the focus for road system development will change. In a sustainable transport strategy, indefinite expansion of road system capacity to meet continuing growth in traffic demand is not an appropriate response. For the developed urban area, road space is a finite resource. *Melbourne 2030* aims to improve management of the existing road system and

to make better use of the community's investment in roads. Factors that must be considered include the needs of all road users, the road use efficiency of different modes and the requirements of adjacent land uses. Techniques might include provision of wider footpaths, bicycle lanes, transit lanes (for buses and taxis) and specific freight routes. 'Intelligent' transport systems, spreading peak demand, giving priority to high-occupancy vehicles and other measures will be used to make the best use of this valuable resource.

Selected expansion and upgrading of the road network will continue. Improvements will include the completion of high-quality connections between regional cities, the upgrading of key freight routes, and ongoing development in outer suburban areas. Upgrades to arterial and secondary road systems will also be undertaken to provide higher standards of on-road public transport. As road vehicles (car, bus, freight, commercial and emergency service vehicles)

will continue to be needed for many trips, key cross-town arterial links in the outer suburbs must be improved.

A greater proportion of new transport infrastructure in development areas will need to be financed by new development. The development contributions system will be used to help fund delivery of transport infrastructure to service new and growing communities in an integrated, strategic manner.



### Selected expansion and upgrading of the road network will continue



# Initiatives

- 8.5.1** Complete the upgrading of the major arterial road links from metropolitan Melbourne to regional cities
- 8.5.2** Introduce into the planning system principles for managing access to and from different categories of roads
- 8.5.3** Develop a plan for management of arterial roads so that road space allocation better meets community and business needs in different urban environments
- 8.5.4** Improve road networks where public transport is not viable, and where the road development is compatible with the Neighbourhood Principles and urban design objectives – in particular, continue improving roads in developing outer-suburban areas to cater for car, public transport, freight, commercial and service users
- 8.5.5** Improve the management of key freight routes to make freight operations more efficient while reducing their external impacts
- 8.5.6** Adopt, where appropriate, developments in transport technology that will make our roads more efficient and safer
- 8.5.7** Adopt travel demand management measures to use road space more equitably and encourage more sustainable travel habits





## Review transport practices, including design, construction and management, to reduce environmental impacts

There are many opportunities to further reduce the environmental impact of transport. The major concerns are air pollution and noise at local level, the consumption of fossil fuels, and greenhouse gas emissions. Significant progress has been made in reducing vehicle emissions through design requirements. Higher standards for emission controls and fuel consumption will continue to be introduced nationally over the life of *Melbourne 2030*.

Development of industry can have adverse impacts on inner urban residential areas. Careful intervention is required to minimise conflict as freight volumes grow. The operational and transportation impacts associated with freight generating facilities can be minimised by careful selection of sites in relation to other urban development and the transport network.

Across Victoria, improvements will be made at project and operational levels. For example, environmental outcomes will be improved by applying better environmental practices during project implementation, more stringent noise standards, and guidelines for freight operators.

## Initiatives

**8.6.1** Prepare environmental design and construction guidelines that ensure best practice standards and that reduce the environmental impacts of transport infrastructure – adopt them for all transport projects undertaken by State agencies, require local councils to apply them to State-funded projects, and encourage franchisees and other companies providing transport facilities and services to do the same

**8.6.2** Update standards and procedures for reducing traffic and rail noise, including noise standards for new projects and targets for existing infrastructure

**8.6.3** Develop guidelines for industrial land managers to reduce the environmental impact of freight operations

**8.6.4** Prepare and publish new evaluation guidelines for transport projects that are consistent for all travel modes and emphasise social, environmental and economic performance as the basis for assessing funding priorities

Across Victoria, projects will use better environmental practices





## Give more priority to cycling and walking in planning urban development and in managing our road system and neighbourhoods

For many trips, walking and cycling are the most energy-efficient and effective means of mobility, minimising the environmental impacts of travel and providing direct benefits for personal health and social wellbeing.

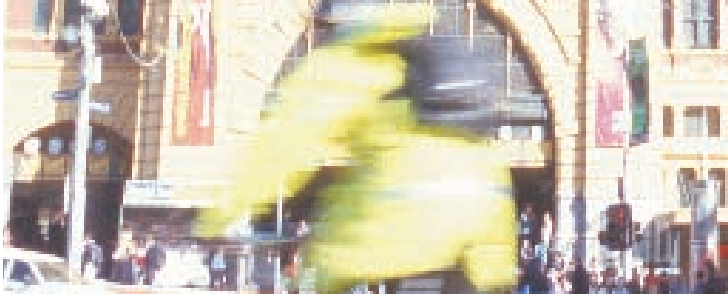
Much urban development in past decades has discouraged the use of walking and cycling. People are put off cycling by traffic and by the lack of end-of-trip facilities including parking, storage and showers. Pedestrians, people with prams and pushers, and people using wheelchairs and scooters are discouraged by the poor quality of the pedestrian environment. The design of many newer subdivisions locates neighbourhood facilities such as local shopping centres and community facilities beyond convenient walking distance.

These barriers will be removed to create an environment that is safe and attractive for all people, including pedestrians and cyclists, and particularly for the young and other vulnerable users. Local cycling networks and new cycling facilities will complement the metropolitan-wide network of bicycle routes – the Principal Bicycle Network – which will be completed, resources permitting, by 2015.



Figure 44. Providing for cycling

Local cycling networks and new facilities will complement the metropolitan-wide network of bicycle routes



# Initiatives

- 8.7.1** Continue to develop the Principal Bicycle Network – to be completed (resources permitting) by 2015 – and give priority to sections that link with activity centres
- 8.7.2** Implement a walking action plan (for the whole of Victoria) that includes provision for footpath-bound vehicles such as wheelchairs, prams and scooters
- 8.7.3** Amend planning and/or building controls so that end-of-trip facilities for bicycles are provided in commercial buildings
- 8.7.4** Provide improved facilities, particularly storage, for cyclists at public transport interchanges and rail stations
- 8.7.5** Develop a bicycle action plan which brings together all elements needed to substantially increase bicycle use





## Promote the use of sustainable personal transport options

*Melbourne 2030* encourages a change in travel behaviour to more sustainable options, such as public transport, walking and cycling. In particular, it promotes non-motorised travel for short trips, and public transport for longer trips. Programs that will be developed and implemented to achieve this will focus on raising awareness of alternative means of travel, motivating people to use them, reviewing how transport is priced (since most travel options are not priced to reflect their true cost), and the amount of car parking that is provided.

Encouraging travellers to use sustainable options depends on changes in travel behaviour across the community. In itself, the provision of improved transport networks and complementary land uses may not be sufficient to achieve the desired degree of change.



## Initiatives

- 8.8.1** Complete the pilot TravelSmart program, and independently review its outcomes
- 8.8.2** Develop a comprehensive travel demand management plan
- 8.8.3** Develop improved systems that provide comprehensive travel information so that people can make informed choices
- 8.8.4** Develop and implement 'green travel plans' for Department of Infrastructure offices, and promote these to other government departments and agencies and other workplaces
- 8.8.5** Review car parking policies and management in Central Melbourne and at Principal and Major Activity Centres while considering the needs of shoppers and short-term visitors, so that more people will be encouraged to switch to public transport

## TravelSMART

The TravelSMART program is an innovative project aimed at encouraging people to choose sustainable travel alternatives such as cycling, walking or catching public transport, and reducing their dependency on the car. It involves State and local governments working with individuals, households and organisations to identify and promote these alternatives where possible.

TravelSMART benefits participants by:

- saving time
- saving money from using your car less
- improving personal health
- improving knowledge of local transport options
- increasing local connections with neighbours and community.

TravelSMART benefits the community by creating:

- less car traffic on our roads
- less pollution and greenhouse gases
- improved community health and wellbeing
- stronger local economies
- improved community safety.

Melbourne 2030 encourages non-motorised travel for short trips