

Transport and Amenity Program (TAP)

Community Event

20 November 2025



CITY OF MELBOURNE

Purpose

To provide an update on the Transport and Amenity Program (TAP).

Presentation Outline

- Overview and Strategic context
- Response to Notice of Motion
 - Project Update
 - Hawke Street
 - Traffic modelling and Day 1 Treatments (DTP)
- Monitoring period
- Questions
- Next steps

Acknowledgment of Country

The City of Melbourne respectfully acknowledges the Traditional Owners of the land we govern, the Wurundjeri Woi-wurrung and Bunurong / Boon Wurrung peoples of the Kulin Nation and pays respect to their Elders past and present. We acknowledge and honour the unbroken spiritual, cultural and political connection they have maintained to this unique place for more than 2000 generations. We accept the invitation in the Uluru Statement from the Heart and are committed to walking together to build a better future.

What is the Transport Amenity Program?

The Transport Amenity Program (TAP) is jointly funded by the State Government and City of Melbourne (CoM) to maximise the benefits and mitigate the traffic impacts of the West Gate Tunnel when it opens later this year.

TAP was established after the West Gate Tunnel Environmental Effects Statement identified the need for further work to assess and mitigate traffic impacts in North and West Melbourne.

The TAP aims to identify opportunities with traffic, transport and amenity in North and West Melbourne that will support the new tunnel.

It funds projects such as greening projects, local traffic management upgrades, pedestrian and cyclist safety improvements, or minor road realignments.



How is the Transport Amenity Program governed?

- Co-funded by CoM and DTP (50/50), up to \$100 million
- Projects and funding decisions are made via the Central City Transport Committee (CCTC) co-chaired by DTP and CoM
- CoM and DTP work collaboratively to identify and scope projects that should be considered for inclusion in the program. The projects must then meet two stages of approvals: each project requires approval from the Central City Transport committee, as well as each organisation's regular funding approval processes to confirm their financial contribution

WGTP Environmental Effects Statement



West Melbourne Structure Plan



Movement & Place



TRANSPORT STRATEGY
2030



URBAN FOREST
STRATEGY



OPEN SPACE
STRATEGY

Transport and Amenity Program

Completed Projects

- 1 William Street Tram Enhancement Works by DTP
- 2 Connecting Docklands to North Melbourne Feasibility Study
- 3 Peel Street Corridor Study (Dudley St Intersection) - Phase 2
- 4 La Trobe Street Protected Cycle Lanes - Stage 1
- 5 Abbotsford Street Protected Cycle Lanes
- 6 Provost and Little Provost Streets - Streetscape Upgrade
- 7 Peel Street Corridor Protected Cycle Lane (Section 1, 2 & 3)
- 8 Docklands Primary School Connectivity and Amenity Study - Early Works
- 9 Victoria Street Opportunities Plan
- 10 West Melbourne Traffic Modelling

Intersection Works

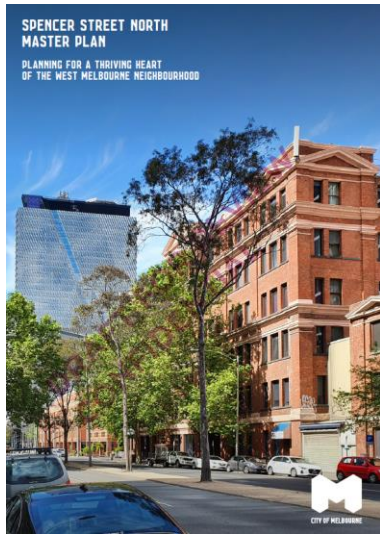
- 1 Day 1 Interim Treatments to 7 intersections and permanent works on Abbotsford Street by DTP

Ongoing Projects

- 2 Hawke Street Linear Park
- 3 Spencer Street North Masterplan
- 4 Dynon Road Shared User Path Upgrades
- 5 Franklin Street Streetscape Upgrade
- 6 North Melbourne Station Precinct Plan - Phase 1
- 7 Docklands Primary School/Harbour Esplanade Safe Connections Project (Between Footscray Road and McCrae St)



Spencer Street North Masterplan Update



SPENCER STREET NORTH MASTER PLAN
 PLANNING FOR A THRIVING HEART OF THE WEST MELBOURNE NEIGHBOURHOOD

INTRODUCTION

"Spencer Street will become a vibrant and active mixed-use street - the local high street of West Melbourne with shops, cafes and restaurants."
 - West Melbourne Structure Plan 2018

This document is catalysed by the West Gate Tunnel Project (WGTTP) and aligns with various City of Melbourne strategies and plans including the West Melbourne Structure Plan (WMSPP) and Transport Strategy 2030.

The master plan holds strategic significance given anticipated growth (residents, households and jobs) along Spencer Street North, and its interface with the central city.

This provides an opportunity to encourage active and public modes of travel, to forefront an Aboriginal City, to sustainably manage water and greenable greening, and to ensure an inclusive environment for all users to support the emerging local high street.

Role of the master plan

The draft Spencer Street North Master Plan (the master plan) sets out the vision, objectives, key moves and actions to be considered for streetscape and street greening improvements along Spencer Street North in West Melbourne.

Figure 11 Master plan scope



6 melbourne.vic.gov.au

Scope of the master plan

The master plan extends along Spencer Street from Dryburgh Street in the north, including the intersection with Dynon Road and Miller Street, to La Trobe Street in the south. The master plan includes interactions with local roads and is approximately 1.2 kilometres long.

The master plan divides the study area into three precincts, aligning with the place-based approach of the WMSPP. The characteristics of these places will be expanded upon in subsequent chapters of this document.

The process so far...

This project has been identified by the City of Melbourne and Victorian Government agencies as critical to ensuring that objectives for the future of Spencer Street are met once the WGTTP is in operation. These objectives are set out in the WMSPP which describes the future role of Spencer Street as a "vibrant local high street with a reduced arterial traffic function and improved local neighbourhood goals."

A key influence of the master plan has been the completion of a origin and destination traffic study in the north and West Melbourne area to review the network impacts of the master plan initiatives and inform the identification of streetscape and planning improvement works.

Short term planning will need to be delivered prior to the opening of the WGTTP in 2025 to mitigate traffic. Broader streetscape improvements co-funded by the Victorian Government and City of Melbourne.

This master plan has been developed alongside key stakeholders to map out improvements to Spencer Street North. Stakeholders include Traditional Owners, Department of Transport and Planning (DTP), Yarra Trams, Kinetic, CIPower and emergency service providers.

Structure of the master plan

The master plan is structured in four key parts:

- Part 1: Strategic alignments
- Part 2: Place change
- Part 3: Master plan vision
- Part 4: Master plan actions
- Part 5: Master plan delivery

CONNECTION TO PLACE

What makes a great street for West Melbourne?

The streets of West Melbourne play a fundamental role in realising the vision to "provide excellent connections and a network of local places and spaces to rest and play with Spencer Street as a vibrant local high street" (West Melbourne Structure Plan, 2018).

A great street in West Melbourne:

- Supports and celebrates heritage buildings and places.
- Nurtures the eclectic and diverse mix of characteristics.
- Responds to the layers of history.
- Allows for transformation over time to enable an economically thriving local high street.
- Supports community health and wellbeing through amenable social spaces.
- Contributes positively to environment and ecosystems.

Importantly, there are a number of unique characteristics that in combination contribute to the experience of place along Spencer Street. Such features to leverage and celebrate include:



Urban form and structure

The urban form and structure positions Spencer Street encourages a grid-walk corridor between grids. Unlike a straight street, a curved geometry allows for a full view ahead, drawing people further in to explore what's around the bend.



Ecological vegetation

Spencer Street sits within the Plains Grassland / Plains Green Woodland Mosaic Ecological Vegetation Class. This prior condition of grassland and heathland covered the city of West Melbourne leading down to salt marshes, bitulungas and floodplains to the west.



Topography and views

The topography in this area generally slopes down to the south-west providing expansive views over the railway lines to Docklands, the European-contact view towards the wetlands over fertile wetland including the large Ball's Salsfield Lagoon.



Urban form transition and building diversity

A gradient of built form use and intensity can be experienced along Spencer Street. From low rise dwellings to high rise, to mid-rise warehouses in the middle to large scale, high-rise buildings in the south connecting to the central city.



Heritage buildings and places

A distinctive mix of uses, and a shift away from residential, commercial and retail, contribute to the evolving character of Spencer Street. This however, has a consistent character with a mix of plane trees (Platanus) and Eucalyptus species. Importantly, Spencer Street is part of a wider network of green spaces and biodiversity corridors.



Community greening and biodiversity links

Generally 30m wide local streets in this area have limited or inconsistent tree canopy cover. Local streets connecting to Spencer Street, however, have a consistent character with a mix of plane trees (Platanus) and Eucalyptus species. Importantly, Spencer Street is part of a wider network of green spaces and biodiversity corridors.

Victoria Street Opportunities Plan Update

02 Victoria Street Vision A Vision for Victoria Street from Hawke to Elizabeth Street

A place-focused connection between the inner northwest to QVM and Melbourne's Central City

"Victoria Street will be a series of local places that people choose to access through sustainable transport, while also connecting precincts to the north and west, extending Melbourne's Central City beyond the Grid".
 Victoria Street will become a place for locals and visitors to experience and explore. The corridor will be the primary place-focused connection between the inner northwest to QVM and Melbourne's Central City. A place that people choose to walk, ride, bike and catch public transport to. The vision is to embrace local differences in use, character and urban form, responding to them with public realm and streetscape design.

The Opportunities Plan delivers this vision through broadly adopting four principles.

Value the Unique Identities Within the Corridor

Victoria Street will remain an important connection between the Melbourne Central City, City North, Queen Victoria Market and West Melbourne, each having their own character and needs along the same corridor.

Queen Victoria Market is the landmark within the heart of North-Western Melbourne; Errol Street's Victorian-era architecture should be celebrated; the historic hill-top meates place on the street, and local businesses, cafes and schools all contribute to a vibrant street.

Create Place Initiatives that Have Form and Function

The vision is to create a series of places that acknowledge and celebrate the diverse and multi-layered existing character and policy framework - particularly the differences east and west of Peel Street. It also seeks to expand the urban tree canopy to facilitate places to dwell and enhance active frontages.

Recognise Future Influences and the Changing Urban Form

Consideration to the street design of Victoria Street will respond to, and support, the increased built form and density outlined by supporting policy framework to ensure sustainable and considered development. This is most important East of Peel Street where densities are set to increase significantly.

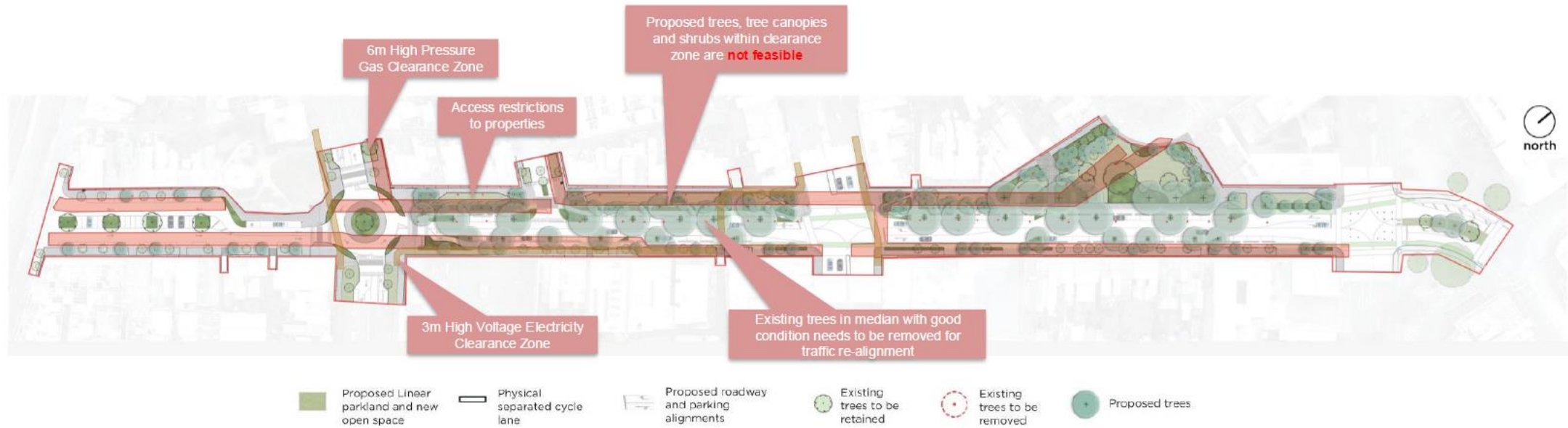
Achieve Sustainability Through Transport

Victoria Street will be a series of local places that people choose to access through sustainable transport.
 To address the key themes and network function, the Victoria Street Opportunities Plan identifies that:

1. Place-based initiatives will have dual purposes to encourage more local activity and creating infrastructure that supports sustainable travel.
 2. A connection between the east and west is important, while ensuring transport functionality to enable and support changes in land uses over time.
 3. Train priority along the corridor is a non-negotiable.
- The Future Vision for Victoria Street was developed through a vision workshop, attended by City of Melbourne and the Department of Transport.

Hawke Street Update

Endorsed Concept Plan 2023 – Not Viable



Service Constraints

- Major underground and overhead services present
- Authority conditions restrict excavation and tree planting

Tree Impacts, Canopy Loss, and Reduced Cooling

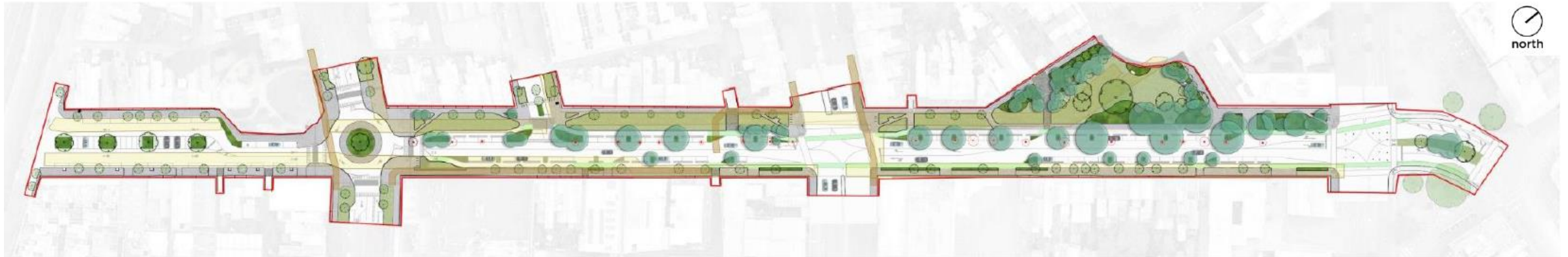
- Significant removal of large canopy trees, resulting in canopy loss and reduced street cooling
- Replanting within service corridors is very restricted

Policy Alignment

- Reduced alignment with Transport and Amenity Program (TAP) objectives
- Lower consistency with City of Melbourne sustainability and urban greening strategies

Hawke Street Update

Option 1 – Designed to Constraints



LEGEND

-  Proposed Linear parkland and new open space
-  Physical separated cycle lane
-  Proposed roadway and parking alignments
-  Existing trees to be retained
-  Existing trees to be removed
-  Proposed trees
-  6m high pressure gas clearance zone
-  3m high voltage electricity clearance zone



TOTAL TREES: 171
(EXISTING: 121)



ESTIMATED CANOPY COVER: 34%
(EXISTING: 32%)



STREET GREENING: 1917 M²
(EXISTING: 1703 M²)



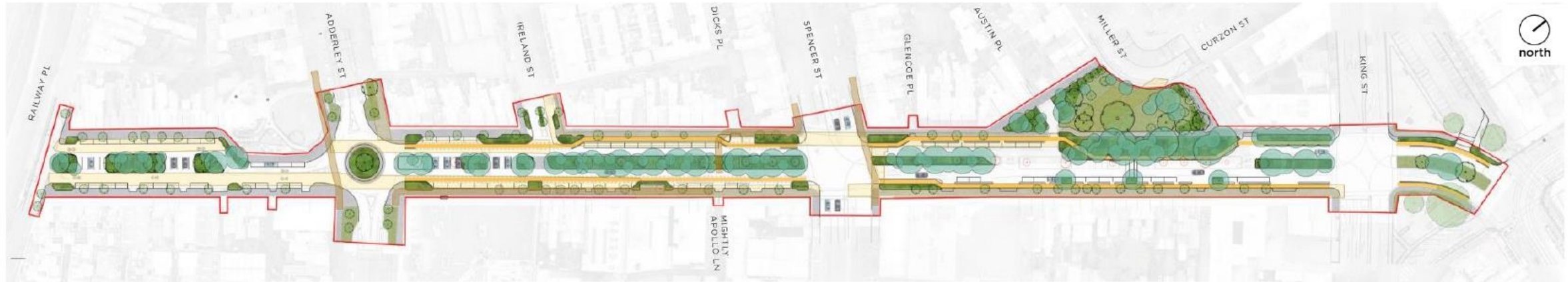
CAR PARKS: 102
(EXISTING: 156)



HAWKE AND CURZON ST RESERVE: 2055 M²
(EXISTING: 1703 M²)

Hawke Street Update

Option 2 – Revised Design



LEGEND

-  Proposed Linear parkland and new open space
-  Physical separated cycle lane
-  Proposed roadway and parking alignments
-  Existing trees to be retained
-  Existing trees to be removed
-  Proposed trees
-  6m high pressure gas clearance zone
-  3m high voltage electricity clearance zone



TOTAL TREES: 240
(EXISTING: 121)



ESTIMATED CANOPY COVER: 43%
(EXISTING: 32%)



STREET GREENING: 2036 M²
(EXISTING: 1703 M²)



CAR PARKS: 104
(EXISTING: 156)



HAWKE AND CURZON ST RESERVE: 2208 M²
(EXISTING: 1703 M²)

Hawke Street Update

Option 1 – Designed to Constraints



Option 2 – Revised Design



*Artist's impression – illustrative concept only

North and West Melbourne interim works

North and West Melbourne interim works

Figure 1: Proposed Works Pre and Post WGTP Day 1

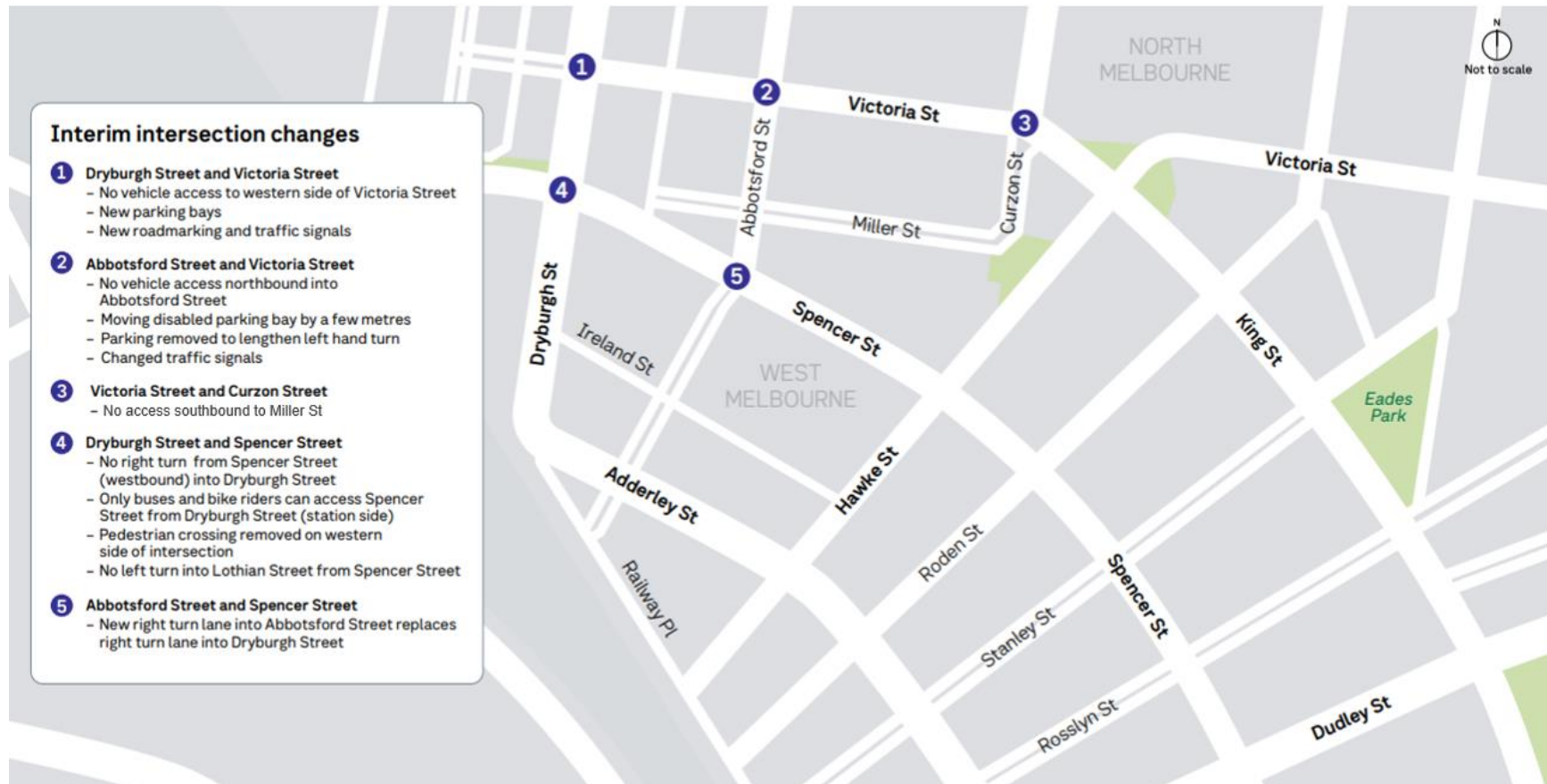
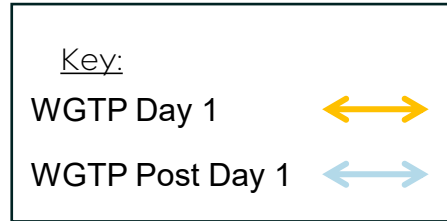


Figure 2: Detail of intersection changes to achieve network outcomes

North and West Melbourne interim works



Traffic monitoring and Community Feedback

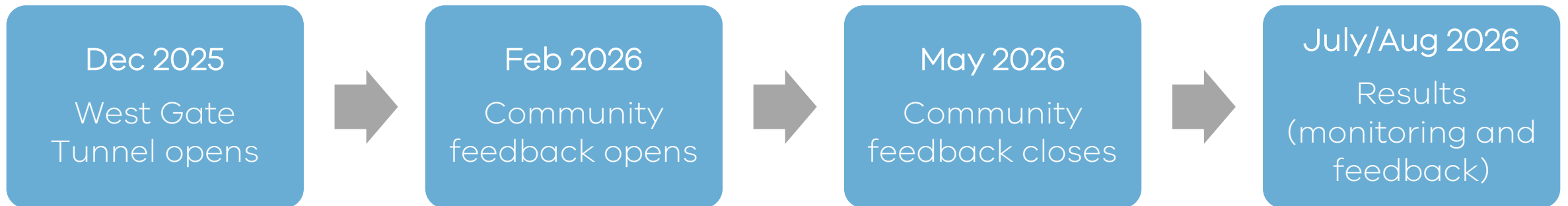
Traffic Monitoring

- Following the WGTP opening, DTP will implement a comprehensive traffic monitoring program to assess real-time changes in traffic volumes and travel times.
- Monitoring will focus on key corridors such as Spencer Street and Hawke Street and will guide the timing and prioritisation of future infrastructure projects.
- This evidence-based approach ensures that safety, accessibility, and amenity improvements respond to actual post-WGTP travel patterns and community needs.
- Data will be collected for 6 months post WGT opening
- Baseline data collection will commence in mid November 2025 for agreed roads in North and West Melbourne and City of Melbourne
- A monthly report will be prepared during the 6-months post Day 1 monitoring period for traffic volumes and average speed.



Community Feedback

- DTP will seek community feedback during the 6-month monitoring period to better understand local movements and any rat-running that occurs when West Gate Tunnel opens.
- The formal consultation period is expected to open in February 2026 and will be open for approximately 4-months.
- Following this period, we will share what we heard during this phase.
- While not within the formal engagement period, DTP has still been receiving and tracking feedback coming into the TAP inbox since the interim measures have been delivered.
- Community feedback will help DTP and CoM determine what long-term arrangements are required and what adjustments can be made to help manage traffic.



Questions and discussion



CITY OF MELBOURNE