

# Highlights

## A Generational Step-Up

*The Victorian Transport Plan* is unprecedented in scope and scale with more than \$38 billion in projects to meet growing demands and shape a more productive, liveable and sustainable State.

Major initiatives include:

**New trains, new tracks** – Up to 70 new six car trains costing over \$2.6 billion (including stabling and maintenance) and more than 100km of new rail tracks to shift Melbourne's suburban rail system to a modern Metro system.

**More trams and buses** – A \$1.5 billion investment in up to 50 new large low floor trams to boost the tram fleet and up to 270 new low floor buses to expand bus services and replace older buses, including the continuation of the hybrid bus trial.

**Regional Rail Link\*** – The biggest expansion to the rail network since the Melbourne City Loop – a new 40 kilometre twin-track rail link from West Werribee to Southern Cross Station via Tarneit and Sunshine, and new platforms at Southern Cross Station, will separate regional and metropolitan train services. Rapid access to the city for Geelong, Ballarat and Bendigo trains will be created as well as extra capacity on the Werribee, Watergardens and Craigieburn lines. This complex project will provide capacity for more than 9,000 extra passengers every hour and costs in excess of \$4 billion.

**Melbourne Metro\*** – A new rail tunnel between west and east that will increase the capacity of Melbourne's rail network by around 12,000 passengers every hour and reduce congestion. Stage 1 of the tunnel from Dynon to St Kilda Road (Domain) will cost in excess of \$4.5 billion, with Stage 2 to Caulfield to be delivered after completing Stage 1.

**Multi-billion dollar upgrade to major regional transport infrastructure** – In partnership with the Commonwealth, the State will deliver upgrades to strategic road and rail freight links. The State will contribute \$1.2 billion to AusLink 2 projects with the next priority being duplication of the Western Highway between Ballarat and Stawell – a key part of the national transport network.

**An alternative to the West Gate Bridge\*** – A new tunnel from Geelong Road/Sunshine Road to Dynon Road/Footscray Road in the Port of Melbourne precinct which will relieve Melbourne's dependence and reduce traffic congestion on the West Gate Bridge at a cost of more than \$2.5 billion.

**Shaping Victoria** – Making jobs and services more accessible to more Victorians by investing in transport and attracting jobs and services to six new Central Activities Districts in Melbourne at a cost of \$60 million. A blueprint supporting future growth in regional Victoria will be completed by the end of 2009.

**Truck Action Plan\*** – A two-stage plan to remove thousands of trucks from residential areas in Melbourne's inner west and improve freight access to the Port of Melbourne, including a new link from the West Gate Freeway into the port and upgrades to other key routes in the inner west. Stage 1 will cost \$380 million.

**Completing the 'missing link' in Melbourne's ring road\*** – A connection between the Metropolitan Ring Road in Greensborough and the Eastern Freeway in Bulleen will close the 'missing link' between Melbourne's north and east at a cost of more than \$6 billion. This road will include tunnelling to preserve environmental and heritage values.

**Peninsula Link\*** – A \$750 million 25km four-lane connection between EastLink at Carrum Downs and Mount Martha will address chronic congestion in Frankston, while a Dingley Arterial will improve access between the jobs in the south-east and the residential areas of Casey and Cardinia.

**Regional Rail** – \$600 million for the historic return of passenger rail services to Maryborough and to increase up to 74 new V/Line carriages on order to improve services on busy passenger lines.

**Rail extensions to provide more transport choice in growth areas** – Rail extensions from Epping to South Morang and electrification of the Sydenham line to Sunbury to meet growing demand in the growth areas of the north and west. New train stations will be built at Lynbrook and Cardinia Road in the south-east. In the longer term, the Cranbourne Line will be extended to Cranbourne East with a new station to be built. New train stations will also be built at Williams Landing and Caroline Springs in the west. Melton services will be increased in the short term and electrified in the medium to longer term. The combined cost of these projects is \$2.7 billion.

**Doncaster public transit** – Boost buses in Doncaster to every 10 minutes in peak time with the \$360 million Doncaster Area Rapid Transit system.

**Bus upgrades** – A \$930 million investment in new and upgraded bus services across Victoria, including Melbourne's growth areas and regional Victoria to support greater bus use.

**Safety boost** – \$30 million to provide for 50 extra police on public transport taking the total to 250, to make catching trains and trams safer, especially at night. Train station staff numbers will also be increased.

**Level crossings** – \$440 million to grade separate level crossings at critical locations starting with Springvale Road, Nunawading, to improve safety and reduce congestion.

**Principal Freight Network** – A declared road network for heavy freight to concentrate large freight vehicles on existing key arterial routes. A new \$340 million interstate freight terminal at Donnybrook/Beveridge\* will be the first of a network of suburban freight terminals to relieve pressure on inner-Melbourne roads.

**Greener vehicles** – Trials of new technologies such as electric cars.

**Outer suburban roads** – \$1.9 billion to improve links to Melbourne's newest communities.

**Regional roads** – \$1.2 billion package to drive investment in regional Victoria to support freight, industrial growth, new jobs and population growth.

**Bike Plan** – \$105 million to create new bike lanes to encourage more people to cycle safely in inner Melbourne, Central Activities Districts and regional areas plus a public bike hire scheme for Melbourne's CBD.

## Action starts now. Over the next two years, Victorians will see:

- The first of up to 70 new metro trains arriving from late 2009
- New regional trains
- New rail services to Maryborough
- More metro train and bus services
- Extra police on trains and trams at night and more staff at stations
- The start of construction of a new railway to South Morang
- myki ticketing delivered
- Regional Rail Link – Construction starting from Southern Cross Station, subject to Commonwealth Government funding
- Electrification of the metro rail network to Sunbury started
- Construction of Dingley Arterial from Perry Road to Springvale Road started
- Grade separation of Springvale Road at Nunawading started
- Peninsula Link started
- Doncaster Area Rapid Transit (DART) upgrade
- More buses
- New train stations in growth areas and upgrades to stations across Victoria underway
- First of the upgraded bicycle lanes on commuter routes to Melbourne completed and the public bike hire scheme in the CBD in operation
- Completion of the M1 Monash-CityLink-West Gate upgrade
- Completion of the Calder Freeway duplication, Deer Park Bypass and the first stages of Geelong Ring Road
- Current arterial road upgrades in outer suburbs completed and new ones underway
- New noise walls on heavy freight routes
- Planning for multi-billion dollar projects including new rail and road tunnels and the 'missing link' in Melbourne's ring road

Estimated project costs presented in *The VTP* are in nominal dollars.

\* Projects submitted to Infrastructure Australia.