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C108**TRANSPORT**

The City of Maribyrnong is traversed by several important east-west metropolitan road and rail transport routes. The state and national freight transport routes to the Port of Melbourne are of state significance and their operational requirements must be protected.

Close proximity to the Port also results in significant adverse impacts upon the community by heavy truck traffic. Activity centres such as Footscray Central Activities District (CAD) and Yarraville are detrimentally impacted by heavy truck movements through and around the centres. Residential areas are also impacted by traffic congestion, air and noise pollution, and road safety issues. The ability of the city to deliver population and economic growth will be severely limited if efforts are not made to manage the impacts of heavy trucks across the municipality.

The forecast increase in the Port's container trade, coupled with the future residential and industrial growth within the western region, will increase the amount of road and rail passenger and freight travelling through the city. Major redevelopment of strategic sites including the Maribyrnong Defence Site (MDS), Highpoint Principal Activity Centre (PAC) and the Footscray CAD, will place further pressure on the local transport network. Significant improvements are needed to the transport network to ensure the region's growth is sustainable.

In an effort to address some of these issues, State Government Department's such as VicRoads and the Department of Transport have identified the need for significant new transport infrastructure to improve east-west connections and reduce the impact of freight traffic on the municipality. Potential initiatives include:

- Linkages to the new underground rail line (Melbourne Metro) connecting Footscray to Parkville and the Melbourne CBD;
- Westlink (an east-west road tunnel) from West Footscray to the Port;
- The Truck Action Plan Stage 1 which will create new links between the West Gate Freeway and the Port;
- The Truck Action Plan Stage 2 creating improved north-south links along Paramount Road with connections to key east-west roads via Sunshine Road; and
- The Regional Rail Link which will create two additional lines and a new river crossing.

The *Northern Maribyrnong Integrated Transport Strategy* is being prepared in response to existing traffic congestion and transport issues around the Highpoint PAC and will identify sustainable long term transport improvements that can cater for developments at the MDS and the Highpoint PAC. Access to the river can be improved by enhancing links in the valley and by completion of the shared trail along the river.

The city is generally well served by public transport although suburbs to the north and west have poor connections to train services and are reliant upon bus services. Designated Principal Public Transport Network (PPTN) routes within the municipality include the Sydenham and Werribee/Williamstown rail lines, the 57 and 82 tram routes and multiple bus routes. However, the designated PPTN does not reflect actual service provision. There are opportunities to improve public transport services, upgrade interchange facilities at Footscray CAD and Highpoint PAC and improve the links between activity centres.

The Maribyrnong goods line runs along the western side of the Maribyrnong River between Newells Paddock and Somerville Road. In recent years the line has stopped being used and the river front between Newells Paddock and Footscray Road has been redeveloped or identified for significant mixed use redevelopment to take advantage of its river frontage and amenity. Reactivation of the line would compromise these new developments and future development opportunities associated with the Footscray Central Activities District.

The Port of Melbourne has indicated the line north of Napier Street is no longer required for port purposes. South of Napier Street the rail line may be required for an alternative rail connection to the port.

Development of paths and shared trails will complete key sections of metropolitan trails including the Maribyrnong River and Stony Creek trails, Sunshine to Footscray link, and connections to the Federation Trail. These works will also improve local links to destinations and encourage walking and cycling. Upgraded pedestrian and cyclist facilities to ensure that they are safe, accessible and Disability Discrimination Act 1992 (DDA) compliant, and the use of wayfinding sign information will be used in activity centres to encourage walking and provide an enhanced sense of place.

Given the nature of the open space network and recreational facilities it will be a priority to improve vehicular, pedestrian and bicycle links between the open space network, recreation facilities and activity centres so people can have access to the range of settings and facilities within the city. Important links will be along the Maribyrnong River and Stony Creek, the Sunshine rail corridor and Federation Trail. This will improve connectivity for areas that do not have the range of open space and facilities and will help overcome physical barriers. These links will encourage more active communities to access key facilities and open spaces within the city.

The Footscray CAD is a metropolitan transport 'hub' and interchange for various rail, tram and bus services. Its excellent transport facilities and connections will see it become a stronger regional centre and destination. This makes the centre suitable for encouraging less car use and reducing car parking provision in developments.

Objective 1

To support and promote public transport.

Strategies

Encourage the use of public transport in new developments.

Protect options to improve and expand the public transport network to service new large scale developments.

Provide better transit facilities within and connecting the activity centre network.

Support additions to the public transport network.

Support the redevelopment of the West Footscray rail station and investigations into further station upgrades or new stations.

Support the development of the Airport Rail Link and any required station upgrades and public transport links.

Support the decommissioning of the Maribyrnong Goods Line north of Napier Street, Footscray.

Provide for public transport to connect with the planned new activity centres, including to potentially extend the tram route to the future activity centre within the Maribyrnong Defence Site.

Objective 2

To support and promote cycling and walking.

Strategies

Encourage walking and cycling access to new developments.

Provide high quality pedestrian and cycling path networks between frequently used local destinations and throughout the municipality.

Encourage end of trip facilities, such as bike racks and signage, to be provided in new developments.

Improve access into activity centres from surrounding areas particularly in relation to pedestrian and cycling routes and links with public transport.

Objective 3

To support and promote sustainable transport.

Strategies

Encourage the use of travel demand management strategies, including Integrated Travel Plans and Green Travel Plans, for significant development.

Support car parking dispensations for developments well served by the Principal Public Transport Network and that prepare and implement Green Travel Plans.

Support car park dispensations for developments under 100sqm in floor area.

Support provision of shared car parking in new development.

Objective 4

To develop a safe, efficient and accessible transport network.

Strategies

Protect the operational requirements of the state and national passenger and freight road and rail routes.

Encourage development that facilitates heavy vehicle traffic onto arterial roads and designated truck routes.

Improve access to and within core employment areas to cater for industrial development.

Upgrade and improve key intersection treatments along Geelong Road, Ballarat Road, Sunshine Road, Hopkins/Moore streets, Somerville Road, Hampstead and Williamson roads, and Raleigh Road.

Investigate options to improve the bus interchange in the Footscray CAD.

Upgrade activity centre access roads and pathways.

Ensure that the road network can accommodate efficient bus and/or tram operations along existing and potential public transport corridors.

Policy Guidelines

Request the following classes of applications provide an Integrated Transport Plan:

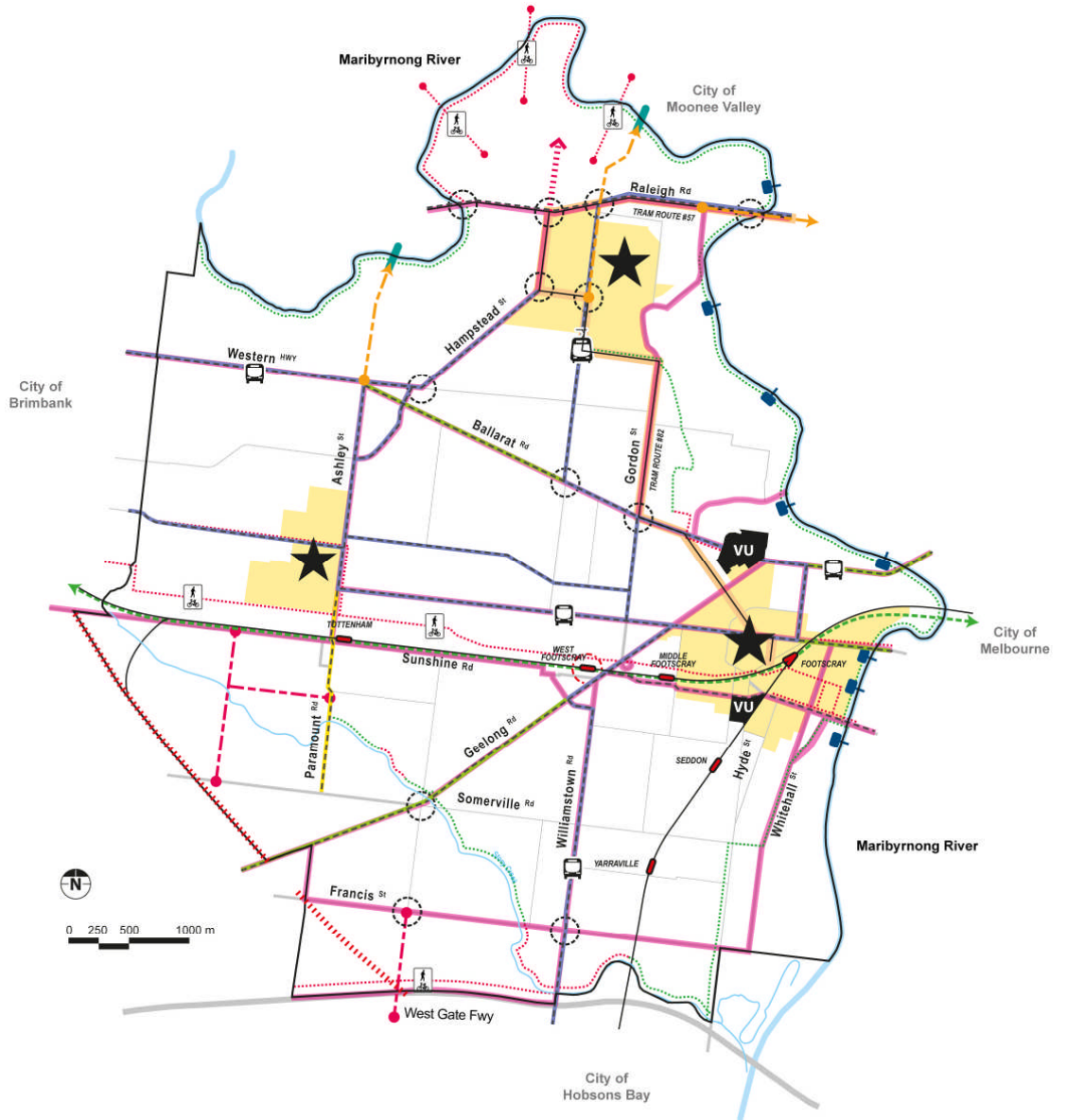
- Residential developments of 200 or more lots/dwellings;
- New retail centres or offices of more than 10,000sqm;
- Extensions of more than 10,000sqm to retail centres of more than 20,000sqm; and
- Any other development which in the view of the Responsible Authority is likely to generate significant travel demand.

Request the following classes of applications provide a Green Travel Plan:

- Developments where significant car parking dispensations are sought;
- Residential developments of 60-200 lots/dwellings; and
- Any other development which in the view of the Responsible Authority is likely to generate significant travel demand.

Request development generating heavy truck movements provide a Traffic Management Plan.

MARIBYRNONG PLANNING SCHEME



Transport Framework Plan

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| Key intersection - Potential for Treatment | Existing Key Bike Paths / Shared Paths | River Moorings | Freight Rail Line (Newport - Sunshine) |
| Vic Transport Plan: Regional Rail Link | Potential New Shared Paths / Bike Lanes | Potential River Crossing | Municipal Boundary |
| Potential for Tram Line Extension | PPTN Bus Routes | West Footscray Station Upgrade | Maribyrnong River |
| Potential New Local Road Link | Non PPTN Major Bus Routes | TRAIN STATIONS | Principal Activity Centre and Central Activities District |
| Arterial Roads - Preferred Freight Route | Non functioning PPTN Bus Routes | PPTN Tram Corridor | Major Activity Centre |
| Potential for Connectivity Improvements | | | |