

GET VICTORIA MOVING

High Speed Rail across Victoria



Expanding and improving metro and regional public transport



A Super Highway for Melbourne

- Building an **East West Link** and a **North East Link**



Traffic light removal project

- **Fixing 55** of Melbourne and Geelong's busiest, most congested intersections

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Introduction



MATTHEW GUY MP
Leader of the Opposition

Melbourne is jam packed but only the Liberal Nationals have a plan to decentralise our population.

Melbourne's population squeeze is putting enormous stress on housing affordability, roads, public transport, schools and hospitals and that negatively impacts everyone's quality of life.

And with Melbourne's population now 5 million people and growing at an average of around 2,700 a week, it's going to get worse unless we start taking action now to decentralise our jobs and our population.

Daniel Andrews says it's inevitable that Melbourne's population will hit 8 million people in the next three decades. We don't accept that. We say we need to decentralise our jobs and population throughout Victoria.

That's why the Liberal Nationals have developed a comprehensive strategy to unclog Melbourne's roads and transport plus build European-style high speed rail links across Victoria.

This massive investment in road and rail infrastructure will be underpinned by more regional jobs and more regional teachers, doctors, healthcare workers and police to service regional population growth.

Our decentralisation plan ticks every box – unclogging major arterial roads, metropolitan rail extensions to growth areas, new highways and building the fastest passenger rail in Australia.

These super-infrastructure projects are the biggest and the most strategic combination of road and rail projects in Victoria's history that will decentralise our jobs and our population.

They will kick-start our state economy and grow all of Victoria, not just Melbourne.

This policy booklet details the core of our strategy to decentralise our jobs and our population:

1. High speed passenger rail across all of Victoria traveling at speeds of up to 200 kmh.
2. Upgrading Melbourne's metropolitan network with rail extensions to Clyde and Baxter as well as duplicating the Hurstbridge line.
3. Unclogging Melbourne and Geelong's arterial roads by removing 55 traffic light intersections through grade separations.
4. Building a 'Super Highway' – a North East Link and an East West Link with the West Gate Tunnel.

At the next election, Victorians will have a clear choice.

Victorians can choose more of the same catch-up, band-aid ideas from Daniel Andrews, or they can choose my comprehensive plan to decentralise our population and change the map of Victoria forever.

Yours sincerely,

MATTHEW GUY MP
Leader of the the Liberal Party

PETER WALSH MP
Leader of the Nationals

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The Problem

Population growth

Latest statistics show Melbourne is overtaking Sydney for the worst traffic congestion in Australia.

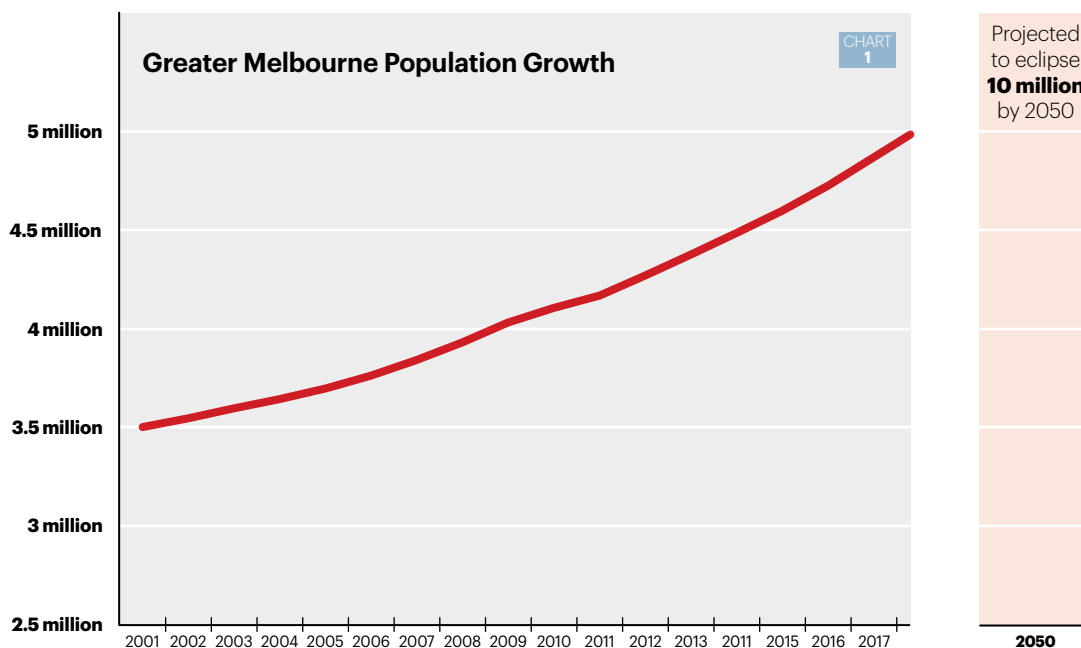
Unless we take radical action now, traffic congestion is expected to cost Melbourne's economy up to a staggering \$10.2 billion a year by 2030.

Melbourne's crippling traffic congestion is due to our city's unprecedented population growth. Since 2014, Melbourne's total population has surged by

over 365,000 people – an 8.2% increase. That's the equivalent of the entire population of Canberra moving into Melbourne in just over three years. It's no wonder Melburnians are feeling the pressure of this explosive population growth.

Much of this unprecedented growth continues to occur in Melbourne's urban fringe, which exemplifies the type of population pressures our city is facing.

For example, since 2001, the population of the City of Casey has increased by 146,936 people (or 81.4%), Cardinia Shire by 55,796 people (119.4%), Melton by 96,392 people (188.8%), and Wyndham



by 155,298 people (183.6%), to name but a few.

These figures also show that Melbourne is one of the top ten fastest-growing major cities in the developed world – with a growth rate faster than Vancouver, Mexico City, London and New York.

Melbourne cannot continue growing at this pace until our roads, transport and services infrastructure catches up.

Increase in vehicles

Because there's a huge increase in population in recent years, there's also been a corresponding huge increase in the number of vehicles on our roads.

Conservative estimates indicate there's an additional 512,000 vehicles on Victoria's roads since 2012 – a staggering 11.9% increase.

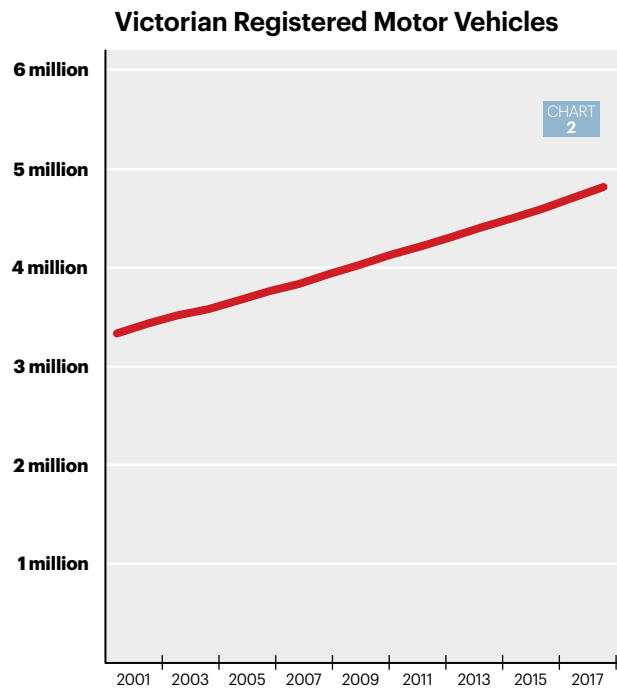
In combination with an additional 4.8 million train and 27.1 million tram passenger trips since 2014, Melbourne's existing transport infrastructure network is now at the point where it struggles to manage its fundamental role of getting people to and from work safely and efficiently, thus impacting upon our city's liveability and economic productivity.

When it comes to economic productivity, it is not just about moving everyday Melburnians across the road network in a safe and efficient manner. It is predicted that Victoria's freight task will double by 2050, putting immense pressure on an already clogged network courtesy of more trucks than ever being required to shift goods between the Port of Melbourne and the city's industrial hubs.

Indeed, in line with strong population growth, throughput at the Port of Melbourne is expected to continue growing strongly. This will mean a significant increase in the current 10,000 heavy trucks trips a day which are required to service the operations at the port.

With the efficient movement of freight being critical to Melbourne's productivity, connectedness and liveability, our road network

must be well placed to handle this activity as effectively as possible.



Congestion

The former Liberal Nationals Government built and funded 13 level crossing removals from 2010 to 2014 and that work has continued under the current state Government.

The latest round of level crossing removals under the current government has received bipartisan support. The Liberal Nationals also helped pass legislation that provided the funding for this important program.

However, congestion remains a massive problem in Melbourne and our regional cities. And with Victoria's population growing by over 100,000 people every year, traffic congestion will continue to get a lot worse unless we invest in much more road and transport infrastructure.

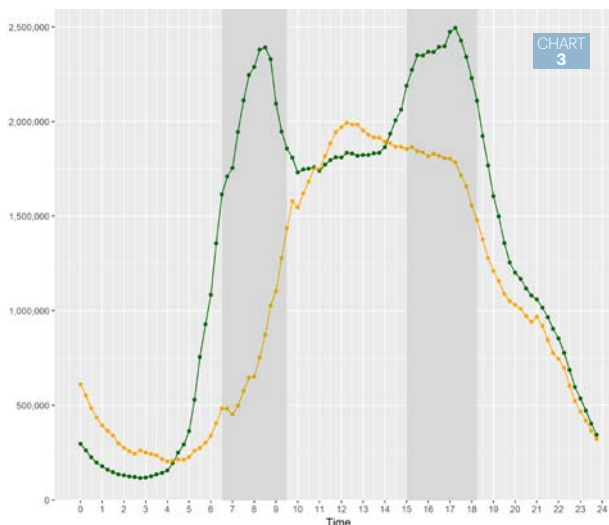
Congestion means more time stuck in frustrating traffic which means less time with family and friends and that has a big impact on our quality of life. Congested roads are also very dangerous, especially at busy intersections where a combination of high volumes of vehicles and frustrated drivers can be a fatal combination.



Median Traffic volumes in October 2017

Total Vehicle Movements in a 15 minute period

—●— Weekday —●— Weekend



Source: VicRoads Traffic Signal Volume Data

Congestion means more time stuck in frustrating traffic which means less time with family and friends.

Traffic congestion also affects our work lives and means higher running costs for businesses and that means less money to invest in growth and create more jobs.

As Chart 3 shows, according to VicRoads data on traffic that passes through major intersections, on an average weekday in October 2017, up to 2.5 million vehicle movements were recorded during the afternoon peak.

Peak periods range from 6:30am to 9:30am in the mornings, and from 3:00pm until 6:15pm in the evenings.

Outside of the morning and evening peaks, congestion is worse on weekends than it is on weekdays, with VicRoads recording 2 million vehicle movements during the average weekend lunch time peak. That's why the Andrews Government's decision to tear up the East West Link contract at a cost to taxpayers of \$1.3 billion to not build the road, makes no sense. If Daniel Andrews hadn't cancelled the East West Link contract, this vital piece of infrastructure would now be nearly built.

Before the last election, Daniel Andrews said his \$500 million Western Distributor project was 'shovel ready'. But just a few months after the election, it was revealed that the cost had blown-out to \$680 million and it wasn't shovel ready, and years away from commencing construction.

The Andrews Government then scrapped plans for the Western Distributor and instead accepted an unsolicited bid from Transurban to build the West Gate Tunnel, but to be funded by increasing the

tolls on the Monash and Tullamarine Freeways. In other words, a road for the western suburbs would be funded by more tolls to be paid by motorists in the northern, the eastern and south-eastern suburbs.

Fixing public transport is an important part of building a city for the future. But the fact remains that 1.3 million Melburnians take a car to work every day, according to the most recent Census data. In other words, three quarters of Melburnians take a car to work every single day.

People who travel to work by car

Three in every four people in Melbourne travel to and from work by car every day. That's over 1.3 million people, and it doesn't include the hundreds of thousands of parents who are also on the road in the same periods doing the 'school run'.

As the 2016 ABS census data opposite shows, the Melbourne average of 74% is higher in some LGAs.

The City of Casey, in Melbourne's south-east, is one of Australia's biggest growth corridors where nearly 80% of people travel to work by car every day. And while improved public transport services and infrastructure will encourage more patronage, the reality is it's not going to result in a dramatic decline in traffic.

2016 ABS Census - Travel to work	
LGA	% of people who travelled to work by car as driver or passenger
Banyule	66.4%
Bayside	63.4%
Boroondara	57.4%
Brimbank	75.1%
Cardinia	77.0%
Casey	79.2%
Darebin	55.7%
Frankston	78.5%
Glen Eira	61.1%
Greater Dandenong	76.8%
Hobsons Bay	67.4%
Hume	77.0%
Kingston	71.5%
Knox	78.4%
Manningham	71.3%
Maribyrnong	56.6%
Maroondah	73.7%
Melbourne	23.6%
Melton	78.2%
Monash	68.1%
Moonee Valley	63.2%
Moorabool	74.1%
Moreland	53.2%
Nillumbik	73.2%
Port Phillip	45.7%
Stonnington	47.7%
Whitehorse	64.6%
Whittlesea	76.9%
Wyndham	73.1%
Yarra	36.2%



Peak hours are busier and longer

In the last three years alone, peak hour in Melbourne and Geelong’s arterial roads have become busier and longer.

For example, Chart 4 for the intersection at Springvale and Dandenong Roads from October 2014 to October 2017, shows peak hour traffic has increased by over 50% from 1,000 cars in every 15 minute period to about 1,600.

Chart 4 also shows that the current length of peak hour traffic in this particular case study of Springvale and Dandenong Roads, extends by around 30 minutes in daily peak hour traffic compared to October 2014.

But a concerning new trend is that congestion in so-called non-peak periods is rapidly getting worse – the fluctuations between peak and non-peak in terms of the number of vehicles through intersections is becoming shallower.

If this trend continues we could see a situation where traffic volumes peak from early morning all through the day to early evening.

Another case study, the intersection of North and Warrigal Roads also shows that over the last three years, peak hour traffic is busier and extending for longer, especially in the afternoon peak period.

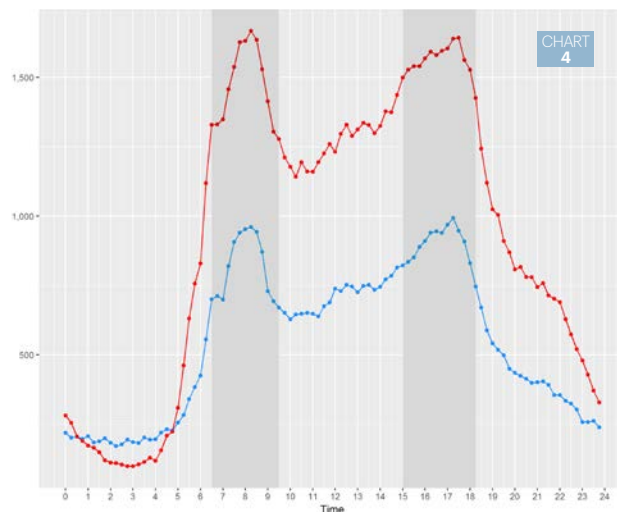
In both daily peak periods, just over 1,500 cars are passing through this intersection every 15 minutes – that’s 100 cars a minute.

Chart 5 shows that at the intersection of North and Warrigal Roads at 6:30am, there are an extra

250 cars passing through this intersection every 15 minutes compared to three years ago. Similarly, at 6:15pm there is also an extra 250 cars every 15 minutes.

Springvale Road/Dandenong Road
Median Traffic volumes in October 2014 and 2017
Total Vehicle Movements in a 15 minute period

—●— 2014 —●— 2017



Source: VicRoads Traffic Signal Volume Data

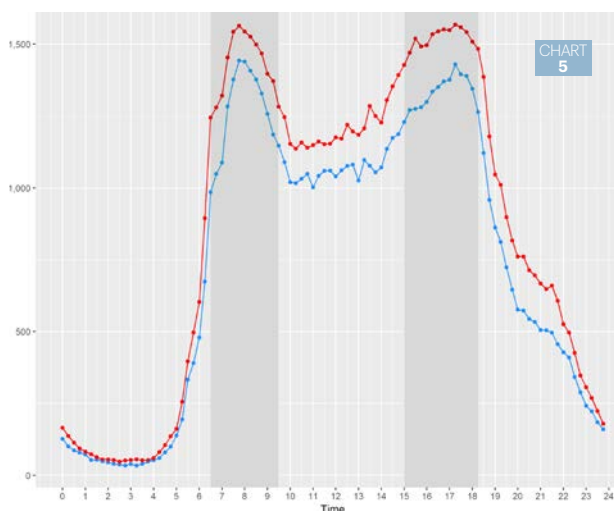
We could see a situation where traffic volumes peak from early morning all through the day to early evening.

North Road/Warrigal Road

Median Traffic volumes in October 2014 and 2017

Total Vehicle Movements in a 15 minute period

—●— 2014 —●— 2017



Source: VicRoads Traffic Signal Volume Data

Impact on people

With Victoria's population growing by well over 100,000 every year, there are more cars on the road which means peak hour is getting longer and we are spending more time frustrated in traffic.

The impact of increased travel time is being felt across the board. People are leaving for work earlier and getting home later. It's the same for parents who drop their kids off at school later in the morning and pick them up again.

It wasn't very long ago that people looked forward to the relatively quiet traffic conditions of weekends. But lately it feels as though weekend traffic is almost as bad as weekday peak.

Victorians are wasting hours in congestion every week. That's time that could be better spent with family and friends, enjoying recreational activities to keep mentally and physically active, fit and healthy.

Traffic is also more unpredictable than ever. The program to remove level crossings that was started by the previous Liberal Nationals Government and continuing under the current government, is helping to reduce the unpredictability of traffic congestion, but there is still much more to be done.

But we can all agree on one thing, that the rate of growth of traffic congestion is unsustainable.

Impact on business productivity and jobs

Our worsening traffic congestion isn't just impacting on our quality of life, it's costing our economy and it's costing jobs.

Tradies, couriers, salespeople and many others in jobs that require travel on our roads know that time stuck in traffic congestion means they aren't earning money. Inevitably, that cost is passed onto consumers.

It also means that those small and large businesses losing money due to reduced productivity because of traffic congestion often can't afford to expand and employ more staff, or have to cut jobs to cut costs.

According to a 2015 report, 'Traffic and congestion cost trends for Australian capital cities' by BITRE, (Chart 4) the cost of congestion to the Victorian economy will be \$5.54 billion in 2018. The cost to our economy is accelerating at such a pace that in the following two years, that cost will increase by almost another billion dollars.

By the end of the next term of government, that annual cost will be a staggering \$7.28 billion.

These aren't just figures on a spread sheet. These are lost jobs and lost opportunities for thousands of Victorian small businesses, tradies, couriers and salespeople.

Year	Cost of Congestion (\$ Billions)
2011	\$3.68
2012	\$4.1
2013	\$4.45
2014	\$4.55
2015	\$4.62
2016	\$4.85
2017	\$5.18
2018	\$5.54
2019	\$5.94
2020	\$6.38
2021	\$6.84
2022	\$7.28
2023	\$7.71
2024	\$8.12
2025	\$8.51
2026	\$8.88
2027	\$9.21
2028	\$9.55
2029	\$9.88
2030	\$10.19

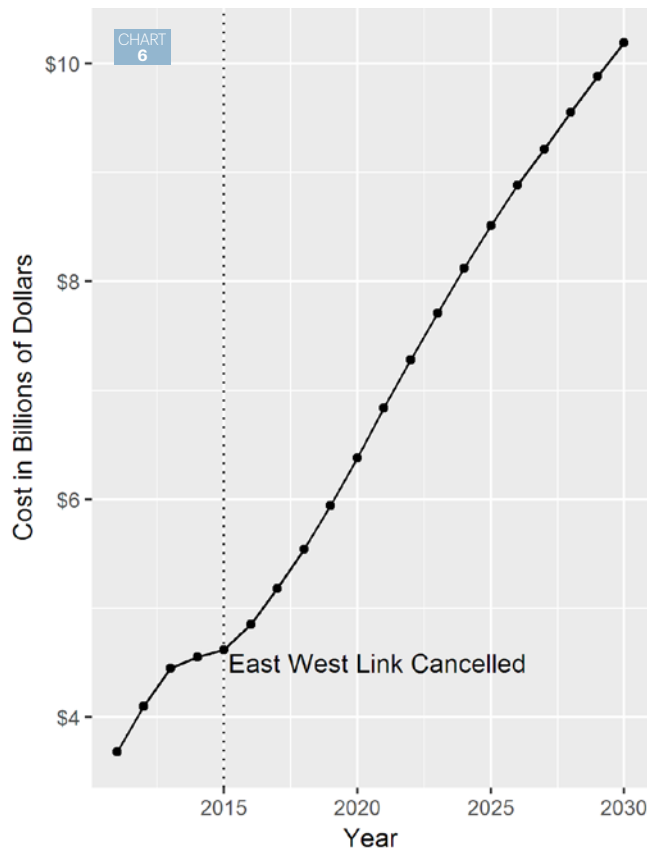
The costs to small business

For smaller businesses, the costs of transporting goods and services can be the difference between making a profit or a loss. It can be the difference between growth and stagnation.

If courier and road transport costs continue to skyrocket because of worsening congestion, that is going to have a big impact on businesses and jobs in Victoria.

Victorians are wasting hours in congestion every week. That's time that could be better spent with family and friends.

Cost of congestion (\$ billions)



Source: BITRE "Traffic and congestion cost trends for Australian capital cities" (2015)



By the end of the next term of government, the annual cost of congestion will be a staggering \$7.28 billion.

GET VICTORIA MOVING

High Speed Regional Rail

– European-style High Speed Rail
across Victoria



High Speed Rail for Victoria

A Liberal Nationals Government will revolutionise Victoria's passenger rail network by delivering European-style High Speed Rail right across Victoria.

Melbourne's population squeeze is putting enormous stress on our roads, public transport, schools and hospitals and that impacts everyone's quality of life.

Unplanned, unmanaged population growth is killing Melbourne's liveability.

Daniel Andrews says it's inevitable that Melbourne's population will hit 8 million people in the next three decades. We don't accept that. We say we need to decentralise our jobs and population throughout Victoria.

Bringing Victoria's cities closer together with European-style High Speed Rail is the cornerstone of the Liberal Nationals plan to ease the population squeeze by decentralising our jobs and our population.

European-style High Speed Rail to regional cities will also give Victorians more options for affordable housing, more lifestyle choices and more employment opportunities.

Reaching speeds of up to 200 kilometres per hour, Victoria's new high speed rail network will be the fastest in Australia.

The High Speed Rail project will see the rebuild of much of Victoria's current Class 1 track to 200 kilometres per hour operation as well as major track improvements on every other passenger rail line.

Connecting all of Victoria

High Speed Rail will almost halve travel times between Melbourne and Geelong and between Melbourne and Traralgon.

Within the first term of a Liberal Nationals Government, travel times between Geelong and Melbourne will be slashed to just 32 minutes, an improvement of 26 minutes on the current timetable.

European-style High Speed Rail will mean passengers on the Melbourne and Traralgon route

will save 67 minutes on their current journey with a new commute time of just 65 minutes for the 160 kilometre journey.

The Ballarat and Melbourne transit will be cut to less than 45 minutes or nearly 30 minutes less than the present travel time.

High Speed Rail will cut Melbourne and Bendigo travel times by 33 minutes to around 70 minutes.

Travel times between Melbourne and Shepparton will be cut by 29 minutes.

It will also see the substantial upgrade of every other major country rail service, to Wodonga, Bairnsdale, Echuca, Swan Hill and Warrnambool as well as the reopening of currently closed passenger services to Donald, Mildura, Horsham and Hamilton.

Not only will travel times be much faster, travel will also be more comfortable.

Brand new VLocity fleet

A Liberal Nationals Government will fund two new fleets of new-generation, faster, inter-city flyer and long haul variants of the successful VLocity trains which will provide better comfort and leg room, safety and amenity for passengers. The first fleet of high speed trains will be delivered in the first term of government with a second fleet of possible double-deck models to follow.

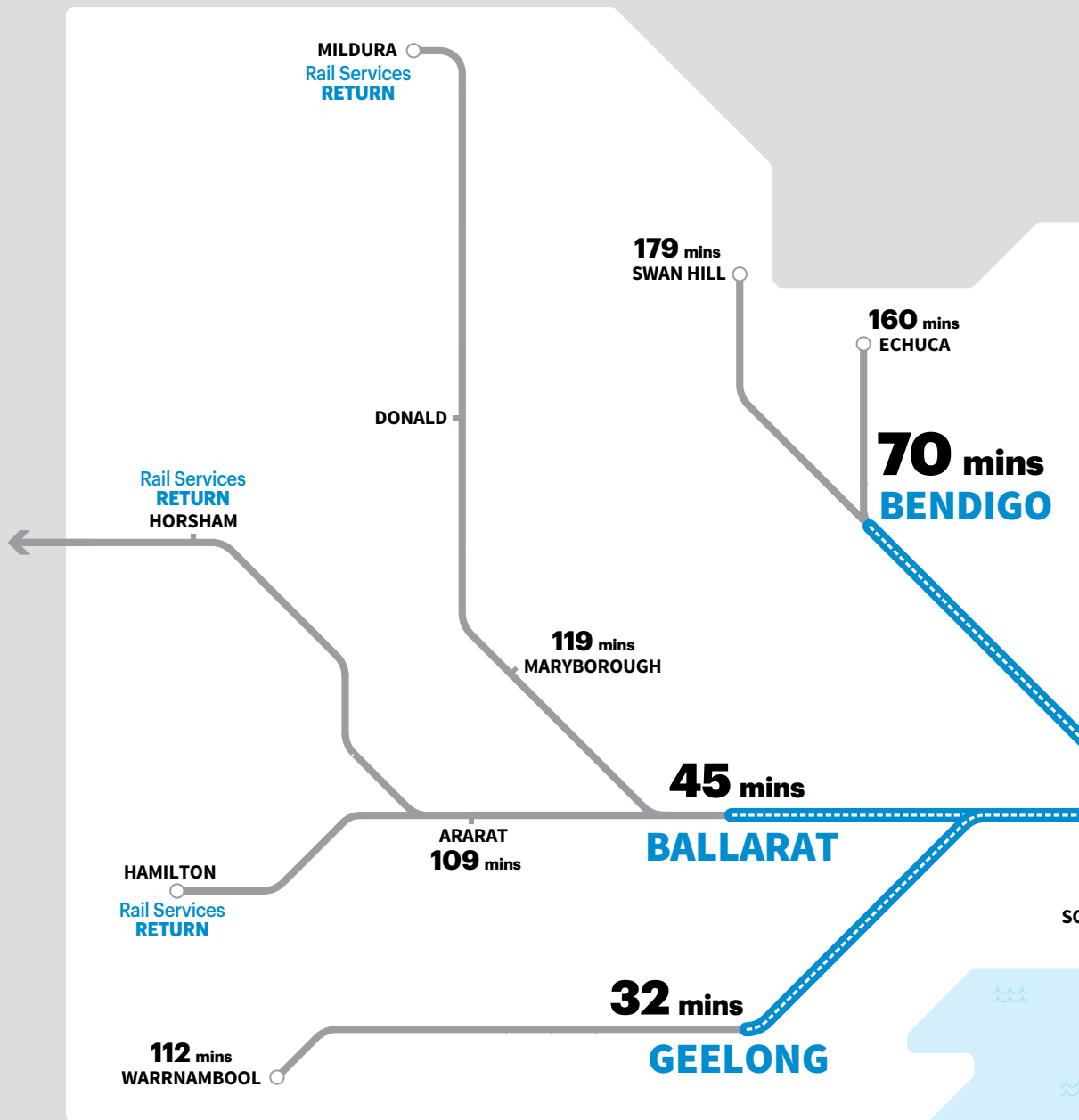
Building European-style High Speed Rail will also take more cars off our roads and that will save lives and cut traffic congestion.

This \$15 billion to \$19 billion super-infrastructure project will be planned and built in three stages over the next ten years.

The following table includes projected time savings for High Speed Rail for regional cities and towns. The upgrades will also open the way for a greater number of daily rail services.

Separation of the regional network from the metropolitan network to increase capacity

At the core of the Liberal Nationals plan for a European-style High Speed Rail is the further



High Speed Rail across Victoria

Map of High Speed Rail for Victoria



High Speed Rail - Time Savings

High Speed Rail - Travel time savings				
Line	Current travel times	Travel times after 2019 timetable changes	Travel times after regional city line upgrades	Travel times after country line upgrades
Geelong-Melbourne	58 minutes	50 minutes	32 minutes	32 minutes
Ballarat-Melbourne	73 minutes	65 minutes	<45 minutes	<45 minutes
Bendigo-Melbourne	103 minutes	90 minutes	70 minutes	70 minutes
Traralgon-Melbourne	132 minutes	120 minutes	62 minutes	62 minutes
Shepparton-Melbourne	146 minutes	146 minutes	117 minutes	117 minutes
Wodonga-Melbourne	207 minutes	204 minutes	204 minutes	164 minutes
Seymour-Melbourne	80 minutes	80 minutes	69 minutes	69 minutes
Warrnambool-Melbourne	205 minutes	197 minutes	173 minutes	112 minutes
Echuca-Melbourne	207 minutes	207 minutes	174 minutes	160 minutes
Swan Hill-Melbourne	245 minutes	232 minutes	212 minutes	179 minutes
Bairnsdale-Melbourne	227 minutes	218 minutes	160 minutes	127 minutes
Ararat – Melbourne	138 minutes	130 minutes	109 minutes	109 minutes
Maryborough – Melbourne	148 minutes	140 minutes	119 minutes	119 minutes

separation of the regional network from the metropolitan network thus increasing capacity and avoiding a 'dump and run' at the end of the suburban rail network.

The High Speed Rail project will also complement existing plans for an Airport Rail Link and the Metro Tunnel.

Melbourne is jam packed with a population of five million and growing by 2,700 people a week.

Unless we start to take action now, on current population projections Melbourne will overtake Sydney by 2035.

That's why construction of a European-style High Speed Rail in Victoria is also a nation building project that will attract funding from the state and federal government along with the private sector.

At an estimated total cost of \$15 billion to \$19 billion this super-infrastructure project will transform regional Victoria and is affordable, sensible and realistic.

Building a High Speed Rail network across Victoria will create at least 10,000 new jobs.

Add to that, another 19,000 new jobs to build the Liberal Nationals congestion-busting new highway and arterial road projects and that's a total of around 30,000 new jobs across Victoria.

Whilst Daniel Andrews and Labor have introduced 12 new taxes in the last four years, a Liberal Nationals Government will not introduce a new tax or levy to fund European-style High Speed Rail.

Only the Liberal Nationals will ease the squeeze on population growth and have a plan for the right population growth in the right areas at the right time.

GET VICTORIA MOVING

Expanding and improving metropolitan and regional public transport

- Extending Metro rail to growth areas and duplicating tracks to increase capacity
- Restoring passenger rail in our regions
- Connecting rail extensions with bus services
- More car parks at train stations
- More PSOs patrolling train stations



Expanding and improving metropolitan and regional public transport

Frankston Line - Baxter Rail Extension

A Liberal Nationals Government in partnership with the Morrison Federal Government will electrify the railway from Frankston to Baxter as part of a \$450 million transport infrastructure upgrade to help get Victoria moving.

Under this plan the Frankston line will be extended by 8 kilometres as an electrified, twin-track railway to Baxter along the current Stony Point line, with two new railway stations to be built at Frankston East, near the Monash University and the Frankston Hospital, and one at Langwarrin. Baxter station will also be upgraded.

This new infrastructure will enable more frequent, higher capacity Metro trains to service the growing areas of Frankston East, Langwarrin and Baxter, replacing the existing diesel-car Stony Point train service between these communities. This means that commuters will no longer have to change trains at Frankston.

Construction of this important transport infrastructure project will be delivered in partnership with the Federal Government with an expected start date of 2019. The Morrison Government committed

\$225 million towards this transport infrastructure in the 2018/19 Federal Budget.

The final layout and specifications of the railway stations will be determined in consultation with the local community and the Frankston City Council.

A new station at Frankston East will improve access to Frankston Hospital for patients and families as well as health professionals and it will also help students get to the local campus of Monash University.

Additional bus services

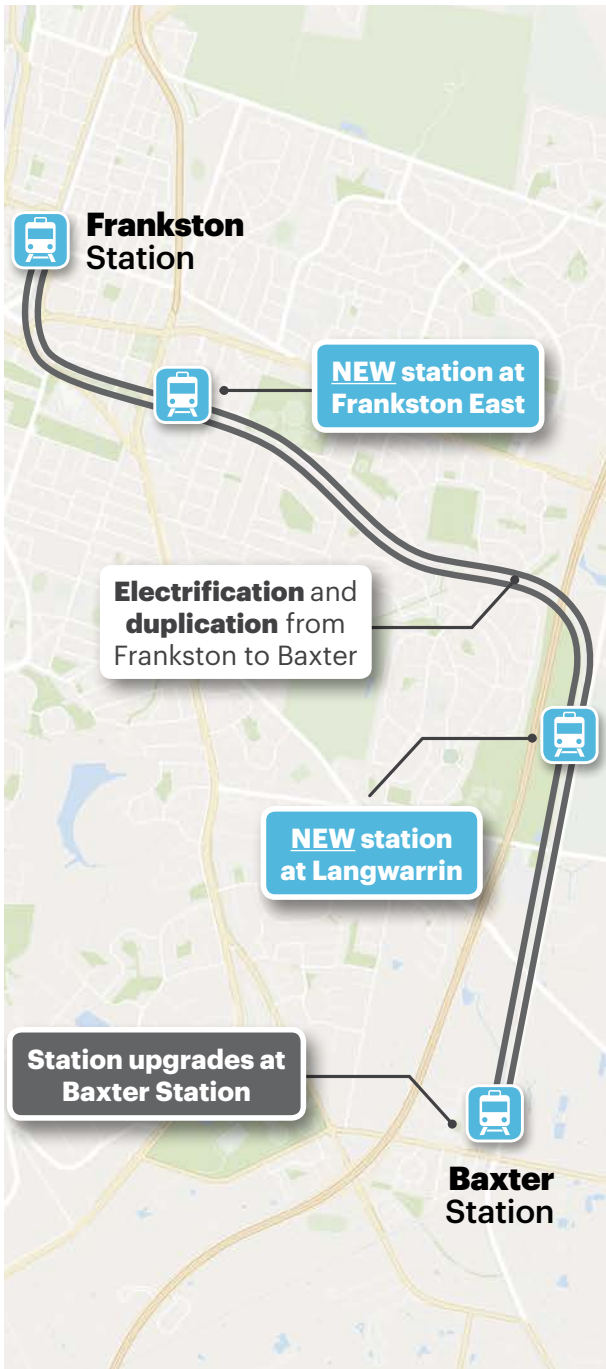
There are also other major shortfalls in public transport services between Frankston and the Mornington Peninsula including infrequent bus services which make it difficult for locals to access commercial, education and health services in Frankston and metropolitan Melbourne.

That's why a Liberal Nationals Government will also fund improvements to bus connections between Frankston East, Langwarrin, Baxter and the Mornington Peninsula, including service route changes and frequency improvements to the Route 788 (Frankston-Portsea) bus and the Route 783 (Frankston-Hastings).

Providing better infrastructure and services to growth areas

Melbourne is jam packed and growing by around 120,000 people a year.

But while Melbourne's population is growing, the same growth isn't happening with infrastructure and services.



A new station at Frankston East will improve access to Frankston Hospital for patients and families as well as health professionals and also help students get to the local campus of Monash University.

The current diesel service to Stony Point is inadequate for the key population growth areas to the south and east of Frankston.

If we are going to decentralise Victoria's population we need to provide better access to education and health services in Frankston as well as build and upgrade rail lines to areas like Langwarrin and Baxter.

Hurstbridge Rail Duplication

A Liberal Nationals Government will duplicate the Hurstbridge railway line between Greensborough and Eltham stations.

The duplication will also see a rebuild of Montmorency station as well as significant additions to car parking at Greensborough, Montmorency and Eltham stations.

The Hurstbridge line has served the community in the Diamond Valley since 1912 when the rail line was extended from Heidelberg to Hurstbridge.

But in the last 100 years there are more people using the line than ever before with little real upgrades made on the line. Just a single track still runs between Greensborough and Hurstbridge.

This means trains must sit at platforms at Greensborough and Eltham waiting for trains coming in the opposite direction to pass. This means longer travel times for commuters and less time spent at home with friends and families.

Easing the local congestion squeeze

Duplication to Eltham will mean more trains, more often for passengers on the Hurstbridge line, it will significantly increase capacity and will provide a better quality alternative to vehicle transport to the city.

For residents of Melbourne's north east, the duplication of the Hurstbridge line to Eltham compliments the Liberal Nationals' plan to address road traffic congestion, particularly along Main Road and Fitzsimons Lane through the \$5 billion Intersection Removal Program.

The Liberal Nationals' plan will remove the Main Road and Fitzsimons Lane bottleneck by under passing one of the through roads, as well as two further road intersection removals on Fitzsimons Lane and Williamsons Road in Templestowe to allow greater free flowing traffic from the north east towards the Eastern Freeway.

With a plan to ease Eltham and Banyule’s traffic and rail congestion, it is clear that only the Liberal Nationals will get the north-eastern suburbs moving again.

Building the Cranbourne to Clyde North rail extension

A Liberal Nationals Government will extend the metropolitan rail network from Cranbourne to Clyde rail to help get Victoria moving. This congestion busting project will include 5 kilometres of electrified double line from Cranbourne to Cranbourne East and terminating at Clyde at a cost of \$487 million.

As part of this transport infrastructure project, new stations will be built at Cranbourne East and Clyde along with 350 additional parking spaces.

The City of Casey is the fastest growing municipality in Victoria and it is experiencing significant growing pains. Last year the suburbs of Cranbourne and Clyde alone grew by 7,300 people.

The Cranbourne to Clyde rail extension will also help reduce local road congestion, improve access to education and recreation precincts and help more people live, work and raise a family in Melbourne’s south-east.

Train and bus alignment

Local bus services will also be improved to connect commuters to the new railway stations at Cranbourne East and Clyde.

The Liberal Nationals team will work with the Casey City Council and the local community to determine the best location for the new railway station, carparks and bus interchanges.

The Liberal Nationals have a plan to ease the population squeeze in the City of Casey.

As the City of Casey population grows access to services like schools, hospitals and public transport like bus and rail are paramount. Governments must get ahead of infrastructure before it’s too late.

More car parks at train stations

A Liberal Nationals Government will extend our rail networks into our growth areas AND build more car

parks to service existing and increased patronage.

Providing adequate car parking at railway stations will encourage commuters and shoppers to use public transport, taking them and their cars off the road and easing congestion.

The Liberal Nationals have already committed to over 1400 carparks across Melbourne.

If we want to encourage people to work in Melbourne and live in Frankston then we must provide them with adequate train services, including somewhere to park.

New, faster, more comfortable VLocity trains for regional Victoria

A Liberal Nationals Government will give country Victorians the rail service they deserve and replace the ageing fleet of diesel hauled trains with

Extra Carpark Spaces	
Train Station	Extra spaces
Frankston Multistorey Carpark	450
Hurstbridge Line (Eltham, Greensborough, Montmorency)	150
Beaconsfield Railway Station	100
Frankston East Railway Station (New Station)	100
Langwarrin Railway Station (New Station)	150
Baxter Railway Station	100
Clyde Railway Station (New Station)	150
Cranbourne Railway Station	250
Cranbourne East Railway Station (New Station)	150

new-generation, faster, long haul variants of the successful VLocity trains.

The fleet replacement of 16 new train sets, consisting of 96 new railcars, capable of speeds up to 200 km/h will be built in Victoria as a new variant to suit longer haul country travel.

The current diesel hauled trains will be gradually phased out of service, with the new long haul fleet to service the Warrnambool, Shepparton, Albury, Bairnsdale and Swan Hill lines.

Under the Liberal Nationals plan, an order will be placed in June 2019 with the new fleet delivered during the first term of government.

Victoria's fleet of diesel hauled trains throughout the regional rail network are tired, unreliable and in desperate need of being replaced.

The first step to revolutionise our regional rail service will be to replace V/Line's ageing diesel hauled train fleet with new rail cars that will provide better comfort and leg room, safety and amenity for passengers and most importantly, will be reliable.

The rolling stock on Victoria's V/Line country rail network is a relic of the 1980s. Country communities feel they are being left behind with a third rate rail service that is tired and unreliable. Communities along the V/line network have been calling out for modern, safe and comfortable trains in which to travel around Victoria.

Jobs & Investment

The Liberal Nationals will invest \$633 million to replace the ageing fleet of diesel hauled trains.

Supporting maintenance facilities which will provide more Victorian jobs will also be constructed. Current plans include an upgrade to the Newport workshops or a new facility at Seymour.

Decentralising our jobs and our population

The Liberal Nationals have a strategy to decentralise Victoria's population to ease the squeeze on Melbourne's growth. A modern regional rail service is a central part of our plan.

We will turbo charge the development of country Victoria, starting with brand new trains.

We will bring Victoria's regional rail into the twenty-first century.

Slow and unreliable train services are holding the development of country communities back. We will turbo charge the development of country Victoria, starting with brand new trains.

Returning passenger rail to Donald

A Liberal Nationals Government will extend V/Line passenger services on the Maryborough line with stops at Dunolly, St Arnaud and terminating at Donald in Victoria's north-west.

As part of the upgrade, railway stations will be upgraded at St Arnaud, Dunolly and Donald, as well as the upgrading of a number of level crossings on the Mildura line, enabling continuous running of higher speed passenger trains.

More services will operate each weekday, with two return services operating on weekends and existing VLocity trains to be gauge converted to operate the standard gauge service.

Residents in the towns of Dunolly, St Arnaud and Donald have been without rail services for over 20 years.

People wanting to attend work or vital medical appointments in larger cities are forced to use uncomfortable, slow bus services to get into Maryborough or Ballarat and then connect onto a V/Line service if they need to get to Melbourne.

A state of cities, not a city state

The Liberal Nationals' have a plan to grow all of Victoria, enabling population and economic decentralisation and greater connectivity between country Victoria and Melbourne.

Upgrading the rail stations at Dunolly and St Arnaud will modernise these important community facilities and will provide important economic activity in the short term, and connect our region with the rest of the state.

Shepparton Line upgrade

A Liberal Nationals Government will double the current number of return rail services from Shepparton to Melbourne.

A Liberal Nationals Government will increase the number of daily services from four to eight and track conditions will be vastly improved to allow maximum train speeds of up to 160 km/h, significantly higher than the current limit of around 95 km/h.

The Liberal Nationals' plan will also see level crossings fully protected on the Shepparton line, eliminating the need to slow down and enabling maximum speeds to be maintained for as long as possible.

For too long Shepparton residents have had to put up with a subpar rail service. Shepparton is one of Victoria's largest regional logistics hubs and home to large scale producers like SPC, Tatura Milk Industries and The Campbell's Soup Company.

Increasing the reliability and strength of the rail network to and from Shepparton will aid in freighting heavy haul goods to the rest of Victoria.

Passenger rail is a crucial element to decentralising Victoria and ensuring communities like Shepparton continue to thrive.

The old and worn track continually needs emergency 'patch jobs' to fix its aging sleepers, resulting in delays and cancellations. A lack of air conditioning on a lot of the trains means hot days are unbearable for passengers.

Investment and jobs

This investment builds on the commitment from the Liberal Nationals \$633 million announcement to replace all diesel hauled trains which currently run on the Shepparton line.

This commitment, in addition to the purchase of new long-haul trains, reflects the Liberal Nationals' vision for Shepparton becoming a major regional centre as part of our plan to grow the whole state, not just Melbourne.

Mildura Line upgrades

Freight and line haulage from Mildura to Melbourne is vital to the economic success of Victoria as well as growing jobs in the regions to help decentralise our population.

Mildura's rail network delivers the Sunraysia region's fruit, horticulture, grains and mineral sands to the Melbourne ports and onto the rest of the world.

We produce world class produce in Victoria and Mildura's growers and producers are key to that success.

For too long Mildura's businesses have been subjected to a third rate rail service, with aging and worn tracks unable to handle the train speeds needed to move goods around the state.

The Liberal Nationals are committed to vital track up grades which will need faster, safer and more reliable train services.

The upgrades will include level crossings upgrades and extending passing loops from Mildura.

Governments must get serious about putting in

place proper, long term infrastructure into our regions if we want our state to grow and flourish.

Jobs and investment

An \$80 million investment for the next stage of rail works in Mildura including plans for level crossings upgrades and extending passing loops on the line from Mildura.

These vital works will make the Mildura line faster and safer, getting freight to the ports quicker and paving the way for future passenger rail services.

The goal is to achieve a 24-hour turn-around from Merbein to Melbourne Port and back for freight trains.

The former Liberal Nationals Government funded the Murray Basin Rail Project and are committing to the vital next stage of this project because we understand just how important rail services are to the people of Mildura.

GET VICTORIA MOVING

A Super Highway for Melbourne

– Building an East West Link
and a North East Link

An East West Link + A North East Link





A 'Super Highway'

A Liberal Nationals Government will build the biggest connected super highway in Australia and get Victoria moving again.

A Liberal Nationals Government will build an East West Link AND a North East Link, developed in tandem with both expected to be completed in 2026 and 2027 respectively.

Melbourne is jam-packed

Melbourne's population is about to hit the 5 million mark and it's growing by over 120,000 people every single year. That's more than the equivalent of the city of Ballarat moving into Melbourne each year.

We need to stop playing catch-up with infrastructure and start getting ahead.

Recent reports indicate that Melbourne has now taken the mantle as Australia's most congested city and the fifty-eighth most congested city globally.

That's why we have a plan for building a new Super Highway and unclogging our arterial roads through the removal of 55 of our busiest intersections - the biggest combined congestion-busting project in Australia.

In our first 100 days of government a North East Link Authority will be re-tasked to manage the delivery of both an East West Link and a North East Link.

Building an East West Link

A Liberal Nationals Government will build an East West Link so we can fix the end of the Eastern Freeway before completing the construction of a North East Link which will put an extra 100,000 more cars on to the Eastern Freeway.

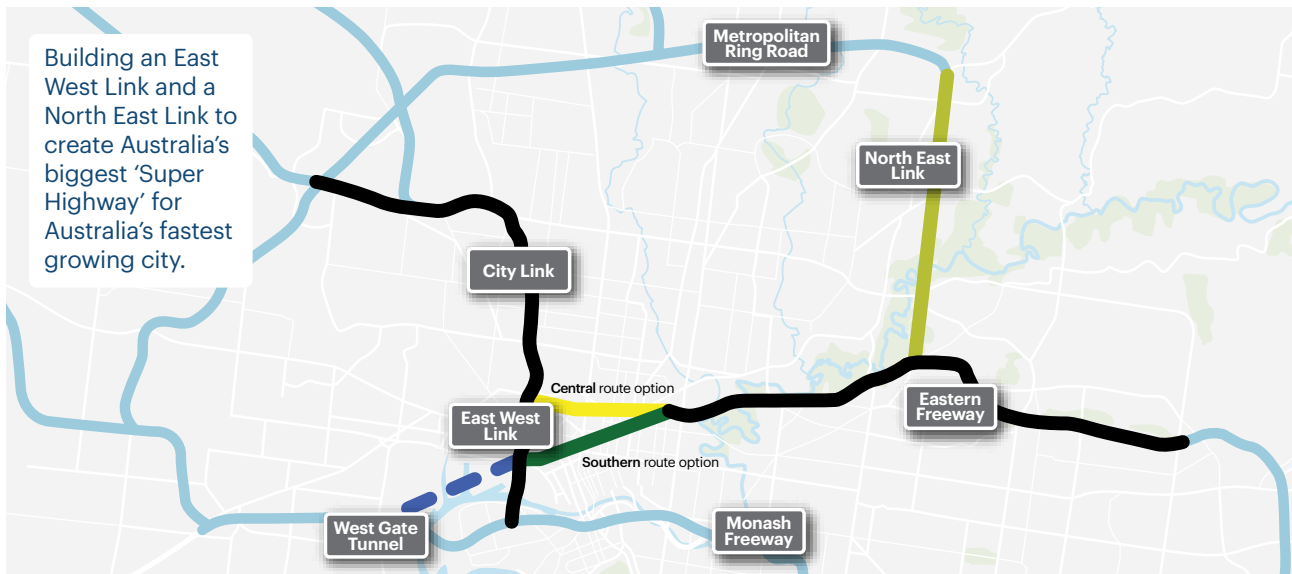
Daniel Andrews wants to build his North East Link without fixing the Eastern Freeway and that's a plan for 24 hour gridlock.

Previous Labor and Liberal Nationals Governments have recognised the need to complete the missing links in Melbourne's freeway system to transform it into a true continuous orbital network.

Since 2008 when the Brumby Labor Government commissioned the East West Link Needs Assessment report, this road has been identified as an essential missing piece of infrastructure to improve passenger vehicle and freight linkages between Melbourne's eastern, northern and western suburbs.

Under the Liberal Nationals plan construction on an East West Link will commence in 2020-21 following final determination of the route in consultation with the Office of Projects Victoria. It is expected that construction of an East West Link will be fully completed in 2026.

A Liberal Nationals Government will consult with the



Office of Projects Victoria on two proposed routes for an East West Link.

The first proposed route is through a central corridor broadly connecting from the Eastern Freeway through to CityLink north of the City.

The second proposed route is through a southern corridor connecting from the Eastern Freeway through to the Westgate Tunnel.

The construction of the West Gate Tunnel makes this southern corridor option a consideration as it otherwise provides for the Western Interchange and integration with CityLink despite the comparatively longer tunnel length to the southern corridor configuration.

Daniel Andrews and Labor don't support an East West Link and wasted \$1.3 billion of taxpayers' money when he tore up the contract after promising voters it wasn't worth the paper it was written on. If an East West Link project went ahead it would now be almost complete and ready for a North East Link to connect to the Eastern Freeway.

Building a North East Link

In tandem with the construction of an East West Link, a Liberal Nationals Government will continue with the development of a North East Link consistent with the current timeline but including an immediate review to improve the design, including portal location and property acquisitions.

The review would also look at consultation work undertaken to address community concerns

about the impacts on property, land use and loss of parkland.

The recommendations of this review are likely to see changes to improve the current design such as tunnel length, interchange design, property acquisitions and protecting parkland.

A Liberal Nationals Government will also assess the current procurement strategy and phasing of key North East Link project components such as staging the procurement to ensure that the project is delivered in an economically responsible way.

This will also allow a Liberal Nationals Government to ensure that the staging of a North East Link and an East West Link is economically and logistically efficient.

A Liberals National Government will build an East West Link so we can fix the end of the Eastern Freeway before completing the construction of a North East Link which will put an extra 100,000 more cars on to the Eastern Freeway.

Daniel Andrews wants to build his North East Link without fixing the Eastern Freeway and that's a plan for 24 hour gridlock.

Under the Liberal Nationals plan, both an East West Link and a North East Link would be developed in tandem.

A congestion-busting plan for new highways and suburban arterial roads

Census data shows that 74% of Melburnians take a car to work every day. That's why more of Daniel Andrews and Labor's band-aid approach to roads won't cut it anymore.

Only the Liberal Nationals have a comprehensive congestion-busting plan for Melbourne's highways and arterial roads.

Only the Liberal Nationals will remove traffic lights and roundabouts through grade separations at 55 of Melbourne and Geelong's busiest, most congested intersections.

Only the Liberal Nationals will deliver a record number of jobs in the construction of an East West Link, a North East Link and the removal of 55 congested suburban intersections.

Melbourne's population is about to hit the 5 million mark. Melbourne cannot continue growing at this pace until our roads, transport and services infrastructure catches up.

Melburnians have never before felt under so much pressure. We are spending more time at work, more time stuck in traffic and less time with family and friends.

Traffic congestion makes our roads dangerous for all road users. Traffic congestion costs our economy around \$5.54 billion a year. Traffic congestion causes delays and frustrations which means we have less time to spend with family and friends.

We can't keep playing this game of infrastructure catch-up. We have no time to lose to start getting ahead.

Jobs and labour capacity

The Liberal Nationals biggest congestion-busting new highway and arterial road projects in Australian history will create an estimated 19,000 jobs.

Under the Andrews Labor Government, Victoria's unemployment rate has been consistently higher than New South Wales. For 18 consecutive months in 2017 and 2018, Victoria's unemployment rate was higher than the national average.

The New South Wales economy continues to stride ahead while Victoria remains at the back of the pack weighed down by Daniel Andrews' 12 new taxes and over \$24 billion in budget blowouts. The Victorian

economy needs this sort of turbo-charged super-project to get people out of the unemployment queues and back into work.

Consistent with the current North East Link business case, this component of our super-project will create just over 10,300 jobs during construction.

Construction of an East West Link will create between 3,500 and 4,500 jobs depending on the final alignment and tunnel length.

The traffic light intersection removal project will create an estimated 5,000 jobs.

The investments in these projects over construction years will also generate thousands more indirect jobs as well as a significant number of new apprenticeships.

These projects will also have significant support for regional Victoria supplying materials for construction such as Benalla and Kilmore.

Community consultation

In our first 100 days of government the North East Link Authority will be re-tasked to manage the delivery of both an East West Link and a North East Link projects and asked to review the community consultation work undertaken with a particular focus on community concerns about the impacts on property, land use and loss of parkland.

In determining the final route for an East West Link, a Liberal Nationals Government will work with the Office of Projects Victoria to assess which option will cut congestion and improve traffic flow, reduce property acquisitions and provide the best value for taxpayers. Assessments will also be made on the best option from an environmental perspective including parkland impacts and consequent cuts in exhaust fumes by removing traffic light intersections. A critical part of that process will include community consultation.

Productivity and economic growth

A report by the Bureau of Infrastructure, Transport and Regional Economics shows that the cost of congestion in Victoria will be \$5.54 billion in 2018.

By 2022 that annual cost will be a staggering \$7.28 billion a year.

We have no time to lose. Every year wasted by not building this super-infrastructure will have the effect

of putting a handbrake on our economy.

There are hundreds of thousands of jobs that are affected by congested roads that impact on productivity. Time stuck in traffic congestion means they aren't earning money.

That lost time and the cost of that is passed onto consumers or these small businesses are required to let staff go to keep costs down.

In the case of Victorian retailers, transport and courier costs represent a significant component of their business costs. When growing traffic congestion results in higher transport costs, retailers have little choice to either pass on the cost to customers or reduce staff costs. Victorians are already facing enormous cost of living pressures and can't afford to be paying more for goods and services because retailers have to pass on extra freight costs.

Cutting traffic congestion with new highways and removing 55 of Melbourne and Geelong's most congested intersections, will result in more efficient transport of goods and services which will boost productivity and keep business costs more competitive and allow businesses to grow and employ more staff.

Decentralising Victoria's population

The Liberal Nationals plan to ease the squeeze on Melbourne's population growth will improve quality of life for Victorians that spend too much time in congestion and promote economic productivity and growth.

The Liberal Nationals vision to manage Melbourne's surging population growth focuses on a growing economy with more and better jobs for the regions, better urban and regional roads and public transport and more health and education services across all of Victoria.

Victoria's population has grown by over 400,000 since Daniel Andrews was elected but he still doesn't have a plan to decentralise our population.

The Liberal Nationals are committed to creating push and pull factors like better infrastructure, health and education services and good job opportunities in the regions. We can't just hope people will want to live and work in the regions, the state government must provide incentives like great jobs, services and infrastructure.

Super Highway estimates

The Liberal Nationals will allocate at least \$2 billion as initial funding from the Victorian Government towards the construction of an East West Link and a North East Link during the next term.

It is anticipated that further monies may be needed in future forward estimates.

Further funding will be provided by the Australian Government, with contributions of \$3 billion and \$1.75 billion expected towards an East West Link and a North East Link respectively.

Unlike Daniel Andrews and Labor, we will not increase tolls on any existing roads or increase tolls on existing roads, including the Eastern Freeway, to fund the construction of the Super Highway.

The final contracting strategy and project staging of both an East West Link and a North East Link will be informed by the Office of Projects Victoria's review and analysis. This will also inform any additional financial contributions from the Victorian Government for build completion. This will ensure that both Links are built efficiently and provide value-for-money for Victorians.

An aerial, high-angle photograph of a road construction site. A yellow roller is positioned on the right side of the frame, and a blue truck is on the left. The road surface is dark, and there are piles of gravel and sand. The text is overlaid on the left side of the image.

**We need
to stop playing
catch-up with
infrastructure
and start
getting ahead.**



GET VICTORIA MOVING

Traffic light removal project

- Fixing 55 of Melbourne and Geelong's busiest, most congested intersections

A comprehensive plan to cut congestion

- ✓ Removing traffic lights or roundabouts with grade-separations at busy and congested intersections
- ✓ Better and more reliable public transport
- ✓ Level crossing removals
- ✓ Traffic signal systems will be modernised to ensure traffic flow is optimised on corridors where intersections are removed

Easing the squeeze

Bottlenecks on our arterial roads are choking Melbourne and Geelong.

That's why I've developed a new plan to ease the squeeze on our most congested arterial roads.

Everyone agrees the removal of level crossings will help to free up Melbourne's traffic congestion, but it's only part of the solution.

Another key part is to remove Melbourne's most congested and frustrating traffic intersections, using grade-separations. Preference for grade-separations will be an underpass construction with consultation with the community, local government and engineering experts, determining the final design. The grade-separation configurations will be a closed diamond model of intersection removal. These will not be freeway style, clover interchanges.

As part of this project, traffic signal systems will be modernised to ensure traffic flow is optimised on corridors where intersections are removed.

That's why we are committing between \$4.1 billion to \$5.3 billion to remove traffic lights from 55 of Melbourne's busiest, most congested intersections.

Recently released census data shows that 74% of Melburnians take a car to work every day. Despite

the level crossing removal program's benefits to traffic along Melbourne's train lines, over one million people continue to sit in gridlocked traffic on other parts of the road network.

That means tradies, couriers and salespeople are losing money while sitting in gridlock. It means mums and dads spending more time on their commute and less time at home with their families.

Getting Victoria Moving

Our Plan will help to fix that. It will ease the squeeze on our roads. It will make our roads safer. It will make our roads more efficient for those who use them to do business. Our plan will create thousands of jobs in the construction phase. It will accommodate Melbourne's ongoing population growth. It will help mums and dads get home quicker. And our Plan will get Melbourne and Geelong moving.

At the next election, Victorians will have a clear choice. They can choose more of the same from Daniel Andrews or they can choose our comprehensive plan to relieve traffic congestion across the state.

There's only one certainty. If you are stuck with Daniel Andrews, you are going to be stuck in traffic. People often comment that Melbourne is a city with 1980's infrastructure but with a 2017 population. My vision is to make a city with 2050 infrastructure and a 2020 population.

Better public transport is important, but as the most recent census data shows, 74% of Melburnians take a car to work every day – that's 1.3 million people on the roads travelling to and from work every single day.

That number is only going to continue to grow as our population grows.

And whilst the bipartisan level crossing removal program is an important tool in the toolbox for decongesting Melbourne traffic, it is only relevant to those roads along the rail corridors. There are many congested suburbs throughout Melbourne and Geelong that will not benefit from level crossing removals.

That's why we need a plan that goes much further and builds on the level crossing removals done by the former and current governments.

To get Melbourne and Geelong traffic flowing again we have a comprehensive plan that includes better and more reliable public transport, new freeway



infrastructure like an East West Link, level crossing removals and grade-separations at our busiest and most congested intersections.

Preference for grade-separations will be an underpass construction with consultation with the community, local government and engineering experts, determining the final design.

The grade-separation configurations will be a closed diamond model of intersection removal. These will not be freeway style, clover interchanges.

The Liberal Nationals are committed to a comprehensive plan to tackle Melbourne and Geelong's crippling congestion problem. This plan will include finishing the level crossing program that started under the former Liberal Nationals Government and is continuing under the current Government. This multifaceted strategy to cut congestion also includes improving public transport and building new freeways like East West Link.

Traffic Light Removal Project

The Liberal Nationals team has identified 35 of Victoria's worst and most congested intersections for grade-separation, which will remove traffic lights and allow arterial roads traffic to flow.

Over the next 12 months our team will continue

to study the comprehensive VicRoads data as well as working with local communities to identify the remaining 20 of 55 traffic light intersections to be removed.

Our consultation process will include listening to local people about their concerns about traffic congestion in their area.

We will also be listening to community leaders, stakeholders and third-parties for their insights and ideas.

Preference for grade-separations will be an underpass construction with consultation with the community, local government and engineering experts, determining the final design.

Following consultations, we will continue to announce the details of the remaining 20 locations in addition to the 35 already nominated.

As part of this project, traffic signal systems will be modernised to ensure traffic flow is optimised on corridors where intersections are removed

Benefits of traffic light removals

- ✓ Less congestion
- ✓ Safer local roads
- ✓ More jobs
- ✓ Productivity and economic growth
- ✓ Building for the future

Less congestion

Removing Victoria's 55 worst intersections by building grade-separation that removes traffic lights will keep traffic flowing and reduce frustrating bottlenecks on arterial roads.

Removing traffic lights at these busy intersections through grade-separations will significantly cut peak hour travel times for the 74% of Melburnians who take a car to and from work and parents who do the daily school run.

Removing our 55 worst intersections will complement the level crossing removals program by significantly reducing traffic bottlenecks across Melbourne. The effect will be faster moving traffic that helps motorists move around the city more efficiently.

Safer local roads

Removing traffic lights at congested intersections will mean safer roads and reduce the number of accidents and injuries on these busy roads.

Congested traffic intersections, particularly where motorists are making left or right turns, are dangerous and sometimes fatal. Many accidents are the result of errors in judging oncoming traffic, or driver frustration caused by congestion.

Sadly, in recent years in Victoria there hasn't been the sort of continuing decline in road fatalities that we have seen in recent decades. Whilst there are many reasons for this tragic trend, there is no doubt that congestion and errors caused by driver frustration are a contributing factor.

Building more freeways and removing traffic lights at intersections will make our roads safer.

More jobs

In 2017, Victoria has recorded some of the worst unemployment figures of any state.

At the time of this policy launch, Victoria's unemployment rate is 1.1% greater than NSW's.

This major infrastructure project is estimated to create around 5,000 new jobs in addition to indirect jobs.

Lower emissions

There is a direct correlation between heavy traffic congestion, high fuel consumption and emissions.

The start and stop nature of heavy traffic congestion on our suburban roads means higher fuel consumption and that means higher emissions.

A road network that cuts congestion and ensures more free-flowing traffic, reduces fuel consumption and pollution from emissions. Productivity and economic growth

A report by BITRE shows that the cost of congestion in Victoria will be \$5.54 billion in 2018.

By the end of the next term of government (2018-2022), that annual cost will be a staggering \$7.28 billion a year.

That's why we have no time to lose and take decisive action.

There are hundreds of thousands of jobs that are affected by congested roads impacting on productivity.

Tradies, couriers, salespeople and others that require travel on our roads need to get between jobs efficiently. Time stuck in traffic congestion means they aren't earning money. Inevitably, that cost is passed onto consumers or these small businesses are required to cut jobs to keep costs down.

Traffic congestion also results in lost opportunities. Reduced productivity due to traffic congestion prevents small and medium sized businesses from expanding and employing more staff.

For Victorian retailers, transport and courier costs are a significant proportion of their business costs. When increasing traffic congestion results in higher transport costs, retailers are likely to pass on the cost to customers or reduce staff costs.

Cutting traffic congestion will result in more efficient transport of goods and services throughout Melbourne and regional cities which will boost productivity, keep business costs more

competitive, and allow businesses to grow and employ more staff.

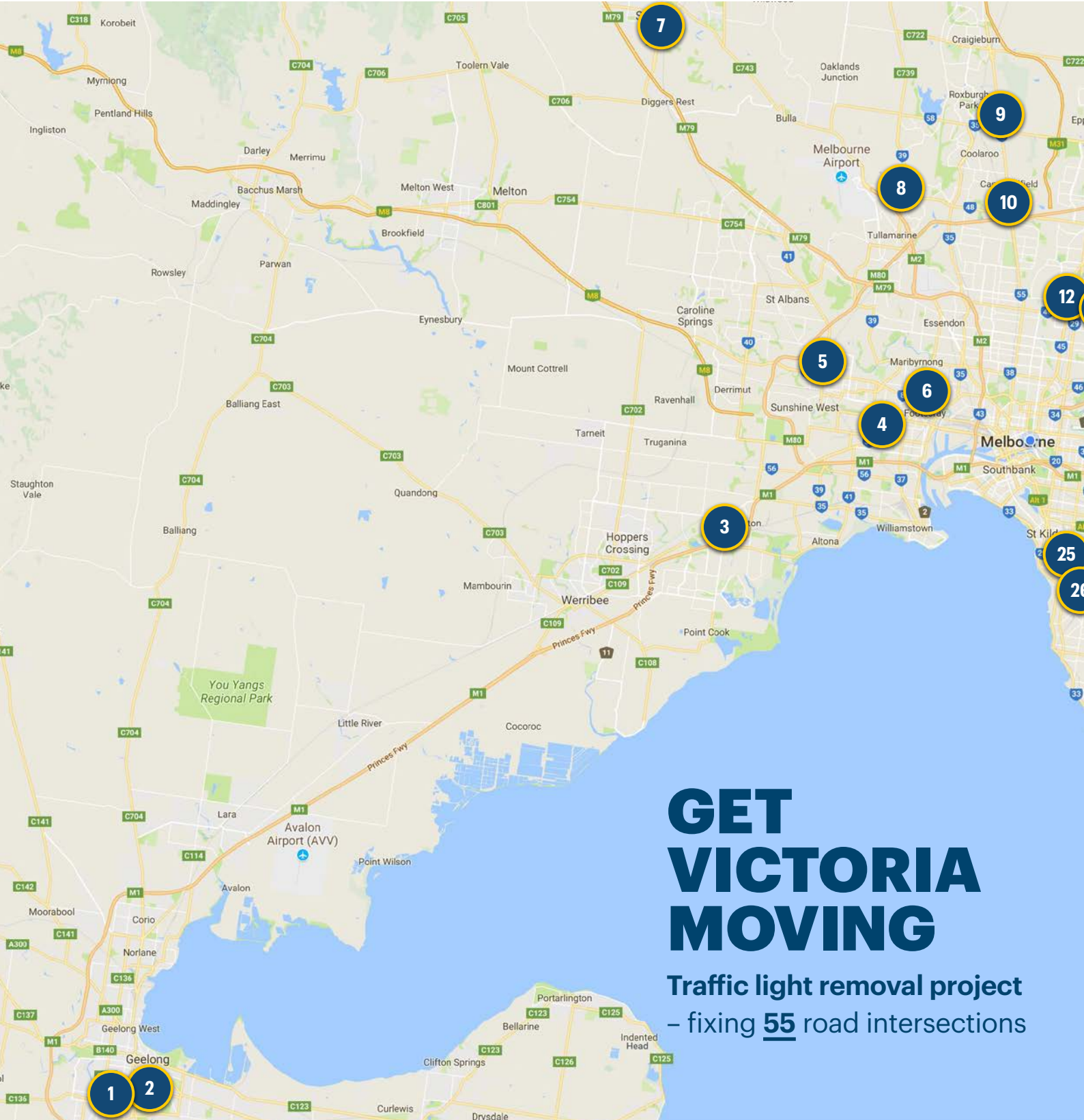
Building cities for the future

The Liberal Nationals plan to ease the squeeze on Melbourne's population growth will improve quality of life for Victorians and promote economic productivity and growth.

Today, Melbourne's ageing road infrastructure is struggling under the weight of our growing population. We need an ambitious program of road infrastructure construction that will service Melbourne's growing population for tomorrow.

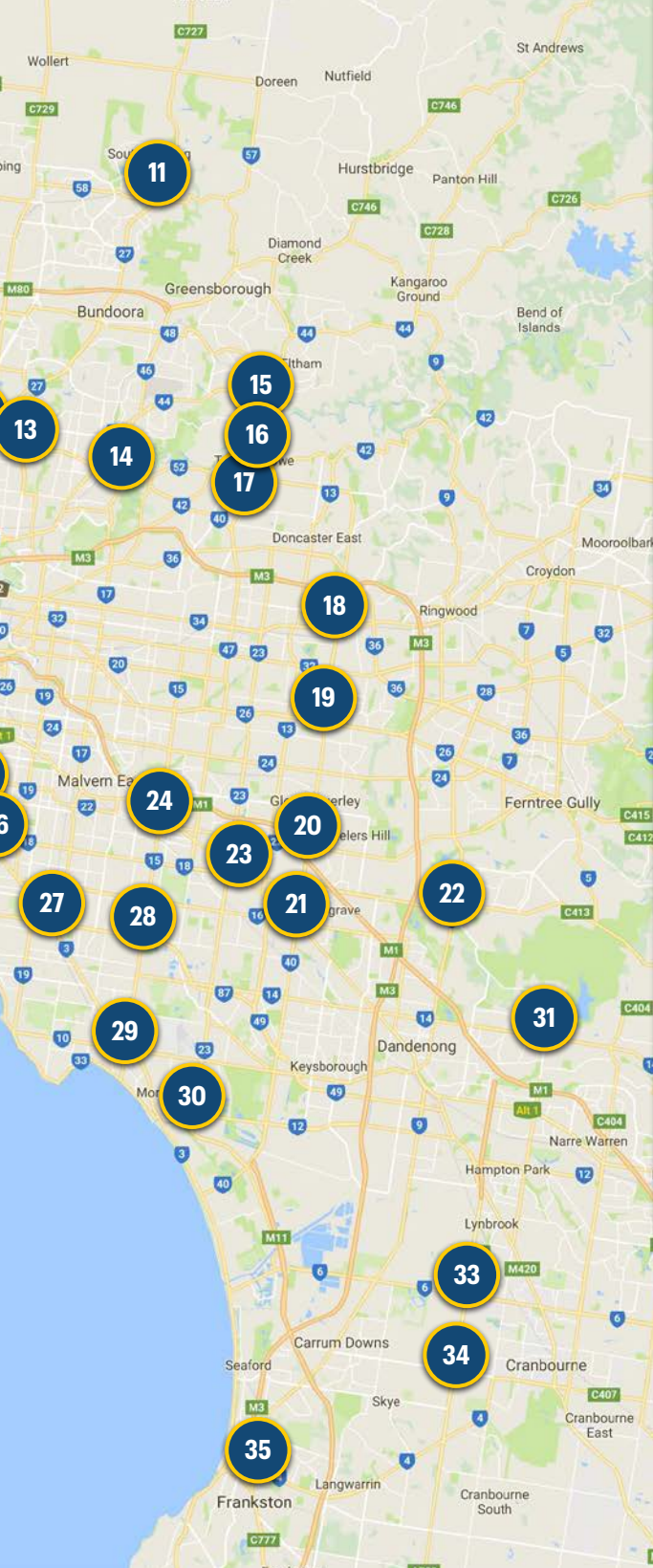
This \$4.1 billion to \$5.3 billion construction and jobs program will remove 55 of our most dangerous and congested suburban intersections.

Map of traffic light removals



GET VICTORIA MOVING

Traffic light removal project – fixing 55 road intersections



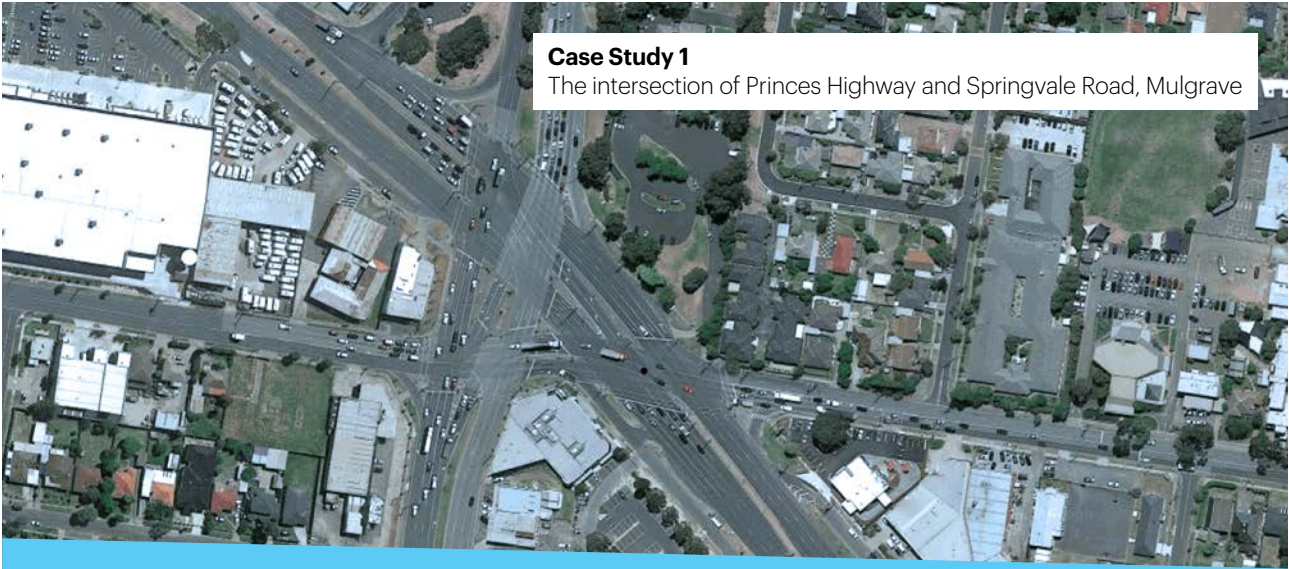
Traffic Light Removal Program	
1	Torquay Road and Settlement Road, Belmont
2	Barwon Heads Road and Settlement Road, Belmont
3	Point Cook Road and Princes Hwy, Point Cook
4	Geelong Road and Somerville Road, West Footscray
5	Ballarat Road and McIntyre Road, Sunshine
6	Ballarat Road and Geelong Road, Footscray
7	Gap Road and Horne Street, Sunbury
8	Mickleham Road and Broadmeadows Road, Gladstone Park
9	Sydney Road and Cooper Street, Somerton
10	Sydney Road and Mahoneys Road, Campbellfield
11	Plenty Road and McDonalds Road, South Morang
12	St Georges Road and Bell Street, Preston
13	Albert Street and Bell St, Preston
14	Banksia Street and Lower Heidelberg Road, Heidelberg
15	Fitzsimons Lane and Main Road, Eltham
16	Fitzsimons Lane and Porter Street, Templestowe
17	Williamsons Road and Foote Street, Templestowe
18	Whitehorse Road and Springvale Road, Nunawading
19	Springvale Road and Burwood Hwy, Vermont South
20	Springvale Road and Ferntree Gully Road, Glen Waverley
21	Princes Hwy, Springvale Road and Police Road, Mulgrave
22	Stud Road and Wellington Road, Rowville
23	Princes Hwy and North Road, Clayton
24	Dandenong Road and Warrigal Road, Oakleigh
25	Nepean Hwy and Glenhuntly Road, Elsternwick
26	Nepean Hwy and North Road, Brighton East
27	Nepean Hwy and South Road, Bentleigh
28	Warrigal Road and South Road, Moorabbin
29	Nepean Hwy, Warrigal Road, Lower Dandenong Road, Mentone
30	Boundary Road and Governor Road, Mordialloc
31	Heatherton Road and Hallam Road, Endeavour Hills
32	Racecourse Road and Bald Hill Road, Pakenham
33	Thompsons Road and Western Port Hwy, Lyndhurst
34	Hall Road and Western Port Hwy, Cranbourne West
35	Moorooduc Hwy and Cranbourne Road, Frankston

Another 20 intersections will be identified following community consultation and feedback. You can have your say on which intersection you think needs to be fixed at:
GetVictoriaMoving.com.au



GET VICTORIA MOVING

Giving you...
**More time
to spend
with family
and friends.**



Case Study 1
The intersection of Princes Highway and Springvale Road, Mulgrave

Case Study 1

The intersection of Princes Hwy and Springvale Road is located in Melbourne's South-East.

Dangerous

Between January 2006 and October 2017, there have been 161 crashes at the Springvale Road & Princes Highway intersection.

88 people have been seriously injured in crashes at this intersection in this period and 164 people have received other injuries.

Despite ongoing road safety initiatives over the past decade, the number of crashes by year has remained consistent, see Chart 7.

Congested

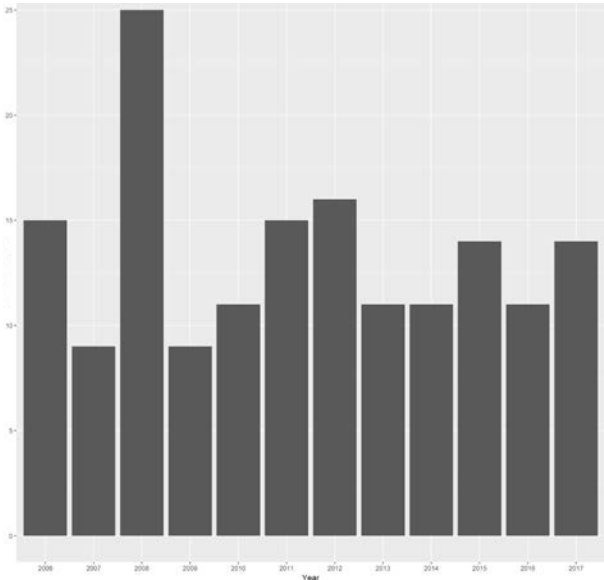
Although traffic in the very early morning has decreased through this intersection, peak period congestion has increased substantially, as demonstrated in Chart 10, which shows the average number of vehicles using the intersection in each fifteen-minute period throughout the day, contrasting the average traffic volumes in 2014 (blue) and 2017 (red).

Traffic has also substantially increased on the weekends, see Chart 9.

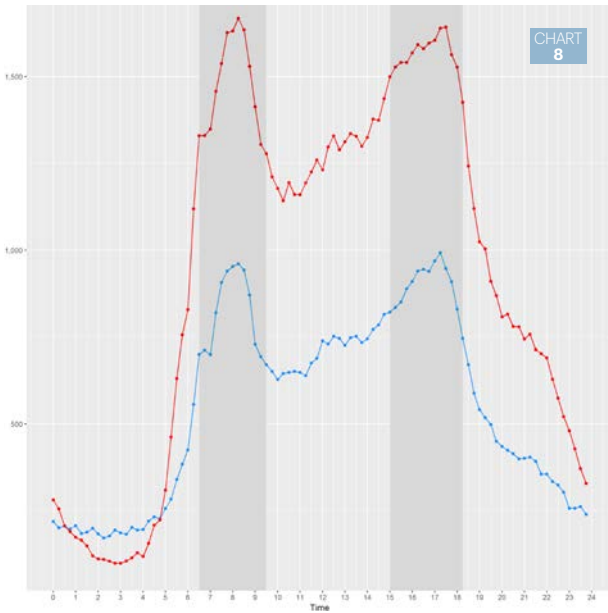
Throughout October 2017, including weekends,

more traffic passed through this intersection than on the average day in October 2014. On Fridays, the volume of traffic is more than 80% greater than it was three years ago (Chart 10).

Princes Highway/Springvale Road, Mulgrave
Number of crashes by year



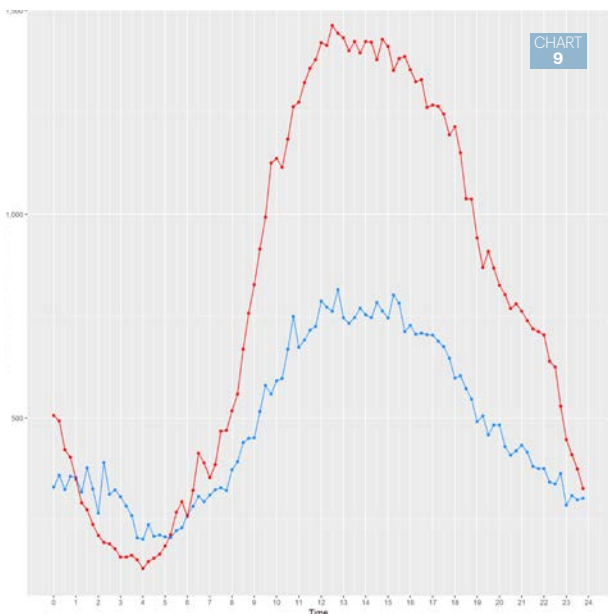
88 people have been seriously injured at this intersection and 164 people have received other injuries.



Princes Highway/Springvale Road, Mulgrave
 Median Traffic volumes in October 2014 and 2017

Total Vehicle Movements in a 15 minute period (weekdays)

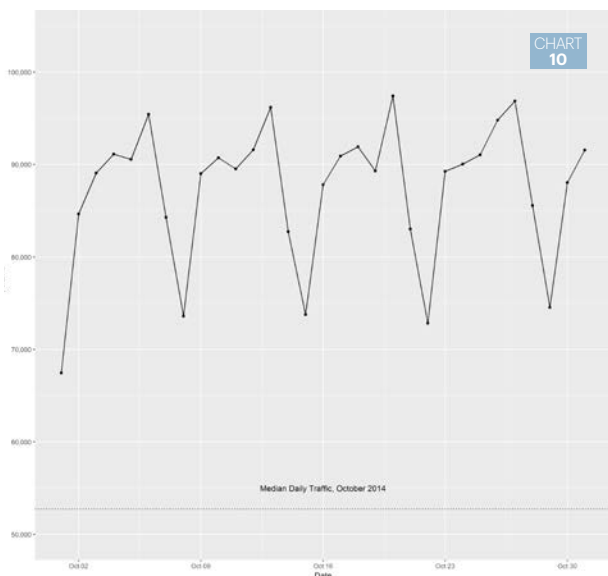
—●— 2014 —●— 2017



Princes Highway/Springvale Road
 Median Traffic volumes in October 2014 and 2017

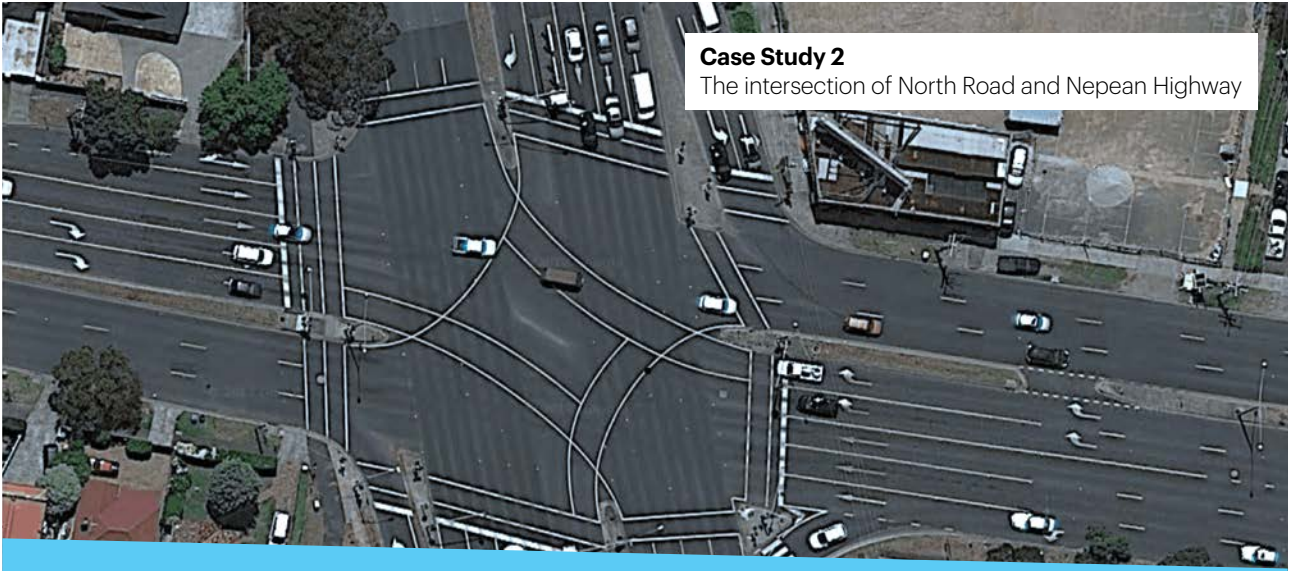
Total Vehicle Movements in a 15 minute period (weekends)

—●— 2014 —●— 2017



Princes Highway/Springvale Road, Mulgrave
 Total Daily Traffic in October 2017

Sources: VicRoads Traffic Signal Volume Data



Case Study 2

The intersection of North Road and Nepean Highway is located in Melbourne's South.

Dangerous

Between January 2006 and October 2017, there have been 24 crashes at the North Road & Nepean Highway intersection.

13 people have been seriously injured in crashes at this intersection in this period and 13 people have received other injuries.

Despite ongoing road safety initiatives over the past decade, the number of crashes by year has remained consistent, see Chart 11.

Congested

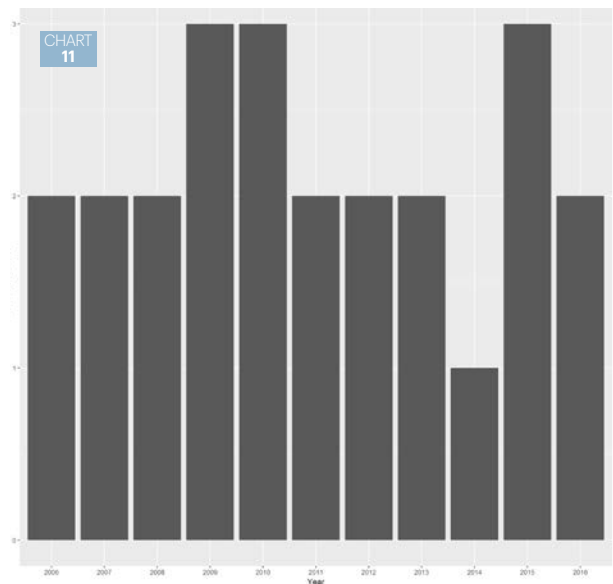
As demonstrated in Chart 12, the traffic volumes at this intersection have increased slightly during morning peak, however are much higher throughout the day and in the afternoon peak period. The plot compares the average number of vehicles using the intersection in each fifteen-minute period throughout the day, contrasting the average traffic volumes in 2014 (blue) and 2017 (red).

Traffic has also increased on the weekends, see Chart 13.

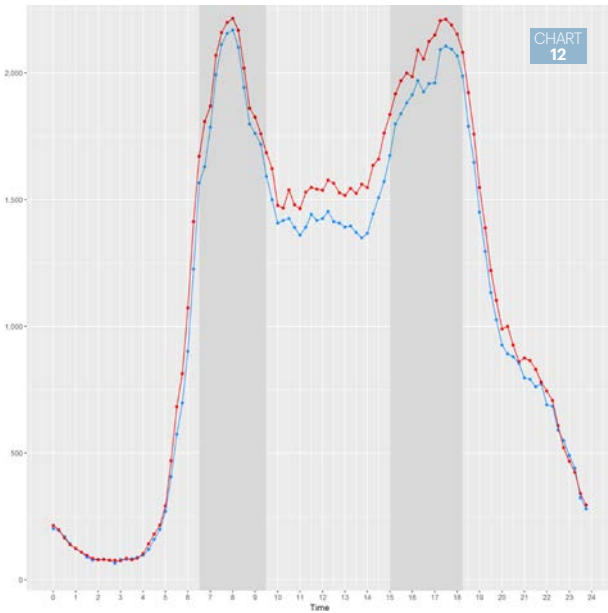
Case Study 2
The intersection of North Road and Nepean Highway

Throughout October 2017, the median daily volume of traffic passing through this intersection was approximately 7% greater than it was three years ago, an increase of more than 2% per year (Chart 14).

North Road/Nepean Highway, Gardenvale
Number of crashes by year

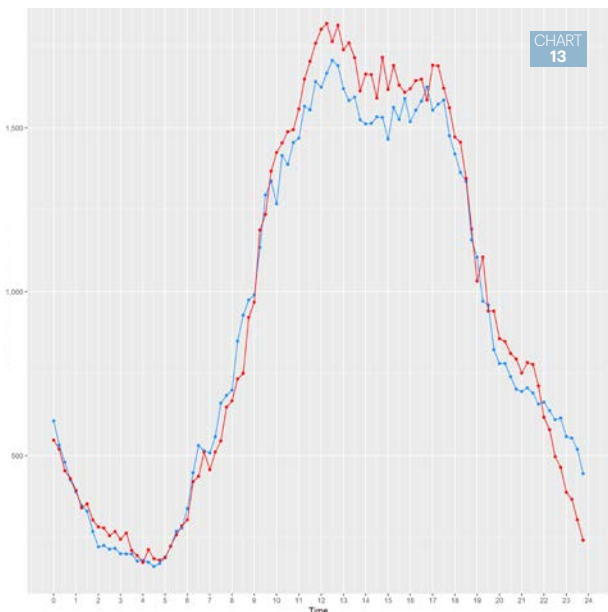


13 people have been seriously injured at this intersection and 13 people have received other injuries.



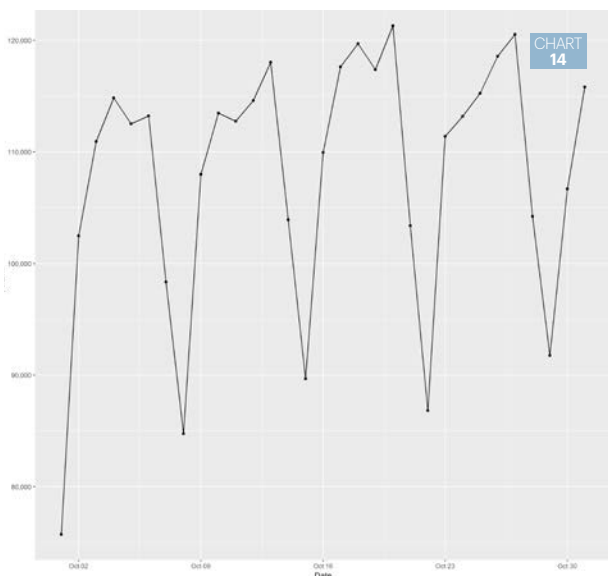
North Road/Nepean Highway, Gardenvale
 Median Traffic volumes in October 2014 and 2017
 Total Vehicle Movements in a 15 minute period (weekdays)

● 2014 ● 2017



North Road/Nepean Highway, Gardenvale
 Median Traffic volumes in October 2014 and 2017
 Total Vehicle Movements in a 15 minute period (weekends)

● 2014 ● 2017



North Road/Nepean Highway, Gardenvale
 Total Daily Traffic in October 2017

Sources: VicRoads Traffic Signal Volume Data



Case Study 3

The intersection of Lower Heidelberg Road and Banksia Street is located in Melbourne’s inner North-East.

Dangerous

Between January 2006 and October 2017, there have been 38 crashes at the Lower Heidelberg Road & Banksia Street intersection.

13 people have been seriously injured in crashes at this intersection in this period and 42 people have received other injuries.

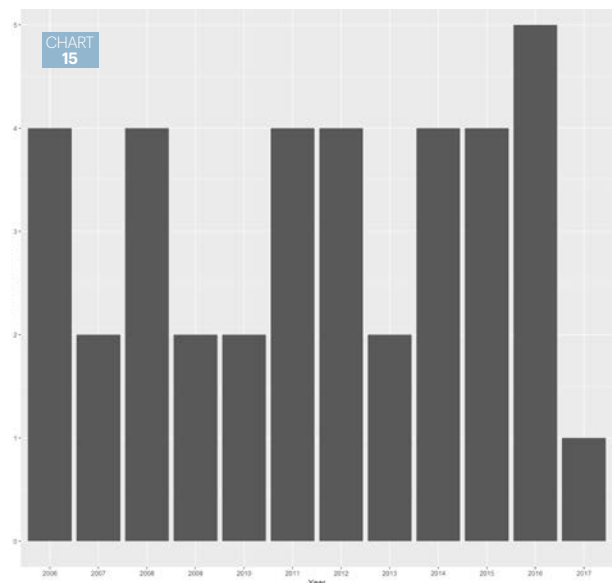
Congested

As demonstrated in Chart 16, the traffic volumes at this intersection have increased slightly during morning peak and afternoon peak, and are higher throughout the day. The plot compares the average number of vehicles using the intersection in each fifteen-minute period throughout the day, contrasting the average traffic volumes in 2014 (blue) and 2017 (red).

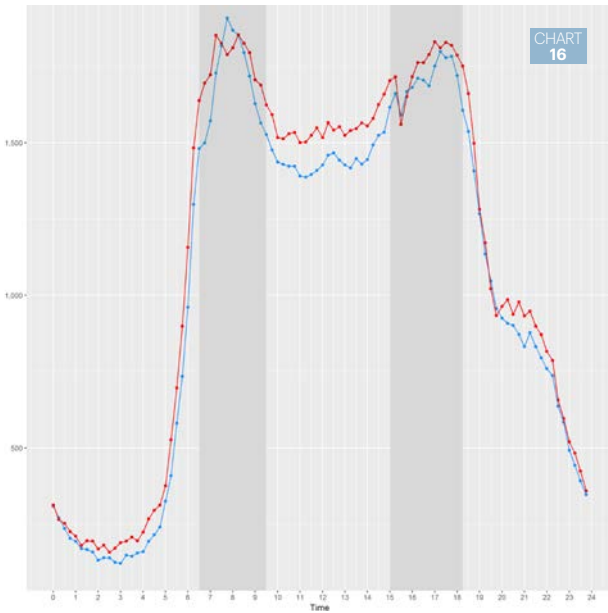
The volume of traffic was also higher on weekends during October, compared to three years ago, see Chart 17.

Throughout October 2017, the median daily volume of traffic passing through this intersection was approximately 5.3% greater than it was three years ago (Chart 18).

Lower Heidelberg Road/Banksia Street, Heidelberg
Number of crashes by year



13 people have been seriously injured at this intersection and 42 people have received other injuries.

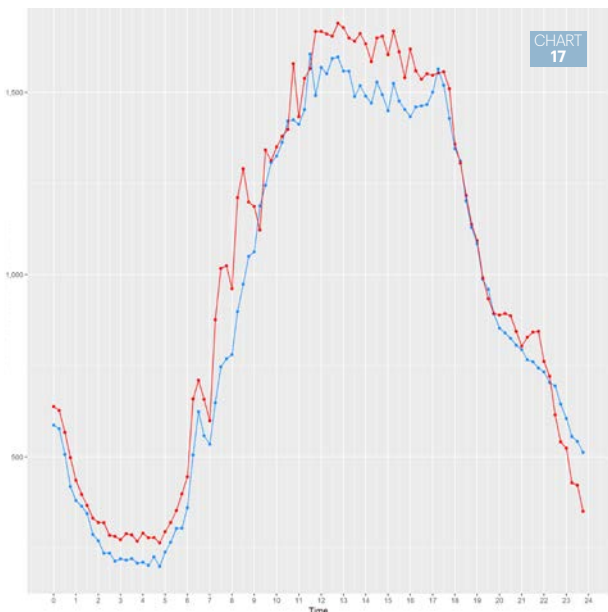


Lower Heidelberg Road/Banksia Street, Heidelberg

Median Traffic volumes in October 2014 and 2017

Total Vehicle Movements in a 15 minute period (weekdays)

—●— 2014 —●— 2017

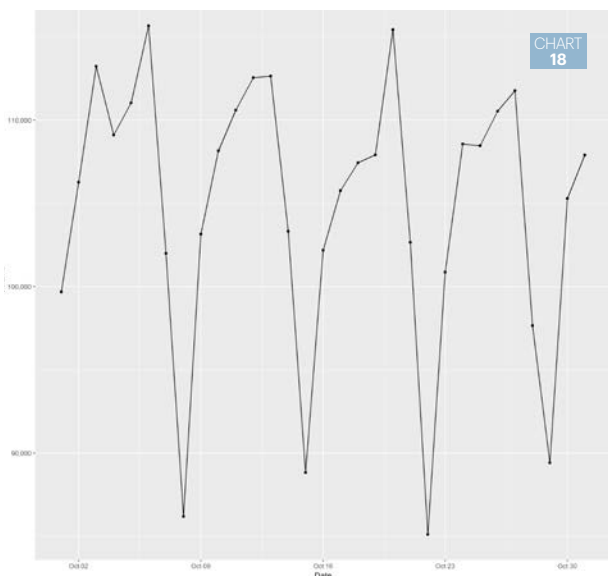


Lower Heidelberg Road/Banksia Street, Heidelberg

Median Traffic volumes in October 2014 and 2017

Total Vehicle Movements in a 15 minute period (weekends)

—●— 2014 —●— 2017



Lower Heidelberg Road/Banksia Street, Heidelberg

Total Daily Traffic in October 2017

Sources: VicRoads Traffic Signal Volume Data



Case Study 4
The intersection of Settlement & Barwon Heads Roads

Case Study 4

The intersection of Settlement and Barwon Heads Roads is located in Geelong.

Dangerous

Between January 2006 and October 2017, there have been 49 crashes at the Settlement & Barwon Heads Roads intersection.

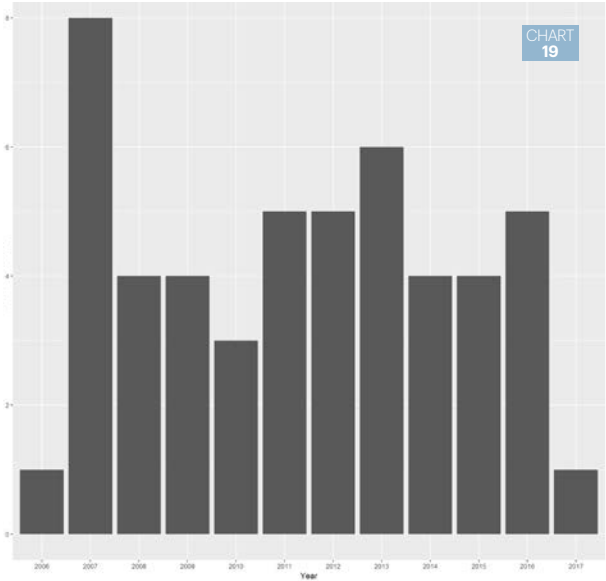
16 people have been seriously injured in crashes at this intersection in this period and 50 people have received other injuries.

Congested

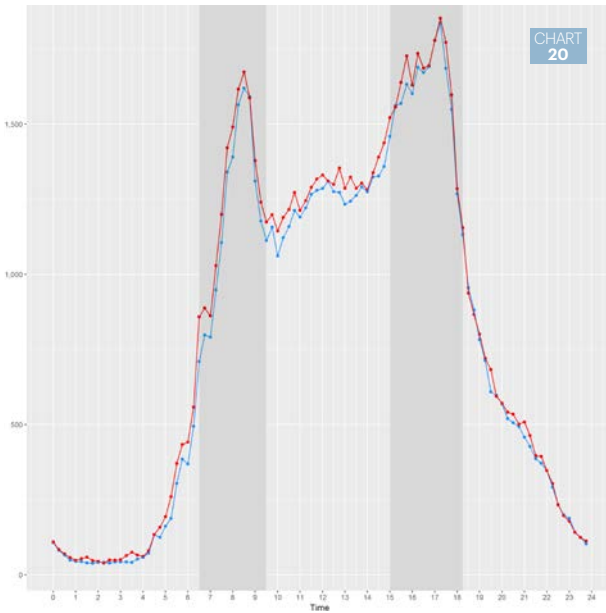
As demonstrated in Chart 20, the traffic volumes at this intersection have increased slightly during morning peak and afternoon peak, and are higher throughout the day. The plot compares the average number of vehicles using the intersection in each fifteen-minute period throughout the day, contrasting the average traffic volumes in 2014 (blue) and 2017 (red).

Throughout October 2017, the median daily volume of traffic passing through this intersection was approximately 4% greater than it was three years ago.

Settlement Road/Barwon Heads Road, Belmont
Number of crashes by year



16 people have been seriously injured at this intersection and 50 people have received other injuries.

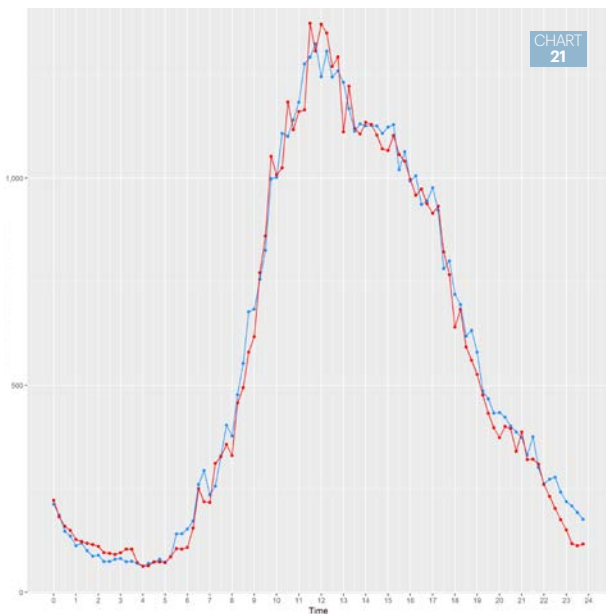


Settlement Road/Barwon Heads Road, Belmont

Median Traffic volumes in October 2014 and 2017

Total Vehicle Movements in a 15 minute period (weekdays)

● 2014 ● 2017

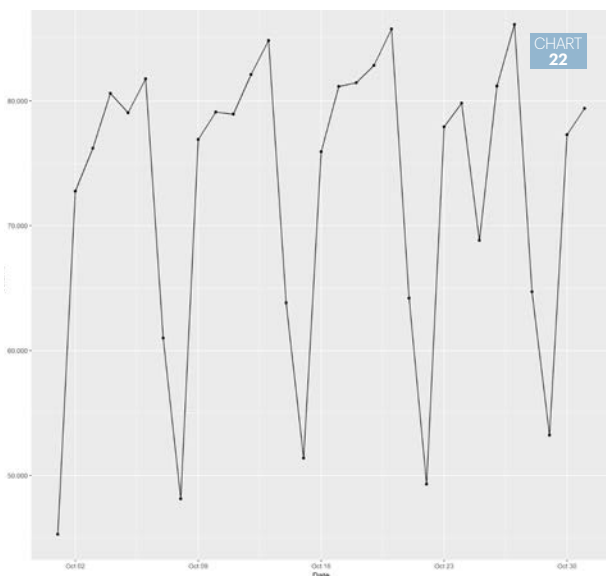


Settlement Road/Barwon Heads Road, Belmont

Median Traffic volumes in October 2014 and 2017

Total Vehicle Movements in a 15 minute period (weekends)

● 2014 ● 2017



Settlement Road/Barwon Heads Road, Belmont

Total Daily Traffic in October 2017

Sources: VicRoads Traffic Signal Volume Data



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