Key Challenges

The network needs to change

• The framework plan has the potential to generate 260,000 new daily trips
• Public transport, walking and cycling trips will be needed to make this work
• There are only limited connections to the CBD

The existing conditions work for and against us

• On paper, Fishermans bend is very close to the CBD and major transport hubs, in practice the precinct suffers from being isolated by geography and built form
• The precinct is well served by the M1 freeway, but the M1 also acts as a barrier between communities
• The network will need to continue to support Webb Dock, but will also seek to minimise any amenity impacts
• The existing road network is generally not fit for future purpose – needs a more granular layout – but current road reserves are generous
Planning Principles

Principle 1: Provide a quality transport network in Fishermans Bend
• Integrated with land use, integrated to existing network, finer grain network, links to key city gateways and interchange

Principle 2: Prioritise walking, cycling and public transport
• Streets that support walking, young, less abled, cycling, activated streets, grid network is permeable

Principle 3: Enable freight and private vehicle movements
• Network to support access for vehicles, private, service, emergency services, delivery, waste management, freight access to Webb Dock
The Integrated Transport Plan (ITP) has been informed by background reports which were prepared to support the original Strategic Framework Plan (SFP) between 2012-2014. In addition, to support the draft Framework a series of 10 additional reports were commissioned:

- Freight Corridor Advisory Report
- Metro Alignment and Feasibility
- Fishermans Bend Tram Extension – VITM Modelling
- Port Junction Intersection Modelling
- Precinct Car Parking Opportunities
- Road Network Peer Review
- Water Transport Feasibility Study
- West Gate Freeway Connectivity Study
- Yarra’s Edge Marina Survey
- Yarra River Crossing Study Stage 1, 2 & 3
Public Transport

- Two light rail connections
  - Yarra River crossing, 6 metre high, fixed, not severing open space at Point Park
  - The crossing is a medium-term (2020-2025) transport planning recommendation which requires further detailed planning and design work to be undertaken.

- Immediate increase in AM and PM buses
  - Further bus connections to be upgraded to meet demand, and connect precinct to surrounding suburbs and key destinations

- Planning safeguards for any future Metro Rail tunnel
Recommended Network

Public Transport Plan
- Future Tram Route
- Existing Tram Route
- Future Bus Route
- Potential Train Station
- Potential Tram Depot
- Underground Rail Alignment Options
Tram Options Assessed

Tram Crossings Plan
- Existing Light Rail Routes
- Potential future high capacity public and active transport corridors
- Charles Grimes Bridge options
- Collins Street extension options
- North Wharf options
- Port junction options
- Underground
Recommendations

Walking and Cycling

• Series of principle walking and cycling corridors – connecting the precincts and linking to the central City and surrounding suburbs

• Construct an series of upgraded and additional crossings over the freeway and the river, improving the permeability, connectivity and accessibility
Recommended Networks

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Recommendations

Road Network

• Provide a network of arterial and collector roads that enable vehicle access across the precinct.

• Redevelop the current large block sizes within Fishermans Bend to deliver more permeable and connected spaces through the introduction of a series of new roads, streets and laneways. New developments should provide regular interruptions to provide for walking, cycling and vehicle access.
Recommended Network

Traffic Plan
- Freeway/Tollway
- Primary (State) Arterial
- Secondary (State) Arterial
- Collector (Council)
- Civic Boulevard
Recommendations

Freight, Goods and Services Movements

- Safeguard the existing freight connections to Webb Dock which are sufficient to meet the short to medium term demands for freight movements, including exploring the potential to strengthen existing structures for higher mass vehicles.

- Safeguard a future road and rail corridor to connect Webb Dock to Swanson/Appleton Docks which, depending on port traffic growth, may need to be constructed over the next 40 years. An alignment option is recommended for long term corridor protection.
Recommended Network

Freight Plan
- Existing Freight Routes
- Potential Future Freight Road/Rail Route

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