

Connecting Fishermans Bend Integrated Transport Plan

/ September 2025



Department
of Transport
and Planning



ACCESSIBILITY

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1 Treasury Place, Melbourne





ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the Traditional Owners of lands and waterways encompassing Fishermans Bend, the Bunurong and Wurundjeri peoples, and pay our respects to their Elders past and present.

We recognise the intrinsic connection of the Bunurong and Wurundjeri Traditional Owners to Country and acknowledge their contribution in the management of land, water and resources.

As we work towards achieving our vision of thriving places and connected communities we recognise the contribution of First People Communities to Victorian life, and how this continues to enrich our society. We are committed to genuinely partner, and meaningfully engage, with Traditional Owners and First Peoples Communities to support their aspirations for Country.

MESSAGES FROM THE MINISTERS



▲ **The Hon. Harriet Shing**
Minister for the Suburban Rail Loop
Minister for Housing and Building
Minister for Development Victoria and
Precincts

Located on the doorstep of Melbourne's CBD, Fishermans Bend has an integral role to play in Melbourne's growth story.

Melbourne will be a city of nine million people by the 2050s – the size of London today. To accommodate this growth and ensure we continue to grow well, Fisherman's Bend will help transform the future of our city as one of global opportunity and productivity, renowned liveability, and a city that is diverse, inclusive and accessible to all.

By 2050, Fishermans Bend will be home to 80,000 residents, with 80,000 workers and 20,000 tertiary students travelling to and from the precinct. That's why the vision is for Fishermans Bend to be a thriving place that is a leading example for environmental sustainability, liveability, connectivity, diversity and innovation.

At over two times the size of Melbourne's CBD, this is Australia's largest urban renewal precinct. Resilient and accessible transport is critical to supporting the future growth of Fishermans Bend and achieving the target of 80 percent of trips to be made via sustainable transport modes.

The Victorian Governments has continued to positively transform the way people move, live and travel to and within the precinct. Achievements include:

- A private sector development activity pipeline of 15,000 homes, 10,000 permanent jobs to add to the 30,000 that exist today, and 13,000 construction jobs. Collectively, this pipeline has an estimated construction value of over \$7 billion with 4,700 of the homes in the pipeline delivered or under construction
- Significant government investment in, and delivery of, catalyst projects including \$197.7 million invested in the Fishermans Bend Innovation Precinct, in addition to the delivery of three new schools. .
- Delivery of the next tranche of priority infrastructure is underway, including critical road safety upgrades near schools, and new open space in Montague and Sandridge to add to the package of works delivered around the South Melbourne Primary School and Kirrip Park.

→ Development and release of an infrastructure plan in 2023 to collect developer funding and deliver \$2.7 billion of essential infrastructure and other key economic and sustainability policies including Advancing Manufacturing 2020, the Water Sensitive City Strategy 2022, and the Seed Toolkit 2023.

We are transforming central Melbourne into a place Victorian's can continue to be proud of with the homes that we need for the future, high quality parks and green spaces, urban design that puts community health and wellbeing at its heart, and integrated transport solutions to connect people with places to live, work, rest, learn and play.



▲ **The Hon. Gabrielle Williams**
Minister for Public and Active Transport
Minister for Transport Infrastructure

The way people and goods move around Fishermans Bend will change significantly over the next 30 years as land uses change, more jobs are created, and more people call Fishermans Bend home. That's why meaningful transport planning is essential.

The Fishermans Bend Integrated Transport Plan identifies a suite of transport initiatives to meet the transport needs of people and industry, while creating a resilient and sustainable transport network through staged infrastructure delivery and optimising existing transport assets.

The Integrated Transport Plan provides a refined route for a future rail tunnel through Fishermans Bend and Docklands, which helps provide certainty to landowners, businesses, and property developers.

The Plan also sets out the incremental surface transport investments in active transport, bus, tram, punt and freight. This staged approach aims to facilitate growth and ensure that the right transport initiatives are delivered at the right time to encourage or match urban growth trends.

This will deliver not only a highly efficient transport network, but also healthier communities, improved climate resilience and reduced carbon emissions.

The take-up of walking, cycling and public transport will be essential to the success of Fishermans Bend. Without this, car use will be too high, and the growth of Webb Dock will become constrained. That's why we are aiming to progressively work towards an 80 per cent target for sustainable transport, increasing to 90 per cent for students.

The first horizon of the Plan focuses on active transport and bus investments before an expanded tram network is delivered, culminating in the long-term delivery of a rail tunnel connecting Fishermans Bend to a vastly expanded catchment of workers, students and visitors.

Tram connections will be delivered via Southbank to better connect university campuses and the arts and sporting precincts.

The Plan provides greater certainty on the locations of future underground train stations within Fishermans Bend's Innovation Precinct and Sandridge Precinct, with a connection to Southern Cross via a train station under Bourke Street near Marvel Stadium.

I look forward to seeing this plan turn into reality for the current and future community who choose to live, work, study and visit Fishermans Bend.

SUMMARY

This Integrated Transport Plan outlines how the transport network in Fishermans Bend is intended to evolve over three delivery horizons to support the long-term vision for the urban renewal area.

Over the coming decades the transport network in Fishermans Bend will evolve into an integrated multi-modal network that supports the needs of people living and working there.

By the 2050s, Fishermans Bend will be served by a range of modes including heavy rail, light rail and a dense network of walking and cycling corridors to support and facilitate growth in the area, as well as accommodate wider network requirements. This network will enable sustainable choices to be the most convenient way for people to get around.

The movement of goods will be supported by a clear network of designated freight corridors along the periphery of Fishermans Bend to ensure safety and amenity within the precinct is prioritised.

As Fishermans Bend grows and evolves over time, social, environmental and technological trends will change. This requires a flexible transport planning approach to be adopted which is responsive to these changes. As such, while this plan provides a long-term view of key transport interventions, the timing and delivery of initiatives, particularly in horizons two and three, will be subject to an ongoing and iterative review process.

Delivery Horizons

The realisation of the long-term transport network in Fishermans Bend has been staged across three horizons summarised below, and presented in greater detail in Part Two.

Horizon One / Immediate priorities

The transport network in Horizon One will leverage existing assets and maximise their use to keep pace with growth, particularly in Montague and the Innovation Precinct. It will lay the foundations for growth in future horizons by stitching together precincts across major barriers with new walking and cycling connections.

The priorities for Horizon One are:

- Provide safe access to new and existing schools for people walking and cycling
- Improve the bus network with improved user convenience and comfort, revised routes and more services
- Increase capacity on existing tram routes
- Deliver new active transport connections across the West Gate Freeway
- Improve freight access to the Port of Melbourne.



Horizon Two / Scaling up

The transport network in Horizon Two seeks to facilitate growth throughout Fishermans Bend by delivering new public transport and freight connections.

The priorities for Horizon Two are:

- Extension of the tram network into the heart of Fishermans Bend via Southbank
- Active transport connection across the Yarra
- Potential new freight connection supporting the growth of Webb Dock



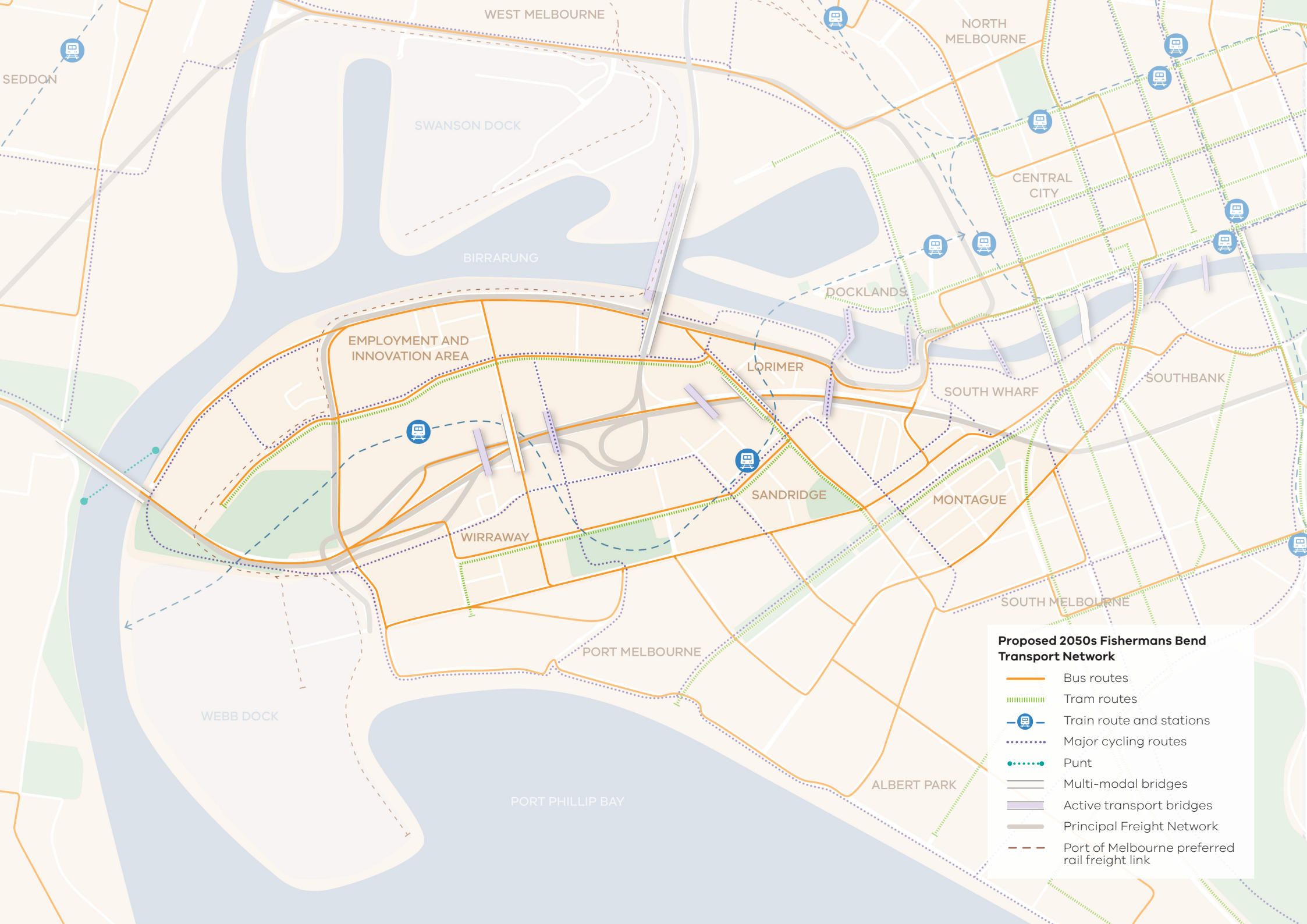
Horizon Three / Towards completion

The transport network in Horizon Three seeks to enable the mass movement of people to Fishermans Bend as it becomes a dense and thriving extension of Central Melbourne, where walking, cycling and surface public transport are the most convenient modes. Freight is catered for by direct links to the adjacent motorway network.

The priorities for Horizon Three are:

- A new heavy rail tunnel through Fishermans Bend with stations at Sandridge, the Innovation Precinct, and a station in Docklands near Southern Cross Station
- A dense walking and cycling network
- Core freight movements are served by the motorway network.





Proposed 2050s Fishermans Bend Transport Network

- Bus routes
- Tram routes
- Train route and stations
- Major cycling routes
- Punt
- Multi-modal bridges
- Active transport bridges
- Principal Freight Network
- Port of Melbourne preferred rail freight link

1.0



PART 1 / CONTEXT

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1.1 / THE FISHERMANS BEND OPPORTUNITY

Fishermans Bend is the largest urban renewal project in Australia and at 485 hectares is over twice the size of Central Melbourne.

Fishermans Bend is comprised of an Employment and Innovation Area focused on advanced manufacturing, engineering and design including the Victorian Government owned Innovation Precinct and an urban renewal area across four precincts (Montague, Lorimer, Sandridge, and Wirraway) focused on housing, professional services and creative industries.

Fishermans Bend is projected to develop into a series of vibrant, mixed-use, higher density precincts that become an extension of Central Melbourne. It presents a substantial opportunity to deliver new housing, jobs and education and ultimately accommodate 80,000 residents, 80,000 workers and 20,000 students.

The vision is to become a 'thriving place that is a leading example for environmental sustainability, liveability, connectivity, diversity and inclusion' where 80 per cent of trips are made by walking, cycling, micromobility and public transport. This will require a prolonged and sustained shift in sustainable transport investment and progressive approaches to property development to influence travel behaviour.

Owing to its scale, Fishermans Bend will evolve over several decades, influenced by a range of factors including the availability of transport options. Investments in the transport network will be phased over milestone-based horizons to ensure the area grows in line with the needs of Victorians.



▲ Montague Precinct Vision



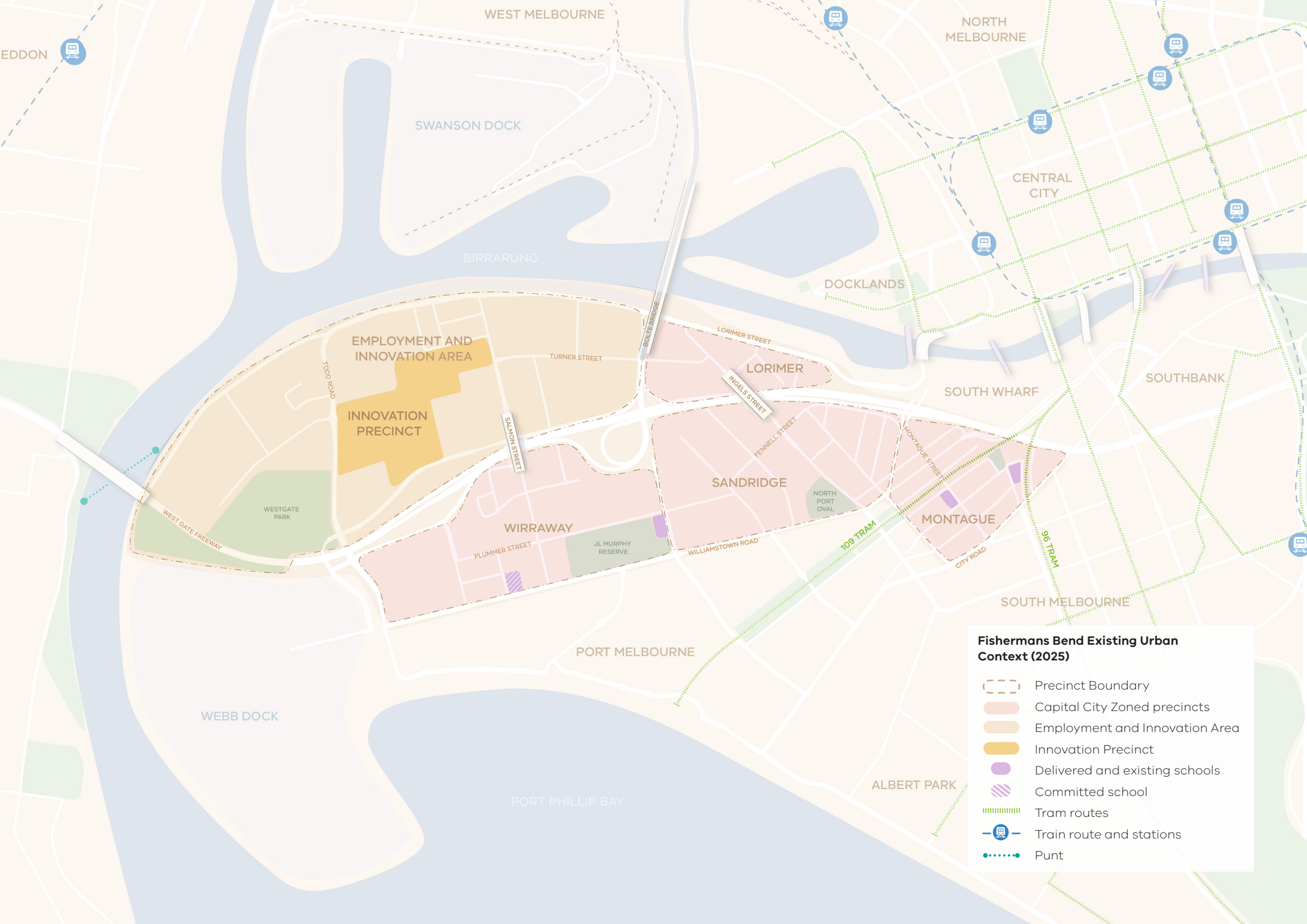
▲ Sandridge Precinct Vision












▲ Fishermans Bend Innovation Precinct Vision



▲ Fishermans Bend Innovation Precinct Vision



Fishermans Bend Existing Urban Context (2025)

-  Precinct Boundary
-  Capital City Zoned precincts
-  Employment and Innovation Area
-  Innovation Precinct
-  Delivered and existing schools
-  Committed school
-  Tram routes
-  Train route and stations
-  Punt

1.2 / FISHERMANS BEND TODAY

While Fishermans Bend has already grown to over 6,500 residents, it remains predominantly an area for commerce and industry with an estimated 28,000 workers. Most residents and workers currently depend on cars, as there are limited reliable and safe alternative options to driving.

Significant changes are planned for Fishermans Bend to improve **housing** supply and affordability. Most land is privately owned, so urban renewal will depend on strong partnerships between the State Government, the private sector, and local government to deliver a diverse range of housing choices.

Currently, residents in the Montague precinct have relatively good **public transport** access with tram routes 109 and 96 providing regular and quick services to Central Melbourne, Port Melbourne Beach, Albert Park, South Melbourne Market and St Kilda Beach. The walkable catchment from the North Port and Graham Street light rail stations stretch into the southern part of Sandridge and the south-eastern part of Wirraway. Bus services provide regular and quick Fisherman Bend services from Southern Cross Station (via Williamstown Road, Normanby Road, Salmon Street and Lorimer Street), along with local services running to the neighbouring Garden City from Queen Victoria Market via City Road.

Active transport facilities in Fishermans Bend are poor to non-existent due to its industrial history. There is limited infrastructure for people walking and cycling, with few bike lanes and large block sizes. Footpaths are often narrow and in some instances, only one side of the street. Options for active transport do improve along the Yarra River and the active transport route to Port Melbourne Secondary College is being improved to reduce vehicle impact.

Fishermans Bend is a key **freight and logistics** area for Victoria. Neighbouring the Port of Melbourne, this area serves as a major hub for freight transport across the state and is a significant generator of jobs and economic prosperity for Victoria and Australia. Fishermans Bend supplies 75 per cent of all cement used in Victoria from the Port of Melbourne's South Wharf.

Many existing businesses capitalise on proximity to the Port, including **logistics and manufacturing** facilities. With over 40,000 High Productivity Freight Vehicle movements a year on Todd Road and Lorimer Street, the area is a crucial gateway for goods and commodities. The transport network needs to be managed to support the gradual transition of land use and support freight movement via preferred corridors, including Lorimer Street and the West Gate Freeway.



▲ Montague Street 109 Tram Stop



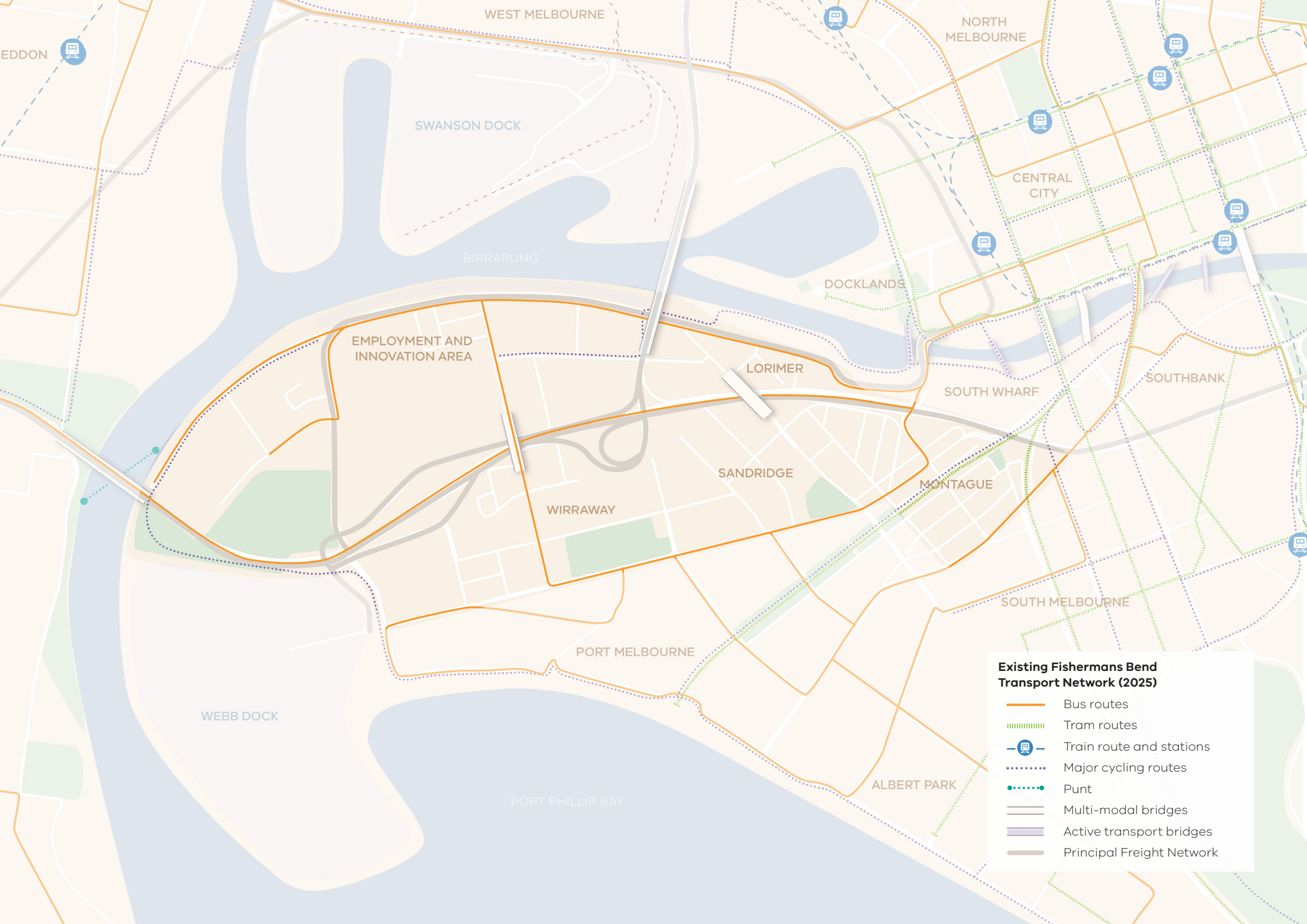
▲ Cycling on Buckhurst Street



▲ Freight activity north of Lorimer Street



▲ Bus stop on Salmon Street



Existing Fishermans Bend Transport Network (2025)

- Bus routes
- Tram routes
- Train route and stations
- Major cycling routes
- Punt
- Multi-modal bridges
- Active transport bridges
- Principal Freight Network

1.3 / PURPOSE OF THE PLAN

The Fishermans Bend Integrated Transport Plan identifies a suite of transport initiatives to support the realisation of the vision and sustainability goals for Fishermans Bend over three Delivery Horizons.

The Integrated Transport Plan is underpinned by three key objectives:

- To provide a strategic blueprint for the sequencing of transport interventions that can be monitored over time to facilitate the sustainable growth of Fishermans Bend.
- To ensure changes to the Fishermans Bend transport network consider the need to efficiently and sustainably move people and goods across the broader transport network.
- To provide guidance around the type, scale and pace of change anticipated on the transport network.

Building on current planning directions

The *Fishermans Bend Framework (2018)* establishes the long-term strategic plan for the urban renewal area, setting out a series of policies, strategies and targets guiding investment and development over time.

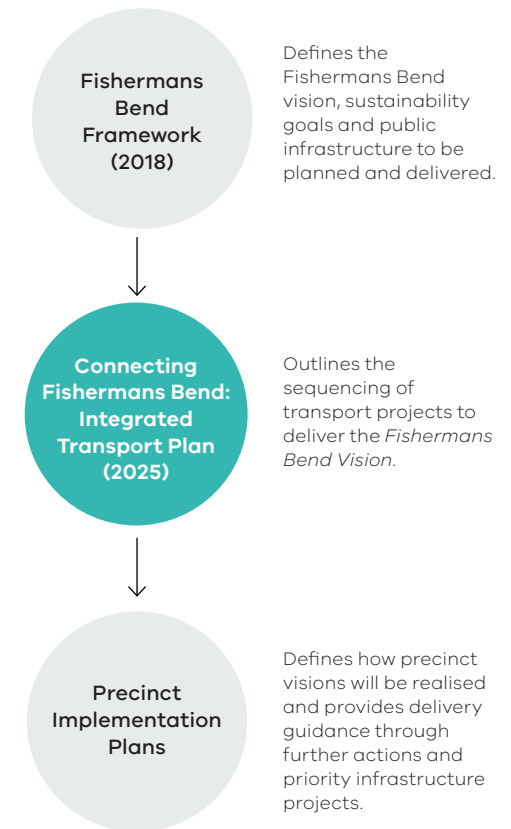
While alteration to routes and delivery phasing is proposed for some transport infrastructure as part of this *Integrated Transport Plan*, these directions remain the contemporary policies, strategies and targets for Fishermans Bend.

Policy context

The Victorian Government is responsible for, establishes and maintains, a range of land use planning and transport policies and strategies to guide the development of Victoria over time. These policies and strategies aim to optimise housing, commerce and industry growth and sustainably develop and manage the infrastructure networks required to facilitate this growth. The *Integrated Transport Plan* is informed by a range of Victorian Government modal transport plans and policy objectives in Fishermans Bend.

The *Integrated Transport Plan* will inform future Precinct Implementation Plans (PIPs), which provide more detailed place-based guidance for the transition of each precinct. The Victorian Government will work with local government as part of this process to refine and confirm the transport role, function and design for their existing and future asset base.

Contributions towards essential transport, water, open space and community infrastructure will be secured from property developers over time. While these contributions will not fund major public transport and freight network upgrades, they will help to establish the active transport and street network of the area.



1.4 / TRANSPORT TARGETS AND PRINCIPLES

The Integrated Transport Plan will deliver on the Fishermans Bend Framework Goal to create a connected and liveable community.

The *Fishermans Bend Framework* is underpinned by an integrated approach to transport and land use planning and the success of the precinct depends on a sustainable network that responds to the changing needs of the people living and working in the area.

Sustainability Goal 1 in the Framework is to create 'a connected and liveable community'. To realise this Goal and related Objectives, the *Integrated Transport Plan* needs to deliver on the relevant targets.

2050 Transport Targets:

- 80 per cent of trips made via sustainable transport (public and active modes)
- 90 per cent of school related trips made via sustainable transport
- A walkability score of 90 per cent from homes and workplaces
- A successful activity core in each precinct where businesses can thrive, and everyday needs are met
- The urban heat island effect is reduced so that Fishermans Bend is no hotter than inner Melbourne
- Port of Melbourne remains Australia's primary container port.

Principles

To reach these targets, the Integrated *Transport Plan* adopts the following principles:

- Creating simple, convenient and attractive journeys, that manage growth and capitalise on sustainable transport
- Moving people and goods by increasing connections within Fishermans Bend and Port of Melbourne to meet the transport needs of people and freight
- Creating liveable and thriving neighbourhoods with vibrant streetscapes and precinct activity cores, with dense walking and cycling links
- Journeys that are accessible, inclusive, and equitable for all members of the community
- Building a resilient and sustainable transport network by focusing on staged infrastructure and utilising and optimising assets
- Creating a safer transport network in Fishermans Bend, regardless of trip length or mode.

Prioritising sustainable modes

Achieving the target for 80 per cent sustainable mode share by 2050 is vital for the functioning of the entire transport network, and for realising sustainability goals for health, climate resilience and carbon reduction in Fishermans Bend.

Walking, cycling and public transport are the most space efficient modes of transport, and their success will be essential to ensuring all parts of the Fishermans Bend transport system operates effectively.

Optimising the transport network's use of limited space will support the realisation of other objectives in the public realm including water sensitive urban design, increased tree canopy, high amenity public spaces, and emissions reduction.

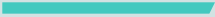
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PART 2 / DELIVERY HORIZONS

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2.1 / DELIVERY HORIZONS

The *Integrated Transport Plan* refreshes Government's intentions in relation to the roll out of transport interventions in Fishermans Bend across three Delivery Horizons.

The first horizon will be about responding to growth and integrating existing communities into Fishermans Bend. Over time, investment will be directed to enabling new growth throughout the precinct, which will ultimately culminate in Fishermans Bend becoming the broader extension of the central city, supercharged by the delivery of new stations at Sandridge and the Innovation Precinct. Refer to Chapter 3.5 Implementing immediate priorities for more details on proposed Transport Initiatives

Horizon One: Immediate priorities

The transport network in Horizon One will leverage existing assets and maximise their use to keep pace with growth. It will lay the foundations for growth in future horizons by stitching together precincts across major barriers with new walking and cycling connections.

Key moves across this horizon include:

- maximising bus capacity by introducing new services, increasing span, frequency and coverage across the week and weekend
- delivering cycling routes along local streets with Boundary, Munro, Thackray and Gittus streets to provide key cycling routes between the Central City, Docklands, Southbank and South Melbourne
- facilitating the transition of freight and vehicle movements onto preferred corridors, including more direct freight access from the Port to the freeway network.

Horizon Two: Scaling up

The transport network in Horizon Two seeks to facilitate growth throughout Fishermans Bend by delivering new public transport and freight connections.

Key moves across this horizon include:

- delivering new tram lines from the Central City via Southbank rather than Docklands, to provide better service to dense precincts, with a new Ingles Street Bridge that is designed to be integrated with future development
- a potential new freight link to connect Webb Dock to Swanson Dock.









Horizon Three: Towards completion

The transport network in Horizon Three seeks to enable the mass movement of people to Fishermans Bend as it becomes a dense and thriving extension of Central Melbourne, where walking, cycling and surface public transport are the most convenient modes. Freight is catered for by direct links to the adjacent motorway network.

Key moves across this horizon include:

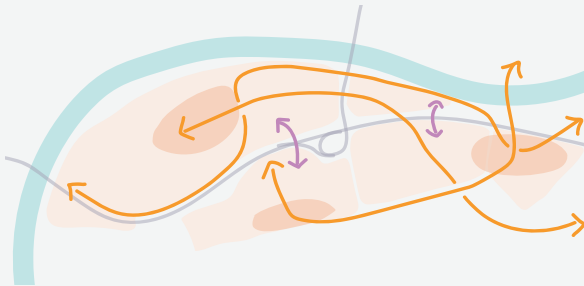
- potential delivery of a new rail tunnel through Fishermans Bend and Docklands with stations near Southern Cross Station, and within Fishermans Bend at the Sandridge and Innovation precincts
- delivery of new active transport connections to connect the precinct into planned new rail stations at Bertie Street and Rocklea Drive.

Modal Legend

	Walking
	Cycling
	Bus
	Tram
	Train
	Freight
	Private Vehicles
	Ferry

Horizon One: Immediate priorities

Horizon One will provide safe access to schools for people walking and cycling, implement a new network based bus system with increased services, increase capacity on existing tram routes, deliver two new active transport bridges across the West Gate Freeway, and improve freight access to the Port of Melbourne on preferred corridors.

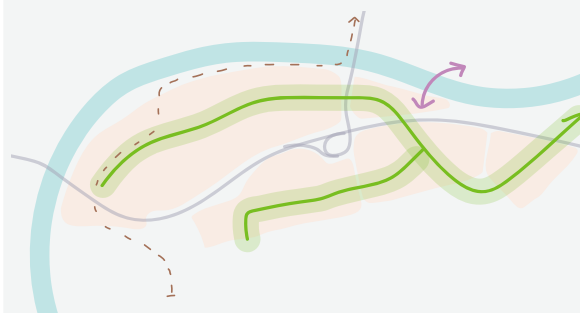


PRECINCT	POPULATION	TARGET*
Montague	<div><div></div></div>	23,200
Lorimer	<div><div></div></div>	12,000
Sandridge	<div><div></div></div>	27,200
Wirraway	<div><div></div></div>	17,600
WORKERS		
Montague	<div><div></div></div>	4,000
Lorimer	<div><div></div></div>	6,000
Sandridge	<div><div></div></div>	26,000
Wirraway	<div><div></div></div>	4,000
EIA	<div><div></div></div>	40,000



Horizon Two: Scaling up

Horizon Two proposes to expand the tram network via a new Ingles Street bridge to be integrated with development, investigate rebuilding the Salmon Street Bridge, facilitate a freight link to Webb Dock, and look to extend active transport access across the Yarra River.

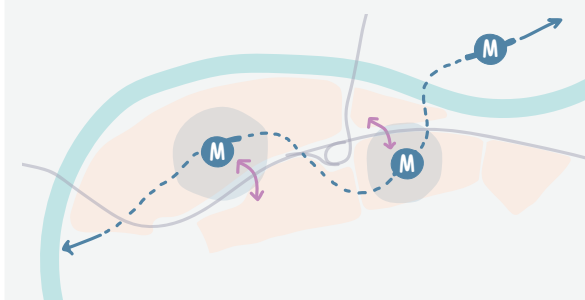


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Wirraway	<div><div></div></div>	4,000
EIA	<div><div></div></div>	40,000



Horizon Three: Towards completion

Horizon Three proposes to deliver a new heavy rail tunnel through Fishermans Bend with two stations at Sandridge and the Innovation Precinct to include passenger access via new active transport bridges over the freeway, a cohesive key cycling network, and direct links for port freight traffic with the freeway network.



PRECINCT	POPULATION	TARGET*
Montague	<div><div></div></div>	23,200
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Wirraway	<div><div></div></div>	4,000
EIA	<div><div></div></div>	40,000



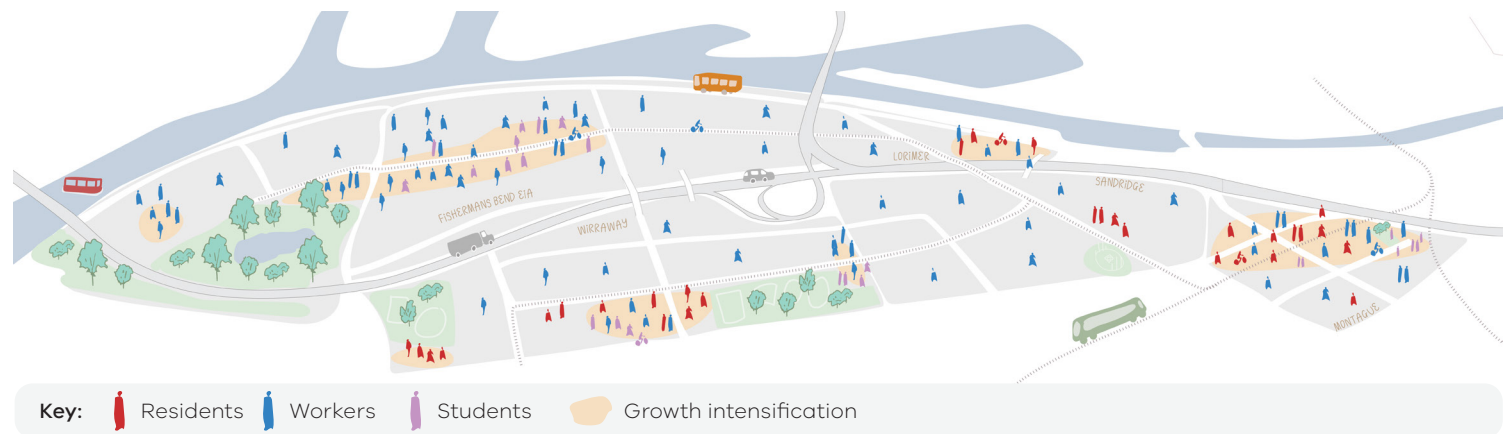
* Targets reflect precinct 2050 targets as documented within the 'Fishermans Bend Framework' (2018)

2.2 / HORIZON ONE: IMMEDIATE PRIORITIES

The transport network in Horizon One will leverage existing assets and maximise their use to keep pace with growth.

By the end of Horizon One, urban renewal in parts of Fishermans Bend will be well underway with population growth greatest in the Montague Precinct, leveraging off existing public transport infrastructure. The Fishermans Bend Innovation Precinct on the former General Motors Holden site will be emerging as a vibrant and well connected centre focussed on higher education, advanced manufacturing and engineering.

New residential pockets will be emerging in Wirraway and Lorimer, leveraging off neighbouring Port Melbourne and Yarra's Edge. Freight movements to and from the Port of Melbourne at Webb Dock will continue to grow.



Key Moves

① Connecting the Innovation Precinct

The Fishermans Bend Innovation Precinct will be connected to the Greater Melbourne transport network via bus and active transport.



② Enhancing access in Montague

Montague's growing community will be supported by a package of public and active transport infrastructure improvements, open space and streetscape upgrades.



③ Integrating new communities

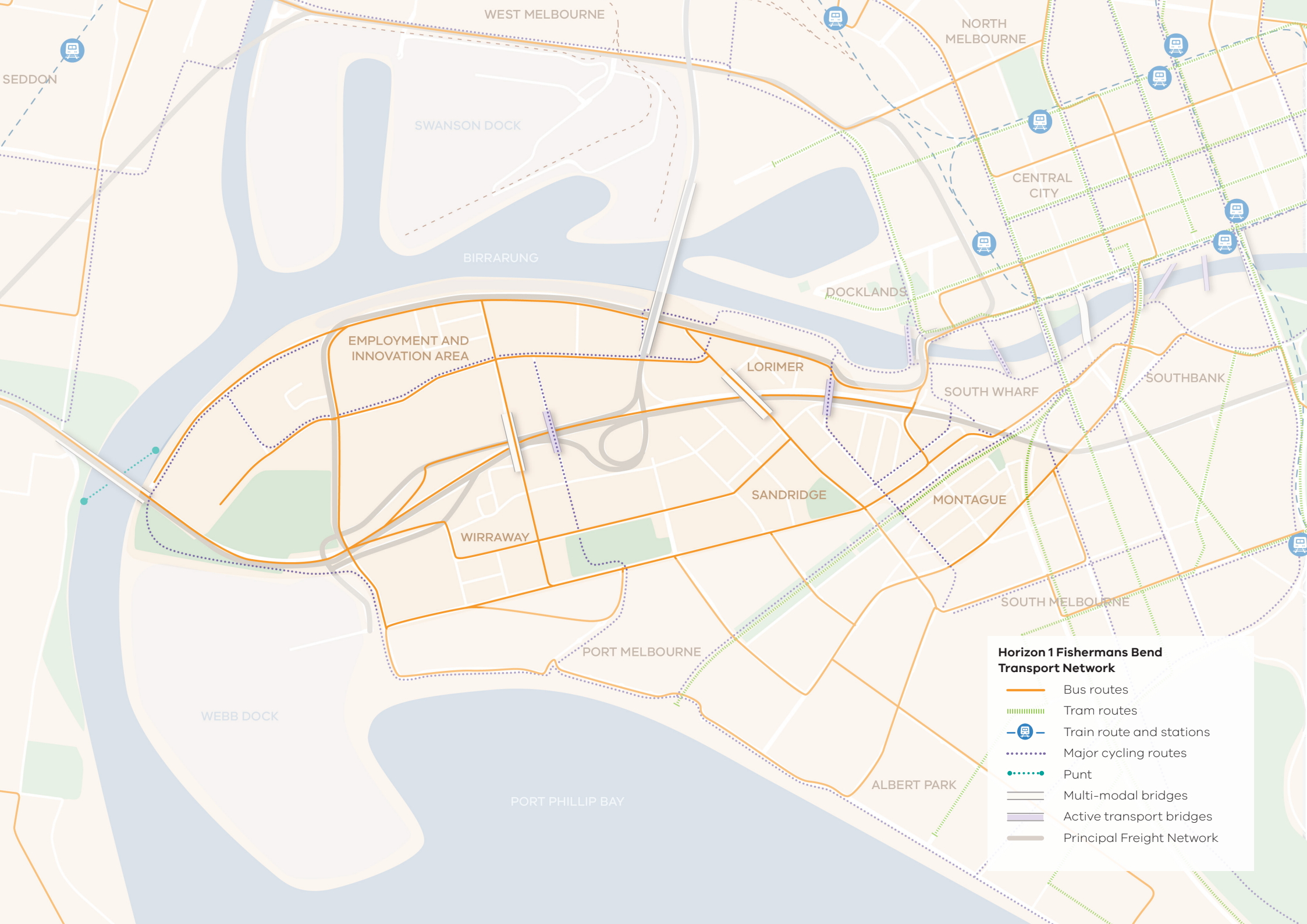
Emerging residential communities in Wirraway, Sandridge and Lorimer will be supported by new community infrastructure, local street upgrades, new open space and increased bus services.



④ Keeping freight moving

The Port of Melbourne's growth at Webb Dock will be supported by improved freight routes, infrastructure upgrades and industry transition, with general traffic and freight to be moved onto preferred corridors.





Horizon 1 Fishermans Bend Transport Network

- Bus routes
- Tram routes
- Train route and stations
- Major cycling routes
- Punt
- Multi-modal bridges
- Active transport bridges
- Principal Freight Network

Key Move 1: Connecting the Innovation Precinct

The Fishermans Bend Innovation Precinct will be connected to the Greater Melbourne transport network via bus and active transport.

Forecast changes

By the 2030s, the Fishermans Bend Innovation Precinct on the former General Motors Holden site will be emerging as a vibrant and well-connected centre of collaboration and ideas.

The redevelopment of the Innovation Precinct will drive the growth in workers in the broader Employment and Innovation Area, with employment numbers expected to double to around 20,000.

Proposed integrated transport response

Fast, reliable and comfortable bus services will connect the Innovation Precinct with key existing rail stations, including a dedicated bus to Anzac Station via Turner Street.

All bus stops on these routes will be upgraded to support safe and efficient access for all.

High quality routes for people walking and cycling will be prioritised allowing safe and direct trips to, from and within the Innovation Precinct.

Network Changes:

- A direct and regular bus link between Anzac Station and the Innovation Precinct.
- Improved reliability and user experience on bus services accessing Southern Cross Station.
- A bus connection to the western suburbs.
- A new active transport connection into the Innovation Precinct from the Wirraway Precinct.
- West Gate Punt service improvements.



Key Move 2: Enhancing access in Montague



Montague's growing community will be supported by a package of public and active transport infrastructure improvements and streetscape upgrades.

Forecast changes

By the end of Horizon One, Montague will be maturing into a high amenity, well serviced inner-city neighbourhood with a population of around 10,000 residents.

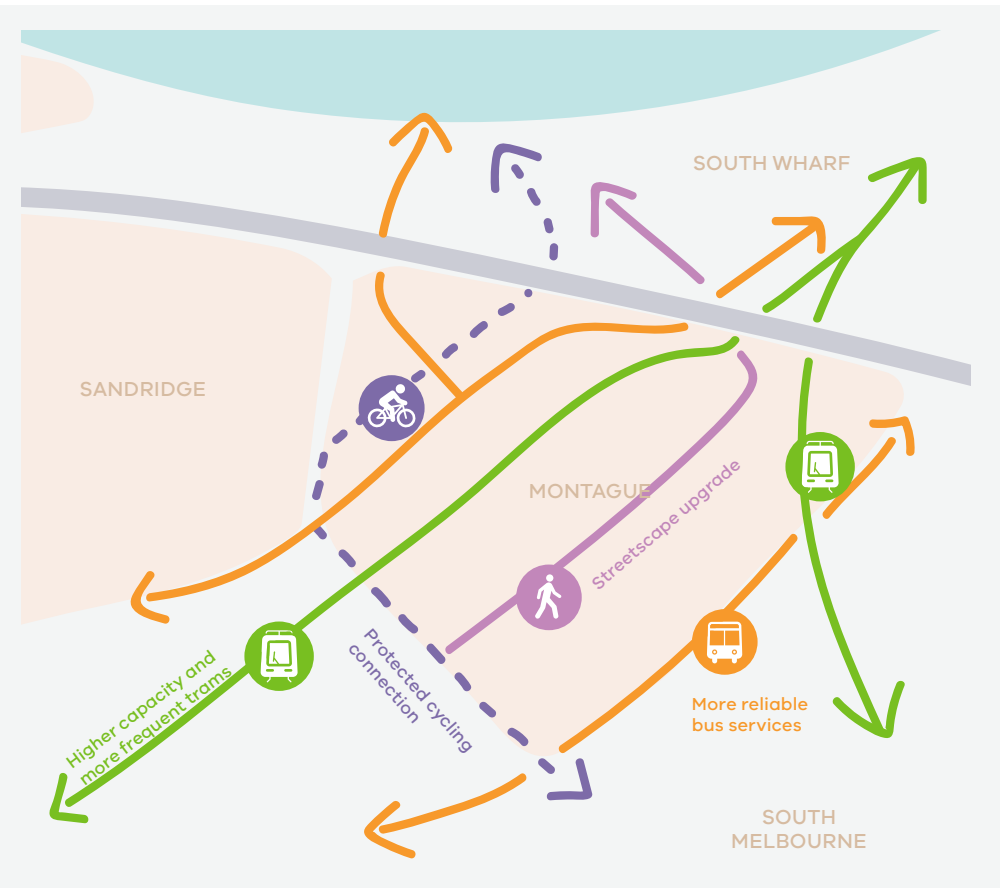
Proposed integrated transport response

Montague's growing community will be supported by the transformation of key streets to support active local trips by providing a pedestrian-friendly environment and cycling connections through the precinct.

Street and active transport upgrades on Buckhurst, Boundary and Munro Streets will improve amenity and safety for people walking and cycling, while the tram stop and West Gate Freeway under croft at the end of Meaden Street will be reimagined as a vibrant urban environment with public space, lighting installations and art.

Network Changes:

- More frequent high capacity trams.
- A new priority cycling route.
- Safe crossings on main streets.
- Upgraded and enhanced gateways.
- Improved reliability and user experience on bus services.



Key Move 3: Integrating new communities



Emerging residential communities in Wirraway, Sandridge and Lorimer will be supported by new community infrastructure, local street upgrades, new parks and increased bus services.

Forecast changes

New residential pockets will be emerging in Wirraway and Lorimer, leveraging off neighbouring Port Melbourne and Yarra's Edge. These areas will be supported by new community infrastructure, local street upgrades and new parks.

The Narrarrang Primary School on Smith Street in Wirraway will have reached its full operating capacity, attracted new families and providing a focal point for the growing community of around 4,000 residents. Improvements to safety, access and amenity of streets near the school will support families to make sustainable transport choices.

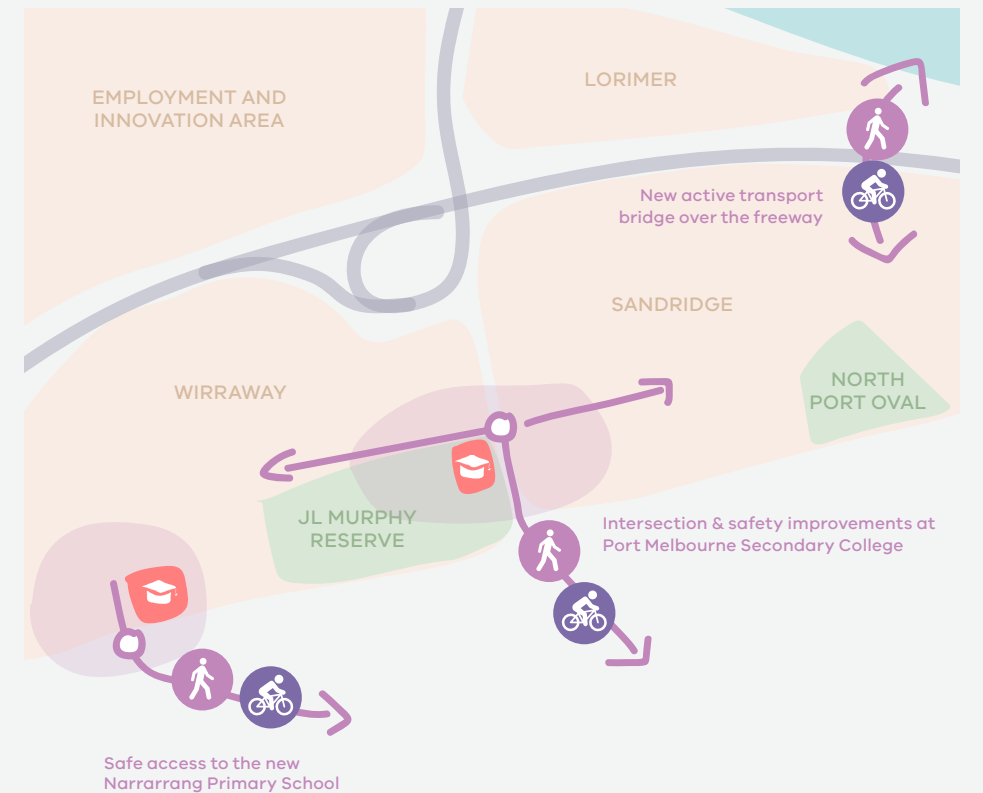
Proposed integrated transport response

Improvements to safety, access and amenity of streets near the new Narrarrang Primary School on Smith Street and Port Melbourne Secondary College will support families to make sustainable transport choices.

A new active transport connection between Yarra's Edge and Sandridge will provide a strong link to North Port Oval, which will be expanded to include new active recreation facilities, a new vertical Government School and an indoor sports complex.

Network Changes:

- Safe access to the new Narrarrang Primary School.
- Safe access to Port Melbourne Secondary College.
- A new active transport bridge over the freeway.
- Protecting public transport corridors for future development.



Key Move 4: Keeping freight moving



The Port of Melbourne's growth at Webb Dock will be supported by improved freight routes, infrastructure upgrades and industry transition, with general traffic and freight to be moved onto preferred corridors.

Forecast changes

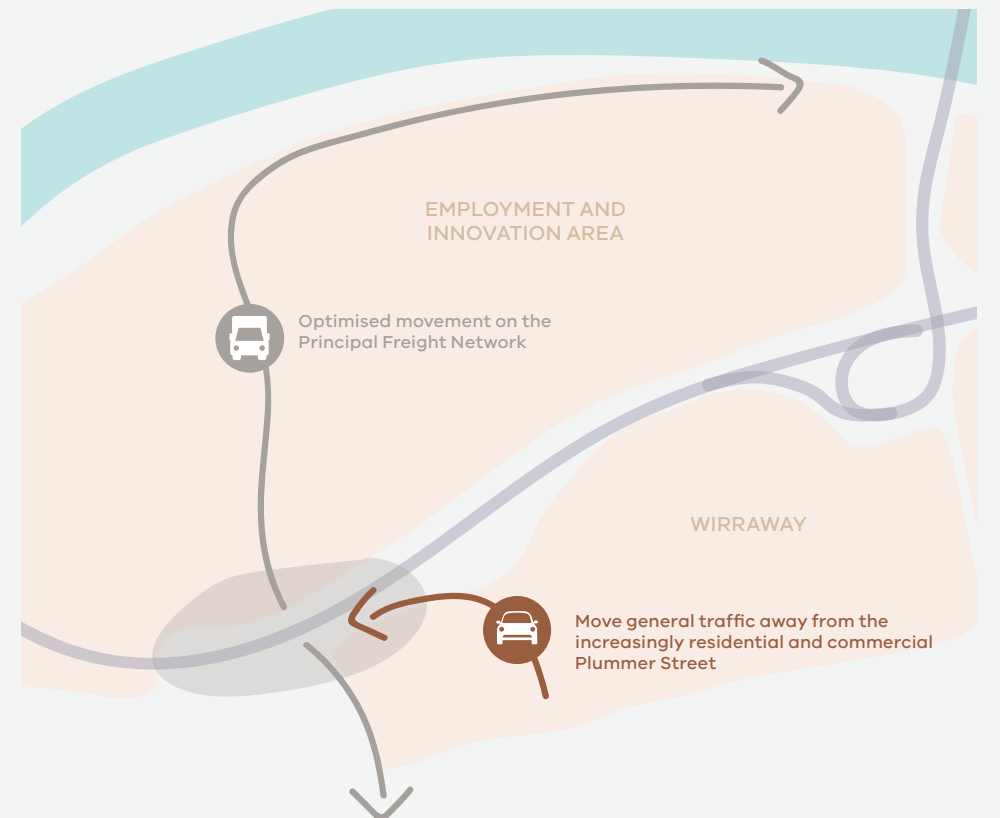
The freight traffic to the Port of Melbourne will continue to grow in line with their target to triple container movements by 2050, along with increases in motor vehicle imports and Tasmanian trade. The proportion of larger trucks are expected to increase which will increase efficiency.

Proposed integrated transport response

The road network will be optimised to focus freight movements to preferred corridors and onto the freeway network.

Network Changes:

- Upgraded access to the freeway network.
- Improved key movement corridors.



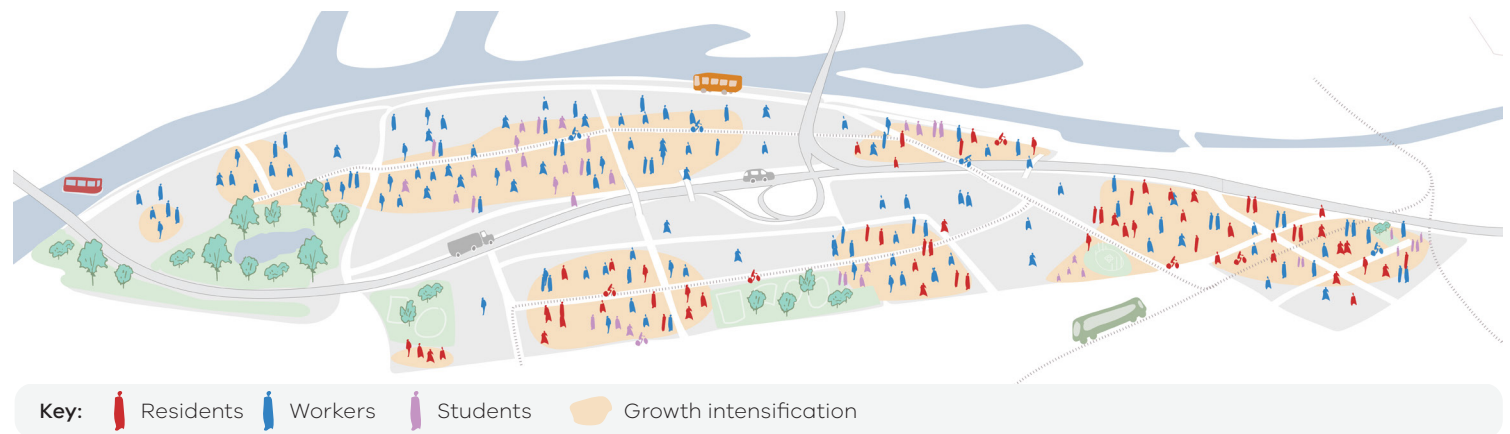
2.3 / HORIZON TWO: SCALING UP

The transport network in Horizon Two seeks to facilitate growth throughout Fishermans Bend by delivering new public transport and freight connections.

By the end of Horizon Two, development activity in Fishermans Bend will be shifting away from Montague to the evolving neighbourhoods of Lorimer and Wirraway.

Montague will be an established neighbourhood with a mix of uses and a population of over 20,000 residents. Residential communities in parts of Wirraway, Lorimer and Sandridge will be reasonably advanced with growing retail, commercial and community uses.

Turner Street will be at the heart of a vibrant innovation precinct of over 30,000 workers, attracting investment from around the world. The second Webb Dock container terminal will be open at the Port of Melbourne, with additional freight vehicles requiring more capacity.



Key Moves

Unlocking great precinct streets

- A southern Plummer Street tram line.
- A northern Turner Street tram line.
- A new multi-modal Ingles Street bridge integrated into the area.
- Upgraded movement network in Lorimer.
- Policy changes to encourage vehicles onto preferred road corridors.



Supporting Webb Dock expansion

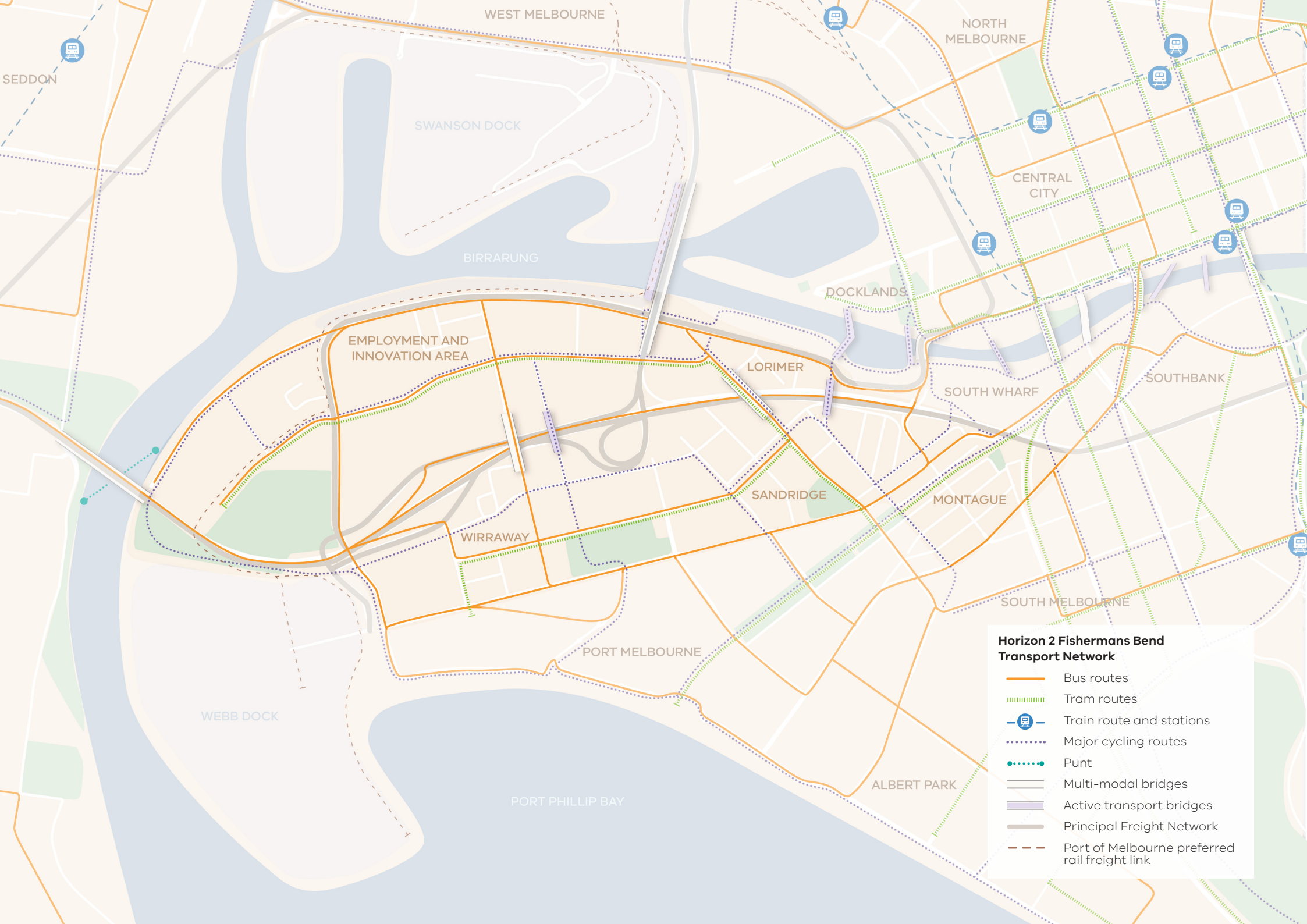
- Upgraded capacity and freeway access on Todd Road.
- Potential new Webb Dock Freight Link.
- Policy changes to encourage preferred freight corridors usage.
- Safety upgrades to mitigate interaction between port vehicles and precinct movements.



Prioritising active transport

- A new active transport bridge to Docklands.
- A link to the Moonee Ponds Creek delivered via the potential Webb Dock Freight Link.
- Enhanced active transport connections between precincts.





Horizon 2 Fishermans Bend Transport Network

- Bus routes
- Tram routes
- Train route and stations
- Major cycling routes
- Punt
- Multi-modal bridges
- Active transport bridges
- Principal Freight Network
- Port of Melbourne preferred rail freight link

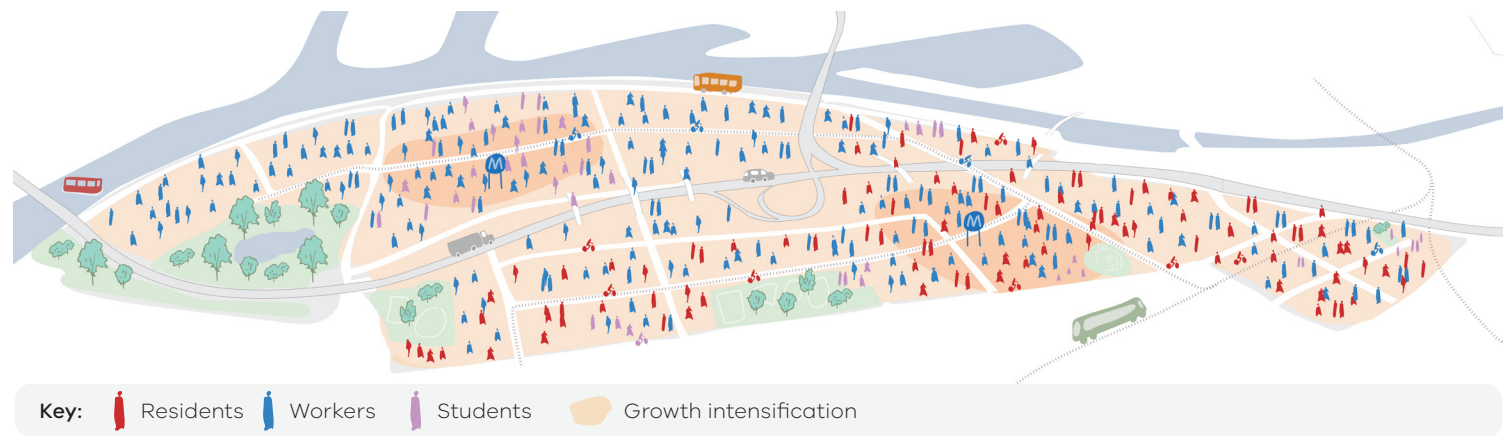
2.4 / HORIZON THREE: TOWARDS COMPLETION

The transport network in Horizon Three seeks to enable the mass movement of people as Fishermans Bend becomes a dense and thriving extension of Central Melbourne.

By the end of Horizon Three, Montague and Lorimer will have been largely built out with development increasing significantly in Wirraway, the Employment and Innovation Area and Sandridge as metro stations are delivered.

The Innovation Precinct metro station will see increased interest from global advanced manufacturing, engineering and design firms to locate in the core of the precinct.

Development activity in Sandridge and Lorimer will be taking off, with high rise commercial office towers shaping the skyline. Wirraway will be established as a premium residential and boutique commercial address with great access and views to the bay and the expanded central city.



Key Moves

Supercharging the precinct core

- A new metro rail tunnel through Fishermans Bend connecting to Docklands / Southern Cross Station.
- A new Innovation Precinct train station.
- A new Sandridge Precinct train station.



Embedding an active network

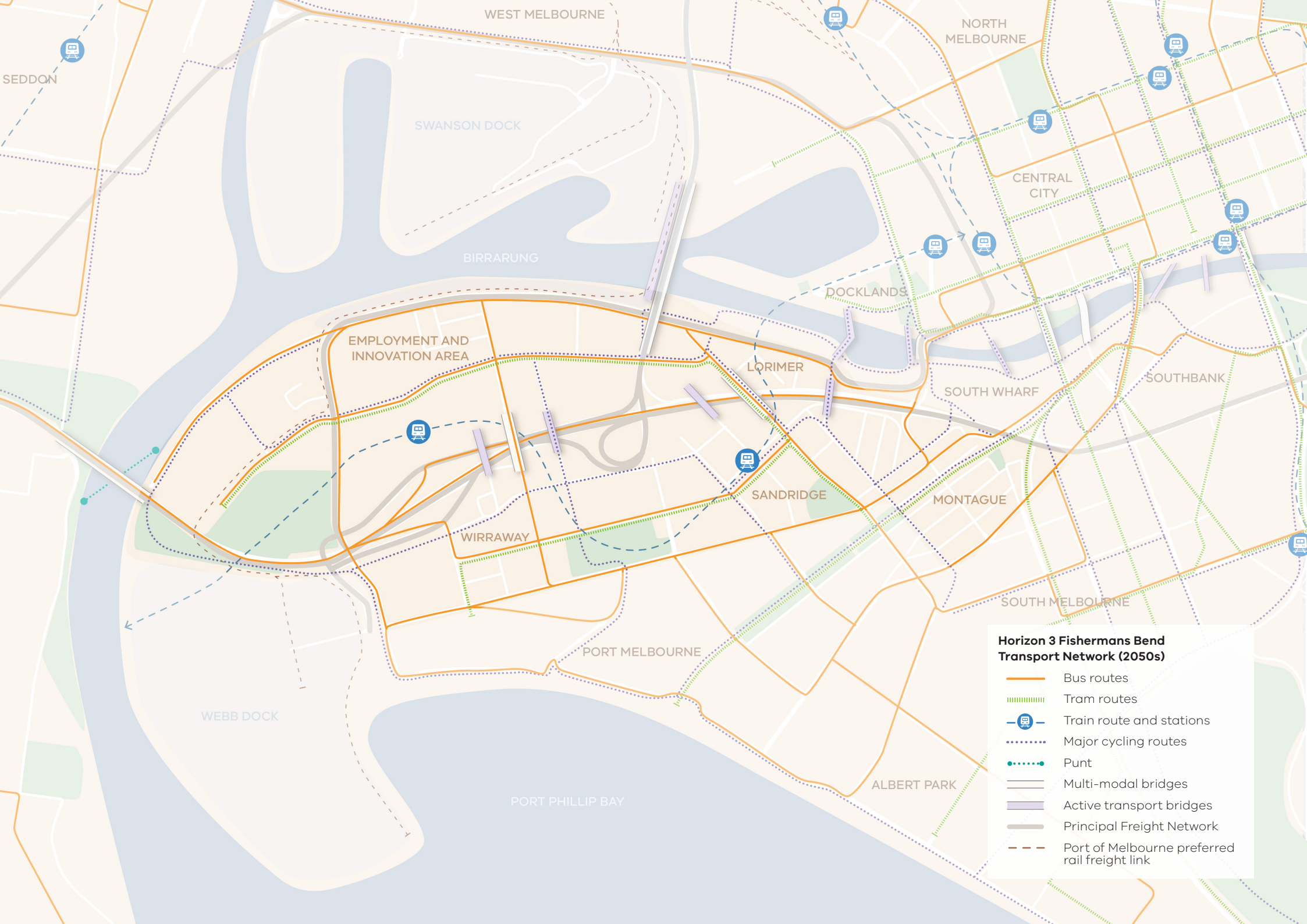
- A new active transport bridge across the freeway connecting the Sandridge metro station with Lorimer.
- A new active transport bridge across the freeway connecting the Innovation Precinct metro station with Wirraway.
- A dense network of walking and cycling connections.



Integrating stations into the community

- Implement policy measures to encourage walking and cycling to train stations.
- Prioritise sustainable mode shares to reduce general vehicle traffic.
- Implement traffic calming measures in shared zones around stations.





Horizon 3 Fishermans Bend Transport Network (2050s)

- Bus routes
- Tram routes
- Train route and stations
- Major cycling routes
- Punt
- Multi-modal bridges
- Active transport bridges
- Principal Freight Network
- Port of Melbourne preferred rail freight link

3.0

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PART 3 / IMPLEMENTATION

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3.1 / IMPLEMENTATION

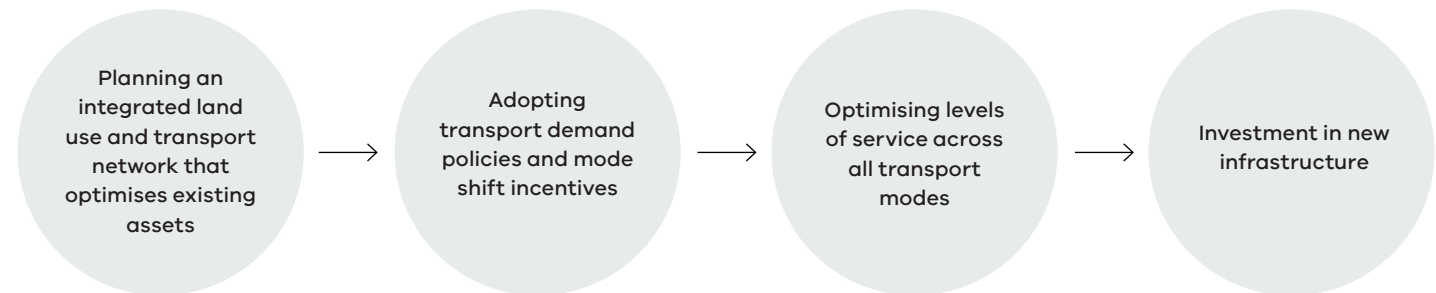
Achieving the long-term vision for Fishermans Bend requires a wide range of integrated land and transport interventions to be implemented. Ensuring a holistic approach to prioritising interventions is critical.

This chapter outlines changes to the transport and land use network that are critical to the success of the precinct.

In the short-term, a series of network changes will lay the foundations for a successful transition to a greater density and diversity of land uses to support the desired shift in travel behaviour. Each intervention will be considered against competing priorities and remain subject to appropriate stakeholder consultation.

Transport initiatives have been prioritised according to the adjacent diagram, where integration of land use and transport planning is a first consideration to manage impacts and demand on existing assets, before considering opportunities to encourage shifting travel behaviour. Considering options to improve assets or services and then delivering new infrastructure are then prioritised once all other interventions have been exhausted.

To ensure that this *Integrated Transport Plan* reflects the growing precinct demand, it is expected to be reviewed and updated every five years.



3.2 / A CHANGING TRANSPORT SYSTEM

The way people and goods move around Fishermans Bend will change significantly over the next 30 years as land uses change, density increases and as social and technological trends emerge.

A denser, mixed use urban form

Development in Fishermans Bend will be dense with a mix of uses fostering high amenity, walkable neighbourhoods. People will live, work, shop, and access amenities within short distances.

Fit-for-purpose car parking

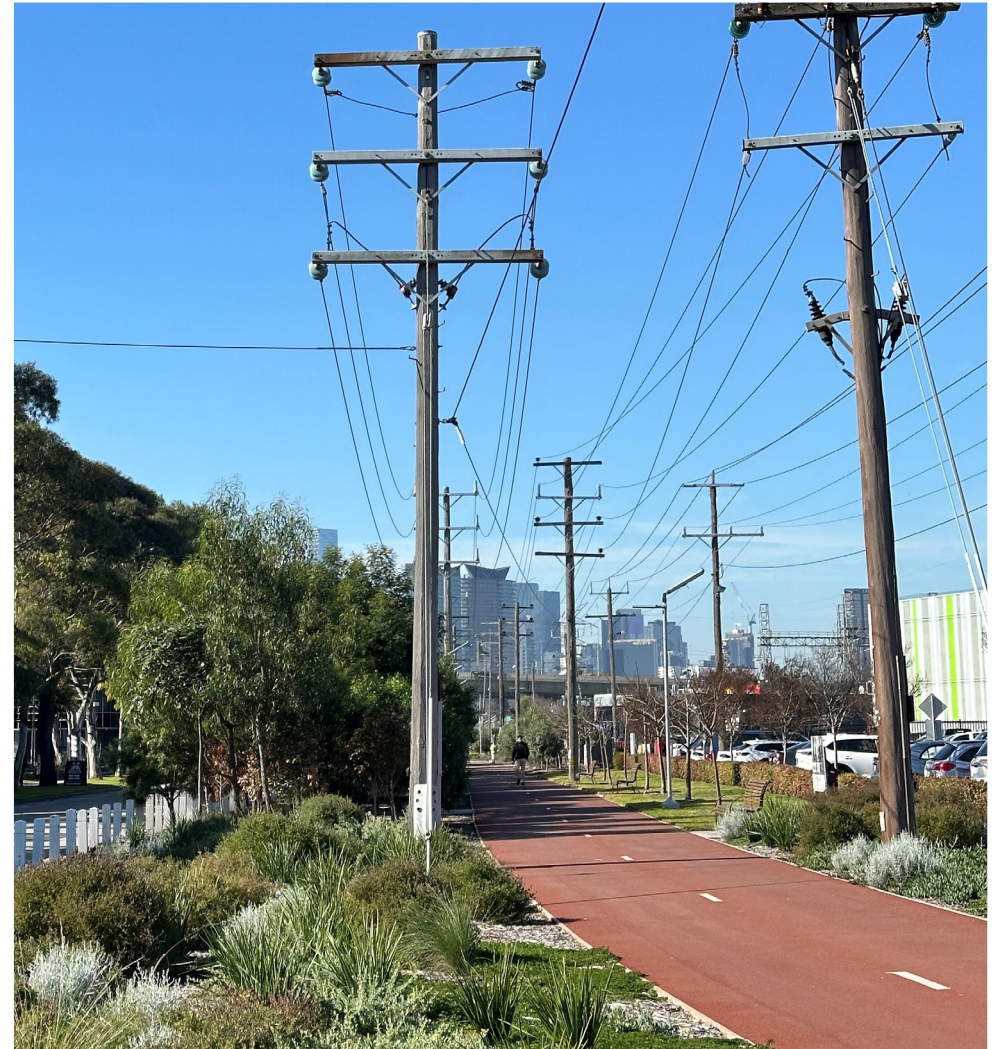
Planning controls in Fishermans Bend already discourage car parking within buildings, and upgrades to streets over the coming decades will prioritise higher value uses of the limited street space. As a result, residents, workers and visitors to the area will be encouraged to use sustainable modes of transport, rather than driving.

Behaviour change

Promoting behaviour change programs will be crucial to reach sustainable travel targets by influencing the transport choices of people moving into Fishermans Bend. Government will work with stakeholders to promote sustainable behaviour change initiatives including increased availability and uptake of car share schemes, cycling and public transport incentives, micromobility, enhanced bike parking, events and programs. The delivery of clear wayfinding signage and communication of changes will support network improvements.

Accessibility at the forefront

The transport network in Fishermans Bend will be focused on providing well connected active and public transport services that are accessible to the community. Transport upgrades that include accessibility enhancements are at the forefront of all infrastructure and policy initiatives in Fishermans Bend.



▲ Gateway to GMH - Shared path on Turner Street delivered in partnership with the City of Melbourne

3.3 / MOVEMENT AND PLACE

The Movement and Place Framework in Victoria is a future focused, multi-modal approach to network planning that integrates future land use with the transport network to provide access while also supporting on-street activity and amenity.

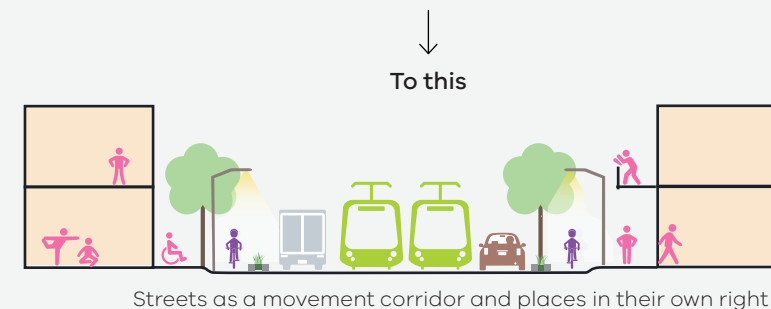
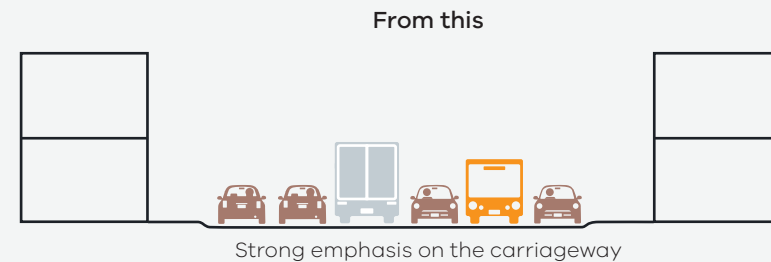
The *Movement and Place* approach ensures that competing needs are considered together when developing a transport network that supports the creation of places for people with:

- safer streets to stroll, gather and be social
- high quality public spaces with less traffic and noise, and better air quality, shade and shelter
- places where children, older people, and people with accessibility needs enjoy using the space and feel safe.

In Fishermans Bend, *Movement and Place* has been used to ensure the needs of place-making are balanced with the requirement to move people and goods in the area. For Fishermans Bend, this includes:

- priority public transport corridors on Turner and Plummer Streets to support mass movement
- a dense walking and cycling network, with major cycling routes on Boundary and Turner Streets and areas for walking and recreation on key streets in the core areas of each precinct
- activity centres around transport hubs, with a strong sense of place
- focusing freight movements to preferred corridors, including West Gate Freeway and access to the Port of Melbourne along Lorimer Street and Todd Road
- focusing general traffic and freight movements to arterial roads at the periphery of the urban renewal area.

Movement and Place moves towards an integrated approach of land use and transport planning



3.4 / DESIGNING STREETS AND NEIGHBOURHOODS

The success of the Fishermans Bend transport network will depend on streets and neighbourhoods that are designed as great places for people to walk, cycle and enjoy.

The benefits of creating healthy, liveable streets and neighbourhoods are well established globally. Great streets and neighbourhoods are not only essential to realising the transport goals and objectives in Fishermans Bend, but they are also fundamental to creating a safe, healthy, vibrant, sustainable and prosperous place.

Benefits of liveable streets and neighbourhoods include:

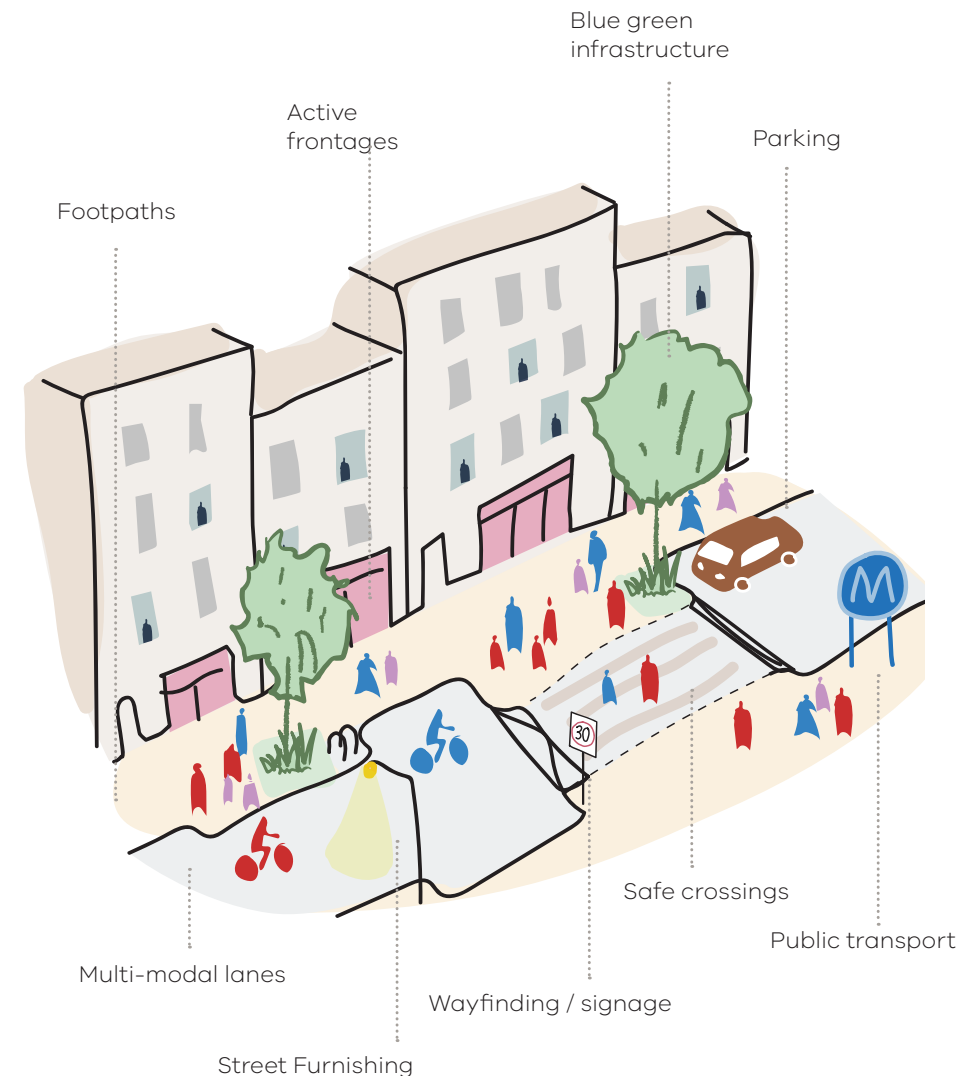
- Improved air quality
- Noise reduction
- Heat reduction
- Community connection
- Active lifestyles
- Safety for all street users
- Efficient use of space
- Water and ecology outcomes
- Local economy benefits.

Designing neighbourhoods

Neighbourhood networks in Fishermans Bend will be designed to concentrate vehicle traffic on designated streets and discourage traffic on others. Specific streets in Fishermans Bend will be designated as the major roads to carry high-capacity public transport, vehicle traffic and freight. Local streets outside of this designated major road network will be limited to walking, cycling, local vehicles, services and emergency access.








Designing streets

Local streets will be designed as high-quality places that prioritise space for walking, cycling and recreation. Reducing the number of vehicles on local streets means more space can be allocated to higher value uses such as active transport, trees, water sensitive urban design and street furniture.








3.5 / IMPLEMENTING IMMEDIATE PRIORITIES







Key Move 1 / Connecting the Innovation Precinct

NETWORK CHANGE	TRANSPORT INITIATIVES	PROJECT TYPE	LEAD	MODAL FOCUS
A direct bus link with Anzac Station	<ul style="list-style-type: none"> → A new high frequency bus route, across the week and weekends connecting the Innovation Precinct directly to Anzac Station. → New bus stops at the Innovation Precinct. 	Delivery	DTP	
Improved access to Southern Cross	<ul style="list-style-type: none"> → Improved bus access across the week and weekends from the Innovation Precinct to Southern Cross Station. → Network improvements in Docklands to support fast, frequent and reliable bus services to Fishermans Bend. 	Delivery	DTP	
A connection to the western suburbs	<ul style="list-style-type: none"> → Create a direct connection across the West Gate Bridge and increased services between the western suburbs and Fishermans Bend. 	Delivery	DTP	
New connections for walking and cycling	<ul style="list-style-type: none"> → An expanded street network through the Innovation Precinct to prioritise people walking, cycling and taking public transport. → A new active transport bridge providing a connection over the West Gate Freeway between the Employment and Innovation Area and Wirraway. 	Delivery	DTP / Council	  
West Gate Punt service improvements	<ul style="list-style-type: none"> → Increased capacity and frequency of punt services between Spotswood and Fishermans Bend. 	Delivery	DTP	





Key Move 2 / Enhancing access in Montague

NETWORK CHANGE	TRANSPORT INITIATIVES	PROJECT TYPE	LEAD	MODAL FOCUS
More frequent high capacity trams	<ul style="list-style-type: none"> → Higher capacity E-Class trams to service the Port Melbourne light rail route, along with more regular services. → Broader network changes to the 86 and 109 tram routes and upgrades to the Port Melbourne tram terminus to enable service improvements in Montague. 	Delivery	DTP	
A new priority cycling route	<ul style="list-style-type: none"> → A safe cycling route to connect the CBD along the Yarra River with South Melbourne via Munro and Boundary streets. → A safe cycling crossing of the light rail corridor at Boundary Street. → A supporting cycling route on Buckhurst Street. 	Delivery	DTP / Council	
Safe crossings on main streets	<ul style="list-style-type: none"> → New pedestrian crossings to improve connections across main streets. → A new pedestrian signal at the intersection of Normanby Road and Johnson Street to support the growing community in Montague. → A new pedestrian signal at the intersection of Montague and Buckhurst streets to support Buckhurst Street's transition into Montague's main activity street. 	Delivery	DTP / Council	
Upgraded and enhanced gateways	<ul style="list-style-type: none"> → New and upgraded walking and cycling connections and public realm improvements at Meaden Street to help connect Montague with the city across the tram line and under the freeway. → Improvements to walking and cycling access to South Melbourne Market around City Road and Ferrars Street. 	Delivery	DTP / Council	
Improved reliability on bus services	<ul style="list-style-type: none"> → Increased bus services through Montague and on to Garden City and Beacon Cove. 	Delivery	DTP	

Key Move 3 / Integrating new communities

NETWORK CHANGE	TRANSPORT INITIATIVES	PROJECT TYPE	LEAD	MODAL FOCUS
Safe routes to Narrarrang Primary School	<ul style="list-style-type: none"> → New pedestrian operated signals at Williamstown Road and Smith Street to provide safe access to the new primary school for the Port Melbourne community. → Active transport and landscape improvements to Smith Street to provide an inviting entrance to the new school. 	Delivery	DTP / Council	 
Safe access to Port Melbourne Secondary College	<ul style="list-style-type: none"> → Upgrades to the intersection of Plummer and Graham Streets to improve safety and amenity. → New pedestrian operated signals at Williamstown Road and Beacon Road to provide safe access to JL Murphy Reserve and Port Melbourne Secondary College. 	Delivery	DTP / Council	 
A new active transport bridge over the freeway	<ul style="list-style-type: none"> → A new walking and cycling bridge across the West Gate Freeway at Gittus Street to create a high quality active transport connection between Sandridge, Lorimer and the Yarra River. 	Delivery	DTP / Council	 

Key Move 4 / Keeping freight moving

NETWORK CHANGE	TRANSPORT INITIATIVES	PROJECT TYPE	LEAD	MODAL FOCUS
Upgraded access to the freeway network	→ Investigate an upgraded Prohasky Street freeway on-ramp to provide increased capacity to move general traffic away from the increasingly residential and commercial Plummer Street.	Planning + Delivery	DTP / Council	 
Improved key movement corridors	→ Improved key movement corridors on Todd Road, Prohasky and Lorimer Streets. → Work with industry to transition freight and construction movements away from Turner Street and increasingly residential, Plummer Street. → Protecting and planning for Todd Road improvements.	Planning + Delivery	DTP	 

Note: Certain transport projects are proposed to be contributed to by development through the Fishermans Bend Urban Renewal Area Development Contributions Plan (the DCP). These projects will be confirmed when the DCP is endorsed by Government.



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