Moonee Valley Racecourse
Moonee Ponds
Integrated Transport Plan

Issue: C  22/06/17

Client: Moonee Valley Racing Club
Reference: 16M1081000
GTA Consultants Office: VIC

Quality Record

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1. Introduction

1.1 Background

A Planning Scheme Amendment to rezone part of the Moonee Valley Racing Club’s (MVRC) land to Activity Zone (ACZ) of the Moonee Valley Planning Scheme (the scheme), to facilitate redevelopment, was approved in March 2015. The schedule to the Activity Centre Zone (ACZ) requires the preparation of an Integrated Transport Plan (ITP) to be prepared for the site.

As part of planning for the future development of the racecourse, GTA Consultants (GTA) was engaged by the MVRC to prepare an ITP to satisfy the application requirements of Schedule 1 to the ACZ within the scheme.

This ITP responds to the requirements set out in Schedule 1 to the ACZ of the scheme and provides a review of the integrated transport components of the proposed development. Further discussion and detail surrounding the requirements of Schedule 1 of the ACZ is provided in Section 2 of this report.

The need to address the requirements of Schedule 1 has culminated in the preparation of this document and an associated Transport Access and Management Plan (TAMP). GTA has had a long term and ongoing involvement in planning for the subject land. This involvement includes extensive consultation with a Transport Working Group (TWG) that includes representatives of Moonee Valley Council, VicRoads, Public Transport Victoria (PTV) and Transport for Victoria (T for V).

The outcome of the TWG is the identification of a range of transport related initiatives that assist in the movement of traffic to and from the site as well as encourage alternate modes such as walking and cycling. The details of each of these treatments are discussed in Section 4.

This report should be read in conjunction with the current Transport Assessment and Management Plan (TAMP) for the future development of the racecourse also prepared by GTA.

1.2 Subject Site (Context and location)

The MVRC covers approximately 38ha and has approximate frontages of 850m to Dean Street, 610m to Wilson Street, 250m to Thomas Street and 400m to McPherson Street and 470m to CityLink. Much of the streets adjacent to the site are Council controlled, apart from CityLink, which is owned and operated by Transurban.

The site is currently occupied by the Moonee Valley Racecourse, which is still in active use. Immediately surrounding the site are a range of uses including residential to the north, south and east. A variety of commercial uses exist to the west around Puckle Street and Mount Alexander Road within the Moonee Ponds Activity Centre (MPAC).

The western portion of the site that is to be developed has been rezoned to an Activity Centre Zone (ACZ1) and is the subject of this ITP. The north-east portion of the racecourse, abutting Wilson Street and the border with Citylink, is as a Mixed-Use Zone (MUZ) and is also set to be redeveloped. ACZ1 was applied to the western development area in March 2015 via Planning Scheme Amendment C155. Further discussion is provided in Section 2 regarding the zoning of the land.

The location of the site and the surrounding environs is shown in Figure 1.1, and the existing transport access points are shown in Figure 1.2.
Figure 1.1: Subject site and its Environs

Figure 1.2: Subject Site – Existing Vehicle Access Points
1.3 Indicative Development Schedule

It is anticipated that the proposed development will be developed over a 10 to 15-year period subject to market demand. The development will comprise a mix of low rise town houses, medium and high-rise residential apartments and a mix of retail and commercial uses.

The analysis has adopted a dwelling yield along with assumptions about the potential make-up of non-residential uses that are summarised in Table 1.1.

### Table 1.1: Indicative Development Schedule

<table>
<thead>
<tr>
<th>Use</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Dwellings</td>
<td>1,700 dwellings - Western Precinct</td>
</tr>
<tr>
<td></td>
<td>300 dwellings - Eastern Precinct</td>
</tr>
<tr>
<td>Retail</td>
<td>2,880sqm</td>
</tr>
<tr>
<td>Supermarket</td>
<td>3,400sqm</td>
</tr>
<tr>
<td>Commercial office</td>
<td>18,000sqm</td>
</tr>
</tbody>
</table>

Note: This table is indicative only and the final development schedule will be subject to future planning permit applications.

In line with the proposed concept plan, it is expected that the mixed uses will be generally clustered at the south-west corner of the subject site adjacent to Dean Street and McPherson Street.

It is noted that the schedule in the ACZ triggers the requirement for an ITP and TAMP to contemplate the Western Precinct of the site, however this report does consider a yield of approximately 300 dwellings in the Eastern Precinct in the north-eastern corner of the racecourse. The intention of including this in the assessment is to remove any doubt that may exist in interpreting the level of analysis undertaken.

1.4 Stakeholder Consultation

Since the adoption of the Planning Scheme Amendment in March 2015, GTA, on behalf of the Moonee Valley Racing Club, have been working collaboratively with government agencies to prepare a transport management plan that is consistent with the agreed principles set out in the ACZ.

Several transport workshops (five in total) have occurred with representation from VicRoads, PTV and Moonee Valley Council since the amendment was approved in March 2015, in addition to discussions held during the preparation and evaluation phase of the amendment. These workshops resulted in agreement to the modelling inputs such as traffic generation rates, traffic distribution, assessment periods and other such key model parameters. The existing and post development conditions micro-simulation modelling was also presented by GTA during these workshops.

The traffic analysis has included the use of detailed micro-simulation modelling to assess the impacts of the proposed development and road layout on the road network. The Calibration and Validation Report outlining the findings of the micro-simulation modelling can be located within Appendix D of the Traffic Assessment and Management Plan.

In collaboration with the working group, a package of mitigating works has been developed and agreed upon. Throughout the workshop process, a number of proposed mitigating works were also discounted due to several factors such as a lack of support, network constraints or no perceived benefit to the wider network, infrastructure constraints or network planning reasons. Details regarding the agreed mitigating works package are provided in Section 4 of this report.

The agreed mitigating works have been tested using the microsimulation model (where possible), and results are provided in Section 5 of the Traffic Assessment and Management Plan report.
1.5 Scope and Purpose of this Report

This ITP details the integrated transport component of the full build out of Precinct 9 within the Moonee Ponds ACZ by addressing the requirements of Clause 6.0 of the Activity Centre Zone within the Moonee Valley Planning Scheme. It is noted that the Planning Scheme trigger for the ITP is development in precinct 9.

The particular requirements for the ITP as well as other items of transport significance are summarised below in Table 1.2 with the corresponding section of the ITP that addresses each requirement.

1.6 References

In preparing this report, reference has been made to the following:

- Moonee Valley Planning Scheme
- Australian Standard / New Zealand Standard, Parking Facilities (AS2890)
- Traffic surveys undertaken by GTA as referenced in the context of this report
- Various discussions and meetings with the relevant authorities (Council, VicRoads, PTV)
- An inspection of the site and its surrounds
- Panel Report for Planning Scheme Amendment C132
- Other documents as nominated.

1.7 Indicative Concepts and Figures

The concept plans, figures, tables and diagrams contained in this document are indicative only and their specific detail will be subject to future planning permit applications.
### Table 1.2: Schedule 1 to Activity Centre Zone – ITP Requirements

<table>
<thead>
<tr>
<th>Source</th>
<th>Requirement</th>
<th>Relevant ITP Report Section (S)</th>
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<tr>
<td>Clause 5.9-4</td>
<td>o Pedestrian and bicycle connections between the Moonee Ponds Creek Trail and Precinct 8 along Wilson Street and Dean Street should be improved</td>
<td>Section 6.3</td>
</tr>
<tr>
<td></td>
<td>o Pedestrian access should allow safe and convenient access for patrons going to and from the Racecourse</td>
<td>Section 6.2</td>
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<td></td>
<td>o The expected demand for travel by people who will live, work or visit the site and target transport mode split to encourage walking, cycling and use of public transport by future residents</td>
<td>Section 8</td>
</tr>
<tr>
<td></td>
<td>o Existing and proposed public transport routes, stops and infrastructure (e.g. shelters, indented bays, signage, pedestrian crossings) within the site and surrounds</td>
<td>Section 6.4 &amp; 6.5</td>
</tr>
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<td>o An indicative hierarchy of internal local roads proposed for the site that:</td>
<td>Section 6</td>
</tr>
<tr>
<td></td>
<td>o complements the surrounding network</td>
<td></td>
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<td></td>
<td>o recognises the primacy of pedestrian and bicycle access within the site</td>
<td></td>
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<tr>
<td></td>
<td>o provides a high level of amenity and connectivity, while managing the movement of vehicles travelling on Wilson Street, Dean Street, McPherson Street and Thomas Street</td>
<td></td>
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<tr>
<td></td>
<td>o allows for appropriate levels of manoeuvrability for emergency and service vehicles, and are of sufficient width to accommodate wide footpaths, new trees and bicycle lanes</td>
<td></td>
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<td>Clause 6.0</td>
<td>o The provision of a network of safe and convenient pedestrian and bicycle accessways to and through the site and connecting with public transport stops and the surrounding area, and encouraging the use of sustainable travel modes to local amenities</td>
<td>Section 6.2 &amp; 6.3</td>
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<td>o Recommended car parking and bicycle parking rates and the location and layout of on-site car and bicycle parking areas and access to and from them</td>
<td>Section 6.7</td>
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<tr>
<td></td>
<td>o Opportunities for providing a car share scheme</td>
<td>Section 6.7.1</td>
</tr>
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<td></td>
<td>o Provision for loading and unloading of vehicles, including waste collection and delivery vehicles, and means of access to and from them</td>
<td>Section 6.6.3</td>
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<td></td>
<td>o Green Travel Plan initiatives, including a new resident awareness and education program</td>
<td>Section 7</td>
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<tr>
<td></td>
<td>o Opportunities for providing improved public transport services and facilities</td>
<td>Section 6.4</td>
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<td></td>
<td>o The means proposed to address and mitigate the impacts of traffic generated by the development on the surrounding road network, including any unreasonable delays to public transport services, including:</td>
<td>Section 9 – Details</td>
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<tr>
<td></td>
<td>o any required upgrades or modifications (e.g. road widening, re-allocation of road space, parking restrictions, traffic and pedestrian signals, walking and cycling infrastructure improvements, and public transport improvements)</td>
<td>Upgrades and modifications.</td>
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<tr>
<td></td>
<td>o estimated costs of the mitigation measures</td>
<td>Estimated costs and funding</td>
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<td></td>
<td>o how and when the mitigation measures should be funded and delivered</td>
<td>mechanisms will be agreed as part</td>
</tr>
<tr>
<td></td>
<td>o Any interim measures that should be undertaken until such time as major transport infrastructure provision is undertaken</td>
<td>of separate discussions</td>
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<td>o Provision for continuing monitoring and review of the implementation of the plan.</td>
<td>with Council.</td>
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A ‘Transport Access and Management Plan’ report (Rev A, dated 19 October 2016) has also been prepared by GTA and addresses some similar aspects of Schedule 1 including specific traffic and transport impacts.
2. **Transport Planning Context**

2.1 **Policy**

2.1.1 **Summary of Key Policy Directions**

A review of the relevant state, local, and national policy indicates the following key directions in relation to transport and land use:

- **‘Transport choice’ is central to providing equitable access to employment and services.** Transport choice means that there are many viable and attractive options, such as walking, cycling, public transport or private vehicles. Transport choice is also intrinsically linked to urban form. Providing activity centres with a range of employment, retail, educational and community services in close proximity to where people live means that people will have more transport choices.

- **All investment decisions in the transport network should be informed by a road user hierarchy.** In Victoria, the SmartRoads Network Operating Plan / Road User Hierarchy tool developed by VicRoads is the appropriate planning tool to determine the road user hierarchy across the arterial road network, while the Moonee Valley Integrated Transport Plan provides guidance on the desired hierarchy for local roads in the municipality.

- **Promoting sustainable transport (walking, cycling and public transport) is generally endorsed on a state-wide basis and is important for a wide range of reasons:**
  - Healthy, active communities – there is a strong link between active transport and health.
  - Socially connected, liveable communities – places where people walk, cycle and use public transport are likely to perform better on a range of social indicators.
  - Transport efficiency – increased use of sustainable transport has environmental and economic benefits through reduced greenhouse emissions and reduced space required for vehicle movement and storage.
  - Access for all members of the community – a large number of people in the community don’t or can’t drive, and the provision of attractive and viable alternative means of transport is a key factor in whether a community is affected by transport disadvantage.
  - Safety – Increased sustainable and active transport improves safety and perceptions of safety.

- Planning for new development must consider providing for and promoting sustainable and active transport modes in accordance with the road user hierarchy. This includes a requirement for major developments to integrate with the transport network, including public transport and cycling.

- The City of Moonee Valley has many specific policies and strategies to improve walking, cycling and public transport, as set out in the Council’s ITP.
2.1.2 State Policy

Plan Melbourne

The Victorian Government released the metropolitan planning strategy, ‘Plan Melbourne’ in October 2013. Plan Melbourne is underpinned by seven major objectives for Melbourne:

i **Delivering jobs and investment** – create a city structure that drives productivity, supports investment through certainty and creates more jobs.

ii **Housing choice and affordability** - provide a diversity of housing in defined locations that cater for different households and are close to jobs and services.

iii **A more connected Melbourne** – provide an integrated transport system connecting people to jobs and services and goods to market.

iv **Liveable communities and neighbourhoods** – create healthy and active neighbourhoods and maintain Melbourne’s identity as one of the world’s most liveable cities.

v **Environment and Energy** – protect our natural assets and better plan our water, energy and waste management to create a sustainable city.

vi **Implementation**: delivering better governance – achieve clear results through better governance, planning regulation and funding options.

These objectives are supported by a series of directions, initiatives and actions. It is evident that the re-development of the Moonee Valley Racecourse site as an urban renewal precinct comprising a range of land uses including community, retail, commercial and residential of a medium and high density nature will deliver or enhance features which relate to a range of initiatives outlined in Plan Melbourne including:

- Initiative 2.2.2: unlock the capacity of urban renewal precincts for higher density, mixed use development
- Initiative 2.2.3: deliver housing close to jobs and transport
- Initiative 3.4.1: make neighbourhoods pedestrian-friendly
- Initiative 3.4.2: create a network of high-quality cycling links.

Apart from these initiatives, the project will also assist with delivering on key directions including:

- Direction 2.2: reduce the cost of living by increasing housing supply near services and public transport
- Direction 4.1: create a city of 20-minute neighbourhoods
- Direction 4.3: create neighbourhoods that support safe communities and healthy lifestyles.

Plan Melbourne Refresh

In 2015 Plan Melbourne went through a refresh, where a range of submissions were received during from October to December 2015. The aim of the submissions was to seek feedback from stakeholders and community with focus on the issues that were not adequately addressed in Plan Melbourne 2014. Two of the key areas relevant to the redevelopment of MVRC were housing affordability and diversity and transport priorities.

Plan Melbourne was released in May 2014 and is currently referenced in the State Planning Policy Framework, it is now awaiting formal release scheduled for 2016.

Transport Integration Act 2010

The Transport Integration Act is the primary transport statute for Victoria, and has caused significant change to the way transport and land use authorities make decisions and work together. The Act enshrines a triple bottom line approach to decision making about transport and land use.
The Act requires that all transport agencies work together to achieve an integrated and sustainable transport system. The Act has been effective to date in changing the focus of organisations that traditionally only considered a single transport mode.

The Act:
- unifies all elements of the transport portfolio to ensure that transport agencies work together towards the common goal of an integrated transport system
- provides a framework for integrated and sustainable transport policy and operations
- recognises that the transport system should be conceived and planned as a single system performing multiple tasks rather than separate transport modes
- integrates land use and transport planning and decision-making by extending the framework to land use agencies whose decisions can significantly impact on transport ("interface bodies")
- re-constitutes transport agencies and aligns their charters to make them consistent with the framework.

The Transport Integration Act forms an overarching legislative framework for transport related state planning policies and has been integrated within the Victorian Planning Provisions (VPP).

As an interface body, the City of Moonee Valley is required to undertake integrated transport planning in support of major developments. This ITP fulfils this requirement under the Act.

VicRoads SmartRoads Policy

SmartRoads is a VicRoads policy which sets ‘modal’ priorities on the road network and underpins many of the strategies for public and transport prioritisation. The policy is described as follows:

“SmartRoads is an approach that manages competing interests for limited road space by giving priority use of the road to different transport modes at particular times of the day. All road users will continue to have access to all roads. However, certain routes will be managed to work better for cars while others will be managed for public transport, cyclists and pedestrians.”

The SmartRoads approach is used by VicRoads as a decision making tool in relation to any projects that impact on the area.

The SmartRoads network in the vicinity of the subject site is shown in Figure 2.1.

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1 Source: www.vicroads.gov.au.
The policy identifies a number of items of transport significance including:

i. The subject land forms part of the Moonee Ponds Principal Activity Centre

ii. Dean Street and the Moonee Ponds Creek trail are bicycle priority routes

iii. Wilson Street, Dean Street, Mount Alexander Road (North) and Ascot Vale Road are nominated bus priority routes

iv. Pascoe Vale Road and Mount Alexander Road (South) are nominated as tram priority routes

v. CityLink is identified as a preferred traffic route.

Victorian Cycling Strategy and Action Plan

The Victorian cycling strategy, Cycling into the Future 2013-2023 and associated Victorian Cycling Action Plan 2013 & 2014, aims to grow and support cycling within Victoria by encouraging more people to ride and to increase the safety for those that already ride.

The strategy identifies a significant opportunity to increase cycling for short trips. This includes the opportunity for children to ride to school and for cyclists to regularly use cycling trails.

Cycling will play an increasingly important role in meeting transport needs and supporting vibrant, healthy urban communities in Victoria. Actions associated with the strategy provide opportunities for cycling networks in activity centres and towns to flow from precinct-based to beyond local government boundaries, providing for a continuous cycling infrastructure network across Victoria.
Principal Bicycle Network

The Principal Bicycle Network (PBN) is a network of existing and proposed on and off-road arterial cycling routes in metropolitan Melbourne, for which VicRoads has the primary responsibility to manage and develop. Bicycle facilities on the PBN are implemented by VicRoads and local councils depending on whether they are on an arterial or local road.

Figure 2.1 shows the ‘Bicycle Priority Routes’ (a subset of the PBN) within and surrounding the subject site. The Moonee Ponds Creek Trail, Dean Street and Mt Alexander Road are part of the PBN.

Pedestrian Access Strategy 2010

The Pedestrian Access Strategy sets out the Victorian Government’s vision for a pedestrian-friendly transport system for Victorians. The aim of the strategy is to encourage more Victorians to walk, especially for short trips. The strategy establishes broad policy principles and the first steps to guide the Victorian Government’s investment in walking— including infrastructure, planning and design, safety and behaviour change programs.

By getting more people walking has the potential to help ease congestion caused by vehicles, reduce greenhouse emissions, improve the health of the community and promote social connections. Despite the many benefits of walking, both physical and attitudinal barriers stop people walking more. The Pedestrian Access Strategy explores the major barriers to walking to help understand how best to overcome them. The strategy also takes account of trends and patterns in how, where and why Victorians walk. This picture of walking in Victoria puts the focus on support for walking where it is most needed.

The five strategic directions and related actions for walking are:

i Encourage people to walk by changing attitudes and behaviour.
   - Integrated provision for walking in Victorian Government transport projects, including principle development for incorporating walking in major transport projects.
   - Targeted behaviour change programs to encourage walking and develop travel planning guidance for workplaces, schools, communities, tertiary institutions and community precincts.

ii Collaborate to improve provision for walking.
   - Improving Victorian Government coordination and consultation mechanisms for planning walking infrastructure with local government, including at the regional level.

iii Create pedestrian-friendly built environments, streets and public spaces.
   - Greater alignment of local planning policies with the Victorian planning framework to enhance focus on walking, and a requirement to provide appropriate and well-designed walking infrastructure.
   - Develop active transport guidelines for land use planning.

iv Increase the safety of walking.
   - Continue review of pedestrian crash data and identify counter measures to improve infrastructure safety and road user behaviour.
   - Provide for regular and sufficient pedestrian crossings on arterial and collector roads.

v Continue integrated walking with public transport.
   - Provide safe and convenient walking access to public transport stops and interchanges.
2.1.3 Local Policies and Strategy

City of Moonee Valley Municipal Strategic Statement (MSS)

The Municipal Strategic Statement (MSS) for the City of Moonee Valley is outlined in Clause 21 of the Moonee Valley Planning Scheme. This statement outlines the strategic visions of the municipality with regards to land use, built form, transport and environmental sustainability.

Clause 21.03 of the Planning Scheme outlines the vision of the MSS with the Strategic Framework Plan specifically identifying the subject site as an employment node.

Clause 21.09 of the Planning Scheme outlines the transport related visions and objectives of the MSS. These objectives are summarised below as follows:

- **Transport modes** – establish a road space hierarchy based on modal efficiency as follows: pedestrians; cyclists; public transport; freight; private vehicles.
- **Walking and cycling** – To increase the number of residents and visitors who walk and cycle, particularly for short trips (under 2 kilometres walk and 5 kilometres ride).
- **Public transport** – to increase the number of residents and visitors who use public transport.
- **Freight** – to effectively manage road freight movements through the municipality.
- **Private vehicle** – to reduce private vehicle use through the municipality.

These objectives provide a framework for the development and planning of the subject site to work towards with regards to sustainable transport outcomes, and further allow for the development of the subject site to marry in with Council’s long term planning objectives and visions.

Schedule 1 to the Activity Centre Zone

The Moonee Valley racecourse site is subject to Schedule 1 to the Activity Centre Zone, which sets out various requirements for developing Precinct 9 of the activity centre and provides specific guidance on permit applications.

Schedule 1 includes the precinct map, which is set out in Figure 2.2.
In addition to the above, Clause 6.0 sets out more specific requirements pertaining to the Integrated Transport Plan to be prepared to the satisfaction of the responsible authority, VicRoads and Public Transport Victoria.

This ITP has been prepared in response to the requirements nominated; noting that a ‘Transport Access and Management Plan’ report has also been prepared by GTA and addresses some similar aspects of the overall development including specific traffic and transport impacts.
City of Moonee Valley Integrated Transport Plan 2008

The City of Moonee Valley Integrated Transport Plan (the plan) encourages and promotes the use of sustainable transport. The plan explains why business and services which generate transport demands should be in locations that offer a choice of transport and encourage people to make fewer and shorter trips. The main aim of the plan is to create choices for movement of people and goods through a network of vibrant, accessible mixed use centres which are closely aligned with and accessible by public transport, walking and cycling.

In this regard, the plan identifies the following relevant actions and targets in terms of improving walking, bicycle and public transport connectivity in the vicinity of the subject site:

**Walking Initiatives**
- “A16. Work with developers to ensure that quality pedestrian links are created in and provide access to Principal and Major Activity Centres.
- T15. Increased pedestrian activity across the Municipality and in all Principal and Major Activity Centres over the period 2008-2012.”

**Cycling Initiatives**
- “A28. Where possible include cycle lanes and facilities as part of all future road improvements.
- T18 – Complete the Principal Bicycle Network in Moonee Valley by 2017.
- T19 – Complete the remainder of the bicycle network by 2020
- T26. Every development in Moonee Valley complies with the Bicycle Facilities provisions of the planning scheme.”

**Public Transport Initiatives**

The Moonee Valley Racecourse redevelopment will comply with Policy 8 of the Integrated Transport Plan which indicates that all residential areas should be within 400 metres of a public transport route. In addition to the above, the redevelopment will look to undertake green travel plan initiatives in accordance with the action below:
- A71. Encourage public and private sector employers and schools to develop Green Travel Plans.

Overall, the Moonee Valley Racecourse redevelopment seeks to incorporate all the relevant actions and targets from the City of Moonee Valley Integrated Transport Plan 2008 as identified above. This ITP has been prepared to outline the proposed initiatives that will align with the sustainable transport objectives of the Integrated Transport Plan.

**Walking and Cycling Strategy 2012**

The Moonee Valley Walking and Cycling Strategy provides a number of aims to increase the walking and cycling trips within the community, including:
- “Develop a walking and cycling culture including increasing the number of people who walk and cycle particularly for short trips (under 2 kilometres walk and 5 kilometres ride)
- Prioritising walking and cycling in planning and decision-making processes across Council
- Promoting walking and cycling as easy, healthy, inexpensive and enjoyable ways to travel that promote social inclusion.”

The strategy identifies a number of existing and proposed bicycle facilities and shared paths within the vicinity of the study area. The proposed new or improved walking and cycling links include Mount Alexander road, The Strand, Lincoln Street, Glass Street, Woodland Street, Bulla
Road, Park Street-Vida Street and Vanberg Road-Primrose Street. These links are identified in Figure 2.4. It is noted that contrary to VicRoads’ SmartRoads road use hierarchy Dean Street is not highlighted as a proposed cycling route.

Figure 2.3: Proposed Walking and Cycling Routes and Links

Existing Bicycle Expenditure

The Bicycle Network Bicycle Expenditure Index (BiXe) is an annual publication that summarises the amount of investment made by Local Governments into the provision of bicycle infrastructure. The BiXe for the City of Moonee Valley for the 2012-13 financial year was $5.54 per resident, and is above the Middle Zone council average of $4.89 for 2012-13.

2.1.4 Selection of Appropriate Bicycle Facilities

It is generally accepted that there is a large latent demand for cycling as a form of transport and recreation within the general community. However, to engage these potential users, the facilities and initiatives must create an environment in which people perceive cycling to be an attractive option, especially in comparison to the use of private motor vehicles.
More specifically, safety is the key element in determining what facilities are perceived as being viable by cyclists. One of the key perceptions of safety for cyclists relates to the level of separation afforded between them and motorized traffic. For guidance on what level of separation is generally required, reference is given to Cycling Aspects of Austroads Design (refer to Figure 2.4). However, due to the limited space in many road reserves and the high cost of separated facilities, they are not feasible in every location. However, through the modification of the traffic volume and/or speed, the cycling environment can be made more attractive for a wider uptake of cycling by the general population.

2.1.5 Green Travel Planning Policy

Overview

‘Green travel’ initiatives are physical and behaviour change actions taken to maximise the use of sustainable and active transport by residents and visitors of new land uses.

The typical objectives of Green Travel Plans are:

i. to promote integration with existing public transport and active travel facilities
ii. to encourage the use of sustainable modes of transport (including carpooling)
iii. to discourage an (over) reliance on private motor vehicles and therefore reduce the environmental impact of developments.

Victorian Context

In Victoria, there has tended to be a focus on ‘hard’ measures (physical infrastructure) rather than behaviour change, as there are limited statutory mechanisms to ensure compliance or ongoing funding for green travel initiatives after the completion of the development.

In this regard, the focus of green travel planning for new development tends to be on providing the right physical environment so that people can make appropriate choices. Having the right physical environment will ensure that any behaviour change initiatives have the best chance of
success, however it is noted that these initiatives may be limited by pragmatic factors such as ongoing funding requirements.

International Context

In other contexts, green travel plans are known by names such as Residential Travel Plans (RTPs), as they are in London.

The London example will be considered here as a guide for how ‘hard’ and ‘soft’ measures can both contribute towards more efficient and environmentally-friendly transport outcomes for new residential developments. This analysis is based on the “Residential Travel Planning in London” guidelines published by Transport for London.

A RTP is “a package of measures designed to reduce car use originating from housing by supporting alternative forms of transport and reducing the need to travel in the first place”. This involves considering residents’ travel needs when designing residential developments, as well as aspects such as location, physical design, travel planning coordination, provision of key services and marketing/promotion. Benefits of RTPs include improved accessibility, social inclusion, health and sustainability, as well as benefiting developers, for example by increasing development yield (through lower provision of car parking) and by making developments more marketable.

In the London context, RTPs are supported by a robust policy framework at the national and metropolitan levels. National policy affirms the need to reduce car usage, improve road safety and achieve more environmentally friendly transport, and supports using travel plans for this purpose, especially in the residential sector (for larger developments). Metropolitan (London-wide) policy includes commitments towards partnerships between government agencies and levels of government towards integrating transport and development, including setting targets for limiting traffic growth. There are also local (borough-level) policies with similar provisions.

Measures that are typically included in RTPs encompass site design, improvements to off-site access, facilities reducing the need to travel, public transport improvements, parking management and raising awareness of green travel options. Such measures include but are not limited to:

- permeability for pedestrians and cyclists
- restrictions on car movements within the site
- creation and enhancement of cycling and walking links serving the site
- providing facilities such as healthcare, education, shopping, employment, leisure and community facilities to reduce the need to travel
- new or enhanced public transport services
- facilities to improve interchange e.g. bicycle parking near public transport stops
- carpooling ‘clubs’, including allocating car parking spaces for this purpose
- car sharing schemes
- control of off-site parking
- induction sessions for new households and follow-up visits to promote green travel options
- free/discounted use of public transport, bicycles or car sharing for new residents
- provision of cycling/walking maps, public transport information and personal travel advice to residents
- provision of community travel websites, noticeboards, events and forums.
The “Residential Travel Planning in London” guidelines recognise that RTPs are generally prepared in advance of site occupation and, therefore, without full knowledge of the travel needs and characteristics of the future residents. For this reason, the guidelines consider that RTPs should be “living” documents with ongoing monitoring and review. Nevertheless, treating the likely travel patterns and needs of future residents as a fundamental consideration in the design of the development from the beginning can provide significant benefits in terms of making green travel feasible and attractive.
3. Existing Conditions

3.1 Walking Network

The external walking network abutting the site includes footpaths provided on both sides of Wilson Street, Thomas Street, McPherson Street and Dean Street. The nearest formal pedestrian crossing points are located at the following locations:

- School crossing – Dean Street between McNae Street and McPherson Street
- School crossing – Wilson Street just east of Fanny Street.

Both of the school crossings currently only operate before and after school and are patrolled by school crossing supervisors.

The broader walking network consists of sealed pedestrian footpaths on both sides of the majority of local streets within the vicinity of the site. The broader walking network will provide good pedestrian access to Moonee Ponds Activity Centre, the Moonee Pond Bus & Tram Interchange and Moonee Ponds railway station.

Given the level of traffic both Dean Street and Wilson Street carry these collector roads provide somewhat of a barrier to north south pedestrian movements to the nearby local residential area. The existing pedestrian movement network is illustrated below in Figure 3.1.

Figure 3.1: Pedestrian Movement Network
3.2 Bicycle Network

The current physical cycling facilities within the vicinity of the site are limited. The existing cycling routes have been superimposed along with the various state and local government cycling network intents, as shown in Figure 3.2.

Figure 3.2: Existing Cycling Network and Cycling Policy Context

As indicated in Figure 3.2, the following PBN exist within the vicinity of the site:

- Dean Street to the south of the site provides an east-west connection to the surrounding bicycle network and the Moonee Ponds Activity Centre. West of Branch Street cyclists mix with general traffic along Dean Street.
- Mt Alexander Road to the west of the site provides on-street northwest-southeast bicycle connections to the surrounding bicycle network. In addition, these routes provide direct access to Parkville, North Melbourne and the Central Business District (CBD).
- The Moonee Ponds Creek Trail provides dedicated off-road shared pedestrian and cycle paths with excellent connections to inner Melbourne from Greenvale to Southbank via Moonee Ponds. The Moonee Ponds Creek Trail provides connection to the CBD via Docklands and links with many other cycle routes extending to much of inner Melbourne.

The routes which make up the existing cycling network generally provide limited connectivity and do not achieve separation to vehicular traffic. Dean Street does not currently provide any cycling facilities as highlighted in Figure 3.3 whilst Wilson Street provides a cycling lane on the southern side (westbound) as indicated in Figure 3.4.
High traffic volumes during the peak hour makes it unviable for all but the most confident of cyclists along Dean Street and Wilson Street. Cycling on the footpath may be the preferred option for many cyclists given the characteristics of the road network.

The site lies on the important corridor between Moonee Ponds Activity Centre and the Moonee Creek Off-Road Bicycle Trail. The development of the site has the ability to provide a more fine-grained movement network and provide improved bicycle connectivity in the local area.

3.3 Public Transport Network

For reference, Figure 3.5 illustrates the subject site in relation to the existing local public transport infrastructure and services. Table 3.1 documents the frequencies of the routes and major destinations which can be reached using the services within the vicinity of the site.

![Figure 3.5: Existing Public Transport Infrastructure & Catchment Area](image)
### Table 3.1: Existing Public Transport Services

<table>
<thead>
<tr>
<th>Service</th>
<th>Route</th>
<th>Route Description</th>
<th>Major Destinations on Route</th>
<th>Service Span</th>
<th>Frequency (Peak)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Weekday</td>
<td>Saturday</td>
</tr>
<tr>
<td>404</td>
<td>Footscray – Moonee Ponds via Newmarket</td>
<td>Footscray Railway Station</td>
<td>6:00am / 6:20pm</td>
<td>8:00am / 12:40pm</td>
<td>-</td>
</tr>
<tr>
<td>472</td>
<td>Williamstown – Moonee Ponds via Footscray</td>
<td>Williamstown SLSC, Footscray Plaza</td>
<td>5:35am / 9:50pm</td>
<td>6:30am / 9:30pm</td>
<td>8:40am / 10:50pm</td>
</tr>
<tr>
<td>475</td>
<td>Moonee Ponds – East Kelor via Niddrie</td>
<td>Essendon Railway Station</td>
<td>6:00am / 9:40pm</td>
<td>7:25am / 9:40pm</td>
<td>9:00am / 9:40pm</td>
</tr>
<tr>
<td>476</td>
<td>Moonee Ponds – Hillside via Taylor Lakes &amp; Watergardens Railway Station</td>
<td>Watergardens Railway Station, Taylors Lakes Sec. College, Keilor SC, Essendon Railway Station</td>
<td>5:40am / 8:55pm</td>
<td>6:25am / 9:00pm</td>
<td>8:50am / 8:50pm</td>
</tr>
<tr>
<td>477</td>
<td>Moonee Ponds – Broadmeadows via Essendon</td>
<td>Broadmeadows Railway Station, Essendon Railway Station</td>
<td>5:55am / 9:50pm</td>
<td>6:25am / 9:00pm</td>
<td>8:30am / 9:20pm</td>
</tr>
<tr>
<td>478</td>
<td>Melbourne Airport via Airport West</td>
<td>Sunbury Railway Station, Melbourne Airport T4 Depot</td>
<td>6:03am / 2:50pm</td>
<td>8:25am / 4:30pm</td>
<td>9:25am / 6:30pm</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>7:25am / 6:35pm</td>
<td>4:00pm</td>
</tr>
<tr>
<td>479</td>
<td>Sunbury – Moonee Ponds via Melbourne Airport</td>
<td>Sunbury Railway Station, Melbourne Airport T4 Depot, Essendon Railway Station</td>
<td>6:40am / 5:30pm</td>
<td>7:40am / 6:55pm</td>
<td>-</td>
</tr>
<tr>
<td>483</td>
<td>Sunbury – Moonee Ponds via Diggers Rest</td>
<td>Sunbury Railway Station, Diggers Rest Railway Stations</td>
<td>6:00am / 9:00pm</td>
<td>7:30am / 9:00pm</td>
<td>8:40am / 9:00pm</td>
</tr>
<tr>
<td>501</td>
<td>Moonee Ponds - Niddrie</td>
<td>Airport West Shoppingtown, Niddrie SC</td>
<td>6:35am / 1:00pm</td>
<td>7:13am / 9:00pm</td>
<td>7:43am / 9:30pm</td>
</tr>
<tr>
<td>503</td>
<td>Moonee Ponds – East Brunswick</td>
<td>Essendon Railway Station</td>
<td>6:10am / 9:00pm</td>
<td>7:00am / 6:55pm</td>
<td>-</td>
</tr>
<tr>
<td>504</td>
<td>Moonee Ponds – Clifton Hill via East Brunswick</td>
<td>Essendon Railway Station</td>
<td>6:10am / 9:00pm</td>
<td>7:00am / 6:55pm</td>
<td>-</td>
</tr>
<tr>
<td>505</td>
<td>Moonee Ponds – Melbourne University</td>
<td>Melbourne University, Royal Park Railway Station</td>
<td>6:50am / 9:50pm</td>
<td>7:53am / 9:53pm</td>
<td>8:53am / 9:53pm</td>
</tr>
<tr>
<td>506</td>
<td>Moonee Ponds – Westgarth Station</td>
<td>Westgarth Railway Station</td>
<td>6:50am / 8:50pm</td>
<td>7:53am / 9:30pm</td>
<td>8:53am / 9:53pm</td>
</tr>
<tr>
<td>508</td>
<td>Alphington – Moonee Ponds</td>
<td>Alphington Railway Station, Sydney Road</td>
<td>6:30am / 9:35pm</td>
<td>7:00am / 10:35pm</td>
<td>-</td>
</tr>
<tr>
<td>59</td>
<td>Airport West – City</td>
<td>City</td>
<td>4:15am / 11:00am</td>
<td>4:58am / 11:00am</td>
<td>6:24am / 11:59pm</td>
</tr>
<tr>
<td>82</td>
<td>Moonee Ponds – Footscray</td>
<td>Footscray Railway Station, Highpoint SC</td>
<td>5:17am / 12:26am</td>
<td>5:17am / 11:36pm</td>
<td>7:26am / 12:26am</td>
</tr>
<tr>
<td></td>
<td>Moonee Ponds Railway Station – City (Finders Street Railway Station)</td>
<td>North Melbourne, Southern Cross, Finders Street</td>
<td>4:33am / 11:30pm</td>
<td>5:17am / 11:36pm</td>
<td>7:26am / 12:26am</td>
</tr>
</tbody>
</table>

**Service Frequency Key**

- 15 mins or less
- 16 to 30 minutes
- 31-59 minutes
- 1 hour or greater
3.4 Road Network

Dean Street

Dean Street functions as a Connector Street and is generally aligned in an east-west direction. Dean Street is a two-way road configured with one lane of traffic in each direction, with a 9.2 metre carriageway (approx.) set within a 15.1-metre-wide road reserve (approx.). Kerbside parking is permitted on the south side of the carriageway.

Dean Street adjacent to the site carries approximately 10,800 vehicles per day².

Wilson Street

Wilson Street functions as a Connector Street and is generally aligned in an east-west direction. Wilson Street is a two-way road configured with one lane of traffic in each direction, with a 9.5 metre carriageway (approx.) set within a 15.3-metre-wide road reserve (approx.). Kerbside parking is generally permitted on the north side of the carriageway, with a bicycle lane provided on the south side east of Thomas Street.

Wilson Street adjacent to the site carries approximately 4,800 vehicles per day³.

McPherson Street

McPherson Street functions as a local street and is generally aligned in a north south direction. It is a two-way road configured with one lane of traffic in each direction, with an 8.5 metre carriageway (approx.) set within a 14.4-metre road reserve (approx.). Kerbside parking is permitted on both sides of the carriageway, with a Taxi Zone in operation along the eastern side of the roadway during racing events.

McPherson Street carries approximately 5,700 vehicles per day⁴.

McPherson Street is shown in Figure 3.6.

Thomas Street

Thomas Street functions as a local street and is generally aligned in an east-west direction. It is a two-way road configured with one lane of traffic in each direction, with a 12.4 metre carriageway (approx.) set within a 20.2-metre road reserve (approx.). Kerbside parking is restricted as a ‘ Permit Zone’ on both sides of the carriageway.

Thomas Street carries approximately 800 vehicles per day⁴.

Thomas Street is shown in Figure 3.7.

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² Based on the peak hour traffic counts undertaken by Nationwide Traffic Surveys in November 2015 and assuming a peak-to-daily ratio of 10% for local roads.
Coats Street

Coats Street functions as a local street and is aligned in an east-west direction. It is a two-way road configured with one lane of traffic in each direction, with 12.5 metre carriageway (approx.) set within a 20 metre road reserve (approx.). Kerbside parking is permitted as a ‘Parking Zone’ on both sides of the carriageway.

Coats Street carries approximately 1,800 vehicles per day\(^3\).

Pascoe Vale Road

Pascoe Vale Road functions as a secondary arterial road and is listed as a Road Zone (Category 1) in the Moonee Valley Planning Scheme. It is a two-way road aligned generally in a north-south direction and configured with two lanes of traffic in each direction, with shared tram facilities along the centre of the road. The road consists of a 13.7 metre carriageway (approx.) set within a 21.9 metre road reserve (approx.). Kerbside parking is permitted on both sides of Pascoe Vale Road subject to time and/or clearway restriction. Clearway restrictions apply on the west side of the road between Coats Street and Alexandra Avenue.

Pascoe Vale Road carries approximately 13,800 vehicles per day\(^3\).

Pattison Street

Pattison Street functions as a Collector Street and is generally aligned in a north-south direction between Dean Street and Ormond Road.

It is a two-way road configured with one lane traffic in each direction, 9.5-metre-wide carriageway set within a 14.9-metre-wide road reserve (approx.).

Pattison Street carries approximately 2,800 vehicles per day\(^4\).

3.5 Surrounding Intersections

The following intersections currently exist in the vicinity of the site:

- Thomas Street / Pascoe Vale Road (signalised T-intersection)
- Moonee Ponds Junction (signalised intersection)
- Wilson Street / Juliet Street (unsignalised T-intersection)
- Wilson Street / Fanny Street (unsignalised T-intersection)
- Wilson Street / Thomas Street (unsignalised X-intersection)
- McPherson Street / Thomas Street (unsignalised roundabout)
- McPherson Street / Kenna Street (unsignalised T-intersection)
- McPherson Street / Coats Street (unsignalised T-intersection)
- McPherson Street / Alexandra Avenue (unsignalised T-intersection)
- Dean Street / McPherson Street (unsignalised T-intersection)
- Dean Street / McNae Street (unsignalised T-intersection)
- Dean Street / Stuart Street (unsignalised T-intersection)
- Dean Street / Branch Street (unsignalised T-intersection).

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\(^3\) Based on the peak hour traffic counts undertaken by Nationwide Traffic Surveys in November 2015 and assuming a peak-to-daily ratio of 10% for local roads.
3.6 Road Network Safety

A review of the reported casualty accident history for the roads and intersections adjoining the subject site has been sourced from VicRoads CrashStats accident database. This database records all accidents causing injury that have occurred in Victoria since 1987 (as recorded by Victorian Police).

A summary of the accidents near the site occurring between January 2011 and August 2016 is shown in Figure 3.8.

Figure 3.8: Casualty Accident History (Jan 2011 to Aug 2016)

Source: VicRoads CrashStats, base from NearMap.

‘Serious injury’: at least one person was sent to hospital as a result of the accident.

‘Other injury’: at least one person required medical treatment as a result of the accident.

CrashStats records casualty-only crashes that have been reported. Therefore, some crashes may be unaccounted for due to being unreported. It is also no longer a requirement of the Police to record accidents that result in property damage only.

The CrashStats review indicates that a total of 36 casualty accidents have been reported within the nominated area within the reviewed six year period, including a large proportion of accidents centred on the Mt Alexander Road / Pascoe Vale Road intersection (Moonee Ponds junction). 12 of the 36 accidents (33%) involved cyclists. This cyclist accident history indicates a relatively poor cyclist/motor traffic interface within the vicinity of the site, and could be a result of insufficient cycling infrastructure on the major roads such as Pascoe Vale Road and Mt Alexander Road given the traffic speeds and volumes on these roads.

An assessment of the safety of the concept design for the proposed development is included within the Traffic Assessment and Management Plan (TAMP) report prepared by GTA.
3.7 Existing Travel Behaviour

3.7.1 Car Ownership

Data has been sourced from the Australian Bureau of Statistics 2006 and 2011 Census regarding car ownership for private dwellings within the Moonee Ponds Postal Area (POA3039). This data is aggregated to provide an indication of average vehicle ownership by dwelling size (includes detached dwellings, apartments and townhouses).

For reference the Moonee Ponds Postal Area is shown below in Figure 3.9, with a summary of the corresponding car ownership data presented in Figure 3.10. While this area gives an indication of current car ownership and resident parking demands, it is noted that the subject site being located within an activity centre has a higher level of access to public transport when compared to the Postal Area average. Furthermore, other characteristics of the development such as future car parking provision, availability of on-street parking, relative disutility of private vehicle travel, and occupant demographics may influence future car ownership levels.

Figure 3.9: Moonee Ponds Postal Area Boundaries

Subject Site
Figure 3.10 indicates that car ownership within Moonee Ponds has increased slightly between the 2006 and 2011 Census years, with a lower percentage of dwellings not owning a motor vehicle, and an increased proportion of dwellings have 1 or more motor vehicles. These figures suggest that at least 13% of dwellings may be completely reliant on non-car modes, and a further 41% of dwellings may require the use of non-car modes at times when the households’ single vehicle is in use.

For reference, it is noted that car ownership for flats, units, and apartments was lower than the ownership levels reported above (which includes all private dwelling types).

### 3.7.2 Journey to Work

Table 3.2 provides a comparison of Journey to Work data for residents of Moonee Valley (Statistical Local Areas) in addition to a number of other inner metropolitan Melbourne suburbs. For reference, all the Statistical Local Areas are shown in Figure 3.11 to Figure 3.16.

<table>
<thead>
<tr>
<th>Location</th>
<th>Total Public Transport %</th>
<th>Total Car Based %</th>
<th>Bicycle %</th>
<th>Walking %</th>
<th>Other %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moreland (C) - Brunswick</td>
<td>33%</td>
<td>41%</td>
<td>22%</td>
<td>1%</td>
<td>2%</td>
</tr>
<tr>
<td>Yarra (C) - Richmond</td>
<td>43%</td>
<td>42%</td>
<td>6%</td>
<td>8%</td>
<td>2%</td>
</tr>
<tr>
<td>Yarra (C) - North</td>
<td>29%</td>
<td>38%</td>
<td>16%</td>
<td>14%</td>
<td>4%</td>
</tr>
<tr>
<td>Stonnington (C) - Prahran</td>
<td>44%</td>
<td>33%</td>
<td>6%</td>
<td>15%</td>
<td>1%</td>
</tr>
<tr>
<td><strong>Moonee Valley (C) - Essendon</strong></td>
<td><strong>32%</strong></td>
<td><strong>54%</strong></td>
<td><strong>11%</strong></td>
<td><strong>3%</strong></td>
<td><strong>0%</strong></td>
</tr>
<tr>
<td>Melbourne (C) - Melbourne</td>
<td>30%</td>
<td>33%</td>
<td>7%</td>
<td>30%</td>
<td>0%</td>
</tr>
</tbody>
</table>
The ABS Census data indicates that 54% of residents within Moonee Valley travel to work by car as either driver or passenger, with 32% using a form of public transport. These mode splits illustrate that Moonee Valley generally has a higher car dependence compared to other inner metropolitan suburbs located a similar distance from the CBD. It is noted that the current 3% and 11% proportions of walking and cyclist trips respectively is generally below the rates compared to other inner metropolitan suburbs.
Parts of Moonee Valley are not within walking distance of a railway station, and local bus services are not frequent enough to provide an attractive or viable alternative means of transport. However, the site is well located within walking distance of the Moonee Ponds Bus and Tram Interchange. Moreover, the site is approximately an 11min walk to the Moonee Ponds Train Station. It is emphasised that the data presented above is for journeys to a place of employment only (i.e. it does not account for trips for recreation or commerce). For comparison relating to all trips, data from the Victorian Integrated Survey of Travel and Activity 2009-10 (VISTA09-10) is provided and discussed below (albeit for a larger sample area).

3.7.3 VISTA 09 Travel Patterns

Figure 3.17 shows travel mode information (sourced from the VISTA ‘09 databases) recorded for the Moonee Valley (C) - Essendon Statistical Local Areas. Cumulatively, this area provides a significant sample size and at a broad geographical level provide an indication of overall travel patterns of the area. The VISTA data has been reviewed and summarised to show the existing resident mode splits based on the total number of trips undertaken (i.e. work, education, retail, recreation, etc.). For reference, the geographical areas of Moonee Valley (C) - Essendon are depicted in Figure 3.7.

Figure 3.17: VISTA09 Existing Weekday Transport Mode Split – Moonee Valley (C) - Essendon Statistical Local Area

It is noted that the sample area may include suburbs with different travel profiles comparative to the location of the subject site. Nevertheless, VISTA data provides a useful indication of overall travel patterns and shows that walking, cycling, and public transport accounts for over 28% of all trips. Whilst taken from a different sample area, comparison with ABS Journey to Work data provided in Table 3.2 indicates that overall, a larger portion of non-work related trips (i.e. including short trips and recreational trips) are likely to be undertaken utilising a car. However, it is anticipated that the provision of a good walking and cycling environment within the site, and connecting to external attractors such as the Moonee Ponds Activity Centre would serve to encourage short trips to be undertaken by more sustainable modes.

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4 The VISTA09 10 (Victorian Integrated Survey of Travel Activity) database prepared by DOT (now DTPLI) summarises the travel characteristics of residents of Victoria.
4. Development Proposal

4.1 Indicative Development Schedule

It is anticipated that the proposed development will be developed over a 10 to 15 year period subject to market demand. The development will comprise a mix of low rise town houses, medium and high-rise residential apartments and a mix of retail and commercial uses.

The analysis has adopted a dwelling yield along with assumptions about the potential make-up of non-residential uses that are summarised Table 4.1.

<table>
<thead>
<tr>
<th>Use</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Dwellings</td>
<td>1,700 dwellings – Western Precinct</td>
</tr>
<tr>
<td></td>
<td>300 dwellings – Eastern Precinct</td>
</tr>
<tr>
<td>Retail</td>
<td>2,880sqm</td>
</tr>
<tr>
<td>Supermarket</td>
<td>3,400sqm</td>
</tr>
<tr>
<td>Commercial Office</td>
<td>18,000sqm</td>
</tr>
</tbody>
</table>

Note: This table is indicative only and the final development schedule will be subject to future planning permit applications.

These land uses will be progressively delivered on the subject site across several stages of development. It is important to note that the planning controls do not dictate a development yield or land use mix, and that the yield identified in Table 4.1 is consistent with current planning, and may be subject to change as part of future and more detailed planning for the site.

The concept plans for the site and the respective precincts is shown in Figure 4.1.

Figure 4.1: Precinct Locations
5. Strategic Response

5.1 Principles

5.1.1 Introduction

Three high level principles have been developed to inform the development’s transport and public realm network:

- Creating a safe, attractive and accessible public realm.
- Improving linkages between the site and surrounding areas (including key land use attractors such as Moonee Ponds Activity Centre).
- Supporting sustainable travel behaviour for residents, employees and visitors to the site.

A modal hierarchy has been adopted to support the principles above and inform decision making within the site as defined in Section 5.2.

5.1.2 Public Realm

The creation of a safe, attractive and accessible public realm can rely on a range of measures:

- Providing an attractive environment for walking within the site, including shade, shelter, seating, adequate lighting, and other supporting infrastructure such as landscaping at key locations.
- Ensuring design speeds for vehicles are low, so that pedestrians are able to move freely about the site including across local roads.
- Ensuring the urban design of spaces encourages passive surveillance and supports Crime Prevention Through Environmental Design (CPTED) principles.

5.1.3 Improved External Linkages

Improved external linkages are critical to the success of the site as an integrated part of Moonee Ponds. In particular, the following key connections are critical to the success of the scheme:

- Providing links from the site to allow direct, safe access to external land use attractors such as Moonee Ponds Activity Centre and the Moonee Ponds Creek Trail.
- Improving integration with adjacent public transport infrastructure (bus stops).
- Providing direct, safe and amenable access to the adjacent activity centre.
- Improving the external bicycle infrastructure to better link with key bicycle routes on the Principal Bicycle Network.
- A north-south connection across both Dean Street and Wilson Street for pedestrians.

5.1.4 Supporting Sustainable Travel Behaviour

A range of supporting measures are proposed to increase sustainable mode share (walking, cycling and public transport). Many of these issues will be resolved during the detailed design (planning permit) stage, and include:

- Providing bicycle end of trip facilities.
- Providing car parking at lower than statutory rates.
- The facilitation of a car sharing scheme.
- Green travel planning to support individual developments (upon development).
- Adopting lower speed limits and design speeds within the development to support walking and cycling as a mode of choice.
5.2 Modal Hierarchy

A ‘road user hierarchy’ is a ranking system by which priority is allocated to each transport mode for the purpose of informing funding decisions, planning, and design of transport infrastructure. The road user hierarchy should be used as a reference to balance outcomes for road users and to ensure safe and sustainable transport outcomes are achieved.

The internal road user hierarchy to be adopted is recommended to be generally consistent with the Moonee Valley Integrated Transport Plan (2008), which is represented below in Figure 5.1. This hierarchy has informed the development of the internal street network, which can generally be characterised as a low speed, low traffic volume environment (with some higher volumes on the main connector roads).

Figure 5.1: Road User Hierarchy

![Road User Hierarchy Diagram]

Source: Reproduced from Moonee Valley Integrated Transport Plan – Policy 22.

The external road network abutting the subject site comprises two connector roads (Dean Street and Wilson Street) for which Moonee Valley City Council is the responsible Authority. Despite this, the road user hierarchy for these roads is managed by the SmartRoads Network Operating Plans as shown in Figure 2.1. SmartRoads designates Dean Street as a Bicycle and Bus Priority Route, and Wilson Street as a Bus Priority Route only. Notwithstanding the above, appropriate pedestrian facilities and crossings will be required providing connectivity between the site and key destinations including Moonee Ponds Activity Centre and Moonee Ponds Train Station.
6. Transport Network

6.1 Overview

The proposed post development transport network is summarised in Table 6.1 with the designation of each road classification and provision for each transport mode. Figure 6.1 sets out diagrammatically the post development transport network, whilst Figure 6.2 shows the concept vehicle access arrangements (also reproduced in Appendix A).

Figure 6.1: Indicative Internal Road Network Map
Table 6.1: Proposed Road Cross-Section Elements

<table>
<thead>
<tr>
<th>Road Type</th>
<th>Road Reserve</th>
<th>Carriageway Width</th>
<th>Parking</th>
<th>Bicycle Facilities</th>
<th>Pedestrian Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>New north-south road (A)</td>
<td>18.3m</td>
<td>11.6m</td>
<td>Indented on east side with potential for indented on west.</td>
<td>3.0m shared path on east side</td>
<td>Shared path on east side [1]</td>
</tr>
<tr>
<td>Alexandra Avenue (B)</td>
<td>19m</td>
<td>13.6m</td>
<td>Both sides (Indented)</td>
<td>1.5m cycle lane provided in each direction</td>
<td>Both sides</td>
</tr>
<tr>
<td>New Access Street (C)</td>
<td>16m</td>
<td>10.6m</td>
<td>Both sides (Indented)</td>
<td>Shared with traffic</td>
<td>Both sides</td>
</tr>
<tr>
<td>Kenna Street (D)</td>
<td>16m</td>
<td>10.6m</td>
<td>Both sides (Indented)</td>
<td>Shared with traffic</td>
<td>Both sides</td>
</tr>
</tbody>
</table>

Note: Letters reference Figure 6.1.

The proposed road cross-sections aim to manage the movement of people along the surrounding transport network to the site, whilst maintaining a high level of safety for all road users. The level of local resident and transport user amenity has been considered in the design of the internal road network.
Access to the development areas will be subject to detailed design as part of future planning application for the site. Notwithstanding, indicative locations are shown on the plan.
6.2 Walking Network

Internal Network

The proposed internal pedestrian network includes the provision of high amenity links through the site, as shown in Figure 6.3.

Figure 6.3: Walking Network

Sealed pedestrian footpaths are to be provided on both sides of new streets. Consideration has been given to the operation of the racecourse and the associated pedestrian flows through the subject site. The streets have been designed to cater for event day foot traffic and have been generally aligned in the east-west direction to provide a direct connection to Pascoe Vale Road and the wider activity centre. An underpass is likely to be constructed in an east-west direction at the new north-south road to grade separate traffic and pedestrians at this crossing point.
A key component of the internal pedestrian network is the diagonal new local street, which provides access from Alexandra Avenue through to the western racecourse entry. While connectivity and pedestrian priority are indicatively shown by the creation of a low speed local street link, it is recommended that this section of road is subject to specific local area traffic management treatments during the detailed design stage. This link addresses the ACZ requirement to provide a direct pedestrian link from Dean Street to the entrance of the reconfigured racecourse.

New signalised intersections are to be constructed as part of the proposed development. This infrastructure will provide an enhanced and direct pedestrian link connecting to the north over Wilson Street and to the south over Dean Street. This will replace existing part time school crossings and greatly reduce the existing barrier to north-south pedestrian movement across Wilson Street and Dean Street and will provide a safe east-west movement across the new north south road at Dean Street and Wilson Street.

The main pedestrian attractor in the local area is the balance of the Moonee Ponds Activity centre and associated transport facilities, such as the bus interchange, tram stops and the Moonee Ponds train station. The proposed diagonal new local street will provide a key route for access through to the Moonee Ponds Junction via Alexandra Avenue. An upgraded pedestrian link along Alexandra Avenue, both internal and external to the site, will be provided and improve the pedestrian connectivity to the Moonee Ponds Junction, which has a signalised crossing point on the north approach of Pascoe Vale Road at Alexandra Avenue. It is noted that Council will deliver any upgrades to Alexandra Avenue between Pascoe Vale Road and McPherson Street.

6.3 Cycling Network

Internal Bicycle Network

Dedicated cycling facilities are provided as follows:

- East-west connection between the new north-south road and the Moonee Ponds Creek Trail via a shared path on the north side of Dean Street
- East-west along Alexandra Avenue from McPherson Street to the new north-south road via 1.5m on-street bicycle lanes provided in each direction
- North-south along the new north-south road via a shared path on the east side of the road
- The use of ‘sharrows’ at the Alexandra Avenue/McPherson Street roundabout for cyclists travelling east-west.

On the remaining access streets cycling traffic will be shared with motor vehicle traffic. This is suitable when having regard to the low traffic movements estimated on such roads within the internal road network, as well as the proposed 40km/hr local traffic area speed zone.

This shared traffic environment is considered to be a more efficient use of road space and is consistent with the Austroads Guidelines reproduced in Figure 2.4, which suggest that a mixed traffic approach is appropriate when traffic volumes are up to 5,000 vehicles/day and at operating speeds of 40km/hr or less.
Dedicated on-road cycle lanes will be constructed along Alexandra Avenue, connecting with adjacent paths, in accordance with Clause 5.9-4 of Schedule 1 of the scheme. Crossing points will be provided at the Alexandra Avenue/McPherson Street and Alexandra Avenue/New north-south Road intersections to facilitate the connection to the external network at Dean Street.

Construction details are to be agreed between all stakeholders. An example of a separated shared path facility is outlined in Figure 6.5.
External Bicycle Network

The proposed bicycle network and its integration with adjoining cycling network links in the locality are illustrated in Figure 6.6.

Figure 6.6: Local Cycling Network
The external network is enhanced by a new shared path from the edge of the site along the northern side of Dean Street that will provide an off-road cycling facility to the Moonee Ponds Creek Bicycle Trail. This infrastructure will provide a missing link in the cycling network and facilitate an uninterrupted commute for local cyclists to and from the CBD.

It is envisaged that the proposed shared path bicycle facility will encourage the use of sustainable transport for residents of the subject site and the wider local community.

6.4 Public Transport Integration

The western edge of the site is located within 800 metres walking distance of Moonee Ponds railway station. This represents an opportunity to make use of more sustainable transport modes for travel, consistent with the key transport policy objectives of both Council and the Victorian State Government.

It is recommended that nearby public transport infrastructure is actively promoted by integrating new development via the provision of improved walking and cycling links to access public transport. This includes the following recommendations:

○ Upgrade the existing bus stops directly adjacent to the site on both Dean Street and Wilson Street to comply with disability access requirements.
○ Provide additional bus stops on the new north-south road if and when a bus route is provided through the development.
○ Provide weather protection for the bus stop on Wilson Street near Fanny Street (integration with building undercroft on south side should be considered).
○ Provide signalised pedestrian crossings at the new signalised intersections at Wilson Street and Dean Street to provide controlled east-west and north-south connections.
○ Advocate for improved bus and tram frequency, service span, and days of service (i.e. including weekends) as the area develops towards a higher density residential area and employment catchment.

It is noted that the improvement of bus stops is subject to further design considerations and will be undertaken in consultation with Public Transport Victoria.

The new north-south road connection between Thomas Street and Dean Street has been designed to accommodate future bus movements, noting that PTV does not presently intend to re-route any services through the site. Notwithstanding, the opportunity to provide bus stops and buses through the site in the future represents a key opportunity in providing sustainable transport particularly for nearby schools in the area.
Future Public Transport Initiatives

Future bus stops and a north-south bus route have been allowed for as part of the design of the new north-south road shown indicatively in Figure 6.8. The provision for future bus stops can be provided in addition to any bus zone arrangement for the Moonee Valley Racecourse operations on race days.
6.5 Wayfinding

Wayfinding is a critical requirement to allow people to navigate successfully through complex urban environments. Visitors, tourists, residents and workers have different wayfinding needs. Wayfinding is a means by which a more legible public domain can be created by using visual, verbal and/or auditory clues such as materials, patterns, signs, maps, landmarks and other signals. A successful wayfinding system instills confidence in a wide variety of users and encourages walking and cycling for transport and recreation.

It is recommended that a wayfinding strategy be developed during the detailed design stage and implemented with the commencement of construction works.
6.6 Road Network

6.6.1 Internal Road Network

The proposed internal road network has been outlined earlier in Figure 6.1 and Table 6.1. The road network within the site is proposed to be a local traffic area with 40km/hr speed limits on all streets. Design speeds however are expected to be lower than this in key areas, and will be moderated through implementation of local area traffic management measures and other urban form characteristics such as shared zones, road reserve cross sections and the horizontal road alignment.

In order to reduce the likelihood of non-local traffic travelling through the site, a range of measures have been incorporated, including:

- Local area traffic management and pedestrian priority measures and treatments.
- Provision of two signalised intersections at either end of the new north-south road. These intersections, whilst providing signalised access, will also carry a perceived time penalty for through traffic.
- Implementation of a 40km/hr speed zone throughout the site.
- Development of a horizontal road alignment and roadway design features which encourage slower internal network speeds and increased travel times.

The road network has been designed to complement the surrounding road network to maintain the existing local road hierarchy and amenity of the local area.

6.6.2 External Road Network

Primary vehicle access to the subject site (precinct 9 as set out in the ACZ) will be provided via four access intersections, including:

- McPherson Street / Kenna Street intersection – unsignalised intersection
- McPherson Street / Alexandra Avenue intersection - roundabout
- Thomas Street / new north-south road intersection – unsignalised t-intersection
- Dean Street / new north-south road intersection – signalised intersection.

In addition, the existing Wilson Street / Thomas Street intersection is to be upgraded to a signalised intersection.

The traffic impacts of the future development of the western precinct have been comprehensively assessed utilising VISSIM Microsimulation modelling, and are documented in the TAMP.

6.6.3 Loading and Waste Collection Access

Clause 52.07 of the Moonee Valley Planning Scheme is applicable where buildings or works are constructed for the manufacture, servicing, storage or sale of goods or materials. Specifically, Clause 52.07 states that the statutory rate for loading area is:

"27.4sqm for every 2,600sqm or less in single occupation plus additional 18sqm for every additional 1,800sqm or part thereof"

As retail and supermarket uses are proposed as part of the racecourse development, the proposal generates a statutory loading requirement. These will be assessed as part of separate planning applications for each individual site. Appropriately sized and positioned loading areas will be accommodated within the site to service these uses, however the indicative design vehicle requirements for the site are shown in Figure 6.9.
The internal road network will allow for the manoeuvrability of emergency and services vehicles with sufficient widths being provided along key streets within the site. All internal roads and intersections have been designed to provide access for appropriate waste collection vehicles as outlined above.

GTA recommend that a Waste Management Plan be prepared for each development within the precinct in order to manage the storage and collection of waste. This plan can be prepared at the time of applying for a town planning permit.
6.7 Statutory Considerations

6.7.1 Parking

Preamble

The proposed car parking rates for the various land uses contained within the site will be addressed as part of future planning applications on an individual site basis. Notwithstanding, the following sections provide guidance on the recommended car parking rates for the development. A lower provision of car parking will suppress the level of traffic generation associated with the subject site.

Car Parking

Guidance for proposed car parking rates of various land uses contained within the subject site has been derived from the Moonee Valley Planning Scheme Amendment C132 Panel Report. The report considered the ability for the future development to reduce the car parking rates with specific reference to the following discussion:

“The Panel has earlier recommended that PO1 provide the ability for a permit to reduce the number of car parking spaces calculated when applying Column B rates. The Panel considers that this resolves issues raised by the Racing Club by:

- implementing more realistic car parking spaces that align with an empirical assessment
- recognising its contribution (financial or otherwise) through Activity Centre Zone Schedule 1
- when taking the above into account, avoid contributions being duplicated between two different mechanisms.”

Ultimately the panel made the following decision in relation to ability to reduce the car parking rates for the Racecourse development:

“The Panel concludes that the Racecourse Land should remain in PO1 with the ability for a permit to reduce the number of car parking spaces that is supported by an empirical assessment.”

In line with sustainable transport objectives and the Moonee Valley Planning Scheme Amendment C132, the rates specified in Table 6.2 have been presented to provide guidance on the recommended car parking rates.

<table>
<thead>
<tr>
<th>Description</th>
<th>Statutory Parking Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apartments - Dwelling (Residents)</td>
<td>1 space per one or two bedroom dwelling</td>
</tr>
<tr>
<td></td>
<td>2 spaces per three+ bedroom dwelling</td>
</tr>
<tr>
<td>Apartments - Dwelling (Visitors)</td>
<td>Not applicable</td>
</tr>
<tr>
<td>Supermarket</td>
<td>5 spaces per 100sqm of leasable floor area</td>
</tr>
<tr>
<td>Specialty Retail [1]</td>
<td>3.5 to each 100sqm of leasable floor area</td>
</tr>
<tr>
<td>Commercial [2]</td>
<td>2 spaces per 100sqm of leasable floor area</td>
</tr>
</tbody>
</table>

[1] Use: “Shop other than listed in this table”

[2] Rate as previously agreed. It is noted that Council have indicated that a Commercial car parking rate of 2.5 spaces/100sqm should be adopted. It is envisaged that this item can be confirmed during specific Planning Permit applications for each site.

A reduced rate for car parking for the proposed development can be sought in the future using an empirical assessment to support any reduction. It is noted that any reduction in statutory parking provision would be subject to approval by the Responsible Authority via the usual mechanisms set out in the Moonee Valley Planning Scheme.
Empirical Car Parking Assessment

Commercial Demand

As part of the supporting information prepared for Amendment C132 to the Scheme the AECOM report titled, “Moonee Ponds Activity Centre Parking Plan”, dated October 2015 at Section 4.2.3 undertook an exercise to apply the Clause 52.06 Column A and Column B rates to the existing activity centre floor space.

This exercise identified the following conclusions:

- “A total of 4,229 parking spaces are required based on the car parking rates specified in Column A of Clause 52.06. This equates to 3.7 spaces per 100m² of the total floor area.
- A total of 3,676 parking spaces are required based on the car parking rates specified in Column B of Clause 52.06. This equates to 3.2 spaces per 100m² of the total floor area.

It should be noted from the above that these exclude a number of ‘other’ land uses which most likely attract vehicle trips to Moonee Ponds Activity Centre (MPAC) therefore it is considered that the assessment is a base minimum assessment.

As provided previously in Table 2 of this PP report, 2,828 vehicles were surveyed to park in MPAC in the peak period of the optimum parking demand over the surveyed three days, a utilisation of 82% of the total available parking spaces (3,431 spaces provided). The actual parking demand for MPAC can be calculated as being 2.5 spaces per 100m² of floor area.

Accordingly, this indicates that parking could be provided at either the Column B rate or lower.”

This exercise clearly demonstrates commercial car parking generations in the area are below those being required by the Statutory (Column B) rates proposed to be adopted for the subject site. Consequently, the adoption of Column B rates for new development will result in an over provision of car parking. GTA recommends a rate of 2.0 spaces per 100m² for the commercial land uses as per the rates adopted in parking overlays with the Footscray and Box Hill activity centres.

Residential Demand

The AECOM report at Section 4.3.5.2 considered residential car parking rates. In this regard key outputs from Table 12 of that report has been presented in Table 6.3.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Column A Parking Rate</th>
<th>Column B Parking Rate</th>
<th>Empirically Derived Parking Requirements in MPAC</th>
<th>Column C Car Parking Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwelling</td>
<td>1</td>
<td>1</td>
<td>0.7 for one-bedroom</td>
<td>To each one- or two-bedroom dwelling, plus</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1.0 for two-bedroom</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1.5</td>
<td>To each three-bedroom dwelling</td>
</tr>
</tbody>
</table>

Again, the exercise demonstrates existing residential parking demands within the surrounding area for 1 bedroom and 3 bedroom dwellings are below those being required by the Column B rates proposed to be adopted for the centre. This will result in the over provision of car parking if required to be provided at these rates. GTA recommends that residential car parking be provided below the Column B rate. A proportion of dwellings will be provided with no car parking spaces whilst across each development stage car parking for residents could be provided at a rate as low as:

- 0.7 spaces per one bedroom dwelling
- 1.0 space per two bedroom dwelling
- 1.5 spaces per three bedroom dwelling.
Each development will be subject to approval from the Responsible Authority via the usual mechanisms set out in the Moonee Valley Planning Scheme.

Car Share

The development will include provision for car share schemes to operate within the precinct. This will involve negotiations between Council, the developer and car share operators. Ultimately, the number of car share spaces will largely be driven by commercial considerations on the part of the operators, but will be actively encouraged and facilitated by the developer to support lower car parking rates and sustainable travel behaviour.

Location

Car parking for residents is expected to be provided within off-street car parking levels of residential developments, with access provided via car park entry ramps or internal passenger lifts. Limited provision of on-street parking for short-term uses is recommended with appropriate loading and disabled zones to be provided.

Internal access point locations for each development parcel within the site will be identified further with the submission of future planning applications.

6.7.2 Bicycle Parking

Bicycle Parking (Clause 52.34)

Provision

Clause 52.34 of the Moonee Valley Planning Scheme presents the statutory bicycle parking rates for new development applications. It is recommended that any future development within the Moonee Valley Racecourse site adopt (at a minimum) the statutory bicycle parking rates, as presented in Table 6.4.

<table>
<thead>
<tr>
<th>Use</th>
<th>Statutory Rate</th>
<th>Visitor/ Shopper/ Student</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Employee/ Resident</td>
<td></td>
</tr>
<tr>
<td>Residential [1]</td>
<td>1 to each 5 dwellings</td>
<td>1 to each 10 dwellings</td>
</tr>
<tr>
<td>Supermarket [2]</td>
<td>1 to each 600sqm of LFA</td>
<td>1 to each 500sqm of LFA</td>
</tr>
<tr>
<td>Specialty Retail</td>
<td>1 to each 300sqm of LFA</td>
<td>1 to each 500sqm of LFA</td>
</tr>
<tr>
<td>Commercial [3]</td>
<td>1 to each 600sqm of LFA</td>
<td>1 to each 500sqm of LFA</td>
</tr>
</tbody>
</table>

[3] In developments of four or more storeys, assumed to apply to medium and high density dwellings only (2,425)
[4] In developments of greater than 1,000sqm
[5] Assumed at rate for ‘Shop’

Note: LFA denotes Leasable Floor Area

Location

Bicycle parking for residents is expected to be provided securely within car parking levels of residential developments, with access provided via car park entry ramps or internal passenger lifts. Provision of staff parking for commercial uses is recommended to be provided securely within each building. It is recommended that end of trip facilities such as showers and change rooms are provided for larger commercial tenancies in line with the planning scheme requirements.

Visitor and customer bicycle parking should be located within close proximity to major trip generators, with sufficient public lighting/passive surveillance.
6.7.3 Speed Limits

The internal road network is proposed as a 40km/hr speed zone. In addition, it is recommended that a 40km/hr speed zone be advocated for:

- Wilson Street, between McPherson Street and Juliet Street
- Dean Street, between McPherson Street and Stuart Street.

This outcome is in accordance with the proposed modal hierarchy adopted for the development, as well as various state and local policy objectives. This will support the proposed residential and retail uses proposed and promote walking and cycling as safe transport modes.

6.8 Transport Network Summary

The transport network has been designed to maximise the connectivity between the existing transport network and the proposed development. Particular attention has been paid to the link between the balance of the Moonee Ponds Activity Centre and the flow to and through the western precinct. The following summarises some of the key elements which provide connectivity from the Activity Centre and the subject site, particularly as it relates to active travel connectivity:

- Configuration of streets within the subject site to align with the surrounding road network.
- Delivery of improvement works by Council along Alexandra Avenue between Pascoe Vale Road and McPherson Street to provide improved cycling and pedestrian facilities. Internal connections provided within the subject site to match these cyclist and pedestrian improvement works in accordance with the planning scheme.
- Connection of the proposed walking and cycling facilities to the existing signalised crossing facilities provided at the Moonee Ponds Junction to encourage active travel connectivity.
- Footpaths to be provided on both sides of all street between the subject site and the Moonee Ponds Junction. This includes the formal introduction of the pedestrian footpath on the western side of McPherson Street between Dean Street and Alexandra Avenue.
- The recommendation to provide a wayfinding strategy to encourage walking and cycling.
7. Green Travel Initiatives

7.1 Green Travel Initiatives

Green travel plans are an important measure to influence the sustainable travel behaviour of residents, and are typically planned during the construction phase of a development (prior to occupation). This enables the specific measures to be tailored to the future residents, staff and visitors of the precinct. In this regard it is recommended that green travel plans are further investigated as part of the Planning Permit process.

Potential initiatives to be included in the preparation of a Green Travel Plan for major land uses could include those listed below in Table 7.1, and be included as part of a travel education and awareness program. It is noted that Green Travel Plans should be tailored for individual uses, to increase their usefulness and increase the likelihood of ‘buy-in’ from future occupants.

<table>
<thead>
<tr>
<th>Transport Mode</th>
<th>Initiatives</th>
</tr>
</thead>
</table>
| Walking        | - Produce a map showing safe walking routes to and from your site with times, not distances, to local facilities, such as shops and public transport stops
|                | - Provide lockers at places of employment for keeping a change of clothes
|                | - Provide showers and changing room facilities
|                | - Ensure a fine-grained street network is retained during the detailed design stage for pedestrian access across the site
|                | - Upgrade or provide new footpaths to meet needs in line with construction staging
|                | - Negotiate with local council to improve external footpaths as required
|                | - Take part in ‘National Walk to Work Day’
|                | - Organise TravelSmart Get to Work days encouraging staff to come by alternative modes of transport
| Cycling        | - Establish an internal Bicycle Users Group (BUG). BUGs are formed by people who want to work together to improve facilities for cyclists and encourage cycling
|                | - Ensure sufficient bicycle parking is provided on sites at the permit application stage.
|                | - Provide high quality, secure bicycle parking in an easily accessible location
|                | - Ensure that proposed bicycle parking is provided for visitors, and meets the observed demands following construction.
|                | - Ensure bicycle parking is clearly visible or provide signage to direct people to cycle bays
|                | - Encourage commercial occupants to provide secure bicycle lockers
|                | - Encourage commercial occupants to provide changing rooms
|                | - Supply a workplace or residential building toolkit consisting of puncture repair equipment, a bike pump, a spare lock and lights
|                | - Provide a bicycle share scheme to encourage local trips
|                | - Come to an arrangement with a local bicycle retailer for cheap servicing of staff bikes and other incentives
|                | - Produce a map showing more leisurely bicycle routes to work
|                | - Participate in annual events such as ‘Ride to Work Day’
| Public Transport| - Develop a map showing public transport routes to work
|                | - Install notice board with leaflets and maps showing the main public transport routes to and from work
|                | - Place information on the work intranet with links to appropriate external websites e.g. Public Transport Victoria
|                | - Provide leaflets or timetables with staff or resident induction documents (or similar)
| Car Pooling    | - Set up a carpooling database
|                | - Allocate priority parking spaces for car poolers
|                | - Provide a guaranteed ride home for car poolers
|                | - Liaise with car share operators to provide sufficient number of car share pods

The above initiatives include the provision for new resident awareness and education programs. As mentioned, the green travel plans should be further investigated as part of the Planning Permit process.
8. Transport Demand Assessment

8.1 Preamble

In light of the aims for an integrated transport approach which considers trips undertaken by all transport modes, this section outlines the number of person trips to/from each residential dwelling by the various transport modes.

Due to the methodology adopted, estimates of transport demand have only been undertaken for residential land uses, as discussed below. It is important to note that the methodology adopted below is independent of the traffic assessment set out in the TAMP, and in fact highlights the estimates set out in the TAMP are conservatively high.

It is noted that this analysis completed in this section has been completed assuming a yield of 2,000 dwellings in the western precinct, which is to demonstrate that the analysis is conservative with regard to the impacts of the development.

8.1.1 Methodology

Residential Dwellings

The following methodology has been adopted in order to arrive at the estimated trip generation of the development by each transport mode:

- Guidance on person trips per dwelling has been sought from the RMS Guide to Traffic Generating Developments – Technical Direction August 2013.
- Specifically, trip generating statistics for high density apartment buildings in the Sydney metropolitan area were used to determine an average number of person trips per dwelling as follows:
  - AM Peak Hour: 0.67 person trips per dwelling
  - PM Peak Hour: 0.56 person trips per dwelling
  - Daily: 4.49 person trips per dwelling.
- Mode split data sourced from the Victorian Integrated Survey of Travel and Activity for households within the Essendon Statistical Local Area (SLA) has been applied to break the above rate into the number of person trips which would be taken by each mode.
- It is noted that the traffic generation rate applied to the site for the purpose of traffic analysis presented in Section 5 of this report differs from the ‘Car based’ trip assessment due to a number of variances in the methodology used (i.e. including a ‘person-trips’ analysis rather than ‘vehicle trips’). Further, the reduced car parking provision proposed for the development are anticipated to have a suppressing effect on the overall trip generation of the site.

8.1.2 Estimated Person Trips by Mode

Based on the above, Table 8.1 and Table 8.2 have been prepared outlining the estimated person trip generation for the development.

<table>
<thead>
<tr>
<th>No. Dwellings</th>
<th>Person Trips Per Dwelling</th>
<th>Total Person Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM Peak</td>
<td>PM Peak</td>
</tr>
<tr>
<td>2,300</td>
<td>0.67</td>
<td>0.56</td>
</tr>
</tbody>
</table>

This table is indicative only and is subject to future planning permit applications.
8.2 Proposed Mode Split Targets

Having regard for the existing travel characteristics within the area surrounding the site discussed in Section 3.7 and Section 8, the following mode split targets are initially proposed.

<table>
<thead>
<tr>
<th>Mode Splits</th>
<th>Total Car Based%</th>
<th>Total Public Transport %</th>
<th>Total Walking %</th>
<th>Total Cycling %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>66%</td>
<td>13%</td>
<td>16%</td>
<td>4%</td>
</tr>
<tr>
<td>Proposed</td>
<td>55%</td>
<td>20%</td>
<td>20%</td>
<td>5%</td>
</tr>
</tbody>
</table>

These targets are recommended as an initial base-line for green travel planning initiatives as discussed in Section 7. It is recommended that the existing mode split be ‘ground truthed’ by way of post-occupancy surveys upon implementation and monitoring of green travel initiatives.
## 9. Implementation Plan

### 9.1 Implementation Plan

A summary of the projects contained within this ITP are summarised below in Table 9.1, along with the transport mode which benefits from each specific project. It is noted many projects will benefit a number of transport modes.

<table>
<thead>
<tr>
<th>Item</th>
<th>Project</th>
<th>Pedestrian</th>
<th>Cycling</th>
<th>LATM</th>
<th>Statutory</th>
<th>Public Transport</th>
<th>Road Network</th>
<th>Approval Authority</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Introduction of clearways along Pascoe Vale Road between Moonee Ponds Junction and Wilson Street.</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>Council</td>
</tr>
<tr>
<td>2</td>
<td>Moonee Ponds Junction signal optimisation to improve overall network capacity.</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>VicRoads</td>
</tr>
<tr>
<td>3</td>
<td>Upgrade of the Wilson Street / Thomas Street intersection from an unsignalised roundabout to a signalised intersection.</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>Council / VicRoads</td>
</tr>
<tr>
<td>4</td>
<td>Modification of the Moonee Ponds Junction to remove on-street parking on the Dean Street east approach to provide two through lanes.</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>VicRoads</td>
</tr>
<tr>
<td>5</td>
<td>Removal of parking south of the Moonee Ponds Junction on Ascot Vale Road</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>Council / VicRoads</td>
</tr>
<tr>
<td>6</td>
<td>Modification of the following intersections to improve overall network capacity: ○ Dawson Street / Melville Road ○ Victoria Street / Melville Road</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>Council</td>
</tr>
<tr>
<td>7</td>
<td>Introduction of a new roundabout at the McPherson Street / Alexandra Avenue intersection to improve traffic capacity.</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>Council</td>
</tr>
<tr>
<td>8</td>
<td>Implement the ‘shared streets’ concept during the detailed design of internal roads, including minimal delineation of road space and subtle cues as to the priority of the various modes.</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>Developer</td>
</tr>
<tr>
<td>9</td>
<td>Construct road works at external intersections generally in accordance with the concept layout plans prepared by GTA as shown in the GTA TAMP report.</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>Developer</td>
</tr>
<tr>
<td>10</td>
<td>Upgrade of walking and cycling facilities on Thomas Street between the bend and Wilson Street</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>Council</td>
</tr>
<tr>
<td>11</td>
<td>Ensure that internal pedestrian connections are provided in accordance with Figure 6.4, including: ○ A minimum 3.0m wide footpath on the east side of the new north-south road ○ a fine grained network of internal pedestrian laneways ○ pedestrian entrances located adjacent key pedestrian desire lines and public transport stops ○ pedestrian footpaths along the Alexandra Avenue extension.</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>Developer</td>
</tr>
<tr>
<td>12</td>
<td>Ensure that the detailed design considerations promote good passive surveillance and lighting on internal pedestrian laneways, to enhance perceptions of safety for pedestrians.</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>Developer</td>
</tr>
</tbody>
</table>
### Integrated Transport Plan

#### Item 13
Design and implement a wayfinding strategy for the site during detailed design, including directions to key destinations, bicycle parking facilities and public transport stops.

- *Project*: Moonee Valley Racecourse, Moonee Ponds

#### PUBLIC TRANSPORT NETWORK

**Item 14**
Implement the following PT improvement items as specified in the GTA report (Public Transport Signal Priority Study – 16M1081000) dated 15 June 2017:
- Items No. 4 to 9
- Item No 12
- Items No. 17 to 21

- *Approval Authority*: VicRoads

#### CYCLING NETWORK

**Item 16**
Alexandra Avenue new bicycle link between Moonee Ponds Junction and the Subject Site.

- *Approval Authority*: Council

**Item 17**
New north-south road / Dean Street new bicycle link between the subject site and the Moonee Ponds Creek off-road bicycle trail.

- *Approval Authority*: Council

**Item 18**
Provide bicycle parking and end-of-trip facilities within secure locations for employees and residents, to meet or exceed the statutory requirements of Clause 52.34.

- *Approval Authority*: Developer

**Item 19**
Ensure that visitor bicycle parking is located proximate to key destinations.

- *Approval Authority*: Developer

#### STATUTORY CONSIDERATIONS

**Item 20**
Encourage the implementation of Travel Planning initiatives generally as outlined in Section 7.

- *Approval Authority*: Developer

**Item 21**
Adopt appropriate car parking provision at permit application stages as per the guidelines set out in the planning scheme and utilising the rates specified in Section 6.7.

- *Approval Authority*: Developer

**Item 22**
Implement either time based or permit based car parking restrictions to the area surrounding the site, to ensure equitable availability of car parking and achievement of the site’s sustainability and car parking objectives.

- *Approval Authority*: Council

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[1] Local Area Traffic Management (or ‘Traffic Calming’)

A visual representation of some of the proposed recommendations has been presented in Figure 9.1, with the item reference number labelled.
Figure 9.1: Recommendations Map

[Map of proposed treatment locations around Moonee Valley Racecourse and Moonee Ponds]

Legend:
- PROPOSED TREATMENT LOCATION
- ITEM NUMBER

Moonee Valley Racecourse, Moonee Ponds
9.2 Staging and Delivery of Roadworks

The infrastructure items will be delivered in a staged manner in line with the staging plan set out in Table 9.2 and Figure 9.2. The delivery of transport infrastructure items will be required to be delivered prior to land development areas and has been prepared to align accordingly. The timing of each development parcel will depend on market demand and will be delivered over a 10-15 year period. All the works are dependent on the reconfiguration of the racecourse and the demolition of the existing grandstand.

Table 9.2: Proposed Transport Infrastructure Staging

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Location</th>
<th>Proposed Works</th>
<th>Delivery Stage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Wilson Street/Thomas Street</td>
<td>Upgrade to a signalised intersection</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>Thomas Street</td>
<td>Upgrade of Thomas Street</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>Moonee Ponds Junction</td>
<td>Signal Optimisation in conjunction with VicRoads</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>Moonee Ponds Junction</td>
<td>Extension of existing right turn lane and removal of five car parking spaces.</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>Dean Street/new north-south road</td>
<td>Signalised intersection and hardware per GTA plan</td>
<td>2</td>
</tr>
<tr>
<td>6</td>
<td>McPherson Street/Alexandra</td>
<td>New roundabout controlled intersection</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Street intersection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Alexandra Avenue</td>
<td>New bicycle link between Pascoe Vale Road and new north-south road</td>
<td>2</td>
</tr>
<tr>
<td>8</td>
<td>Alexandra Avenue</td>
<td>Upgraded pedestrian link</td>
<td>2</td>
</tr>
<tr>
<td>9</td>
<td>Dean Street</td>
<td>3.0m Shared Path connecting the site to the Moonee Ponds Creek Trail</td>
<td>2</td>
</tr>
<tr>
<td>10</td>
<td>Dawson Street/Melville Road</td>
<td>Alter existing line marking on west approach to provide a dual left/right turn lane and dedicated right turn lane.</td>
<td>3</td>
</tr>
<tr>
<td>11</td>
<td>Victoria Street/Melville Road</td>
<td>Introduction of right turn phase to the south from west approach</td>
<td>3</td>
</tr>
<tr>
<td>12</td>
<td>Ascot Vale Road</td>
<td>Removal of car parking between Young Street and Gladstone Street, south of Moonee Ponds Junction</td>
<td>3</td>
</tr>
<tr>
<td>13</td>
<td>Moonee Ponds</td>
<td>VicRoads Corridor Study – model access and financial contribution</td>
<td>1</td>
</tr>
<tr>
<td>14</td>
<td>Tram Routes 59 and 82</td>
<td>Public Transport Signal Priority Improvement works</td>
<td>1</td>
</tr>
<tr>
<td>15</td>
<td>General</td>
<td>Bus stop improvement works at existing bus stops</td>
<td>All</td>
</tr>
</tbody>
</table>
9.3 Monitoring and Review

In order for this Integrated Transport Plan to be effective, it must be reviewed on a regular basis to ensure that the objectives of this report are being met and that strategies are having their intended impact on car use and transport choices for occupiers of the site.

In order to account for the settling of activity levels at the site, it is accordingly recommended that the aforementioned mode splits are reviewed 18 months after each of the development...
Parcels are constructed and occupied. This review should be completed by undertaking travel mode questionnaire surveys for staff, residents, visitors and customers. The results of these surveys should subsequently be used to assess the achieved mode splits towards the aforementioned targets and determine the necessity of potential adaptive measures (discussed below).

Ideally, the implementation of the Integrated Transport Plan should include support from Council ensuring that supportive policies and strategies are in place.

Potential Adaptive Measures

In the event that the monitoring process reveals that the identified mode split targets are not being met, a number of ameliorative measures could be adopted to further assist the achievement of the integrated transport goals. These measures could include (but should not be limited to):

- Review car parking management to ensure on-site car parking spaces are being fully utilised for their purpose (i.e. some spaces could potentially be reallocated for bicycle parking or for use via a share car scheme).
- Increase on-site promotion of sustainable travel modes including targeting advertising for residents.
- Provide more detailed information regarding nearby public transport services to occupiers or the provision of subsidised public transport tickets.

It is envisaged that the monitoring process would enable such adaptive measures to be specifically targeted to the user group (i.e. residents or staff) or mode which is failing to meet its specified targets.

9.4 VicRoads – Corridor Study (Moonee Ponds)

VicRoads proposes to undertake and complete a Corridor Study that will apply to the Moonee Ponds locality including land in the Moonee Ponds Activity Centre and the Moonee Valley Race Course.

In order to assist VicRoads to prepare this Corridor Study, the Moonee Valley Race Club (MVRC) agrees to supply to VicRoads the traffic modelling approved as part of the preparation of the ITP and TAMP for the redevelopment of the Moonee Valley Race Course.

The supply of the traffic modelling information prepared by GTA Consultants will assist VicRoads in its preparation of the Corridor Study that applies to the broader Moonee Ponds locality.

The MVRC has no further obligation in relation to the preparation of this Corridor Study by VicRoads other than the agreed financial contribution included in the Section 173 agreement between MVRC and Council for the Moonee Valley Race Course redevelopment.

9.5 Public Transport Victoria – PT Signal Priority Study

As part of the preparation of the ITP GTA completed a public transport signal priority study (dated 22 June 2017, Ref. 16M1081000) along sections of tram routes 59 and 82. The report sets out a range of improvement works with a consolidated list of the nominated items and associated costs. It is noted that the total estimated cost of the nominated improvement works is $89,600 which incorporates a 40% contingency allowance.

A subsequent review of this study has resulted in a number of signal timing, line marking, and signage improvements being included in the Section 173 agreement (as detailed in item 14 of Table 9.1 of this report) between MVRC and Council for the Moonee Valley Race Course redevelopment.
Appendix A

Concept Layout