Attachment 14: Plan produced by Melbourne Water
Attachment 14: Integrated Transport Plan – Existing Network
3 The Existing Network

Fishermans Bend is an area of approximately 485 hectares to the south of the Yarra River and at the northern point of Port Phillip Bay.

The area has changed dramatically over recent decades – from wartime aerodromes to its current industrial and logistics uses. With the rezoning of 250 hectares of this land in 2012 to Capital City Zone, a new process of transformation is now underway.

Current access to Fishermans Bend is heavily dependent on car travel reflecting its legacy of land uses. The industrial and logistic uses create a number of truck movements which use the road network within Fishermans Bend to access the key network of the Westgate Freeway.

Public transport access to the area is limited to low frequency bus services with some light rail services in the Montague Precinct.

The road network has not been designed for walking and cycling with very limited on road bicycle lanes, large block sizes and an absence of footpaths in some areas. If current mode shares for the City of Port Phillip were experienced in Fishermans Bend, in conjunction with the predicted growth in population, this would result in adding approximately three times the current traffic volumes to the street network.

The $1.8 billion Port Capacity Project has improved road access and facilities at Webb Dock. An increase in freight activity is expected which has been supported by recent government investments at the intersections of Todd Road and the Westgate Freeway.

Figure 2: Current public transport network