Strategic Planning
North East Link Project

Presentation to IAC – 29th July 2019
An Evolving Metropolis

- Significant expansion of Melbourne since the 1950s
- South-East principal area of growth for last 15 years with West and North accelerating
- East is now undergoing a period of intensification
An Evolving Metropolis

Melbourne:

- Has consistently grown faster than forecast.
- 200,000 more people in 2021 than forecast in VIF 2016
- Forecast to grow from 5.0 – 8.5 million people by 2051
- That is by 70% over the next 30 years
An Evolving Metropolis

- Expected growth out to 2036 will see the Southern and Northern Regions rapidly expand
  - **South-East**
    - 2018-2036 – 402,000 people*
    - 2015-2031 – 105,000 jobs**
  - **Northern**
    - 2018-2036 - 396,000 people
    - 2015-2031 – 111,000 jobs
  - **Eastern**
    - 2018-2036 - 197,000 people
    - 2015-2031 – 110,000 jobs

*VIF 2019
**Plan Melbourne 2017-2050
With Growth comes Increased Complexity
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- Lack of Flexibility
With Growth comes Increased Complexity

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- Increased competition for land
With Growth comes Increased Complexity

- Lack of Flexibility
- Increased competition for land
- Difficult to accommodate new infrastructure
A Growing Freight Task

Drivers of freight growth and freight traffic

• Increasing import of goods
• Online shopping
• Just in time deliveries to businesses
A Growing Freight Task

Freight to be transported in metro Melbourne is forecast to increase by 118% from 2021 to 2051.

Population increase for the same period is forecast to be only 59%.

Table 1: Total Victorian freight task (million tonnes per annum)

<table>
<thead>
<tr>
<th>Where freight generated</th>
<th>2014</th>
<th>2021</th>
<th>2031</th>
<th>2046</th>
<th>2051</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Victoria</td>
<td>40</td>
<td>43</td>
<td>51</td>
<td>64</td>
<td>70</td>
</tr>
<tr>
<td>Metropolitan Melbourne</td>
<td>227</td>
<td>274</td>
<td>357</td>
<td>525</td>
<td>597</td>
</tr>
<tr>
<td>Unallocated*</td>
<td>94</td>
<td>111</td>
<td>142</td>
<td>205</td>
<td>231</td>
</tr>
<tr>
<td>Total tonnage</td>
<td>361</td>
<td>429</td>
<td>551</td>
<td>794</td>
<td>898</td>
</tr>
</tbody>
</table>

* Waste, quarry products and some port-related freight which is unable to be allocated to a specific region.
Source: Deloitte, 2015.
A Growing Freight Task

Growth in number of freight vehicles (35%) higher than population growth (26%)

Increase in the size of freight vehicles to accommodate 40 foot containers (2 TEU)

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2012</th>
<th>2016</th>
<th>2017</th>
<th>% change</th>
</tr>
</thead>
<tbody>
<tr>
<td>LCVs</td>
<td>490,513</td>
<td>580,727</td>
<td>652,020</td>
<td>675,606</td>
<td>+38%</td>
</tr>
<tr>
<td>Rigid Trucks</td>
<td>93,131</td>
<td>104,781</td>
<td>110,815</td>
<td>114,500</td>
<td>+23%</td>
</tr>
<tr>
<td>Articulated Trucks</td>
<td>22,264</td>
<td>25,265</td>
<td>26,779</td>
<td>27,472</td>
<td>+23%</td>
</tr>
<tr>
<td>Total</td>
<td>605,888</td>
<td>710,753</td>
<td>789,614</td>
<td>817,578</td>
<td>+35%</td>
</tr>
</tbody>
</table>

Source: ABS Survey of Motor Vehicle Use (9208.0).

B-Double > 68.5 tonne Configuration (not to scale)
Quad-Tri B-Doubles up to 73 tonne and 26 metres or 30 metres

Max up to 26m or 30m

Note – X plus Y axle spacing for Quad-Quad B-Double must be greater than 13m
A Growing Freight Task

Northern, Southern and Eastern metropolitan gateways require enhanced connections

Beveridge Interstate Freight Terminal will be established

BIFT capable of handling large freight train/truck transfers.
A Growing Freight Task

Need to connect principal industrial/employment areas

Melbourne Airport increasingly used for freight

Opportunity to provide enhanced connectivity to smaller industrial precincts along the ‘north east corridor’
Creating Greater Accessibility to Employment

Provide accessibility to jobs concentrations along the north east corridor

Key focus areas include:

- Monash NEIC
- Latrobe NEIC
- Dandenong NEIC
- Southern Industrial Precinct
- Northern Industrial Precinct
Yarra River is a Barrier to access

- Current North–south links highly constrained
- Yarra River forms a 19 kilometre barrier
- Only 5 crossings
Need for Orbital System

The idea of providing a metropolitan ring road has been long ‘planned’ for Melbourne Metropolis based on radial network (both roads and trains)

Need for cross-suburban trips that do not access or pass through the centre.

Source: Map 4 Transport Plan - Plan of General Development Melbourne 1929
Need for Orbital System

• The 1954 plan proposed a linked up arterial road network travelling through Kew to Northcote to Thomastown.

• Key parts of the network (M80, Eastlink, Eastern Freeway) have been built excepting the ‘north-east’ link.

Source: MMPS 1954 Report – Proposed Aerial Road System
Need for Orbital System

Key parts of the network (M80, Eastlink, Eastern Freeway) have been built excepting the ‘north-east’ link.

It is the only remaining gap in the network
The North East Link is Strategically Justified

- The Freight Futures report highlighted the need to facilitate inter-terminal flows
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- The Freight Futures report highlighted the need to facilitate inter-terminal flows
- Victorian Transport Plan 2008 highlights importance of link
- 30-Year Infrastructure Plan highlights link as a key transport infrastructure improvement for metro Melbourne
- Plan Melbourne 2017-2050 specifically identifies the project
Consistency with Planning Policy Framework

Project positively impacts on:

Three (of seven) of the National Employment and Innovation Clusters (NEIC) being *Dandenong, Monash* and *Latrobe.*
Consistency with Planning Policy Framework

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Two (of five) of the State-significant industrial precincts being the Southern and Northern Industrial Precincts.
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Two (of five) of the State-significant industrial precincts being the Southern and Northern Industrial Precincts.

Four (of 10 existing and proposed) of the Transport gateways being Port of Hastings, Melbourne Airport, Moorabbin Airport and Beveridge Interstate Freight Terminal.