



Stage 2 Final Report

Western Integrated Transport Framework

MARCH 2021



Department
of Transport



Jobs,
Precincts
and Regions

ARUP

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Appendix D: Development Activities and Risk Assessment

Executive Summary

The Western Integrated Transport Framework (WITF) - Stage 2 identifies 22 tangible priority transport projects for the Western Metropolitan Region.

PURPOSE

The Department of Transport (DoT) in collaboration with the Department of Jobs, Precincts and Regions (DJPR) commissioned Arup to develop the Western Integrated Transport Framework (WITF) Stage 2.

The WITF Stage 2 builds on previous Stage 1 works carried out in 2019 that identified three areas of focus for the West:

- Improve station access along railway lines in the region.
- Enhance public transport connectivity and accessibility.
- Complete Strategic Cycling Corridors.

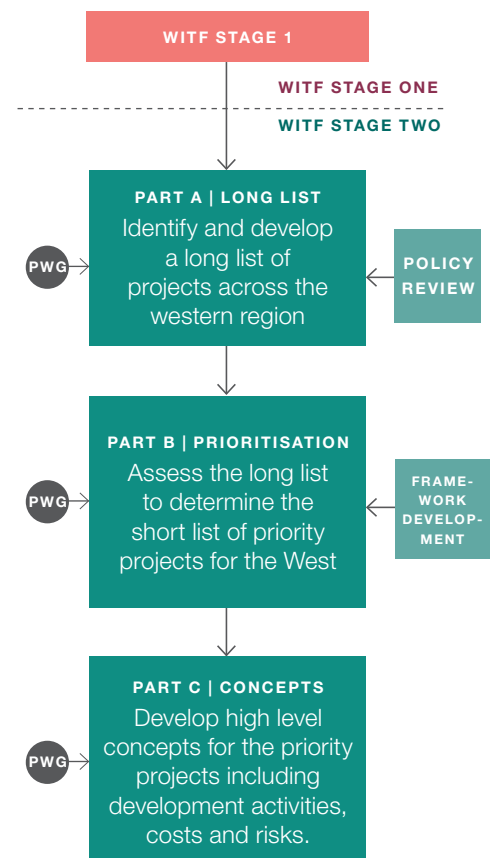
The WITF Stage 2 outlines a set of tangible transport investment priorities for the Western Metropolitan Region that can be significantly progressed within the next five years. These projects correspond to the three focus areas and by realising these ambitions, work to deliver a range of social, health, environmental and economic benefits to the region.

These priority projects provide an additional layer of clarity for the DoT and Western Metropolitan Partnership on where to target advocacy, planning and implementation efforts.

APPROACH

The project is made up of three parts, building off the WITF Stage 1. This process is shown in the figure below. Over 70 projects or interventions were originally identified which were assessed against three broad themes of suitability, feasibility and acceptability to identify the short-listed 22 priority projects.

Identification of a long list of projects, development of the prioritisation framework and refinement of the short-listed projects were underpinned by broad and deep engagement with a range of stakeholder across local and state government. Stakeholders input was obtained through Council workshops and Project Working Group (PWG) meetings.



OUTCOMES

The priority projects deliver a local and regional impact, complementing local works undertaken by Councils and major projects being delivered by State Government. They align with common objectives from across local, regional and State policy such as Plan Melbourne and the Transport Integration Act as show on the left.

The top priority projects address key network gaps to improve access to employment, recreation, education, health and community services, helping to create a more sustainable, prosperous and liveable West. They help facilitate multimodal, accessible and user focussed journeys and address key challenges for the region including congestion, car dependence and social and economic disadvantage.

KEY RECOMMENDATIONS

- Progress and deliver the 22 priority projects. These are outlined and mapped over-page.
- Use the high level concepts presented in this report to inform future project development activities and funding submissions
- Explore opportunities to undertake community consultation to better understand aspirations, user requirements and concerns from people who live and work in the West.
- Continue to collaborate with local governments to build on existing work and leverage local expertise.
- Review initiatives identified in the long list to continue to develop the pipeline of investment in Western Metropolitan Region over the medium to long term.

POLICY - COMMON OBJECTIVES



Support 20 minute neighbourhoods and living local



Reduce social and economic disadvantage



Enhance access to jobs rich areas including activity centres and NEICs



Improve public transport in outer urban and growth areas



Facilitate integrated user journeys



Support cycling for commuters and local trips



Harness opportunities for social procurement

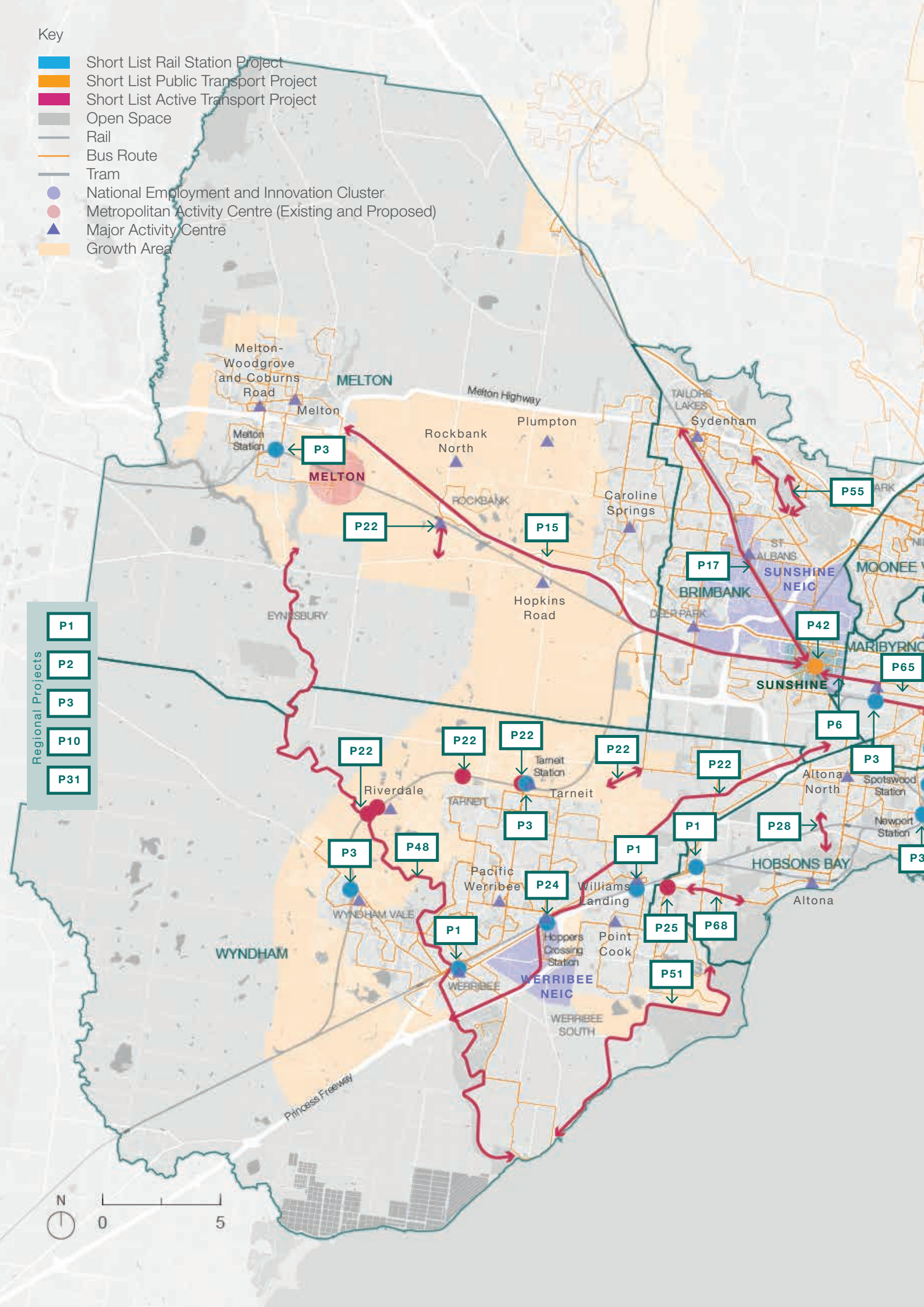


Support mode choice and encourage mode shift

Key

- Short List Rail Station Project
- Short List Public Transport Project
- Short List Active Transport Project
- Open Space
- Rail
- Bus Route
- Tram
- National Employment and Innovation Cluster
- Metropolitan Activity Centre (Existing and Proposed)
- ▲ Major Activity Centre
- Growth Area

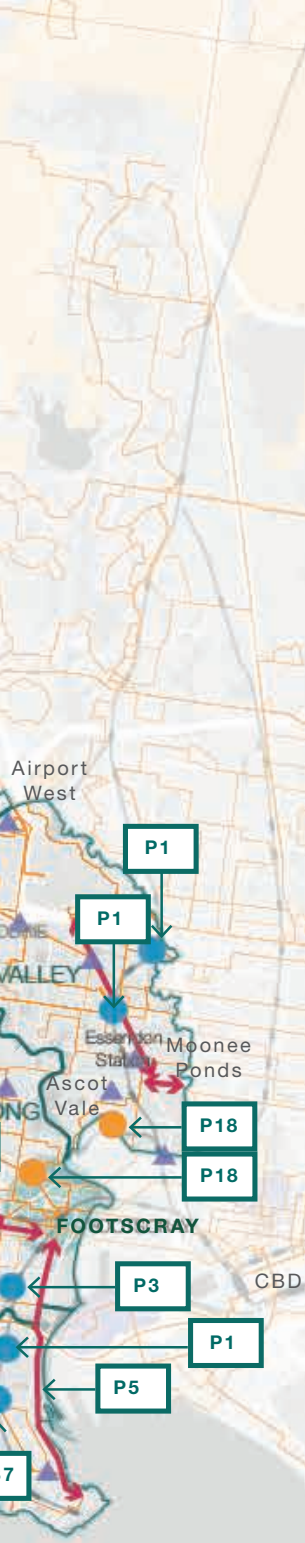
- Regional Projects
- P1
 - P2
 - P3
 - P10
 - P31



Priority Projects

NEXT STEPS

	PLANNING AND CONCEPT	DESIGN DEVELOPMENT & BUSINESS CASE	DELIVERY
P1 Develop a program of DDA compliance upgrades at stations	P1		
P2 Bus route restructure and operation study across the west	P2		
P3 Deliver and expand bicycle parkiteers across rail stations		P3	
P5 Fill gaps and enhance the Bay Trail to Maribyrnong River Trail		P5	
P6 Fill gaps and enhance the Sunshine to CBD cycling corridor		P6	
P8 Deliver cycling connection along Mount Alexander Parade		P8	
P10 Implement on demand bus service trials in growth areas	P10		
P15 Fill gaps and enhance the Melton to Sunshine cycling corridor		P15	
P17 Fill gaps along the Sunbury line cycling corridor to Sunshine		P17	
P18 DDA and safety upgrades to tram stop at strategic locations			P18
P22 Complete cycling connections to growth areas		P22	
P24 Enhance connectivity at Hoppers Crossing Station	P24	P24	
P25 Upgrade Point Cook Road and Interchange		P25	
P28 Build the rest of the Kororoit Creek Trail to Cherry Lake			P28
P31 Provide new bus routes to under-serviced areas of growth			P31
P37 Enhance connectivity to Newport Station		P37	
P42 Enhance access and amenity to Sunshine Station		P42	
P48 Provision of the Werribee River Trail		P48	
P51 Provision of the Wyndham Bay Trail		P51	
P55 Deliver cycling connections around Taylors Creek		P55	
P65 Undertake cycling improvements along Barkly Street			P65
P68 Enhance Central Avenue for public and active transport		P68	





Introduction

The Western Integrated Transport Framework Stage 2 identifies a set of priority integrated transport projects for the Western suburbs.

BACKGROUND

The Department of Transport (DoT) engaged Arup to develop the WITF Stage 2.

Melbourne's west is forecast to undergo unprecedented change and growth over the next few decades. In response, the Victorian State Government is delivering in major infrastructure investments to safeguard liveability and address the challenges that come with growth.

The Western Metropolitan Partnership (the Partnership) understand that alongside these major investments, is a need for coordinated interventions that fill transport gaps at the local level. As such the Partnership identified the need for an integrated framework to assist partners to collaboratively define regional transport priorities and identify common areas of focus.

The Partnership was established in June 2017 by the Victorian Government. It is an advisory group that brings together voices from local communities, local and State government to communicate key priorities for the west to the Victorian Government.

In late 2019, the Partnership commissioned Stage 1 of the Western Integrated Transport Framework (WITF) to guide idea development and bring local and State government stakeholders together. The Stage 1 report provided advice to Government on behalf of the Partnership on a mutually developed and agreed set of focus areas, including:

1. Improve station access along railway lines in the region.
2. Enhance public transport connectivity and accessibility.
3. Complete Strategic Cycling Corridors.



STUDY PURPOSE

The WITF Stage 2 progresses the next stage of the framework.

Building on the three priority areas identified in Stage 1, Stage 2 puts forward a set of tangible local transport investment priorities for the Western Metropolitan Region. Stage 2 provides an additional layer of clarity for the Partnership on where to target advocacy, planning and implementation efforts.

The WITF Stage 2 is intended to assist the Partnership and DoT advocate for funding from State Government for a program of projects in the Western Metropolitan Region.

REPORT STRUCTURE

- 1. Introduction:** summarises the background, purpose and approach of the study.
- 2. Context:** provides context for the Western Metropolitan Region.
- 3. Project Long List:** presents the long list of projects identified by the councils. These projects address the challenges and opportunities.
- 4. Prioritisation Framework:** describes the framework used to assess the long list of projects. It was used to determine a short list of top priority projects for the Partnership to advocate for.
- 5. Project Shortlist:** presents the short list of priority local transport projects that have emerged from the assessment.
- 6. High Level Concepts:** contains a set of project sheets that describe the purpose, objectives, policy alignment, risks and next step development costs for each of the shortlisted projects.

Project Methodology

The WITF Stage 2 methodology brings together stakeholders to collaboratively identify and develop mutually agreed priority projects for the West.

PROJECT METHODOLOGY

The WITF Stage 2 project was undertaken in three parts and building off the WITF Stage 1. This process is shown in Figure 1. Each stage has input from stakeholders through Council workshops and Project Working Group (PWG) meetings.

Part A | Long List

The purpose of Part A is to develop a long list of projects across the western region.

A series of workshops were held during September 2020 with members of local councils to identify an exhaustive list of potential projects that support the three focus areas of the WITF Stage 1:

1. Improve station access along railway lines in the region.
2. Enhance public transport connectivity and accessibility.
3. Complete Strategic Cycling Corridors.

Comments were captured in an online map and were synthesised into a consolidated long list of projects.

Additionally, a policy review was undertaken to understand key aspirations for the region and how identified projects align with the local, regional, State aspirations for the region.

Part B | Prioritisation Framework

The purpose of Part B is to assess the long list of projects to determine a high priority short list of projects for the Partnership to advocate for.

The project team developed a proposed framework which was presented to the PWG for review and feedback.

Using this framework, the project team scored each project. The 22 highest scoring projects represent the proposed short-list.

Part C | High Level Concept Development

The purpose of Part C is to provide an outline of the priority short list of projects

Priority projects were developed into high level concepts which include project details, policy alignment, development costing, risk assessments and next steps for the Partnership to pursue.

Concepts were developed using information provided by councils, desktop research and consultation with internal discipline specialists.

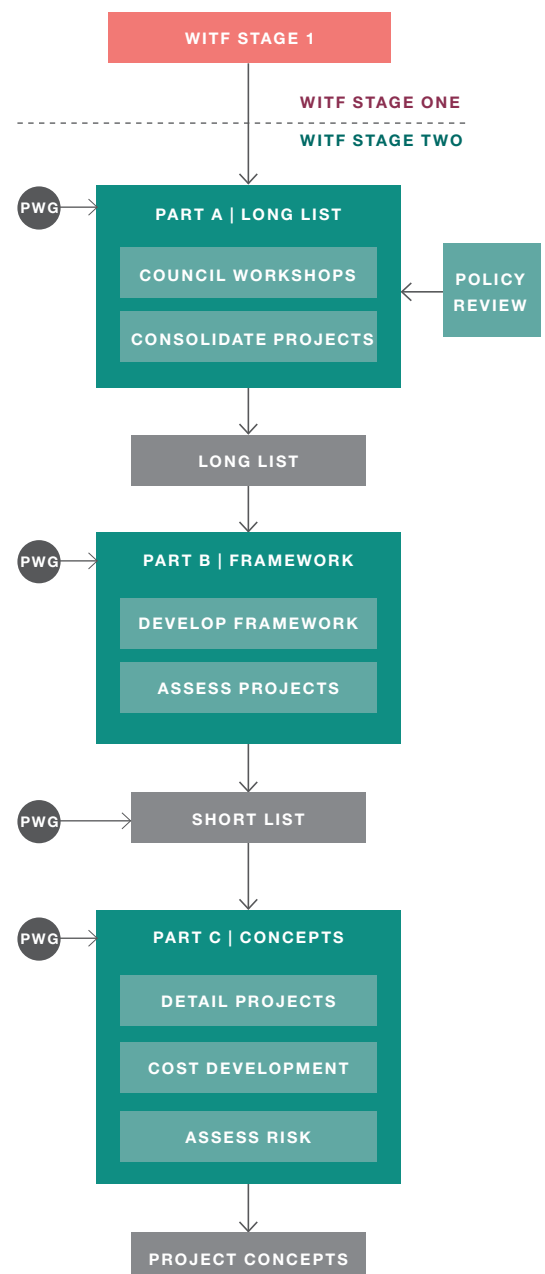


Figure 1: Project Approach

Stakeholder Engagement

The WITF Stage 2 is underpinned by broad and deep engagement with a range of stakeholders across local and State government.

LOCAL GOVERNMENT WORKSHOPS

Early engagement with councils through workshops were essential to understand key transport challenges, opportunities and the projects needed to enhance and fill in the network.

The workshops were held virtually via Microsoft Teams and used an online mapping platform, Social Pinpoint, to spatially capture insights and comments.

The six workshops took place in September 2020, one for each of the local government areas. Workshop attendees were invited at the discretion of PWG members and included council officers from the following organisations:



TARGETED MEETINGS

The project team has engaged with key stakeholders from DoT through one-on-one meetings where relevant. These targeted meetings with technical specialists allows a deep dive into specific elements of the transport network.

PWG MEETINGS

The project team has met with the PWG throughout the development of the WITF Stage 2.

The PWG meetings have included a combination of workshops and check in presentations with the purpose of:

- Briefing and updating members on the project progress.
- Presenting work done to date for feedback.
- Obtaining project input and testing new ideas or concepts.
- Communicating key project milestones and actions for PWG members.

PARTNERSHIP PRESENTATION

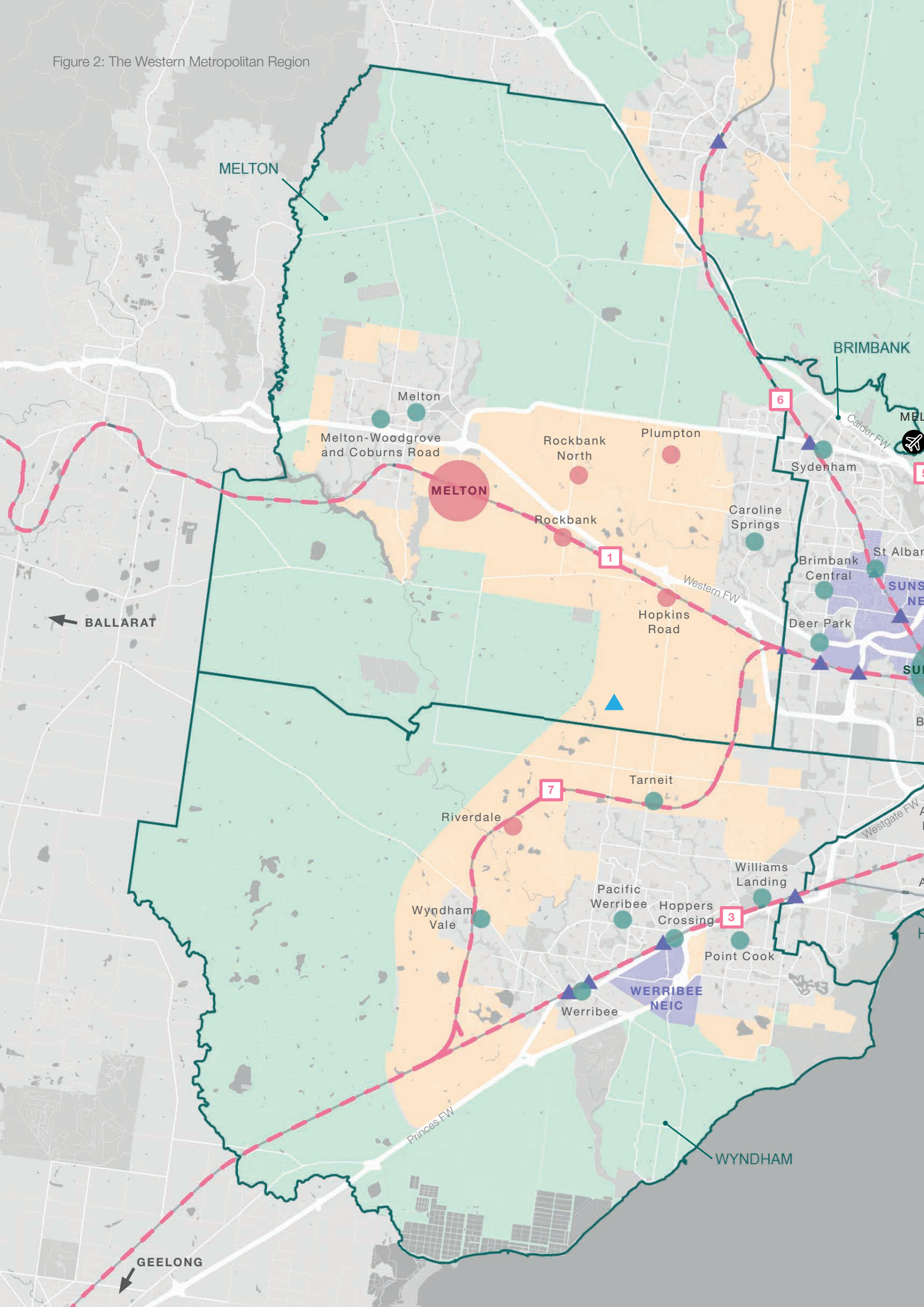
Prior to developing the high level concepts, the proposed project short list was presented to the Partnership. Following this presentation the Partnership endorsed the short list for development.

PWG MEMBERS

We acknowledge the contribution of the PWG in the development of the WITF Stage 2. PWG members are as follows:

Lien Cheung - DoT (*Project Manager*)
 Marshall Benson - DJPR
 Meta Finnimore - DJPR
 Jon Liston - Brimbank
 Douglas Rowland - Hobsons Bay
 Matthew Irving - Hobsons Bay
 Eng Lim - Maribyrnong
 Kate Simnett - Maribyrnong
 Bhavin Mehta - Melton
 Matthew Milbourne - Melton
 Sam Romaszko - Melton
 Anna Psarras - Moonee Valley
 Colin Harris - Moonee Valley
 Chris Morris - Moonee Valley
 Damir Agic - Moonee Valley
 Dean Ellis - Wyndham
 Melissa Falkenberg - Wyndham

Figure 2: The Western Metropolitan Region



Western Metropolitan Region

Melbourne's Western Metropolitan Region is a large and diverse area encompassing a number of established inner city suburbs, industrial and employment precincts, outer suburbs, new growth areas and rich natural assets including expansive coastline, inland waterways and grassland reserves.

The region is the traditional land of the Wurundjeri and Wathaurong peoples of the Kulin Nation. Today, it is made up of Brimbank, Hobsons Bay, Maribyrnong, Melton, Moonee Valley and Wyndham local government areas (LGAs). It encompasses two existing State significant Metropolitan Activity Centres at Sunshine and Footscray and one planned for the future at Melton.

The West is the fastest growing region in Australia with no signs of slowing. The region will need significant integrated transport investments to best leverage opportunities and manage challenges associated with growth.

Whilst this project focuses on tangible projects at the local scale, major infrastructure investment will also be required. These large projects are mapped on Figure 2, many of which have already been committed by the Victorian Government.

Represents **19%** of the Metropolitan Melbourne population in 2019



This is forecast to rise to

35% by 2050



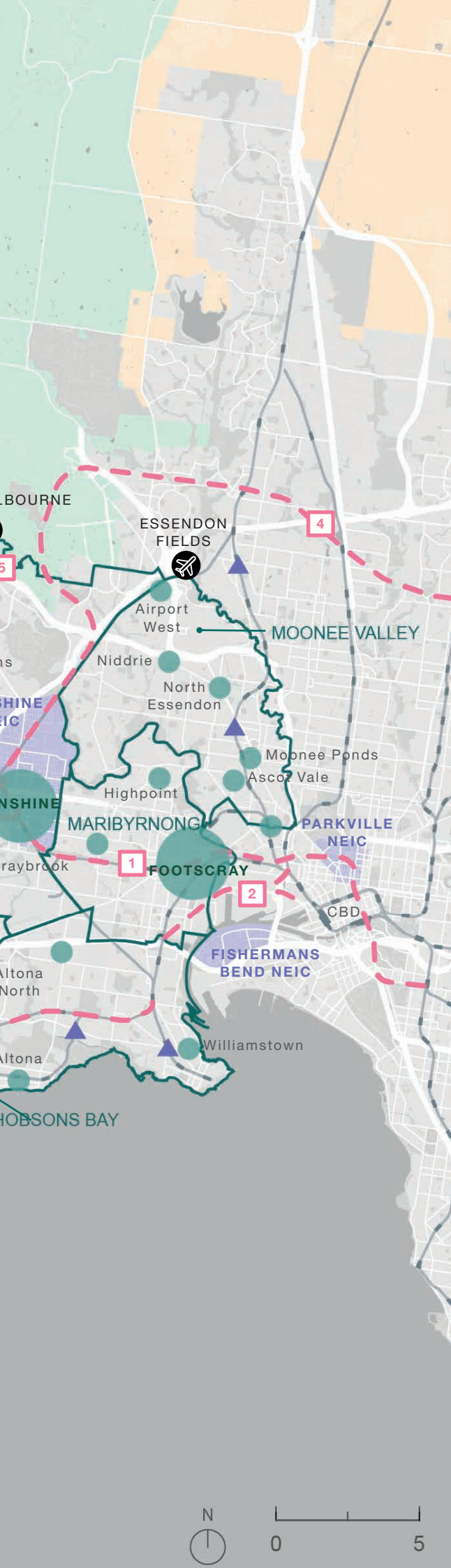
340,885 jobs between 2016-17



Additional 32,600 jobs by 2022.



79% of workers rely on cars for their commute.



MAJOR PROJECTS

- ▲ Level Crossing Removals
- ▲ Western Intermodal Freight Precinct
- 1 Ballarat Line Upgrade
- 2 West Gate Tunnel
- 3 Geelong Faster Rail
- 4 Suburban Rail Loop
- 5 Melbourne Airport Rail Link
- 6 Melbourne Metro – Sunbury Line Upgrade
- 7 Western Rail Plan

KEY LOCATIONS

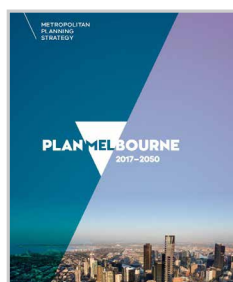
- Metropolitan Activity Centre
- Major Activity Centre
- Future Metropolitan Activity Centre
- Future Major Activity Centre
- ✈ Airport
- Rail Network
- ▭ LGA Boundary
- Growth Areas
- Green Wedge
- National Employment and Innovation Cluster (NEIC)



Policy Context

State and Regional Policy

A set of State, regional and local policies guide integrated transport development in the West. The following section outlines this policy context and identifies key themes that the WITF Stage 2 should respond to.



PLAN MELBOURNE | 2017

Plan Melbourne is DELWP's metropolitan strategy to guide the planning and development of Melbourne over 35 years. Integrating long-term land use, infrastructure and transport planning, Plan Melbourne sets out the strategy for supporting jobs and growth, while building on Melbourne's legacy of distinctiveness, liveability and sustainability.

Plan Melbourne establishes key policies for Metropolitan Melbourne. Those relevant to the WITF are as follows:

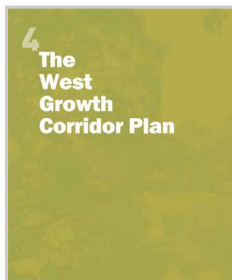
- Facilitate the development of National Employment and Innovation Clusters (NEICs).
- Support the development of a network of activity centres linked by transport.
- Facilitate investment in Melbourne's outer areas to increase local access to employment.
- Provide high-quality public transport access to job-rich areas.
- Improve arterial road connections across Melbourne for all road users.
- Support cycling for commuting.
- Improve outer-suburban public transport.
- Create a network of cycling links for local trips.
- Improve local transport choices.
- Improve neighbourhoods to enable walking and cycling as a part of daily life

Authorised Version No. 875	
Transport Integration Act 2010	
No. 6 of 2010	
Authorised Version incorporating amendments as at 2 December 2020	
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interior body	2
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TRANSPORT INTEGRATION ACT | 2010

The Transport Integration Act (TIA) establishes a vision for an integrated and sustainable transport system that contributes to an inclusive prosperous and environmentally responsible State. The Act sets key objectives for our transport system. Those relevant to this study include:

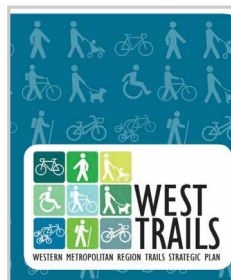
1. Social and economic inclusion: The transport system should provide a means by which persons can access social and economic opportunities to support individual and community wellbeing.
2. Economic Prosperity: The transport system should facilitate economic prosperity by:
 - enabling efficient and effective access for persons and goods to places of employment, markets and services;
 - increasing efficiency through reducing costs and improving timeliness;
3. Integration of Transport and Land use: The transport system should provide for the effective integration of transport and land use and facilitate access to social and economic opportunities. Transport and land use should be effectively integrated so as to improve accessibility and transport efficiency.



THE WESTERN GROWTH CORRIDOR PLAN | 2012

VPA's Western Growth Corridor Plan is a high level integrated land use and transport plan that provides a strategy for the development over the coming decades. It establishes that the Hopkins Road Business Precinct, the Werribee Employment Precinct, together with existing and planned Principal and Major Town centres, will provide significant new opportunities for living, jobs, investment, and services within the region. The document provides direction for the Western region with a focus on:

- Creating diverse and vibrant new urban communities which embrace the vision of the 20 minute neighbourhood.
- Integrated transport and land use planning to deliver economically, socially, and environmentally sustainable new communities.
- Planning for local employment creation to help facilitate at least one new job for each additional household across the corridor.
- Creating integrated open space networks.



WESTERN TRAILS | 2017

The Western Metropolitan Region Trails Strategy Plan seeks to develop a strategy for the improvement of regional trails in Western Metropolitan Melbourne.

The Plan identifies funding as one of the major concerns and barriers when it comes to the development and upgrading of trails and call for an official management structure for a streamlined process.

Eight top priority improvements and construction projects have also been identified within the document after comprehensive analysis:

1. Sydenham Rail trail
2. Regional Rail Link Trail
3. Werribee River Trail
4. Wyndham Bay Trail
5. Federation Trail
6. Kororoit Creek Trail
7. Werribee River Trail
8. Western Freeway Trail



PARTNERSHIP OBJECTIVES | 2020

The Western Metropolitan Partnership expresses their economic priorities in the *2019 Partnership Advice: Jobs and Economy* and *Western Recovery and Investment Priorities Advice (2020)* documents. These documents have been presented to the Victorian State Government to showcase Melbourne's West objectives including recommendations made to address the short and medium-term COVID-19 pandemic impacts.

The key priority outcomes include:

- Providing a diverse and sustainable offering of rewarding jobs close to where people live.
- Ensuring the population is appropriately skilled and capable of adequately performing these jobs.
- Calling upon Western Region Councils to undertake joint assessment of opportunities to support immediate investment in business hubs and transport connections to key regional activity centres.
- Exploring the opportunities of the use of social procurement on major infrastructure projects - including supporting Aboriginal-owned businesses.

Policy Context

Local Policy

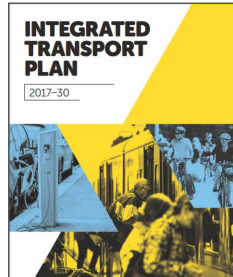


BRIMBANK

The Brimbank Cycling and Walking Strategy Update (2016) and the Transport Priorities Paper (2018) set out the Council's transport priorities to help meet the current and future growth in Brimbank and the surrounds.

The Council recognises Sunshine NEIC's significant economic and social role the City will play for the Western Region. The Brimbank Council is prioritising:

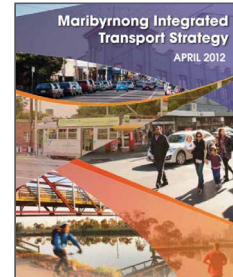
- Accessibility within, to and from the area in order to uplift socio-economic-environmental outcomes.
- Advocating for cross council cycling, walking and public transport connections.
- Delivering local public transport services to areas not serviced well by the main transport network
- Increasing arts, culture and heritage exposure through active transport trails.
- Providing local or on-demand services to areas not serviced well by the main transport network.



HOBSONS BAY

The City of Hobsons Bay utilises their Integrated Transport Plan (2017) as a strategic direction to achieve an innovative and equitable transport system which provides a range of sustainable, efficient, accessible and safe ways for people and goods to reach their destinations. The Plan separates the transport network into two scales: Neighbourhood and Regional.

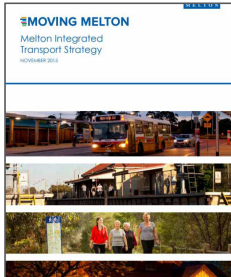
- At the Neighbourhood scale Council is committed to delivering safe and connected walking and cycling routes to link people to places in their local neighbourhoods and a vibrant activity centre.
- Regionally, Hobsons Bay is focused on delivering convenient and sustainable connections between neighbourhoods and to regional destinations to generate more efficient movement of people and goods, attracting and providing links to jobs, services, industry and recreational activities.



MARIBYRNONG

The 2011 Maribyrnong Integrated Transport Strategy is a long-term plan that will help guide the development of Maribyrnong's transport system over the next decade. It sets out a vision for a transport network which is sustainable, equitable and convenient, in response to growth within and outside of Maribyrnong. This will be achieved by improving the following:

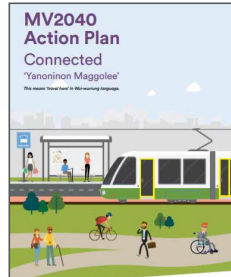
- Integrating transport and land use planning.
- Improving the pedestrian environment and linkages.
- Improving connections to public transport.
- Improving opportunities for cycling.
- Encouraging investment in, expanding and prioritising public transport.



MELTON

The City of Melton's transport priorities are set out in the Moving Melton – Integrated Transport Strategy (2015). The document has identified where investment, education and regulation is required to create an integrated transport system. Melton's integrated transport priorities are:

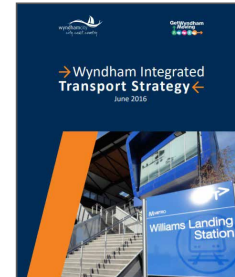
- Connecting present and future residents and visitors to employment, education, retail, recreation and community facilities through an improved transport network is the main priority for Melton.
- Making transport sustainable for people, the economy and the environment.
- Harnessing improved transport system as a catalyst for new investment and employment opportunities, land uses and increased density.



MOONEE VALLEY

Moonee Valley's transport priorities are guided by three overarching documents including: the Moonee Valley City Council Integrated Transport Plan (2008), Walking and Cycling Strategy (2012) and Moonee Valley 2040 Connected (2020). These documents articulate ambitions for:

- Connecting residents and visitors to different modes of transport and breaking the dependence on private vehicles.
- Improving public transport including extending routes, hours of operation and the frequency of services. In order to make modal shift more accommodating and desirable.
- It also identifies the need for improvements to pedestrian and cycling infrastructure and making lowering vehicle speed limits around shopping centres, community facilities and schools.



WYNDHAM

Wyndham City is experiencing unprecedented growth and is the fastest growing municipality in the State. The Council is guided by two transport strategies, the Wyndham Integrated Transport Strategy and Policy (2016) and Wyndham Active Transport Strategy (2020). Policies within these documents aim to:

- Manage growth while still providing timely transport responses to increased demand and safety concerns.
- Make a wide choice of transport options accessible, integrated, comfortable, attractive and safe for people of all ages and ability.
- Integrate transport and land use to make it easier to live and work locally through sustainable transport choices, which is central to supporting Werribee City Centre as the 'Capital of Melbourne's New West'.

Policy Context

Common Objectives

In reviewing State, regional and local policy a number of common themes and aspirations emerged. These themes can be summarised under the follow eight common objectives:



Support 20 minute neighbourhoods and living local

Living local is about delivering connected and walkable places where the community can work, play and access services within a 20 minute active or public transport journey.



Reduce social and economic disadvantage

Urban mobility impacts ones ability to access jobs, goods and services and social opportunities. Addressing the inequity in the availability and need for transport can help uplift disadvantaged communities.



Enhance access to jobs rich areas including activity centres and NEICs

Connecting people to centres for commercial, retail, civic activities drives productivity and economic growth while ensuring the community can access diverse employment opportunities.



Improve public transport in outer urban and growth areas

Low density areas are typically under-served. Rethinking the network and exploring innovative technologies can help break the dependency of private vehicle journeys when travelling to, from and within outer urban and growth areas.



Facilitate integrated user journeys

Networks built around user-focused journeys support integrated interventions that are not restricted by municipal boundaries and help connect people to their desired destinations comfortably and efficiently throughout the West.



Support cycling for commuters and local trips

Connected, continuous and safe cycling infrastructure encourages people to cycle as a primary means of transport to work and make local journey's under 5km.



Harness opportunities for social procurement

Infrastructure projects can be a means generate social value beyond project delivery. Social procurement can help to uplift and engage with groups and businesses such as small to medium, local, disability and Aboriginal businesses, and social enterprises.



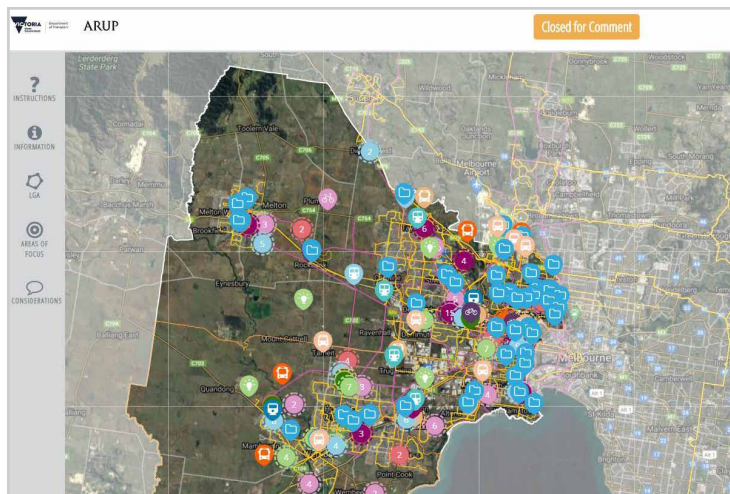
Support mode choice and encourage mode shift

Increasing the convenience, accessibility and attractiveness of a range of transport modes empowers residents to chose how them move across the West and encourages people to chose healthier, more efficient and sustainable options.



Project Long List

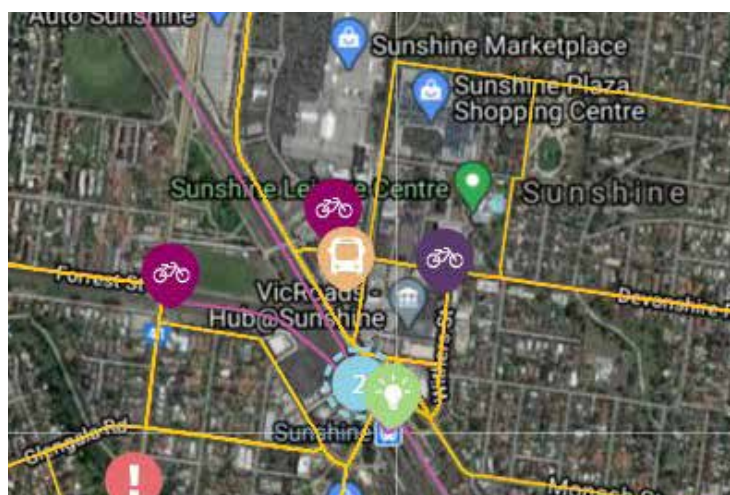
The first component of the WITF Stage 2 is developing a long list of local transport projects that address transport challenges and fill network gaps. This section outlines the long list development process and outcomes.



IDENTIFYING PROJECTS

Over the course of six council workshops, stakeholders were asked to record their insights into the key issues, opportunities and potential projects for the Western Metropolitan Region. Comments were collected using an interactive online mapping tool called Social Pinpoint, shown on the left.

Attendees could drop pins and draw lines to add comments under a series of categories. These categories related to the focus areas identified in the WITF Stage 1. These included:



- Rail Access
- Public Transport
- Active Transport
- Other

The map acts as a spatially linked database of all council comments. SocialPinpoint was kept live for one week following the workshops to allow for additional comments beyond the formal workshop period. Attendees were asked to circulate the map within their organisations to enable their colleagues to contribute.

Figure 3: Projects captured in the Social Pinpoint interactive map.

SYNTHESISING PROJECTS

Due to the large number and diversity of projects identified on the Social Pinpoint map, the comments were synthesised and consolidated by the project team.

Some smaller projects were grouped into ‘packages’ of work. This was done to increase comparability across projects, while ensuring a manageable and fair evaluation process during Part B.

Project packages are groups of projects that share similar themes, objectives and/or geographies. For example, a series of small scale cycling infrastructure interventions that work together to enhance a particular strategic route are considered one package of work, rather than multiple individual projects.

Other projects that are larger in scale or that cannot be grouped for example, delivering a bus interchange, are considered stand-alone projects.

OUTCOMES

The output of this process was a spreadsheet list of stand-alone projects and project packages. The long list of projects have been mapped across each LGA which are shown in Appendix A.

The long list of projects addressed common themes including:

- Poor frequency of public transport services.
- Poor hours of operation of public transport services.
- DDA and accessibility challenges at rail stations and tram/bus stops.
- Gaps in cycling connections and unsafe cycling infrastructure.
- Lack of quality bicycle parking at stations.
- Poor cycling and public transport connectivity to new and establishing residential areas.
- Need for better access to important activity centres such as Sunshine and Werribee.
- Need for regional connections and approaches across council borders.

PROCESS OVERVIEW



ALL COMMENTS
Comments collected via an online interactive map.



PACKAGES AND PROJECTS
Some comments were grouped into packages while others remained stand alone projects.

- Cae ipsa simil ipsuntiis sum
- Auta Sanda vellaudis mincil ium
- Qui te De et provid qui nihilitat
- Modigni Alitatecabo ulparum
- Labde et provid qui nihilitat

LONG LIST
Together, this produced a list of projects and project packages identified by Councils.



Prioritisation Framework

In order to move from the long list identified in Part A to a short list of priority projects, we have developed the following prioritisation framework.

WITF FRAMEWORK STRUCTURE

A central element of the prioritisation framework is ensuring that it directly builds off the foundations of the WITF Stage 1.

Stage 1 positions itself between the long term strategic objectives for the region and short term operational projects. As such, the projects identified as part of this Stage 2 work must be tested against the strategic objectives that informed Stage 1. This WITF structure is shown in Figure 4.

Objective alignment is embedded into each step of the prioritisation framework. This helps to ensure that project prioritisation ties back to the long term strategic goals of the region.

A TWO-STAGE APPROACH

With a long list of over 70 project packages and stand-alone projects, a simple, clear and mutually agreed approach was essential to help understand the importance of interventions and determine their relative priority. As such, the framework takes a targeted two-step approach to prioritisation as shown in Figure 5.

Firstly, a rapid assessment filters the long list to ensure strategic alignment and deliver-ability. This step asks two simple yes / no questions. Any project that does not answer yes to both questions is excluded from consideration for the short list. The rapid assessment is detailed on Page 22.

Secondly, filtered projects undergo a detailed assessment. This step scores projects based on a range of criteria and indicators. These scores are used to rank projects in terms of priority. The detailed assessment is outlined on Pages 23-25.

STAKEHOLDER INPUT

The framework was tested with the PWG across two meetings that sought input into the prioritisation approach, weighting, criteria and indicators. As part of this process a number of alternatives were considered and refinements made prior to confirming the recommended framework as outlined in this report.

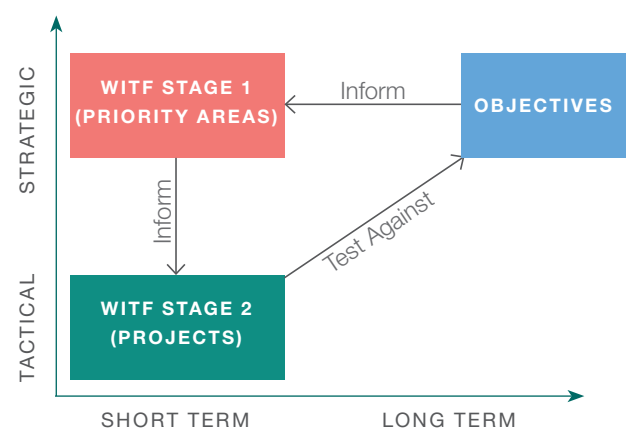


Figure 4: WITF Structure

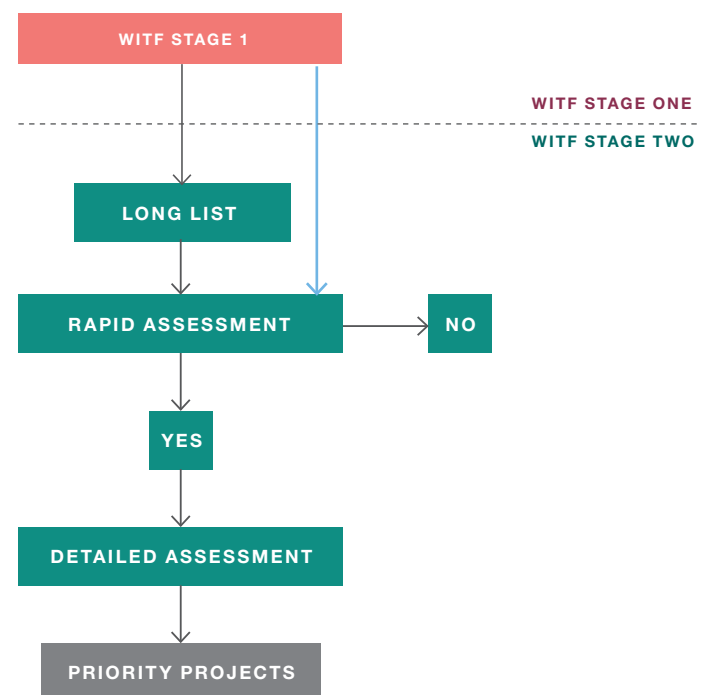
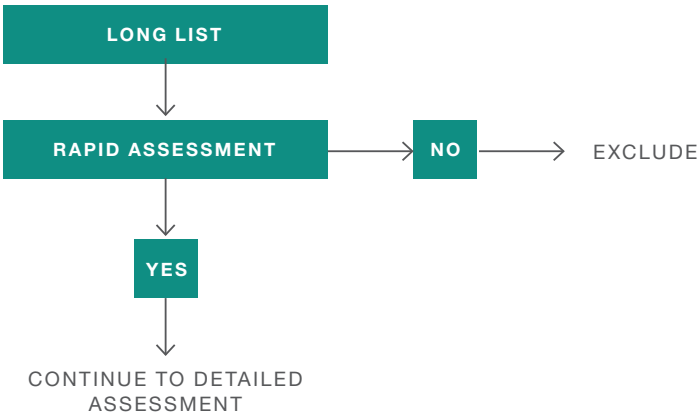


Figure 5: Prioritisation Approach

Rapid Assessment

All priority projects must be both deliverable and work towards the objectives of the WITF.

The rapid assessment is the first step of the prioritisation framework to ensure that all priority projects meet the minimum requirements to progress to the short list. As shown in the diagram on the right, each long list project undergoes a rapid assessment. If the project scores ‘No’ on any indicator, it is excluded. If all indicators score ‘Yes’ then it progresses to the detailed assessment.



INDICATORS

The rapid assessment indicators are outlined in Table 1 below.

Table 1: Rapid Assessment Indicators

INDICATORS	CONSIDERATIONS	SCORE
Is the project implementable in 5 years?	Implementable in this instance means fully delivered. What this looks like may vary across the types of projects but generally includes the planning, funding, construction of an intervention.	Yes / No
Does the project work towards the WITF Stage 1 focus areas?	This question tests the strategic alignment of projects. To determine the score consider whether the project: 1. Improves station access along railway lines in the region. 2. Enhances public transport connectivity and accessibility. 3. Completes Strategic Cycling Corridors.	Yes / No

Detailed Assessment

Following on from the rapid assessment, the filtered projects are assessed on a deeper level. To do this, we adopted a Suitability, Feasibility and Acceptability (SFA) approach.

SFA CRITERION

The SFA approach provide a framework to determine which projects and packages are the top regional priorities for the West. The criterion are as follows:



Suitability:

relates to whether a project addresses the key issues and opportunities.



Feasibility:

relates to the resources and capabilities to deliver the project and how well it will work in practice.



Acceptability:

is concerned about the outcomes of the project including acceptable risks and political / stakeholder expectations and acceptance.

WEIGHTING

Each of the three criterion are considered equally important in determining regional priorities. As such, Suitability, Feasibility and Acceptability have been weighted evenly, each representing 0.33% of the total detailed assessment score.

INDICATORS

The three criterion are lenses for which projects are assessed. Under each criterion sits a series of indicators that related to key themes. Together, these indicators help to determine the relative suitability, feasibility and acceptability of projects. The indicators are detailed in Table 2.

Table 2: Detailed Assessment Indicators

CRITERION	THEME	INDICATORS
Suitability	Integrated Network	Does the project support an integrated and accessible network?
	Capacity and Efficiency	Does the project enhance the capacity and efficiency of the network?
	Sustainability	Does the project contribute to a sustainable and resilient network?
	Health and well-being	Does the project contribute to healthy and safer communities?
Feasibility	Cost	What will the project cost to deliver?
	Interdependencies	Does this project support or compliment existing projects?
	Readiness	Is there existing work done for this project?
	Constructability	Can the project be built or implemented?
Acceptability	Regional alignment	Does the project impact the region?
	Political and Community	Is there high level political support for the project?
	Policy	Is the project aligned with existing policy?

Detailed Assessment Scoring

SCORING

A five-point scoring system is used to determine the impact of each project on the eleven indicators. Each project was qualitatively assessed using the scoring system detailed below as a guide.




CRITERION	THEME	INDICATORS	CONSIDERATIONS
 Suitability	Integrated Network	Does the project support an integrated and accessible network?	Connectivity, connecting jobs and labour force, connection to goods and services.
	Capacity and Efficiency	Does the project enhance the capacity and efficiency of the network?	Service frequency, hours of operation, network efficiency, network capacity.
	Sustainability	Does the project contribute to a sustainable and resilient network?	Mode shift, congestion, noise and air pollution, vehicle emissions, natural environment.
	Health and wellbeing	Does the project contribute to healthy and safer communities?	Active transport, safety.
 Feasibility	Cost	What will the project cost to deliver?	High level cost of delivery.
	Interdependencies	Does this project support or compliment existing projects?	Planned projects, projects under construction, transport and land use projects.
	Readiness	Is there existing work done for this project?	Concept designs, studies, detailed designs, evidence/analysis.
	Constructability	Can the project be built or implemented?	Constructability, land availability, technology, barriers, disruptions to the network or community, risks.
 Acceptability	Regional alignment	Does the project impact the region?	Size of catchment, social and economic development for the region.
	Political and Community	Is there high level political support for the project?	Champions, political support, community support.
	Policy	Is the project aligned with existing policy?	Relevant local government policy and strategy, state government policy, federal policy.

Table 3: Detailed Assessment Indicator Scoring

1 POINT	2 POINTS	3 POINTS	4 POINTS	5 POINTS
No clear impact on supporting an integrated and accessible network	Minimal clear impact on supporting an integrated and accessible network	Moderate impact on supporting an integrated and accessible network	Large impact on supporting an integrated and accessible network	Very large impact on supporting an integrated and accessible network
No impact on enhancing the capacity and efficiency of the network.	Minimal clear impact on enhancing the capacity and efficiency of the network.	Moderate impact on enhancing the capacity and efficiency of the network.	Large impact on enhancing the capacity and efficiency of the network.	Very large impact on enhancing the capacity and efficiency of the network.
No impact on enhancing the sustainability and resilience of the network.	Minimal clear impact on enhancing the sustainability and resilience of the network.	Moderate impact on enhancing the sustainability and resilience of the network.	Large impact on enhancing the sustainability and resilience of the network.	Very large impact on enhancing the sustainability and resilience of the network.
No or minimal clear impact on contributing to healthy and safer communities.	Minimal clear impact on contributing to healthy and safer communities.	Moderate impact on contributing to healthy and safer communities.	Large impact on contributing to healthy and safer communities.	Very large impact on contributing to healthy and safer communities.
Very high cost - Over \$15 Million.	High cost - \$10-15 Million.	Moderate cost - \$5-10 Million	Low cost - \$1-5 Million.	Very low cost - Less than \$1 Million.
No relevance to other projects.	Potential or indirect impact on complimenting other projects.	Some impact on complimenting other projects.	Substantial impact on other committed projects.	Very large impact on supporting other projects. The project directly facilitates other works.
No prior thinking or work done to date	Some high level thinking done.	Some supporting work done for the project.	Several pieces of prior work and thinking done on this project.	Project is well developed and close to ready. Multiple pieces of work done prior for this project.
Not deliverable	Some possibility of delivery but with multiple major challenges and barriers.	Deliverable but with multiple challenges and barriers.	Deliverable with potential or few foreseeable challenges and barriers.	Easily deliverable with no or very few foreseeable barriers and challenges.
Highly localised impact experienced in the immediate area.	Local impact experienced in the local area or suburb level.	Impact experienced beyond the local area and across one LGA.	Impacts experienced across the sub-region and across multiple LGAs.	Impacts are experienced across the entire western region.
No support or awareness for the project.	Minimal support and/or awareness for the project.	Moderate support and awareness for the specific project or general appetite for this type of project.	Clear support for the project and/or this type of project.	Strong political and community support for the specific project .
No alignment between project/objectives and any level of policy.	Minimal alignment between the project/objectives and any level of policy.	Moderate alignment between the project/objectives and one level of Governments policy.	Project /objectives somewhat aligns with multiple levels of Government policy.	Project explicitly aligns with multiple levels of Government policy.

Project Short List

The outcome of the rapid assessment and detailed assessment is a list of 22 priority projects.

Top scoring projects as shown in Table 4, each work to fill network gaps and help realise regional accessibility benefits, safety improvements, enhance access to social and economic opportunities and encourage modal shift.

Table 4: Proposed Short List

ID	DESCRIPTION
P06	Fill gaps in and enhance the Sunshine to CBD cycling corridor.
P02	Undertake a bus route restructuring and operations study across the West to increase the catchment and efficiency of exiting services as well as enhancing the hours of operations and frequency of services.
P17	Fill gaps along the Sunbury line cycling corridor between Taylors Lakes and Sunshine.
P10	Implement an on-demand bus service trials in under serviced areas of growth and change.
P03	Deliver and expand bicycle parkiteers across train stations in the West.
P01	Introduce a program of DDA compliance upgrades across rail stations in the West.
P51	Provision of the Wyndham Bay Trail.
P22	Undertake a series of cycling upgrades in the outer West to enhance connectivity to new development sites.
P15	Fill the gaps and enhance the Melton to Sunshine cycling corridor.
P5	Fill gaps and enhance the Bay Trail to the Maribyrnong River Trail.
P31	Provide new bus routes to service establishing residential estates in the outer West.
P18	Undertake tram stop upgrades to improve safety, DDA compliance and operation at strategic locations.
P48	Provision of the Werribee River Trail.
P25	Undertake improvements to Point Cook Road and Interchange.
P28	Complete the Kororoit Creek Trail from Barnes Road to Cherry Lake.
P24	Enhance public transport, cycling and pedestrian connectivity in and around Hoppers Crossing Station.
P37	Enhance pedestrian, cycling and public transport connectivity to Newport Station.
P65	Undertake cycling improvements along Barkly Street.
P68	Enhance Central Avenue corridor to support public transport connectivity and safe cycling.
P42	Enhance pedestrian, cycling and public transport access and amenity at Sunshine Station.
P55	Enhance cycling connections along and around Taylors Creek.
P8	Develop the north-south cycling corridor along Mount Alexander Road connecting to the Maribyrnong River Trail.

SUITABILITY SCORE	FEASIBILITY SCORE	ACCEPTABILITY SCORE	TOTAL WEIGHTED SCORE	DETAILS
1.50	1.33	1.56	4.39	Completes missing cycling links and resolves intersections along Pilgrim St, Errol St, Buckingham St, Hyde St and Wright St.
1.58	1.42	1.33	4.33	Reviews existing services to addresses a large number of bus network gaps, poor service frequencies and timetable issues identified across all LGAs.
1.42	1.42	1.33	4.17	Completes the shared user path along the rail corridor at various points.
1.42	1.25	1.44	4.11	Trials on demand bus services in areas with limited public transport provision.
1.42	1.33	1.33	4.08	Addresses a lack or shortage of high quality bicycle parking at stations.
1.42	1.17	1.44	4.03	Addresses a lack of DDA compliance at stations across all LGAs.
1.25	1.17	1.44	3.86	Fills missing cycling links and extends the Wyndham Bay Trail.
1.25	1.42	1.22	3.89	Completes missing cycling links in and around growth areas.
1.33	1.25	1.33	3.92	Completes missing cycling links at Forest St and the Western Highway.
1.42	1.17	1.33	3.92	Completes missing cycling links and provides crossings at Nelsons Place, the Bay Trail and Hyde Street.
1.42	1.25	1.22	3.89	Provides new bus services to estates in the west.
1.25	1.17	1.44	3.86	Upgrades tram stop at priority locations such as the new Footscray Hospital.
1.33	1.08	1.44	3.86	Extends the Werribee River Trail.
1.50	1.08	1.22	3.81	Improves public and active transport connectivity along Point Cook Road.
1.08	1.50	1.22	3.81	Undertake Stages 4 & 5 that fills the missing connection between Barnes Road and Cherry Lake.
1.42	1.33	1.00	3.75	Addresses key barriers to pedestrian, cycling and public transport connectivity.
1.25	1.50	1.00	3.75	Includes improvements to cycling and pedestrian connectivity along Mason Street, a bus interchange and end of trip facilities.
1.25	1.25	1.22	3.72	Provides a safe east-west cycling link.
1.33	1.17	1.22	3.72	Improves public and active transport connectivity along Central Avenue.
1.50	1.08	1.11	3.69	Transforms the station precinct into a Transport Super Hub.
1.25	1.33	1.11	3.69	Completes missing cycling links in shared user paths at Taylors Lake, around Watergardens, Taylors Creek Path and Greengully Road.
1.42	1.17	1.11	3.69	Introduces pop-up facilities to support a north-south cycling connection.

Key

- Short List Rail Station Project
- Short List Public Transport Project
- Short List Active Transport Project
- Open Space
- Rail
- Bus Route
- Tram
- National Employment and Innovation Cluster
- Metropolitan Activity Centre
- Major Activity Centre
- Growth area

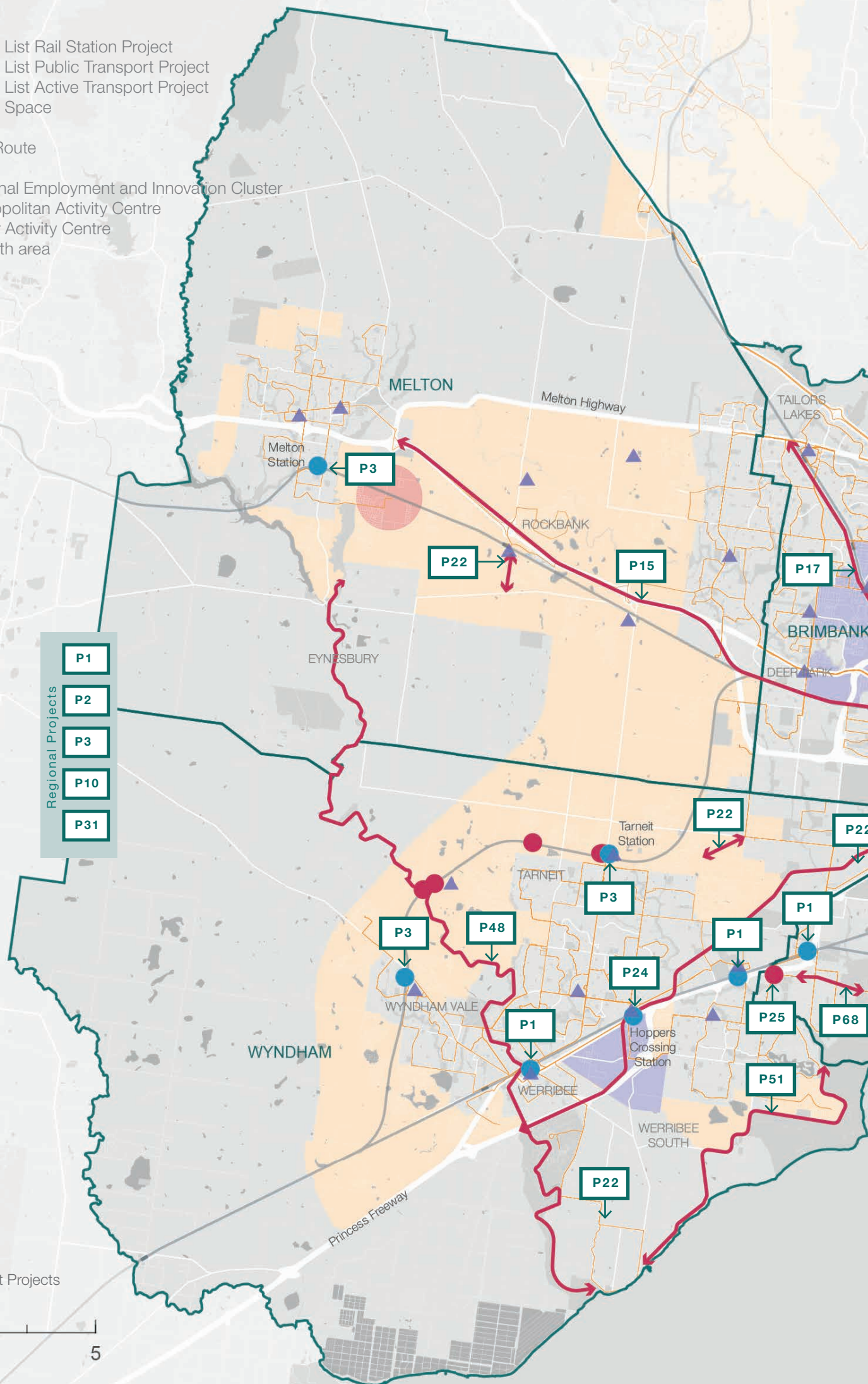


Figure 6: Short List Projects



Priority Projects

RAIL STATION

P1 Introduce a program of DDA compliance upgrades across rail stations in the West.

P3 Deliver and expand bicycle parkiteers across train stations in the West.

P24 Enhance public transport, cycling and pedestrian connectivity in and around Hoppers Crossing Station.

P37 Enhance pedestrian, cycling and public transport connectivity to Newport Station.

P42 Enhance pedestrian, cycling and public transport access and amenity at Sunshine Station.

PUBLIC TRANSPORT

P2 Undertake a bus route restructuring and operations study across the West to increase the catchment and efficiency of existing services as well as enhancing the hours of operations and frequency of services.

P10 Implement on-demand bus service trials in under-served areas of growth and change.

P18 Undertake tram stop upgrades to improve safety, DDA compliance and operation at strategic locations.

P31 Provide new bus routes to service establishing residential estates in the outer West.

ACTIVE TRANSPORT

P5 Fill gaps and enhance the Bay Trail to the Maribyrnong River Trail.

P6 Fill the gaps and enhance the Sunshine to CBD cycling corridor.

P8 Develop a north-south cycling connection along Mount Alexander Road connecting to the Maribyrnong River Trail.

P15 Fill the gaps and enhance the Melton to Sunshine cycling corridor.

P17 Fill gaps along the Sunbury line cycling corridor between Taylor Lakes and Sunshine.

P22 Undertake a series of cycling upgrades in the outer west to enhance connectivity to new development sites.

P25 Undertake improvements to Point Cook Road and Interchange.

P28 Complete the Kororoit Creek Road Trail from Barnes Road to Cherry Lake.

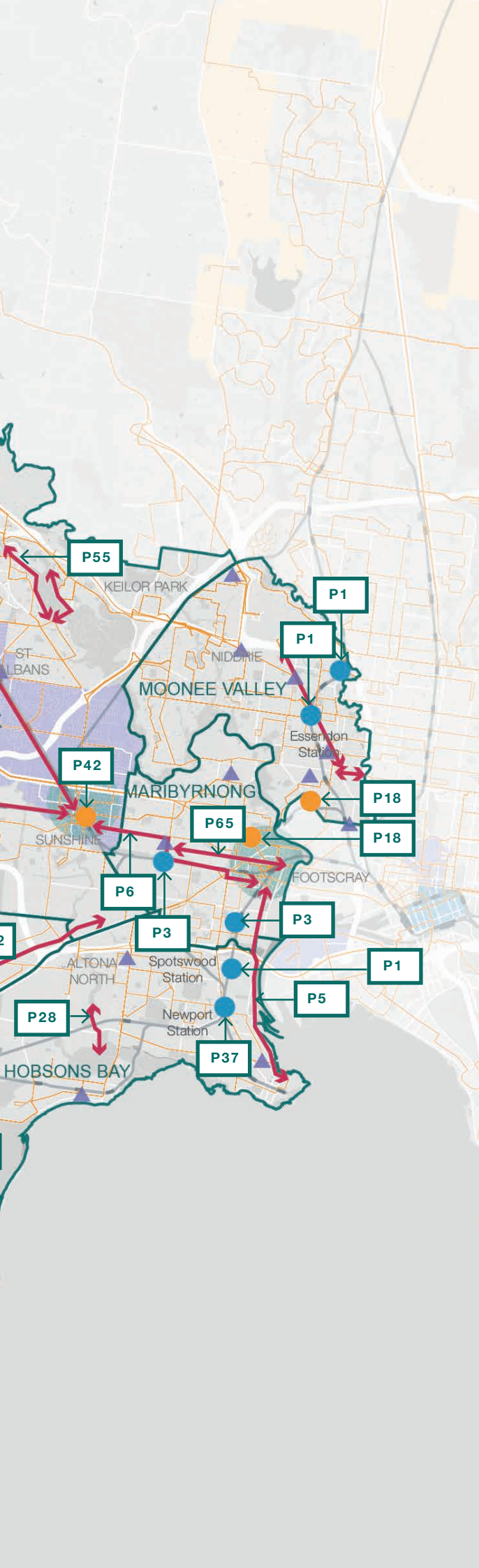
P48 Provision of the Werribee River Trail.

P51 Provision of the Wyndham Bay Trail.

P55 Enhance cycling connections along and around Taylors Creek.

P65 Undertake cycling improvements along Barkly Street.

P68 Enhance Central Avenue corridor to support public transport connectivity and safe cycling.





Concepts

This section presents high level concepts for each of the shortlisted projects. Concepts were developed based on information provided by Councils and desktop research.

PROJECT SHEETS

This section contains a series of project sheets that communicates the high level concept of each shortlisted project. Their purpose is to advocate for the project's progression and to set out key information and next steps to inform future project briefs. They include the following information.

Key Details

Key information for each project is presented on a side panel to communicate important take-aways at a glance. This includes:

- Project objectives
- Location
- Alignment to WITF focus areas
- Initiative type
- Policy alignment connected to common objectives identified on Page 16.
- Next phase of the project lifecycle as outlined in the diagram overleaf (figure 6).
- Risk assessment with projects assigned either a high (red) medium (yellow) or low (green) level of risk under a range of categories.
- High level cost estimates to complete the following stage of development activities. Details of costing can be found in Appendix C.

Project Need

This component illustrates the strategic need for the project and benefits it can help realise for the West.

Project scope

This component outlines the various elements of each project.

Project development activities and next steps.

This component communicates the various tasks required to develop the project. Details of development activities can be found in Appendix D.

Risk Assessment

This component communicates the outcomes of a high level risk assessment. Risks were determined using publicly available information in consultation with internal discipline specialists in stakeholder engagement, planning, transport and engineering fields. Details of the risk assessment can be found in Appendix D.

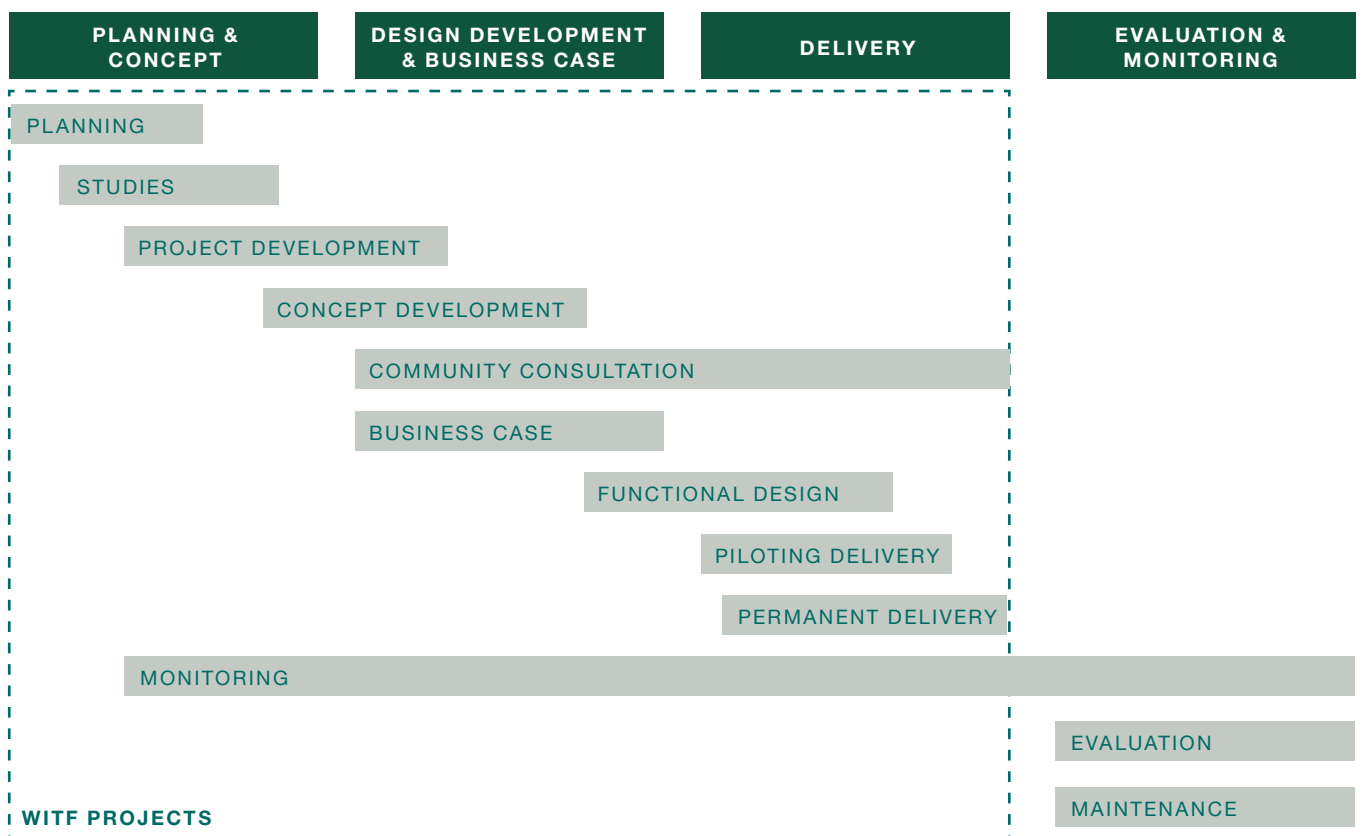


Figure 6: Project Lifecycle

Complete the Kororoit Creek Trail from Barnes Road to Cherry Lake

KEY OBJECTIVE

- Construct the final section of the Kororoit Creek Trail (Stage 4 and 5).

LOCATION

Hobsons Bay LGA.

WITF PRIORITY AREA

Complete Strategic Cycling Corridors.

INITIATIVE TYPE

Project

POLICY ALIGNMENT



Support cycling for commuters and local trips



Reduce social disadvantage



Harness social procurement

NEXT PHASE



PLANNING
AND
CONCEPT



DESIGN
DEVELOPMENT
& BUSINESS
CASE



PROJECT
DELIVERY

RISK ASSESSMENT

Stakeholder Management



Planning and Environmental



Design and Technical Quality



Project Delivery and Construction

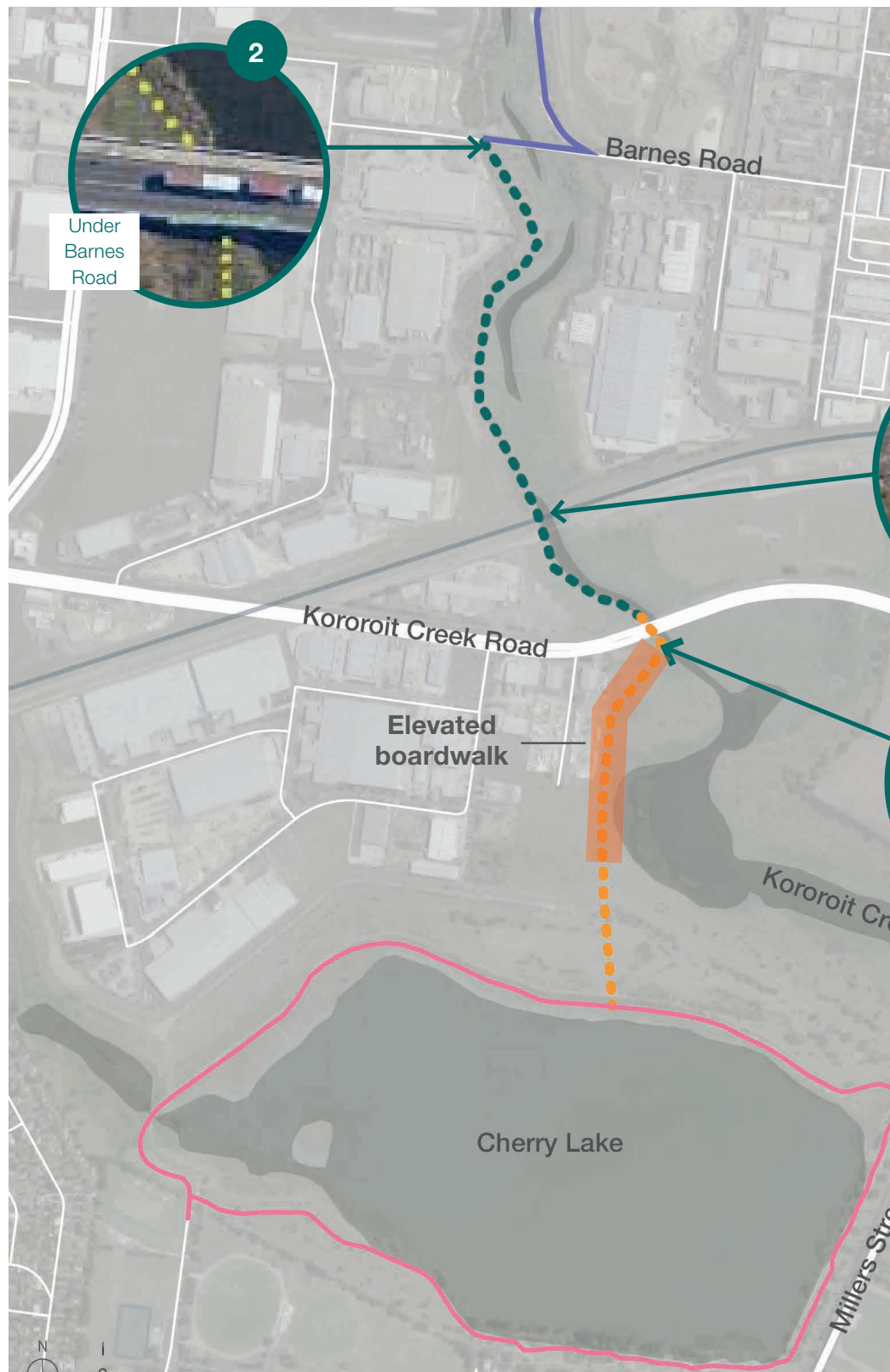


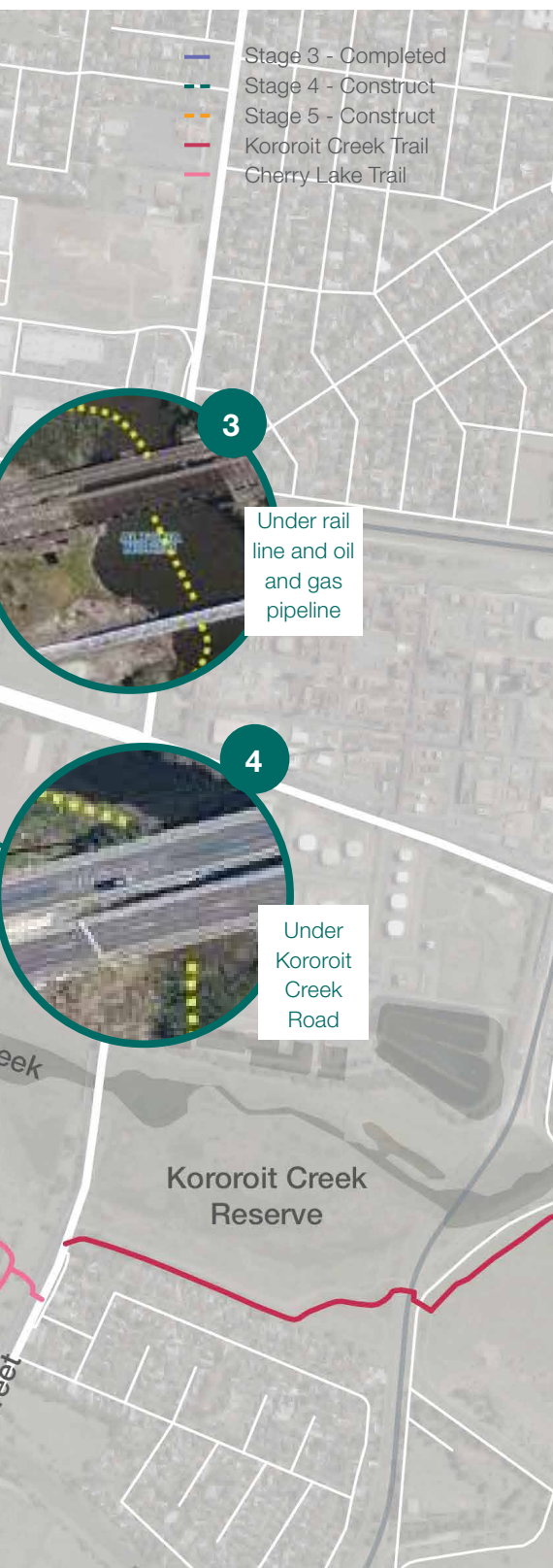
Financial



DEVELOPMENT COST

\$1,000,000





PROJECT NEED

Stages 4 & 5 of the Kororoit Creek Trail requires delivery to fill the missing connection between Barnes Road and Cherry Lake. Detailed designs, environmental and feasibility studies and Stages 1-3 construction are already complete.

The completed Kororoit Creek Trail will provide a full connection between the Federation Trail and the Bay Trail, providing a key north-south connection to currently inaccessible land. The trail will encourage active transport participation and address social and health disadvantage for the local community.

The full trail is expected to attract 260,000 users annually with 52,000 visitors from outside the region and 78,000 from surrounding municipalities¹. This is estimated to deliver \$4.2m of added value to the local community per year and create \$5m in wages and salaries.

PROJECT SCOPE

1. New concrete shared user path between Barnes Road and Kororoit Creek Road on the west side of Kororoit Creek (1km). Hydraulic designs demonstrate the designs cannot mitigate against 1 in 10 year floods therefore multiple escape routes will be necessary.
2. Earthworks and new culvert underpass beneath Barnes Road. Detailed designs were not available and would need to be confirmed during next phase.
3. Earthworks and new culvert underpass beneath the rail line and oil pipeline. Detailed designs were not available and would need to be confirmed during next phase.

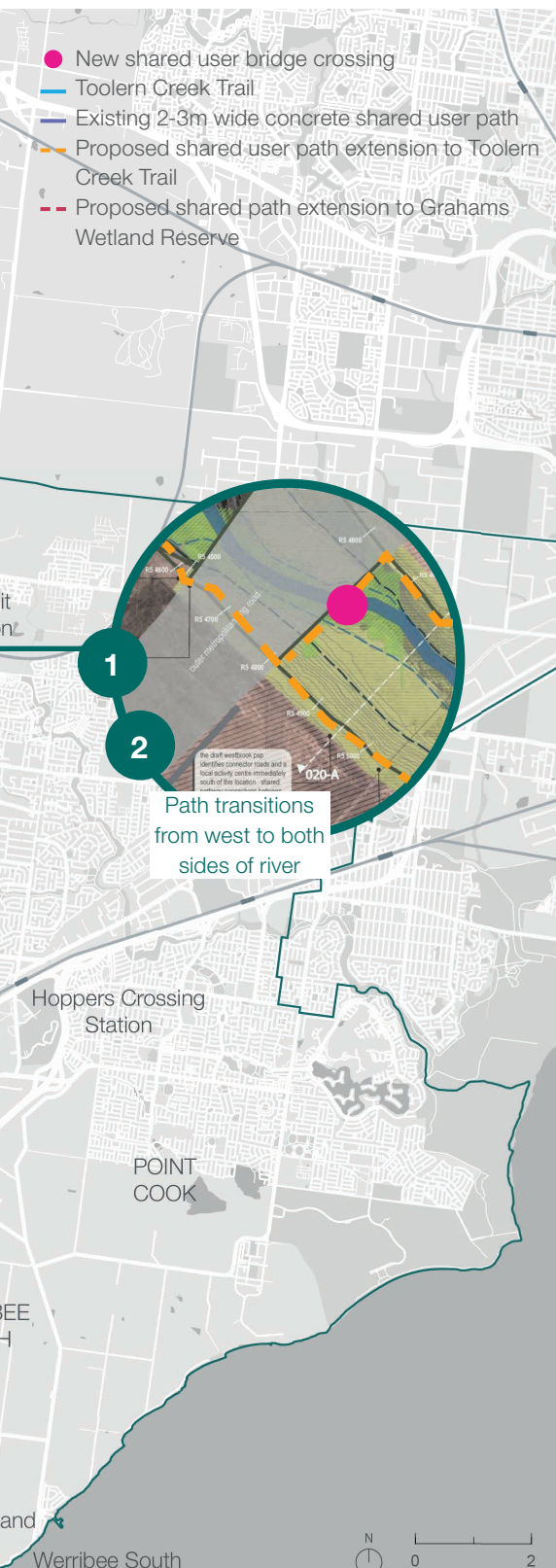
4. Earthworks and new culvert underpass beneath Barnes Road. Detailed designs were not available and would need to be confirmed during next phase.
5. New shared user path through the wetland (300m). Facility will need to be an elevated boardwalk considering the sensitive environs leading into the Cherry Creek Reserve.
6. New a concrete shared user path from wetland to Cherry Lake (400m)².

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Next steps include developing an approval strategy and seek approvals, community consultation, reviewing flood modelling and developing a procurement strategy. Please refer to Appendix D for more details.

RISK ASSESSMENT

This section of the trail will be the most difficult and expensive to construct. In particular, stage 4 will involve technical risks associated with the 1 in 10 year flood requirements. There is further risk of impact to the main gas and petroleum lines. Land acquisition will be required for Stage 4. Please refer to Appendix D for more details.



PROJECT NEED

The Werribee River Trail extension will build on the existing shared user path at Werribee to create a fully connected regional trail network in the outer West. ‘Better connections between trails’ was identified as the improvement most likely to increase the use of trails in the West in a 2017 survey³. The extension will address the disjointed nature of existing trails in the region and provide a non-motorised transport link between Wyndham and Melton LGAs. These municipalities are expected to see the most population growth of the Western region. The extension will support this growth as well as encourage active transport participation, economic development through tourism and provide access to natural and cultural features.

PROJECT SCOPE

1. New off-road shared user path following the Werribee River between Werribee Township Regional Park and the Toolern Creek Trail. The alignment follows the river on both sides between Werribee and Connector Road. It then transitions to the western side only until north of the Wyndham-Melton boundary where it transitions to the eastern side of the river. The alignment typically follows where slopes have a gradient of no steeper than 20%, where this is unavoidable excavation and retaining walls will be required.
2. New river crossings at approximately 2-4 km intervals as per the Trail Alignment Master Plan⁴. The underside of bridges are set above the 1 in 10 year ARI flood level for minor waterways and above the 1 in 100 year ARI

flood level for major waterways.

3. New shared user path south of Princes Freeway to Werribee South east of the River connecting to Wyndham Bay Trail at Grahams Wetland Reserve (7km). It is on the west side of the river at Werribee River Park following an existing informal track. It then moves to the east of the river towards Werribee South. This section includes several small drains and culverts that need to be traversed.
4. New shared user bridge to transition path from west to east of the river.
5. Construct the 80 metre gap from the Federation Trail to the bridge over the Werribee River adjacent to the Princes Freeway.
6. Construct the 300 metre gap on the west bank of the Werribee River from the bridge, under the Princes Freeway, to the existing trail in the Werribee River Park.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Acquire land, develop concept designs, undertake environmental and planning assessments and undertake community consultation. Please refer to Appendix D for more details.

RISK ASSESSMENT

This project may impact on areas that could have some environmental sensitivity in the area adjacent to the Werribee River. There is also a need to ensure the bridge and boardwalk structures are elevated above the flooding levels. Please refer to Appendix D for more details.

Provision of the Wyndham Bay Trail

KEY OBJECTIVE

– Fill a missing Bay Trail link between Wyndham Harbour, Point Cook Coastal Park and the Skeleton Creek Trail.

LOCATION

Wyndham LGA.

WITF PRIORITY AREA

Complete Strategic Cycling Corridors.

INITIATIVE TYPE

Project

POLICY ALIGNMENT



Encourage cycling for commuter and local trips



Reduce social and economic disadvantage



Encourage mode choice and mode shift

NEXT PHASE



PLANNING AND CONCEPT



DESIGN DEVELOPMENT & BUSINESS CASE



PROJECT DELIVERY

RISK ASSESSMENT

Stakeholder Management

Planning and Environmental

Design and Technical Quality

Project Delivery and Construction

Financial

DEVELOPMENT COST

\$730,000





PROJECT NEED

The Werribee Bay Trail requires extending. This extension will help activate the underutilised coastal environment and provide access to an area that has limited walking and cycling infrastructure. It will form an important part of the trail network, linking growing communities in Wyndham to the coastline and regionally towards Hobsons Bay. This network will enhance community health and well-being and serve as an important cultural, tourism and leisure asset.

PROJECT SCOPE

1. Trail widening and upgrade of existing informal track alignment to a regional shared path standard between Wyndham Harbour and Crawford Road. This will involve constructing a sealed footbridge over a drain from the Market Garden Precinct where the path connects to the existing shared user path at Wyndham Harbour.
2. New off-road shared user path along the coastline from Crawford Road to Campbells Cove Road.
3. New off-road shared user path in alignment with Campbells Cove Road on the south side. Continue shared path through the intersection at Cunningham Road to avoid conflicts with vehicles. This will also involve a sealed crossing at the drain.
4. New off-road shared path on the west side of the D1 drain. This alignment deviates around the Point Cook Marine Sanctuary to protect the sensitive coastal habitat.
5. New pedestrian and cycling bridge over the D1 drain to transition shared user path onto Aviation Road.

6. New off-road shared user path along Aviation Road (set back from road). This will include a crossing to transition the path from the south side of the road to the north at Aviator Field PSP.
7. New off-road shared user path through Aviator Field PSP. Alignment is subject to VPA planning.
8. New shared user path along the north side of Point Cook Homestead Road. This can either be accommodated off road or on-road with appropriate separation.
9. New developer-funded shared user path along the east side of Sunman Drive to Bay Vista Court.
10. New shared user path crossing connecting across the wetlands from Saltwater Coast to Sanctuary Lakes Boulevard. This needs to be an elevated structure over Cheetham Wetlands with environmental sensitivity. It should connect to the existing shared user path that links to the Skeleton Creek Trail and Coastal Trail.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Acquire land, develop concept designs, undertake environmental and planning assessments and undertake community consultation. Please refer to Appendix D for more details.

RISK ASSESSMENT

This project may impact on areas that could have some environmental sensitivity, particularly through the wetlands. This may drive costs up or require alternative routes. The paths through the wetlands may also be impacted by flooding. The corridor will also require extensive engagement with the local community.

Enhance cycling connections along and around Taylors Creek

KEY OBJECTIVE

- Fill a gap in the Taylors Creek Trail
- Encourage active transport participation at and around Taylors Creek.

LOCATION

Brimbank LGA.


WITF PRIORITY AREA

Complete Strategic Cycling Corridors.

INITIATIVE TYPE

Package

POLICY ALIGNMENT



Support cycling for commuter and local trips



Enhance access to jobs and activity centres



Encourage mode choice and mode shift

NEXT PHASE



PLANNING AND CONCEPT



DESIGN DEVELOPMENT & BUSINESS CASE



PROJECT DELIVERY

RISK ASSESSMENT

Stakeholder Management

Planning and Environmental

Design and Technical Quality

Project Delivery and Construction

Financial





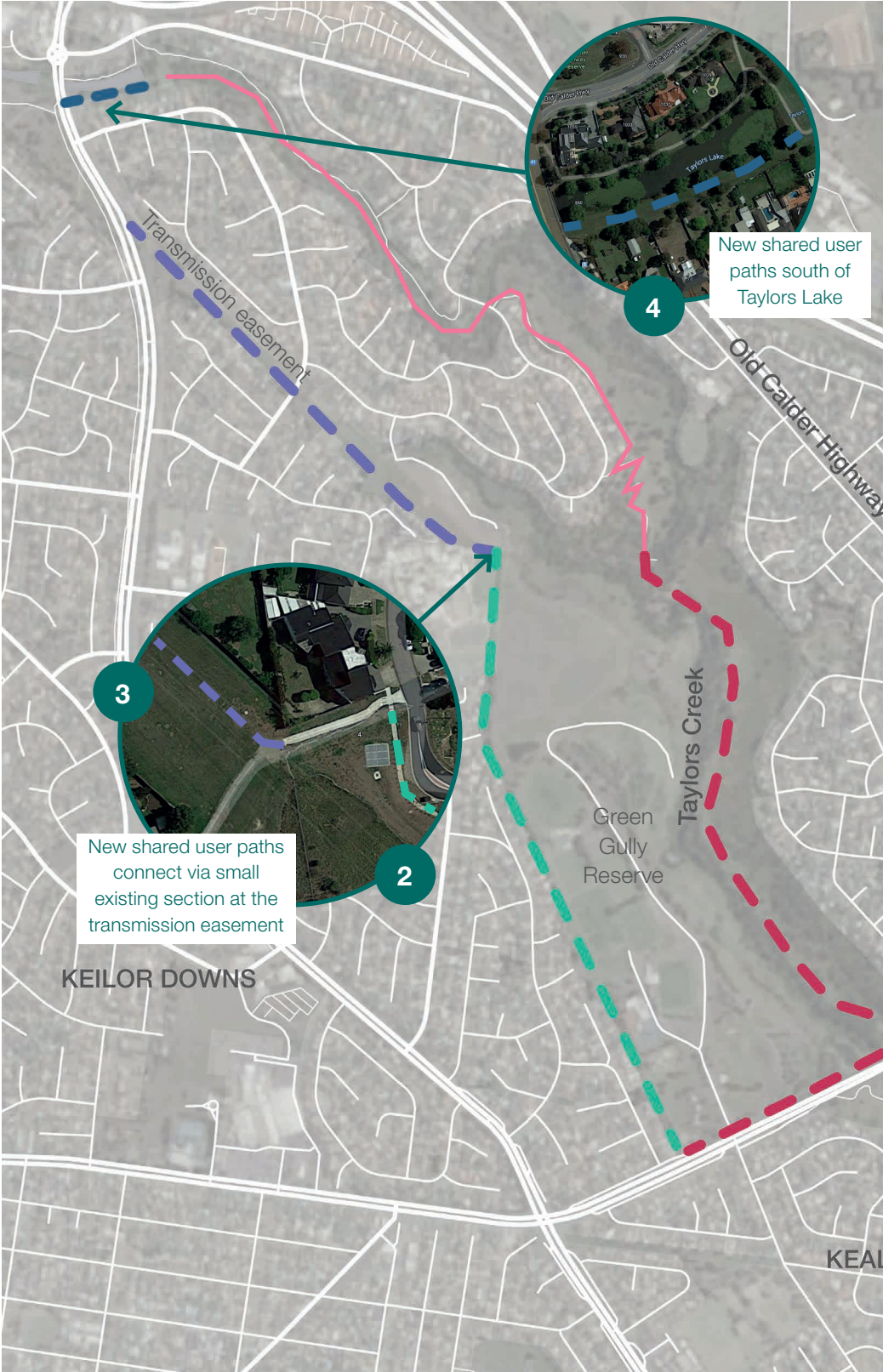


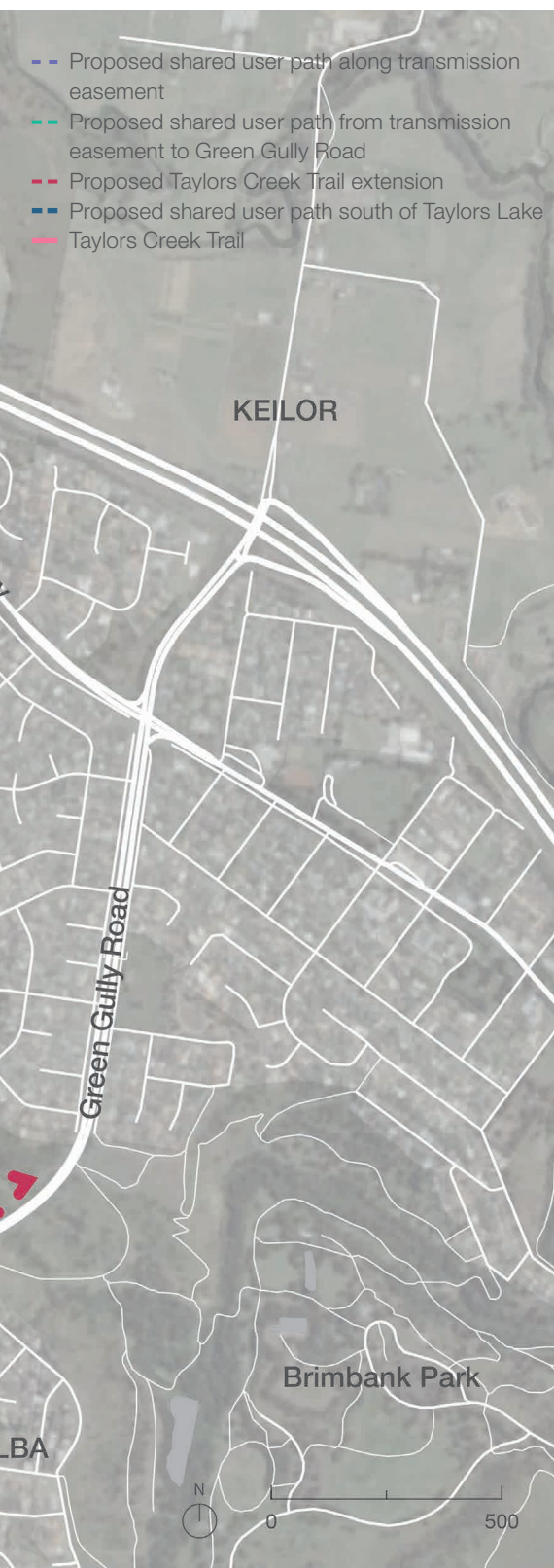




DEVELOPMENT COST

\$380,000





PROJECT NEED

Cycling improvements are required at and around Taylors Creek. These improvements help will connect local commercial precincts, schools, residential areas and natural attractions, and provide significant opportunities for recreation and tourism. Filling the gap to Burrowye Crescent will address a major continuity issue on the Taylors Creek Trail as the area is currently unsealed, steep and potentially dangerous.

PROJECT SCOPE

1. New sealed off-road shared user path that extends the existing Taylors Creek Trail from Burrowye Crescent to Green Gully Road and Brimbank Park (1.6km). This alignment will follow an existing informal track along the east side of the river then moves west along the north side of Green Gully Road. Path design should consider environmental, heritage and topographical challenges.
2. New off-road shared user path from Green Gully Road to the transmission easement (2km). The path will move through Green Gully Reserve west of the Green Gully Tennis Club and Green Gull Sports Pavilion, then adjacent to Denbigh Court.
3. New off-road shared user path along the transmission line easement from Sunshine Avenue to Keilor Downs College.
4. New off road shared user path that provides a missing connection on the south side of Taylors Lake from Sunshine Avenue.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Develop detailed designs, undertake environmental and planning assessments and engage with key stakeholders. Please refer to Appendix D for more details.

RISK ASSESSMENT

This project will require extensive engagement with key stakeholders including the operators of the transmission line. Operating in this area carries significant risks and this will need to be considered at all stages of design. In addition, the proximity to the creek may have environmental impact which will need to be considered. Please refer to Appendix D for more details.

Undertake cycling improvements along Barkly Street

KEY OBJECTIVE

- Provide safe, continuous cycling facilities along Barkly Street.
- Increase the number of cycling trips along Barkly Street.

LOCATION

Maribyrnong LGA

WITF PRIORITY AREA

Complete Strategic Cycling Corridors.

INITIATIVE TYPE

Project

POLICY ALIGNMENT



Support 20-minute neighbourhoods



Support cycling for commuter and local trips



Encourage mode choice and mode shift

NEXT PHASE



PLANNING
AND
CONCEPT



DESIGN
DEVELOPMENT
& BUSINESS
CASE



PROJECT
DELIVERY

RISK ASSESSMENT

Stakeholder Management



Planning and Environmental



Design and Technical Quality



Project Delivery and Construction



Financial



DEVELOPMENT COST

\$390,000





PROJECT NEED

Dedicated cycling facilities are required along Barkly Street. The route will deliver a key east-west link that connects a number of community facilities, rail stations and activity centres as well as providing a link to Dynon Road and the CBD. It will support people to make local trips by bike delivering health, environmental, economic and social benefits to the community. Council have developed concept designs for both the separated cycling facilities and intersection upgrade⁵.

PROJECT SCOPE

1. Upgrade the existing on road painted facility (low protection) between Ashley Street and Argyle Street to a separated facility. This will involve removal of all on-street parking in this residential section.
2. New painted facilities from Argyle to Summerhill Road. The painted facilities will need to be implemented alongside the planned speed limit reductions to 30/km at West Footscray Activity Centre to ensure the low protection facilities are in shared low speed traffic environment.
3. New separated on-road lanes from Summerhill Road to Geelong Road.
4. Upgrade Geelong Road and Barkly Street intersection to facilitate safe north-south and east-west cycling movements. It is currently a major barrier to cycling movement.
5. New painted facilities from Geelong Road to Moore Street. The painted facilities will need to be implemented alongside the planned speed limit reductions to 30/km at Footscray Activity

Centre to ensure the low protection facilities are in a shared low speed traffic environment.

6. New raised pedestrian crossing and raised cycling lanes adjacent to Gilmore Girls College. Parking removal will be required in this section.
7. New separated on-road lanes west of Moore Street as Barkly Street becomes Hopkins Road. This will require reducing the traffic lanes from three to two.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Develop concept designs and undertake community consultation along the corridor. Please refer to Appendix D for more details.

RISK ASSESSMENT

The project will require road space reallocation and speed reductions along the corridor. These changes may face opposition from the community and stakeholders which will require careful management and consultation. The design will need to consider the limited space available along the corridor. Please refer to Appendix D for more details.

Enhance Central Avenue corridor to support public transport connectivity and safe cycling

KEY OBJECTIVE

- Improve the safety and efficiency of the Central Avenue and Queens Street Corridor.
- Enhance connectivity and amenity all road users.

LOCATION

Hobsons Bay LGA.

WTF PRIORITY AREA

Complete Strategic Cycling Corridors.

INITIATIVE TYPE

Project

POLICY ALIGNMENT



Support 20-minute neighbourhoods



Support cycling for commuter and local trips



Encourage mode choice and mode shift



Harness opportunities for social procurement

NEXT PHASE

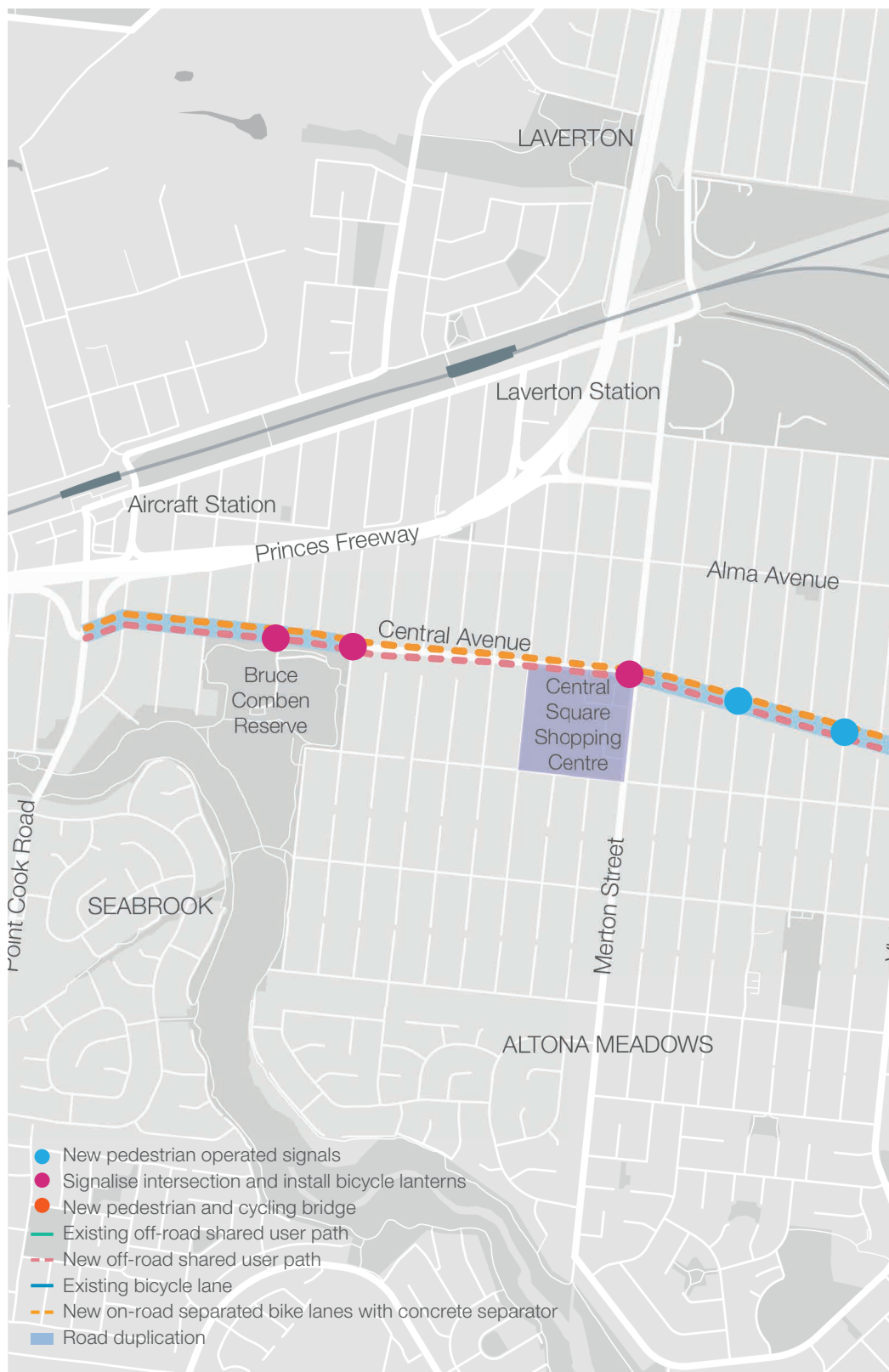


RISK ASSESSMENT

- Stakeholder Management
- Planning and Environmental
- Design and Technical Quality
- Project Delivery and Construction
- Financial

DEVELOPMENT COST

\$550,000





PROJECT NEED

Central Avenue, Altona Meadows requires restructuring to increase the safety, efficiency and amenity for all users. The street is classified a Strategic Cycling Corridor however lacks the conditions to support safe cycling movement.

The infrastructure changes will help the street better support its movement and place functions including providing a cycling connection between the Skeleton Creek Trail and Laverton Creek Trail. The improvements will address pedestrian, public transport and cycling barriers improving access to rail stations, reserves, Central Square Shopping Centre and schools.

PROJECT SCOPE

1. New on-road bike lanes between Victoria Street and Point Cook Road with concrete separators. This will likely be delivered in conjunction with a road duplication from Point Cook Road to Skehan Road and Merton Street and Victoria Street. It will involve some tree removal and full removal of parking on both sides of the road which is supported by a recent traffic study⁶. Continue the bicycle lanes through the roundabout at Everingham Street to provide cyclists with a dedicated lane. Include a transition to the shared path on the westbound lane.
2. Signalise intersections and install bicycle lanterns at Bruce Street and Skehan Boulevard.
3. New pedestrian operated signals near Roseberry Street and Hook Street.
4. New shared user path between Everingham Road and Point Cook Road on the south side of the road. This will require the

removal of trees and possibly relocation of power poles. Treatments should be provided to manage conflicts at a number of driveways, particularly near Central Square Shopping Centre.

5. New bridge for pedestrians and people on bikes over Laverton Creek. It will likely be a 4m wide shared path running along the south side of the existing bridge.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Develop concept designs, undertake environmental and planning assessments and undertake community consultation. Please refer to Appendix D for more details.

RISK ASSESSMENT

The removal of car parking could face community opposition and will require extensive stakeholder engagement. In addition, the impact to trees and power poles introduces significant design risk to the project which will need to be managed throughout. Please refer to Appendix D for more details.

Fill in gaps and enhance the Bay Trail to the Maribyrnong River Trail

KEY OBJECTIVE

- Provide a high quality continuous cycling connection along the Bay Trail and Maribyrnong River Trail.

LOCATION

Hobsons Bay and Maribyrnong LGAs.

WTF PRIORITY AREA

Complete Strategic Cycling Corridors.

INITIATIVE TYPE

Package

POLICY ALIGNMENT

- Support cycling for commuter and local trips
- Encourage mode choice and mode shift
- Reduce social disadvantage

NEXT PHASE

PLANNING AND CONCEPT DESIGN DEVELOPMENT & BUSINESS CASE PROJECT DELIVERY

RISK ASSESSMENT

- Stakeholder Management
- Planning and Environmental
- Design and Technical Quality
- Project Delivery and Construction
- Financial

DEVELOPMENT COST

\$520,000





PROJECT NEED

A number of targeted interventions are required to create a continuous cycling connection from the Bay Trail towards the Maribyrnong River Trail. Currently a key pinch point exists as people ride through Nelsons Place in Williamstown activity centre. The high volume of pedestrian activity conflicts with people on bikes at this section of the shared user path.

Once complete the trail will provide a key north-south cycling connection in the inner west. It will support people to make a continuous journey between town centres, industrial areas, natural assets and tourist attractions. It will link the urban inner city Maribyrnong river trail to the coast providing a commuter function supporting access to jobs, as well as creating physical activity, recreation and social connection.

PROJECT SCOPE

1. New separated cycling lanes at Nelsons Place. Further investigating is required to determine whether this will replace or complement the existing shared user path. This will likely involve a full road restructure including parking reconfiguration from angled bays to parallel bays to accommodate the cycling lanes.
2. New signalised crossing to transition the off-road shared user path to on-road protected lanes at Nelsons Place.
3. New signalised crossing to transition the on-road cycle lanes to the off-road shared path at Battery Road.
4. New signalised crossing across Hyde Street at the West Gate Bridge to connect to a new shared trail

to Spotswood and Yarraville.

5. New signalised crossing over Douglas Parade to connect Craig Street to the Bay Trail and foreshore at Scienceworks.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Develop concept designs and undertake stakeholder consultation. Please refer to Appendix D for more details.

RISK ASSESSMENT

This project carries significant stakeholder risk associated with the reallocation of road space and the loss of parking on Nelson's Place. The need to provide alternatives may drive up costs and result in project delays if solutions are unable to be found. Please refer to Appendix D for more details.

Fill gaps and enhance the Sunshine to CBD cycling corridor

KEY OBJECTIVE

- Deliver a safe and continuous cycling link between Sunshine and the CBD.

LOCATION

Brimbank and Maribrynmong LGAs.

WITF PRIORITY AREA

Complete Strategic Cycling Corridors.

INITIATIVE TYPE

Package

POLICY ALIGNMENT



Enhance access to jobs and activity centres



Support cycling for commuter and local trips



Encourage mode choice and mode shift

NEXT PHASE



PLANNING AND CONCEPT



DESIGN DEVELOPMENT & BUSINESS CASE



PROJECT DELIVERY

RISK ASSESSMENT

Stakeholder Management



Planning and Environmental



Design and Technical Quality



Project Delivery and Construction



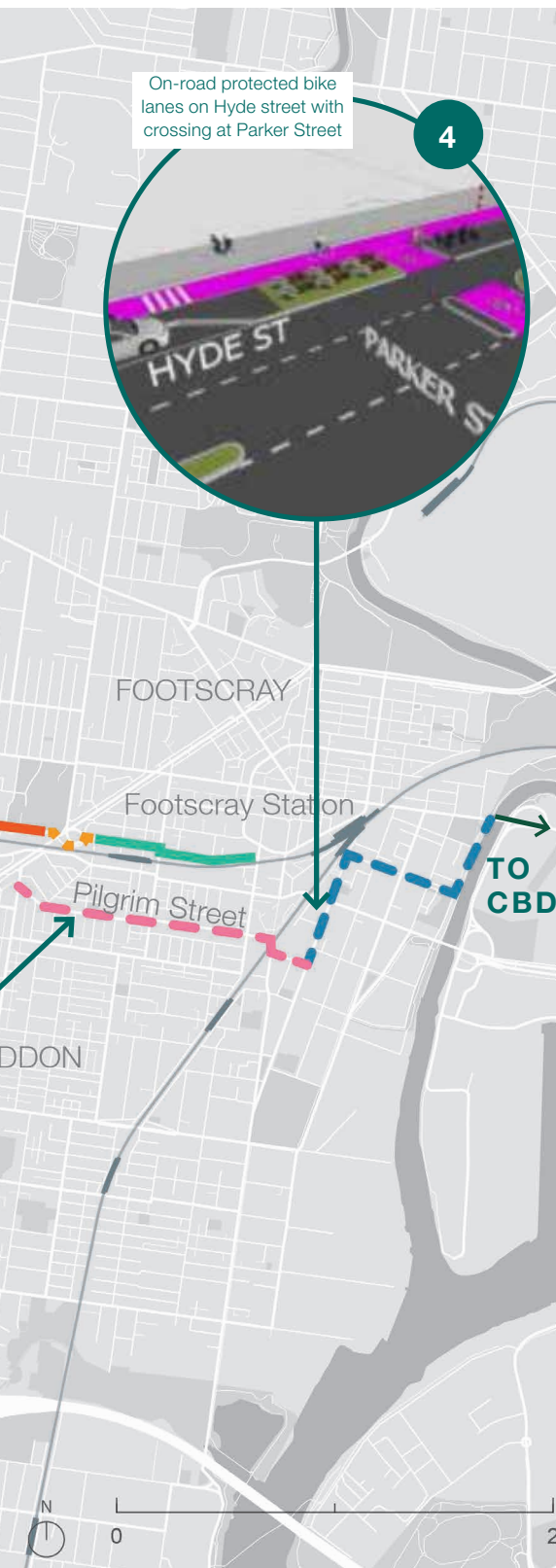
Financial



DEVELOPMENT COST

\$630,000





PROJECT NEED

A number infrastructure interventions are required to complete the cycling link between Sunshine and the CBD. The project will support more people to access jobs and make their day-to-day local trips by bike.

Creating stronger connectivity between Sunshine and the CBD will help realise Sunshine NEIC's ambitions to become a major employment hub, attracting education, research and health institutions to the west and providing strong education and skilled employment opportunities for the community.

PROJECT SCOPE

1. New crossing to transition from the off-road shared user path at Cross Street to low speed shared street at Errol Street.
2. New cycling facilities to connect Buckley Street to Pilgrim Street via Alexander Street. Further studies are required to determine the feasibility of this link. It is likely to involve removal of on-street parking to accommodate the on-road lanes, or alternatively traffic calming treatments to support a low-speed shared street environment.
3. New buffered bicycle lanes on road Pilgrim Street. This involves lowering the motor vehicle speeds to create a safe slow speed environment in this low separation zone. Buffered bicycle facility will comprise 1.5m painted lane with painted buffer. This will involve removal of some on-street parking or transforming the street into one-way for motor vehicles.

4. Upgrade existing on-road low protection facilities to separated lanes on Hyde Street and extend them until Bunbury Street. This involves relocating the lanes to the kerbside of parking bays and include a crossing at Parker Street.
5. New traffic calming treatments to moderate motor vehicle speeds and volume in order to support a low speed shared street along Bunbury Street that connects to the Maribyrnong River Trail.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Develop detailed designs, engage with key stakeholders and undertake community consultation. Please refer to Appendix D for more details.

RISK ASSESSMENT

The development of cycling lanes will require road space relocation which may face opposition from community and local stakeholders. Whilst this corridor seeks to provide an alternative route to some more contested corridors it may still be difficult to fit the required cross section in and maintain the same level of priority for traffic. Please refer to Appendix D for more details.

Develop a north-south cycling connection along Mount Alexander Road connecting to the Maribyrnong River Trail

KEY OBJECTIVE

- Facilitate north-south cycling movement

LOCATION

Moonee Valley LGA

WITF PRIORITY AREA

Complete Strategic Cycling Corridors.

INITIATIVE TYPE

Project

POLICY ALIGNMENT



Enhance access to jobs and activity centres



Support cycling for commuter and local trips



Encourage mode choice and mode shift

NEXT PHASE







PLANNING AND CONCEPT

DESIGN DEVELOPMENT & BUSINESS CASE

PROJECT DELIVERY

RISK ASSESSMENT

Stakeholder Management

Planning and Environmental

Design and Technical Quality

Project Delivery and Construction

Financial





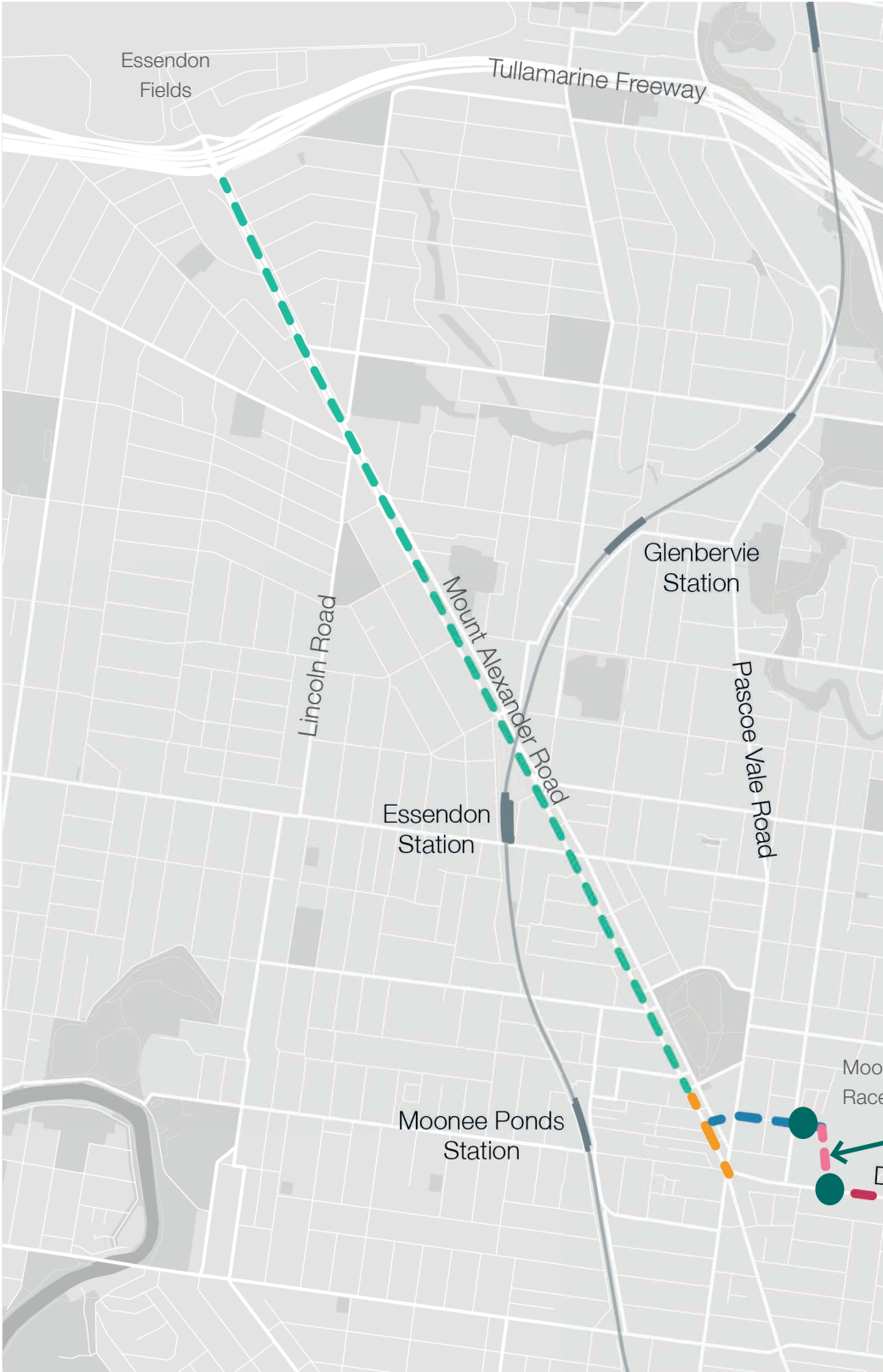






DEVELOPMENT COST

\$630,000





PROJECT NEED

Cycling infrastructure is required to support people to make north-south connections in the inner West by bike between Essendon Fields, through Moonee Ponds activity centre to the Moonee Ponds Creek trail.

The project will deliver a complete north-south cycling connection from the Calder Freeway to Moonee Ponds Creek linking employment centres at Essendon Fields, Moonee Ponds Activity centre towards the CBD. The facility will support the local community to make local and commuter trips by bike, providing a safe and attractive alternative to private vehicles. Pop up lanes provide a tactical means to trial cycling facilities before committing to permanent infrastructure.

PROJECT SCOPE

1. New 'pop-up' separated bicycle lanes along Mt Alexander Road between Moonee Ponds Activity Centre and Essendon Fields (3.5km). This will involve the removal of on-street parking and pop-up treatments at roundabouts to facilitate safe movement through these intersections.
2. New 'pop-up' separated bicycle lanes in a traffic lane of Mt Alexander Road between Kellaway Avenue and Pascoe Vale Road (240m).
3. New 'pop-up' separated bicycle lanes along Coats Street which will connect to a future developer-provided shared user path at the Moonee Valley Racecourse. This will involve removal of on-street parking.

4. New pedestrian and cycling crossing over McPherson Street to connect to the facility at the racecourse and transition from on-road protected lanes to an off-road shared path.
5. New crossing to transition off-road shared path to on-road separated lanes at Dean Street.
6. On-road separated bike lane along Dean Street to connect to the Moonee Valley River Trail. This will involve removal of on-street parking and will connect to the Moonee Valley River Trail under the Dean Street Bridge.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Develop concept designs and undertake community consultation along the corridor. Please refer to Appendix D for more details.

RISK ASSESSMENT

The development of pop-up bike lanes requires road space reallocation which can carry the risk of community opposition. The temporary infrastructure also requires a careful design assessment that ensures cyclists remain safe in the road reserve. Please refer to Appendix D for more details.

Fill in gaps and enhance the Melton to Sunshine cycling corridor

KEY OBJECTIVE

- Provide a safe cycling connection between Melton Township and Sunshine.

LOCATION

Brimbank and Melton LGAs.

WITF PRIORITY AREA

Complete Strategic Cycling Corridors.

INITIATIVE TYPE

Package

POLICY ALIGNMENT



Enhance access to job and activity centres



Support cycling for commuter and local trips



Reduce social and economic disadvantage

NEXT PHASE



PLANNING
AND
CONCEPT



DESIGN
DEVELOPMENT
& BUSINESS
CASE



PROJECT
DELIVERY

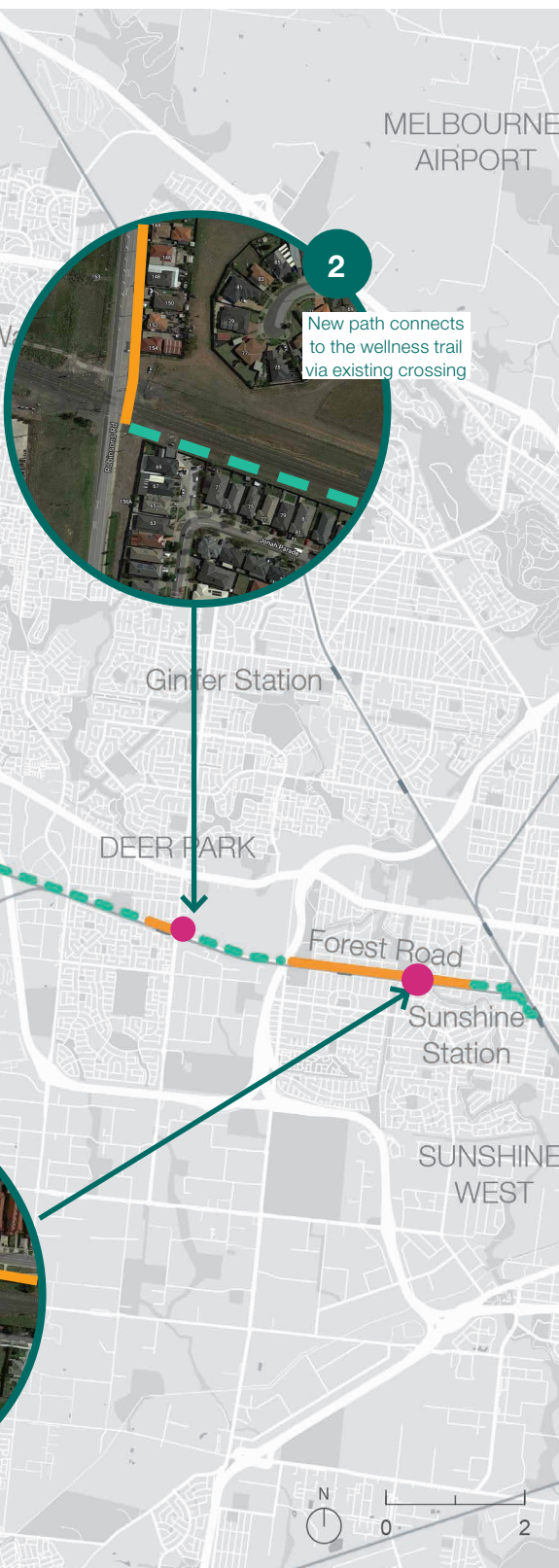
RISK ASSESSMENT

- Stakeholder Management
- Planning and Environmental
- Design and Technical Quality
- Project Delivery and Construction
- Financial

DEVELOPMENT COST

\$590,000





PROJECT NEED

A safe cycling connection is required to connect Melton Township to Sunshine. Currently cyclists can only use the shoulder of the Western Highway or Melton Highway when travelling by bike to or from Melton.

This project will provide a key commuter route to Melbourne and the major employment and education hub at Sunshine. It will also address a number of gaps in the network between Caroline Springs and Sunshine to support the community to make more convenient, safe and direct trips by bike.

PROJECT SCOPE

1. New off-road shared user path along the Western Highway to Caroline Springs (14.5km). This will likely occur in conjunction with the Western Highway upgrade. The alignment will likely run along the south side of the highway with regular bridge crossings to connect to emerging communities to the north. The path will connect to the Toolern Creek Trail on its western end and the Wellness Trail on the eastern end.
2. New off-road shared user path along the regional rail line that connects to the Wellness Path on the western end and the existing path at Deer Park Station (1.5km). The path will run in the southern rail reserve.
3. New signalised shared user crossing over Mt Derrimut Road connecting to the shared path south of the railway line.
4. New off-road shared user path along the regional rail line between Deer Park Station and the Western Ring Road (1.6km).

This will be in the southern rail reserve and should connect to the rail line crossing underneath the Western Ring Road in order to link to the Forrest Street shared user path north of the rail line.

5. Deliver a new cycling bridge on Forest Road over Kororoit Creek. Concept designs for this bridge have been undertaken by council. It runs south of the existing road bridge.
6. Deliver a shared user path extension along Forrest Street through to Sun Crescent connecting to Sunshine Station (1km). This will involve the removal of on street parking on Sun Crescent and vegetation removal along Forrest street to accommodate the path. Include a crossing over Anderson Road to link to Sun Crescent.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Develop detailed designs, undertake environmental and planning assessment, undertake community consultation and engage with LXP to leverage opportunity incorporate cycling facilities as a part of the Deer Park Station Upgrade. Please refer to Appendix D for more details.

RISK ASSESSMENT

The length of this project means that there is a risk of encountering unknown risks along the corridor. This could include environmental or other design risks. The removal of on-street parking and vegetation along Forrest Street may face community opposition. Please refer to Appendix D for more details.

Fill in gaps and enhance the Sunbury line cycling corridor between Taylors Lakes and Sunshine

KEY OBJECTIVE

- Provide a safe and continuous commuter connection for people on bikes between Taylors Lakes and Sunshine.

LOCATION

Brimbank LGA.

WITF PRIORITY AREA

Complete Strategic Cycling Corridors.

INITIATIVE TYPE

Package.

POLICY ALIGNMENT



Enhance access to jobs and activity centres



Support cycling for commuters and local trips



Encourage mode choice and mode shift

NEXT PHASE



PLANNING
AND
CONCEPT

DESIGN
DEVELOPMENT
& BUSINESS
CASE

PROJECT
DELIVERY

RISK ASSESSMENT

Stakeholder Management

Planning and Environmental

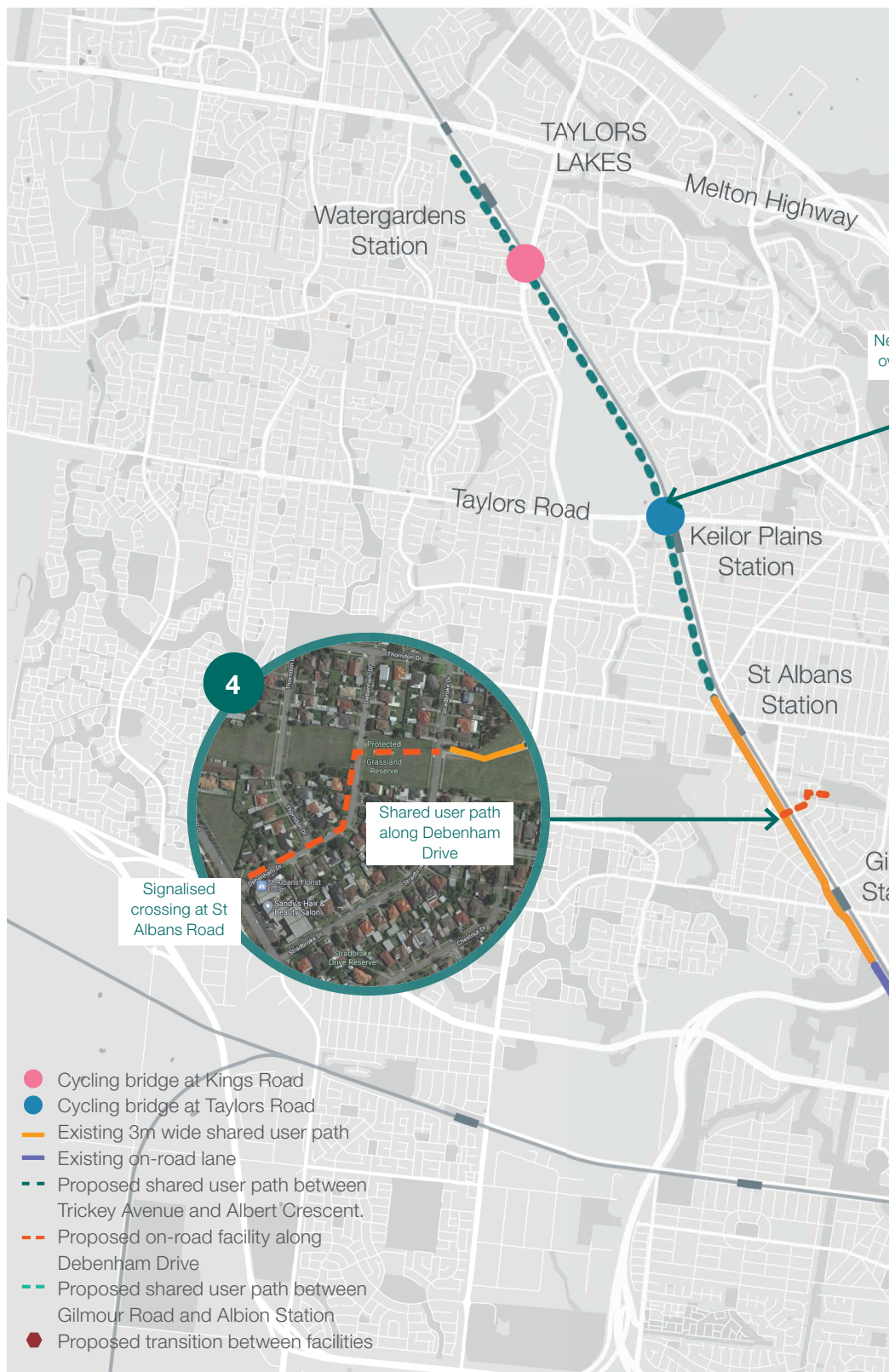
Design and Technical Quality

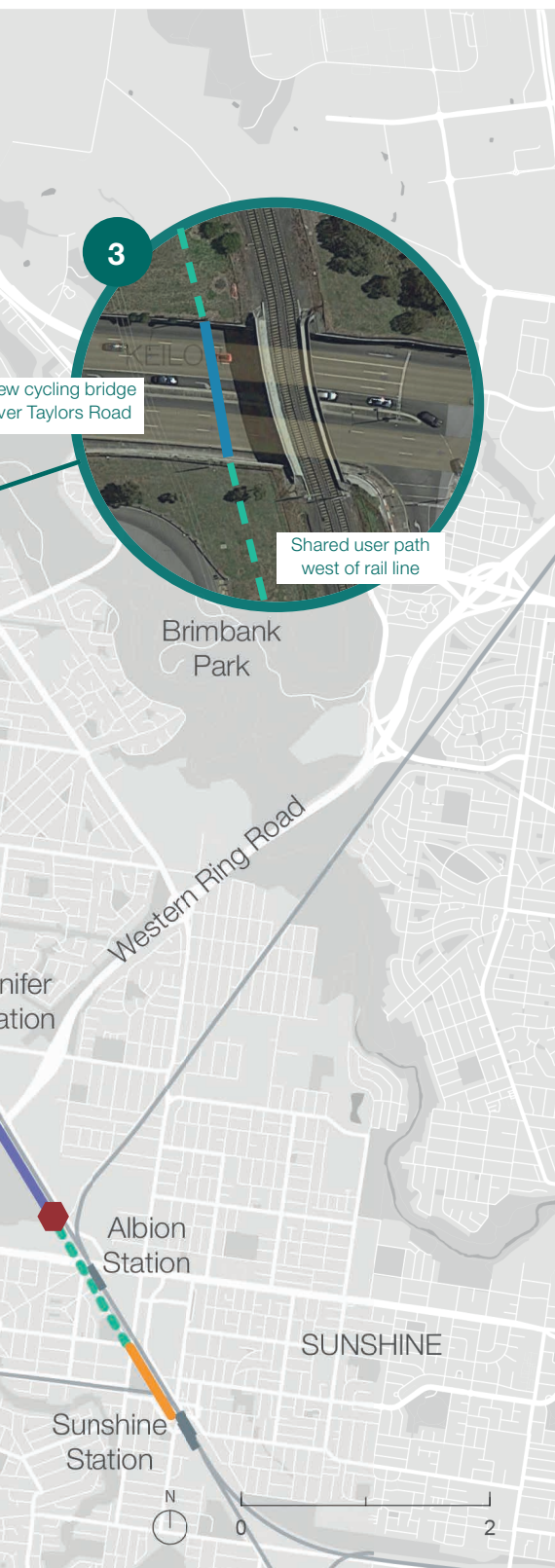
Project Delivery and Construction

Financial

DEVELOPMENT COST

\$1,050,000





PROJECT NEED

Interventions are required to complete the cycling link between Taylors Lakes and Sunshine along the Sunbury Rail Line to provide a safe off-road cycle route connecting several key destinations and activity centres including Watergardens shopping centre, St Albans and Sunshine.

Providing the crossings will address major barriers to movement and create a direct and continuous path will be attractive for both commuter and local trips supporting healthy, sustainable and liveable outcomes for the community.

PROJECT SCOPE

1. New off-road shared user path west of the railway line between Trickey Avenue and Albert Crescent (5.5km). This will involve carparking and/or tree removal as the path moves through Keilor Plains Station and its carpark as well as at Watergardens Station. Resolve land ownership issues between Rafter Drive and Margrave Street to deliver the path along this section.
2. New cycling bridge over Kings Road connecting to the proposed shared user path.
3. New cycling bridge over Taylors Road in the road reserve west of the rail line.
4. New cycling connection along Debenham Drive (320m). Consider Council's concept plan for a shared user path which will require a road restructure, alternatively introduce a shared road low-speed environment treatment. Provide signalised crossing over St Albans Road to connect to the shared user path along the railway line.

5. New signalised crossing to transition between the off-road shared path and on-road lane south of Ginifer Station across St Albans Road.
6. New off-road shared user path from the Albion Station car park to Gilmore Road running underneath Ballarat Road (500m). Resolve spatial constraints underneath Ballarat Road to run path below the road and to the north of Albion Station carpark.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Next steps include community and stakeholder engagement, concept and detailed design development. Please refer to Appendix D for more details.

RISK ASSESSMENT

This project covers a long distance with a number of district project sites, each containing an isolated set of challenges. The proximity to the rail line draws in a wide range of stakeholders who will have conflicting project requirements. Any construction on the rail corridor (such as crossings) will require occupations which will increase cost and complexity. Please refer to Appendix D for more details.

Undertake a series of cycling upgrades in the outer west to enhance connectivity to new development sites

KEY OBJECTIVE

- Provide safe and continuous cycling links for new communities.

LOCATION

Wyndham and Melton LGAs.

WITF PRIORITY AREA

Complete Strategic Cycling Corridors.

INITIATIVE TYPE

Program.

POLICY ALIGNMENT



Enhance access to jobs and activity centres



Support cycling for commuter and local trips



Reduce social and economic disadvantage

NEXT PHASE



PLANNING
AND
CONCEPT



DESIGN
DEVELOPMENT
& BUSINESS
CASE



PROJECT
DELIVERY

RISK ASSESSMENT

Stakeholder Management

Planning and Environmental

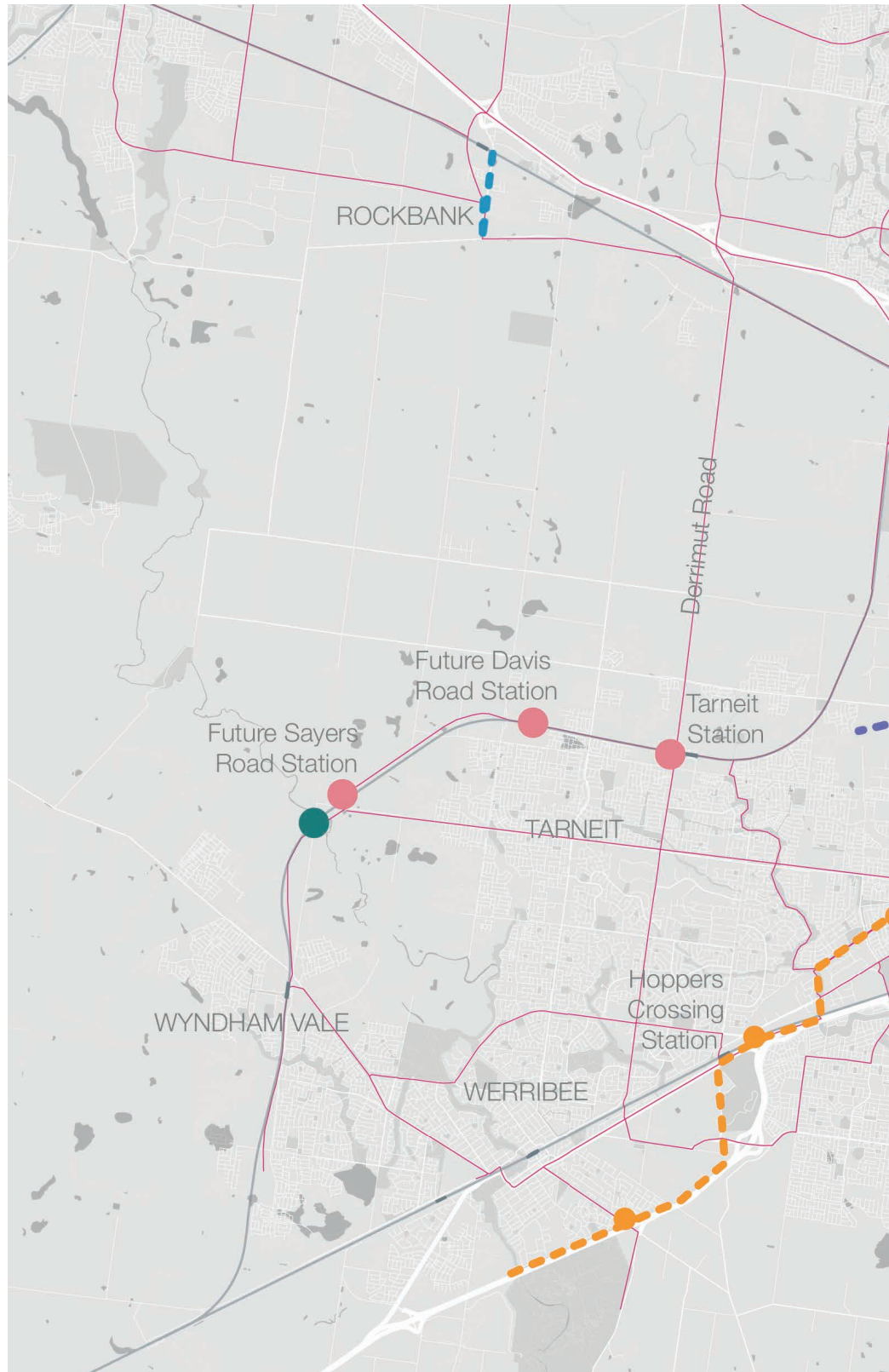
Design and Technical Quality

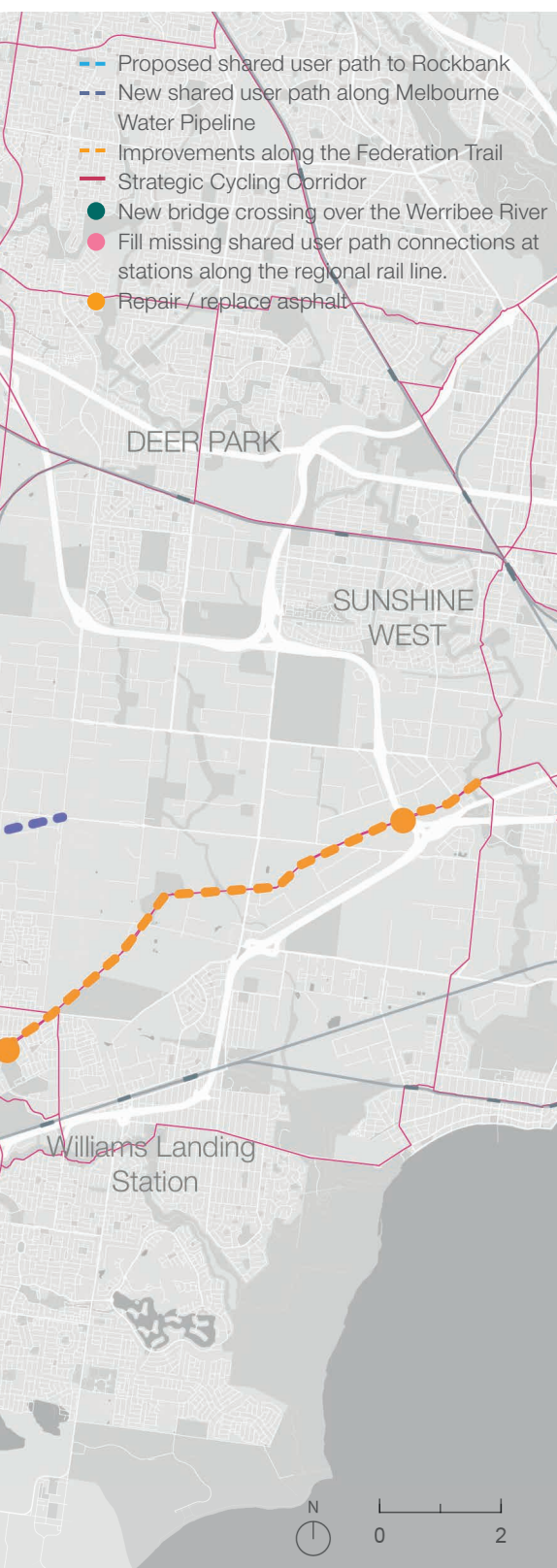
Project Delivery and Construction

Financial

DEVELOPMENT COST

\$520,000





PROJECT NEED

A program of works are needed to create safe cycling connections that service new and emerging suburbs in the outer west. This program will address critical cycling infrastructure gaps in the network and support new and local communities to realise health, social, environmental and economic benefits. Providing dedicated, safe and continuous cycling routes will encourage participation in active transport and address the pressing issue of car dependence in these establishing areas.

Further investigation is needed for each route to determine the appropriate infrastructure types such as separated on road facilities, off-road paths or shared paths. Routes must be direct, comfortable and designed so riders of all levels of experience feel safe.

PROJECT SCOPE

1. New shared user path along Leakes Road from Rockbank Station to Greigs Road. Provide path on the western edge of the road to enhance the connection into the station.
2. New cycling bridge over Werribee River. Bridge crossing will connect on the southern side of the regional rail link.
3. New shared user path at the future Sayers Road Station.
4. New shared user path at the future Davis Road Station.
5. New shared user path at Tarneit Station.
6. New shared user path along the Melbourne Water pipeline reserve. Consider amenity improvements including wayfinding, lighting and seating.
7. Replace/repair asphalt along

sections of the Federation Trail. Many sections have an asphalt surfaces that are damaged and hazardous for people who ride.

8. Provide signage at the trail heads and wayfinding and distance markers along the length of the Federation Trail.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Develop concept designs, undertake environmental and planning assessments and undertake community consultation. Please refer to Appendix D for more details.

RISK ASSESSMENT

This project has a wide range and will impact areas such as the Werribee River and major freeways. There is a risk that the Werribee river may be impacted which will require and impact assessment to be undertaken. The construction of a new bridge over the freeway carries major design and delivery risks. Please refer to Appendix D for more details.

Undertake improvements to Point Cook Road and Point Cook Road Interchange

KEY OBJECTIVE

- Improve the amenity and function of Point Cook Interchange for pedestrians, people on bikes and public transport.

LOCATION

Hobsons Bay LGA.




WITF PRIORITY AREA

Complete Strategic Cycling Corridors.

INITIATIVE TYPE

Project

POLICY ALIGNMENT

-  Encourage mode choice and mode shift
-  Harness opportunities for social procurement.
-  Support cycling for commuters and local trips

NEXT PHASE



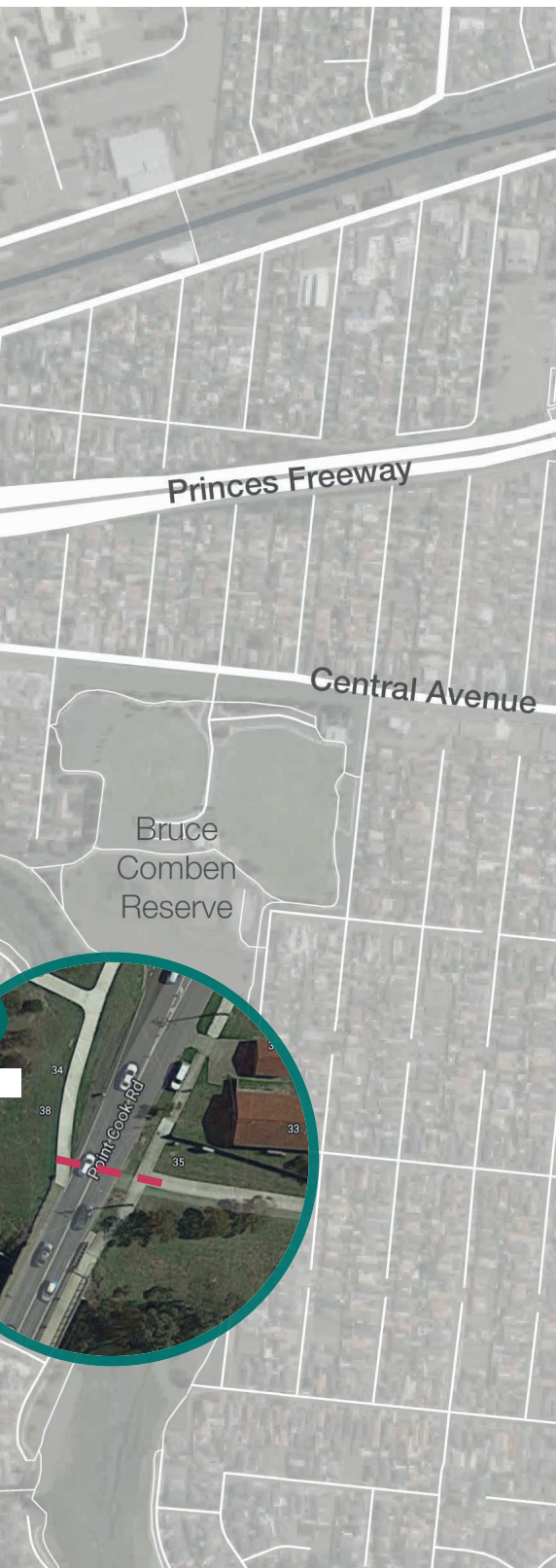
RISK ASSESSMENT

- Stakeholder Management 
- Planning and Environmental 
- Design and Technical Quality 
- Project Delivery and Construction 
- Financial 

DEVELOPMENT COST

\$930,000





PROJECT NEED

Point Cook Road and its interchange with Princes Freeway requires improvements to enhance amenity and safety for pedestrians, people on bikes and public transport.

The interchange is currently a major bottleneck in the road network. It's congestion and safety issues act as a major barrier for people to access Aircraft Rail Station and retail / industrial precinct north of Princes Highway. The interchange upgrade will improve the efficiency of the arterial road and redistribute road space to better meet the needs of all users. These improvements will alleviate the public transport choke point to support the community to move through the network and connecting to jobs, goods and services.

Council has undertaken some early thinking and has commissioned a transport study for Point Cook Road. Funding is required to develop this initiative into the next stage of design development and investment.

PROJECT SCOPE

1. Upgrade intersection of Point Cook Road and Central Avenue. The upgrade can be accommodated in the road reserve north of the roundabout. The upgrade should simplify movements, improve legibility and improve access for pedestrians, people on bikes and bus movement. A full traffic study is required to resolve these movements.
2. Upgrade intersection of Point Cook Road and Seabrook Boulevard. Provide bicycle lanes through the intersection.

3. Relocate the existing crossing to the south to the Pipeline Reserve.
4. New pedestrian and cycling crossing at Skeleton Creek Trail.
5. Pedestrian improvements along Point Cook Road. This includes installation of seating, shelter, wayfinding and other amenities with a focus between activity nodes, schools and parklands.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Develop design requirements for the interchange using the M&P framework, develop concept designs and undertake community consultation across the remainder of the corridor. Please refer to Appendix D for more details.

RISK ASSESSMENT

This project will require extensive design input from DoT to agree on the proposed update to the interchange. There is a risk of not meeting the competing needs of stakeholders and having to compromise on competing modal priorities. Please refer to Appendix D for more details.

Undertake a bus route restructuring and operations study across the West

KEY OBJECTIVE

- Increase the catchment and efficiency of existing bus services.
- Enhance the hours of operation and frequency of bus services.

LOCATION

Brimbank, Hobsons Bay, Maribyrnong, Melton, Moonee Valley and Wyndham LGAs.

WITF PRIORITY AREA

Enhance public transport connectivity and accessibility.

INITIATIVE TYPE

Project

POLICY ALIGNMENT



Enhance access to jobs



Improve public transport in outer and growth areas



Reduce social disadvantage



Support integrated user journeys

NEXT PHASE



PLANNING
AND
CONCEPT



DESIGN
DEVELOPMENT
& BUSINESS
CASE



PROJECT
DELIVERY

RISK ASSESSMENT

Stakeholder Management



Planning and Environmental



Design and Technical Quality



Project Delivery and Construction

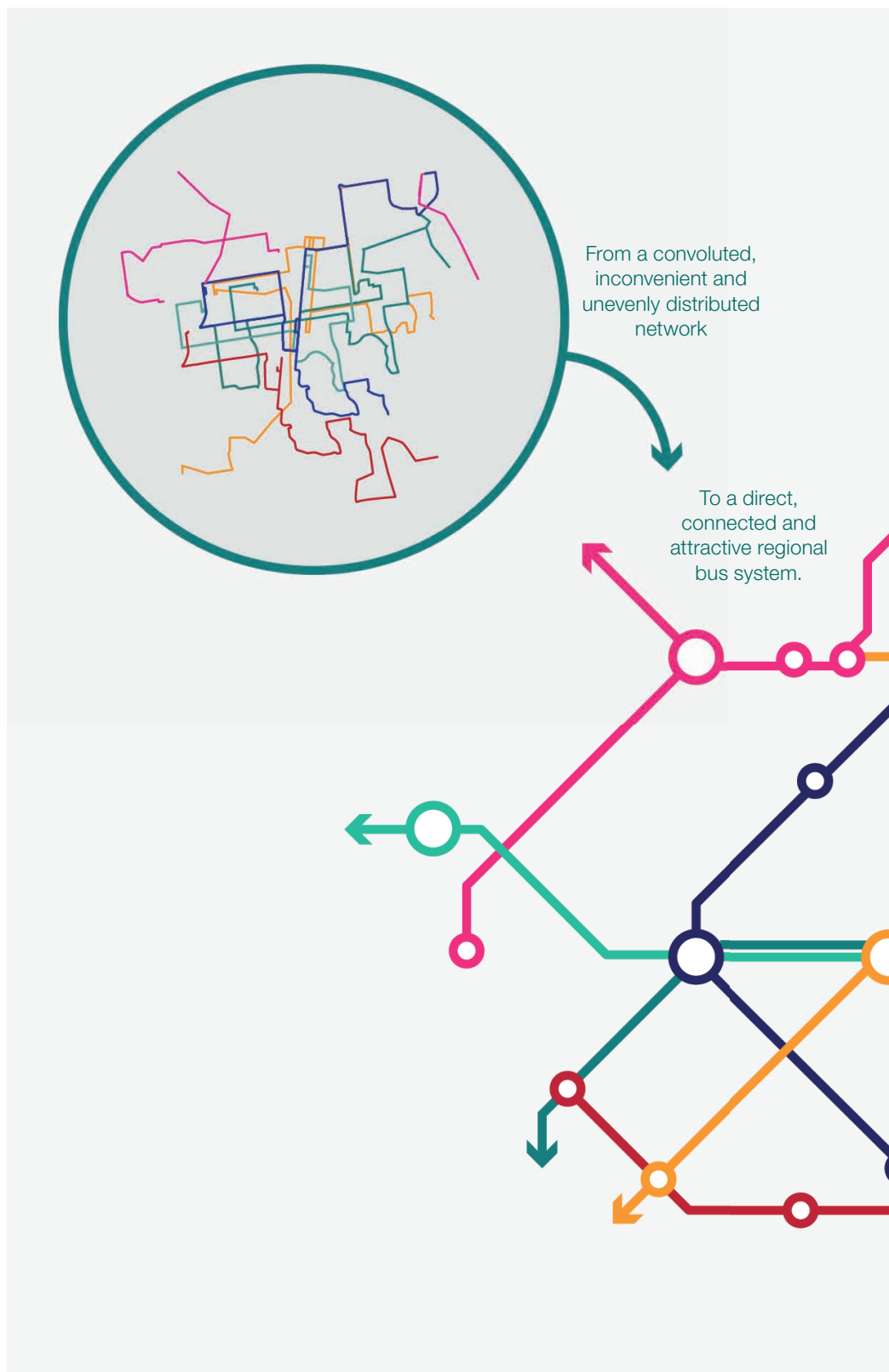


Financial



DEVELOPMENT COST

\$470,000





PROJECT NEED

An evidence-based regional study is required to identify how to increase the catchment and efficiency of exiting services as well as to enhance the hours of operation and frequency of services.

The study will address challenges raised consistently across the West including poor integration between services, other modes and destinations, long travel times due to inefficient routes, the uneven distribution of services and inconvenient service timetables.

Taking a coordinated, regional approach to network planning will support the development of a convenient, attractive and well planned bus service for the West.

PROJECT SCOPE

1. Reconfiguration of the bus network at a regional level.
2. Changes to bus services including hours of operation and frequency of services.
3. Supporting infrastructure changes to facilitate better bus movements.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Next steps include undertaking network analysis, stakeholder engagement, and network and timetable development. Please refer to Appendix D for more details.

RISK ASSESSMENT

This process carries a significant stakeholder and community risk when it comes to implementing the proposed reforms due to contract structures and community expectations. There will be a need to ensure that any study is back up by a quality evidence base to make the case for any reform to the bus network. Please refer to Appendix D for more details.

Implement on demand bus service trials in under-serviced areas of growth and change.

KEY OBJECTIVE

- Trial an interim public transport services in new communities not yet serviced by public transport.

LOCATION

All LGAs.

WITF PRIORITY AREA

Enhance public transport connectivity and accessibility.

INITIATIVE TYPE

Project

POLICY ALIGNMENT

Support 20 minute neighbourhoods

Reduce social and economic disadvantage

Improve public transport access in outer areas

Integrated user journeys

NEXT PHASE

**PLANNING AND CONCEPT**

**DESIGN DEVELOPMENT & BUSINESS CASE**

**PROJECT DELIVERY**

RISK ASSESSMENT

Stakeholder Management

Planning and Environmental

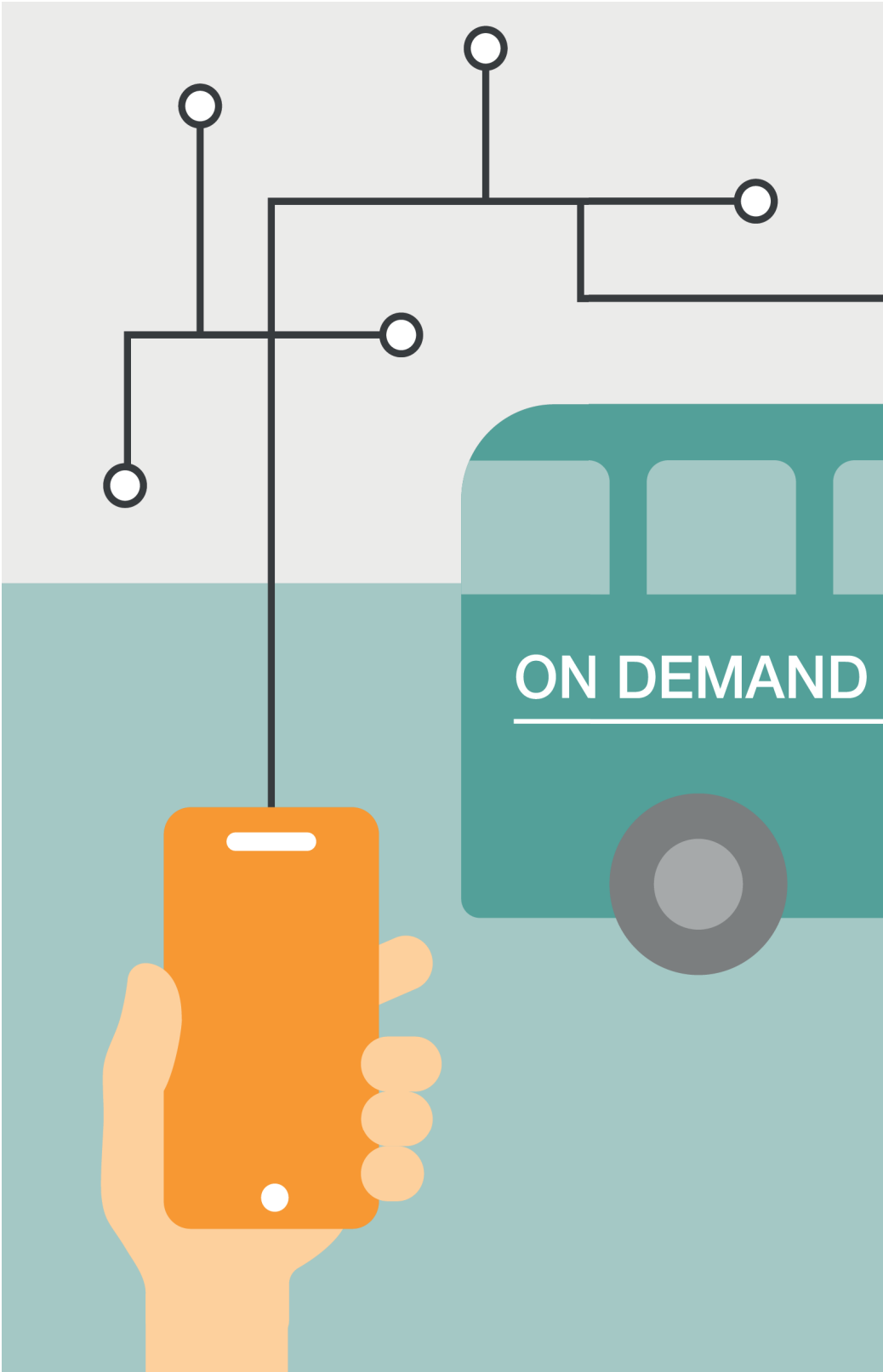
Design and Technical Quality

Project Delivery and Construction

Financial

DEVELOPMENT COST

\$260,000



PROJECT NEED

On-demand bus pilots will trial a new approach to public transport provision in emerging, growing and changing suburbs that are not currently serviced by public transport.

Unburdened by fixed stops, it will provide flexible and convenient transport for users that will connect communities to jobs and services.

New communities are rapidly emerging in Wyndham and Melton LGAs but the staged nature of these developments mean many are left with no transport alternatives to private vehicles. This trial can fill the gap in public transport provision in the interim and address issues of isolation and disadvantage faced by these new communities.

Services can be trialled in a range of contexts including new greenfield developments as well as renewal areas. Piloting the service is a low cost, temporary approach to delivery that allows government to trial the service and measure its outcomes.

PROJECT SCOPE

1. Fit for purpose vehicles to operate in a defined area as pre-booked shared service allowing people to schedule travel to key destinations such as local centres, hospitals or transport hubs.
2. Software system to coordinate bus routing and a platform for the community to schedule trips.
3. Education and marketing campaign to communicate the trial to local community.
4. System of monitoring and measure trial outcomes.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Undertake market sounding for an operator, develop a concept of operations and determine the cost to roll out the trial for a set period. Please refer to Appendix D for more details.

RISK ASSESSMENT

This project would require the development and deployment of new software and identification of new operators. At this point, the level of popularity is hard to define which means that the total cost of the trial may change. Please refer to Appendix D for more details.

Undertake tram stop upgrades to improve safety, DDA compliance and operation at strategic locations

KEY OBJECTIVE

- Ensure that strategically important tram stops are upgraded as a priority.
- Enhance tram stop amenity and accessibility.

LOCATION

Maribyrnong and Moonee Valley LGAs.


WITF PRIORITY AREA

Enhance public transport connectivity and accessibility.


INITIATIVE TYPE

Package


POLICY ALIGNMENT



Support 20 minute neighbourhoods





Reduce social and economic disadvantage




Encourage mode choice and mode shift

NEXT PHASE







PLANNING AND CONCEPT

DESIGN DEVELOPMENT & BUSINESS CASE

PROJECT DELIVERY

RISK ASSESSMENT


Stakeholder Management


Planning and Environmental


Design and Technical Quality


Project Delivery and Construction


Financial





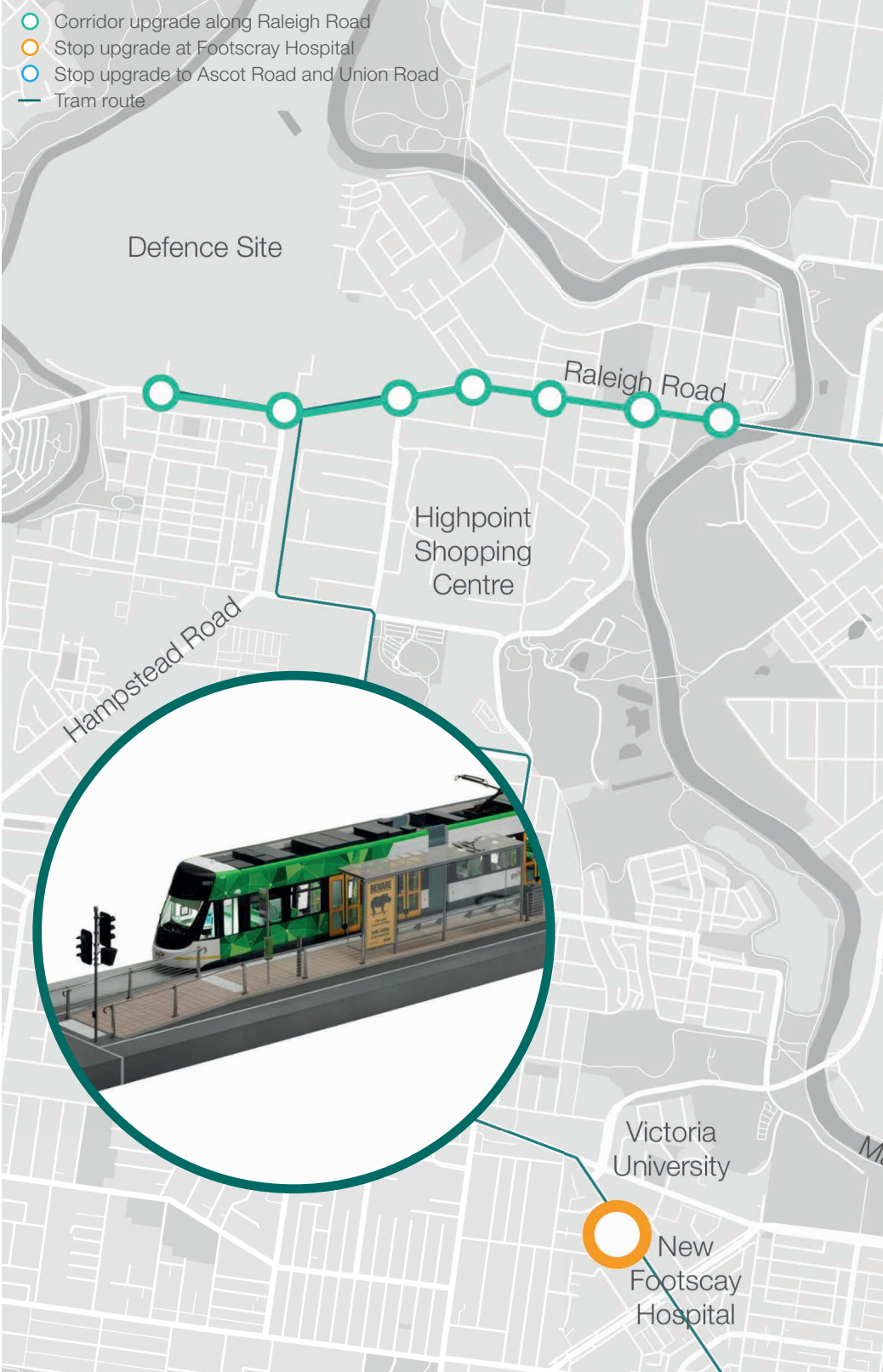


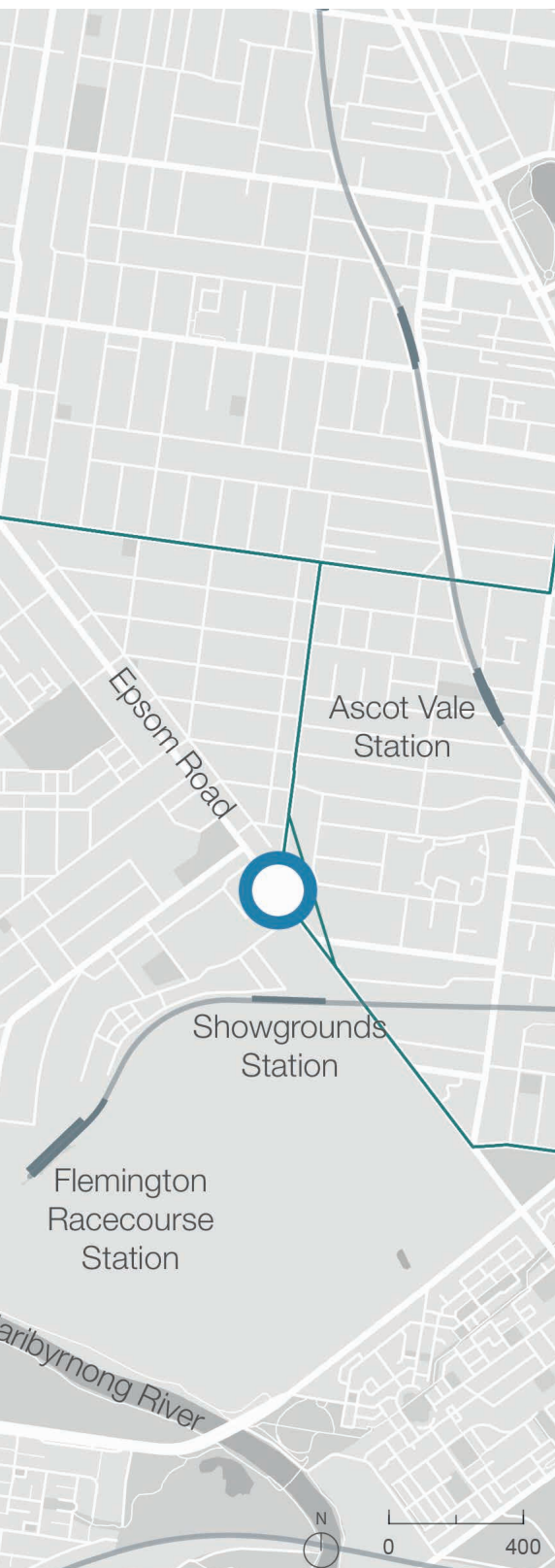




DEVELOPMENT COST

\$630,000





PROJECT NEED

Tram stop upgrades are required at strategically significant locations in the West to address key access, operations and safety issues. These upgrades will ensure locations with high demand will be accessible and safe for users of all ages and abilities.

Accessibility at the new Footscray Hospital is more important than ever with many workers, patients and visitors expected to alight and board here as well as its proximity to the Victoria University campus. Recent audits have revealed dangerous conditions at Raleigh road with people alighting onto live traffic lanes. Thirdly, the Ascot Street and Union Road stops have high demand from the Showgrounds and Flemington Racecourse but have been recently closed due to safety issues and DDA non-compliance. This stop has a high need for universal access located next to the Ascot Vale public housing site.

While all stops will eventually be upgraded under the State Government’s requirement to comply with DSAPT legislation, these locations should be considered priority in the DoT’s upgrade roll-out programme. Advocacy and coordination is required to prioritise these stops for early delivery within the programme.

PROJECT SCOPE

1. Upgrade tram stop at the new Footscray Hospital. This is located at the intersection of Droop Street and Tieman Street. A concept has been proposed by council for a Super Tram Stop with raised platforms to allow easy access

to the new low floor trams. This will require removal of on street parking around the stops.

2. Upgrade the tram corridor along Raleigh Road. Stops require upgrading from kerbside to level access stops. This will include improvements to pedestrian crossings to reduce conflicts with other modes and improve the safety and operations of the corridor. This will involve on street parking removal to accommodate the raised platforms.
3. Upgrade the tram stops at Ascot Road and Union Road. The stop requires a full review and re-design to support universal access (and DDA compliance) and better cater to high demand during events. Traffic lanes will need to drop from 2 lanes to one lane at this location to accommodate platforms.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Develop concept designs, engage with key stakeholders and undertake community consultation. Please refer to Appendix D for more details.

RISK ASSESSMENT

The upgrade of tram stops requires engagement with a wide range of stakeholders who have interests in the road space. This project will also require a reallocation of road space which may impact traffic lanes or parking provision along the corridor. Please refer to Appendix D for more details.

Provide new bus routes to service establishing residential estates in the outer west

KEY OBJECTIVE

- Provide key public transport connections for new communities in growth areas.

LOCATION

Wyndham and Melton LGAs.

WTF PRIORITY AREA

Enhance public transport connectivity and accessibility

INITIATIVE TYPE

Package

POLICY ALIGNMENT

-  Improve public transport in outer areas
-  Reduce social and economic disadvantage
-  Enhance access to jobs and activity centres

NEXT PHASE

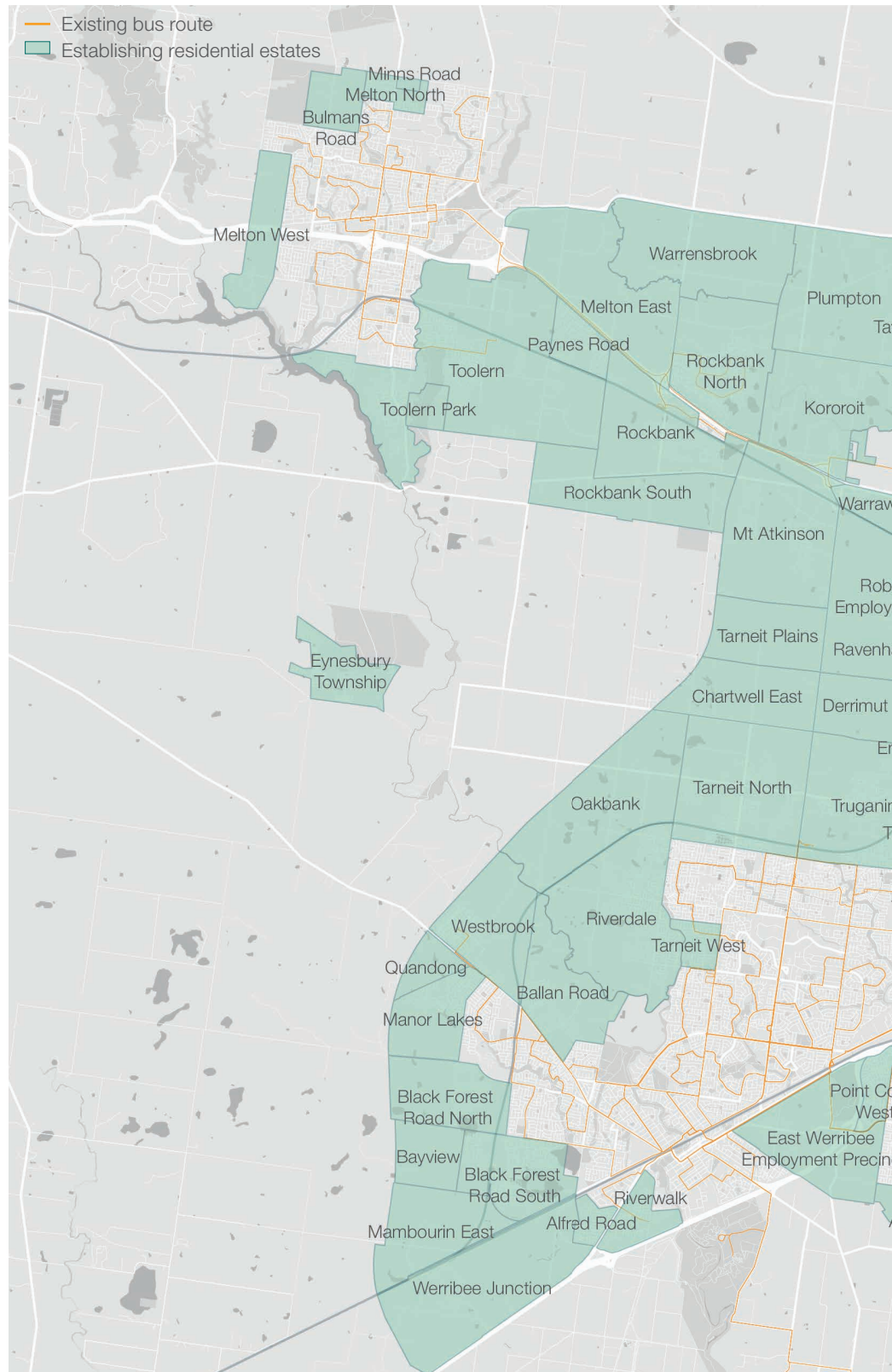


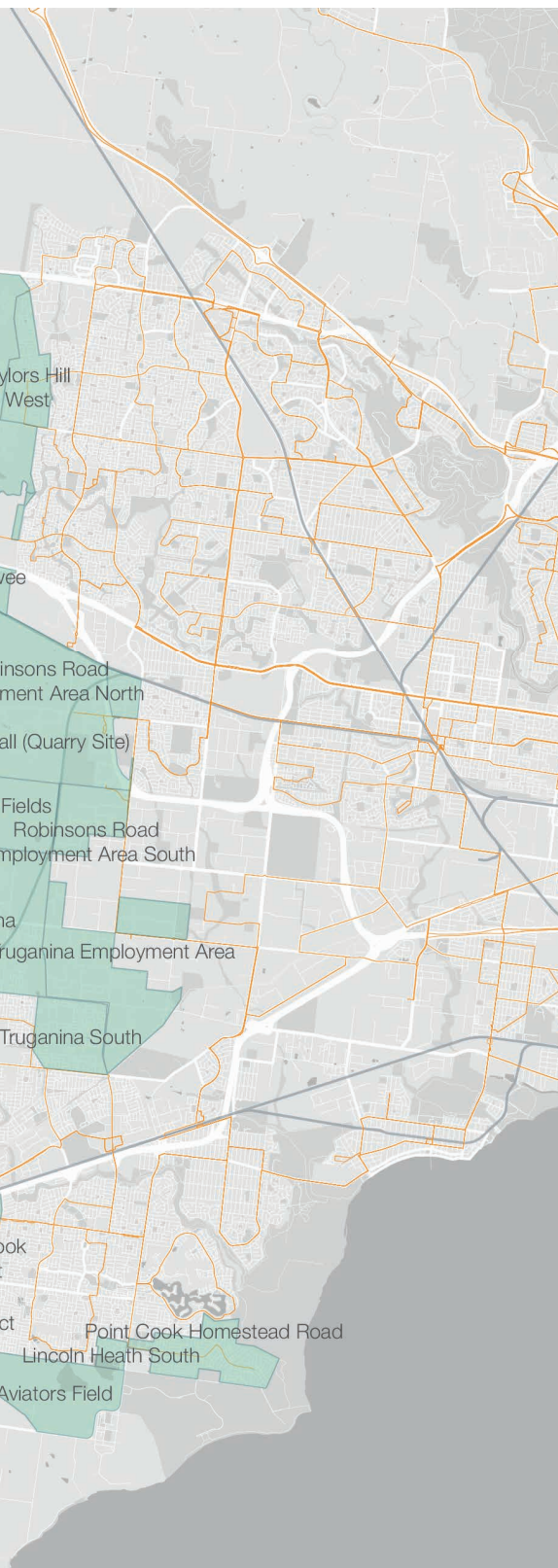
RISK ASSESSMENT

- Stakeholder Management ●
- Planning and Environmental ●
- Design and Technical Quality ●
- Project Delivery and Construction ●
- Financial ●

DEVELOPMENT COST

\$390,000





PROJECT NEED

Recently developed communities in the outer west require bus routes to improve public transport connectivity. Like many other low density outer urban areas in the city, public transport disadvantage in new and establishing residential areas in the west is significant⁷. Melton's youth have identified infrequent or lack of public transport as the greatest barrier to accessing education and employment. Many establishing precincts have no public transport access at all.

Funding these routes and improving public transport connectivity in the outer West will support the economic prosperity and liveability of the region. These new bus routes will offer an alternative to private vehicles and address car dependency while supporting access jobs, services and leisure opportunities.

To offer a legitimate alternative to private vehicles, service levels must be high. Services should have appropriate frequencies and hours of service. The new routes should be direct and integrated with both land use and the existing public transport network to keep travel times low and get people where they want to go.

PROJECT SCOPE

1. New bus services connecting each of the growth precincts to activity centres, rail stations and major destinations across the West.
2. Supporting infrastructure such as bus stops, signage, bus lanes and shelters along each new route as necessary.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Develop a service plan, undertake stakeholder and community consultation and develop a business case for the proposed corridors. Please refer to Appendix D for more details.

RISK ASSESSMENT

Rolling out new bus routes requires careful coordination with the timing of land use development. There is a risk of both running empty buses (increasing costs) and not serving new estates as they are developed. There is also a need to bring the operators online and agree on the proposed routes. Please refer to Appendix D for more details.

Introduce a program of DDA compliance upgrades across rail stations in the West

KEY OBJECTIVE

- Ensure all rail stations in the west comply with DDA requirements.
- Support people of all ages and abilities to access rail stations.

LOCATION

Brimbank, Hobsons Bay, Maribyrnong, Melton, Moonee Valley and Wyndham LGAs.

WITF PRIORITY AREA

Improve station access along railway lines in the region.

INITIATIVE TYPE

Package

POLICY ALIGNMENT

Enhance access to jobs and activity centres

Reduce social and economic disadvantage

Harness opportunities for social procurement

NEXT PHASE

PLANNING AND CONCEPT

DESIGN DEVELOPMENT & BUSINESS CASE

PROJECT DELIVERY

RISK ASSESSMENT

Stakeholder Management

Planning and Environmental

Design and Technical Quality

Project Delivery and Construction

Financial

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DEVELOPMENT COST

\$260,000





PROJECT NEED

A program of upgrades are required to ensure all rail stations in the West meet Disability Discrimination Act (DDA) standards.

The program will work towards creating a public transport system that is inclusive and accessible for people of all ages and abilities, including those with a disability and the elderly.

As many people with impaired mobility cannot drive, these upgrades are essential for the economic and social integration of the community.

PROJECT SCOPE

For each station the delivered infrastructure may include:

1. Changes to platform level gradients
2. Ramps and vertical transport to service users.
3. Audio tactile interventions & tactile ground service indicators.
4. Adjustment to grades across the precincts to ensure they are compliant with DDA requirements.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Next steps include undertaking a station audit, developing concept designs for each station and confirming the roll-out of upgrades. Please refer to Appendix D for more details.

RISK ASSESSMENT

This programme will involve a large number of stakeholders across the western suburbs with conflicting requirements and layers of control at each trains station. There is a significant risk of scope expansion as the additional requirements are added and the need to achieve compliant DDA outcomes are realised. Please refer to Appendix D for more details.

Deliver and expand bicycle parkiteers across train stations in the West

KEY OBJECTIVE

- Increase the amount of bicycle parking at train stations in the West
- Provide an attractive alternative to driving to stations.

LOCATION

Brimbank, Hobsons Bay, Maribyrnong, Melton, Moonee Valley and Wyndham LGAs.

WITF PRIORITY AREA

Improve station access along railway lines in the region.

INITIATIVE TYPE

Package

POLICY ALIGNMENT



Support cycling for commuter and local trips



Encourage mode choice and mode shift



Support integrated user journeys

NEXT PHASE



PLANNING
AND
CONCEPT



DESIGN
DEVELOPMENT
& BUSINESS
CASE



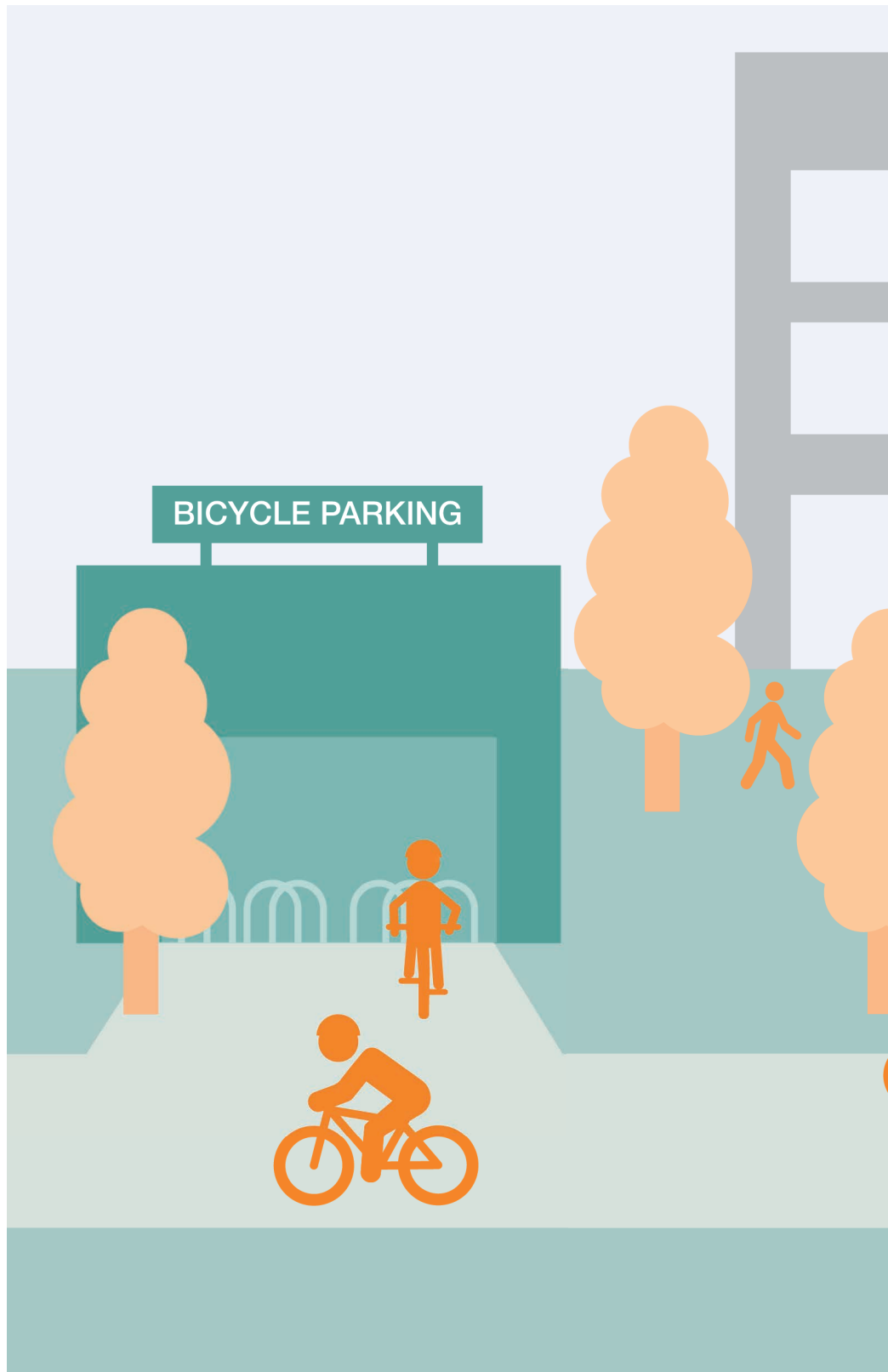
PROJECT
DELIVERY

RISK ASSESSMENT

- Stakeholder Management
- Planning and Environmental
- Design and Technical Quality
- Project Delivery and Construction
- Financial

DEVELOPMENT COST

\$380,000





STATION

PROJECT NEED

More bicycle parking is required at rail stations across the West including Yarraville, Melton, Wyndham Vale, Williams Landing, Tarneit and Tottenham Stations. Many stations have insufficient facilities that are often overcapacity and poor quality. Funding is required to roll-out high quality bicycle parkiteer cages throughout the region.

Appropriate bicycle parking at stations supports public amenity, efficiency and health. Providing sufficient bicycle parking enables people to quickly, cost effectively and conveniently access stations and complete their journey by public transport. Increasing high quality bicycle is an efficient way to get more people to rail stations, relieving pressure on the road network and car parking.

Not all bicycle parking is created equal. To encourage people to incorporate active transport participation in their journeys, bicycle parking must be secure, free and ideally undercover, in convenient locations with clear wayfinding, lighting and signage.

PROJECT SCOPE

1. Expand existing bicycle parking at rail stations across the West.
2. Install new secure and sheltered bicycle parking (such as bicycle parkiteers) at rail stations across the West.
3. Supporting infrastructure such as lighting and signage.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Determine the appropriate parkiteer demand, undertake stakeholder consultation and develop concept designs for each station. Please refer to Appendix D for more details.

RISK ASSESSMENT

This programme may struggle to meet the needs of all stakeholders across the western region as it expands to multiple stations. In addition, the large demand for cycling may not be met through the introduction of new cages. Please refer to Appendix D for more details.

Enhance public transport, cycling and pedestrian connectivity in and around Hoppers Crossing Station

KEY OBJECTIVE

- Improve connectivity for active and public transport users around the station.

LOCATION

Wyndham LGA.

WITF PRIORITY AREA

Improve station access along railway lines in the region.

INITIATIVE TYPE

Package

POLICY ALIGNMENT



Enhance access to jobs and activity centres



Support cycling for commuter and local trips



Improve public transport in outer areas

NEXT PHASE



PLANNING
AND
CONCEPT



DESIGN
DEVELOPMENT
& BUSINESS
CASE



PROJECT
DELIVERY

RISK ASSESSMENT

Stakeholder Management



Planning and Environmental



Design and Technical Quality



Project Delivery and Construction



Financial



DEVELOPMENT COST

\$1,080,000





PROJECT NEED

Hoppers Crossing Station is being upgraded as a part of the level crossing removal project. However, improvements are required alongside this to support better connectivity for people walking, cycling and taking public transport to and around the station.

These interventions will address major access barriers including the rail line, Princes Highway and Princes Freeway which will help people from south access the station. Demand is high for this link with key land uses such as hospitals, schools, universities and the East Werribee Employment Precinct located south of Princes Highway

While designs for the level crossing removal has been completed, project developers should aim to coordinate with the level crossing removal program where possible to ensure interventions are integrated with planned works.

PROJECT SCOPE

1. New cycling connection over the rail line between Old Geelong Road and the Federation Trail.
2. New bridge connection for active and public transport users over the rail line and Princess Highway. Space is relatively constrained at this location and further investigation will be required to understand how best to incorporate this bridge into the future design for the precinct. Any bus lanes at the bridge should directly connect to the bus interchange at the station.
3. New road extension of Dunnings Road to Hoppers Lane. The exact alignment will be subject to detailed design however the new road

will run through the undeveloped parcel of land south of the Princes Highway. The road will include an off-road shared user path link to the existing section of Dunnings Road which will then connect to the SCC to the east. The road extension will require a relocation of the Upper Point Cook Temporary Bicycle Park.

4. New overpass over the Princes Freeway to connect the new section of Dunnings Road to the existing section.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Develop concept designs, engage with key stakeholders and undertake community consultation. Please refer to Appendix D for more details.

RISK ASSESSMENT

The construction of a new bridge over the rail line will require rail closures during delivery. This project will need to involve many stakeholders across rail and road to achieve design alignment. These projects carry major design risks when working near major freeways and rail lines that will need to be carefully managed during the design process. Please refer to Appendix D for more details.

Enhance pedestrian, cycling and public transport connectivity to Newport Station

KEY OBJECTIVE

- Improve universal access, safety, visual amenity of the station.
- Prioritise people walking, cycling and taking public transport at and around the station in line with the Newport Structure Plan.

LOCATION

Hobsons Bay LGA.

WITF PRIORITY AREA

Improve station access along railway lines in the region.

INITIATIVE TYPE

Project

POLICY ALIGNMENT



Support cycling for commuter and local trips



Encourage mode choice and mode shift



Enhance access to jobs and activity centres

NEXT PHASE



RISK ASSESSMENT

Stakeholder Management

Planning and Environmental

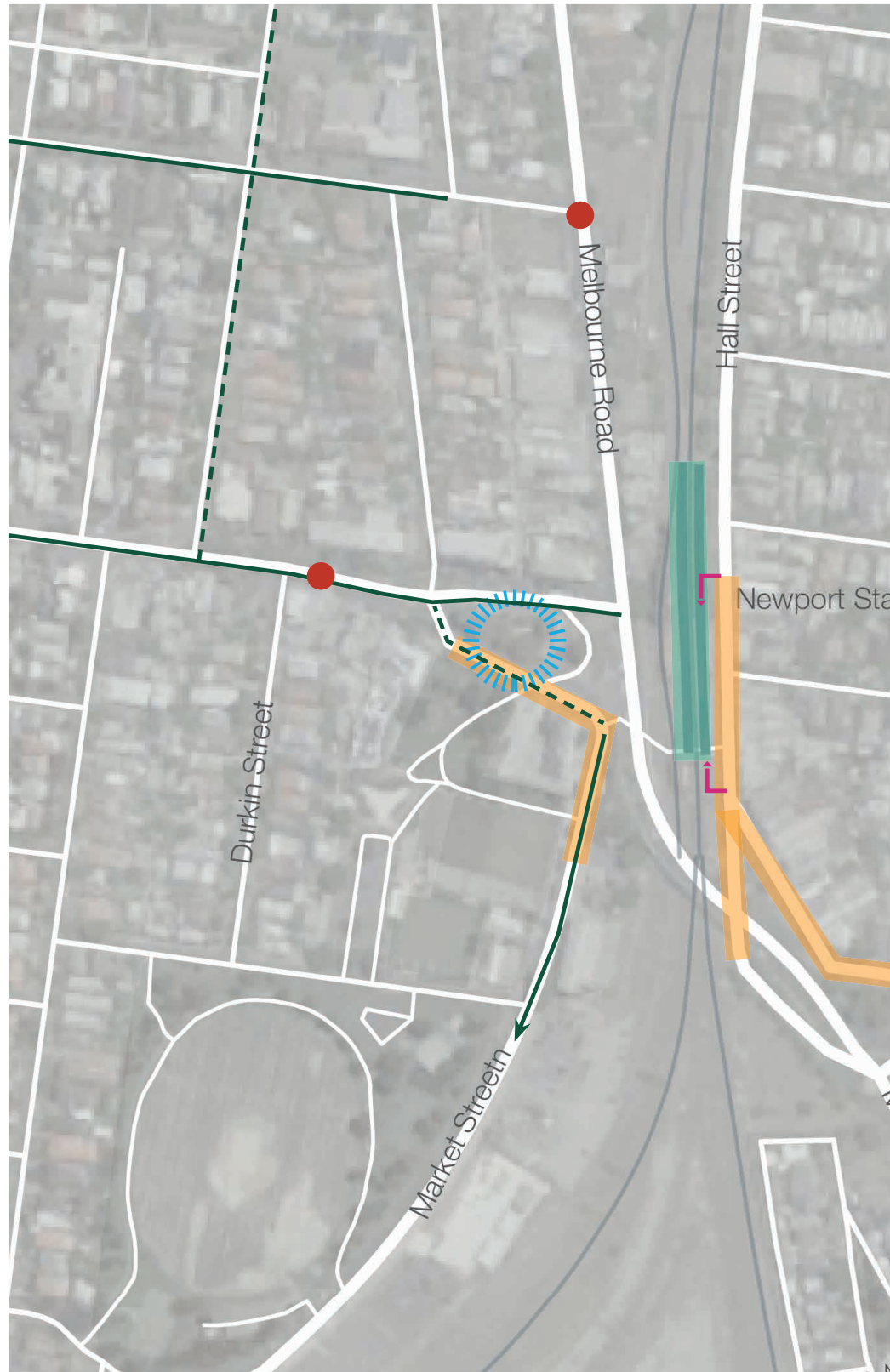
Design and Technical Quality

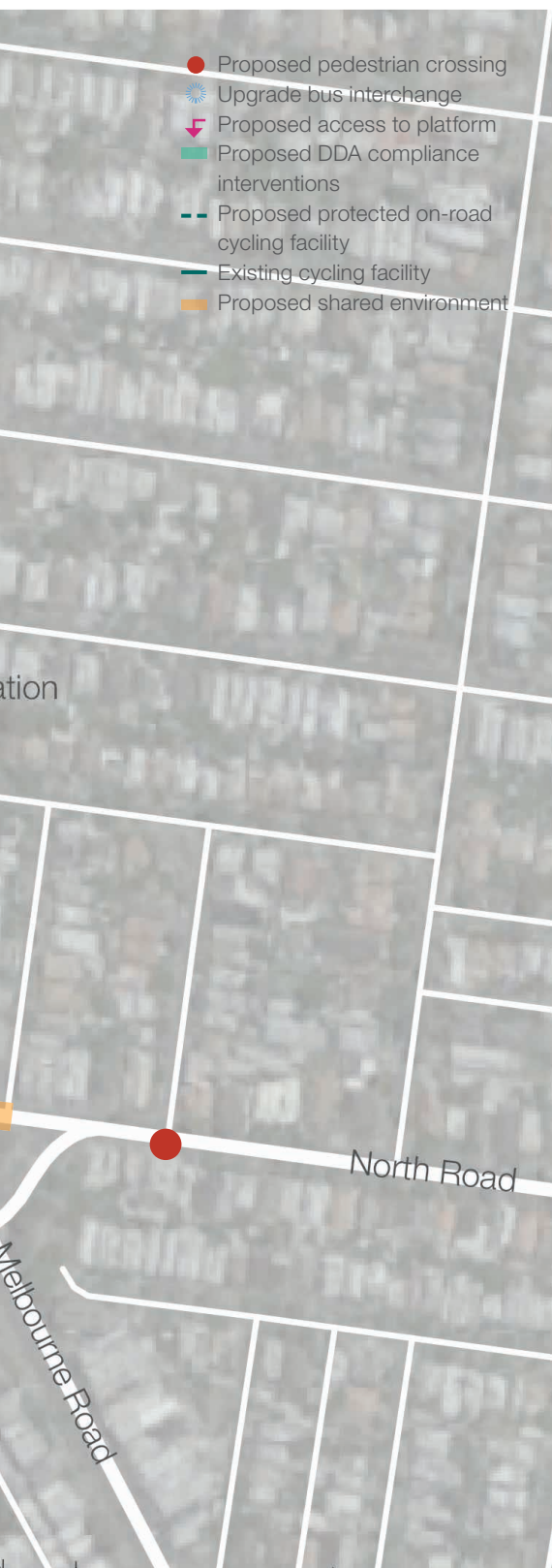
Project Delivery and Construction

Financial

DEVELOPMENT COST

\$650,000





PROJECT NEED

Interventions at Newport Railway Station will improve the efficiency of the bus interchange, encourage walking and cycling to the station, improve the amenity and accessibility of the station. These are essential given the increasing strategic significance of Newport Station due to the implementation of the Newport Structure Plan⁸ and future Melbourne Metro 2 or Geelong Fast Rail projects that would connect Newport Station to the Fishermans Bend NEIC.

PROJECT SCOPE

1. Upgrade station to comply with DDA and enhance circulation and access. Currently the east and west access points via the underpass are not DDA compliant. This could include pedestrian access changes through an overpass or underpass, and the associated decommissioning of selected tunnels, additional tunnelling, the creation of a new entry onto Hall Street, or a combination of measures.
2. New direct pedestrian access to platform 2 in the northern section of Hall Street, between Tait and Elphin Streets.
3. New direct pedestrian access onto platform 2 in the southern section of Hall Street, either next to the station building, or via the carpark.
4. New pedestrian crossing at Durkin Street across Mason Street.
5. New pedestrian crossing at Brown Street across North Road.
6. New signalised pedestrian crossing at Newcastle Street across Melbourne Road.

7. New protected on-road cycling lane on Schutt Street. This will likely require the removal of parking and/or trees to accommodate.
8. New low speed shared zone at Hall Street from Elphin Street and Grindlay Street. Include gateway treatments and/or pavement marking.
9. Upgrade roundabout to support continuous cycling movement that transitions between on-road facilities on Mason Street to a shared road at Market Street.
10. New low speed shared zone between the transit plaza and Paine reserve to Market Street. Include gateway treatments and/or pavement marking and manage safe cycling transition to the off-road shared path at Market Street.
11. Upgrade the existing bus interchange to enhance capacity, efficiency and connectivity to the station.

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Develop a concept design, undertake stakeholder and community consultation and draft a business case. Please refer to Appendix D for more details.

RISK ASSESSMENT

This project will require extensive engagement with stakeholders at and around the train station. This may drive competing requirements and drive up costs. The implementation of on-road bike lanes will likely face opposition from the community and carries risk of scope increases and programme delays if agreement cannot be reached. Please refer to Appendix D for more details.

Enhance public transport, cycling and pedestrian access and amenity at Sunshine Station

KEY OBJECTIVE

- Support people to conveniently and easily access the station.
- Increase the capacity, efficiency and integration of the bus interchange.

LOCATION

Brimbank LGA.

WITF PRIORITY AREA

Improve station access along railway lines in the region.

INITIATIVE TYPE

Project

POLICY ALIGNMENT



Enhance access to jobs and activity centres



Encourage mode shift and mode choice



Support cycling for commuter and local trips

NEXT PHASE



RISK ASSESSMENT

Stakeholder Management

Planning and Environmental

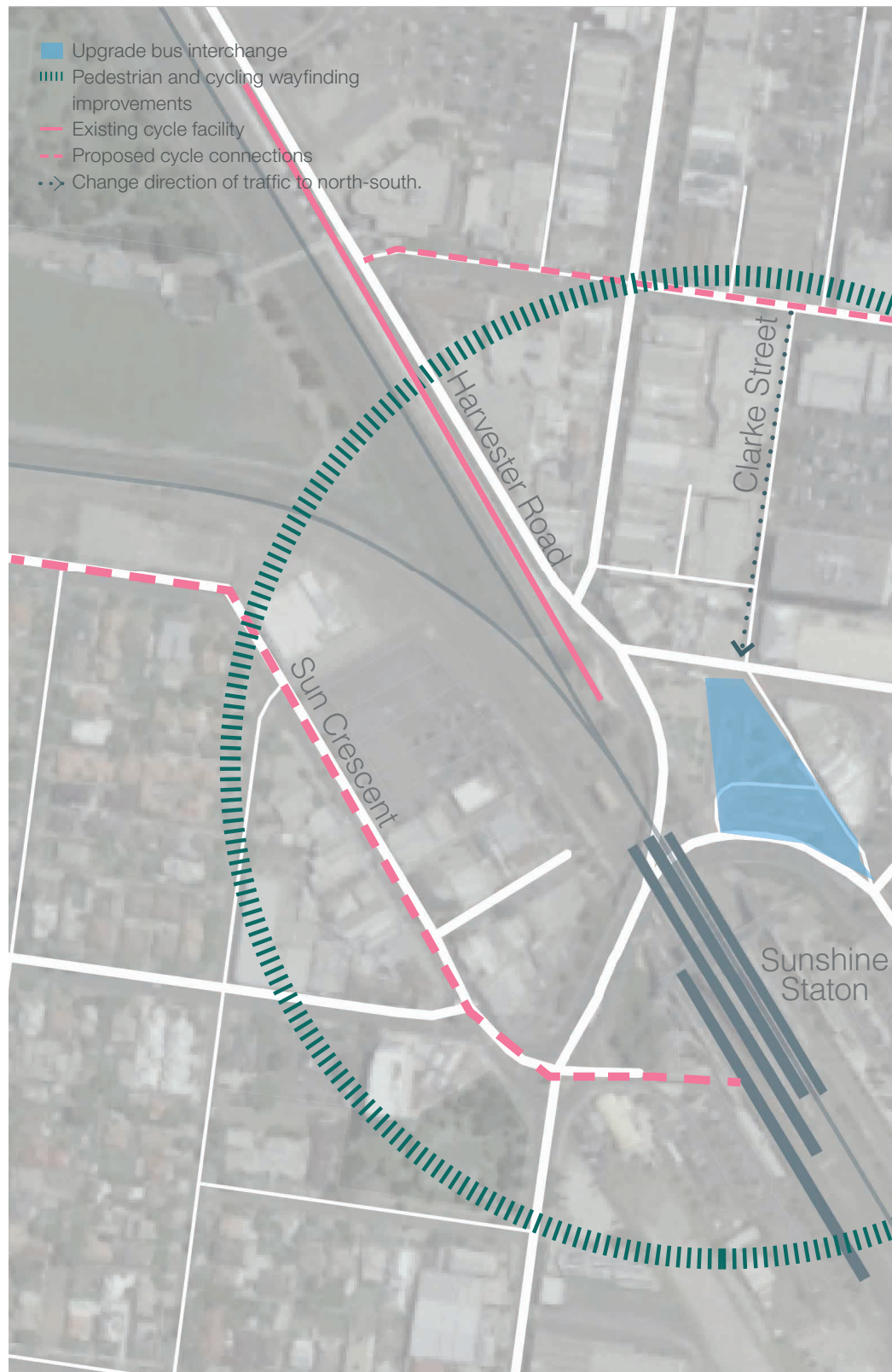
Design and Technical Quality

Project Delivery and Construction

Financial

DEVELOPMENT COST

\$220,000





PROJECT NEED

Several improvements are required to enhance connectivity and amenity at Sunshine Station. These will support the station precinct to become a Transport Super Hub underpin Sunshine's transition to become a new employment epicentre of the West and Metropolitan Melbourne⁹. Improvements will help maximise benefits associated with Airport Rail and Suburban Rail Loop and help deliver economic, environmental, social and cultural benefits for Sunshine and the wider region. These upgrades are needed to achieve the aspirations set out in the recently developed *Sunshine Super Hub Urban Design Principles* document¹⁰. This calls for a legible station precinct that retains, enhances and expands pedestrian linkages to the station and across the corridor and integrate with local and regional cycling connections.

PROJECT SCOPE

1. Investigate potential to upgrade the bus interchange at Sunshine Station. Since its re-development in 2013 that included landscaping, CCTV, lighting improvements and a pedestrian crossing, demand for the interchange has grown. Consider improvements to increase the capacity, efficiency and improve integration with rail station. Further investigation is required to understand how to best reconfigure or relocate the interchange to maximise its operations and amenity.
2. Wayfinding improvements are required around the station interface to enhance legibility and intuitive interchanges and journeys. Wayfinding elements include

landmarks or markers, gateway treatments, signage, pathways, pavement marking and appropriate form and scale of new structures.

3. New cycling facilities on Sun Crescent to support access to the station from the east. This will involve the removal of on street parking on Sun Crescent to accommodate on-road protected lanes or treatments to moderated the vehicle speeds and volumes to support an shared traffic street.
4. New on-road separated bike lanes along Devonshire Road to support access to the station from the west¹¹. This involves the removal of on-street parking.
5. Change the direction of traffic on Clarke Street to north to south (one-way) to improve cycling safety at the intersection with Devonshire Road¹².

NEXT STAGE PROJECT DEVELOPMENT DETAILS

Engage with RPV to understand the scope of work for the Melbourne airport Rail Link, undertake high level concept designs to align with the MARL project and engage with DoT's Precinct Planning team. Please refer to Appendix D for more details.

RISK ASSESSMENT

This project will need to be closely coordinated with the Melbourne Airport Rail Link Project. The bus interchange will form a key element of this. There is a risk that the design does not effectively align with the rail project or meet the needs of a wide range of stakeholders that will operate in this area. In addition the development of on-road cycle lanes through the area will require the reallocation of road space which may face community opposition.

Conclusion and Recommendations

This Report provides an overview of the WITF Stage 2 process and outcomes including the project long list, prioritisation framework and high level concepts of priority projects for the West.

The short list of projects identified in the WITF Stage 2 are recommended priorities for the Partnership to focus planning, funding and advocacy efforts. They are tactical, practical initiatives identified by local governments that will help:

- Improve station access along railway lines in the region.
- Enhance public transport connectivity and accessibility.
- Complete Strategic Cycling Corridors.

By realising these ambitions, they will further deliver a range of social, health, environmental and economic benefits to the Western region.

KEY RECOMMENDATIONS

- Progress and deliver the 22 priority projects. These are outlined and mapped over-page.
- Use the high level concepts presented in this report to inform future project development activities and funding submissions
- Explore opportunities to undertake community consultation to better understand aspirations, user requirements and concerns from people who live and work in the West.
- Continue to collaborate with local governments to build on existing work and leverage local expertise.
- Review initiatives identified in the long list to continue to develop the pipeline of investment in Western Metropolitan Region over the medium to long term.

PRIORITY PROJECTS	NEXT STEPS		
	PLANNING AND CONCEPT	DESIGN DEVELOPMENT & BUSINESS CASE	DELIVERY
P1 Develop a program of DDA compliance upgrades at stations	P1		
P2 Bus route restructure and operation study across the west	P2		
P3 Deliver and expand bicycle parkiteers across rail stations		P3	
P5 Fill gaps and enhance the Bay Trail to Maribyrnong River Trail		P5	
P6 Fill gaps and enhance the Sunshine to CBD cycling corridor		P6	
P8 Deliver cycling connection along Mount Alexander Parade		P8	
P10 Implement on demand bus service trials in growth areas	P10		
P15 Fill gaps and enhance the Melton to Sunshine cycling corridor		P15	
P17 Fill gaps along the Sunbury line cycling corridor to Sunshine		P17	
P18 DDA and safety upgrades to tram stop at strategic locations			P18
P22 Complete cycling connections to growth areas		P22	
P24 Enhance connectivity at Hoppers Crossing Stations	P24	P24	
P25 Upgrade Point Cook Road and Interchange		P25	
P28 Build the rest of the Kororoit Road Trail to Cherry Lake			P28
P31 Provide new bus routes to under-serviced areas of growth			P31
P37 Enhance connectivity to Newport Station		P37	
P42 Enhance access and amenity to Sunshine Station		P42	
P48 Provision of the Werribee River Trail		P48	
P51 Provision of the Wyndham Bay Trail		P51	
P55 Deliver cycling connections around Taylors Creek		P55	
P65 Undertake cycling improvements along Barkly Street			P65
P68 Enhance Central Avenue for public and active transport		P68	

References

- 1 Hobsons Bay City Council 2015, Discussion Paper Kororoit Creek Trail Stages 1-5.
- 2 Friends of Lower Kororoit Creek 2017, Friends of Lower Kororoit Creek.
- 3 West Trails 2017, Western Metrooolitan Region Trails Strategic Plan.
- 4 Parks Victirua 2013, Werribee River Shared Trail Strategy.
- 5 Maribyrnong City Council 2020, Bicycle Strategy 2020 – 2030
- 6 Trafficworks 2020, Queen Street / Central Avenue, Altona Meadows Traffic and transport study
- 7 Infrastructure Australia 2018, Outer Urban Public Transport: Improving accessibility in lower-density areas.
- 8 Hobsons Bay City Council 2018, Vision Newport: Draft Activity Centre Structure Plan.
- 9 Brimbank City Council 2020, Unlock the potential of Sunshine Super Hub
- 10 Brimbank City Council 2019, Sunshine Station Super Hub Urban Design Principles.
- 11 Brimbank City Council 2014, Sunshine Town Centre Structure Plan.
- 12 Brimbank City Council 2021, Devonshire Road Safety Improvements.

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Shaping a
better world

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