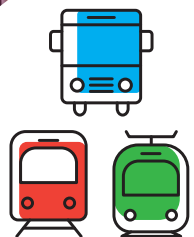


Integrated Transport Strategy Discussion Paper



Our Statement of Commitment to the Wurundjeri Woi-wurrung People

*Wanganyinu ngarr-gu Wurundjeri Gulinj ngargunin twarn biik wenerop
Moonee Valley dharri, wanganyinu gahgook Nanggit baamburth ba yalingbu.*

This acknowledgement has been written in Woi-wurrung – the language of the Wurundjeri Woi-wurrung People.

We acknowledge the Wurundjeri Woi-wurrung People as the Traditional Owners of the Country and Waterways on which Moonee Valley is located, we pay our respects to Elders past and present.

This Statement of Commitment was renewed in 2022, the same year Moonee Valley City Council began working towards 'Bgaru Bagurru Djerring' (Shoulder to Shoulder Together) Reconciliation Plan 2022-2025.

Council proudly reaffirms the journey and commitment of Reconciliation between Moonee Valley City Council and the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation and all Wurundjeri Woi-wurrung People.

Council respects the spiritual connection to the six layers of Country of the Wurundjeri Woi-wurrung People, and in order to maintain this connection we must care for country and embed the ways of the past to secure culture for the future.

Tharangulk Biik – Star Country
Wurru Wurru biik – Sky Country
Murnmut Biik – The Wind Country
Bannj Biik – Water Country
Biik Dui – On Country
Biik Ut – Below Country

We must acknowledge the past injustices including the Stolen Generations and forced removal of children, the effects of disease brought to their lands, dispossession of land, and the continuing pain this causes. We particularly acknowledge the pain that the 26 January can cause First Peoples and we will commit to delivering 'Bunjil's Marroun (Bunjil's Tear)' Healing Ceremony every year.

We acknowledge that as a Council we have a unique connection to our community and we have the role to educate and support the sustainability of cultural heritage through the use of Woi-wurrung language in our streetscapes, parks and open spaces, strategic documents, naming of buildings and places, and at events and celebrations. Language is also the continuation of culture for generations to come.

Shared decision making will be at the centre of what we do, consulting with Wurundjeri Woi-wurrung Elders and the broader Aboriginal community on a regular basis by listening to their perspectives and experiences to ensure our processes and procedures reflect an accessible governance structure.

Council supports a future where all Aboriginal and Torres Strait Islander peoples, particularly the young, feel supported and connected to their culture, and where they are provided opportunities to succeed through education and secure employment.

For the life span of 'Bagurru Bagurru Djerring' Reconciliation Plan 2022-2025 we will be accountable to members of 'Marra Wirrigirri' (Community Messengers) Advisory Group to commit to the delivery of initiatives with the Plan. We will also continue to consult with Wurundjeri Woi-wurrung Elders as we work together to improve Reconciliation outcomes for our community.



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Executive summary

Moonee Valley City Council is developing a new Integrated Transport Strategy (ITS). The ITS aims to set out a vision for sustainable transport planning in Moonee Valley over the next ten years and guide our future transport projects to make it easier and safer for all people to move around our municipality.

Moonee Valley's housing target has recently been set by the Victorian Government at 47,500 additional homes by 2051. For Moonee Valley, the estimated increase in new homes represents a near doubling of the existing number, from 56,900 (in 2023) to 104,400 (in 2051). While the Victorian Government has not yet set corresponding specific population targets, it is apparent that Moonee Valley's population is forecast to significantly grow.

Growth is also expected to occur in nearby areas including Hume, Melton, Brimbank and Wyndham – all of which will increase demand for travel to and through Moonee Valley. With careful consideration and strategic planning, we can reduce the impacts this growth will have on the road and public transport networks.

This Discussion Paper aims to provide an overview of current transport conditions, major issues and potential opportunities that Council could implement to improve the safety and efficiency of our transport network. It is also intended to generate feedback from those who live, work and play in Moonee Valley on the transport issues, opportunities and ideas that could potentially be adopted as part of the ITS.

An independent consultant completed a comprehensive Literature Review to determine best practices, review key demographics and highlight specific issues and opportunities in Moonee Valley for consideration as part of the ITS.

Based on relevant objectives from Council's long-term strategic policy MV2040, five key themes have been identified as the basis for Council's transport system:



01: Public transport



02: Walking and cycling



03: Road safety



04: Road and parking management



05: Future transport and technology

These themes encompass all major transport components that make up Moonee Valley's transport system. Some of the major issues and opportunities for each key theme are explored as part of the Discussion Paper.

The feedback generated from consultation on the Discussion Paper will guide the development of the draft ITS. Council will complete further consultation once we have prepared the draft ITS.

Why do we need an Integrated Transport Strategy?

A transport strategy is a requirement under the *Transport Integration Act 2010*. A significant amount of time has elapsed since the adoption of the previous ITS and changes in both policy and levels of development have occurred that necessitate a new transport strategy.

The recent conclusion of the Walking and Cycling Strategy and the upcoming conclusion of the Transport Safety Strategy in 2026 provides an opportunity for Council to consolidate various transport-related initiatives into a single, holistic Integrated Transport Strategy.

The purpose of the ITS will be to:

- determine and prioritise Council's transport actions
- inform advocacy with various internal and external stakeholders
- inform the development of emerging and future Council strategies, plans, policies and projects
- demonstrate commitment to specific transport project and outcomes
- outline how Council will promote the participation of active and sustainable transport across the municipality.



Background and Problem Statement

Moonee Valley and Melbourne continues to grow and change. The Victorian Government has set ambitious targets for significant growth in Moonee Valley through the recently announced *Plan for Victoria* and Niddrie (Keilor Road) Activity Centre Plan and Essendon Activity Centre Plan.

Moonee Valley's housing target has recently been set by the Victorian Government at 47,500 additional homes by 2051. For Moonee Valley, the estimated increase in new homes represents a near doubling of the existing number, from 56,900 (in 2023) to 104,400 (in 2051). While the Victorian Government has not yet set corresponding specific population targets, it is apparent that Moonee Valley's population is forecast to significantly grow, and we need to plan our transport network, additional services and assets accordingly.

Council has also set a target of zero net emissions for our community and reduce emissions from Council operations by 95 per cent by 2040. With the population set to grow and congestion increasing we require a new transport strategy that can respond and plan for these challenges as we aim to develop a healthy city.

PUBLIC TRANSPORT SERVICES

Moonee Valley is served by multiple transport modes, including Metro trains, trams, and buses, supporting transit-oriented development in activity centres. Generally, there is very good access to public transport in the east of the municipality. However, there are limited public transport services in the west of the municipality and some services are not always connected extending travel times and reducing the feasibility of using public transport for some residents.

Train



Within Moonee Valley, there are seven train stations, six along the Craigieburn Line – Newmarket, Ascot Vale, Moonee Ponds, Essendon, Glenbervie, and Strathmore.

During peak hours, trains run every 5 to 10 minutes, with off-peak frequencies of approximately 15 to 20 minutes. Flemington Bridge on the Upfield Line offers similar service frequencies.

Importantly, Flemington Racecourse and Showgrounds Stations are located within City of Melbourne and operate during certain events at Flemington Racecourse and the Melbourne Showgrounds. Melbourne Metro (opening in 2025) will connect Sunbury line trains into the new tunnels and make more City Loop capacity available for Craigieburn and Upfield line trains (increasing capacity of the main train line through Moonee Valley). Trains can be overcrowded particularly in the AM and PM peaks and this is expected to become a more significant issue due to population growth.

Tram

Moonee Valley is served by three tram routes:



Route 57 – Flinders Street to West Maribyrnong



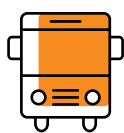
Route 59 – CBD to Airport West



Route 82 – Footscray to Moonee Ponds

Currently, the majority of tram lines are on-road causing service delays due to congestion and only a small number of tram stops are Disability Discrimination Act compliant. However, the upcoming introduction of G-Class trams, specifically on Route 59 will allow more accessible boarding.

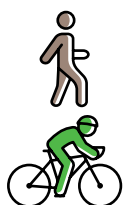
Bus



Bus routes provide extensive coverage across Moonee Valley and link residents to key transport hubs, shopping precincts, and educational institutions.

However, the route alignments are often indirect, and some have relatively low frequency particularly at night and on weekends.

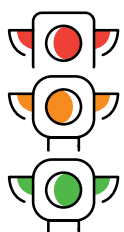
WALKING AND CYCLING



Moonee Valley has an 885 km pedestrian and cycling network that connects residential areas with key destinations, such as shopping precincts, schools, parks, and transport hubs.

The municipality benefits from several well-integrated shared-use paths, particularly the Moonee Ponds Creek Trail and Maribyrnong River Trail. Nevertheless, closing gaps in the network and providing higher quality routes linking commuters to key destinations is required to encourage more residents to commute by walking and cycling for recreational and commuter purposes.

ROAD SAFETY



Approximately 2,300 recorded cases, including fatalities, serious injuries, and other injuries, were reported in Moonee Valley for the period of 2016-2023. Arterial roads accounted for the highest number of incidents (62%), followed by local roads (23%) and freeways (15%).

Between 2016 and 2023, a total of 17 fatalities were recorded in Moonee Valley. Drivers and motorcyclists had the highest number of fatalities, followed by pedestrians and cyclists. Arterial roads recorded the most fatalities followed by local roads and freeways. Through the Transport Safety Strategy, Moonee Valley has adopted the safe systems model which is based on having safe roads, safe vehicles, safe speeds and safe people.

ROAD AND PARKING MANAGEMENT



The Moonee Valley vehicle network is characterised by a well-established arterial and local road system within the municipality and to key external destinations.

Roads within the municipality which carry the highest vehicle volumes are freeways including the Tullamarine, CityLink and Calder Freeway all carrying on average between 65,000 and 95,000 vehicles a day.¹ Major arterial roads such as Mt Alexander Road, Keilor Road, Pascoe Vale Road, and Maribyrnong Road serve as primary corridors, linking residential neighbourhoods to commercial centres, employment hubs and Melbourne CBD. High traffic volumes on freeways and arterial roads, particularly during peak periods contribute to delays.

Much of the local road network in Moonee Valley was designed to support low speed residential movement (walking, bicycle and horses being most prominent at the time). Suburbs such as Moonee Ponds and Essendon were not originally designed for high volumes of higher speed vehicles.

Medium density residential areas and commercial activities have added pressure to the network, increasing the need to provide a wide range of safe transport options to reduce the impact of congestion. The constrained network means that Council needs to be innovative and creative about how to address congestion and keep the transport system operating well and appropriately. Given the limited scope to introduce new roads and capacity, locating future growth near key activity centres and mode shift to walking, car-share, cycling and public transport is key to a well-functioning transport network as our population grows.

Moonee Valley is home to large attractions including DFO and the Moonee Valley Racecourse. While being of major benefit and providing various services, these sites are privately owned and attract large numbers of visitors adding to congestion and parking issues across the municipality.

Moonee Valley residents are also significantly impacted by the parking and transport challenges of major events at the Flemington Racecourse and Melbourne Showgrounds, even though they occur outside of the municipal boundary.

Essendon Fields provides a key logistics and commercial hub within the municipality with Essendon Airport playing an important role in business and light freight transport. There is currently only one major entrance to Essendon Fields via English Street which presents connectivity and congestion challenges. Given Essendon Fields is privately owned, Council is not the relevant planning authority and it is therefore challenging to develop suitable transport solutions for this key site.

¹ Source: M&PC (2025)

Major projects



Several major transport infrastructure projects are planned in and around the Moonee Valley area will change the way Moonee Valley residents travel, including:

- Melbourne Metro (opening in 2025) will connect Sunbury line trains into the new tunnels and make more City Loop capacity available for Craigieburn and Upfield line trains.
- Suburban Rail Loop (SRL West) and Suburban Rail Loop (SRL North) will connect Moonee Valley (through a new station at Keilor East) to other suburban areas of Melbourne by rail, improving access to jobs and services in areas extending from Sunshine and Broadmeadows.
- Melbourne Airport Rail (SRL Airport) will use the Melbourne Metro Tunnel corridor to Albion Junction. It will improve transport options to Melbourne Airport including a new train station at Keilor East.

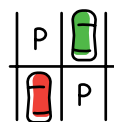
Freight



Moonee Valley benefits from strategic connectivity to major freight corridors, including CityLink-Tullamarine Freeway (12,000 – 25,000 annual average daily truck trips) and Calder Freeway (4,800 – 12,000 annual average daily truck trips), which provide direct links to Melbourne CBD, the Port of Melbourne and Melbourne Airport.²

However, residential growth and increased car use increases congestion on key freight corridors and reduces efficiency and productivity of on road freight.

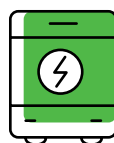
Parking



Appropriate car parking is essential for encouraging access to residential, shops, commercial and recreational areas and various other services.

It is also important for promoting connections to public transport and active travel infrastructure and contributing to the local economy. However, car parking can also generate car travel demand causing congestion and have a significant impact on the environment and local amenity. The Municipal Parking Strategy and Parking Permit Policy provides clear direction for how Council manages the supply and demand for parking in a strategic way and for the benefit of the whole community. Effective parking management is a crucial component of the transport system as it contributes to equitable use of public space, responds to public health and wellbeing and utilises demand management to meet the competing needs of road users and the community.

FUTURE TRANSPORT AND TECHNOLOGY



Over recent years, there have been a number of developments in transport technology that not only have significant environmental benefits but are changing the way we travel now and into the future.

Integration of technologies such as smart navigation apps and AI tools can assist in journey planning, determine locations with high levels of congestion, and improve mobility. Shared mobility schemes, such as car share, have been expanding across Melbourne offering an alternative to private car ownership. Electric vehicles continue to grow in popularity and the provision of sufficient public charging infrastructure will need to be considered.

The use of electric micromobility vehicles is increasing across Melbourne, including electric bicycles and scooters. These vehicles can assist in reducing short car trips by overcoming topographical challenges, increasing ease of use compared to bicycles and distances able to be travelled. However, the introduction of these vehicles has come with various safety and administration challenges.

² Source: M&PC (2025)

Strategic context

The MV2040 Strategy is Council's long-term plan for improving the health, vibrancy and resilience of our city over the next two decades. It has been prepared to shape the type of city and neighbourhoods we want to live in.

MV2040's Vision Statement is for 'A healthy city'

"In 2040 Moonee Valley is a great place to live, work and visit, strengthened by a network of 20-minute neighbourhoods. Our neighbourhoods allow all people, at all stages of life, to live locally and sustainably, accessing most of their needs close to their home and addressing climate change. Our neighbourhoods are beautiful, diverse, sustainable and hold strong community connections which enable citizens and the environment to be healthy and resilient."

A new Community Vision Statement is currently being developed as part of the new *Council Plan 2025-29* and should be completed in October 2025.

MV2040 informs various action plans, including the ITS, to ensure cohesive and strategic progress toward the community's vision.

The ITS will be guided by the five themes of MV2040 that address the key issues and objectives across the municipality – Fair, Thriving, Connected, Green and Beautiful.

- A **FAIR** city that values diversity, where everyone feels safe, is included, is healthy and has access to services and housing.
- A **THRIVING** city with access to jobs, lifelong learning, vibrant and dynamic activity centres.
- A **CONNECTED** city of accessible, active and sustainable transport choices.
- A **GREEN** city that is ecologically healthy and environmentally responsible.
- A **BEAUTIFUL** city that celebrates its identity, heritage and open spaces.

Relevant strategic directions, objectives and targets from the five themes of MV2040 have shaped the strategic context for the five key (transport) themes outlined in this Discussion Paper.

01: Public transport

02: Walking and cycling

03: Road safety

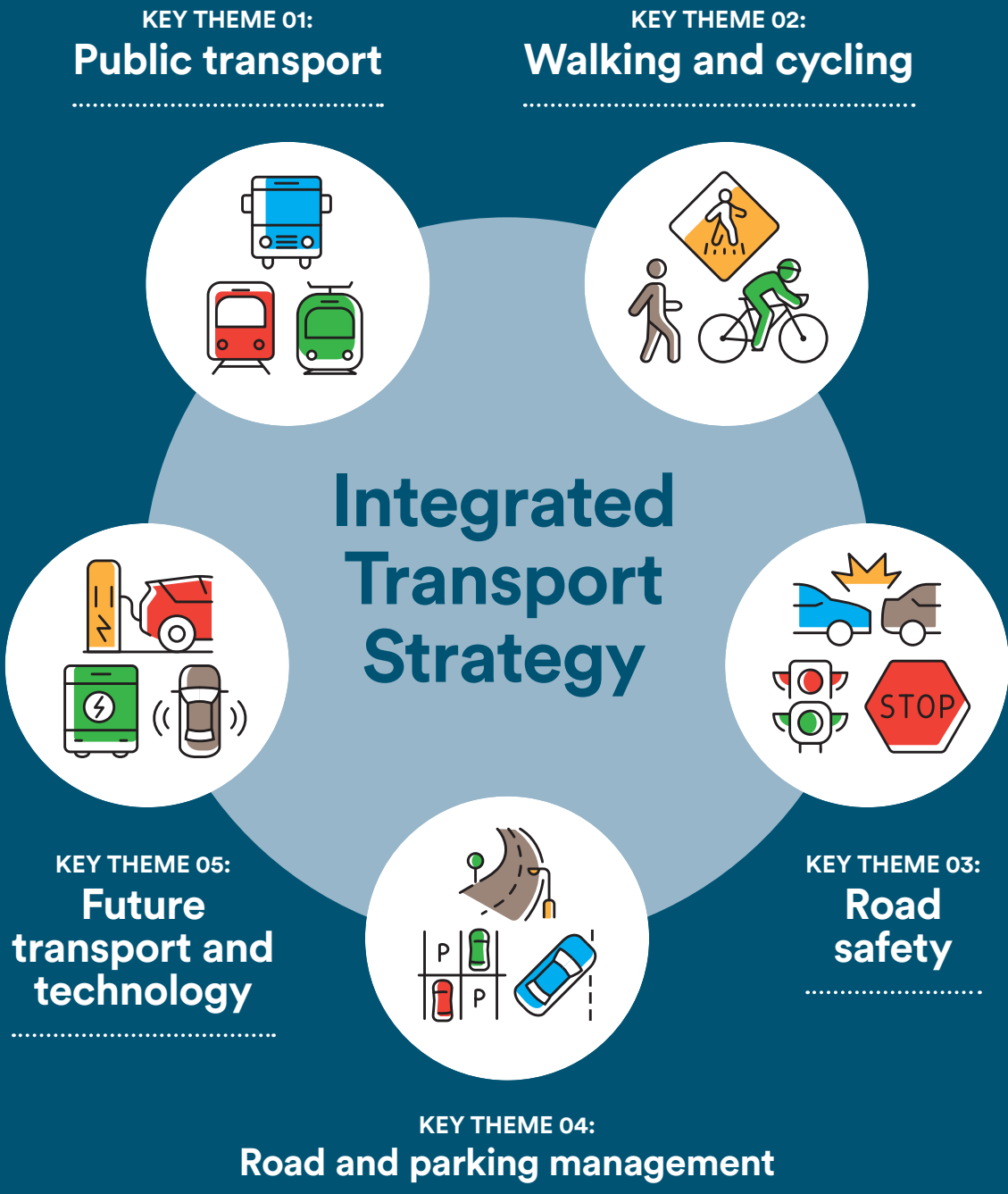
04: Road and parking management

05: Future transport and technology

Moonee Valley are currently reviewing the principles, strategic directions, strategic objectives and targets of MV2040. Accordingly, it is anticipated that the final ITS will align with this review.

Key themes

Five key themes were identified as the basis for Council's transport system:

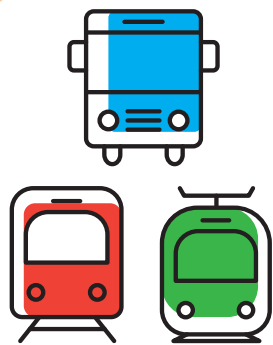


These themes encompass all major transport modes that make up Moonee Valley's transport system. Some of the major issues and potential opportunities for each key theme are explored as part of the Discussion Paper. It is intended to generate feedback from our residents on the transport issues, opportunities and ideas that could potentially be adopted as part of the ITS.



KEY THEME 01:

Public transport



COUNCIL'S ROLE

- Council provides various community transport services.
- Council advocates to the Victorian Government for improvements and services for all public transport modes including train, tram and bus.
- Council installs infrastructure to support integrated connections to public transport services.

STRATEGIC CONTEXT

Under the MV2040 theme '**CONNECTED**' Council's Strategic Direction is **A city where sustainable transport is the easy option** and a target of 'Moonee Valley is a city where more than half of our residents travel to work by walking, cycling (or public transport).'

The relevant objective from MV2040 to meet this target for public transport is to **Expand high-frequency public transport options**. There are various actions associated with this objective including advocating for the expansion and increased frequency of public transport services, advocacy for accessibility to services and to proactively plan and advocate for an Airport Rail Link with train stations within our western most neighbourhoods.

Under the MV2040 theme '**GREEN**' Council's Strategic Direction is **A city that is low carbon** and a target of **We achieve zero net emissions for our community and reduce emissions from Council operations by 95 per cent by 2040**.

The relevant objectives from MV2040 to meet this target for public transport is: 'Improve access and connections to public transport'.

KEY STATISTICS

In 2021

6 %

of commuting trips by residents were made by public transport.

Between 2023 and 2024, there were over

4.2 million

passengers boarding the seven train stations in Moonee Valley.³

The most patronaged train stations by boardings were:

Essendon

31 %

Newmarket

14 %

Moonee Ponds

18 %

Ascot Vale

11 %

³ Source: Department of Transport and Planning with M&PC analysis (2025)



KEY CHALLENGES

- There are limited public transport services in the west of the municipality including in Avondale Heights, Essendon West, Keilor East and Airport West.
- Public transport services are not always connected and can be unreliable, extending travel times and reducing the feasibility of using public transport for some residents.
- Services on weekends and at night are either very limited or in some cases not provided at all.
- The majority of tram lines are on-road causing delays and are rarely prioritised.
- Only a small number of tram stops are DDA compliant, and the Moonee Ponds bus interchange is not DDA compliant.

POTENTIAL SOLUTIONS

To achieve the objectives of MV2040 Council could:

- advocate for expansion of hours and increased frequency of bus operations and the bus network linking to tram and train services
- conduct a bus services strategic review to address gaps, remove duplications, and assist with integration with existing services
- advocate for increased train and tram reliability and frequency including advocating for tram movements through prioritising dedicated lanes where feasible
- proactively plan and advocate for public transport services and integration to the Keilor East Train Station as part of the Airport Rail Link
- advocate for accessible tram stops throughout the municipality.



KEY THEME 02:

Walking and cycling

COUNCIL'S ROLE

- Council is the provider and regulator of most of the shared path and footpath network. Some shared paths are on Department of Energy, Environment and Climate Action (DECCA), VicTrack, Parks Victoria and Melbourne Water land.
- Council advocates to the Victorian Government for projects on arterial roads including on-road infrastructure, safer speed limits and traffic signals.
- Council is the planning authority able to influence development outcomes to encourage more residents to commute by walking and cycling.

STRATEGIC CONTEXT

Under the MV2040 theme '**CONNECTED**' Council's Strategic Direction is **A city where sustainable transport is the easy option** and has a target that **Moonee Valley is a city where more than half of our residents travel to work by walking, cycling (or public transport).**

Relevant objectives from MV2040 to meet this target include:

- reduce the real and perceived impediments to sustainable travel
- provide a safe and easy-to-use walking and cycling network
- provide a truly connected walking and cycling network
- focus on road safety.

KEY STATISTICS

Walking and cycling make up
2.5 %
of all commuting trips.⁴

21 %
of non-working trips are made
by active travel (walking, cycling
and scooting).⁵

There are approximately
885 kms
of footpaths (including shared paths)
managed by Moonee Valley.

⁴ Source: Australian Bureau of Statistics with M&PC analysis (2025)

⁵ Source: VISTA data with M&PC analysis (2025)



KEY CHALLENGES

- The current cycling network has gaps along key routes and some bicycle facilities are not sufficiently separated to encourage cyclists of all ages and abilities.
- A significant portion of the Strategic Cycling Corridors (SCCs) have not been implemented and it will be challenging to upgrade some identified routes to the required standard.
- Lack of planning controls to ensure suitable infrastructure and setbacks to provide high quality walking and cycling facilities.
- Existing key routes such as the Moonee Ponds Creek Trail require significant safety upgrades that are costly and challenging to complete.
- There are long waiting times for pedestrians at key intersections, particularly on arterial roads.

POTENTIAL SOLUTIONS

To achieve the objectives of MV2040 Council could:

- complete a bicycle network review that aims to develop a series of safe, separated and continuous bicycle lanes that connect to local services and key destinations
- advocate to the Victorian Government for protected high-quality bicycle lanes on arterial roads (particularly as part of the SCC Network) to enhance safety and accessibility
- create a network of high-quality, accessible, connected walking paths with safe crossing points
- develop relevant design policies and planning controls including overlays to ensure walking and cycling infrastructure can be appropriately delivered
- implement behaviour change programs to encourage more people to commute by active travel modes including with kindergartens, primary and secondary school communities.

KEY THEME 03:

Road safety

COUNCIL'S ROLE

1. Council considers road safety and the safe system approach in all relevant local plans, infrastructure upgrades, planning scheme amendments and streetscape plans.
2. Council implements capital works programs that contribute to overall improvements to accessibility and road safety.
3. Council upgrades the local road, shared path and footpath network and advocates for improvements to paths on Victorian Government land.
4. Council develops and runs various behaviour change and road safety education programs to encourage safe travel across the network for all road users.
5. Council advocates to the Victorian Government for road safety projects on arterial roads including on-road infrastructure, reducing speed limits and the installation of traffic signals.

STRATEGIC CONTEXT

The Transport Safety Strategy 2016–26 vision is to provide safe travel for the whole community by adopting the Safe System. This approach will prioritise safe people, safe speeds, safe vehicles and safe roads and will assist us to achieve our goal of zero fatalities and serious injuries within Moonee Valley.

Under the MV2040 theme '**CONNECTED**' Council's Strategic Direction is **A city with streets and spaces for people** and includes the objective to **focus on road safety**.

Relevant objectives from MV2040 to meet this target include:

- deliver road infrastructure improvements to increase safety in areas with the highest crash risk
- advocate for infrastructure improvements at arterial road problem locations
- develop and integrate road safety messages into programs targeting at-risk groups.

KEY STATISTICS

Between 2016 and 2023 in Moonee Valley there were approximately
2,300
recorded crashes, including fatalities, serious injuries, and other injuries.

77 %
of recorded crashes occurred on arterial roads and freeways and
23 %
of recorded crashes occurred on local roads.

According to the TAC, there were
13 fatalities
on arterial roads and 4 fatalities on local roads reported in Moonee Valley.



KEY CHALLENGES

- Since the adoption of the Transport Safety Strategy in 2016, there have been changes in the way our community live, work and play – along with advances in vehicle and road technology.
- While the number of deaths and serious injuries on our roads have significantly been reduced, they are not lowering at the targeted rate.
- The number of vehicles on the road is increasing due to population growth increasing the risk of crashes.
- Higher vehicle speeds and non-compliance continue to be raised as significant issues by our residents.
- Use of local streets to avoid traffic can increase risk of conflict between vehicles and vulnerable road users.

POTENTIAL SOLUTIONS

- Implement safer vehicle speeds across the local road network and introduce smart traffic management in school zones and residential areas to reduce injury risk.
- Continue to deliver various capital works programs to reduce vehicle speeds and improve safety on the local road network.
- Strengthen community partnerships to develop road safety initiatives and behaviour change programs.
- Continue to work with our partners, Victoria Police, to advocate for more frequent enforcement across the municipality with a focus on high-risk locations.
- Install traffic calming measures at high volume pedestrian locations and adjacent to arterial roads. These measures could include raised intersection treatments on side streets, improved street lighting and clear signage to reduce vehicle speed and improve awareness of vulnerable road users.

KEY THEME 04:

Road and parking management

COUNCIL'S ROLE

- Through the Municipal Parking Strategy (MPS), Council ensures parking is managed effectively, fairly and consistently.
- Council conducts Local Area Traffic Management (LATM) Plans to manage traffic issues and parking on a local area basis.
- Council advocates for improvements to the arterial road network including traffic signals, infrastructure upgrades and network efficiencies.
- Council via the Moonee Valley Planning Scheme is the designated planning authority to help deliver State and local planning objectives including new small-scale residential and commercial developments.
- Council facilitates various structure plans and masterplans for activity centres that can influence the transport network.

STRATEGIC CONTEXT

Under the MV2040 theme '**FAIR**' the Objective 5.1 "Ensure new housing is directed to the appropriate locations" includes the **Action 5.1.2** Direct new housing of higher scale to areas with good access to public transport, services or open space.

Under the MV2040 theme '**CONNECTED**' Council's Strategic Direction is **A city with streets and spaces for people** and the objective to 'manage car usage through demand management techniques'.

Relevant actions include:

- provide parking that is well designed, well located, appropriately priced and flexibly managed
- introduce technology to enable parking assistance, enforcement, data collection and effective management in areas of high demand
- consider development proposals with limited or no on-site car parking in areas proximate to public transport.

KEY STATISTICS

Council maintains an extensive network of approximately
426 kms of local roads.

In Moonee Valley
48 %
of households have two or more motor vehicles.⁶

Areas in Moonee Valley in proximity to activity centres, public transport and high-quality walking and cycling facilities have lower
car ownership.

Moonee Valley's housing target has been set by the State Government and includes a projected
10,000
new dwellings through the Victorian Government's Niddrie (Keilor Road) and North Essendon Activity Centre plans.

6 Source: Australian Bureau of Statistics (2021)



KEY CHALLENGES

- Some residents in suburbs such as Avondale Heights and Airport West are reliant on cars due to the existing low access to public transport and poor active travel connections.
- As activity in Moonee Valley grows, competition for on- and off-street parking will increase, particularly in and around activity centres.
- Population growth (particularly in activity centres) will see significant increased demand on our road network resulting in more congestion and longer travel times.
- The activity centre planning at Niddrie (Keilor Road) and Essendon North Activity Centres is managed by the Victorian Government.
- Congestion on arterial roads can lead to some vehicles utilising the local streets for commuter purposes triggering community complaints and the need for intervention by Council.
- Different modes of transport are competing for the same road space including cars, trucks, public transport, active transport and micro-mobility.

POTENTIAL SOLUTIONS

- Investigate maximum car parking rates for new developments to minimise use of single occupancy vehicles.
- Complete a strategic transport and planning review for the upcoming Keilor East Train Station as part of the Melbourne Airport Rail project.
- Extend mode share services such as carshare and support ride share services to increase travel choice and reduce reliance on private vehicle ownership.
- Encourage mixed use, high-density development near train stations and tram corridors, and integrating suitable transport outcomes in planning decisions.
- Investigate a road user charge with Victorian Government stakeholders and other Melbourne councils, including its impact on managing congestion and through-traffic/rat running in Moonee Valley.
- Collect, or partner with appropriate institutions to collect, parking data such as on-street parking spaces and restrictions, parking occupancy, parking restriction data, permit data and enforcement data, to assist with strategic parking management.

KEY THEME 05:

Future transport and technology



COUNCIL'S ROLE

- Council partners with neighbouring councils and the Victorian Government to develop rules and regulations for new modes of transport.
- Council is the regulator of the land utilised for some publicly available electric vehicle charging stations.
- Council is the regulator for most on-street car share bays.
- Council investigates new technologies to improve road safety, parking and network efficiencies.
- Council develops strategies and activity centre plans that anticipate major changes to the transport network.
- Council advocates to the Victorian Government to consider adopting new transport modes and technologies to improve travel choice, safety and efficiency of the road network.

STRATEGIC CONTEXT

Under the MV2040 theme '**CONNECTED**' Council's Strategic Direction is **A city at the forefront of transport technology** and includes the objective to **position our city for smarter transport connectivity**.

RELEVANT ACTIONS

- Introduce technology to enable traffic and parking assistance, enforcement, data collection and management in areas of high demand.
- Identify and adjust for the influence future trends and transport technologies will have on travel behaviour.
- Encourage and explore innovative solutions to road safety, congestion and parking issues.
- Accept that technology is changing at a rapid pace and that the solution of today may not be the solution of tomorrow.

KEY STATISTICS

Council is aiming to achieve
zero net
emissions for our community and
reduce emissions from Council
operations by

95%
by 2040.

In 2024 EVs made up approximately
10%
of new car sales in Australia,
an increase from 8 per cent in 2023.⁷

⁷ Source: <https://www.aaa.asn.au/research-data/electric-vehicle/>



KEY CHALLENGES

- New modes of transport do not always have clear legislative and safety requirements and therefore can be difficult to administer and manage.
- Council relies and is dependent on Victorian and Federal Governments to ensure appropriate legislation is implemented before some new technologies can be rolled out.
- New modes of transport can present new safety issues on the road network.
- Population growth will see significant increased demand on our road network which will result in higher greenhouse gas emissions.
- There are currently high upfront cost of Zero Emission Vehicles (ZEV) and infrastructure and rapid technological evolution may outdate existing infrastructure.

POTENTIAL SOLUTIONS

To achieve the objectives of MV2040 Council could:

- partner with neighbouring Councils and the Victorian and Federal Government to facilitate the safe introduction of new transport modes and opportunities
- support suitable implementation of shared micro-mobility and mobility schemes
- support the trial and implementation of emerging transport technologies to improve accessibility and inclusivity for people with disabilities
- Implement EV public charging stations across Moonee Valley prioritising sporting precincts, commercial precincts and community facilities.
- facilitate smart technologies to manage and plan for on-street parking requirements.
- Investigate opportunities to partner with electricity distribution companies, electricity retailers and the Victorian Government, regarding kerbside power pole-mounted electric vehicle charging.

Next steps

This Discussion Paper aims to provide an overview of current transport conditions, major issues and potential opportunities that Council could implement to improve the safety and efficiency of our transport network.

It is also intended to generate feedback from those who live, work and play in Moonee Valley on the transport issues, opportunities and ideas that could potentially be adopted as part of the ITS.

The feedback generated from consultation on the Discussion Paper will guide the development of the draft ITS scheduled to occur in 2025/26.

Council will complete further consultation once we have prepared the draft ITS.

For more information, please visit Council's website.

mvcc.vic.gov.au



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Moonee Valley Language Line

العربية	Arabic	9932 1471	Ελληνικά	Greek	9932 1474	Español	Spanish	9932 1477
廣東話	Cantonese	9932 1472	Italiano	Italian	9932 1475	Türkçe	Turkish	9932 1478
Hrvatski	Croatian	9932 1473	Somali	Somali	9932 1476	Tiếng Việt	Vietnamese	9932 1479

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