Melbourne is booming. Every week, another 1,200 people call Melbourne home and the Victorian Government now predicts that we will become the nation’s largest city within 20 years. This rapid population growth has strained Melbourne’s transport system and threatens Victoria’s economic prosperity and Melbourne’s liveability. The region feeling the pain the most is outer Melbourne, home to over half of Melbourne’s population and set for continued rapid growth.

In 2002, RACV produced a special report titled ‘The Missing Links’, which presented a plan for upgrading transport infrastructure in outer metropolitan Melbourne. The Missing Links identified seventy-four critical road and public transport projects and a much needed $2.2 billion investment. Six years on, only half of these projects have been built or had funds committed to build them. The other half remain incomplete and the intervening period of strong population and economic growth has created further pressing demands on our transport system.

Melbourne’s liveability is recognised worldwide and RACV wants it to stay this way. For this reason, we have again consulted with state and local governments and listened to Members to identify an updated program of works to meet the needs of people living in and travelling through Melbourne’s outer suburbs.

RACV presents Outer Melbourne Connect as a responsible blueprint comprising road improvements, rail line extensions and significant public transport service improvements. Connect provides a comprehensive and connected transport network to address the critical backlog of projects in outer Melbourne.

These projects will not only improve travel in outer Melbourne but will reduce congestion and benefit the environment through less emissions. We simply cannot afford another 20 years of drip-feeding only a handful of improvements each year.

RACV advocates that the State Government should first seek Federal funding for appropriate road and public transport projects. It should then deliver the remainder of the backlog with an ongoing program of works through the private sector in packages, paid for by a ‘shadow toll’ where the Government makes payments based on usage of the road and there is no payment directly by the user.

On behalf of our 1.9 million Members and the wider community, RACV calls on the State Government to adopt our blueprint for outer Melbourne and take immediate steps to fund this package of works.

Colin Jordan  John Isaac
Managing Director & CEO  President
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Melbourne has been growing at an astonishing rate, much faster than many had expected. By June 2007, there were 85,000 more residents in Melbourne than projections made just three years earlier.\(^1\)

**Brumby says Melbourne to be nation’s largest city**

*The Age, 4 March 2008*

Another 1,200 new residents call Melbourne home each week. At this rate, the population is expected to top 4.5 million in 2020, a full decade earlier than Melbourne 2030 policy makers had expected. It has even been suggested that Melbourne may overtake Sydney as the nation’s biggest city by 2028.\(^3\)

Much of Melbourne’s growth has taken place in the outer suburbs, with 1.91 million people already residing here. The Government’s decision to fast-track the development of 90,000 residential blocks in outer Melbourne’s growth corridors will mean many more to come. Despite all this growth, outer Melbourne’s transport system has remained largely static and is now experiencing growing congestion on roads and public transport. This rapidly increasing population and backlog of transport facilities underlines the need for upgrading and extending the transport system.

**Outer Melbourne: a story of continued growth**

Nine per cent of the nation lives in outer Melbourne

*Australian Bureau of Statistics 2008*

A safe and connected transport system must form part of any new development, whether it is residential, commercial or industrial. Critically, services need to be established as the housing estates are being developed, not years after the existing transport network has exceeded capacity and obvious gaps have appeared.

Fertility rates are highest in outer Melbourne

*Australian Bureau of Statistics 2008*

By 2042, almost 26 per cent of Victoria’s population will be aged 65 years and over. The needs of an ageing Victoria will require a wide range of services and facilities, with health care and access to transport of highest priority. Outer Melbourne growth areas will need to cater for the greater number of retirees as well as the needs of younger families.

Outer Melbourne already faces many social challenges from a growing population. The slower delivery of community infrastructure in the region has meant longer travel distances needed to reach employment, education, health care and social services. A lack of transport services compounds an already difficult situation.

Planning for growth remains an ongoing challenge for land-use and transport planners

Many residents wish to work closer to home, and increasingly more outer Melburnians are choosing to work within their municipality or in neighbouring municipalities. Yet despite the shorter travel distance, many still rely on a car because public transport is not a viable option.

Not everyone can drive or has access to a private vehicle. It is essential that alternative forms of travel are available to provide equitable opportunities to access employment and community services. The financial burden attached with owning and operating a private vehicle heightens the need for other transport options.

By 2042, almost 26 per cent of Victoria’s population will be aged 65 years and over.
Melbourne’s engine room

Many of Melbourne’s manufacturing, distribution, wholesale and storage operations have shifted to outer Melbourne to benefit from the ready land supply and growing workforce. The outward shift of jobs has seen municipalities such as Hume, Kingston and Greater Dandenong now having more jobs than working residents.

Outer Melbourne is a driving force in ensuring the future prosperity of Victoria’s economy. However continued success will remain dependent on the efficient delivery of freight.

In 2000, 99 per cent of freight was delivered by road within Melbourne. Today, half a million commercial vehicle trips are made each day across Melbourne.

Many roads in outer Melbourne were originally designed for light rural traffic but now carry tens of thousands of vehicles a day. The resulting congestion has serious impacts on safety and the economy, and is leading to rapid deterioration of some roads.

Melbourne will need a flexible, fully connected transport network to reduce road and rail congestion and to support the economic journeys that are critical to a modern economy.

Sir Rod Eddington, East West Link Needs Assessment 2008

The growth in industrial and commercial development throughout outer Melbourne has meant additional freight on the already congested road network. Immediate upgrades to the arterial road network are essential in effectively supplying food and consumer products at competitive and affordable prices.

86 per cent of Victorians believe upgrades to outer Melbourne’s roads are needed

RACV market research 2008

It is not surprising that some of the highest car ownership levels are seen in outer Melbourne. A car is often the only way to reach employment, education and community services. Rising fuel prices have made the cost of travel even higher and have offset some of the initial savings gained from moving to these once affordable areas.

Between 2000 and 2005, there has been a 21 per cent growth in traffic volumes in outer Melbourne, with morning and afternoon peaks extending 30 minutes longer. Ninety-two per cent of people who live in outer Melbourne’s middle and outer suburbs are by car. Nearly 50 per cent of kilometres travelled and 36 per cent of all travel time in Melbourne is generated by fringe municipalities.

Timing is everything when it comes to personal transport choices. Many of Melbourne’s newly developing suburbs are public transport black holes with little prospect of significant improvements in the near future.

But creating real mode choice in outer suburbs as people move into new areas can help families think twice about the need for a second or third car. This will encourage a shift to more sustainable modes of transport.

The cost of congestion in Melbourne was estimated to be $3 billion in 2005. By 2020, these costs could double.

Council of Australian Governments 2006

<table>
<thead>
<tr>
<th>Local Government Area (LGA)</th>
<th>Working in home LGA (%)</th>
<th>Working in home &amp; adjacent LGA (%)</th>
<th>Working in Melbourne LGA (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Melbourne</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Mornington Peninsula</td>
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<td>14</td>
<td>3</td>
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<td>Greater Dandenong</td>
<td>14</td>
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<td>Kingston</td>
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<td>Maribyrnong</td>
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<td>Melton</td>
<td>12</td>
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</tr>
<tr>
<td>Manningham</td>
<td>12</td>
<td>12</td>
<td>3</td>
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</tbody>
</table>

Work Location by Local Government Area, Department of Transport 2006.
Public transport patronage continues to grow in response to rising fuel costs and increased environmental awareness in the community. Much of the growth has been on heavy rail which provides reasonably good, though overcrowded, radial services. Bus services have also experienced growth, but less than for rail with overcrowding not being an issue.

Public transport relies heavily on roads in much of outer Melbourne. Many roads in these areas are not coping under the strain of passenger vehicles, public transport and freight. The high traffic volumes are creating unsafe situations for other road users including cyclists and pedestrians.

Cross-town public transport in outer Melbourne remains largely inefficient due to a discontinuous road network and a lack of services. The creation of orbital bus routes around Melbourne as part of the SmartBus network is now long overdue. However, many major centres will still be left out once SmartBus is completed.

Road congestion at railway level crossings is also increasing as more train services are provided and boom gates are down for longer. Eliminating level crossings on busy arterials is a critical part of reducing congestion and accordingly, RACV has called on the State Government to invest in building overpasses or underpasses at a minimum of five Melbourne level crossing locations each year.

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SmartBus aims to provide a network of cross-town bus services to connect activity centres. The direct and orbital SmartBus services are seen by Government as completing Melbourne’s Principal Public Transport Network.

Orbital services mean that people living in Melbourne’s middle and outer suburbs will no longer need to travel to the CBD to travel across Melbourne. A much needed improvement to service standards and new “real-time” traveller technology are also key components of SmartBus.

Yet despite all the promotion of SmartBus by Government, none of the orbital routes are complete, and full delivery of the SmartBus network will still take many years. The completion of the red orbital connecting Mordialloc, Box Hill and Altona is not scheduled to open until the end of 2009 and it will be many more years before services rollout to outer Melbourne. Activity centres such as Lilydale and Cranbourne will miss out on SmartBus services entirely.

Clearly the timeframe for delivering SmartBus needs to be accelerated to meet the needs of outer Melbourne. RACV believes that the accelerated rollout of SmartBus should be a priority for the State Government, with funding brought forward from future years.

Average weekday trip share - Melbourne

<table>
<thead>
<tr>
<th>Mode</th>
<th>Inner</th>
<th>Middle</th>
<th>Outer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>40%</td>
<td>30%</td>
<td>30%</td>
</tr>
<tr>
<td>Public transport</td>
<td>10%</td>
<td>20%</td>
<td>70%</td>
</tr>
<tr>
<td>Walking</td>
<td>5%</td>
<td>15%</td>
<td>80%</td>
</tr>
<tr>
<td>Other</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
</tbody>
</table>

Department of Sustainability and Environment 2002

*Meeting Our Transport Challenges, Department of Transport 2006*
In 2002, RACV pointed to the growing transport disparity affecting residents of outer Melbourne, who were among the most transport disadvantaged in the State. RACV consulted with Members and local governments to identify what was broken and what was needed to fix it.

The Missing Links report was produced in October 2002, and outlined a responsible plan for the upgrade of transport infrastructure in outer Melbourne.

Seventy-four projects were identified comprising a critically needed $2.2 billion investment in the arterial road network, with $1.4 billion for road upgrades and $800 million for new road projects. RACV called on the State Government to commit to an annual ongoing $100 million program targeting these roads, and for the Federal Government to invest in improving those roads in which it had a stake.

Since 2002 half of the projects RACV called for have been completed or committed. The State Government’s Outer Metropolitan Arterial Road Program has on average invested $112 million per year since the 2002/03 Budget.

RACV welcomes this investment to improve transport infrastructure in outer Melbourne, but is concerned that there are many projects yet to be delivered.

Continued rapid growth in outer Melbourne has intensified the urgency to complete this backlog of projects and has further highlighted gaps in the transport network. A start has been made, but much more remains to be done.

People in outer Melbourne are suffering under a transport system that has failed to keep pace with the rapid population growth occurring in the region. The missing links threaten the strength of the State’s economy and liveability of all Melburnians. It is clear that outer Melbourne needs better transport connections, especially those enhancing public transport.

All levels of Government have an important part to play in connecting outer Melbourne.

Local Government is closest to the community, plans urban development and is responsible for many of the roads that cars, trucks and buses use everyday.

The State Government is responsible for building and operating arterial roads and public transport services. Much of the work needed in outer Melbourne is a direct responsibility of the State Government and its agencies such as VicRoads and the Department of Transport.

The Federal Government contributes funds to projects which boost the nation’s productivity, and has more recently acknowledged its role in helping the State Government tackle urban congestion, including delivery of public transport infrastructure in outer urban areas.14

The blueprint shown on the following pages of Outer Melbourne Connect proves there is room for all to contribute.

Key connections for outer Melbourne are shown on pages 13 and 14. These major projects comprise new roads, rail line extensions, new railway stations, railway level crossing improvements and cross-town bus services. These require investment by both State and Federal Governments.

Arterial road improvements are shown on pages 15–18. RACV has identified 85 projects to better serve private motoring, public transport services and freight operation. These projects, which are grouped by region and listed by municipality on pages 19–48, require a $3 billion investment by the State Government for road infrastructure, plus ongoing funding for bus service improvements.

The projects identified in Connect are long overdue. We cannot afford to see only a handful of improvements built each year for the next 20 years.

The delivery of the Connect blueprint requires an innovative approach to funding, involving the State and Federal Governments, together with the private sector. This approach could see the 20 year backlog of projects built now – when it is of most benefit.

RACV calls on the State Government to deliver an accelerated and ongoing program of infrastructure and service improvements for Melbourne’s outer suburbs.

We advocate that the State Government should first approach the Federal Government to provide this funding to reduce the overall capital cost for which the State will be accountable.

RACV expects the Federal Government to honour election promises and commit to projects such as the $400 million Frankston Bypass, the extension of the Metropolitan Ring Road from Greensborough to EastLink in Ringwood and play a much stronger role in funding urban public transport improvements.

The State Government should then deliver the backlog projects with an ongoing program of works. The private sector should be invited to propose finance options for delivery of this program – options such as a ‘shadow toll’ where the Government makes payments based on usage of the road and there is no payment directly by the user.
Major Projects required in outer Melbourne

A  Melton rail line duplication and electrification from Sunshine with new station at Melton South
B  Tarneit rail link
C  Point Cook railway station
D  E14 arterial from Western Ring Rd to Mt Ridley Rd
E  Epping North rail extension
F  E5 arterial from Metropolitan Ring Rd to Bridge Inn Rd
G  Mernda rail extension including completion of South Morang railway station
H  Epping rail line duplication from Keen Park to Epping
I  Metropolitan Ring Road extension from Greensborough to EastLink
J  Expansion of Doncaster Area Rapid Transit bus services - new buses and Park and Ride facilities
K  Lilydale rail line duplication from Ringwood to Box Hill with grade separation at level crossings
L  SmartBus Green Orbital - Chelsea, Nunawading, Doncaster, Broadmeadows, Werribee
M  SmartBus Yellow Orbital - Frankston, Dandenong, Ringwood, Epping, Melbourne Airport
N  Caulfield-Dandenong rail duplication with grade separation at level crossings
O  Dingy Arterial from South Rd to South Gippsland Fwy
P  Lakeside railway station
Q  Lynbrook railway station
R  Cranbourne East rail line extension and duplication with new station at Dandenong South
S  Frankston Bypass from EastLink to Mornington Peninsula Freeway
T  Rye Bypass from Mornington Peninsula Freeway to Melbourne Road

Projects not shown on map that affect all of Melbourne:
• East-West road tunnel connecting Eastern Freeway and Western Ring Road
• New Melbourne Metro rail tunnel

New Bus Services Required
Southeast region (connecting Dandenong, Narre Warren, Cranbourne, Pakenham, Frankston)
Mernda/Doreen
Truganina
Waterways
Werribee South

Expanded Bus Services Required

Baxter
Beaconsfield
Braeside
Caroline Springs
Carrollton Downs
Cranbourne
Cranbourne East
Epping North
Ferntree Gully
Hastings
Karingal
Keysborough South
Lilydale
Lyndhurst
Mordialloc
Mornington Peninsula
Mt Eliza
Pearecdale
Point Cook
Portsea
Rewiile
Seaford
Somerville
South Morang
Tarnelt
Tyabb
Warburton
Whittlesea

RACV Top Level Crossing Separation Projects in Outer Melbourne

Cherry St, Werribee
Camp Rd, Campbellfield
Clyde Rd, Berwick
Corrigan Rd, Noble Park
Heatherton Rd, Noble Park
Maribyrnong Hwy, Lilydale
South Gippsland Hwy, Dandenong
Springvale Rd, Nunawading
Werribee St, Werribee
Werribee Rail Line
Upfield-Rail Line
Pakenham Rail Line
Pakenham/Cranbourne Rail Line
Lilydale Rail Line
Belgrave/Lilydale Rail Line
Pakenham/Cranbourne Rail Line
Geelong Rail Line
KEY:
- Upgrade – increase traffic capacity by new turning lanes, intersection upgrades, footpaths, bus stop improvements
- Duplicate – construct a new road beside the existing road with a median strip separating traffic
- Widen – allow for additional lanes for traffic and possibly bicycle lanes
- Construct – build new road to best standard
- Existing arterial road

connect

missing links in outer melbourne

transport
community
industry
<table>
<thead>
<tr>
<th>Project</th>
<th>Details</th>
<th>Municipality</th>
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</thead>
<tbody>
<tr>
<td>1. Armstrong Rd (Middle Ridge Rd)</td>
<td>Construct with overpass of railway line</td>
<td>Wyndham</td>
</tr>
<tr>
<td>2. Palmaris Rd, Robinsens Rd, Westwood Rd</td>
<td>Construct and Duplicate - Western Hwy to Princes Fwy</td>
<td>Wyndham, Melton, Brimbank</td>
</tr>
<tr>
<td>3. Dunning Rd</td>
<td>Duplicate - Point Cook Rd to Boardwalk Blvd</td>
<td>Wyndham</td>
</tr>
<tr>
<td>4. Stradbroke Rd</td>
<td>Duplicate - Princes Hwy to Pt Cook Rd</td>
<td>Wyndham</td>
</tr>
<tr>
<td>5. Leakes Rd</td>
<td>Upgrade - Tarneit Rd to Fitzgerald Rd</td>
<td>Wyndham</td>
</tr>
<tr>
<td>6. Tarneit Rd</td>
<td>Duplicate - Hovans Rd to Leakes Rd</td>
<td>Wyndham</td>
</tr>
<tr>
<td>7. Point Cook Rd</td>
<td>Duplicate - Princes Fwy to Point Cook Homestead Rd</td>
<td>Wyndham, Manningham, Melton</td>
</tr>
<tr>
<td>8. Newlands Rd</td>
<td>Duplicate and Widen to 4 lanes - Camp Rd to Term Rd</td>
<td>Wyndham</td>
</tr>
<tr>
<td>9. Obarry Rd</td>
<td>Duplicate - Hume Rd to Bays Rd</td>
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</tr>
<tr>
<td>10. Guyes Rd, Old Delong Rd</td>
<td>Duplicate - Darriut Rd to Kororoit Creek Rd</td>
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<td>11. Hall Rd</td>
<td>Duplicate - Gourlay Rd to Keays Rd</td>
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</tr>
<tr>
<td>12. Murrara Rd</td>
<td>Duplicate - The Regency to Fryers Rd</td>
<td>Melton</td>
</tr>
<tr>
<td>13. Kings Rd</td>
<td>Duplicate and Construct - Calder Fwy to Melton Hwy</td>
<td>Melton, Brimbank</td>
</tr>
<tr>
<td>14. Riddell Rd</td>
<td>Duplicate - Elizabeth St to Horne St</td>
<td>Home</td>
</tr>
<tr>
<td>15. Sunbury Rd</td>
<td>Duplicate - Powell St to Tullamarine Fwy</td>
<td>Home</td>
</tr>
<tr>
<td>16. Amerton Rd</td>
<td>Duplicate - Rutherford Fwy Ch to Oaklands Rd</td>
<td>Home</td>
</tr>
<tr>
<td>17. Craigieburn Rd</td>
<td>Duplicate - Bridgewater Rd to Micklem Rd</td>
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</tr>
<tr>
<td>18. Craigieburn Rd East</td>
<td>Duplicate - Hume Hwy to Epping Rd</td>
<td>Whittlesea</td>
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<tr>
<td>19. Johnston St (Broadmeadows Rd)</td>
<td>Duplicate - Ripplbrook Dr to Micklem Rd</td>
<td>Home</td>
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<tr>
<td>20. Lytton St</td>
<td>Duplicate and Construct - Epping Rd to Gorrie Rd</td>
<td>Whittlesea</td>
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<td>21. O’Herns Rd</td>
<td>Duplicate - Hume Hwy to Epping Rd</td>
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<td>22. Corin Rd, Kurraj Rd</td>
<td>Upgrade - Plenty Rd to Yan Yean Rd</td>
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<td>23. Childs Rd</td>
<td>Duplicate and Construct - Edgars Rd to E6 reservation</td>
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<td>24. Clifton Hill Rd, Memorial Ave</td>
<td>Upgrade - High St to Sally Rd</td>
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<td>25. Plenty Rd</td>
<td>Widen to 6 lanes - Childs Rd to Metropolitan Ring Rd</td>
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<td>26. Plenty Rd</td>
<td>Duplicate - Gordons Rd to Bridge Inn Rd</td>
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<tr>
<td>27. Epping Rd</td>
<td>Duplicate - Memorial Ave to Craigieburn Rd East</td>
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<tr>
<td>28. Epping Rd</td>
<td>Upgrade - Korun Rd to Velker Creek Rd</td>
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<td>Upgrade - Bridge St to Main Rd</td>
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<td>31. Diamond Creek Rd</td>
<td>Duplicate - Aqueduct Rd to Rayms Rd</td>
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<td>32. Diamond Creek Rd</td>
<td>Duplicate - Diamond Creek Rd to Korral Rd</td>
<td>Nillumbik</td>
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<tr>
<td>33. Main Hurstbridge Rd</td>
<td>Duplicate - Elizabeth St to Phipps Cr with grade separation of railway line</td>
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<td>34. Sunnyside Rd</td>
<td>Widen - Bridge St to Thompsons Rd</td>
<td>Manningham</td>
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<tr>
<td>35. Ollier St/Neumanns Rd/Heidelberg-</td>
<td>Update site - Ijamens La to Harris GEy Rd</td>
<td>Manningham</td>
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<tr>
<td>36. Tarra St</td>
<td>Upgrade - Harris Gey Rd to Jumping Creek Rd</td>
<td>Manningham</td>
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<tr>
<td>37. Springvale Rd</td>
<td>Duplicate - Mitcham Rd to Reynolds Rd</td>
<td>Manningham</td>
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<tr>
<td>38. Reynolds Rd, Northern Arterial</td>
<td>Duplicate and Construct - Springvale Rd to Croydon Rd</td>
<td>Manningham, Maroondah</td>
</tr>
<tr>
<td>39. Northern Arterial</td>
<td>Construct - Croydon Rd to Maroondah Hwy</td>
<td>Manningham, Maroondah, Yarra Ranges</td>
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<td>40. King St, Victoria St</td>
<td>Upgrade and Widen to 6 lanes - Wetherby Rd to Williams Rd</td>
<td>Manningham</td>
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<td>41. King St</td>
<td>Upgrade and Widen - Victoria St to Blackburn Rd</td>
<td>Manningham</td>
</tr>
<tr>
<td>42. Canterbury Rd</td>
<td>Upgrade and Widen to 6 lanes divided - Dorset Rd to Mt Dandenong Rd</td>
<td>Manningham</td>
</tr>
</tbody>
</table>

**Lighter shaded projects are on roads currently under the responsibility of Local Government**
Comprising Wyndham City Council and the Shire of Melton, the outer west is well placed for strong economic growth. Plans for a future transport corridor between Werribee and Craigieburn in the outer north will ensure the long-term future of this region, providing a link between two rapidly growing areas.

The region has experienced strong housing growth, leaving gaps in the areas of health, education, transport and social services. Employment and social issues are more prevalent here than in other parts of Melbourne, with many residents forced to seek employment outside the area.

The outer west is linked to the metropolitan rail network via the Werribee and Sydenham rail lines. V/Line regional rail services are available to Melton, Rockbank and Deer Park. Railway stations are spaced far apart and located well away from residential development, with limited bus connections. This has made public transport usage relatively low throughout the region and resulted in a high dependency on cars. New estates in particular are missing out on bus services.

The sparse arterial road network in the west forces traffic onto congested local roads, reducing the safety of the community, and limiting the efficient movement of freight and buses.

**Key projects needed for region**

- Point Cook railway station
- Melton rail line duplication and electrification from Sunshine with new station at Melton South
- Tarneit rail link
The City of Wyndham continues to grow at a staggering rate, putting pressure on infrastructure and community services. It is now expected to reach a population of over a quarter of a million, far above earlier forecasts. Wyndham’s proximity to Melbourne, Geelong, airports and sea ports make it economically well-placed. However the disjointed arterial road network prevents the safe and efficient movement of freight and goods, forcing traffic onto narrow local roads.

The Werribee rail line would benefit from additional stations and parking, given the large gaps along the line and the limited facilities. There have also been calls for the construction of a new rail line from Werribee to Sunshine known as the Tarneit Link.

Bus services in Wyndham require urgent improvements, to increase services and hours of operation, as well as provide shorter, more direct routes to activity centres and railway stations. SmartBus orbital services would achieve the latter but remain several years from completion.

### Projects and Costs

<table>
<thead>
<tr>
<th>Project</th>
<th>Details</th>
<th>$ million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tarneit Rd</td>
<td>Duplicate - Hegans Rd to Leakes Rd</td>
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<tr>
<td>Armstrong Rd (Middle Ring Rd)</td>
<td>Construct with overpass of railway line</td>
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<tr>
<td>Palmers Rd</td>
<td>Construct and Duplicate - Princes Fwy to Boundary Rd</td>
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<tr>
<td>Derrimut Rd</td>
<td>Duplicate - Point Cook Rd to Point Cook Blvd</td>
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<tr>
<td>Sneydes Rd</td>
<td>Duplicate - Princes Hwy to Pt Cook Rd</td>
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<tr>
<td>Sneydes Rd</td>
<td>Duplicate - Princes Hwy to Sneydes Rd</td>
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<tr>
<td>Point Cook Rd</td>
<td>Duplicate - Princes Hwy to Point Cook Blvd</td>
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<tr>
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<td>Point Cook Rd</td>
<td>Duplicate - Princes Hwy to Point Cook Blvd</td>
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<td>Bolton Rd, Heathlu Rd</td>
<td>Duplicate and Widens to 4 lanes - Baillie Rd to Toner Rd</td>
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<tr>
<td>Derrimut Rd</td>
<td>Duplicate - Hume Rd to Grieve Pde</td>
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<tr>
<td>Bolton Rd, Old Geelong Rd</td>
<td>Duplicate - Derrimut Rd to Kenroeil Creek Rd</td>
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<td><strong>TOTAL</strong></td>
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</table>

Information from Department of Sustainability and Environment 2004 and Australian Bureau of Statistics 2008

New Bus Services Required
- Truganina
- Werribee-South

Expanded Bus Services Required
- Point Cook
- Tarneit

Wyndham’s bus service is inefficient, indirect and in dire need of a major overhaul

Wyndham City Council 2008
The Shire of Melton faces unique challenges from its rapid growth and large youth population. Employment and the delivery of social infrastructure are chief amongst the issues with a lack of transport options only exacerbating the situation. Public transport services are poor especially to newly established suburbs.

With a lack of job diversity in the outer west, many Melton residents work outside the region. Residents of Caroline Springs must drive to stations such as Deer Park and Rockbank to catch V/Line trains to Melbourne, at times waiting up to 55 minutes as express trains from Ballarat pass by on the single rail line.

The sparse network of arterial roads throughout the Shire sees enormous amounts of through traffic and heavy vehicle traffic using local streets. This reduces the safety and liveability of local residents, and impedes bus services. The upgrade of a network of roads throughout the region to an arterial standard will significantly improve and manage traffic movement. These roads should ultimately be managed by the State Government.

<table>
<thead>
<tr>
<th>Project</th>
<th>Details</th>
<th>$ million</th>
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<tbody>
<tr>
<td>Melton Rd, Westwood Dr</td>
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<tr>
<td>Hume Dr</td>
<td>Duplicate - Gourley Rd to Kings Rd</td>
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<tr>
<td>Wangan Rd</td>
<td>Duplicate - Kings Rd to Gourley Rd</td>
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<tr>
<td>Rockbank Middle Rd</td>
<td>Duplicate and Construct - Clarke Rd to Station Rd</td>
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<tr>
<td>Calder Park Dr, Westwood Dr</td>
<td>Duplicate and Construct - Calder Hwy to Western Hwy</td>
<td>153</td>
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<tr>
<td>Gourley Rd</td>
<td>Duplicate - Grevillea Clp to Taylor Rd</td>
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<tr>
<td>Melton Hwy</td>
<td>Duplicate - The Regency to Ryan’s Ln</td>
<td>110</td>
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<tr>
<td>Rand Rd</td>
<td>Duplicate and Construct - Calder Hwy to Melton Hwy</td>
<td>44</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>386</td>
</tr>
</tbody>
</table>
Melbourne’s outer north comprises the City of Hume, City of Whittlesea and the Shire of Nillumbik. Hume and Whittlesea are experiencing considerable growth with the townships of Epping North, Mernda and Doreen expected to reach a combined population of 90,000 residents.

In contrast, Nillumbik Shire’s growth has largely stabilised due to its geographic position. Much of the land to the north remains rural, with limited public transport services and no rail.

Key industrial and commercial developments are underway closer to Melbourne such as the Melbourne Airport Activity Centre, Melbourne Fruit and Vegetable Wholesale Market, and Plenty Valley Town Centre. These are expected to bring enormous amounts of traffic to the area.

While residential, commercial and industrial development has occurred rapidly, the development of transport infrastructure and services has fallen well behind. The South Morang rail extension is still several years away and there is now a need for extensions to Mernda and Epping North. Roads and public transport remain key issues that need to be addressed in this area.

**Key projects needed for region**
- Metropolitan Ring Road extension from Greensborough to EastLink
- Epping rail line duplication between Keon Park and Epping
- Mernda rail extension including completion of South Morang railway station
- Epping North rail extension
- E14 arterial connecting Western Ring Road and Mt Ridley Road
- E6 arterial connecting Metropolitan Ring Road and Bridge Inn Road

**Transport failing the community**

Melbourne’s outer north comprises the City of Hume, City of Whittlesea and the Shire of Nillumbik. Hume and Whittlesea are experiencing considerable growth with the townships of Epping North, Mernda and Doreen expected to reach a combined population of 90,000 residents.

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- E6 arterial connecting Metropolitan Ring Road and Bridge Inn Road
The City of Whittlesea now expects 240,000 residents to reside in the municipality by 2030, well above State Government forecasts. To ensure that this growth is sustainable, 23,000 jobs are planned for the Cooper Street Employment Area, including 6,000 at the relocated Melbourne Wholesale Fruit and Vegetable Market, set to open in 2010.

Whilst every effort has been made to ensure the early provision of community facilities and employment to support future residents, the transport system remains lacking and disjointed. This has left some parts of the city severely isolated and completely reliant on cars. Plans for the extension of the Epping rail line to South Morang and the introduction of SmartBus orbital services remain many years away.

Currently only five per cent of households have convenient access to rail services, which terminate at Epping. With significant growth still occurring in the north at Mernda, Doreen and Epping North, the access to rail will reduce to just two per cent if left unchanged.

The demand for the South Morang (rail) extension is now well and truly proven and in a very short time so will be the extension to Mernda

Cr Elizabeth Nealy, Mayor 2008
Hume

- 40 kilometres northwest of Melbourne
- 504 square kilometres
- Major centres: Broadmeadows, Sunbury, Craigieburn
- 2007 population – 157,145
- 2030 projected population – 185,752
- Latest annual growth – 2.2%

Hume City Council is one of the few municipalities to have had major rail improvements in recent years. In September 2007, the railway line to Craigieburn was electrified and a new station at Roxburgh Park opened.

The road network now needs to be substantially upgraded to keep up with the pace of residential and commercial development. Improved roads will also foster better bus services linking growth areas with activity centres and railway stations. SmartBus services are well overdue in Hume.

Nillumbik

- 25 kilometres northeast of Melbourne
- 435 square kilometres
- Major centres: Eltham, Diamond Creek, Hurstbridge
- Kinglake National Park and Sugarloaf Reservoir
- 2007 population – 62,310
- 2030 projected population – 65,615
- Latest annual growth – 0.5%

The Shire of Nillumbik is not expected to significantly grow in the future, which sets it apart from other outer Melbourne regions.

Currently, more than 80 per cent of travel in the Shire is by car. This is partly due to the hilly geography and limited infrastructure for walking and cycling, but also the result of inadequate public transport services.

The upgrade of roads and paths remains a necessity to facilitate a shift to more sustainable modes of transport. This includes upgrading local roads such as Bolton Street, which currently carries 20,000 vehicles per day yet has no footpaths or bus services.

More than 80 per cent of the population are unserviced by trains or scheduled bus services
Shire of Nillumbik 2007

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Making the most of existing transport assets is a key aim of the Nillumbik Shire Council. This includes greater use of intelligent transport system technology, such as Traffic Signal Metering and bus priority systems to improve traffic flow, and more efficient and innovative uses of high occupancy vehicles such as telebuses, community buses and taxis.

A smarter approach to using existing infrastructure is needed
Cr Warwick Leeson, Mayor 2008

<table>
<thead>
<tr>
<th>Project</th>
<th>Details</th>
<th>$ millions</th>
</tr>
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<tbody>
<tr>
<td>Rosedale Rd</td>
<td>Duplicate - Elizabeth St to Horne St</td>
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<tr>
<td>Sunbury Rd</td>
<td>Duplicate - Peel St to Tullamarine Fwy</td>
<td>140</td>
</tr>
<tr>
<td>Somerton Rd</td>
<td>Duplicate - Rosbrough Park Dr to Oaklands Rd</td>
<td>40</td>
</tr>
<tr>
<td>Craigieburn Rd</td>
<td>Duplicate - Bridgewater Rd to Mickleham Rd</td>
<td>40</td>
</tr>
<tr>
<td>Craigieburn Rd East</td>
<td>Duplicate - Home Hwy to Evelyn Rd</td>
<td>40</td>
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<tr>
<td>Johnstone St (Broadmeadows Rd)</td>
<td>Duplicate - Ringlbrook Dr to Mickleham Rd</td>
<td>27</td>
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<td>TOTAL</td>
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</table>
The outer east of Melbourne comprises Yarra Ranges Shire Council and the Cities of Manningham, Maroondah and Knox.

Yarra Ranges Shire is largely rural with marginal population growth expected. The geography and low population densities mean that public transport services and infrastructure remain basic.

Manningham, Maroondah and Knox are some of the more established municipalities in outer Melbourne but share transport issues common with the other outer areas. These include a lack of footpaths, poor public transport infrastructure and high traffic volumes. Roads in these Councils carry a disproportionate share of traffic from areas further out due to gaps in Melbourne’s arterial road network.

EastLink is expected to improve traffic flow on some roads in this region. However, it is also expected to bring considerable economic activity and growth. The completion of EastLink now draws attention to the need to complete the missing road connection between the Metropolitan Ring Road at Greensborough and EastLink in Ringwood.

The outer east does not have the rapid population growth seen in other parts of Melbourne, but still has a backlog of overdue transport projects and necessary safety improvements resulting from past growth. EastLink represents a significant boost to the transport network but cannot be expected to solve all the problems. Funding of more road, pedestrian, cycling and public transport projects in this region remains critical.

**Key projects needed for region**
- Metropolitan Ring Road extension from Greensborough to EastLink
- Expansion of Doncaster Area Rapid Transit bus services – new buses and expansion of Park and Ride facilities
- Lilydale rail line triplication between Ringwood and Box Hill with grade separation at level crossings
Manningham is the only municipality in Melbourne not to be serviced by rail. It is therefore not surprising that Manningham has the highest number of bus users in Melbourne, with more services and buses required by the community. The semi-rural north and east in particular, would benefit from more services, especially on weekends. The faster rollout of SmartBus is vital to better connect the area.

The major public transport service is the Doncaster Area Rapid Transit (DART), which provides regular and direct trips from Doncaster to Melbourne’s CBD. This popular service uses the Park and Ride facility at Hender Street. To cater for the growth on DART, more buses are needed, as well as upgrades to the Hender Street facility and extensions to new Park and Ride locations throughout the region.

Manningham has the highest number of bus users in Melbourne
Department of Sustainability and Environment 2004

<table>
<thead>
<tr>
<th>Project</th>
<th>Details</th>
<th>$ million</th>
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<tr>
<td>Templestowe Rd</td>
<td>Widen - Bridge St to Thompsons Rd</td>
<td>16</td>
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<tr>
<td>Ferrier St/Newmans Rd/Heidelberg-Warrandyte Rd</td>
<td>Upgrade - Fitzsimons La to Harris Gully Rd</td>
<td>25</td>
</tr>
<tr>
<td>Terra St/Ringwood-Warrandyte Rd</td>
<td>Upgrade - Harris Gully Rd to Jumping Creek Rd</td>
<td>11</td>
</tr>
<tr>
<td>Ringwood/Warrandyte Rd</td>
<td>Upgrade - Jumping Creek Rd to Tonkine Dr</td>
<td>35</td>
</tr>
<tr>
<td>Springvale Rd</td>
<td>Duplicate - Mitcham Rd to Reynolds Rd</td>
<td>30</td>
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<tr>
<td>Reynolds Rd, Northern Arterial</td>
<td>Duplicate and Construct - Springvale Rd to Croydon Rd</td>
<td>60</td>
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<tr>
<td>Ring St, Victoria St</td>
<td>Upgrade and Widen to 4 lanes - Wetherby Rd to Williams Rd</td>
<td>29</td>
</tr>
<tr>
<td>Ring Rd</td>
<td>Upgrade and Widen - Victoria St to Blackburn Rd</td>
<td>32</td>
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EastLink is expected to bring more traffic onto Manningham’s roads due to the missing connection to the Metropolitan Ring Road. Road upgrades are needed to minimise congestion, including the construction of a Northern Arterial to provide a more direct cross-town link through the north of Manningham.

35 buses are needed to the city immediately
Manningham City Council 2008
Maroondah

- 30 kilometres east of Melbourne
- 63 square kilometres
- Major centres: Ringwood, Croydon, Heathmont
- 2007 population – 103,005
- 2030 projected population – 127,111
- Latest annual growth – 0.5%

Maroondah is largely developed with residential land covering 65 per cent of the municipality. Commercial precincts run along Maroondah Highway in the Ringwood Activity Centre and Croydon Town Centre, and major industrial development is located in Bayswater North.

Population growth will largely take place in infill developments which will put further strain on the already congested road system. An 800 lot subdivision of the former Croydon Golf Club is expected to bring up to 8,000 additional traffic movements onto the northern section of Dorset Rd, which currently only caters for one lane of traffic in each direction.

Many arterial roads in Maroondah remain rural in appearance without service roads, kerb and channel for drainage, footpaths and bus stop facilities. Arterial roads in the north are disconnected and would benefit from the construction of a direct Northern Arterial.

The retention of the remaining sections of the Healesville Freeway reservation is also important to provide the next generation with options to address future transport needs.

Yarra Ranges

- 60 kilometres east of Melbourne
- 2,447 square kilometres
- Major centres: Lilydale, Healesville, Belgrave
- Dandenong Ranges and Upper Yarra Valley
- 2007 population – 145,596
- 2030 projected population – 147,721
- Latest annual growth – 0.4%

The Shire of Yarra Ranges is Melbourne’s largest municipality by land size, though the majority of residents live and work in Lilydale and Belgrave.

The Shire remains in desperate need of better roads and public transport to bring it up to scratch. The minimal population growth expected in the region is seen by some as a disadvantage for future transport funding by the State.

Yarra Ranges has some of the most economically disadvantaged communities in Melbourne, especially those residing along the Warburton corridor. Public transport services to these sparsely populated areas are limited and social isolation is common for those without access to a car.

Transport funding is needed throughout Melbourne, not just in growth corridors

Existing bus services suffer from irregularity, inadequate pedestrian links and limited infrastructure. Many bus stops consist of little more than a patch of gravel beside a road. SmartBus will not reach the region.

Belgrave, Upwey and Lilydale railway stations require upgrades to meet the increased demand for rail, with more buses, and secure bicycle and car parking required.

<table>
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<tr>
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<td>Dorset Rd</td>
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<tr>
<td>Croydon Rd/Plymouth Rd/Warrinwood Rd/ Kings Rd/Yarra Rd</td>
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<tr>
<td>Northern Arterial</td>
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<tr>
<td>Croydon Rd</td>
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<tr>
<td>Baywater Rd</td>
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<td>Maroondah Hwy</td>
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<tr>
<td>Lilydale Bypass</td>
<td>60</td>
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<tr>
<td>TOTAL</td>
<td>103</td>
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New Bus Services Required
Chirnside Park

Expanded Bus Services Required
Warburton
Lilydale

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<td>Link Rd</td>
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<tr>
<td>Maroondah Hwy</td>
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<td>Lilydale Bypass</td>
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<tr>
<td>TOTAL</td>
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Economy clipart
Knox

- 30 kilometres east of Melbourne
- 114 square kilometres
- Major centres: Ferntree Gully, Boronia, Rowville
- 2007 population – 153,151
- 2030 projected population – 161,708
- Latest annual growth – 0.5%

Knox is an established municipality with many new commercial, industrial and residential developments underway including the Knox Central Activity Centre. This massive project has already seen the shopping centre expanded and new apartments and offices built. While EastLink will greatly assist cross-town movement and link people to jobs and activities in the east, it will not alleviate all the issues faced in Knox. The arterial network will continue to serve local and regional transport needs, including indispensable links in the public transport network. Most of these roads are at or near capacity and demand continues to grow.

Knox Central will be bigger than Melbourne’s CBD
Knox City Council 2008

Improving public transport remains a key requirement for this region. Additional bus services to the Knox Central Activity Centre should be considered to transport the 8,000 new residents and workers expected to the area. Upgrades are already needed at railway stations such as Bayswater, Upper Ferntree Gully and Ferntree Gully to cope with the increased demand. More connecting bus services, better pedestrian and cycling facilities, and improved security and lighting in station car parks are needed.

Project | Details | $ million
--- | --- | ---
Kelletts Rd | Duplicate - Napoleon Rd to Wellington Rd | 20
Dorset Rd Extension | Construct - Burwood Hwy to Lysterfield Rd | 30
Stud Rd | Duplicate - Boronia Rd to Mountain Hwy | 17
Stud Rd Extension | Construct - Mountain Hwy to Canterbury Rd | 20
High Street Rd | Duplicate - Stud Rd to Burwood Hwy | 15
Napoleon Rd | Duplicate - Lysterfield Rd to Kelletts Rd | 24
Wellington Rd | Duplicate - Napoleon Rd to Lysterfield Rd | 39
Burwood Hwy | Widened to 6 lanes divided - Mountain Hwy to Stud Rd | 14
Burwood Hwy | Widened to 6 lanes divided - Scoresby Rd to Ferntree Gully Rd | 12
Ferntree Gully Rd | Widened to 6 lanes - Stud Rd to Burwood Hwy | 30
TOTAL | | 226

Knox Central will be bigger than Melbourne’s CBD
Knox City Council 2008

Required Bus Improvements

- Expanded Bus Services Required
  - Rowville
  - Ferntree Gully

- Knox Central will be bigger than Melbourne’s CBD
  - Knox City Council 2008

- Improving public transport remains a key requirement for this region. Additional bus services to the Knox Central Activity Centre should be considered to transport the 8,000 new residents and workers expected to the area.

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- Project | Details | $ million
  --- | --- | ---
  Kelletts Rd | Duplicate - Napoleon Rd to Wellington Rd | 20
  Dorset Rd Extension | Construct - Burwood Hwy to Lysterfield Rd | 30
  Stud Rd | Duplicate - Boronia Rd to Mountain Hwy | 17
  Stud Rd Extension | Construct - Mountain Hwy to Canterbury Rd | 20
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  Ferntree Gully Rd | Widened to 6 lanes - Stud Rd to Burwood Hwy | 30
  TOTAL | | 226

- Knox Central will be bigger than Melbourne’s CBD
  - Knox City Council 2008

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- Upgrades are already needed at railway stations such as Bayswater, Upper Ferntree Gully and Ferntree Gully to cope with the increased demand. More connecting bus services, better pedestrian and cycling facilities, and improved security and lighting in station car parks are needed.
Comprising the Cities of Greater Dandenong, Kingston, Casey and Frankston, and the Shires of Mornington Peninsula and Cardinia, the outer southeast is a key economic and employment region, set to grow rapidly with the development of vast tracts of land in Carrum Downs, Dandenong South and Pakenham.

Population growth in Casey and Cardinia ranks amongst the highest in the country. The outer southeast will be home to over one million people by 2030.

Tourism is a strong component of the economy in the region, particularly the Mornington Peninsula, affectionately known as ‘Melbourne’s playground’. In summer, there are 15,000 additional residents to the Peninsula, plus day trippers.

The combination of a growing population, increasing freight task and tourism is putting heavy strain on the transport system in this area, resulting in daily congestion and reduced liveability.

Rail access is limited and requires major investment particularly to improve freight delivery, which is currently carried on the road. Many roads originally designed to carry light rural volumes must now carry tens of thousands of vehicles each day.

The completion of EastLink, as well as growth in the regional Victorian centres of Bass Coast and Gippsland, will further intensify the need for improvements to the transport system. Projects such as the Frankston Bypass and Dingley Arterial are needed to ensure the effective movement of people and goods throughout this important region.

Key projects needed for region
- Dingley Arterial connecting South Road and South Gippsland Freeway
- Cranbourne East rail line extension and duplication with new station at Dandenong South
- Caulfield-Dandenong rail triplication with grade separation at level crossings
- Frankston Bypass
- Rye Bypass
- Lynbrook and Lakeside railway stations
Greater Dandenong

- 30 kilometres southeast of Melbourne
- 130 square kilometres
- Major centres: Dandenong, Springvale
- Manufacturing, distribution and industrial hub
- 2007 population – 132,237
- 2030 projected population – 146,260
- Latest annual growth – 1.1%

Greater Dandenong is a culturally diverse municipality experiencing somewhat of a resurgence with massive investment to revitalise the Dandenong Central Activities District - Melbourne’s second largest retail and commercial centre.

Public transport use in Greater Dandenong is higher than the rest of outer Melbourne due to greater numbers of low income households and lower car ownership.

Dandenong South looks set to be one of the largest industrial precincts in Australia. The massive development combined with expected growth in the Port of Hastings and nearby residential development will make Dandenong a key transport hub, requiring significant investment for both road and rail.

The full construction of the Dingley Arterial connecting South Road, Moorabbin to South Gippsland Freeway is seen as a priority in this region to enable efficient freight movement.

Dandenong South looks to become Australia’s biggest industrial area
City of Greater Dandenong 2008

Kingston

- 25 kilometres southeast of Melbourne
- 91 square kilometres
- Major centres: Cheltenham, Moorabbin, Chelsea
- 2007 population – 143,350
- 2030 projected population – 159,071
- Latest annual growth – 1.1%

The City of Kingston is a major manufacturing hub, with much of Melbourne’s food and beverage made here.

Residential growth is largely confined to infill developments. Like many municipalities, there have been repeated calls for public transport services to be introduced in line with development, both residential and industrial.

The major transport issues occur from the gaps and limitations in the arterial road network. This results in congestion and high levels of rat-running in local streets, reducing the safety of the local area.

Despite EastLink potentially removing up to 30 per cent of traffic from some roads, it is envisaged that traffic snarls will continue, due to poor connections between arterial roads and the ever increasing traffic to and from the Mornington Peninsula and Melbourne’s southeast. The full construction of the Dingley Arterial connecting South Road, Moorabbin to South Gippsland Freeway, Dandenong, is a priority for the region.

### Project Details

<table>
<thead>
<tr>
<th>Project</th>
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<tr>
<td>Glasscocks Rd</td>
<td>Construct - Dandenong-Frankston Rd to Western Port Hwy</td>
<td>32</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>32</td>
</tr>
</tbody>
</table>

**New Bus Services Required**
- Dandenong South
- Southeast region

**Expanded Bus Services Required**
- Waterways
- Keysborough South

**City of Greater Dandenong 2007**
Casey is one of Australia's fastest growing municipalities. In the last six years alone, the population has increased by almost 50,000 residents\(^1\).

Casey is largely made up of young families with a third of Casey's population under 18 years of age. This means that many are unable to drive and are heavily dependent on public transport and safe paths for walking and cycling.

In recent years there has been a dramatic increase in rail patronage, resulting in more overcrowded trains on the Pakenham and Cranbourne rail lines and overfilled station car parks.

Bus patronage is growing less rapidly, due in part to indirect services to activity centres and railway stations, poorly located bus stops without access to footpaths, and a lack of services to new estates.

SmartBus services are not planned for the region despite growing demands for direct services to Dandenong and Frankston from activity centres such as Cranbourne and Narre Warren.

Bus patronage is growing less rapidly, due in part to indirect services to activity centres and railway stations, poorly located bus stops without access to footpaths, and a lack of services to new estates.

SmartBus services are not planned for the region despite growing demands for direct services to Dandenong and Frankston from activity centres such as Cranbourne and Narre Warren.
Frankston

- 40 kilometres south of Melbourne
- 131 square kilometres
- Major centres: Frankston, Langwarrin, Carrum Downs
- Major institutions include Monash University, Frankston College of TAFE and Mornington Peninsula Hospital
- 2007 population – 123,315
- 2030 projected population – 133,022
- Latest annual growth – 1.4%

Frankston acts as both the gateway and transport hub for the Mornington Peninsula region.

Transport projects such as upgrading Frankston railway station and constructing the Frankston Bypass are still in early planning stages despite being needed years ago.

Congestion is expected to get worse in some areas with the completion of EastLink, growth in the Mornington Peninsula, Carrum Downs Industrial Estate, and the future growth in the Port of Hastings. The main issue remains congestion through Frankston, on Moorooduc Highway, especially at the end of Frankston Freeway and at the railway level crossing.

The Frankston Bypass, estimated to cost $600 million, is urgently needed to complete the Mornington Peninsula Freeway and remove these bottlenecks.

### Project Details

<table>
<thead>
<tr>
<th>Project</th>
<th>Details</th>
<th>$ million</th>
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</thead>
<tbody>
<tr>
<td>Rutherford Rd, Latham Rd</td>
<td>Duplicate and Widen - EastLink to Dandenong-Frankston Rd</td>
<td>25</td>
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<tr>
<td>Hall Rd</td>
<td>Duplicate - McCormicks Rd to Cranbourne-Frankston Rd</td>
<td>36</td>
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<tr>
<td>Moorooduc Hwy</td>
<td>Upgrade - Frankston Freeway to Hastings Rd</td>
<td>19</td>
</tr>
<tr>
<td>Thompson Rd</td>
<td>Duplicate - Dandenong-Frankston Rd to Western Port Hwy</td>
<td>45</td>
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<td><strong>TOTAL</strong></td>
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<td><strong>106</strong></td>
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</tbody>
</table>

An upgrade of Western Port Highway through to Hastings is required to improve north-south traffic flow and safety. East-west upgrades to Thompson Road, Rutherford Road, Lathams Road and Hall Road are also warranted to improve freight routes, connecting the Peninsula to the outer southeast and beyond.

### New Bus Services Required

- Southeast region
  - Seaford
  - Carrum Downs
  - Karingal
  - Baxter
  - Mt Eliza
  - Somerville
  - Tyabb

### Expanded Bus Services Required
Mornington Peninsula

- 80 kilometres south of Melbourne
- 723 square kilometres
- Major centres: Mornington, Hastings, Rosebud
- 2007 population – 142,659
- 2030 projected population – 178,154
- Latest annual growth – 1.3%

The Mornington Peninsula is commonly referred to as ‘Melbourne’s playground’, given its many natural attractions. It has also gained an unfortunate reputation for its relentless holiday traffic jams, with congestion noticeably worse each summer.

10,000 pedestrians & 40,000 cars mix along the Rye foreshore each day in summer
Mornington Peninsula Access and Mobility Study 2007

The concern is that congestion, if not abated, will impact on the environment, road safety, future tourist numbers and the local economy. Tourism is the Shire’s biggest employer.

A bypass of Rye is needed to improve accessibility and reduce conflict between the large numbers of pedestrians, vehicles and cyclists sharing roads such as Point Nepean Road.

Residents here are amongst the oldest in the state. Adequate services and infrastructure will need to meet the mobility challenges faced by an ageing population.

Bus services remain infrequent and indirect. To travel between Hastings and Rosebud requires a detour to Frankston and two separate trip fares. In summer, additional bus and taxi services are needed.

Oldest area in outer Melbourne – average age 42.1 years
Australian Bureau of Statistics 2008

Cardinia

- 60 kilometres southeast of Melbourne
- 1,281 square kilometres
- Major centres: Pakenham, Emerald, Beaconsfield
- Food manufacturing, agriculture
- 2007 population – 60,753
- 2030 projected population – 136,183
- Latest annual growth – 3.7%

Cardinia is a rapidly growing municipality dominated by young families located on Melbourne’s fringe.

The region’s most pressing issue has been employment, and though there are plans for up to 50,000 workers to be based in the area south of Pakenham Bypass, they remain medium-long term plans. Many residents will still work away from the Shire in the meantime.

Upgrades of road infrastructure will largely take place as development occurs. However, the need is already apparent with roads such as Koo Wee Rup Road experiencing significant traffic growth and deterioration since the completion of Pakenham Bypass.

The construction of a railway station at Lakeside is not scheduled until 2016 and its absence represents a major failing for residents in the area.

The bus system is starting to see some expansion, however planned cross-town services such as SmartBus will stop short of the Shire.

New Bus Services Required
Southeast region

<table>
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<tr>
<th>Project</th>
<th>Details</th>
<th>$ million</th>
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<tbody>
<tr>
<td>Koo Wee Rup Rd and Bypass</td>
<td>Duplicate - Pakenham Bypass to South Gippsland Hwy. Construct Koo Wee Rup Bypass</td>
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<tr>
<td>McGregor Rd</td>
<td>Upgrade - Princes Hwy to Pakenham Bypass</td>
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<tr>
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New Bus Services Required
Hastings-Mornington-Rosebud

<table>
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<th>Details</th>
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<tbody>
<tr>
<td>Frankston-Finders Rd</td>
<td>Duplicate - Dandenong-Hastings Rd to Grapeters Rd</td>
<td>14</td>
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<tr>
<td>Western Port Hwy</td>
<td>Duplicate - Baxter-Tooradin Rd to Frankston-Finders Rd</td>
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</tr>
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<td>Sages Rd, Baxter-Tooradin Rd</td>
<td>Upgrade - Moorooduc Hwy to Western Port Hwy</td>
<td>22</td>
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<tr>
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<td>128</td>
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</tbody>
</table>

Expanded Bus Services Required
Portsea
Hastings
Summer additional services
Outer Melbourne Connect

October 2008

For further information contact:
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