

# CHAPTER 06

## INTEGRATED TRANSPORT

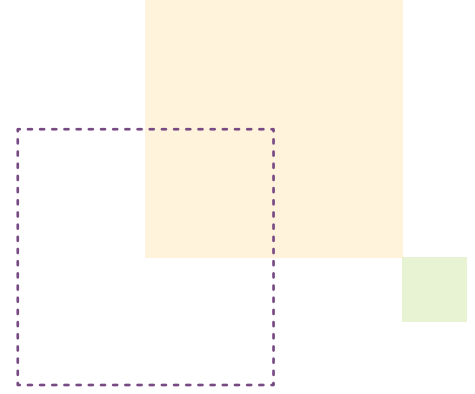


Plan Melbourne Outcome 3:  
Melbourne has an integrated  
transport system that connects  
people to jobs and services and  
goods to market.

As the Western Metro Region grows, it will require better integration of land use and transport planning, better use of existing roads, and increased investment in public transport, walking and cycling. Making better use of transport infrastructure, complemented by good precinct design, can improve connections without necessarily the expense and disruption of delivering new infrastructure. Land use decisions, as well as mode shift opportunities, can significantly improve access and reduce transport-generated emissions.



Photo credit: Tim Bell Studio



As Melbourne's fastest growing region, integrated transport is vital to the future productivity and liveability of the Western Metro Region. The Victorian Government is investing in major transport projects that will improve the connectivity of the region with other parts of metropolitan Melbourne. These investments include the West Gate Tunnel, SRL, Melbourne Airport Rail and Geelong Fast Rail.

Recent transport investments have improved accessibility and made it easier for people and businesses to get around in some areas. However, the region still faces challenges in terms of freeway congestion, the coherency and structure of the network, an underdeveloped road network in greenfield areas and limited transport choices. The region will work towards an efficient internal transport network providing access between activity centres and employment nodes as well as improving connections beyond the region to Melbourne's CBD and Melbourne Airport.

## State of play

Map 5 outlines the current state of play for transport in the Western Metro Region.

### Road network

The Western Metro Region's major road networks include the Princes, West Gate and Western freeways. The M80 Ring Road provides cross-town connectivity to the north of the city, and the Calder Freeway links north-western Victoria to Melbourne. Other major east-west arterial roads include Ballarat Road, Geelong Road and Melton Highway. North-south road connections are less developed but include Hopkins Road/Derrimut Road in the outer west.

Several parts of the existing transport network already have capacity constraints, or will in the future, as the region grows, particularly passenger rail services and sections of the freeway network. Congestion is increasing particularly during peak hours, as many residents commute by car. By 2031, traffic volumes in the outer part of the region are expected to increase by 35.5 per cent from 2015 (KPMG & ARUP, 2017). While there is expected to be a reduction in average trip distance in the outer west, there will be an increase in average trip time with time spent on roads approaching capacity and

forecast to increase significantly in 2051 relative to 2015. These trends are likely to impact residents' ability to access office jobs (professionals, clerical and administrative workers) who are more likely to work in inner city areas and travel during peak periods, with higher than average delays. (KPMG & ARUP, 2017)

### Public transport network

The rail network in Western Metro Region features:

- Metro passenger services to Werribee, Williamstown and Sunbury (via Sunshine), plus sections of the Craigieburn Line
- Regional passenger services to Bendigo, Ballarat (via Deer Park and Melton) and Geelong (via Regional Rail Link)
- Interstate passenger and freight lines between Adelaide/Perth and Melbourne (via Ararat and Geelong) and between Brisbane/Sydney (via Sunshine and Albury) and Melbourne.










Currently there is no metro passenger rail service directly from Werribee to Geelong as Regional Rail Link does not connect to Werribee. In addition, the rail line to Melton (from Sunshine) is not electrified. Cobblebank railway station supports the future Toolern Metropolitan Activity Centre and there are other potential railway stations identified in the growth corridor at Paynes Road and Hopkins Road on the Melton line, and Truganina, Davis Road, Riverdale and Black Forest Road on the Regional Rail Link.

The tram network services inner areas of the region in Moonee Valley and Maribyrnong LGAs. The bus network has a relatively even spread of services, except for the Western Industrial Precinct in the middle of the region. There are two SmartBus routes in the region providing orbital links: Altona to Mordialloc and Airport West to Chelsea.















Figure 15 shows the accessibility to public transport for people who live within the region based on how far they need to walk to access train, tram and bus services. Public transport accessibility is greatest in the inner north west in Moonee Valley LGA and Sunshine and Footscray where older established networks exist. The middle ring and outer suburbs and growth areas have very low levels of accessibility reflecting their industrial or undeveloped land uses, or newer residential areas that rely on local bus networks.

**MAP 5. Western Metro Region integrated transport state of play**

**Precincts and Activity Centres**

-  National employment & innovation cluster (NEIC)\*
-  Metropolitan activity centre
-  Metropolitan activity centre (future)
-  Major activity centre
-  Major activity centre (future)
-  State-significant industrial precinct - existing
-  State-significant industrial precinct - future
-  Regionally-significant industrial precinct - existing
-  Regionally-significant industrial precinct - future

**Transport**

-  Transport Gateway - Airport
-  Transport Gateway - possible Seaport (indicative)
-  Interstate Freight Terminal (indicative)
-  Other Intermodal Freight Terminal - existing and potential
-  State-significant road corridor
-  Road network
-  Train station
-  Rail network
-  Interstate rail network
-  Regional rail network
-  Tram network
-  Bus network
-  High frequency bus network
-  Strategic Cycling Corridor





**Principal Freight Network**

-  PFN road
-  PFN rail

**Transport projects - committed**

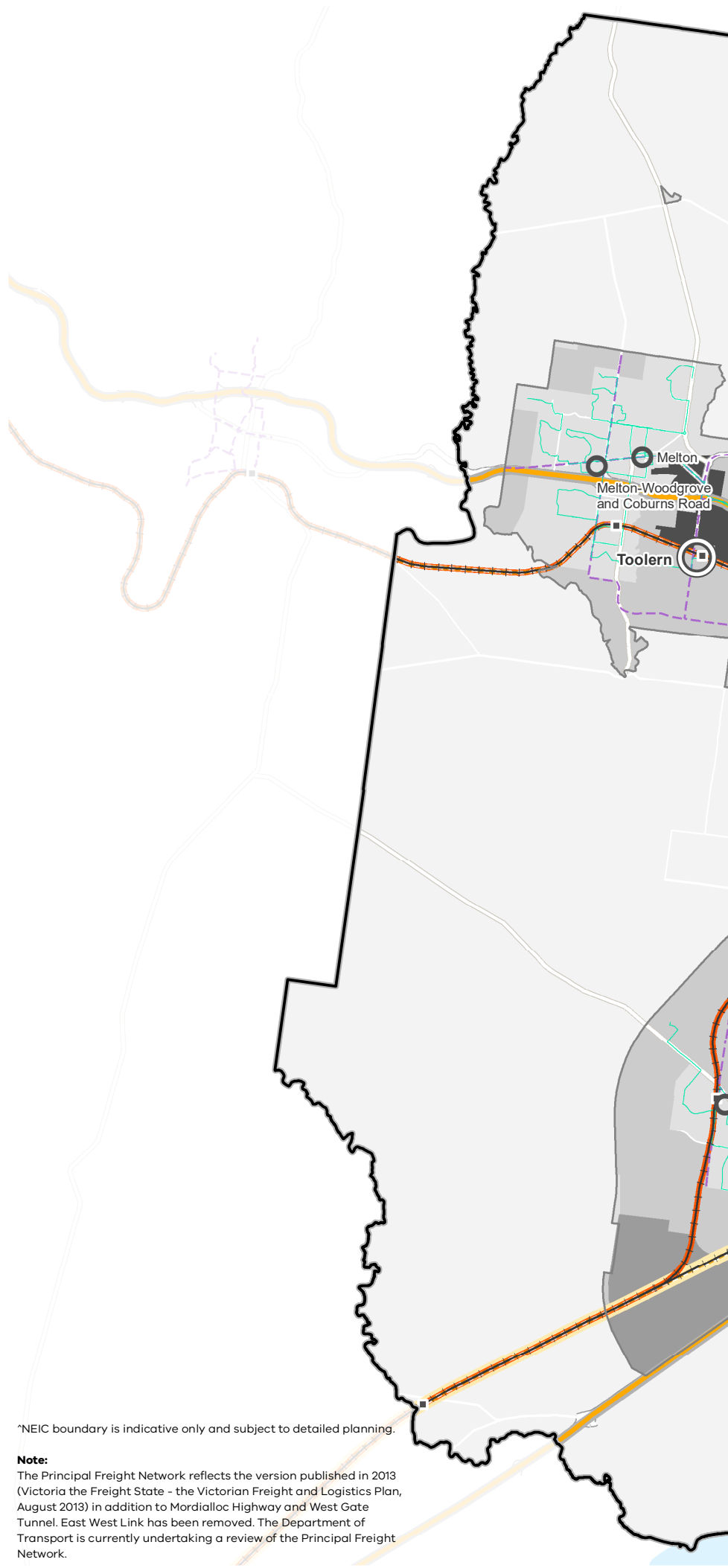
-  Level crossing removal site

**Land use/Administration**

-  Regional boundary
-  Green wedge land
-  Growth area
-  Urban area



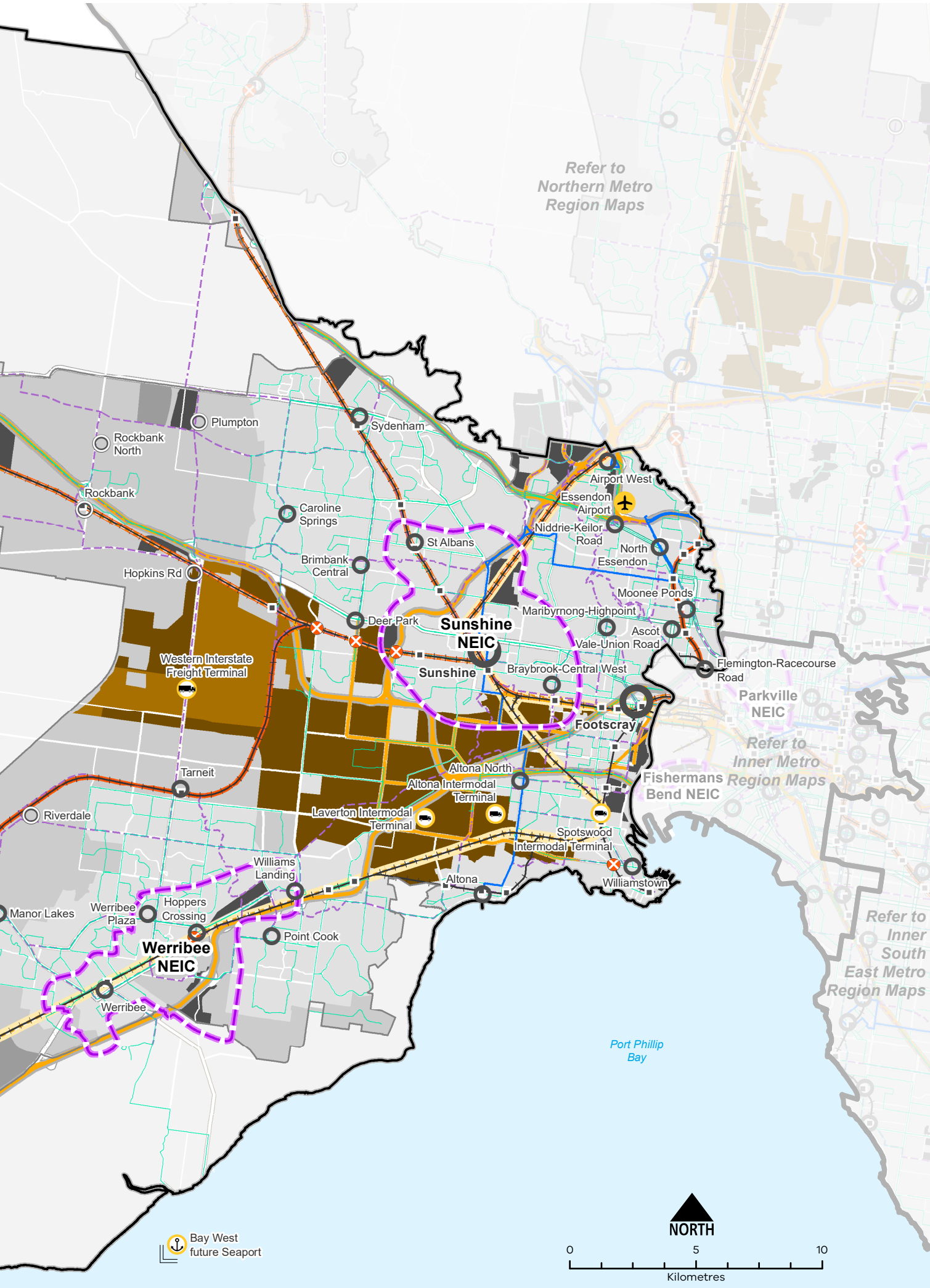
Location Map



\*NEIC boundary is indicative only and subject to detailed planning.

**Note:**


The Principal Freight Network reflects the version published in 2013 (Victoria the Freight State - the Victorian Freight and Logistics Plan, August 2013) in addition to Mordialloc Highway and West Gate Tunnel. East West Link has been removed. The Department of Transport is currently undertaking a review of the Principal Freight Network.



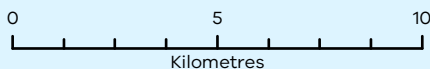
Refer to Northern Metro Region Maps

Refer to Inner Metro Region Maps










Refer to Inner South East Metro Region Maps

 Bay West future Seaport








 NORTH

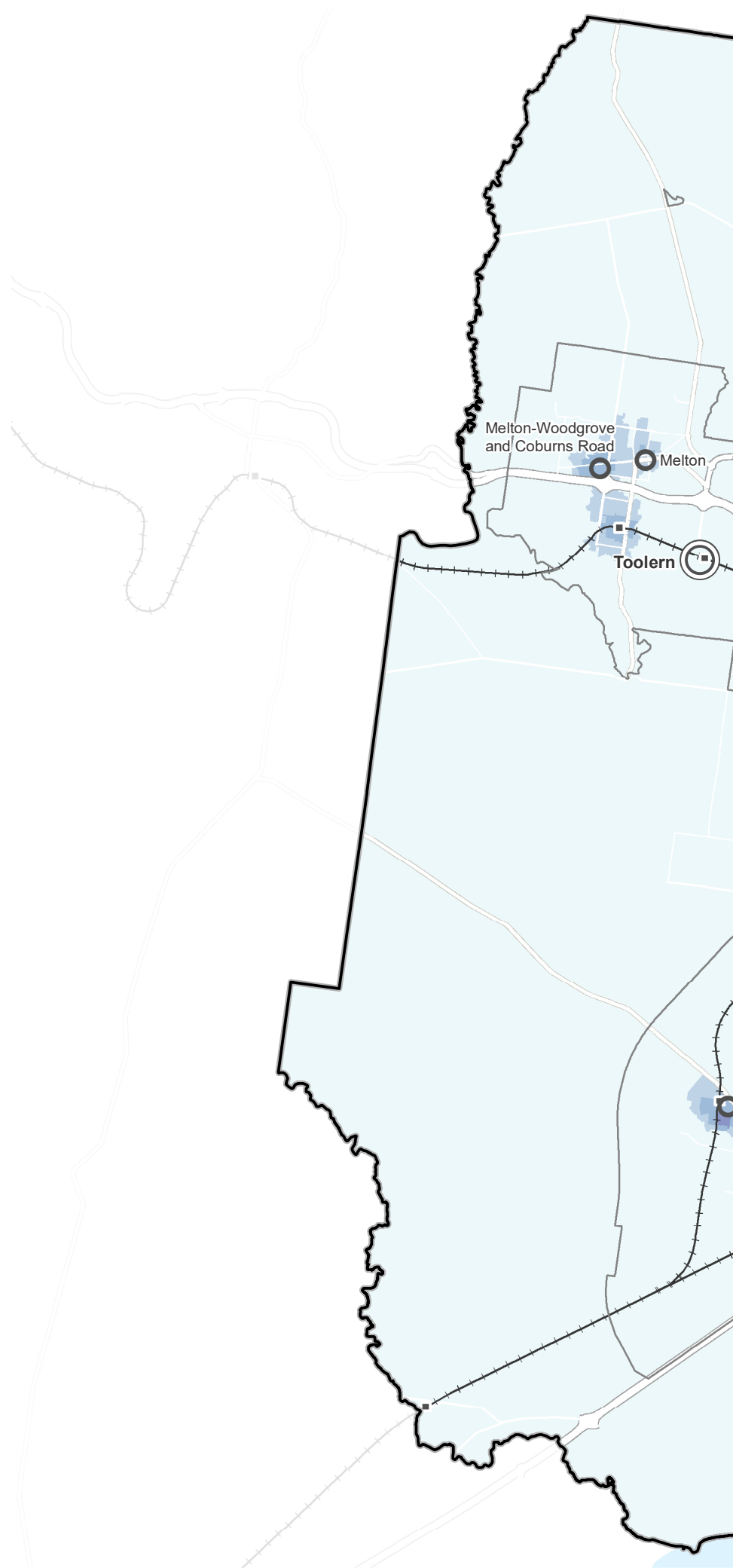


**FIGURE 15. Public transport accessibility in the Western Metro Region**

-  Metropolitan activity centre
-  Metropolitan activity centre (future)
-  Major activity centre
-  Major activity centre (future)
-  Train station
-  Rail network
-  Road network
-  Urban growth boundary
-  Regional boundary

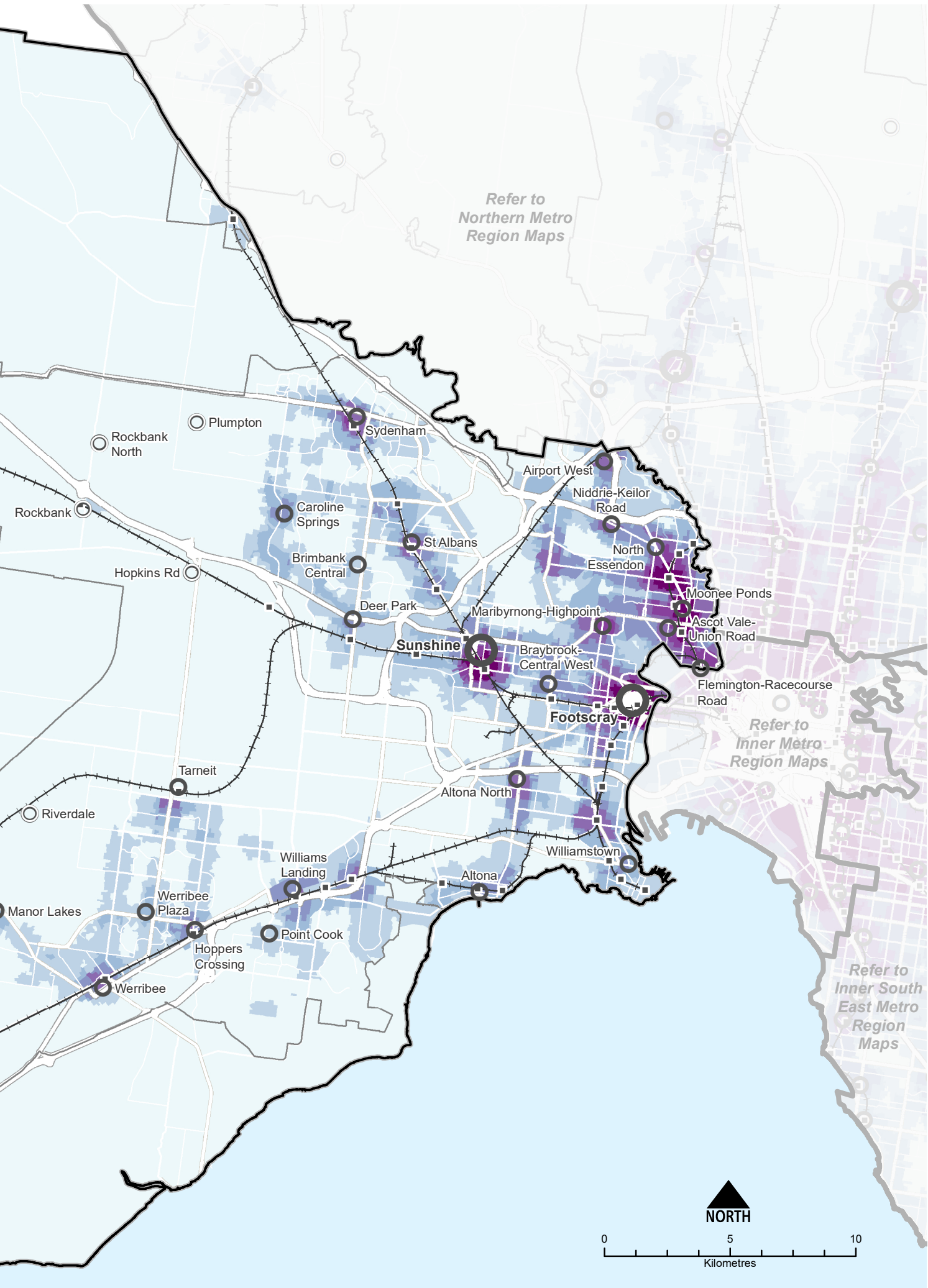
**Public transport accessibility  
(train, tram and bus services)**

-  Very Low
-  Low
-  Low to Medium
-  Medium
-  Medium to High
-  High
-  Very High



Map derived from train, tram and bus services across the metropolitan area for the public transport timetables for the AM peak period (0700 – 0859) in October 2020





Refer to Northern Metro Region Maps

Refer to Inner Metro Region Maps

Refer to Inner South East Metro Region Maps

NORTH

0 5 10  
Kilometres

## Active transport network

There are existing cycling networks in the region although mode share is low in the west, particularly outside inner Melbourne. In 2016, 0.6 per cent of residents cycled to work compared to one per cent for metropolitan Melbourne. Two per cent of residents walked to work in the Western Metro Region, this compares to three per cent for metropolitan Melbourne.

## Transport gateways

The Western Metro Region has a significant competitive advantage with good freight connections to transport gateways including Melbourne, Avalon and Essendon airports, the Port of Melbourne and the proposed Bay West container port.

## Freight network

In terms of freight and business trips, the region lacks a higher order arterial road grid (especially in its west) to support more intensive development.

The rail freight network in the west comprises significant rail corridors including:

- Tottenham-Newport-Altona-Geelong corridor, including Melbourne-Adelaide-Perth mainline
- Tottenham-Sunshine-Melton-Ballarat corridor
- Sunshine-Sydenham-Bendigo corridor
- Sunshine-Brooklyn-Newport corridor including the Sunshine grain terminal and Hanson's quarry terminal.

Three intermodal terminals are located at Altona, Spotswood and Laverton. Significant freight traffic carrying interstate goods moves through inner parts of the Western Metro Region, causing congestion on key major roads in the network.

## Regional access and movement

In 2016 approximately half (53 per cent) of Western Metro Region residents worked within the region. Workers from Wyndham and Brimbank LGAs were the most likely to both live and work in the Western Metro Region. **Figure 16** shows journeys to work in and out of the Western Metro Region in 2016.

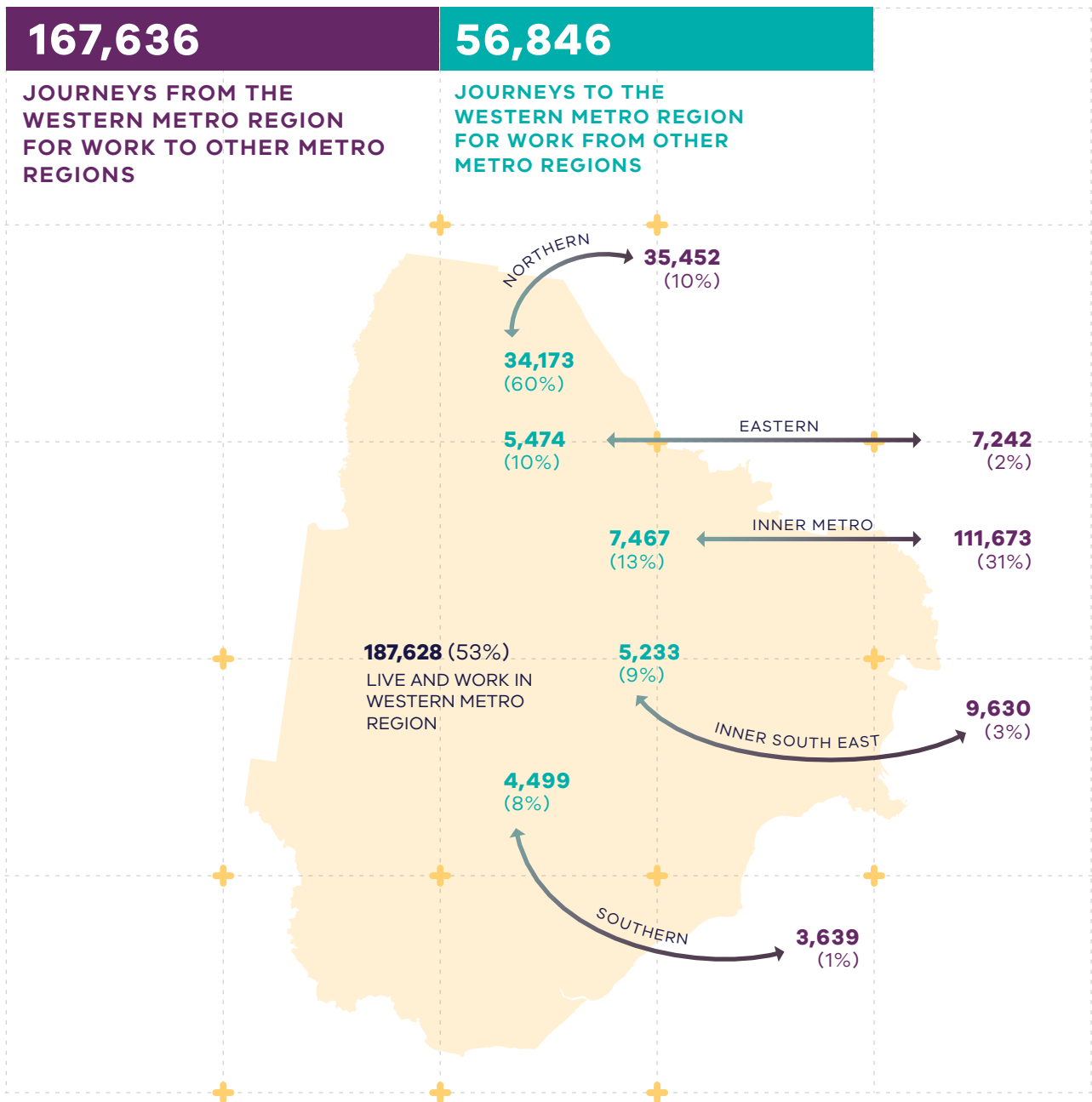
The most common work destination other than the Western Metro Region was the Inner Metro Region where 31 per cent of residents travel to work, mainly to the City of Melbourne LGA. The main destinations for work after the City of Melbourne were Wyndham and Brimbank LGAs (SGS, 2019). The most common origin of people working in the Western Metro Region outside the region itself was the Northern Metro Region. There was little connection with the Southern, Eastern and Inner South East Metro Regions for work.



Photo credit: Tim Bell Studio



**FIGURE 16.** Journey to work in and out of the Western Metro Region



Source: Australian Bureau of Statistics (2016) *Census of Population and Housing*, Commonwealth of Australia, Canberra, Australia.

## Regional strengths

- The region has a distinct competitive advantage in freight and logistics given its position close to industry, transport gateways and major road and rail networks.
- The strong freeway and freight network will assist in meeting the growing needs of industrial and freight activity in the region.
- Essendon Airport is a transport gateway, and the region has key interrelationships with Melbourne Airport, Avalon Airport and the Port of Melbourne, which are transport gateways just outside the region.
- The region will benefit from access improvements through significant infrastructure investments of Suburban Rail Loop and Melbourne Airport Rail..

## Regional challenges

- There is a need for improved access between activity centres and employment nodes within and beyond the region.
- The region’s road network has a lack of coherency and structure, and congestion is forecast to increase.
- There are limited north-south transport links and an underdeveloped road network in greenfield growth areas.
- Improvements are required for the region’s bus network and improved frequency in rail services to outer train stations.
- Major transport projects such as the OMR and West Gate Tunnel must achieve positive amenity outcomes for the surrounding localities.
- Planning for and protecting transport gateways and corridors is a priority, including the WIFT, Melbourne Airport environs, Essendon Airport, Port of Melbourne environs, Bay West option and the PFN.
- There is a need to align inter-regional infrastructure investment with local and regional public and active transport improvements..

## Directions and strategies

The directions identified to achieve the 2050 vision for the Western Metro Region in terms of integrated transport and Outcome 3 of Plan Melbourne are:

<b>Direction 11</b>	Strengthen connections to the peri-urban and regional areas, to support their role providing services to the regions
<b>Direction 12</b>	Improve transport connections to support the productivity of the Western Metro Region
<b>Direction 13</b>	Improve public and active transport access for Sunshine and Werribee NEICs, metropolitan and major activity centres
<b>Direction 14</b>	Improve transport connectivity in the growth areas and outer suburbs
<b>Direction 15</b>	Improve active and public transport options to promote mode shift and support 20-minute neighbourhoods
<b>Direction 16</b>	Support and grow the freight and logistics function of the Western Metro Region

Each direction is implemented through regionally-specific strategies identified in this LUFP.












Map 6 shows how integrated transport will be enhanced across the Western Metro Region by 2050 as a result of these directions and strategies, together with Plan Melbourne and other strategies and initiatives as outlined in Appendix 01.

## MAP 6. Western Metro Region integrated transport 2050



### Precincts and Activity Centres

-  National employment & innovation cluster (NEIC)^
-  State-significant commercial land\*
-  Regionally-significant commercial land\*
-  State-significant commercial land - future\*
-  Regionally-significant commercial land - future\*
-  State-significant industrial precinct - existing
-  State-significant industrial precinct - future
-  Regionally-significant industrial precinct - existing
-  Regionally-significant industrial precinct - Future

### Transport



-  Transport Gateway - Airport
-  Transport Gateway - possible Seaport (indicative)
-  Interstate Freight Terminal (indicative)
-  Other Intermodal Freight Terminal - existing and potential
-  State-significant road corridor
-  Road network
-  Train station
-  Potential station
-  Rail network
-  Regional rail network
-  Strategic Cycling Corridor

### Principal Public Transport Network



-  PPTN station
-  PPTN interchange

-  Bus
-  Tram

### Principal Freight Network

-  PFN road
-  PFN rail


### Suburban Rail Loop

-  SRL West (Airport to Werribee)
-  SRL - interchange station






### Transport projects - committed

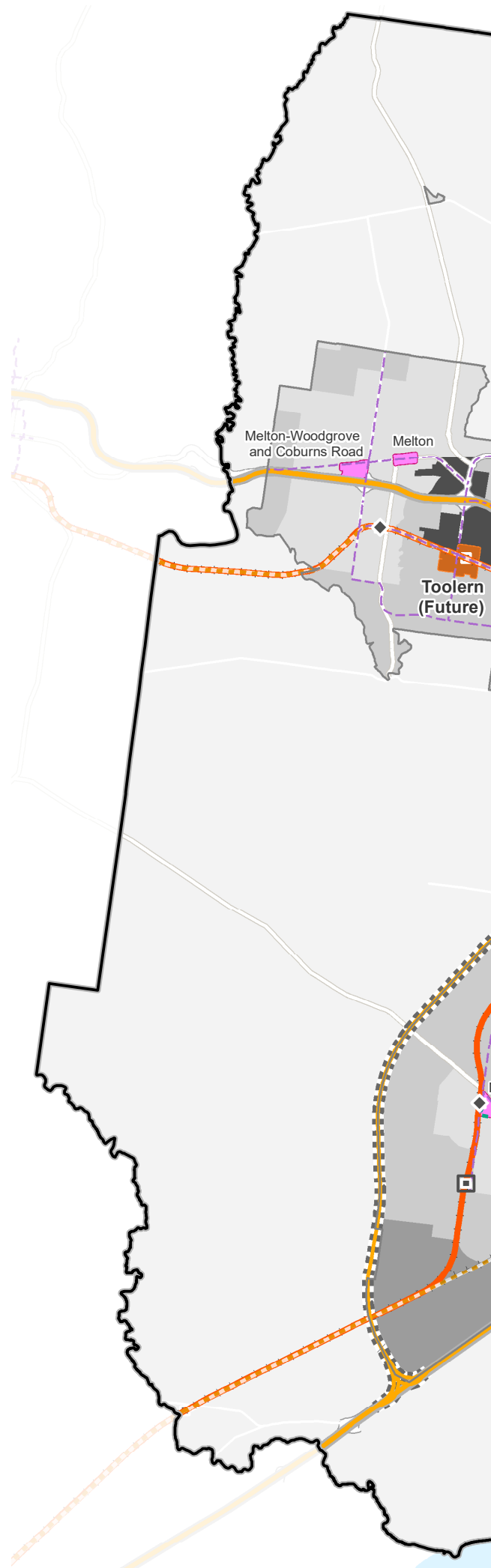
-  Rail improvements Sunbury to Cranbourne
-  Melbourne Airport Rail
-  West Gate Tunnel
-  Sunshine-Bendigo Regional Rail upgrade

### Transport projects - potential

-  Outer Metropolitan Ring/E6 reservation

### Land use/Administration

-  Regional boundary
-  Green wedge land
-  Growth area
-  Urban area
-  Urban growth boundary



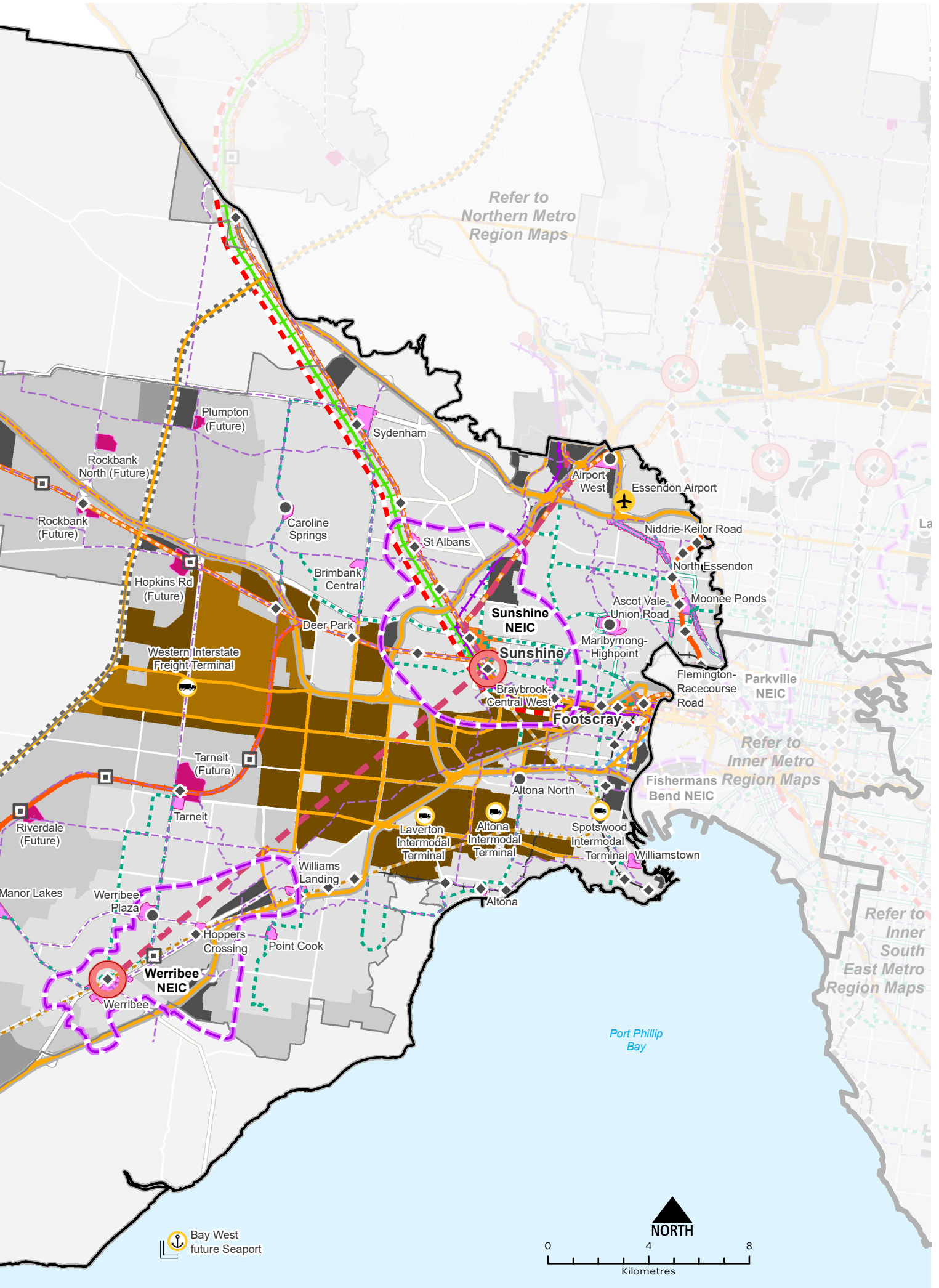
<sup>^</sup>NEIC boundary is indicative only and subject to detailed planning.  
<sup>\*</sup>These layers are based on the state- and regionally-significant commercial land identified in MICALUP, 2019. The activity centre boundaries identified in local council planning schemes may differ.

#### Note:

The Principal Freight Network reflects the version published in 2013 (Victoria the Freight State - the Victorian Freight and Logistics Plan, August 2013) in addition to Mordialloc Highway and West Gate Tunnel. East West Link has been removed. The Department of Transport is currently undertaking a review of the Principal Freight Network.



Location Map



**DIRECTION 11.****Strengthen connections to the peri-urban and regional areas, to support their role providing services to the regions**

Improving connections and collaboration with neighbouring major regional cities, such as Ballarat, Bendigo and Geelong, will boost tourism in the Western Metro Region and position it as a gateway to central Melbourne. Werribee and Melton also provide regional-scale services for catchments beyond the region, including Bacchus Marsh, Lara and other peri-urban areas. As these areas grow, demand for access to these services will increase.

Previously, the rail line connecting Geelong and the Western District to central Melbourne ran through Werribee. Regional Rail Link has improved access to new growth areas and regional areas from central Melbourne however its route means there is now no direct rail link between Geelong and Werribee.

Electrification will enable more frequent and reliable services to meet increased demand to and from Ballarat and Geelong. Other links also need to be strengthened to position the Western Metro Region as a gateway. Priority links to improve movement out of the region include:

- A spur from Regional Rail Link that directly links Werribee to Geelong
- OMR to link the region to Melbourne Airport, Avalon Airport and interstate and regional destinations while also linking residential and employment growth areas in the north and west of Melbourne and improving access to Avalon Airport, Werribee, Melton, Melbourne Airport, Mickleham and Donnybrook
- Potential upgrades to the Calder and Western freeways.

**STRATEGY 37.** Provide public transport connections from the region to peri-urban areas, regional areas and via Werribee to Geelong.

**STRATEGY 38.** Improve links to Melbourne Airport, Avalon Airport and interstate and regional destinations while also linking residential and employment growth areas in the north and west of Melbourne and improving access to Avalon Airport, Werribee, Melton, Melbourne Airport, Mickleham and Donnybrook via the OMR.

**DIRECTION 12.****Improve transport connections to support the productivity of the Western Metro Region**

Better transport networks for the Western Metro Region will provide people with more transport choices and make it easier to travel to activity centres and employment nodes. This will reduce congestion on the region's radial network of freeways and arterial roads including the Princes Freeway and the Western Highway.

The inner and middle areas of the region require a more legible transport network to function effectively and provide transport choices. Between the radial rail corridors, public transport provision can be poor with higher levels of car dependence and increasingly congested road networks. High car dependence also leads to smaller workforce catchments for major employment areas, compromising the ability to attract and retain office-related employment, one of the priorities for the Western Metro Region.

The West Gate Freeway acts as a barrier to access between the north and south of the region and inner areas such as Footscray, Altona and Tottenham which have inefficient and fragmented road networks that need to be improved to reduce congestion and delays. The West Gate Tunnel will provide a second Yarra River (Birrarrung) crossing for the region with access to the Port of Melbourne and Melbourne's CBD. The proposed OMR will further enhance intra-metropolitan regional network connections, cutting through the middle of the region connecting Werribee with Wallan in the Northern Metro Region.

The key regional linkages for the region are shown in **Figure 17**. Decisions regarding appropriate modes for these links should consider the capacity of existing infrastructure, ongoing sustainability and providing travel choices over a longer time period including evening and late-night travel.

There is a need to improve access to transport gateways and employment hubs beyond the region such as Melbourne Airport and Avalon Airport to complement the future Melbourne Airport Rail. This includes improving connectivity and frequency of public transport services and bus connections from interchange hubs servicing residential areas. Improving access to these destinations will increase employment opportunities for residents in these job-rich locations as well as business-to-business connections. Parts of the Western Metro Region are close to Avalon Airport and this proximity should be leveraged. Rail connections to Avalon Airport could enhance connectivity and redirect movement patterns in and around the region.

A number of priority road projects have been identified for the Western Metro Region including improved north-south connections and connections over freeways such as Palmers Road, Point Cook, Derrimut Road, Truganina and the Duncans Road interchange in Werribee South.

Priority regional public transport improvements and connections are:

- Continuing to progress major improvements in passenger rail by providing additional rail services, such as the Metro Tunnel, which will create a new end-to-end rail line from Sunbury in the west to Cranbourne/Pakenham in the south-east
- The duplication of the Altona Loop and new railway stations
- Melbourne Airport Rail connecting from Melbourne CBD, via Sunshine to Melbourne Airport
- Commuter car parking and bike storage facilities at railway stations
- Greater frequency and availability of after-hours and weekend bus services.

Making active and on-road public transport a real choice for local trips to access activity centres, work and school and stations will provide better and safer local and regional journey choices. This includes improving the amenity of key transport interchanges.

A more cohesive network of active transport connections should be developed in the Western Metro Region, including paths and trails, prioritising the development of Strategic Cycling Corridors where they connect centres, and continuing work to identify and fill gaps in the network within and beyond the region (Figure 18).

Primary routes provide a core network of Strategic Cycling Corridors that connect places of state significance – the Central City, metropolitan activity centres and NEICs within metropolitan Melbourne. Main routes are Strategic Cycling Corridors that provide additional connections to state-significant destinations as well as connections to major activity centres and key railway stations across metropolitan Melbourne.

Priorities include completing a cycling connection between Sunshine, Footscray and Melbourne’s CBD and exploring improvements to north-south strategic cycling connections in the inner west.

**STRATEGY 39.** Improve connections for the Western Metro Region to Avalon Airport.

**STRATEGY 40.** Plan new infrastructure to better integrate existing and future communities in the west, rather than creating barriers between them.


**STRATEGY 41.** Improve connectivity and frequency of public transport services and bus connections from interchange hubs servicing residential areas.

**STRATEGY 42.** Locate public transport stops and routes to support late night travel in the Western Metro Region.

**STRATEGY 43.** Plan major infrastructure projects and changes to the freight network to reduce the impact on existing urban areas.


**STRATEGY 44.** Support cycling for transport through the development of Strategic Cycling Corridors in the Western Metro Region, in particular between Sunshine, Footscray and the CBD and north-south regional connections and to the Western Industrial Precinct.


**FIGURE 17. Key regional linkages – Western Metro Region**

 National Employment & Innovation Cluster (NEIC)<sup>^</sup>

 Metropolitan activity centre

 Metropolitan activity centre (future)

 Major activity centre


 Major activity centre (future)

**Key Regional Linkages**


 Inter-regional

 Intra-regional

 Transport Gateway - Airport


 Transport Gateway - possible Seaport (indicative)


 Interstate Freight Terminal (indicative)

 Intermodal Freight Terminal - existing and potential

 State Significant Road Corridor

 State Significant Industrial Precinct - Existing


 State Significant Industrial Precinct - Future


 Regionally Significant Industrial Precinct - Existing

 Regionally Significant Industrial Precinct - Future

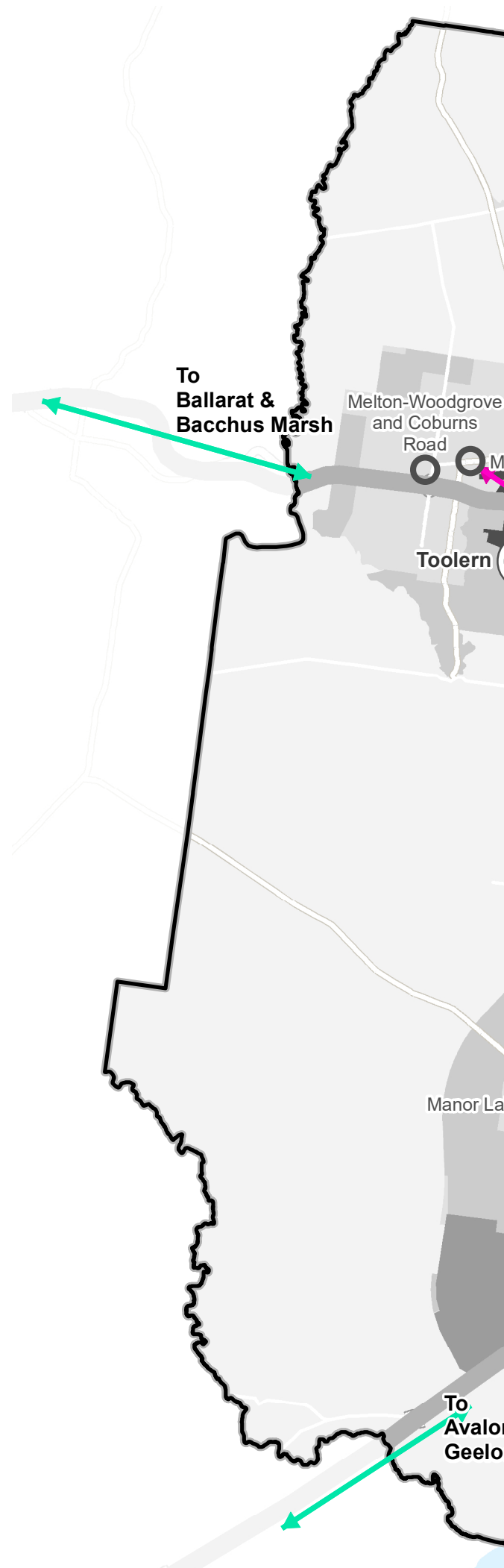
 Growth area

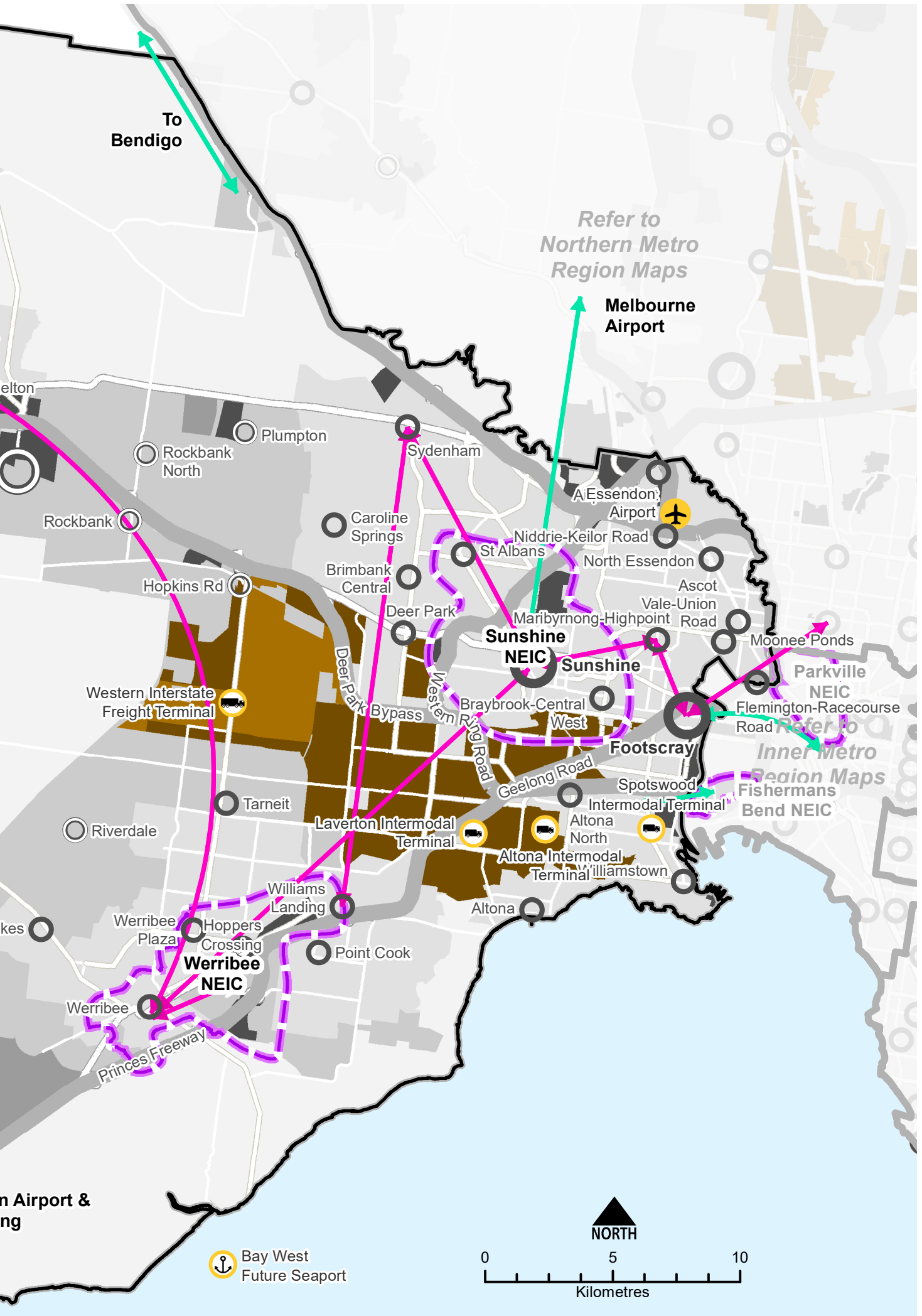
 Urban area

 Green wedge land

 Regional boundary

<sup>^</sup>NEIC boundary is indicative only and subject to detailed planning.





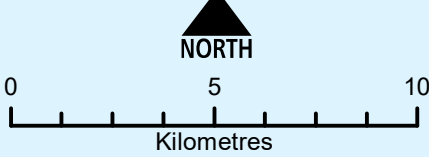
To Bendigo

Refer to Northern Metro Region Maps

Melbourne Airport

















Refer to Inner Metro Region Maps

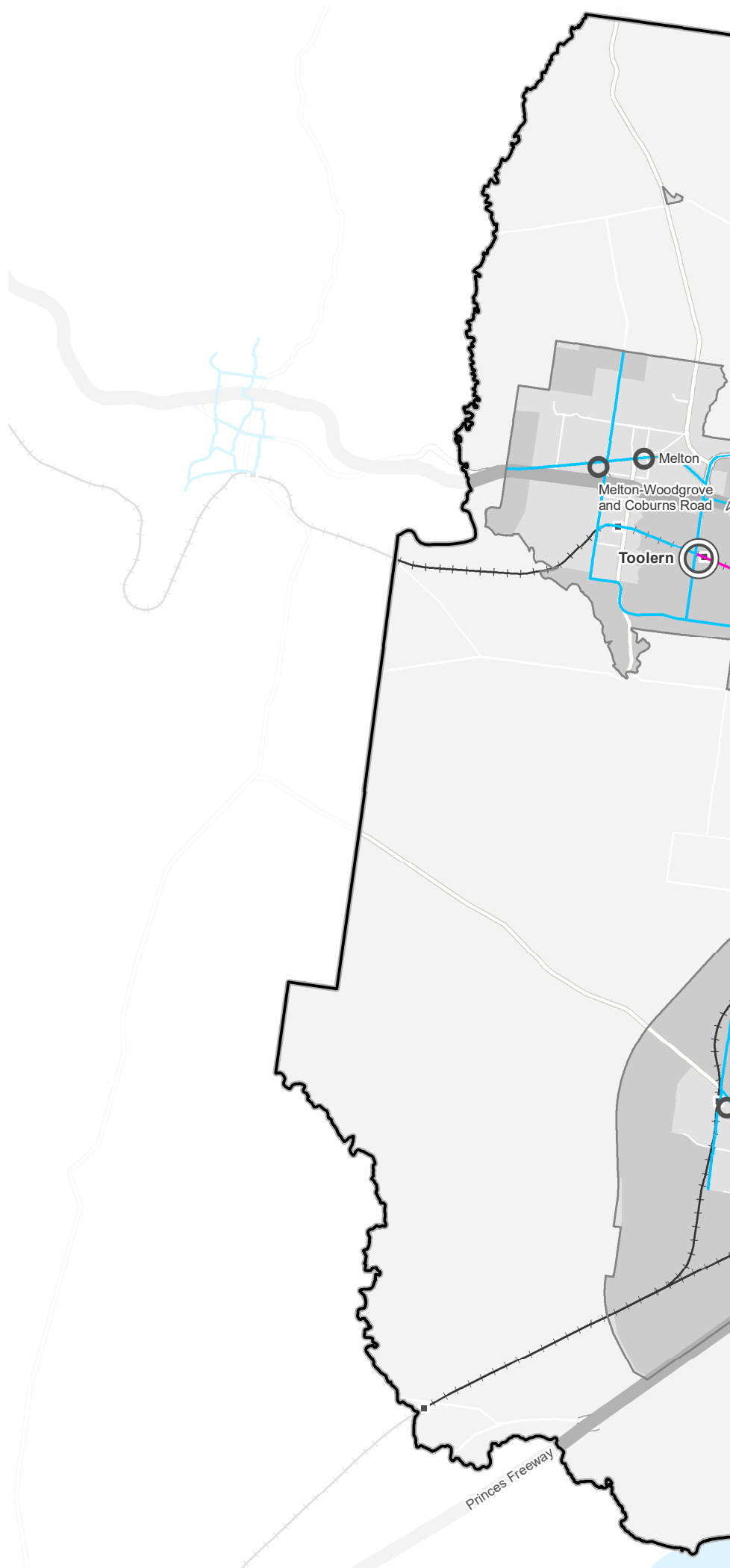
Bay West Future Seaport





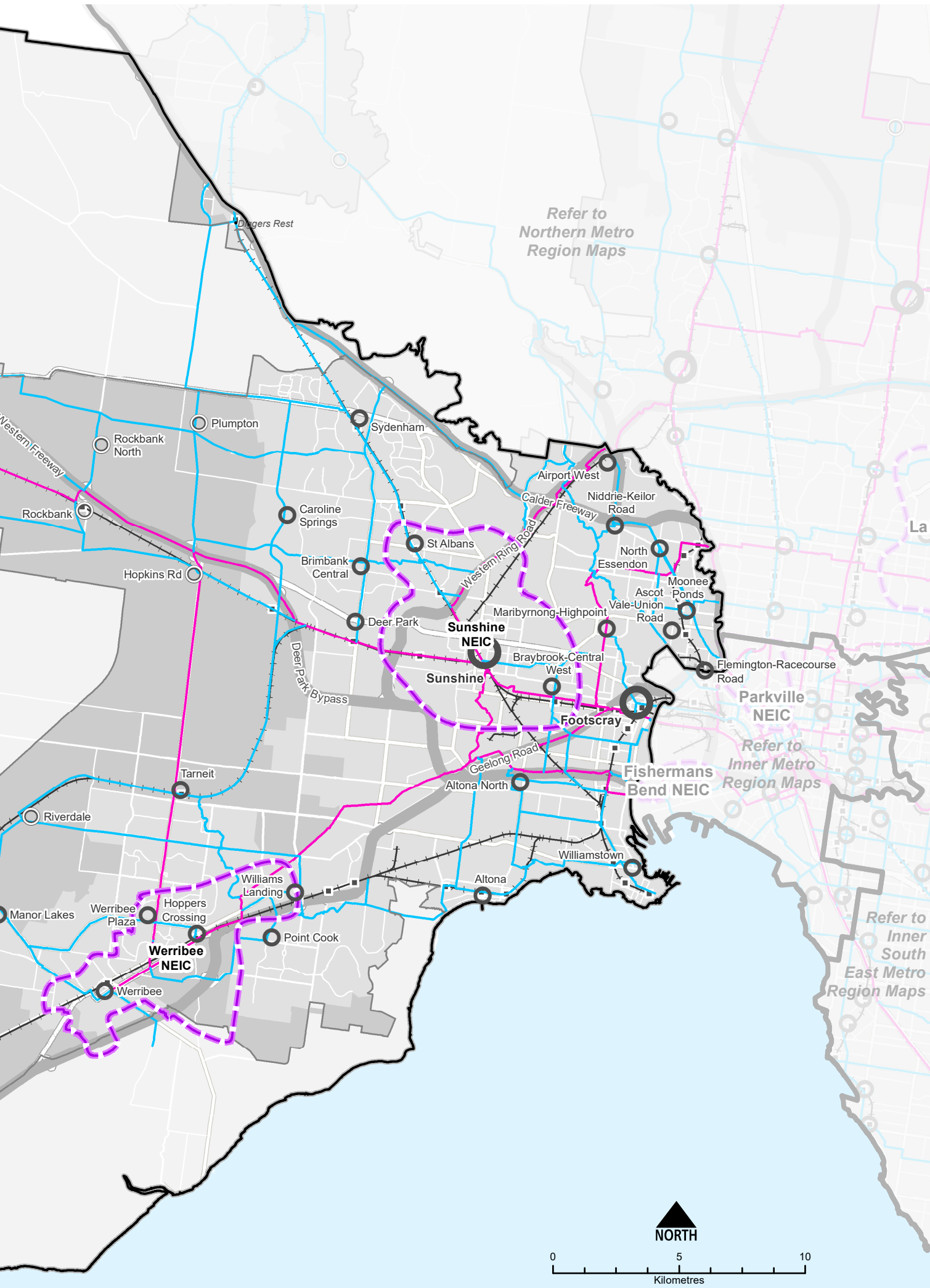
**FIGURE 18. Strategic Cycling Corridor network – Western Metro Region**

-  National Employment & Innovation Cluster (NEIC)\*
  -  Metropolitan activity centre
  -  Metropolitan activity centre (future)
  -  Major activity centre
  -  Major activity centre (future)
  -  State significant road corridor
  -  Road Network
  -  Train station
  -  Rail network
  -  Regional boundary
  -  Green wedge land
  -  Growth area
  -  Urban area
  -  Urban growth boundary
- Strategic Cycling Corridor**
-  Primary route (C1)
  -  Main route (C2)



\*NEIC boundary is indicative only and subject to detailed planning.

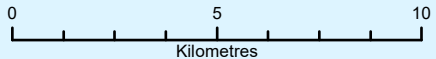




Refer to  
Northern Metro  
Region Maps

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Inner Metro  
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**DIRECTION 13.**  
**Improve public and active transport access for Sunshine and Werribee NEICs, metropolitan and major activity centres**

Melbourne Airport Rail, SRL and faster rail to Geelong and Ballarat will expand the catchments of the Sunshine NEIC, which includes the Metropolitan Activity Centre, and the Werribee NEIC. These projects will also improve connections for the region's activity centres and industrial areas.

Emerging employment precincts such as Werribee NEIC and Toolern Metropolitan Activity Centre will provide a greater diversity of jobs for the region and require a transport network that provides high-quality access across the region, including rail and road interchanges, public transport services and well-integrated active transport networks.

SRL will link Werribee, Sunshine, Melbourne Airport and other activity centres in Melbourne. Railway station interchanges at Werribee and Sunshine offer opportunities to catalyse land use change, given the increased accessibility. Furthermore, this investment can support regional and local public transport and active transport linkages. The foundations for an improved bus network should complement planned SRL upgrades to better move people around the NEICs.

Melbourne Airport Rail will connect via Sunshine to the CBD, a further catalyst for land use change. Sunshine NEIC at the confluence of these rail connections will become one of Melbourne's most accessible destinations with faster trains to allow more people in Melbourne and regional Victoria to access jobs, housing and services in Sunshine. This will support the Western Metro Region's capacity for growth compared to other regions.

There is an opportunity to improve the connectivity of the Sunshine NEICs' various economic assets. This includes improving connectivity of the Sunshine Health, Wellbeing and Education Precinct to the Sunshine Metropolitan Activity Centre, facilitating integration between the nearby industrial precincts and the developing River Valley precinct within the NEIC, as well as broader strategic connections between Sunshine and Maribyrnong-Highpoint Major Activity Centre.

**STRATEGY 45.** Provide high-quality public transport access to job rich areas such as Footscray, Sunshine and Toolern metropolitan activity centres, major activity centres, the SSIP and the Werribee NEIC.

**STRATEGY 46.** Improve bus service connectivity prior to the delivery of the Suburban Rail Loop.

**STRATEGY 47.** Ensure the planning and design of Suburban Rail Loop maximises opportunities for active transport connections.

**STRATEGY 48.** Improve the amenity, walking, cycling and public transport access of the NEICs, activity centres, state- and regionally-significant industrial precincts.

**STRATEGY 49.** Provide rail and road interchanges, public transport services and well-integrated active transport networks for emerging employment precincts Werribee NEIC and the Toolern Metropolitan Activity Centre.

**DIRECTION 14.****Improve transport connectivity in the Western Growth Corridor and outer suburbs**

While rapid development in the greenfield growth areas is creating greater housing choice and opportunities, employment and services are not keeping up and are mostly in inner areas, often meaning long travel times for residents. For growth area communities, transport infrastructure such as arterial and local roads, rail services and railway stations, bus services and active transport networks will be important.

Development in the growth areas will be supported by three main rail spines:

- Planning for rail services and railway station development along the Melton railway line, including multi-modal integration, to support metropolitan and major activity centres, as well as strategically located park and ride facilities
- A reservation exists for the extension of the existing metropolitan rail line from Werribee to Wyndham Vale
- Regional Rail Link with existing railway stations at Tarneit and Wyndham Vale, and planning for future railway stations at Truganina, Davis Road, Riverdale and Black Forest Road in the longer term.

Higher-density and mixed use development opportunities are focused along these rail lines.

Public transport networks also need be improved to link the two parts of the growth corridor through the western part of the Western Industrial Precinct. The northern part of the corridor will need to be served by high-quality transport that links new urban areas north and south of the Melton railway line to stations and activity centres. Planning for higher capacity public transport, initially in the form of SmartBus-type services, but with the potential to be upgraded to a higher capacity transport mode will be undertaken. Local bus networks will also be planned for as part of preparation of the PSPs.

Planning for the growth areas will deliver a new grid of north-south and east-west arterial roads, crossing the OMR and Western rail/freeway corridor. These roads will provide critical links between communities, and to housing, jobs and services. Sections of the arterial road network requiring further planning include the east-west arterial road network across the OMR, north of the Western Freeway, including a possible new interchange and a potential crossing to service the PPTN, and the future arterial road network and its relationship to the Princes Freeway and Regional Rail Link.

Existing and new employment locations in the growth areas will need to be linked to public and active regional and local transport networks as they are developed. As trunk transport infrastructure is delivered, these also need to be linked to regional and local public and active transport networks.

Some of Melbourne's growing western suburbs are serviced by regional rail lines. Electrification of the Ballarat and Geelong rail lines to Wyndham Vale and Melton will increase service frequency and reliability, resulting in improved transport choices and faster and more reliable travel. Likewise, the Sunbury rail line frequency would benefit from improvements to frequency to reflect other metropolitan services.

A network of potential local bus routes is planned for as part of the preparation of PSPs in the growth areas. Bus services need to be better integrated with sequenced land use planning to encourage public transport use and lessen car dependency.

Existing bus services requiring improvement include along Melton Highway from Toolern to Watergardens to new estates without a bus service. Other activity centres needing better bus connections between them include Caroline Springs, Plumpton, Rockbank and Toolern.

**STRATEGY 50.** Improve arterial road connections in the greenfield areas and outer suburbs to support improved travel times, safety and reliability.

**STRATEGY 51.** Improve outer suburban public transport, particularly the bus network, to ensure integration with sequenced land use planning and development.

**STRATEGY 52.** Plan local bus networks as part of preparation of the PSPs.

**STRATEGY 53.** Link trunk transport infrastructure to regional and local public and active transport networks.

### **DIRECTION 15.** **Improve active and public transport options to promote mode shift and support 20-minute neighbourhoods**

Access to public transport varies significantly across the region as shown in Figure 15. Inner areas and areas along railway lines have better foundations for 20-minute neighbourhoods whereas outer areas have poorer access to public transport leading to car dependence.

Improvements to transport options including bus, cycling and pedestrian access are needed to support the delivery of 20-minute neighbourhoods. Thirty-eight per cent of people in the region used a car when making a short trip under 5 kilometres in the region, whereas 26 per cent of people walked, and only 2 per cent of people cycled for short trips (DELWP, 2021b). To reduce dependence on private vehicles, public transport, cycling and walking need to be more accessible. This means significant upgrades to public transport access, and improvements to pedestrian and cycling accessibility, better linking neighbourhoods to employment, and social and community services.

New communities in the growth areas are planned around new major activity centres such as Mt Atkinson, Plumpton, Rockbank North and South in the Melton corridor, and along Regional Rail Link at Tarneit, Riverdale and Wyndham Vale in Wyndham. Each will be accessible by multiple transport modes and should be planned to support 20-minute neighbourhoods. Continued and innovative development of the bus network is a priority for communities living in the growth areas who have the least access to public transport in the region. Local travel options must be elevated in planning for activity centres and regional health and education destinations and between centres in the region.

As the metropolitan activity centres of Footscray, Sunshine and Toolern undergo change to a more compact urban form, they will require active transport networks that logically connect with public transport nodes. In established higher-density locations, networks should better connect with existing cycling and walking infrastructure to fill transport gaps.

- STRATEGY 54.** Provide active and public transport in new growth area communities.
- STRATEGY 55.** Create a network of walking and cycling links for local trips that link to public transport
- STRATEGY 56.** Provide a connected activity centre network through public and active transport.
- STRATEGY 57.** Create pedestrian-friendly neighbourhoods by enhancing major pedestrian links and expanding the network.
- STRATEGY 58.** Prioritise sustainable transport in activity centres and health and education precincts to support higher-density mixed-use walkable precincts.
- STRATEGY 59.** Provide walking and cycling routes and drop-off zones to health and community services and recreation facilities.

**DIRECTION 16.****Support and grow the freight and logistics function of the Western Metro Region**

The Western Metro Region's intermodal transport links and significant logistics hubs provide essential links to international markets and domestic markets.

The proposed WIFT at Truganina will be an important future asset for the distribution of freight from industrial and commercial production in the Western Metro Region linking to interstate freight networks and international markets via the Port of Melbourne. It will include a rail freight terminal, modern terminal facilities and a warehousing precinct that will improve the efficiency of freight distribution within the region. It will also reinforce the important role of the region in the national freight and logistics network.

Industrial areas within the region need to be appropriately planned to ensure there is high-quality arterial road access and freight rail connections to the future WIFT. Planning for the WIFT will also need to designate a preferred rail corridor to support the Western Industrial Precinct and the future freight terminal. It will also need to link with the proposed OMR.

Bay West (on Port Phillip Bay, south of the Werribee River mouth near Werribee) is the preferred location for a new container port once the Port of Melbourne reaches capacity of 8 million TEU (cargo capacity) around 2055 (Infrastructure Victoria, 2017). The site is also well suited to becoming Melbourne's future port in the longer term.

The success of major industrial precincts such as WIFT and the future Bay West relies on coordinated state and local government land use and transport planning to ensure appropriate protections for future industrial use and to leverage the economic value of private sector investment. Early planning protections and risk mitigations for both WIFT and Bay West will be critical to reduce the potential for urban amenity impacts from noise and air pollution.

The PFN provides transparency to local government and the wider community regarding the primary way goods will be moved throughout the region. This allows government to consider freight needs during the planning process to protect the end-to-end freight journeys from conflicting land uses or use tools to mitigate environmental or amenity risk through planning permit requirements.

The PFN should also be used to support a more consistent approach to land use planning in freight precincts and corridors – such as protecting buffer zones – to manage potential negative amenity impacts.

**STRATEGY 60.** Reserve and protect the land and its freight connections for WIFT and Bay West from the encroachment of sensitive or conflicting land uses.

**STRATEGY 61.** Manage the impact of changing transport access for industrial land in the inner west ahead of the completion of the West Gate Tunnel Project.

**STRATEGY 62.** Plan for the WIFT as a major precinct that will integrate with the surrounding area and adjoining transport network.

**STRATEGY 63.** Minimise negative impacts of major transport improvements such as the OMR and West Gate Tunnel Project on urban amenity.

**STRATEGY 64.** Ensure high-quality arterial road access and designate a preferred rail corridor for the WIFT.

## ACTIONS – Integrated transport

**ACTION 9.** Investigate barriers and opportunities to increase public and active transport mode share across the region to support culture change, spread demand on transport infrastructure, reduce greenhouse gas emissions and support 20-minute neighbourhood outcomes. Identify trial locations in the region to focus the investigation.

**ACTION 10.** Undertake a review of the regional bus network to support regional access and movement in the short and medium terms. This should include:

- early planning of integration with major public transport changes including Suburban Rail Loop, Melbourne Airport Rail
- future bus networks in the growth areas, and
- bus infrastructure for late night travel options.

**ACTION 11.** Review the Principal Public Transport Network for the growth areas.





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