

INTEGRATED
TRANSPORT PLAN

FISHERMANS BEND URBAN
RENEWAL AREA

DRAFT FINAL 18 JUNE 2013 (CONFIDENTIAL – NOT FOR DISTRIBUTION)

DEPARTMENT OF TRANSPORT,
PLANNING AND LOCAL INFRASTRUCTURE



DRAFT

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• “Fishermans Bend Issues & Opportunities Study” (AECOM, November 2012)		
• “Fishermans Bend Traffic Study” (GHD, May 2013)		
• “Fishermans Bend Principle Bicycle Network Route Assessments” (GTA, May 2013)		
• “Fishermans Bend Metro Rail Summary for Places Victoria” (DTPLI, May 2013)		
• “Fishermans Bend Arterial Road Investigations” (Parsons Brinckerhoff, May 2013)		
• “Fishermans Bend Interim Transport Guidelines” (DTPLI, June 2013)		

INTEGRATED TRANSPORT PLAN

FISHERMANS BEND URBAN RENEWAL AREA

Purpose

The purpose of this document is to provide an Integrated Transport Plan for the Fishermans Bend Urban Renewal Area (FBURA) which is endorsed by the State Government Transport Portfolio, in partnership with Local Government.

The Department of Transport, Planning & Local Infrastructure (DTPLI), formerly Department of Transport (DOT), chaired the FBURA Transport Working Group which consisted of stakeholders from across State and Local Government.

This document has been prepared by the DTPLI and the FBURA Transport Working Group for input to the FBURA Strategic Framework Plan and Development Contributions Plan being developed by Places Victoria. The Strategic Framework Plan and Development Contributions Plan is to be submitted by Places Victoria to the Minister for Planning by mid-2013.

The document is structured in four parts:

- PART A – Transport portfolio input to FBURA Strategic Framework Plan & Development Contributions Plan
- PART B – Transport documentation for stakeholder reference during future planning and project development
- PART C – FBURA Transport Working Group process documentation
- PART D – Appendices

Executive summary

The State Government has identified the Fishermans Bend Urban Renewal Area as a key urban renewal area within close proximity to the existing Central City.

Places Victoria has been tasked with coordinating the preparation of an overarching Strategic Framework Plan and Development Contributions Plan to guide future development in FBURA. DTPLI and the FBURA Transport Working Group developed this Integrated Transport Plan for input to the Strategic Framework Plan and Development Contributions Plan.

The Integrated Transport Plan has been developed as part of an overarching *Central City Urban Renewal & Transport Framework* which has provided input to the *Metropolitan Planning Strategy*. The Plan has also been informed by Local Council policies and strategies.

The vision for the development of Fishermans Bend is for the area to make a significant contribution to Melbourne's liveability and productivity by connecting with Melbourne's expanded central city and surrounding established neighbourhoods. To achieve the intended vision, Fishermans Bend will need to emulate the transport characteristics of the existing central city, namely excellent connectivity into and within the area, small city blocks with a fine grain network of street and lanes, active street frontages, an excellent pedestrian environment and a high quality public realm.

A high quality, connected, scalable and adaptable transport network has been developed which will catalyse land use development, prioritise walking, cycling and public transport, support great places and effectively manage freight and private vehicle movements, including parking.

With over 260,000 daily trips expected to be generated by the forecast residential development, the strategic transport planning for the area has been developed to support people's preference to walk, cycle and catch public transport for a majority of their daily trips. Whilst the early provision of high quality pedestrian, cycling and public transport networks presents a significant challenge, the transformation of the area represents an opportunity to create an enduring positive legacy for Melbourne.

New strategic links have been identified between Fishermans Bend, the existing CBD, Docklands, E-Gate, Arden / North Melbourne, South Melbourne and Domain as well as finer grain improvements.

A sequenced pipeline of transport improvements has been identified over the next 3 decades and beyond, together with associated cost estimates and recommended actions.

A key early project is the delivery of a pedestrian, cycling and light rail extension from Collins Street into a new central spine along Plummer Street within Fishermans Bend. This would be supported by pedestrian and cycling improvements in the Montague precinct, bus service improvements (including a new connection via Domain to Fishermans Bend) and land reservations to protect potential future transport corridors. Transport infrastructure improvements within the first decade of development are expected to cost around \$350m, excluding land and business compensation.

During the second decade, the Plummer Street light rail spine is extended west of Graham Street and new or improved pedestrian and cycling connections are added connecting FBURA with Docklands to the North, Port Melbourne to the South and Westgate Park to the west.

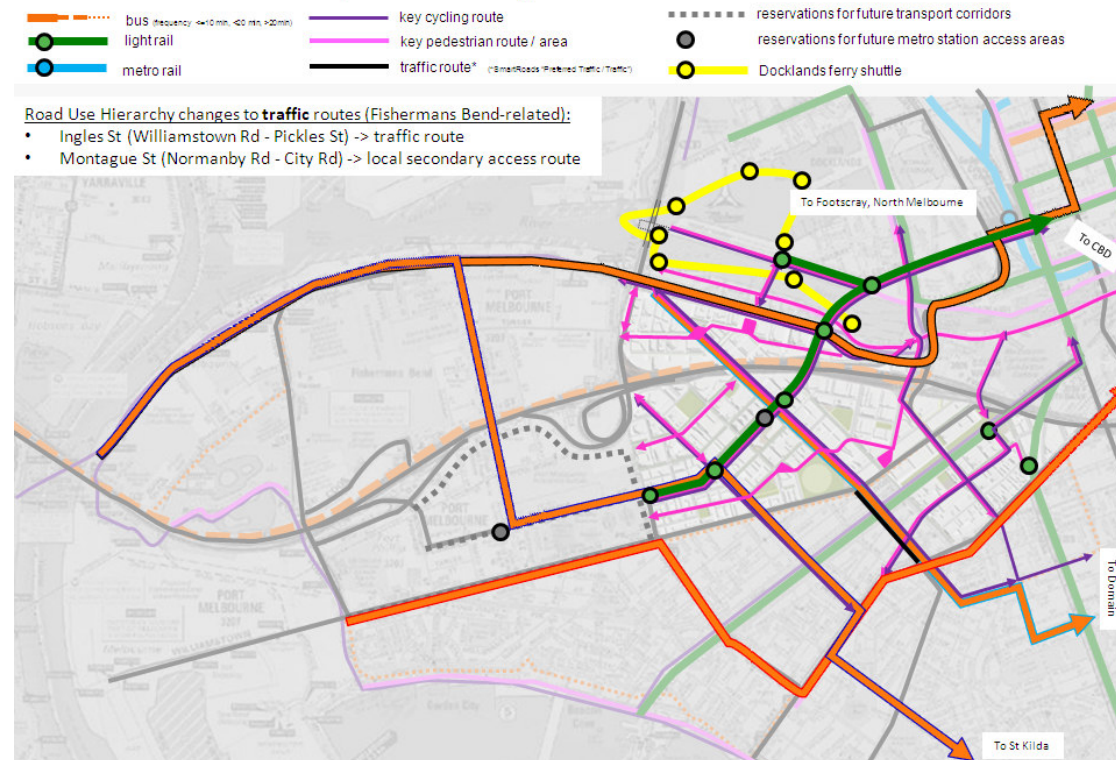
In the third decade and beyond, the extension of the Mernda-Southern Cross metro line to Fishermans Bend is included, as part of the Metropolitan Rail Network Development Plan. This project would provide rapid connections to the inner city and foreshadows a longer term rail connection from Fishermans Bend to Newport.

An 'Ultimate' (third decade and beyond) network plan has been developed, with estimated infrastructure costs of around \$900m, which would provide high quality transport to help shape Fishermans Bend over the coming decades. It should be noted that land and business compensation costs are likely to be significant and will need to be factored into DCP calculations.

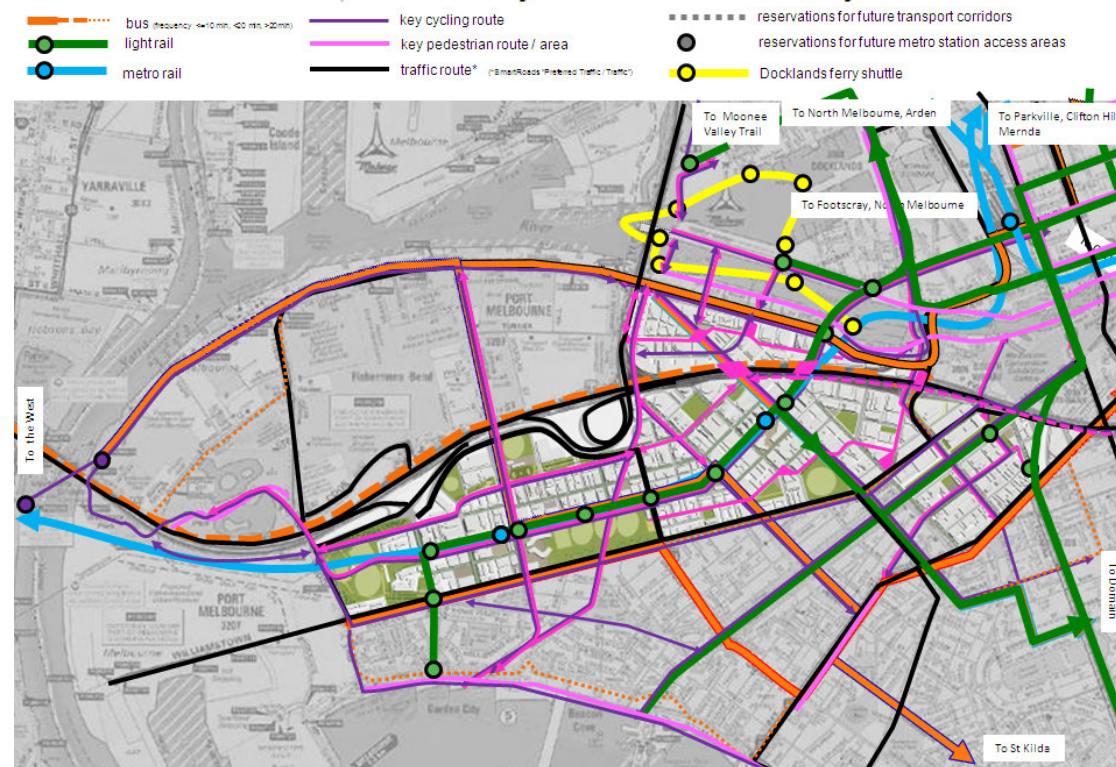
Importantly, innovative funding mechanisms will need to be explored to ensure the timely delivery of the transport improvements outlined and support optimum land use development outcomes in accordance with the vision for Fishermans Bend.

Transport improvements (1 st Decade) Component	Rationale	Indicative CAPEX	Recommended Action
Pedestrian, cycling and light rail extension from Collins St into Plummer Street (to Graham St)	Catalyst for urban renewal, adding PT capacity	\$305m	Development Funding Business Case*
Critical improvements including: <ul style="list-style-type: none">- Pedestrian access improvements on Routes 96 & 109- Bus improvements- Cycling improvements- Pedestrian / cycling bridge - Bourke St to Yarra's Edge	Encourage mode share active & public transport, reduce impacts on surrounding transport networks	\$52m	Business Cases*
Planning tools to deliver: <ul style="list-style-type: none">- Streets and laneways spaced every 50-100m- High quality street / street-level built form design- Best practice parking provision	Provide Central City amenity	n/a	Overlays and/or Guidelines
TOTAL CAPEX (1st Decade transport improvements)		\$357m	* Innovative funding mechanisms to be considered
Land reservations & business compensation to protect future transport corridors <ul style="list-style-type: none">- Land and business compensation costs will need to be factored into DCP calculations	Protect future capacity	TBC	Public Acquisition process*

Fishermans Bend – Transport network by end of 1st Decade



Fishermans Bend – Transport network by end of 3rd Decade & beyond



PART A

Transport portfolio input to Fishermans Bend Urban Renewal Area Strategic Framework Plan & Development Contributions Plan

(Text and images for possible use in PV documents;
Cost tables for internal State Government use;
Recommendations for future work)

Fishermans Bend (DSE, 1945)



Fishermans Bend has changed dramatically over the last 50 years

With the rezoning of the area to Capital City Zone in July 2012, the next 50 years are likely to see a further transformation



Fishermans Bend (Artist's impression, 2050+)

Light rail, Bordeaux (2010)



The early provision of high quality public and active transport will shape the renewal of Fishermans Bend

1 Project Background

The State Government has identified the Fishermans Bend Urban Renewal Area (FBURA) as a key urban renewal area within close proximity to the existing Central City.

Places Victoria has been tasked with coordinating the preparation of an overarching Strategic Framework Plan and Development Contributions Plan to guide future development in FBURA.

This Integrated Transport Plan has been prepared by the Department of Transport, Planning & Local Infrastructure (DTPLI) and the FBURA Transport Working Group for input to the FBURA Strategic Framework Plan and Development Contributions Plan being developed by Places Victoria.

The purpose of this Integrated Transport Plan is to provide an Integrated Transport Plan which is endorsed by the State Government Transport Portfolio, in partnership with Local Government.

The Strategic Framework Plan and Development Contributions Plan is to be submitted by Places Victoria to the Minister for Planning by mid-2013.



Fishermans Bend Urban Renewal Area (Places Victoria, 2012)

2 Melbourne's Expanding Central City

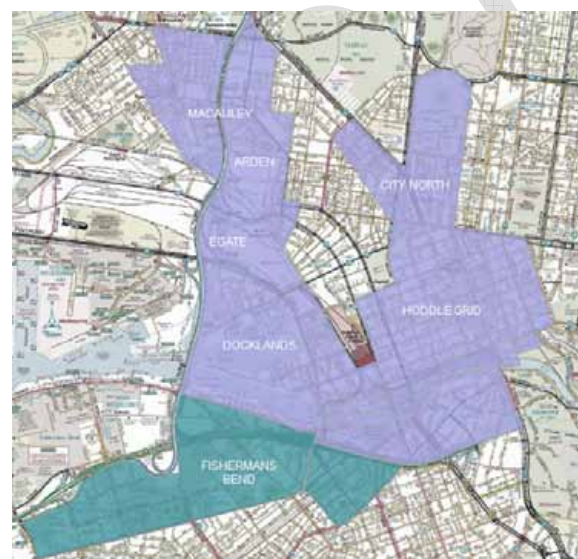
2.1 Strategic Drivers for Transformational Growth

The central city is high value and growing.

As the economic engine of Victoria with 30% of all metropolitan jobs, Inner Melbourne is a global employment cluster for highly productive jobs of national and state significance. People working in the central city are over 40% more productive per hour worked (\$78/hour) than the average across Victoria (\$55/hour).

Given the restructuring of the economy from a manufacturing base to a 'knowledge economy', Melbourne's central city has become the hub for the knowledge sector as these firms are willing to pay a premium for a central city location, to maximise their labour pool catchment and to tap the agglomeration benefits of a dense and highly productive employment core. Maintaining the productivity of the central city is a key challenge and the transfer of knowledge and the role of intellectual capital is becoming an increasingly important part of Victoria's future prosperity. Over the next 3 decades, Inner Melbourne is projected to grow by 500,000 new jobs.

Inner Melbourne is also a unique housing growth area with comparative growth to that occurring in the growth corridors, but with minimal land take. Forecasts indicate that up to 20% of Metropolitan Melbourne housing growth could occur in this region with 325,000 new residents, a population increase equivalent to the current population of Canberra.



Central City urban renewal areas (DTPLI, 2013)

Planning and delivery of integrated place-based outcomes which maintain and enhance Melbourne's high standards of liveability, distinctiveness and character is a key success factor.

Significant investment, intervention and partnerships will be needed to deliver the scale of infrastructure and services required to support such a transformational change.

The Hoddle Grid, Fishermans Bend and the urban renewal precincts in the inner south, inner west and inner north (an area in excess of 1,000 hectares) will experience transformational change as a place to live, work and visit.

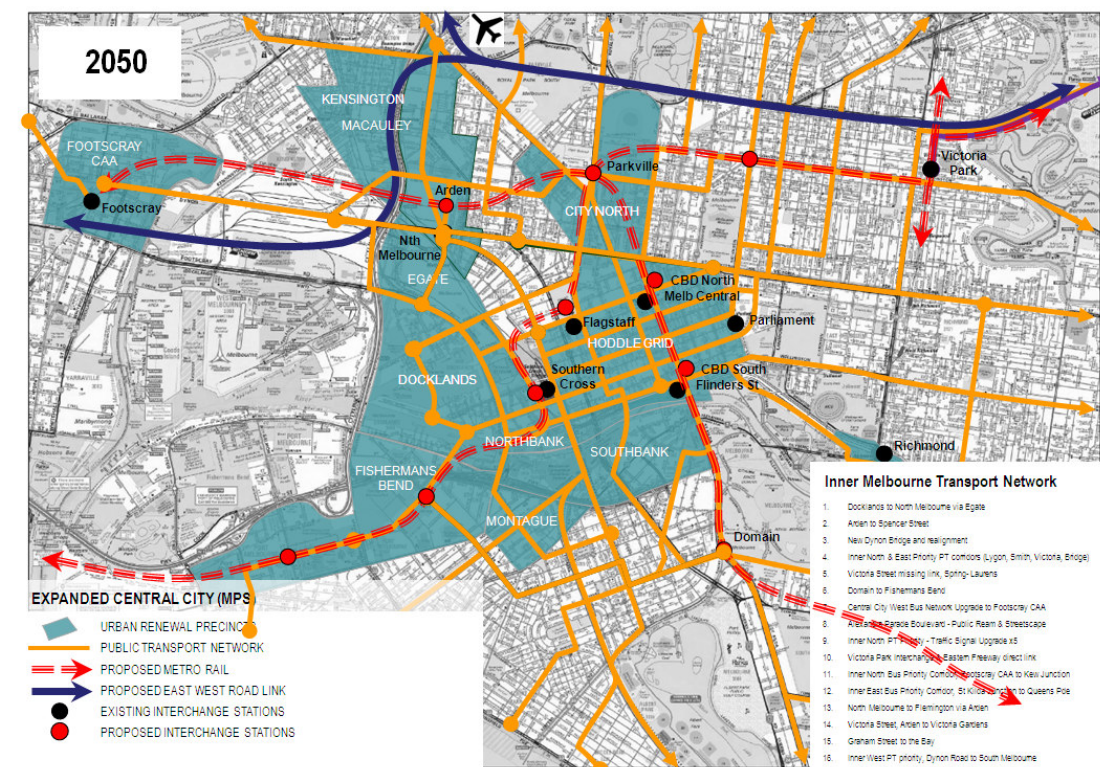
The size and scale of urban renewal in the central city offers Melbourne an unrivalled opportunity, unparalleled in any other Australian city.

However, there are significant challenges and opportunities to manage this scale of

growth and change.

A whole-of-government approach will ensure short-term initiatives contribute to long-term outcomes, with transport and community projects acting as catalyst infrastructure.

- to optimise the potential for land use change and development opportunities
- to connect destinations across and within the expanded central city and established Inner Melbourne neighbourhoods
- to support access and mobility and people's preference to walk, cycle or travel by public transport
- to leverage maximum benefit from both the Melbourne Metro and East West Link projects
- to deliver integrated place-based outcomes



Central City Urban Renewal & Transport Framework (DTPLI, 2013)

The vision for development of Fishermans Bend is for the area to make a significant contribution to Melbourne's liveability and productivity by connecting with Melbourne's central city area and the surrounding established neighbourhoods.

To achieve the intended development vision, Fishermans Bend will need to emulate the characteristics of the existing central city, namely excellent connectivity into and within the area, small city blocks with a fine grain network of street and lanes, active street frontages, limited parking provision weighted towards short stay, an excellent pedestrian environment and a high quality public realm.

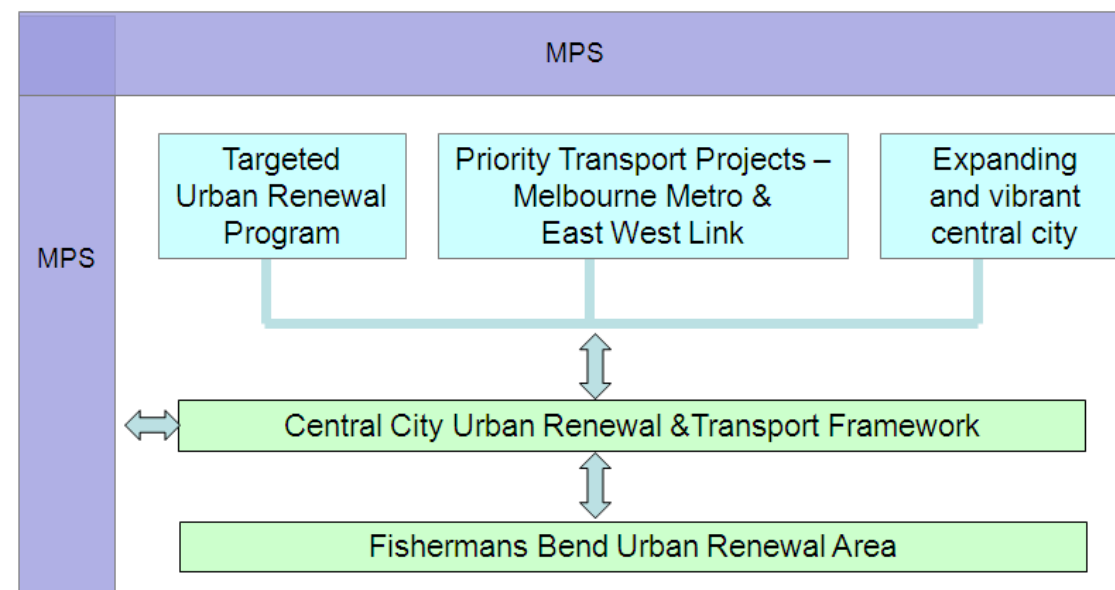
2.2 Metropolitan Planning Strategy

In October 2012, the Minister for Planning released the *Metropolitan Planning Strategy Discussion Paper* “Melbourne, let’s talk about the future”. The Discussion Paper outlines nine Principles to inform the MPS:

- Principle 1: A distinctive Melbourne
- Principle 2: A globally connected and competitive city
- Principle 3: Social and economic participation
- Principle 4: Strong communities
- Principle 5: Environmental resilience
- Principle 6: A polycentric city linked to regional cities
- Principle 7: Living locally – a ‘20 minute’ city
- Principle 8: Infrastructure investment that supports city growth
- Principle 9: Leadership and partnership.

These Principles and the idea of Fishermans Bend as part of an expanded Central City have influenced the development of this Integrated Transport Plan FBURA.

The Fishermans Bend Integrated Transport Plan has been developed as part of an overarching *Central City Urban Renewal & Transport Framework* which has provided input to the Metropolitan Planning Strategy.



Central City Urban Renewal & Transport Framework (DTPLI, 2013)

2.3 Local Council Policies

The City of Port Phillip’s *Sustainable Transport Strategy* details Council’s vision for a connected and liveable city and includes the following goals for sustainable transport modes:

1. Ensure priority
2. Increase integration
3. Improve safety and accessibility
4. Raise profile

The City of Port Phillip’s commitment to sustainable transport, the liveability of the municipality and the local environment is identified in its *Toward Zero - Sustainable Environment Strategy* and the *Municipal Strategic Statement*.

A key element of these strategies is reducing greenhouse gas emissions. To achieve this, the strategies advocate for greater use of sustainable transport and direct new development including increased housing to locations that offer greatest access to public transport and are easily accessible by walking and bike riding.

Future Melbourne is the community of Melbourne’s long-term plan for the future direction of all aspects of city life. It envisages Melbourne to be a bold, inspirational and sustainable global city and one of the top ten most liveable and sustainable cities in the world. Within this framework, the City of Melbourne’s *Transport Strategy 2012* sets the following key directions for a growing city:

1. Integrated transport and land use planning
2. Go anywhere, anytime public transport for inner Melbourne
3. Optimising the transport effectiveness of inner Melbourne’s roads
4. Creating pedestrian friendly high-mobility public transport streets in the central city
5. Making Melbourne a cycling city
6. Fostering innovative, low-impact freight and delivery in central Melbourne

3 Building on Inner Melbourne's distinctiveness and character



St Kilda Road & surrounds (Visit Melbourne, 2013)

Central Melbourne is well known for its laneways, its parks, major sporting and cultural events and its iconic tram network. Transport elements such as high amenity streets, laneways and public transport systems contribute greatly to the distinctiveness and character of Melbourne, as well as its productivity, especially in the central city and inner areas.

Transport infrastructure has also historically been an important catalyst for shaping vibrant and successful communities and Melbourne's

distinctive boulevards and inner city shopping strips are examples of this influence.

The *Metropolitan Planning Strategy* outlines the following directions for ensuring that the distinctiveness and character of inner Melbourne is nurtured and strengthened:

1. Create places to be proud of throughout Melbourne
2. Reinforce Melbourne's design leadership and creative potential
3. Respect our heritage as we build for the future
4. Reinforce parks, gardens, waterways and bays as defining elements of Melbourne
5. Make our city greener

How the transport network in the Fishermans Bend precinct is planned and implemented will have long term implications for the precinct's distinctiveness and character.



The Block Arcade (Visit Melbourne, 2013)



Acland Street, St Kilda (Visit Melbourne, 2013)

While the community within the Fishermans Bend precinct will develop its own identity, it is likely that it will be influenced by the areas that surround it, including the central city, South Melbourne and Southbank. Transport will also be essential in integrating the new precinct with surrounding areas.

4 Fishermans Bend today

The Fishermans Bend Urban Renewal Area is a 250 hectare site to the south of the Yarra River. In comparison, Melbourne's Hoddle Grid covers an area of 160 hectares. Fishermans Bend offers a significant urban renewal opportunity within an expanded central city.

The Fishermans Bend area has changed dramatically over recent decades – from wartime aerodromes to its current industrial and logistics uses. With the rezoning of the area to Capital City Zone in July 2012, the following decades are likely to see a further transformation of the area.

The vision for development of Fishermans Bend is for the area to make a significant contribution to Melbourne's liveability and productivity by connecting with Melbourne's central city area and the surrounding neighbourhoods.

Minister for Planning, 29 June 2012: "a new vibrant community containing a mix of residential, commercial, retail, entertainment, industry, transport and community facilities."



Fishermans Bend (1945) and the Fishermans Bend Urban Renewal Area (Artists Impression, 2050+)

The Fishermans Bend area is characterised by the following transport challenges:

- Due to the current industrial land uses, walking and cycling networks within Fishermans Bend are extremely limited, with large block sizes and a lack of dedicated routes;
- Other than the Montague Precinct, which is serviced by the 96 and 109 light rail lines, the majority of the area is currently relatively poorly connected by low frequency bus services;
- There are no central city gateway stations in the vicinity, the closest being Southern Cross north of the M1 and the Yarra River;
- Fishermans Bend is well connected to the freeway and arterial road network, with a well-developed grid of wide internal roads, however the area experiences significant freight and other vehicular traffic which is not necessarily associated with activities in the Fishermans Bend precinct itself, particularly through movements between the M1 / CityLink corridor and the south-eastern suburbs;
- The Yarra River, the M1 / CityLink corridor and ground conditions in the area pose significant challenges to delivering new transport connections into the area
- The area is sited adjacent at its western end to Webb Dock in the Port of Melbourne;

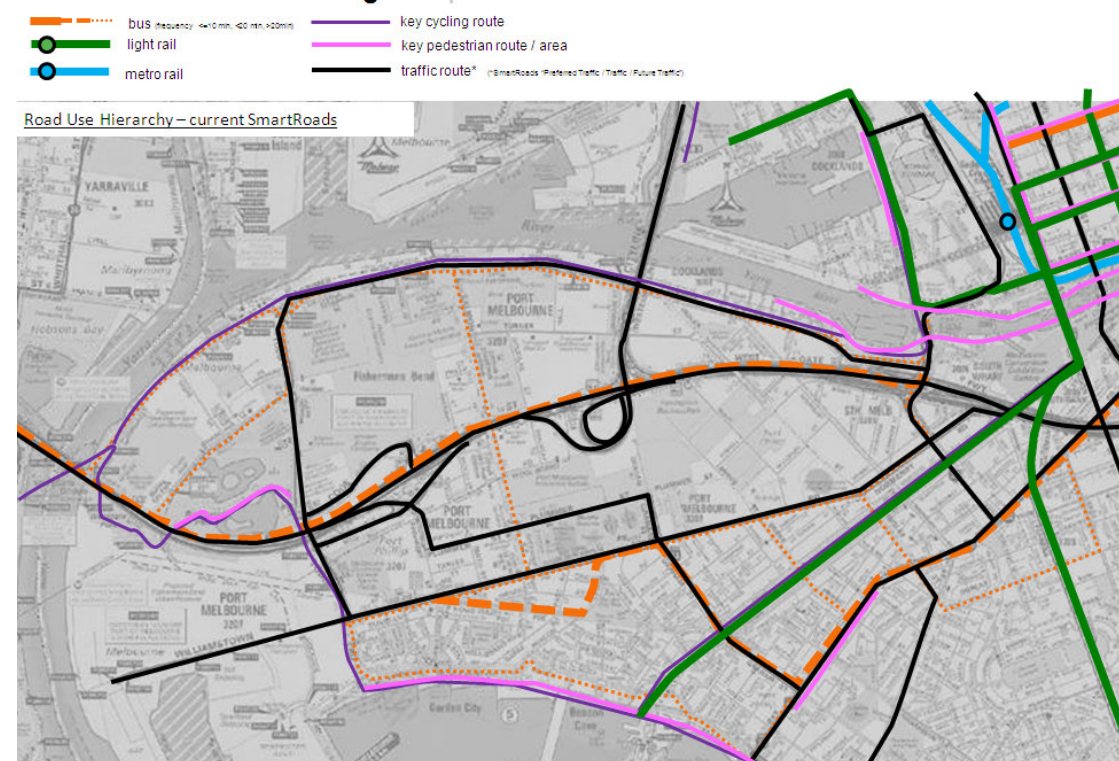
- There is little publicly-owned land, resulting in significant land and business compensation costs in order to implement transport infrastructure.

In addition, the land use transition that will occur at Fishermans Bend presents a number of transport challenges:

- Delivering a consistently safe and attractive public realm for pedestrians in an area where industrial uses still exist;
- Managing freight and traffic movement in high amenity street environments whilst ensuring that remaining industrial uses can continue to operate satisfactorily.

High quality public transport and public realm are widely regarded as catalysts for urban renewal. Whilst the early provision of high quality pedestrian, cycling and public transport networks presents a significant challenge, the transformation of the area represents an opportunity to create an enduring legacy for Melbourne on a par with the Hoddle Grid.

Fishermans Bend – Existing transport network



Fishermans Bend - Existing transport network (DTPLI, 2013)

5 Business as usual?

5.1 Transport and climate change – mitigation and adaptation

In 2012, heat-trapping carbon dioxide in the atmosphere exceeded 400 parts per million for the first time in human history.

Transport emissions are a significant contributor to rising greenhouse gas concentrations and how transport systems are designed today will determine future emissions for decades to come.

Transport infrastructure is also susceptible to extreme weather events such as extreme heat, coastal flooding and inundation. It is worth noting that Fishermans Bend is a low-lying area,

generally 2-4 metres above sea level.

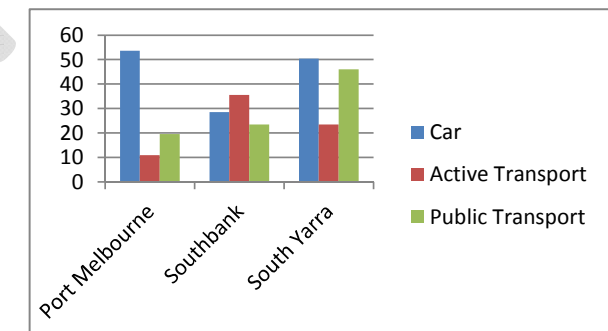


Flooding following storm (ABC News 2012)

5.2 Current transport trends in the area

The travel behaviour of inner Melbournians is different to the rest of Metropolitan Melbourne, and indeed Victoria:

- 58% of all trips are by private vehicle in the City of Port Phillip compared with, for example, 85% in the City of Wyndham (VISTA 2009)
- 46% of work trips within the City of Port Phillip are by private vehicle, compared with the City of Wyndham at 72% (Journey to Work 2011)
- Suburbs within municipalities differ depending on the transport networks and jobs access. The average in the City of Port Phillip (46% by private vehicles) compares with Port Melbourne at a higher 54% and the St Kilda Road precinct at only 37%.



Mode share in nearby inner Melbourne suburbs (DTPLI, 2013)