



South East Transport Strategy

Executive Summary

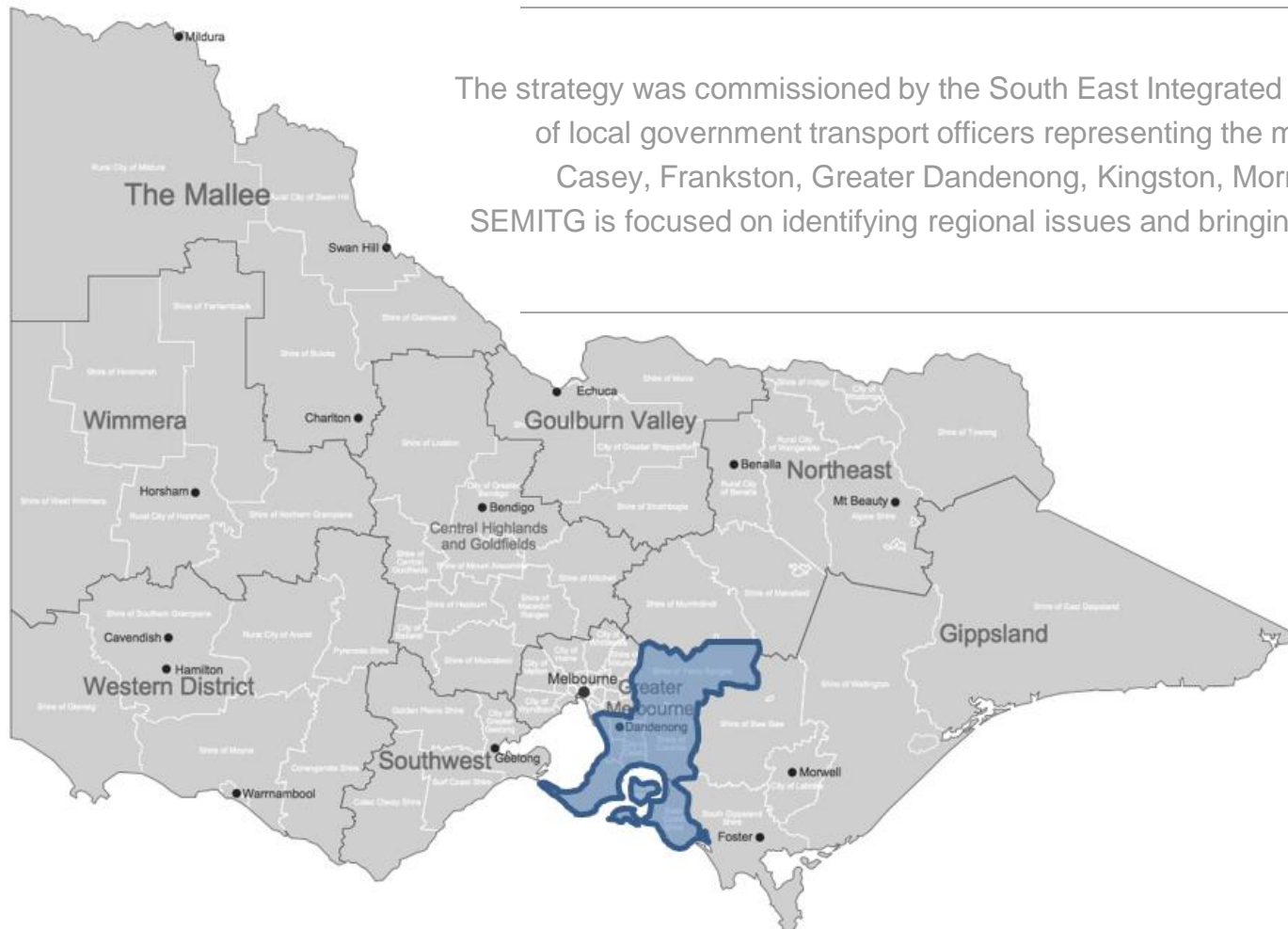
August 2018

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The strategy

The South East Transport Strategy is a plan for the region's transport network over the next 10 years. It sets key directions to support strong growth in the region. It takes into account the significant changes in transport policy and new infrastructure commitments since the previous 2010 transport strategy and advocates the region's position on transport and related land use policy to the Victorian Government. It will also help to facilitate alignment between the region and State and Federal Governments' investment in transport infrastructure, service improvements, and programs.

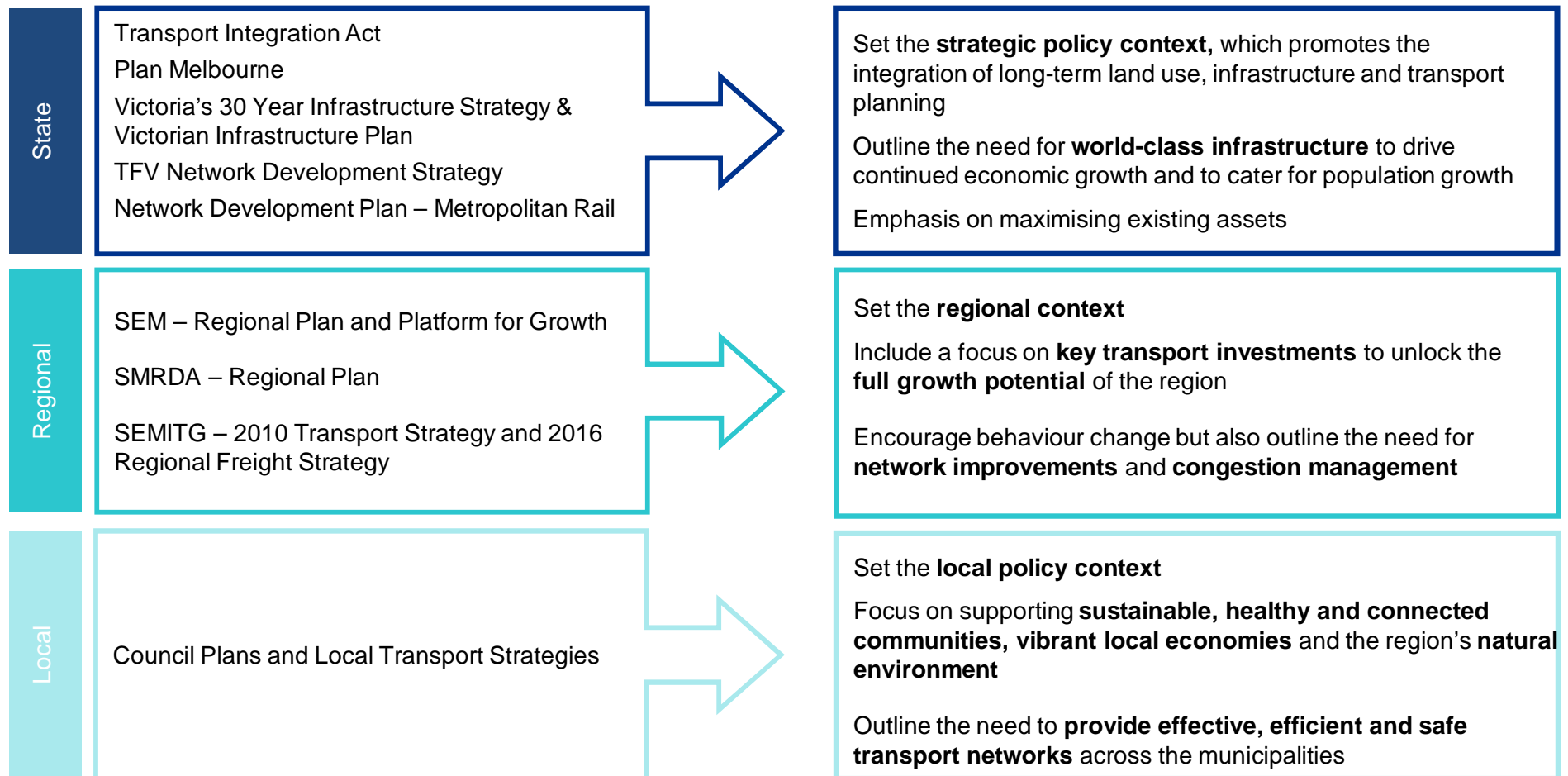


SEMITG

The strategy was commissioned by the South East Integrated Transport Group, a regional grouping of local government transport officers representing the municipalities of Bass Coast, Cardinia, Casey, Frankston, Greater Dandenong, Kingston, Mornington Peninsula and Yarra Ranges. SEMITG is focused on identifying regional issues and bringing together a collective voice on these matters.

Policy context

Since the 2010 South East Transport Strategy, a number of major metropolitan and regional policy and infrastructure documents have been released, including the revised Plan Melbourne, which defines the future shape and sustainability of a growing Melbourne, and a proposed infrastructure plan by Infrastructure Victoria which sets out a pipeline of initiatives to be delivered over the next three decades. A summary of key policy and strategy documents relevant to the South East region is presented below.



Regional strengths

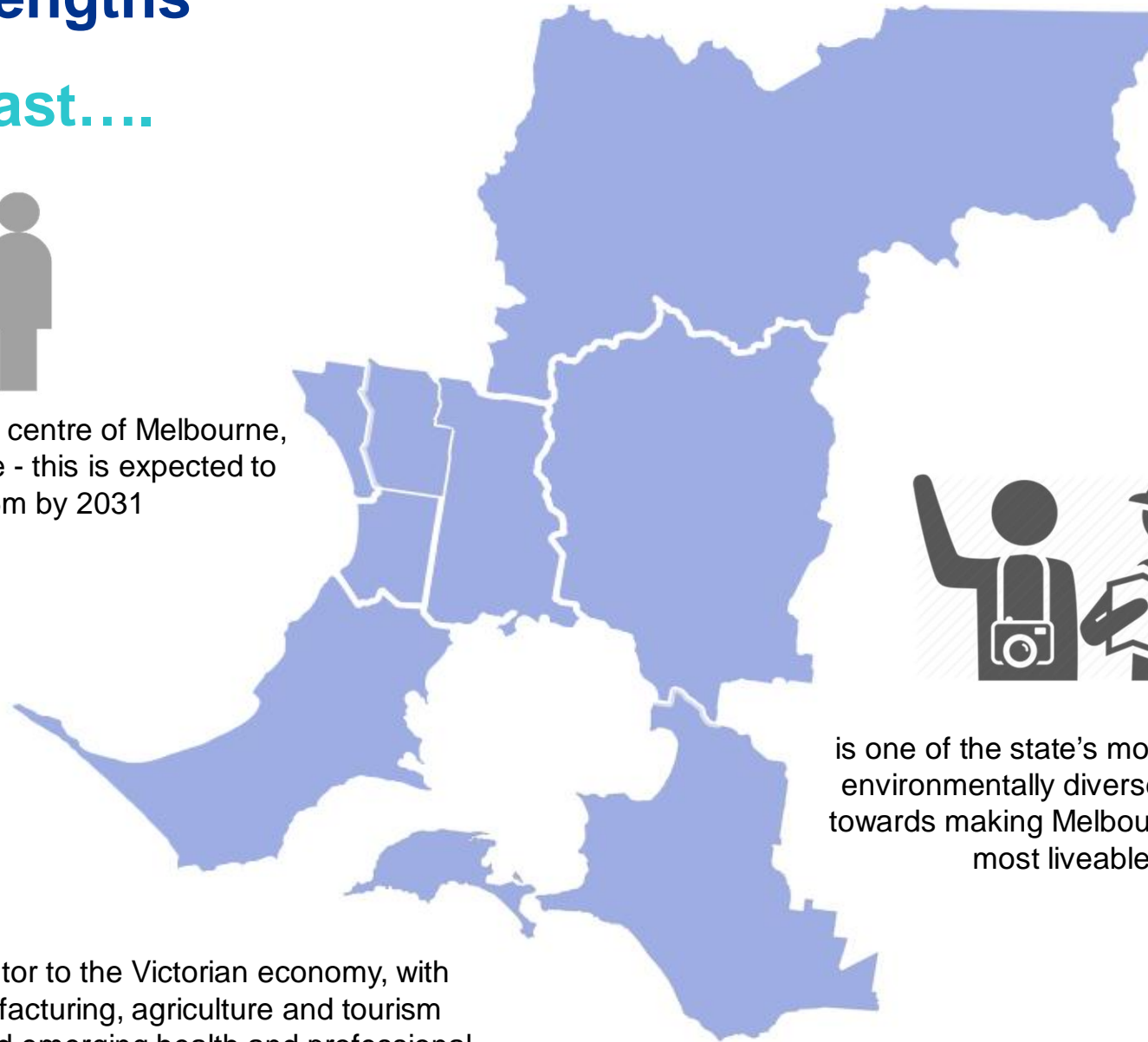
The South East....



is known as the population centre of Melbourne, home to over 1.2m people - this is expected to grow to over 1.5m by 2031



is a major contributor to the Victorian economy, with established manufacturing, agriculture and tourism industry sectors, and emerging health and professional services sectors



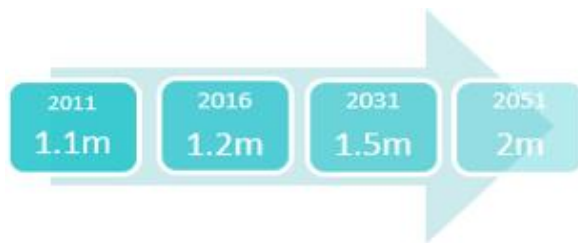
is one of the state's most socially and environmentally diverse, contributing towards making Melbourne the world's most liveable city

Transport challenges

The South East is unlike other regions. The large and growing population, significant industry base, vibrant tourism industry, and multiple centres make transport challenges and opportunities exceptional.

Keeping pace and responding to these proactively is necessary in delivering a transport network that protects liveability and supports the economy.

A rapidly growing population



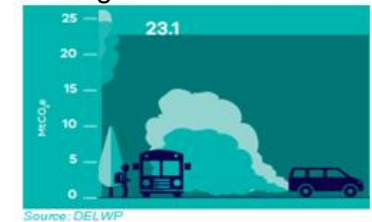
Car dependency

Over 95% of residents have access to at least one motor vehicle and over 86% drive to work.

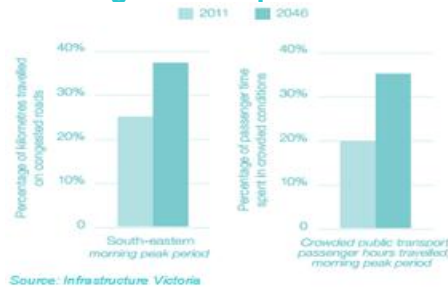


Energy, oil and climate change

Transport is one of Victoria's largest contributors of greenhouse gas emissions



Declining network performance



A thriving tourism industry

The region already attracts over 10 million visitors each year, which can place a significant strain on the transport system.



Embracing uncertainties

Factors such as technological change, changing political cycles, global economic shifts and climate change, amongst others, are likely to impact the shape of the South East in the coming decades. Recognising the future is uncertain, it will be important to be open to the possibilities of change.

Network resilience

Without improved management of key spines and provision of suitable alternative routes, population growth and increasing traffic demands will further reduce network resilience to long- and short-term disruptions.

Growing freight task

By 2050, TFV (in *Victoria's freight advantage*) forecast that the use of shipping containers will grow fourfold, the general freight task will increase three times and heavy freight vehicle trips will double.



Funding and financing

In an environment where there is increasing pressure on governments to deliver sustained and significant transport infrastructure investment programs, broadening the range of options that can support the funding of key projects and initiatives, as well as their early delivery, is paramount.

A vision for a connected South East

Vision

In the future, Melbourne's South East will have a world class inter-connected transport system that supports long-term and smart growth, a healthy and sustainable environment, and access to opportunity for all.

Strategy directions

The next decade offers the opportunity for the South East, to further strengthen the region's economy and improve the quality of life for people living in, working in and visiting the region. Transport plays a critical role in delivering the changes needed. The challenge for the strategy is to identify where service improvements, related land use policies and future investment should be targeted to ensure maximum impact towards achieving economic, social and environmental aspirations.

The following four key directions provide a focus for transport investment in the South East over the next 10 years and beyond, to achieve the above vision:



Growing a thriving and diverse economy



Making the South East accessible to all



Enhancing liveability and sustainability



Evolving the network to strengthen communities

Strategic framework



Growing a thriving and diverse economy

Description:

The South East is a thriving place to live, visit and do business.

The transport system will stimulate an innovative, diverse, flexible and competitive economy, underpinned by the region's strengths in manufacturing, logistics, agriculture and tourism, extractive industries and growing health and professional services sectors.

It will support the efficient movement of residents, visitors and goods to, from and within the region, to grow the region's economy in line with Plan Melbourne, Regional Development Plans and local economic strategies.

Indicators:

- Sustained business and industry growth – local job growth matches population growth
- Efficient and reliable freight movement – improved and dependable journey times on freight corridors and improved last mile access, longer term rail capacity increases and mode shift
- Convenient commuting – more reliable journey times to places of employment and increased use of public and active transport for commuter travel
- Sustainable tourist and visitor travel – improved access to key visitor attractions to increase visitor spending in line with the Victorian Visitor Economy Strategy

Making the South East accessible to all

Description:

People and places are connected across the region.

The South East's transport networks will be expanded to provide more travel choices to keep the region moving as the population grows.

Integrated transport networks will promote social and economic participation, increase access to a range of jobs, services and activities, and help to reduce social disadvantage.

Indicators:

- Effective and integrated regional connections – increased accessibility and use of public transport, to access residences, employment, markets, services and recreation. Fast and convenient interchanging, with reduced walking times between services.
- Improved local links – successful application of 20-minute neighbourhoods, with an increased number of essential services accessible within a 20-minute walk, cycle or local public transport trip
- Accessible transport systems for all – compliance with the DDA and associated standards across the network
- Equitable and affordable access – reduced average household cost of transportation through more affordable transport options, including public transport and personalised transport options, and greater coverage and flexibility





Enhancing liveability and sustainability

Description:

The South East is a liveable place where people want to be.

The rich natural environment and vibrant neighbourhoods remain key factors that influence people's choice to live and visit the South East.

The transport system will support a sustainable, liveable and attractive region, enhancing health, safety and security, while lessening the impact on the natural environment and minimising the use of resources.

Indicators:

- A safe transport system – contribute towards TAC's Towards Zero strategy to reduce the number of annual fatalities on Victoria's roads to fewer than 200 by 2020
- Improved journey experience – increased customer satisfaction through easy, legible, comfortable and secure travel opportunities
- A sustainable, low-emission region – uptake of low-emission vehicles, electric vehicles and technology that contribute to the Victorian Government's objective of net-zero emissions by 2050
- Improved health and wellbeing – increase in the number, frequency and diversity of the people cycling and walking for transport

Evolving the network to strengthen communities

Description:

The region enjoys smart growth, with aligned and integrated transport networks and land use development.

The transport system will support well-designed urban development, improving the amenity of communities, and minimising impacts of the transport system on adjacent land uses.

Innovative approaches, new technology and smart solutions are adopted to optimise the use of the region's networks, and maximise community benefits from the substantial existing infrastructure commitments.




Indicators:




- Well designed and managed networks – introduction of new technology to manage demand, measurable increase in capacity to support intensified urban development and regeneration
- Well planned networks – coordinated planning and delivery of transport infrastructure and services in new growth areas and areas of intensified activity that supports sustainable travel behaviour
- Changing travel patterns – smart growth changes how business and residents approach travel, reducing vehicle ownership and use
- Greater mobility and choice – transport services will be convenient and responsive. New forms of mobility will be harnessed for the benefit of communities.









Strategic actions









Each of the recommendations in this strategy aim to help meet one or more of the strategic directions, which in turn contribute to the achievement of the overarching vision for the South East region.




| Ref | Program | Description | Major Contributors | Core Direction | Supporting Directions |
|-----|---|--|---|---|---|
| 1.1 | Enhancing freight networks and their efficiency | <p>Advocate for key network connections and upgrades (to key routes and terminals) for local and inter-state freight movements, to support the creation of a safe and secure, efficient, reliable and integrated freight system. Note the projects and proposals in the region's 2016 Freight Strategy. This includes:</p> <ul style="list-style-type: none"> Western Port Highway corridor upgrade Port Rail Shuttle: Port of Melbourne to proposed Lyndhurst intermodal terminal First- and last- mile connections to industry Westall Road extension - Monash Freeway to Princes Highway North East Link Bass Highway and South Gippsland Highway upgrades Governor Road duplication (Springvale Road to Boundary Road) including replacing the Governor / Boundary Road roundabout with traffic signals <p>This will require identifying trigger points for upgrades, capacity planning and utilisation of new technology to meet peak demand to the benefit of the region, other metropolitan councils, and through traffic to/from Gippsland.</p> | <p>Victorian Government</p> <p>VicRoads</p> <p>Private Sector</p> |  |   |

| Ref | Program | Description | Major Contributors | Core Direction | Supporting Directions |
|-----|---|--|---|---|---|
| 1.2 | Improving the accessibility of employment centres | <p>Advocate for targeted road network upgrades surrounding major employment centres (including the Dandenong and nearby Monash NEICs, health and education precincts, major transport gateways and major activity centres) and connecting to existing heavy rail lines, to support intense development and business interaction by improving access and removing bottlenecks. This includes:</p> <ul style="list-style-type: none"> • Glasscocks Road construction - Frankston-Dandenong Road to Cranbourne North, including grade separation of the Cranbourne railway line • Thompsons Road extension - Clyde Road to Cardinia Road • Dandenong Bypass extension - South Gippsland Highway to South Gippsland Freeway • South Gippsland Freeway / M1 Monash Freeway south to east connection • Level crossing removals beyond current commitments (priorities for the region include: Racecourse Road, McGregor Road, Brunt Road and Webb Street) <p>Feasibility and planning of the networks, integrated with broader land use and transport planning, would need to be undertaken and a range of transport technologies considered. Design prioritisation should be given to the creation mass transit bus networks and high-quality transport services within job-rich locations such as activity centres.</p> | <p>Victorian Government PTV</p> <p>LXRA</p> <p>VicRoads</p> |  |  |
| 1.3 | Supporting the logistics of the extractive industry | <p>Establish a coordinated program between State and local governments and industry to safeguard extractive resources, plan for batching and processing locations and ensure that appropriate transport routes are planned for and protected.</p> | <p>Victorian Government VicRoads</p> <p>LGAs</p> <p>Other relevant bodies</p> |  | |

| Ref | Program | Description | Major Contributors | Core Direction | Supporting Directions |
|-----|--|--|--|---|--|
| 1.4 | Support sustainable tourism as a key economic driver | <p>Advocate for key network connections and upgrades that support regional economic growth and investment, driven by higher levels of visitation, longer stays and higher expenditure. This includes:</p> <ul style="list-style-type: none"> • Mornington Peninsula Freeway duplication (Jetty Rd to Boneo Rd) and Southern Peninsula congestion management • Widening Peninsula Link between Eastlink and Frankston-Flinders Road • Cowes to Stoney Point Car Ferry • Phillip Island Road upgrades • Strategic cycling corridors and bicycle trails • Advocating for the development of an airport in the South East <p>Support this locally through the development of a program of innovative Council-led initiatives targeted at improving access to key tourist destinations across the region. Projects will need to balance access in line with environmental sustainability.</p> | <p>Victorian Government</p> <p>VicRoads</p> <p>LGAs</p> <p>Other relevant bodies</p> |  |  |
| 2.1 | Providing high-quality public transport connections | <p>Advocate for network upgrades and enhancements required to meet future demand for high capacity public transport links in the South East. The first step will require a review of the existing public transport routes and services, to identify priority routes for the delivery of more targeted services and the creation of mass transit bus networks. Priorities should be identified to support land use plans. This includes:</p> <ul style="list-style-type: none"> • Bus network review (including consideration of bus contracts) and investment in revised routes and improved service levels • Employment centre mass transit (BRT) network and SmartBus expansion • Clyde Rail extension and line capacity improvements through to Dandenong • Extend the electrification of the rail line from Frankston to Baxter • Duplication of Lilydale and Belgrave lines (including new Cavehill Station) • Advocate for the delivery of a rail line to Melbourne Airport, linking with both central Melbourne and the south east. | <p>Victorian Government</p> <p>TFV</p> <p>VicRoads</p> |  |    |

| Ref | Program | Description | Major Contributors | Core Direction | Supporting Directions |
|-----|--|---|--|----------------|-----------------------|
| 2.2 | Increasing mode choice, coverage and flexibility | <p>Support the provision of accessible, affordable, personalised and on-demand transport options to increase mode choice and achieve greater coverage and flexibility of transport services. Encourage investment in walking, cycling and local public transport options that connect with essential services and complement primary public transport routes, particularly in areas where people have fewer travel options, to reduce car dependence, improve local links and maintain adequate transport connectivity across the region. This includes:</p> <ul style="list-style-type: none"> On-demand transport services - redeployment and expansion of local community transport and taxis (or similar) and exploration of rideshare pick up locations in activity centres | <p>Victorian Government TFV</p> <p>VicRoads</p> | | |
| 2.3 | Enhancing user experience | <p>Advocate for the upgrade of existing infrastructure and the better design of new infrastructure to improve accessibility of the public transport network, reduce barriers to mobility and enhance the user experience. It will focus on identifying and supporting upgrades at key transport interchanges that facilitate faster and easier passenger access and transfers, including for people with mobility challenges, and create an accessible multi-modal network. In particular, upgrades to meet requirements under the Commonwealth Disability Discrimination Act 1992 are critical.</p> | <p>Victorian Government</p> <p>TFV</p> <p>VicRoads</p> | | |
| 3.1 | Moving <i>Towards Zero</i> | <p>In collaboration with the TAC, VicRoads and Victoria Police:</p> <ul style="list-style-type: none"> Continue to implement a program to tackle road user safety at accident blackspots across the region; and Build on the initial roll out of the Safer Cycling and Pedestrians Initiative, with a focus on wider expansion to major centres and corridors in the region. <p>The program could adopt the approach undertaken to date by Mornington Peninsula Shire in establishing their Towards Zero Municipality Initiative, and expand this across the South East region.</p> | <p>TAC</p> <p>VicRoads</p> <p>LGAs</p> | | |

| Ref | Program | Description | Major Contributors | Core Direction | Supporting Directions |
|-----|--|---|---|---|---|
| 3.2 | Attracting more trips to sustainable modes of transport | <p>Plan and support the delivery of high quality and accessible walking and cycling pathways and infrastructure to encourage more active lifestyle choices and improve the health and wellbeing of residents. Continue working with ATV, VicRoads and other relevant bodies to identify priority routes and key destinations for improvement. Advocate for:</p> <ul style="list-style-type: none"> Accelerated investment in the roll-out of Victoria's Strategic Cycling Corridors and trails; and Increased provision of end-of-trip cycling facilities. | <p>Victorian Government VicRoads ATV LGAs</p> |  |    |
| 3.3 | Reducing the environmental impacts of transport infrastructure | <p>Support measures to minimise transport-related emissions and noise, promoting less harmful forms of transport and improve the environmental performance and energy efficiency of all transport modes.</p> <p>In line with the SEMITG Freight Strategy, advocate for targeted network upgrades, subject to a transparent prioritisation framework, to support a reduction of through traffic and heavy vehicles through regional centres, including the completion of missing links and town bypasses, and traffic calming where appropriate.</p> | <p>Victorian Government TFV VicRoads</p> |  | |
| 3.4 | Improving transport infrastructure resilience | <p>Advocate to the Victorian Government for improved modelling, network planning and upgrades to address critical infrastructure issues, including building the resilience of ICT, public transport and transport contingency planning. Key initiatives:</p> <ul style="list-style-type: none"> Support the implementation of Victoria's Critical Infrastructure Resilience Strategy and TFVs Network Impact Management Plan. | <p>Victorian Government TFV VicRoads</p> |  | |
| 4.1 | Expanded strategic road network to support growth | <p>Advocate to State Government for the roll out of targeted upgrades to the road network, through the development of:</p> <ul style="list-style-type: none"> The South Eastern Roads Upgrade package, and additional key routes. <p>Works should include completing missing links, widening and duplication of existing roads, grade separations, connections to the freeway/highway network and provision of bus lanes to improve safety and local access for people and goods. It is noted that this will depend on the completion of planning and business case development, as well as funding.</p> | <p>State Government TFV VicRoads</p> |  |  |

| Ref | Program | Description | Major Contributors | Core Direction | Supporting Directions |
|-----|--|---|---|---|-----------------------|
| 4.2 | Managing demands on the network | <p>Work with the Victorian Government to develop and implement options to improve road network efficiency, including advanced traffic management systems, demand management measures, bus priority lanes, car-pooling, proactive asset management and ongoing maintenance regimes as part of long-term integrated transport planning. These should be supported by innovative behaviour change programs. Key initiatives:</p> <ul style="list-style-type: none"> Behavioural change programs Demand management measures Expanded traffic management systems on key routes Asset management and maintenance | Victorian Government / Private / LGAs |  | |
| 4.3 | Embracing innovations in transport technology | <p>Advocate for regulatory changes to enable the testing and deployment of advanced technologies (such as driverless vehicles) and alternative energies to improve traffic flow, increase the operational efficiency of public transport, expand the range of available transport options and potentially improve the carrying capacity, safety and environmental performance of transport networks. Regularly reviewing, trialling and adopting innovative solutions to meet the needs of the South East will ensure the transport network remains responsive and accessible. This includes:</p> <ul style="list-style-type: none"> Engage with TFV with regards to the testing and deployment of advanced technologies | Victorian Government Private LGAs |  | |
| 4.4 | Improving transport planning and decision making tools | <p>Advocate for improved transport modelling tools, and the wider collection and sharing of data to support transport planning and decision making. This includes:</p> <ul style="list-style-type: none"> Investment in improved transport modelling tools Support government bodies (TFV, VicRoads, ATV), Universities and the private sector to improve and standardise data capture and analysis | Victorian Government TFV VicRoads |  | |

Implementing the strategy

Implementation

The success of this strategy will depend on how well the strategic actions are implemented, monitored and reviewed over the coming years and decades. The region itself will have a limited a role in implementation; all programs and projects will require a high degree of support and action from other levels of government and the private sector, who will be largely responsible for achieving them. As custodians of the strategy, it will be SEMITG and its member Council's responsibility to:

- Promote and coordinate activities that relate to implementing the strategy outcomes
- Encourage involvement of all government levels, industry, the private sector and community in achieving the South East's future transport needs
- Actively support those State and Federal initiatives that underpin this strategy
- Develop innovative Council-led initiatives to support the region's transport system
- Monitor and track progress towards achieving the outcomes of the strategy

Action is critical to realising the strategy, and ultimately supporting the lifestyle, environment and economy of the South East.

Partnerships and engagement

Achieving the strategic directions will be reliant on strong partnerships and engagement across all levels of government, private industry and the community. The region will continue to explore and develop strategic partnerships with business, government and non-government agencies, and community groups in order to develop and manage the region's transport system. Collaborations with universities and research institutions should be explored, to improve knowledge and access to the latest research, advancements and developments in relevant fields. Similarly, partnerships with industry sectors and others should continue to be strengthened to support the development of smart, innovative and creative solutions.

Review

The pace of growth and change in Melbourne and the South East requires ongoing monitoring and assessment, as a lot can happen in the space of a few years. This may also change some of the assumptions inherent in this strategy. While it is anticipated that many of the messages delivered in this strategy will remain relevant, over the longer term priorities may change. This could be as a consequence of changing State and local policy and technological advancements. SEMITG will continue to monitor the outcomes from this strategy and determine at a future time what changes or upgrades may be required for it to remain relevant.

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