Journey to Work data also provides a basis for travel distribution calculations. These calculations highlight a strong attraction for Port Phillip residents to local and central city jobs. There is also a strong attraction towards the inner east and south-eastern suburbs, while much smaller numbers travel from Port Phillip to the outer suburbs.

Applying current City of Port Phillip trends to Fishermans Bend, almost 80% of journeys would be towards the CBD and inner suburbs of Melbourne (including trips internal to Fishermans Bend) — corresponding to jobs that are some of the most accessible by public transport in Melbourne.

It is also important to note that the street network within the inner Melbourne area is under significant pressure, particularly during peak periods. In most cases, the ability to provide more capacity is not only impractical but also detrimental to urban amenity outcomes that the community expects.

The most effective change from business as usual would be a significant shift for short-to medium-length trips to public and active transport modes. Reducing the number of and distance of trips, and the proportion of those trips by private vehicles, is highly dependent on major uptake in public transport and walking and cycling, especially for central city-based trips. This could reduce local vehicle movements by up to 90,000 vehicles per day.

It would be expected that most trips to the outer suburbs would occur by car, generating a demand of 5,500 vehicles seeking access to the managed motorway network in a peak hour.

It should also be noted that any active and public transport network improvements to support development in FBURA may also benefit surrounding suburbs, such as Port Melbourne, with the potential to mitigate existing road network congestion.

DTPLI has recently compared mode share targets and transport network development from the city of Berlin. This city was chosen because of its similarities to Melbourne, in terms of population, geographic spread, economic structure & network composition. Comparison with Berlin highlights not only the importance of effective public and active transport networks but the future potential to achieve these mode share levels.

5.3 A world class transport system for Fishermans Bend

The size of FBURA has the potential to generate significant levels of travel demand. With over 260,000 daily trips expected to be generated by residential development alone, alternative mode share rates can have a large impact on final travel demands. Applying current mode split rates from the City of Port Phillip would result in adding approximately 3 times the current volume of traffic to streets in the area.

Comparison with Berlin highlights not only the importance of effective public and active transport networks but the future potential to achieve these mode share levels.
To achieve a world-class urban renewal and transport system for Fishermans Bend, that integrates with the existing Central City and surrounding areas and that supports the challenging mode share targets described previously, the following principles are recommended:

1. Deliver a high quality, connected, scalable and adaptable transport network that will provide a catalyst for land use development

- Transport infrastructure and services should be provided early to integrate with, and support changing land use and associated transport demand.
- Strategic transport linkages should be provided which complement existing networks and connect to metropolitan and regional destinations via existing and planned Central City gateways (such as Southern Cross, North Melbourne / Arden and Domain).
- Land use planning should influence development to cluster community services, major entertainment, recreation, retail, education and employment uses around public and active transport routes and nodes.
- A finer grain of high quality walking, cycling and public transport linkages should be provided to adjoining areas such as the Hoddle Grid, Southbank, Docklands, Arden Street, St Kilda, St Kilda Road, the existing Fishermans Bend employment precinct, Port Melbourne, South Melbourne, Bay Street and the West.
- Build on the close proximity of Fishermans Bend to water by providing high quality access corridors between Port Phillip Bay and the Yarra River.
- High quality transport infrastructure should be integrated with streets and surrounding buildings through best practice design, including the use of elements that enhance climate change resilience.
2. Provide a transport network that prioritises convenient, safe and accessible walking, cycling and public transport and supports great places

- The street hierarchy should prioritise pedestrians, cyclists and public transport in key streets. The design of streets (including allocation of road space) and prioritisation of funding should recognise this hierarchy, whilst providing for freight and general traffic where appropriate.
- Minimise on-street and off-street car parking provision by specifying best-practice parking rates, maximising provision of car share, bike share, bicycle parking and considering centralised car parking facilities in order to encourage use of walking, cycling and public transport.
- Land use planning and building design should encourage a mix of commercial and residential activity in order to reduce or avoid the need for longer distance trips.
- Land use planning, building design and public realm design should encourage activated, permeable and people-friendly built environments.
- A fine grain, legible and connected pedestrian and bicycle network should be developed which integrates with the built environment and applies best practise examples from successful precincts in Melbourne and around the world.
- Key pedestrian and cycling streets should be designed in a way that provides low speed and safe environments, encouraging the uptake of sustainable modes by people of all ages.

3. Effectively manage freight and private vehicle movements through the area to support Melbourne’s role as a significant transport and logistics hub, while protecting the amenity of Fishermans Bend.

- Minimise the impact on the external transport network surrounding Fishermans Bend by maximising the use of walking, cycling and public transport to access the precinct.
- The street hierarchy for the precinct and adjoining areas should include appropriate traffic routes connecting to key destinations.
- Land use planning and building design should minimise the need for local service, delivery and waste freight movements within Fishermans Bend, including the application of consolidated freight servicing facilities across the precinct.
- Network planning and street design should minimise the impact of through freight and general traffic on abutting land use.
- Street design should cater for those transport (including construction and last mile freight deliveries) movements that are required to service the area.
- Support low impact service vehicles such as bicycles and electric vehicles.

A selection of urban renewal and transport Case Studies which demonstrate some of the above principles are attached in Part B for stakeholder reference.
7 Fishermans Bend Strategic Links

The development of a transport network for Fishermans Bend is of course dependent on strategies relating to broader networks. For the purposes of the development of this Integrated Transport Plan, it has been assumed that:

- A metro-style heavy rail system for Melbourne is to be developed which provides high capacity connections to jobs and services and provides a basis for transit oriented development.
- That this heavy rail system is supported by the light rail and bus networks for shorter length travel, particularly for movements in and around the growing central city and inner Melbourne.
- Freeways such as the M1 provide a fully connected freeway network servicing freight, logistics and dispersed travel and that freeways are supported by an arterial network that focuses on the application of SmartRoads / SmartPlaces principles.

High level analysis of existing trends in inner Melbourne indicates a strong demand for trips between Fishermans Bend and the CBD, including travel by future residents to work in the CBD and for travel to jobs within Fishermans Bend.

In addition, it is expected that current demand for travel between South Yarra and South Melbourne will naturally extend further west into Fishermans Bend as jobs and services are put in place. A key new link is likely to be required linking Fishermans Bend to Domain (an existing tram interchange and future metro rail station). Such a link would cater for people travelling from the south-eastern suburbs to employment in Fishermans Bend via Domain.

New strategic links between Fishermans Bend and renewal areas to the north (such as Docklands, E-Gate, Arden / North Melbourne and City North) are also likely to be required in order to complement and relieve pressure from existing north-south transport networks and service these Central City urban renewal precincts.

Fishermans Bend transport networks should also integrate with surrounding areas to the South-East (including South Melbourne and St Kilda) as well as to Melbourne’s West, to cater for travel to work in Fishermans Bend.

There are opportunities to build on Melbourne’s historic boulevards as high capacity / high amenity access routes through Fishermans Bend, particularly for cycling, such as along Williamstown and Normanby Roads.

In addition to longer distance connections, finer grain analysis for the City of Port Phillip has identified some key inner city routes for walking and cycling movements, such as Montague Street, connections via the M1 freeway undercroft / South Wharf, and City Road / Clarendon Street.

A summary of strategic transport modelling results can be found in Part C of this document.
8 ‘1st Decade’ Transport Network Improvements

8.1 ‘1st Decade’ transport overview

A ‘1st Decade’ transport network has been developed by DTPLI and the FBURA Transport Working Group. This network consists of the key transport elements required to shape the early development of FBURA and make a start towards the vision and principles described previously. A key feature of the network is that it is ‘scalable’, with the intention that it is built on as FBURA and the wider Central City develops over the coming decades.

Construct Collins Street extension into Fishermans Bend (to Graham Street)

This is a catalyst project for the renewal area which consists of constructing the first section of a light rail, walking and cycling extension from Collins Street into Fennell / Plummer Street.

Plummer Street has been identified as the central spine for Fishermans Bend, with a high quality public realm supporting dense commercial and residential development around it.

Delivering this section provides a significant public transport capacity boost whilst not affecting surrounding freight and other transport routes.

This section of the project would consist of a ‘green bridge’ (light rail, walking and cycling) over the Yarra River from Collins Street to Point Park, an elevated light rail stop north of the M1 freeway, a second green bridge over the freeway, and the first section of the high amenity Plummer Street spine from the landing of the Bridge in Fennell Street to Graham Street.

In order to deliver the full benefits of a high amenity central city street (35m in width), the road reserve will need to be widened along Fennell and Plummer Streets (currently 20-30m in width). In addition, some key sites have been identified which will be required to accommodate the new link.

Planning tools should also be developed which influence the clustering of services around public and active transport routes and nodes such as along Plummer Street.

Protect future strategic transport corridors

The long term transport network for Fishermans Bend will need to be built up over the coming 40 years to service an estimated 80,000 residents and 40,000 workers. A list of potential reservations and strategic sites for acquisition has been identified in order to protect these future connections, including key streets, potential arterial roads and heavy rail corridors.
Encourage the development of a network of internal streets and laneways incorporating high quality public realm

The current block sizes in FBURA are large as a result of the area’s industrial past. In order to provide a walkable, cycleable, safe, connected and legible network within Fishermans Bend, guidelines should be developed to encourage smaller streets laneways every 50-100m (based on Melbourne’s existing central city) as renewal occurs.

Provide improved pedestrian access to light rail stops on Route 96 and 109

The Montague precinct of FBURA is relatively well-serviced by public transport, however access to these assets is poor or non-existent from the development area. Small-scale pedestrian access improvement projects at these locations are proposed.

Build high quality bicycle connections to, from and within Fishermans bend

Current bicycle facilities in the area are limited. Five principle bicycle network corridors have been developed for early delivery which would protect road space and shape travel behaviour for future decades. Separated treatments for cyclists have been incorporated in the design of these corridors to encourage novice cyclists, including children, to safely ride on-road.

Upgrade bus services in the area

The majority of bus services in the Fishermans Bend currently operate with frequencies of 30 minutes or more and existing route structures are based on historical land uses. A simplified bus network has been developed with proposed frequencies between 10 to 20 minutes in order to better service the area. Infrastructure such as tram-style bus stops and bus priority lanes are proposed in order to provide an efficient service and enable future potential conversion to light rail.

Encourage or mandate best practice parking provision to reduce reliance on cars

Planning and travel demand management tools should be developed to minimise on-street and off-street car parking provision by specifying best-practice parking rates. Provision of car share, bike share and bicycle parking should be maximised and centralised car parking facilities considered in order to encourage use of walking, cycling and public transport.

Further detail on transport requirements and background project development information can be found in Parts B, C and D of this document.
9 Longer term transport network improvements

9.1 Longer term transport overview

A longer term potential transport network has been developed by DTPLI and the FBURA Transport Working Group. This network builds on the foundations of the 1st and 2nd Decades in order to develop a world class transport system for Fishermans Bend at full “build-out”, as part of an expanded central city that integrates with surrounding suburbs.

Fishermans Bend – Transport network by end of 3rd Decade & beyond (DTPLI, 2013)

6 longer term priority transport improvements are outlined below.
Extend metro rail through Fishermans Bend

This is a long term catalyst project for the renewal area which consists of extending the Mernda - Southern Cross line to Fishermans Bend.

In April 2013, Public Transport Victoria (PTV) released its ‘Network Development Plan - Metropolitan Rail’ report. Stage 4 of the Network Development Plan includes the extension of the Mernda - Southern Cross Line to Fishermans Bend.

This project would enable a fast and frequent train service to be provided into Fishermans Bend. The extension would provide rapid connections to the inner city and hospital precincts as well as connections with all other rail lines through interchanges at Southern Cross, Flagstaff and Parkville. The new extension would perform a longer distance, higher capacity role than the Collins Street light rail extension and foreshadows a longer term requirement connection from the city via Fishermans Bend to Newport. Areas around the metro stations can be developed into key civic spaces over time, supporting high value commercial and residential development around them.

Based on a preliminary assessment, a preferred alignment for the extension has been identified, together with two new stations within the Fishermans Bend area. The new stations are proposed in the vicinity of Ingles / Fennell Streets and Plummer / Salmon Streets as these locations appear to offer the best land use outcomes, integrate with proposed surface public transport nodes at these sites and maximise population / employment catchments. The proposed alignment locates the stations within the road reserve to minimise the land requirements. However, some land will be required for the purposes of station entrances and other operational requirements.

Complete Collins / Plummer Street extension to the Bay

Building on earlier stages, this longer term project will deliver a direct link between bayside suburbs, Fishermans Bend and the city. It will also complete the central spine for Fishermans Bend, incorporating high quality public realm which supports dense commercial and residential development around it. In order to deliver the full link along Plummer Street, a new traffic connection will be required between Prohasky and Graham Streets to provide an alternative for the current section of Plummer Street which is a traffic route. The timing of the construction of the light rail extension west of Graham Street will be subject to the consideration of the rate of change of land use transitioning from industrial to mixed use residential and travel demand behaviour in FBURA at that time.

Complete fine grain pedestrian and cycling networks within Fishermans Bend that are connected to and complementary to public open space

Continue the development of a walkable, cycleable, safe, connected and legible network within Fishermans Bend through appropriate planning tools. This network should link with public open spaces such as parks, wetlands, plazas and major destinations. Different scales of spaces will be critical in a successful public realm.

Complete key bicycle corridors to / from Fishermans Bend

Based on a hierarchy of routes for particular purposes (including recreation), cycling corridors should be completed which link to key destinations, including open space such as Westgate Park, and an upgraded Yarra River ferry service to the west.

Provide additional cross-city connections such as between Fishermans Bend, Docklands, Arden, St Kilda and Domain

Further pedestrian, cycling, public transport and arterial road connections should be investigated to provide linkages between existing suburbs and renewal areas such as Fishermans Bend, Docklands, E-Gate, Arden-Macaulay and City North. Key streets include: Ingles Street, Salmon Street, Montague Street and Williamstown Road.

Consider further city-shaping projects

Other cities worldwide such as Boston, New York, Rio de Janeiro and Seoul are transforming transport infrastructure corridors into attractive parts of their central city areas. The M1 corridor is a major barrier between the existing CBD and Fishermans Bend and the south. Undergrounding, adding sound walls, deckimg and / or greening this corridor could be investigated in the future to unlock significant high value development opportunities.

Further detail on transport requirements and background project development information can be found in Parts B, C and D of this document.
9.2 Longer term transport network costs

Based on the longer term transport network improvements, the following indicative cost table has been developed for the purposes of input to the Developer Contributions Plan.

<table>
<thead>
<tr>
<th>Transport improvements (total long term)</th>
<th>Indicative CAPEX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plummer St Central Spine</td>
<td>$388m</td>
</tr>
<tr>
<td>- Light Rail</td>
<td></td>
</tr>
<tr>
<td>- Streetscape improvements</td>
<td></td>
</tr>
<tr>
<td>- Plummer St alternative traffic route</td>
<td></td>
</tr>
<tr>
<td>Bus and 96 / 109 tram access improvements</td>
<td>$24m</td>
</tr>
<tr>
<td>Pedestrian &amp; cycling improvements</td>
<td>$127m</td>
</tr>
<tr>
<td>Street upgrades</td>
<td>$43m</td>
</tr>
<tr>
<td>- Williamstown Rd</td>
<td></td>
</tr>
<tr>
<td>- Ingles St</td>
<td></td>
</tr>
<tr>
<td>Long term strategic connections</td>
<td>$250m</td>
</tr>
<tr>
<td>TOTAL CAPEX (long term transport improvements)</td>
<td>$830m</td>
</tr>
<tr>
<td>Land reservations &amp; business compensation to protect future transport corridors</td>
<td>TBC</td>
</tr>
<tr>
<td>- Land and business compensation costs will need to be factored into DCP calculations</td>
<td></td>
</tr>
<tr>
<td>Metro rail</td>
<td>$1.8 – 2.5B</td>
</tr>
</tbody>
</table>

10 Funding and delivery mechanisms

Importantly, innovative funding and delivery mechanisms will need to be explored to provide the above improvements and deliver both the short and the long terms outcomes for Fishermans Bend.

Places Victoria are investigating a range of funding options including:

- Cost recovery from developers (such as Developer Contributions, Infrastructure Recovery Charges, Growth Areas Infrastructure Charges, works in kind)
- Cost recovery from land / property owners (Council Rates, Transport Levies, Betterment Levies, land value capture)
- Government funding
- Cost recovery from end users (parking charges, road user charges, public transport surcharges)
- Other private sector investment opportunities including partnerships.

Initial findings indicate that a combination of these funding options, if adapted to Fishermans Bend, could cover a significant portion of transport infrastructure costs. A key next step for the area is for Business Cases to be developed which further explore all applicable funding mechanisms whilst striking a suitable balance between public and private sector expenditure.

There will also be a variety of delivery mechanisms which should be urgently developed such as:

- Planning tools (to influence pedestrian and cycling permeability through large blocks, high quality public realm and built form to support central city commercial activity and pedestrian amenity, clustering of services around public and active transport routes and nodes, best practice parking rates)
- Public acquisition processes (or other applicable mechanisms in conjunction with non-transport infrastructure) in order to preserve key transport corridors and strategic sites within FBURA.
- Working with developers to help deliver high quality on-street transport infrastructure
## 11 Recommended next steps

The following actions are recommended to deliver the short and long term transport and land use outcomes in Fishermans Bend:

<table>
<thead>
<tr>
<th>Recommended Action</th>
<th>Proposed Lead</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Investigate and implement appropriate funding and delivery mechanisms such as:</td>
<td>New Metropolitan Planning Authority or Places Victoria</td>
</tr>
<tr>
<td>• Developer Contributions Plan</td>
<td></td>
</tr>
<tr>
<td>• Planning tools such as design guidelines or overlays to encourage private sector delivery of transport outcomes</td>
<td></td>
</tr>
<tr>
<td>• Innovative funding mechanisms</td>
<td></td>
</tr>
<tr>
<td>• State Government Business Case(s)</td>
<td></td>
</tr>
<tr>
<td>2. Commence Public Acquisition process in order to protect strategic sites and future transport corridors including:</td>
<td>DTPLI, PTV, VicRoads or Places Victoria</td>
</tr>
<tr>
<td>• Assessment of land and business compensation costs</td>
<td></td>
</tr>
<tr>
<td>• Refinement of street cross-sections for key streets</td>
<td></td>
</tr>
<tr>
<td>• Metro rail geotechnical and other technical feasibility investigations</td>
<td></td>
</tr>
<tr>
<td>3. Prepare development funding Business Case for the Collins Street Extension for 2014/15 budget cycle ($4m), in partnership with DTPLI re: funding mechanisms:</td>
<td>PTV</td>
</tr>
<tr>
<td>• Detailed technical feasibility investigations and further project development, based on preliminary concept designs developed to date</td>
<td></td>
</tr>
<tr>
<td>4. Prepare Business Case for Central City South 2014-2020 bus network improvement program for 2014/15 budget cycle ($25m) in partnership with DTPLI re: funding mechanisms</td>
<td>PTV</td>
</tr>
<tr>
<td>5. Prepare Business Case for Fishermans Bend 2014-2020 active transport and public realm improvement program for 2014/15 budget cycle ($60m) including consideration of applicable funding mechanisms</td>
<td>DTPLI</td>
</tr>
<tr>
<td>6. Determine governance, roles and responsibilities beyond June 2013</td>
<td>All</td>
</tr>
<tr>
<td>7. Finalise Street Hierarchy for Central City South area, including Fishermans Bend</td>
<td>DTPLI</td>
</tr>
<tr>
<td>8. Investigate longer term transport projects for an expanded Central City such as:</td>
<td>DTPLI, PTV and VicRoads</td>
</tr>
<tr>
<td>• Public and active transport connections between Fishermans Bend and Domain</td>
<td></td>
</tr>
<tr>
<td>• Public and active transport connections between Fishermans Bend and Docklands, E-Gate, North Melbourne and Arden</td>
<td></td>
</tr>
<tr>
<td>• Arterial road connections between Fishermans Bend, Docklands and Dynon</td>
<td></td>
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<tr>
<td>• Greening, decking or undergrounding parts of the M1 corridor</td>
<td></td>
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<tr>
<td>9. Develop a transition management plan to plan for:</td>
<td>Local Councils</td>
</tr>
<tr>
<td>• Significant expected construction and construction-related movements</td>
<td></td>
</tr>
<tr>
<td>• Freight movements / street amenity during the transition from current land uses</td>
<td></td>
</tr>
<tr>
<td>10. Develop and implement monitoring tools to measure performance against objectives such as:</td>
<td>New Metropolitan Planning Authority or Places Victoria</td>
</tr>
<tr>
<td>• population and employment figures, development activity, community feedback, demographics, public transport patronage figures and road and road safety data collection</td>
<td></td>
</tr>
</tbody>
</table>
12 Intent

Part B of this document includes the following documentation developed by DTPLI and the FBURA Transport Working Group:

- An overview of transport Strategic Directions, Aims, Objectives and Mode Share Targets
- An overview of relevant State and Local Government Policies
- More detail regarding proposed staging of modal Transport Network improvements
- City of Port Phillip’s Open Space Networks, Street Guidelines and indicative Street Cross-sections (for Montague, Sandridge and Wirraway precincts)
- City of Melbourne’s Urban Structure diagrams and indicative Street Cross-sections (for Lorimer precinct)
- DTPLI preferred Cycling concept designs
- DTPLI / PTV preferred Light Rail concept designs
- DTPLI / PTV land requirements for metro rail
- DTPLI / PTV / VicRoads land requirements for surface transport modes
- A discussion on Parking

The intent of this documentation is to:

- Summarise work undertaken by the FBURA Transport Working Group and articulate a shared understanding of transport requirements for FBURA as at June 2013
- Provide guidance to State and Local Government agencies during further project development stages
- Inform relevant State and Local Government parties involved for discussions with the development community

This documentation summarises input from respective organisations represented on the FBURA Transport Working Group, namely DTPLI, PTV, VicRoads, City of Port Phillip, City of Melbourne, Port of Melbourne Corporation, DPCD and Places Victoria.

13 Project Vision and Objectives

13.1 Vision

The Minister for Planning set the following Vision for FBURA:

“The overall Vision for the Fishermans Bend Urban Renewal Area is to:

- Create a new vibrant community containing a mix of residential, commercial, retail, entertainment, industry, transport and community facilities.
- Create a vibrant and liveable community combining the requirement to provide substantial housing provision and job growth with community services and accessibility options using best practice environmental sustainability.

For the area to meet community expectations, the area requires key facilities and social and physical infrastructure to be properly planned for and implemented.” (29 June 2012)

13.2 Strategic Directions

In order to achieve the above Vision, the Transport Working Group developed the following Strategic Direction for Transport:

“Strategic Direction #5: Fishermans Bend will be at the forefront of sustainable travel, where world-leading design will enable people to travel ease on foot, by bike or public transport with ease, reducing the reliance on cars.”

Other FBURA Working Groups developed a further nine Strategic Directions, of which the following (relating to public realm and land us) are also relevant to transport:

“Strategic Direction #2: Fishermans Bend will have a public realm that fosters a sense of place through its safe and inviting streets, squares and open spaces.”
“Strategic Direction #3: Fishermans Bend will support a vibrant mix of uses by providing a balance of employment and housing choices.”
“Strategic Direction #4: As an inner city neighbourhood strategically located between the CBD and Port Phillip Bay, Fishermans Bend will have a high quality built environment by promoting a compact urban form with high density at a human scale.”
13.3 Aims and Objectives

The Transport Working Group also developed the following Aims and Objectives for transport in FBURA:

1) Design and deliver a connected, scalable and adaptable transport network that will lead high quality land use development:

   a) Transport infrastructure and services should be proactively provided to integrate with, and support changing land use and associated transport demand (refer to land use planning).
   b) Provide strategic transport linkages which complement existing networks and connect to metropolitan and regional destinations via existing and planned gateways.
   c) Influence land use planning outcomes to recognise that there is limited capacity on the existing road and public transport networks for additional peak direction trips. Consider land uses that capitalise on the opportunity to utilise capacity on the network in the counter peak direction or during off peak periods.
   d) Build on the close proximity of Fishermans Bend to water by providing high quality access corridors that form part of an active transport network to Port Phillip Bay and the Yarra River.
   e) Integrate land uses so that any major entertainment, recreation, retail, education and employment uses are located close to high quality public transport corridors (refer to land use planning).

2) Influence the design of the precinct and provide a transport network that prioritises convenient, safe and accessible walking, cycling and public transport

   f) Influence land use planning so that the most significant public, civic and urban land uses are located at the most accessible locations on the high quality public transport network.
   g) Develop a hierarchy of streets for the precinct which includes priority public transport corridors and pedestrian-focused streets. Design and allocate road space to recognise the different functions across this hierarchy (also supports Aim 3).
   h) Provide high quality walking, cycling and public transport linkages to adjoining areas, e.g. the Hoddle Grid, Southbank, Docklands, Arden Street, St Kilda, St Kilda Road, the existing Fishermans Bend employment precinct, Port Melbourne, South Melbourne, Bay Street and the West.
   i) Minimise on-street and off-street parking provision, including specifying maximum parking rates, in order to encourage use of walking, cycling and public transport(also supports Aim 3).
   j) Minimise the impact on the external transport network surrounding Fishermans Bend by maximising the use of walking, cycling and public transport to access the precinct.
   k) Influence land use planning, building, and public space design by adopting the principles that avoid the need for longer distance trips and achieves an activated, permeable and people-friendly built environment.
   l) Deliver a fine grain, legible and connected pedestrian and bicycle network that integrates with the built environment and applies best practise examples from successful precincts in Melbourne and around the world.

3) Effectively manage freight and private vehicle movements through the area to support Melbourne's role as a significant transport and logistics hub, while protecting the amenity of Fishermans Bend.

   a) Minimise the impact on the external transport network surrounding Fishermans Bend by maximising the use of walking, cycling and public transport to access the precinct (also supports Aim 2).
   b) Develop a hierarchy of streets for the precinct which includes arterial freight routes connecting to key destinations. The design and allocation of road space should recognise different functions across this hierarchy (also supports Aim 2).
   c) Integrate land use planning and building design to minimise local service, delivery and waste freight within developments and associated transport movements (refer to land use planning).
13.4 Mode Share Targets

In order to:

- Fulfil the Minister for Planning’s Vision and the Strategic Directions for FBURA,
- Recognize FBURA’s central location and future role in an expanded central city, and
- Reduce the impact on existing transport networks (particularly roads),

the Transport Working Group recommended that mode share Targets are established which are at least as ambitious as existing City of Melbourne and City of Port Melbourne targets.

Based on a breakdown of anticipated trip destinations from Fishermans Bend and most suitable modes for those trips, an aspirational **mode share target is recommended as follows:**

- 25% walking
- 20% cycling
- 30% public transport
- 25% private vehicle

(averaged across all daily trips).

14. Policy Context

14.1 Securing Victoria’s Economy

The State’s strategic policy for urban renewal is outlined in the “Securing Victoria’s Economy” (December 2012) document, which includes two key actions which provide direction on urban renewal opportunities Fishermans Bend:

- Action 6: Use infrastructure to develop precincts – A number of locations have been identified for major transformational urban renewal projects including the Southbank Arts Precinct, Fishermans Bend, E Gate, and the Macaulay/Arden precinct
- Action 10: Create opportunities for urban development on the rail network located near railway stations and other transport hubs.

14.2 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 the Strategic Directions for FBURA.

The Fishermans Bend 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.
11. A well planned and staged precinct approach to facilitate the orderly transition of the precinct

STRATEGIC DIRECTION 6 - ACCESS AND MOVEMENT

6.1 Create highly walkable precincts by ensuring an integrated transport network for the area that supports 80 percent of all short trips and 11 percent of commuter trips to be taken by walking only.

6.2 Develop safe, legible, comfortable, continuous and convenient local and commuter bike routes that connect to key destinations and neighbouring areas.

6.3 Provide and prioritise a well integrated, connected and serviced public transport network supported by high quality walking routes to stops and stations.

6.4 Create safe linear (open space, green, walking, bike riding) links to establish connections between precincts and to the CBD and foreshore including along public transport route.

6.5 Walking, cycling and open space links should maximise safe and seamless integration with the surrounding established residential areas in South Melbourne and Port Melbourne.

6.6 Manage traffic access and parking to deter car use and reduce impacts of through traffic at Fishermans Bend and on neighbouring areas.

6.7 Adopt a Travel Demand Management approach to the management of on-street parking and the provision of off-street car parking including specifying maximum parking rates.

6.8 Plan for car free developments and neighbourhoods.

6.9 Provide new north-south sustainable transport links through Fishermans Bend across the river to Docklands and the City, Bay Street and Port Melbourne, St Kilda Road precinct and the Domain Interchange and West Melbourne suburbs.

6.10 Plan for Port related and truck traffic to utilise arterial and highway hierarchy roads.

6.11 Restrict/prevent freight vehicles not originating or destined for Fishermans Bend or neighbouring areas from using the local road network.

6.12 Plan for an additional crossing of the Yarra River which prioritises public transport access into the CBD.

Sustainable Transport Strategy

The City of Port Phillip’s Sustainable Transport Strategy details Council’s vision for a connected and liveable city and includes the following four key principles:

1. Ensure Priority – Council will give preference to, and right of way to sustainable transport modes in terms of allocating time, space and facilities, guided by Council’s Road User Hierarchy.

2. Increased Integration – Council will strive to achieve a City where places are interlinked through walking, bike riding and public transport routes that are efficient, direct, attractive and competitive.
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.

The Sustainable Transport Strategy sets out to achieve:
• 50 per cent reduction in community greenhouse gas emissions per person by 2020 (based
  on 2006 levels)
• Reduced private vehicle travel by residents from 78 per cent to 53 per cent of total
distance travelled
• Increased travel by residents using walking and bike riding from 9% to 20% of total
distance travelled
• Increased travel by residents catching public transport from 13% to 28% of total distance
travelled

The City of Port Phillip’s commitment to sustainable transport, the liveability of the municipality
and the local environment is also 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.

14.3.2 City of Melbourne

Future Melbourne

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.

Six key goals have been set to achieve this vision: a city for people; a creative city; a prosperous
city; a knowledge city; an eco-city; and a connected city.

The Future Melbourne’s connected city goal is ‘for all people to be able to move about freely, to
communicate and trade locally, regionally and globally, without sacrificing essential social or
ecological values’. The Future Melbourne’s connected city target is for 90 per cent of people
working in the Melbourne CBD to arrive by public transport, cycling or walking in 2020 — up
from 72 per cent in 2006.

Council Plan 2013–17

Council Plan 2013–17 will outline the work that the Council plans to deliver over its four-year
term. At the heart of the Council Plan is the community’s vision for the city until 2020, as
expressed in the six goals of Future Melbourne. It also includes accountability goals relating to
transparency and managing our resources.
Transport Network Maps

The maps on the following pages have been developed to show proposed transport network improvements within the ‘1st Decade’, ‘2nd Decade’, ‘3rd Decade & Beyond’ which build on existing networks in the area. The purpose of the maps was to inform:

- Preliminary modal feasibility investigations
- High level cost estimates
- Land use planning activities
- Future transport network planning
15.1 Existing Transport Network

The key features of the existing transport network are as follows:

- 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.
15.2 ‘1st Decade’ Transport Network Improvements

The key improvements / actions proposed during the 1st Decade are:

- Construct a light rail, walking & cycling extension Collins Street extension into Fishermans Bend (to Graham St) as a first stage of a new central spine for FBURA along Plummer St
- Protect future strategic transport corridors, namely:
  - widened road reserve along Plummer / Fennell St
  - widened road reserve along Williamstown Rd
  - widened road reserve along Ingles St
  - a new road reservations to protect a future traffic route to replace Plummer St when light rail extended west of Graham St
  - areas for future metro station access
- Encourage the development of a fine grain network of internal streets, plazas and laneways incorporating high quality public realm, notably:
  - an east-west link street within the Lorimer precinct
  - an east-west link street within the Sandridge precinct
  - a pedestrian and cycling priority area along Montague St (between Normanby Rd & City Rd)
  - a pedestrian and cycling priority area along Buckhurst St (between Normanby Rd & City Rd)
  - a pedestrian and cycling bridge across the Yarra River between Dock Square and Yarra’s Edge in Docklands
- Designate Ingles St (between Normanby Rd & City Rd) as a ‘traffic route’ to replace Montague St (between Normanby Rd & City Rd)
- Improve pedestrian access arrangements to light rail stops on Route 96 and 109
- Build high quality bicycle connections to, from and within Fishermans Bend, notably:
  - Docklands to Domain via Montague & Dorcas Sts
  - FBURA to South Melbourne Market via Ingles St
  - FBURA to Bay St via Bridge St
- Upgrade bus services in the area, including:
  - amalgamation & frequency upgrade of current bus routes 235, 237, 238
  - a new route from South-Eastern suburbs via Domain
  - frequency upgrade & route deviation to Plummer St of current bus route 606
  - frequency upgrade of current bus routes 250, 251
  - high quality bus stops and bus priority

(cont'd):
- Encourage or mandate best practice parking provision to reduce reliance on cars
- A Docklands / Yarra River ferry shuttle
15.3 ‘2nd Decade’ Transport Network Improvements

**Fishermans Bend – Transport network by end of 2nd Decade**

- **Road Use Hierarchy changes to traffic routes (Fishermans Bend-related):**
  - New arterial road (Prohasky St - Graham St) -> traffic route
  - Plummer St (Prohasky St - Graham St) -> ped, cycle & PT priority route

The timing of the construction of the light rail extension west of Graham Street will be subject to the consideration of other projects, change of emphasis, transitioning from industry to mixed use, resident and travel demand changes. In that event, the current extension is expected to meet the demand of Plummer Street arterial route. New origin destination and volume classified traffic counts will be required at this time to assess the requirement for the alternative traffic routes.

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**Note:**

- The image includes a map of Fishermans Bend with transport network improvements marked. The map shows planned changes to traffic routes, including new arterials, cycle and public transport priority routes.

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**Key Improvements:**

- **Continuation of the Plummer St central spine (incl. light rail) west of Graham St to Prohasky St**
- The light rail extension would necessitate the removal of the current Plummer St traffic route. An alternative traffic route near the M1 corridor between Graham St and Prohasky St is proposed to replace the current route. Origin-destination and volume classified traffic counts will be required at this time to assess the requirement for this replacement traffic route.
- **Upgrades to key cycling connections including:**
  - Cycling facilities along Lorimer St between the punt and FBURA
  - Cycling facilities through Westgate Park to FBURA
  - A new north-south connection between the Bay and the Yarra River via FBURA
- **Upgrade Williamstown Rd to maintain traffic capacity whilst upgrading bus priority and cycling facilities**
- **Build a new light rail connection from Domain via Park St and Ingles St to FBURA, foreshadowing a longer term connection north to Docklands and North Melbourne / Arden.**
- **Add new pedestrian & cycling bridges to and within Docklands to improve connectivity between FBURA, Docklands and other areas.**
15.4 ‘3rd Decade & beyond’ Transport Network Improvements

The key improvements / actions proposed during the 3rd Decade are:

- Extend the Mernda Southern Cross metro rail through Fishermans Bend - this is a long term catalyst project for the renewal area which would enable a fast and frequent train service to be provided into Fishermans Bend. The extension would provide rapid connections to the inner city and hospital precincts as well as connections with all other rail lines through interchanges at Southern Cross, Flagstaff and Parkville. The new extension would perform a longer distance, higher capacity role than the Collins Street light rail extension and foreshadows a longer term requirement connection from the city via Fishermans Bend to Newport. Areas around the metro stations can be developed into key civic spaces over time, supporting high value commercial and residential development around them.

- Complete the light rail connection from the CBD to the Bay via the Plummer St central spine and Prohasky St

- Upgrade cycling facilities along Salmon St to link FBURA with the Fishermans Bend area to the north and the Bay

- Continue light rail services north from Ingles St via the Collins St extension to link FBURA with the North Melbourne / Arden renewal areas

- Consider a new east-west cycling connection beneath the M1 (similar to the Gardiners Creek Trail near the Yarra Trail) linking FBURA with St Kilda Rd, the Arts Precinct and the Botanic Gardens

- Consider decking over the M1 at strategic locations (e.g. Ingles St and Fennell St) to unlock further development potential and reduce the M1 corridor as a major barrier between the CBD and the southern central city

- Consider further connections across the Yarra River