NEED 10: MEET GROWING DEMAND FOR ACCESS TO ECONOMIC ACTIVITY IN CENTRAL MELBOURNE

Victoria’s high productivity industries are typically concentrated in central Melbourne. The centralisation of economic activity is only expected to continue as the economy is increasingly services-driven. Demand for central city access from all parts of Melbourne and many regional areas is likely to grow strongly, leading to increasing capacity constraints on the transport system, which are particularly pronounced in Melbourne’s west and north.

The options presented to meet this need include a range of different modes, locations and types of interventions. While some are about pricing and regulation to change how and why we access the central city or improve the use of existing infrastructure, many seek to expand the existing network.

Options to meet growing demand for access to economic activity in central Melbourne

Changing behaviour, managing demand

Car parking management (CPM) – Reduce the attractiveness of commuting by car to the CBD by using the government congestion levy more effectively to increase parking prices. Changes to pricing could be done in conjunction with regulations to limit the physical availability of car parking in the CBD in future developments.

Increased telecommuting (ITT) – Increase telecommuting by providing CBD businesses with financial incentives to keep employees working from home, to reduce demand on the transport network.

Transport network information centralisation (TNI) – Roll out ICT infrastructure that provides centralised real-time information across the transport network (both private and public transport) to support commuters to make real-time multi-modal decisions about their journey.

Transport network price regime (TNP) – Overall pricing review to manage demand for travel at peak/non-peak times across the entire transport network.

Better use

Employment outside central city incentivisation (EOC) – Provide planning and financial incentives to encourage businesses to locate outside the central city.

High capacity trains – 7-car (HCT3) – Procurement of 7-car high capacity trains for the metropolitan network. This option will include associated minor upgrades to track and stations and the upgrade and electrification of the existing line to Baxter where the stabling and maintenance will be located.

High capacity trains – 10-car (HCT2) – Procurement of 10-car high capacity trains for the metropolitan network. This option would include associated major upgrades to power, stabling yards, platform lengths and other ancillary assets.

Hoddle Street/Punt Road public transport prioritisation (HSP1) – Prioritise public and active transport traffic flows along and across Hoddle Street/Punt Road using traffic management systems and changes to road space allocation.

Public transport train timetabling (PTT) – Deliver new timetabling across the train system to realise all available capacity, by reconfiguring service to better meet patronage demand.

Rail signals and fleet upgrade (RSF) – Upgrade the signalling system across the entire metropolitan train network to accommodate more trains on the existing network.
**Road space allocation changes (RSA)** – Prioritise public transport and active transport on the road network into the central city and employment centres.

**Strategic transit-oriented development corridors (STO)** – Designate a set of strategic public transport corridors that are suited for increased development. These would be located around existing transport services, like train stations and tram routes, to better connect employment centres and join these employment centres to the central city.

**Train platform utilisation (TPU)** – Encourage more even use of train platforms when boarding and alighting to boost train capacity.

**Tram and train fleet modifications (TTF)** – Improve train and tram capacity, including modifying existing train and tram fleets through reduced seating.

**New and expanded assets**

**Advanced traffic management (ATM)** – Expand the use of traffic management tools (such as lane use management, access ramp signalling and CCTV) to manage freeway flows and achieve higher levels of efficiency and reliability.

**Bicycle highways through the central city (BHT)** – Build dedicated bike lanes to facilitate better travel into and across the CBD.

**Burnley rail group upgrades (BRG)** – Upgrade the Burnley group of lines to support the development of a metro rail system. This would include the rationalisation of Burnley junction, duplication of the line between Mooroolbark and Lilydale to facilitate additional services and improve reliability of the Ringwood corridor, and the quadruplication of the line between Burnley and Camberwell stations.

**Central city tram network extension (CCT)** – Extend tram lines within the central city area including to the new redevelopment areas of E-Gate and Fishermans Bend and the missing tram link between Dynon and Footscray.

**City loop reconfiguration (CLR)** – Reconfigure the Melbourne Underground Rail Loop (MURL) to increase capacity, particularly on the Upfield, Craigieburn and South-East rail lines.

**Clyde rail extension (CRE)** – Extend the metropolitan rail network to Clyde from the current terminus at Cranbourne in Melbourne’s south east.

**Doncaster tram service (DTS)** – Extend the Route 48 tram from Balwyn Road/Doncaster Road intersection through to Doncaster shopping centre.

**Geelong and Werribee rail upgrade (GWR)** – Provide a new track pair to quadruplicate the tracks from Deer Park to West Werribee via Tarneit and Wyndham Vale stations.

**Geelong fast rail (GFR)** – Implement a fast rail service (less than 30 minutes) between Geelong and Melbourne (Southern Cross Station).

**Geelong rail electrification (GRE)** – Electrification of the Geelong line and operation of high-capacity electrified rolling stock from Grovedale via the recently constructed Regional Rail Link to improve capacity and reliability.

**Growth area train station upgrade and provision (GAT)** – Provide new stations in growth areas such as Truganina, Black Forest, Sayers, Davis and Dohertys Roads and upgrades to existing over capacity stations.

**High speed rail from Sydney to Melbourne (HSR)** – Construct a high speed rail line between Melbourne and Sydney to provide an alternative to air travel.

**Melbourne Metro 2 (MMS)** – Construct a heavy rail connection between Clifton Hill and the CBD through to Fisherman’s Bend and Newport via two new rail tunnels.

**Melton rail electrification (MRE1)** – Extend the electrified suburban rail network from Sunshine to Melton, including the quadruplication of tracks between Sunshine and Deer Park. The works
would also include the removal of three level crossings on the Ballarat line between Sunshine and Deer Park West.

**Regional rail eastern corridor dedicated rail track (RRE1)** – Build dedicated regional rail tracks on the south-east corridor to separate regional passengers and freight from metropolitan trains.

**Regional rail electrification (RRE2)** – Electrification of passenger rail services to Geelong (Sunshine to Waurn Ponds), Ballarat (Sunshine to Wendouree) and Bendigo (Sunshine to Epsom and Eaglehawk) to increase line capacity and reliability.

**Train station carparking improvement (TSC)** – Construction of new or expanded rail station car parks to increase capacity or park-and-ride facilities across regional and metropolitan networks.

**Wallan rail electrification (WRE1)** – Extend the electrified metropolitan rail network to Wallan.

**Wollert rail extension (WRE2)** – Extend the electrified metropolitan rail network to Wollert.

**Other options that Infrastructure Victoria considered**

**Central city job cap (CCI)** – This option was filtered out on an ESE assessment. This option would have multiple highly detrimental impacts including reducing Victoria’s Gross State Product (GSP). Also it is likely that any jobs lost from the central city would move to other cities, interstate or overseas rather than disperse to other employment centres.

**Cross city road tunnel (CCR)** – This option was considered and found to be extremely costly and may in fact produce an adverse outcome by creating greater road congestion by re-routing traffic from south and north cross city routes to a tunnel entrance located closer to the CBD.

**Doncaster heavy rail line (DHR)** – This option has a high cost, and feasibility studies indicate that few people will change to public transport if a heavy rail service were available compared to the existing bus service.

**New underground metro rail system (NUM)** – This option for a decoupled metro-style subway system does not make a significant enough contribution to the need relative to the expected cost of over $10 billion. Other options raised would be more effective and less costly.

**The Rowville heavy rail line (RHR)** – Feasibility studies have suggested the line will have a minimal impact on mode shift.

**Water taxis/buses/ferries to the central city (WTB)** – The option makes a low contribution to the need as the expected travel time for these trips would not make them an attractive option to people seeking access to the city. Should a commercial operator proceed, government may have a minor role in addressing any planning or regulatory barriers.

**Concepts requiring further development**

**Automated car technology (ACT)** – Introduction of regulations to permit the use of automated driverless vehicle technology on Victorian roads.

**Advanced driver assistance applications (ADA)** – Invest in connected vehicle technology and conduct trials to support Advanced Driver Assistance Systems (ADAS) applications.

**Avalon Airport bus dedicated road priority (AAB)** – Implement a dedicated priority lane for bus services for the entire journey connecting Southern Cross Station and Avalon Airport.

**Bendigo rail full metropolitan separation (BRF)** – Fully separate Bendigo regional services from metropolitan services between Sunbury and Sunshine by quadrupling tracks to release capacity along the corridor.

**Big data leveraging (BDL)** – Develop governance arrangements and technological capability to collect, manage and analyse big data to improve
service delivery and make better use of existing assets.

**Doncaster bus improvement (DBI)** – Enhance Doncaster Area Rapid Transit (DART) bus services in inner Melbourne by improving the frequency and efficiency of the area’s bus network through the provision of better peak hour priority for DART buses.

**Driverless car and ride sharing (DCR)** – Incentivise and facilitate the take up of fully driverless cars as a shared mobility option for transport users.

**Gippsland–Pakenham rail shuttle (GPR)** – Provide increased services on the Gippsland line that connect with metropolitan services at Pakenham.

**Key movement corridor incident management (CRR1)** – Develop a contingency plan to ensure transport access to the CBD is maintained in the event of a major disruptions.

**Metropolitan bus network reform (MBN)** – Substantial restructure of the existing metropolitan bus network, building on the approach taken in Brimbank in 2013.

**Metropolitan level crossing removal completion (MLC)** – Remove the approximately 130 level crossings on the metropolitan train network after the current program of 50 removals (as it stands in 2018).

**Mildura passenger rail restoration (MPR)** – Restore passenger rail services to north-west Victorian communities between Mildura and Maryborough with connection through to Melbourne.

**Multimodal interchange improvements (MII)** – Improve the physical layout of transport interchanges to facilitate better multimodal trip-making.

**Punt Road Traffic Management Systems (HSP2)** – Use traffic management systems to prioritise traffic flow on Punt Road at a number of intersections, including Dandenong Road, High Street, Commercial Road, and Toorak Road.

**Regional rolling stock expansion (RRS)** – Procure new rolling stock to support additional services on regional lines.

**South Yarra Metro Station (SYM)** – A new station near the existing South Yarra Station, on the alignment of the Melbourne Metro tunnel.

**Things you may want to consider**

- Do the options address the need?
- If so, which of these best address the need? If you had to prioritise which options would be your top picks?
- Are there any options that should not be included? Why?
- Do you have any feedback on the options we think need further development or have filtered out?
- Are there any alternative options that will better address the need?
- How will they address the need?
- What evidence can you provide to support these alternative options?

**How can I get involved?**

Visit yoursay.infrastructurevictoria.com.au where you can share a thought, take our survey or make a formal submission.