

Introduction to DTP and Metropolitan Transport



Department of Transport and Planning



Subheading-second level

Acknowledgement of Country

I would like to acknowledge the Traditional Owners of the lands of which we're all tuning in from today and pay my respects to all Elders past, present, emerging and to all other Aboriginal and Torres Strait Islander people who have tuned in with us today



Overview

- Department of Transport and Planning Overview
- Transport Services and Metropolitan Transport
- Inner and Great Region – role and function
- Strategic Cycling Corridors
- Cycling projects underway



Amy Child | Director
Transport and Planning
Inner Metro



Daniel Kowalczyk | Associate
Director Transport Network
Planning Integration

Our Ministers



Hon Jacinta Allan MP
Deputy Premier
Minister for Transport
and Infrastructure
Minister for the
Suburban Rail Loop



Hon Ben Carroll MP
Minister for Public
Transport



Hon Melissa Horne
MP
Minister for Ports and
Freight
Minister for Roads
and Road Safety



Hon Sonya Kilkenny
MP
Minister for Planning

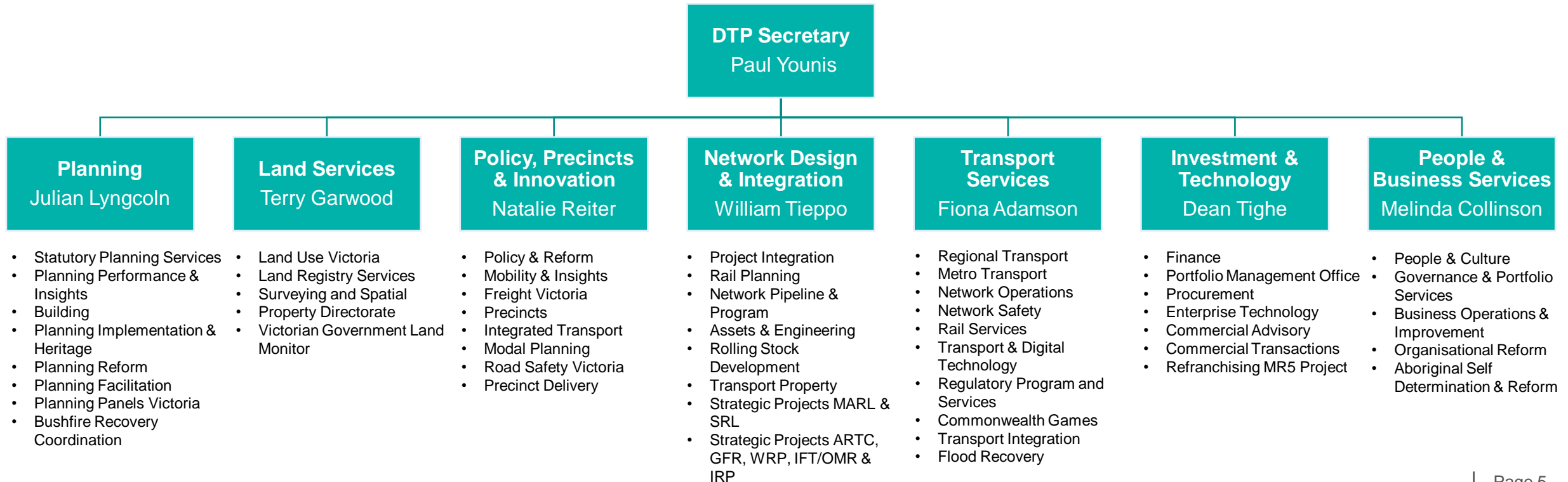


Hon Danny Pearson
Assistant Treasurer
Minister for WorkSafe
and the TAC

Department of Transport & Planning | Overview

Our Vision | Thriving places, connected communities

Our Purpose | Achieving safe, sustainable and integrated transport and land use outcomes for Victoria



Transport Services | Metro Transport

Our purpose at Metro Transport is that we maintain and renew existing assets and develop and deliver upgrades to the metropolitan road network including pedestrian and cycling, infrastructure.

Transport Services Fiona Adamson

- Regional Transport
- Metro Transport
- Network Operations
- Network Safety
- Rail Services
- Transport & Digital Technology
- Regulatory Program and Services
- Commonwealth Games
- Transport Integration
- Flood Recovery

Road
Maintenance

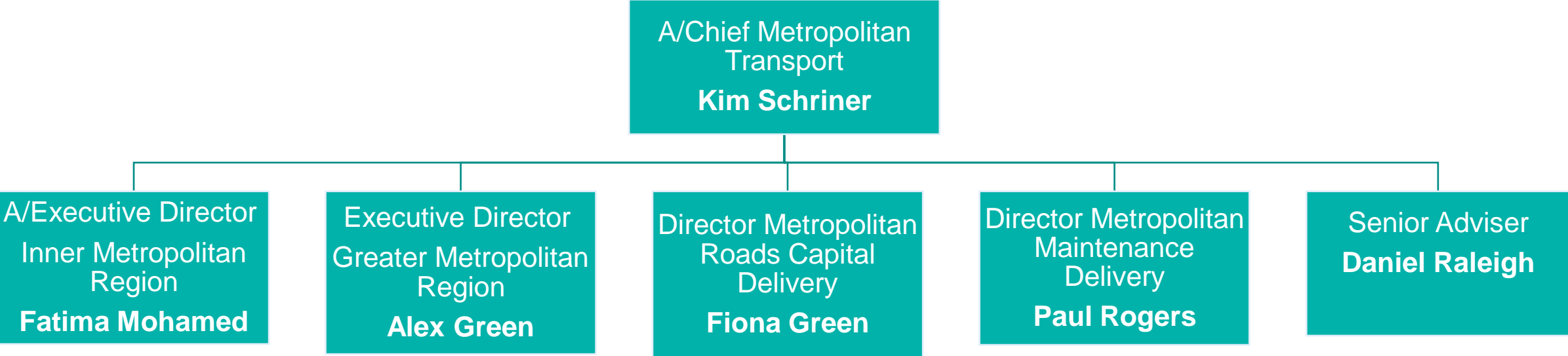
Capital Delivery

Transport
Planning

Active Transport

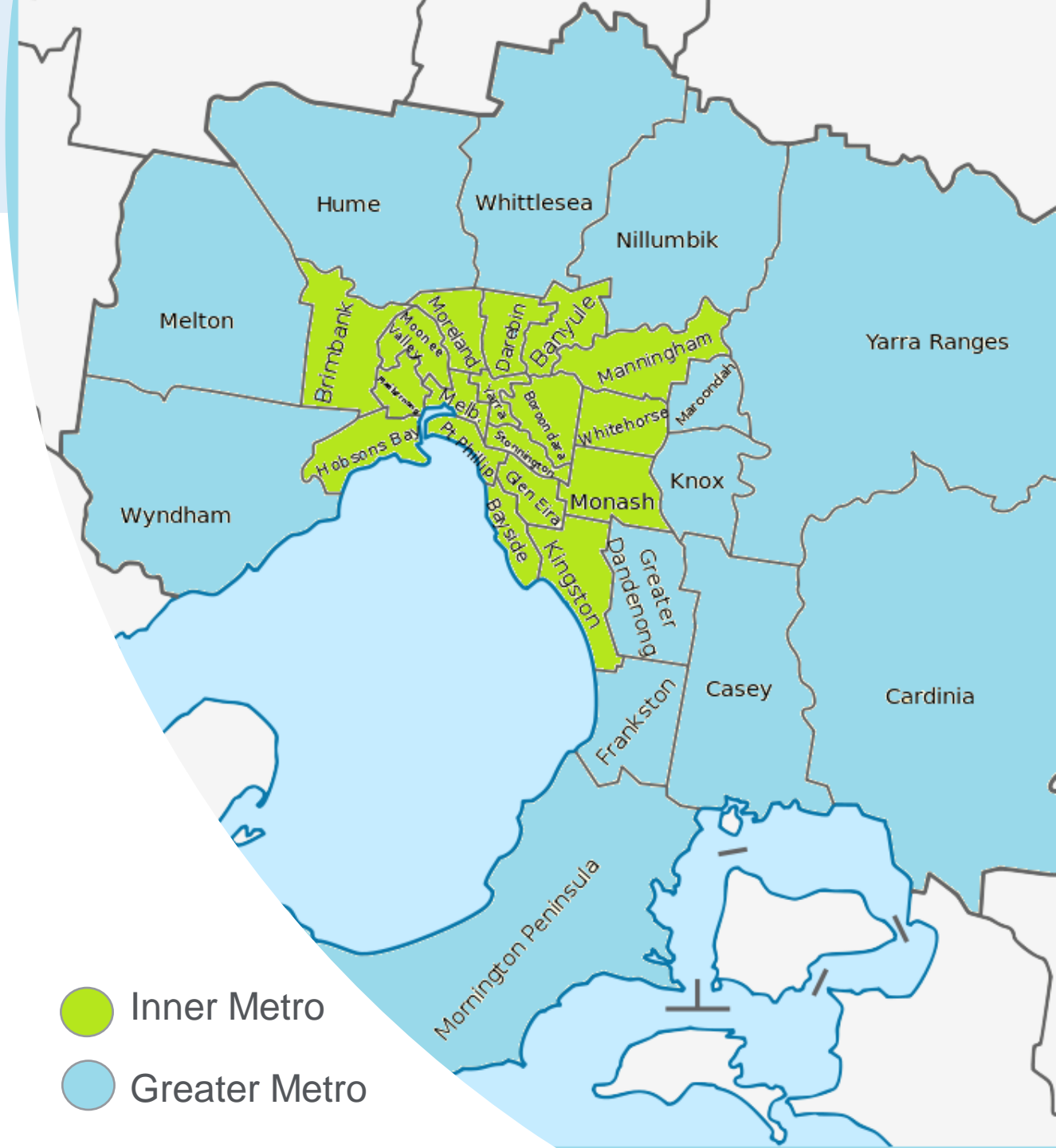
Supporting the
Big Build

Metro Transport | Executive Leadership Team



Inner and Greater Metro Regions

Inner and Greater metropolitan regions align to the varying transport requirements and provides a dedicated and targeted focus for the transport and urban planning needs for our communities living the inner, middle, peri and outer rings of metropolitan Melbourne.



Metro Regions | Functions

- Custodians of the **relationship with metro region Councils**, transport advocacy groups, industry and grass roots community interaction and relationship management
- **Development of on-road program initiatives** based on sentiment and data evidence to provide a bottom up approach to the network pipeline
- Facilitator of conversations and engagement **considering all transport modes**
- **West Gate Bridge** operation and security management
- Oversight of the **Developer Industry works** contribution and external delivery of works
- Collaboration with the **Big Build** including input into enabling and legacy works for the future of the network management
- Strategic planning of the **growth corridors** along M80, Western, Calder Freeway



Metropolitan Capital Delivery & Maintenance Delivery

Roads Capital Delivery

Development and delivery of non 'Big Build/MTIA' road projects

Delivery of road infrastructure based election commitments

Establish and review the forward program of delivery and maintenance for industry and community

Maintenance Delivery

Maintenance and repair of metro Melbourne's roadsides and arterial/freeway network

Alignment of Metropolitan Road Assets Maintenance Contract to the Victorian Road Maintenance contracts

Active Transport

The Regions Role



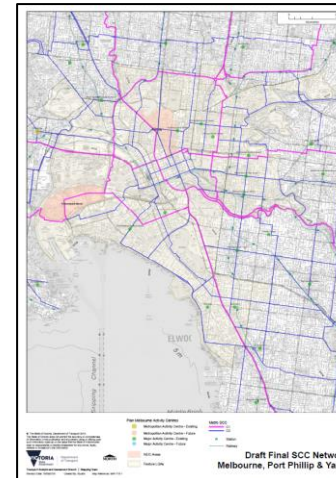
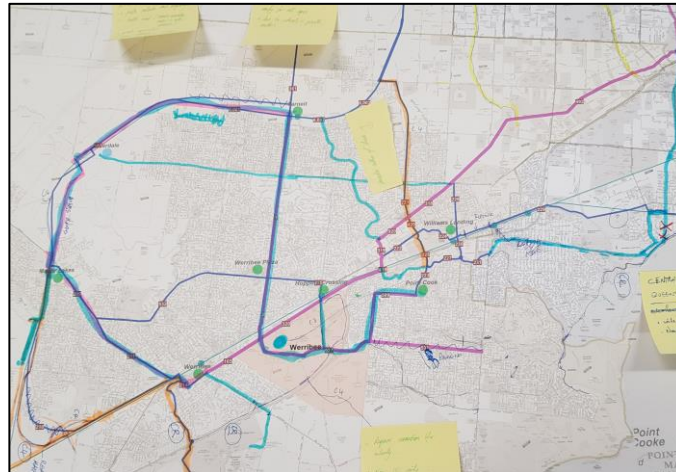
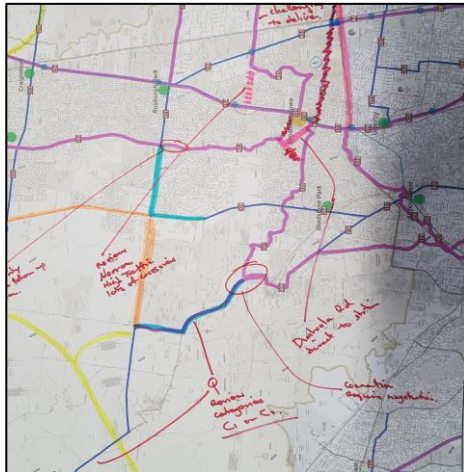
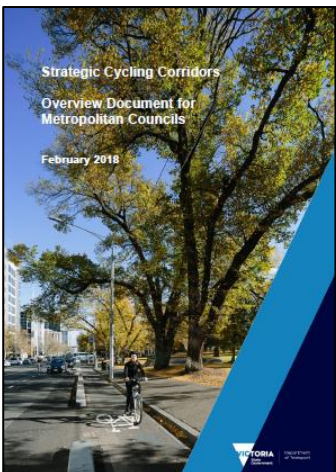
Strategic Cycling Corridors (SCC)

- An action from the Victorian Cycling Strategy 2018-28 was to review the SCC network in conjunction with key stakeholders (Councils & Bicycle Network Victoria (BNV)).
- The goal is to increase the number, frequency and diversity of Victorians cycling for transport by supporting a safer, lower stress, better connected and inclusive network.
- The key principle is to ensure a network catered towards all ages and ability.
- The SCC network is planned as key routes linking the community to key destinations and places such as the central city, NEICs, MACs and rail stations.
- Following release of the SCC network, DTP along with stakeholders have continued to refine the network and deliver / upgrade cycling infrastructure.



Strategic Cycling Corridors (SCC) – Council Engagement

- DTP worked closely with Council's and BNV to release the SCC network. This included:
 - Initial forum to present Movement and Place Framework and SCC
 - DTP draft based on PBN
 - Workshops with each Council (to refine draft)
 - Final endorsement
- It was acknowledged with Council and BNV that the SCC was done at a strategic level for planning purposes. Further refinement is required and alignment changes may be required at a project level.



Active Transport Development and Delivery Team

- Works with our diverse community to deliver more walking and cycling options across metropolitan Melbourne.
- Encourages more Melburnians to convert to walking and bike riding for their daily trips, whether it is to the local shops, schools, train stations or to work.
- Embeds walking and cycling as the centrepiece to a sustainable, safe transport system and part of every individual's transport options.



Project Collaboration

Queen Street, Altona Pedestrian and Cycling Improvements



- \$1 million received from the Victorian State Budget to improve infrastructure & safety for active transport users along Queen St, Altona, between Maidstone St and Victoria St.
- Proposal includes development of a new Shared Use Path (SUP) bridge and improvements to the existing on-road pedestrian and cycling facilities.
- As the proposed SUP bridge will be a Council owned asset for future maintenance, an agreement between DTP and Hobsons Bay City Council was made for Council to undertake and complete the design and development for the bridge component of the project, with input and funding from DTP.
- Council has completed the bridge design and DTP is in the final stages of the development works for the on-road pedestrian and cycling facilities.

Project Collaboration

Montmorency to Eltham SUP



- \$1.5 million received to investigate scalable solutions and develop a preferred solution for a shared path that connects Montmorency Station and Eltham
- The objective of the project is to connect a gap in the SCC through developing an SUP including associated infrastructure between Montmorency Station and the Diamond Creek Trail (Eltham)
- The subject area falls under two municipalities (The City of Banyule and The Shire of Nillumbik)
- Several meetings, a Safe System Assessment workshop and a Stakeholder workshop has been conducted with Councils. DTP continues to work with both Councils on the development of proposed options.
- \$32.8 million delivery funding has been committed by the Victorian Government as part of the 2022 State Election

Project Collaboration

Northern Trail Bike Path, Heidelberg



- As part of the Victorian Governments' \$15.3 million program to better connect suburbs with safer, accessible, and more enjoyable walking and bike paths, DTP will provide a safer connection along Studley Road from the front of Heidelberg Station to Darebin Street.
- DTP completed the first stage of the Northern Trail bike path project in August 2022. This involved creating a 3m wide Shared Use Path (SUP) from the front of Heidelberg Station to Burgundy Street, Heidelberg.
- Works to install bike lanterns and safer crossing times for walkers and bike riders will begin by mid-2023.
- Additional improvements to complete the connection from Studley Road to Darebin Street are expected to commence in early 2024.
- DPT is working closely with Banyule council to ensure smooth handover post project complete.




Overview of some of the projects

Pop-up Bike Lanes Program



- The Pop-up Bike Lanes Program is funded by \$15.96 million as part of the Inner Melbourne Cycling Investment Program from the 2020-21 State Budget, with the aim to trial 100kms of new or improved quick-build bike routes across Inner-Melbourne in response to COVID-19
- In addition to the State Budget, the Program received a \$6 million co-funding contribution from TAC
- The Pop-up Bike Lanes Program works in partnership with local government on the development and delivery approach for the trial. This includes City of Darebin, City of Yarra, City of Maribyrnong, City of Moonee Valley, City of Port Phillip
- The program has delivered 94km of trial pop-up routes across inner-Melbourne Suburbs



Thank You
Any Questions?