

**Report to the Future Melbourne Transport Committee**

**Agenda item 6.6**

**Victorian Government assessment of West Gate Tunnel Project environmental effects**

**6 February 2018**

**Presenter:** Emma Appleton, Manager Urban Strategy

**Purpose and background**

1. The purpose of this report is to present a review of the Victorian Government response to the Environment Effects Statement (EES) assessment process for the West Gate Tunnel Project (the Project), including how it has addressed Council's concerns, and seek endorsement for the proposed approach to the Project following its approval by the Victorian Government in December 2017.
2. Construction of the Project is expected to commence in early 2018 and be completed by 2022. This is contingent on the planning scheme amendment not being revoked in the Victorian Parliament.
3. On 4 July 2017, the Future Melbourne Committee endorsed its submission to the EES and requested that management present a report to Council on the Victorian Government response to the EES findings. The Council's submission was represented at the Project Inquiry and Advisory Committee hearing in August and September 2017.

**Key issues**

4. The Minister for Planning released his Assessment of the West Gate Tunnel Project in November 2017 and found that overall the Project will have acceptable environmental effects. A review of how the Assessment responded to the concerns raised by the Council is included as Attachment 2.
5. The Minister made relatively minor changes to the project. The most significant change relating to the City of Melbourne was lowering the extension of Wurundjeri Way in order to reduce the Project's impact on E-Gate and improve opportunities for connections between E-Gate, Docklands and West Melbourne.
6. The Minister's Assessment recommended that transport studies be carried out for North and West Melbourne and Docklands and that traffic mitigations occur prior to the completion of the Project.
7. The West Melbourne Structure Plan proposes works including on Hawke Street from Spencer to Victoria Streets to mitigate traffic impacts in line with the Minister's Assessment and which are essential to the future of this important neighbourhood.
8. Management remains very concerned about the Project's impacts on the City of Melbourne and its community. These include that:
  - 8.1. The new connection to the Dynon Road Bridge will feed traffic directly into the local road network in North Melbourne and result in peak hour conditions for 12–14 hours in both directions on weekdays along the only four streets which run east west through the area. This will undermine investments made by the Council over many decades to reduce through traffic.
  - 8.2. The Dynon Road connection and Wurundjeri Way extension will have a severe impact on the Moonee Ponds Creek corridor and on future urban renewal in E-Gate.
  - 8.3. The elevated Footscray Road tollway will create a significant barrier for its 100 year life, undermining the longer-term future potential of developable land close to the city centre.
  - 8.4. New elevated road structures and road widening will result in the removal of up to 744 trees within the municipality and undermine the Council ability to achieve its tree canopy target of 40 per cent by 2040.
  - 8.5. Safety and amenity is compromised for users of the veloway due to its design, elevation and how it connects to the existing network in Docklands.
  - 8.6. The Project will involve significant Council officer time, including to input into the detailed design phase and to support the actions required by the Minister's Assessment.
9. Further commitment from the Victorian Government is needed not only to undertake studies to mitigate impacts of the West Gate Tunnel Project but also to fund legacy projects to offset these impacts.

**Recommendation from management**

10. That the Future Melbourne Committee:
  - 10.1. Directs management to seek formal commitment from the Victorian Government for the following legacy projects and actions:
    - 10.1.1. Improving traffic and access including funding streetscape upgrades on Spencer and Franklin Streets, funding other traffic mitigation works in North Melbourne, West Melbourne, Docklands and the CBD and funding works to improve airport bus services by delivering a high level of on-road priority on the freeway and arterial road networks connecting to the Southern Cross Station terminal.
    - 10.1.2. No further expansion of road capacity or change to the status of local roads in North Melbourne, West Melbourne and Docklands to accommodate extra traffic from the Project.
    - 10.1.3. Conversion of Spencer and Clarendon Streets from arterial to local roads between Dryburgh Street and Normanby Road to facilitate improvements to pedestrian safety and urban amenity especially near Southern Cross Station and in West Melbourne.
    - 10.1.4. Modification of the CityLink concession deed to remove the limitation on changes to King, Spencer and William Streets.
    - 10.1.5. Investment in Moonee Ponds Creek, including expansion of the masterplan to cover an area from Mt Alexander Road to the Yarra River, and funding for land and works to fully deliver the masterplan. Development of a masterplan for the creek between Footscray Road and Dynon Road is a requirement of the Minister's Assessment.
    - 10.1.6. Supporting urban renewal in Arden and Macaulay by identifying and facilitating an alternative Citywide site in either the Dynon Road area or Fishermans Bend, to service the needs of the expanding central city.
    - 10.1.7. Commitment to work with the City of Melbourne to ensure that the operation of the new intersection between the Wurundjeri Way extension and the Dynon Road connection does not have unintended negative consequences, such as increased traffic on the Dynon Road Bridge Link and in local streets.
    - 10.1.8. Commitment to delivering connections between West Melbourne and Docklands through E-Gate to realise the vision of the West Melbourne Structure Plan.
    - 10.1.9. Commitment to maintaining viable trees wherever possible, and to replace and increase canopy cover by a rate of 5:1 within the City of Melbourne.
    - 10.1.10. Commitment to work with the Council to achieve the best possible outcomes in line with the Minister's Assessment and for funding for a full time City of Melbourne team to service the project through to completion.

**Attachments:**

1. Supporting Attachment (page 3 of 18)
2. Victorian Government response to City of Melbourne concerns (page 4 of 18)

## Supporting Attachment

---

### Legal

1. There are no specific legal implications of this report. Legal advice will be provided as required in respect to actions recommended in the report.

### Finance

2. There may be significant financial implications as a result of the recommendations. The implications will depend on the outcomes of discussions held with the Victorian Government and will be addressed as they arise and brought before Council with proposals as appropriate. Specific implications are related to the funding for major improvements in the municipality such as streetscape improvements, open space improvements and traffic mitigation works. Where external stakeholders do not provide funding, additional funding will be required from Council over and above existing budgets.

### Conflict of interest

3. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report.

### Stakeholder consultation

4. No specific stakeholder consultation was conducted during the preparation of this report. The City of Melbourne conducted consultation in relation to its submission to the EES process in June 2017. This consultation informed the Council–endorsed submission.

### Relation to Council policy

5. The recommendation is consistent with several Council policies including the Transport Strategy 2012, Arden Macaulay Structure Plan, Urban Forest Strategy and the Nature in the City Strategy.

### Environmental sustainability

6. In developing this report environmental sustainability issues and opportunities been considered. The Council–endorsed submission included strong advocacy to reduce tree canopy loss, reduce the heat island effect and urban amenity, reduce motor vehicle traffic use and promote sustainable transport. The recommendations contained in this report continue this advocacy and seek funding for other council initiatives with strong sustainability goals including the expansion of the Moonee Ponds Creek open space and further traffic mitigation.

## Victorian Government response to City of Melbourne concerns

### Introduction

This attachment sets out the City of Melbourne concerns with the West Gate Tunnel Project (the Project) and the Victorian Government's response. The Victorian Government's response is generally detailed in the Minister for Planning's Assessment which was released on 27 November 2017.

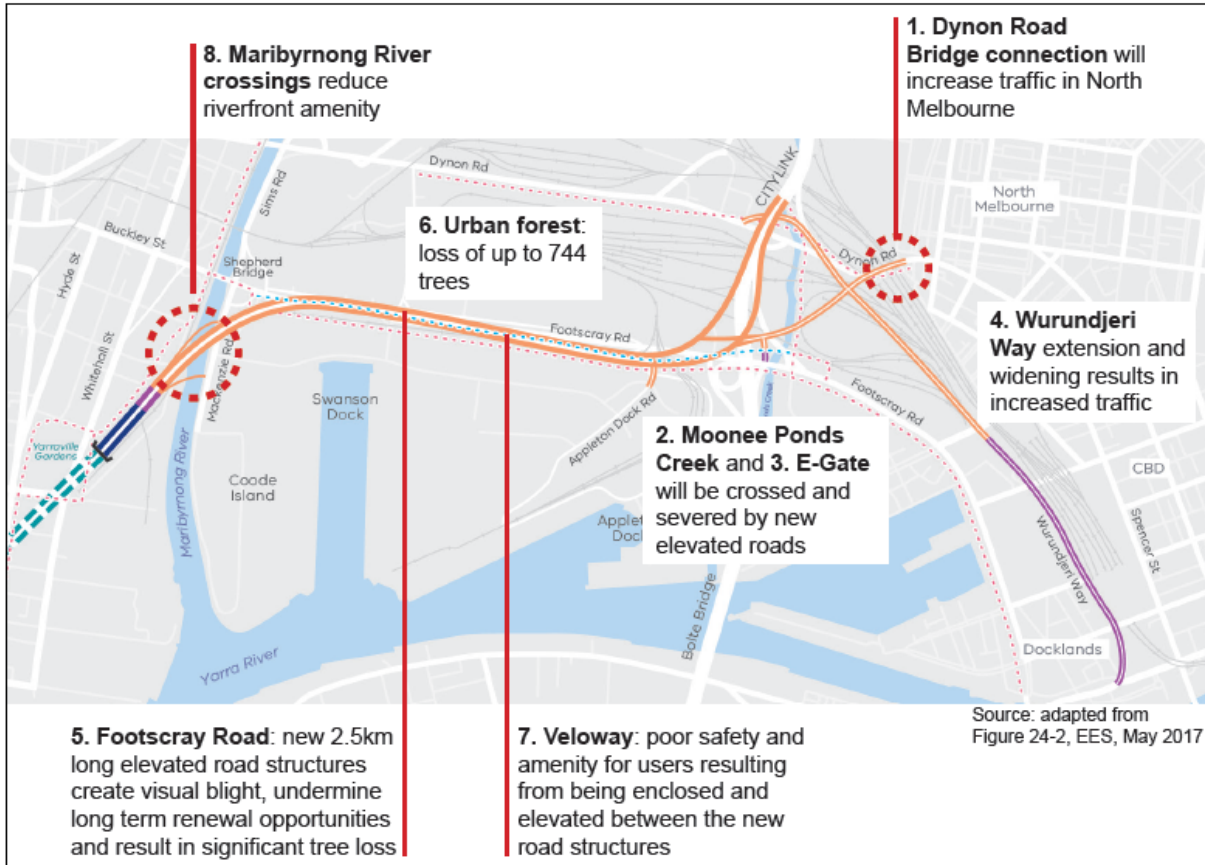
Some changes to the Project sought by the City of Melbourne were supported by the Minister for Planning in his Assessment. These include:

- The lowering of the extension of Wurundjeri Way along the northern boundary of E-Gate by six to eight metres. Also, the height of the Wurundjeri Way extension at the Dynon Road Bridge connection will be reduced by approximately eight metres by the creation of an intersection rather than a flyover. This will enable adequate provision for a future connection between E-Gate and North Melbourne Station.
- Further investigations will be conducted into traffic impacts in North Melbourne, West Melbourne and Docklands. The Minister recommended this be done quickly to allow mitigation works to occur prior to completion of Project construction.
- The Project will fund a masterplan for a linear reserve along Moonee Ponds Creek between Dynon Road and Footscray Road in consultation with City of Melbourne and other stakeholders.
- The design of the ramps on either side of the proposed Maribyrnong Bridge will be reviewed to minimise bulk and incorporate transparent panels on bridge parapets.
- The Victorian Government will retain control of the amount of the city access charge to ensure that it can be used to moderate volumes entering and leaving the city via the Dynon Road Bridge connection.

# WEST GATE TUNNEL PROJECT

Other City of Melbourne concerns, identified in Figure 1, have not been substantively addressed. These concerns were identified in the City of Melbourne submission on the West Gate Tunnel Environment Effects Statement (ESS) and formally presented during the Inquiry and Advisory Committee (IAC) hearing in August and September 2017.

Figure 1: City of Melbourne key concerns with the West Gate Tunnel Project



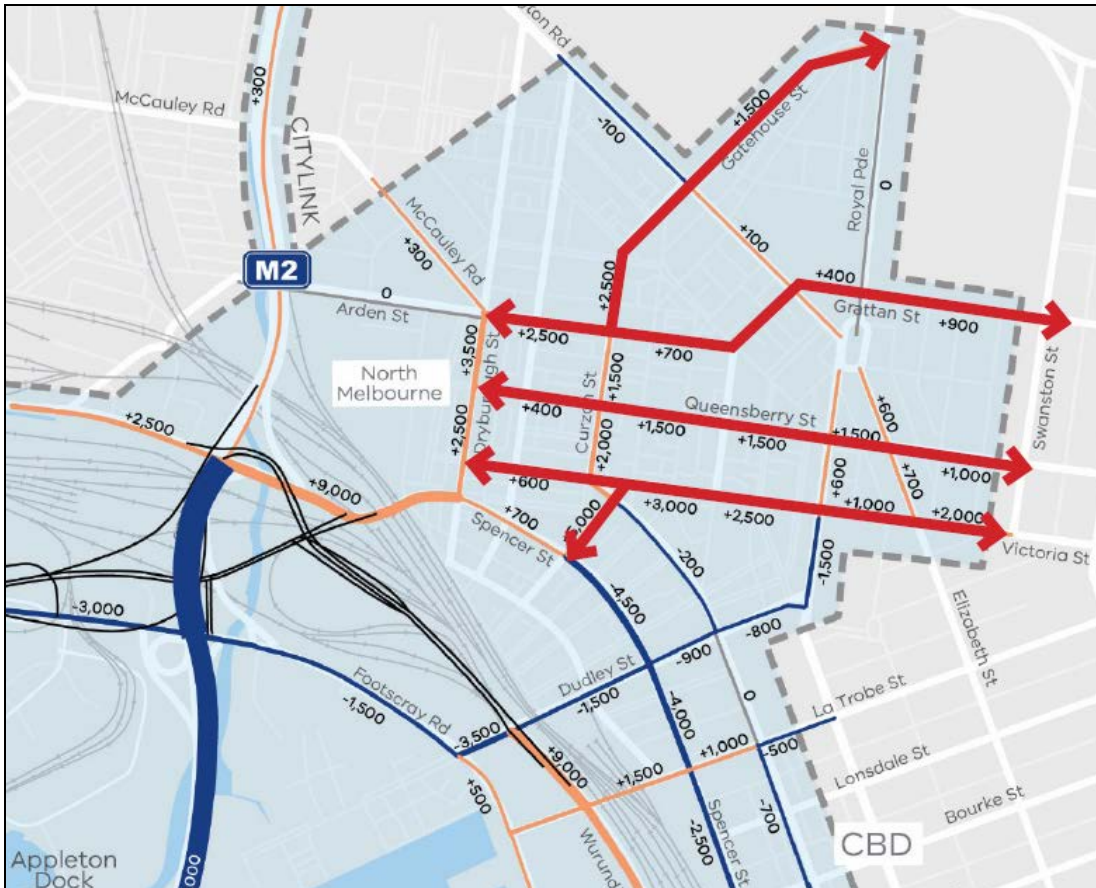
# WEST GATE TUNNEL PROJECT

## 1. Dynon Road Bridge Connection

### City of Melbourne concerns

The new Dynon Road Bridge connection will feed traffic directly into the local road network in North Melbourne and result in peak hour conditions for 12 to 14 hours in both directions on weekdays along the four east-west streets which run through the area. These streets are Gatehouse Street, Grattan Street, Queensberry Street, and Victoria Street west of Royal Parade and Peel Street, shown in Figure 2.

Figure 2: Difference in daily traffic volumes, 2031 Project case vs 2031 no Project case



Source: adapted from Figure 25-6 in EES, May 2017

The congestion and extra traffic may significantly affect public transport operations within the inner north including possible delays to current tram operations as well as undermining opportunities to further improve the performance of trams and other on-road public transport for the life of the Project.

### Victorian Government response

The Minister for Planning's Assessment noted that he was 'satisfied that the traffic impacts on North and West Melbourne have been adequately assessed for the purposes of this process', and that he was 'satisfied that the modelled level of traffic, and their resulting impacts on the local road network, are acceptable'.

The Minister's Assessment also noted that an expert witness called by the City of Melbourne advised the IAC that the modelled level of traffic on the Dynon Road Bridge would be manageable and acceptable. The City of Melbourne called a range of expert witnesses at the hearing who were required to present independent advice to the IAC.

# WEST GATE TUNNEL PROJECT

The EES traffic model was a strategic level model without the capability of assessing detailed impacts on local streets. The City of Melbourne undertook detailed analysis of how the volume of traffic predicted by the strategic model would distribute throughout local streets. This analysis used actual traffic counts and measurements of available capacity at intersections on a screen line across which the east-west traffic would travel. This method accounts for drivers choosing between a variety of routes to travel east west on local roads to and from the Dynon Road Bridge. The City of Melbourne presented this evidence to the IAC. It shows that traffic levels on the four key, local east-west streets in North and West Melbourne would be at capacity for 12 to 14 hours per day in both directions (see [https://engage.vic.gov.au/application/files/2815/0422/8221/153\\_Tech\\_Note\\_5\\_Traffic\\_Network\\_Capacity\\_in\\_North\\_Melbourne.pdf](https://engage.vic.gov.au/application/files/2815/0422/8221/153_Tech_Note_5_Traffic_Network_Capacity_in_North_Melbourne.pdf)).

The Minister did recognise that the 'Project, in combination with the development of Arden Macaulay and the Parkville Metro Tunnel Precinct, could saturate road capacity through North and West Melbourne for much of the day, bringing with it significant transport pressures.'

To address these significant transport pressures, the Minister recommended:

- 'Further transport investigations be undertaken' in order to 'develop integrated management measures' to be 'undertaken as early as possible to allow mitigation works to occur prior to completion of Project construction'. The transport investigations will be undertaken for North Melbourne, West Melbourne and Docklands.
- That the 'city access charge, a variable toll proposed at the connection to Dynon Road to discourage use of the Project to travel to the central city, could be used to manage increased congestion in this area.' The access toll will apply in the AM peak only.

### Management recommendation

The City of Melbourne will input into the transport studies for North and West Melbourne and Docklands required by the Minister's recommendation.

Management remains concerned about the traffic impacts in North and West Melbourne and Docklands. The City of Melbourne has invested in works over many decades to reduce through-traffic and this progress will be undermined by the Project. This investment has included:

- Improvements to Gatehouse Street such as reducing green time for traffic entering and exiting Gatehouse Street, installing speed reduction chicanes, truck bans, a 40 km/h speed limit, changes to signal timing and removal of slip lanes.
- Intersection reconfigurations and restricting through-movements including along Victoria Street between Curzon and King Streets and other intersections.
- Installation of bicycle lanes and medians on local roads to reduce traffic capacity and to increase street amenity, such as installation of bicycle lanes on Abbotsford Street complemented by right turn bans.

# WEST GATE TUNNEL PROJECT

The table below shows the reduction in traffic volumes in North and West Melbourne.

Location		Daily Traffic Volume		Reduction in Daily Traffic Volume	
Street	Between	Early 1980s	Post 2005		
Courtney St	Villiers St and Wreckyn St	6,919	766	6,153	89%
Adderley St	Hawke St and Roden St	15,016	3,641	11,375	76%
Dryburgh St	Haines St and O'Shanassy St	2,279	745	1,534	67%
Chetwynd St	Arden St and Queensberry St	8,402	3,084	5,318	63%
Haines St	Dryburgh St & Abbotsford St	6,186	2,660	3,526	57%
Abbotsford St	Queensberry St and Victoria St	14,369	6,800	7,569	53%
Courtney St	Howard St and Bedford St	8,857	6,101	2,756	31%
Gatehouse St	Flemington Rd and Royal Pde	16,980	12,140	4,840	29%
Queensberry St	Peel St and Capel St	13,950	10,500	3,450	25%
Victoria St	Peel St and Capel St	17,600	15,270	2,330	13%
Grattan St	Flemington Rd and Royal Pde	21,140	19,940	1,200	6%

Additional investment will be required to fund mitigation works to manage impacts and to deliver a positive legacy for the Project.

The Project impacts streets in West Melbourne and connections to CityLink that are part of airport bus service routes. The Project should deliver legacy benefits to improve airport bus services, through investment in works that will increase on-road priority for these services, including through changes to signalling and managed freeway improvements.

Management recommends securing commitment from the Victorian Government for the following:

- Funding for streetscape upgrades on Spencer and Franklin Streets and for other traffic mitigation works in North Melbourne, West Melbourne, Docklands and the CBD.
- Investment to improve airport bus services by delivering a high level of on-road priority, including through better signalling and road management techniques such as dedicated lanes on the freeway and arterial road networks connecting to the Southern Cross Station terminal via Adderley Street.
- No further expansion of road capacity or change to the status of local roads in North Melbourne, West Melbourne and Docklands to accommodate extra traffic from the Project.
- Conversion of Spencer and Clarendon Streets from arterial to local roads between Dryburgh Street and Normanby Road to facilitate improvements to pedestrian safety and urban amenity especially near Southern Cross Station and in West Melbourne.
- Modification of the CityLink concession deed to remove the limitation on changes to King, Spencer and William Streets.



# WEST GATE TUNNEL PROJECT

## 2. Moonee Ponds Creek

### City of Melbourne concerns

The Dynon Road Bridge connection and Wurundjeri Way extension will result in two large road structures crossing the Moonee Ponds Creek and will have severe impacts. These include noise, overshadowing, visual, air quality and other amenity impacts that will affect users of the existing Moonee Ponds Creek Trail shared path and the creek corridor in general.

The section of Moonee Ponds Creek that the Dynon Road Bridge connection will pass over is currently unencumbered. It is a vital open space resource connecting existing and future communities in Arden and Docklands and would have been a key open space and waterfrontage to the future E-Gate urban renewal area.

The EES proposed a 1.5 hectare open space to be delivered as part of the Project. The City of Melbourne raised concerns that the open space will function poorly because of its relatively remote location, air quality and noise impacts, and fragmentation caused by the veloway. The open space proposed in the EES is not an appropriate offset for the Project's open space and ecology impacts.

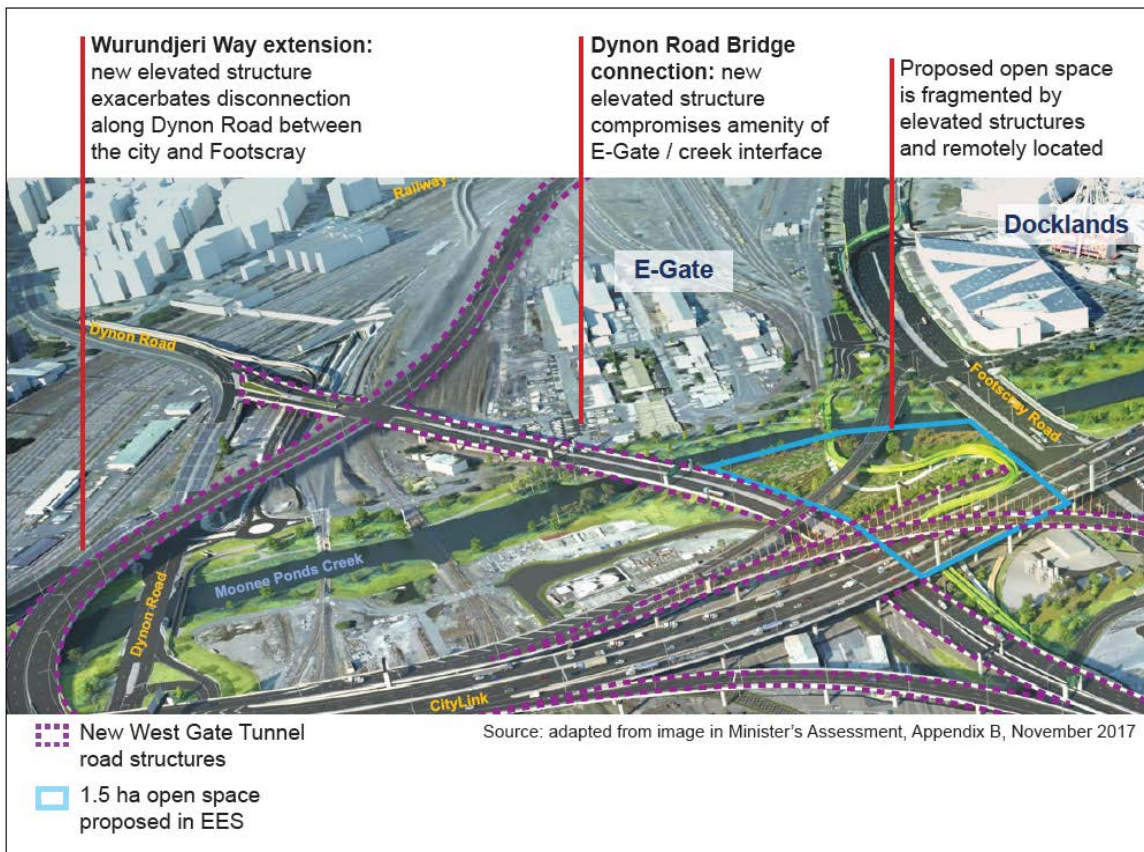
Figures 3 and 4 show the existing conditions and the proposed new structures in the vicinity of Moonee Ponds Creek.

Figure 3: Existing conditions: West Gate Tunnel impacts on Moonee Ponds Creek



# WEST GATE TUNNEL PROJECT

Figure 4: Future conditions: West Gate Tunnel structures in the vicinity of Moonee Ponds Creek



Victorian Government response

The Minister’s Assessment noted that it was argued through the EES process that ‘between Dynon Road and Footscray Road is the best open space along the lower Moonee Ponds Creek’ and that ‘infrastructure proposed by the Project will inevitably compromise the strategic intent to enhance this area as a recreation space and habitat corridor’.

To address this, the Minister recommended that government ‘fund a masterplan for a linear reserve along the Moonee Ponds Creek between Dynon Road and Footscray Road including the proposed open space west of the Creek’. The length of creek covered by the proposed masterplan is approximately 460 metres – around an eighth the total length of Moonee Ponds Creek within the City of Melbourne.

Management recommendation

Management remains concerns about the significant impacts on the Moonee Ponds Creek, a crucial open space corridor for future communities in Arden, Macaulay, E-Gate and surrounding areas.

The masterplan required by the Minister’s Assessment should be increased to cover the length of the creek within the City of Melbourne municipality. This will allow planning and design for the creek to be integrated with planning for Arden and Macaulay and the wider area, and allow the creek corridor to be considered holistically and in an integrated way.

# WEST GATE TUNNEL PROJECT

Management recommends securing the following commitments from the Victorian Government in relation to the Moonee Ponds Creek and to support urban renewal in Arden and Macaulay:

- Investment in the Moonee Ponds Creek, including expansion of the masterplan to cover an area from Mt Alexander Road to the Yarra River and funding for land and works to fully deliver the masterplan.
- Supporting urban renewal in Arden and Macaulay by identifying and facilitating an alternative Citywide site in either the Dynon Road area or Fishermans Bend, to service the needs of the expanding central city.

### 3. E-Gate

Urban renewal in E-Gate is a once-in-a-generational opportunity to unlock under-used land in the central city and transition it into vibrant mixed use neighbourhoods.

E-Gate is important for the wider central city. Development in E-Gate will support connections between West Melbourne and Docklands and activate the Moonee Ponds Creek corridor. Figure 5 below shows how E-Gate will help stitch together communities in West Melbourne and Docklands.

Figure 5: Indicative masterplan of West Melbourne showing connections to E-Gate and Docklands



Source: Figure 1.5, West Melbourne Structure Plan, 2018 (indicative only)

# WEST GATE TUNNEL PROJECT

## City of Melbourne concerns

The Dynon Road Bridge connection and Wurundjeri Way extension will have a severe impact on future urban renewal in E-Gate. The impacts of these elevated roads include:

- Reducing the size of E-Gate. The City of Melbourne estimates that this is a reduction by 32 per cent of the potential development area, including some land that could be made available by decking over rail lines.
- Removing any potential to develop a frontage to Dynon Road to the north and exacerbating the disconnection along Dynon Road between the city and Footscray.
- Compromising the E-Gate frontage to Moonee Ponds Creek and the value of this open space.
- Undermining access from E-Gate to adjoining neighbourhoods along the creek corridor.
- Increasing the severance between E-Gate and West Melbourne.
- Landscape and visual impacts from West Melbourne towards Docklands.

## Victorian Government response

The design of the Wurundjeri Way extension was amended as a result of the Minister for Planning's Assessment. This change was made to reduce the impacts on E-Gate and to ensure that future connections through E-Gate between West Melbourne and Docklands could be accommodated.

The new design is now planned to intersect with the new Dynon Road Bridge connection rather than running above it. This reduces the height by about 8.2 metres to 11.5 metres. Also, the road has been lowered by between six and eight metres to a level approximately 2.6 metres above ground level for a stretch of about 350 metres of its length along the northern boundary of E-Gate. The lowering of the Wurundjeri Way extension reduces the impact on E-Gate and improves the opportunities for connections between E-Gate, Docklands and West Melbourne. Also, the road has greater potential in the future to function as an arterial road that is integrated with the new E-Gate neighbourhood with connections into E-Gate in addition to access from Footscray Road.

Lowering Wurundjeri Way is a significant positive change which will reduce the Project's impact along the northern boundary of E-Gate. However, the majority of the impacts on E-Gate have not been addressed.

## Management recommendation

Management recommends securing the following commitment from the Victorian Government to improve opportunities for E-Gate and surrounding areas:

- Commitment to work with the City of Melbourne to ensure that the operation of the new intersection between the Wurundjeri Way extension and the Dynon Road connection does not have unintended negative consequences, such as increased traffic on the Dynon Road Bridge Link and in local streets.
- Commitment to delivering connections between West Melbourne and Docklands through E-Gate to realise the vision of the West Melbourne Structure Plan.

# WEST GATE TUNNEL PROJECT

## 4. Wurundjeri Way extension and widening

### City of Melbourne concerns

The Project fails to appropriately consider the impacts of increased traffic along the widened section of Wurundjeri Way or model how traffic outflow at the southern end of Wurundjeri Way would occur and in other Docklands streets including Harbour Esplanade.

### Victorian Government response

The Minister for Planning's Assessment noted the positive impacts of the Wurundjeri Way extension as a city bypass. As noted above, the Minister recommended transport studies for Dockland to mitigate impacts.

### Management recommendation

As noted above, management recommends securing commitment for funding for traffic mitigation works in Docklands and the CBD.

## 5. Footscray Road

### City of Melbourne concerns

The elevated Footscray Road will create a significant barrier for its 100 year life, undermining the longer-term future potential of developable land close to the city centre. These impacts need to be considered in line with Infrastructure Victoria's analysis that Webb Dock will experience growth at a faster rate than Swanson Dock and the possible development of a new port out of the central city in around 2055.

The elevated structures undermine the amenity and potential of Footscray Road as a tree-lined boulevard and future development opportunities on adjacent land. They block the view to the city, result in significant tree loss and compromise the existing city-gateway nature of this road. These impacts are demonstrated in Figure 6.

There is not adequate justification for 18 lanes of traffic on and above Footscray Road. The City of Melbourne argued that the Footscray Road section of the Project should be redesigned as a continuation of the tunnel connecting to CityLink. Failing this, the section should be redesigned with associated rationalisation of the existing road conditions along Footscray Road.

Figure 6: Footscray Road existing (left) and future (right) conditions



Source: EES, Technical Report N Landscape and Visual, May 2017

# WEST GATE TUNNEL PROJECT

## Victorian Government response

The Minister's Assessment agreed with the IAC and VicRoads' submission to the EES that a reduction in traffic lanes on Footscray Road were not justified or needed to meet the Project objectives. There were no changes to the Project to address the issues raised by the City of Melbourne or other submitters.

## Management recommendation

Management recommends securing the following commitment from the Victorian Government in order to minimise tree loss along Footscray Road:

- Commitment to maintaining viable trees wherever possible, and to replace and increase canopy cover by a rate of 5:1 within the City of Melbourne municipality.

## 6. Loss of urban forest

### City of Melbourne concerns

New elevated road structures along Footscray Road and crossing the Moonee Ponds Creek and the widening of the existing Wurundjeri Way will result in the removal of up to 744 trees within the City of Melbourne. Figure 7 shows the on-going investment that has been made by the City of Melbourne to enhance Footscray Road by increasing the urban forest along this corridor.

The suburbs affected have relatively poor tree cover and the Project will reduce the ability of the urban forest to mitigate the urban heat island effect and reduce urban amenity. Also, the City of Melbourne's ability to achieve its overall tree canopy target of 40 per cent by 2040 will be undermined by the Project.

Figure 7: Increase in urban forest along Footscray Road, 2008 (left) and 2017 (right)



Source: AAM, 2008, Nearmap, 2017

## Victorian Government response

The Minister's Assessment recognised that the 'loss of mature vegetation will have significant medium-term impacts'. To help address these impacts, the Minister made changes to the Environmental Performance Requirements (EPRs) for the Project including:

- Increasing the tree replacement ratio from 3:1 to 5:1. While this is supported, an increased ratio does not guarantee replacement of lost canopy and every effort should be made to remain viable trees. The City of Melbourne also remains concerned that the replacement ratio or sufficient canopy cover cannot be achieved within the space available in the Project area within the City of Melbourne. For these reasons, tree replacement requirements should be based on the achievement of canopy cover within a specified timeframe rather than replacement ratios.
- An ongoing management and maintenance period for five years post planting. The increase to five years is supported, but the City of Melbourne is concerned that this requirement is not formally included in the approved EPRs.

# WEST GATE TUNNEL PROJECT

## Management recommendation

As noted above, management recommends securing the following commitment from the Victorian Government in order to minimise tree loss:

- Commitment to maintaining viable trees wherever possible, and to replace and increase canopy cover by a rate of 5:1 within the City of Melbourne municipality.

## 7. Veloway

### City of Melbourne concerns

The current design of the elevated veloway along Footscray Road does not present the best or safest outcome for the community. There are limited opportunities for passive surveillance from the street because of the enclosed nature of the veloway. There is a risk that the veloway will not attract riders and will be an isolated space where people do not feel safe. The quality of the user experience is poor because there is lack of access to natural light, ventilation and views from inside the veloway. Figure 8 illustrates an artist's impression of the veloway.

The veloway has been designed as a higher speed facility for commuters and will connect to the existing Footscray Road bicycle and pedestrian paths in the vicinity of the new Docklands Primary School. This is a potential conflict point and risks the safety of pedestrians and cyclists in the area.

The City of Melbourne supports improvements to the existing shared path along Footscray Road which is a better investment in bicycle infrastructure.

Figure 8: Artist's impression inside the 2.5 km veloway



Source: EES, Conceptual Urban Design Plans, May 2017

### Victorian Government response

The IAC agreed with expert witnesses and submitters including the City Melbourne that the width of the veloway was insufficient. It found that 'the Project should be modified to provide clear internal width of five metres on the Veloway'.

# WEST GATE TUNNEL PROJECT

The Minister's Assessment maintained that the width of four metres between the rails on the veloway is sufficient. The Minister acknowledged the importance of ensuring adequate passive surveillance and ventilation within the veloway. The EPRs have been amended to address this to require that the detailed design of the veloway must be prepared with consultation with VicRoads, the City of Melbourne, Maribyrnong City Council and Bicycle Network.

### Management recommendation

Management welcomes the opportunity to input into the design of the veloway improve personal safety and amenity issues. The City of Melbourne will continue to advocate for opportunities to improve cycling infrastructure in and around the Project area.

## **8. Maribyrnong River**

### City of Melbourne concerns

The scale of infrastructure being introduced at the Maribyrnong River crossing and the impact on the urban environment is significant and appears to be disproportionate to the level of access actually required to the Port of Melbourne and the broader Dynon precinct.

The impacts include shading the banks and blocking views along and to the river. The structures will result in separation with between the river and surrounding areas and create poor quality public spaces in and around undercroft areas.

The City of Melbourne argued that if the Project proceeded it should be redesigned as a tunnel under the Maribyrnong River and Footscray Road. If the elevated structures were to remain, the MacKenzie Road ramps must be redesigned to reduce their impacts, including investigating any scope to locate ramps and roads within Port of Melbourne land. This redesign could be supported by providing access to both east and west Swanson Dock via the Appleton Dock Road connection.



# WEST GATE TUNNEL PROJECT

Figure 9: Maribyrnong River looking downstream, existing conditions, the EES design and the approved design with changes to the ramp to reduce visual bulk



Source: EES, Technical Report N Landscape and Visual, May 2017 (top and middle image), Approved Development and Urban Design Plans, December 2017 (bottom image)

# WEST GATE TUNNEL PROJECT

## Victorian Government response

The Minister found:

- The 'Proposed Maribyrnong River crossing to be consistent with existing strategic planning policy'.
- That the 'portal and the bridge structures are appropriately located and that they will offer safe, efficient, and direct access to and from the Port of Melbourne'.
- That the 'design and location of the portal and river crossings is appropriate and that it will achieve acceptable outcomes in land use planning and urban design terms'.

The Minister for Planning supported reviewing 'the design of the ramps on either side of the proposed Maribyrnong Bridges to minimise visual bulk and incorporate transparent parapets'. Limited changes have been made to the cladding of the ramps as shown in Figure 9.

There were no other changes to the Project to address the broader impacts on the Maribyrnong River and surrounding areas.

## Management recommendation

Management welcomes the Minister's direction to review the design of the ramps on either side of the Maribyrnong Bridges, although this has resulted in relatively minor changes to the ramps to date. The City of Melbourne will continue to advocate for opportunities to improve the design of the bridge and ramps as well as inputting into the design and planning of landscaped areas.

## **Summary of recommendations**

Management recommends securing the following commitment from the Victorian Government:

- Funding streetscape upgrades on Spencer and Franklin Streets, funding other traffic mitigation works in North Melbourne, West Melbourne, Docklands and the CBD and funding works to improve airport bus services by delivering a high level of on-road priority on the freeway and arterial road networks connecting to the Southern Cross Station terminal via Adderley Street.
- No further expansion of road capacity or change to the status of local roads in North Melbourne, West Melbourne and Docklands to accommodate extra traffic from the Project.
- Conversion of Spencer and Clarendon Streets from arterial to local roads between Dryburgh Street and Normanby Road to facilitate improvements to pedestrian safety and urban amenity especially near Southern Cross Station and in West Melbourne.
- Modification of the CityLink concession deed to remove the limitation on changes to King, Spencer and William Streets.
- Investment in the Moonee Ponds Creek, including expansion of the masterplan to cover an area from Mt Alexander Road to the Yarra River, and funding for land and works to fully deliver the masterplan.
- Identifying and facilitating an alternative Citywide site in either the Dynon Road area or Fishermans Bend, to service the needs of the expanding central city.
- Commitment to work with the City of Melbourne to ensure that the operation of the new intersection between the Wurundjeri Way extension and the Dynon Road connection does not have unintended negative consequences, such as increased traffic on the Dynon Road Bridge Link and in local streets.
- Commitment to delivering connections between West Melbourne and Docklands through E-Gate to realise the vision of the West Melbourne Structure Plan.
- Commitment to maintaining viable trees wherever possible, and to replace and increase canopy cover by a rate of 5:1 within the City of Melbourne municipality.
- Commitment to work with the City of Melbourne to achieve the best possible outcomes in line with the Minister's Assessment and for funding for a full time City of Melbourne team to service the project.