

## 6.2 West Gate Tunnel Impacts Update

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### Executive Summary

1. West Gate Tunnel (WGT) opened in December 2025.
2. On 2 September 2025 a notice of motion requesting additional information regarding the Transport and Amenity Program (TAP) including an update on key projects, expenditure and the release of updated traffic modelling was approved by Council.
3. At the meeting on 25 November 2025, Council requested officers undertake several follow-up actions and provide updates on progress.
4. All requested actions have now been completed.

### Recommendation from management

5. That the Future Melbourne Committee resolves to:
  - 5.1. Note the report from management on the update on the Transport and Amenity Program.
  - 5.2. Note that the Department of Transport and Planning (DTP) is proposing to reduce the speed limit on Victoria Street between Dryburgh Street and Curzon Street from 60 km/h to 50 km/h and that the proposed speed reduction will also extend to King Street, with the speed limit lowered to 50 km/h on Victoria Street between Curzon Street and Dudley Street.
  - 5.3. Note that the Department of Transport and Planning proposes to implement speed limit changes by mid-2026.

**Purpose**

6. The purpose of this report is to update Councillors since the opening of the West Gate Tunnel (WGT), the progress of actions arising from the Council Meeting held on 25 November 2025 and to outline the current status of projects underway as part of the Transport and Amenity Program (TAP).

**Background**

7. The West Gate Tunnel opened to traffic on the 14 of December 2025. Travel on the WGT was free on weekends throughout January.
  8. Aligning with the opening of the tunnel and to assist in redirecting large trucks off residential streets in the inner west, 24/7 no-truck zones were put in place on various roads:
    - 8.1. Francis Street in Yarraville
    - 8.2. Somerville Road in Yarraville
    - 8.3. Buckley Street in Footscray
    - 8.4. Moore Street in Footscray
    - 8.5. Hudsons Road in Spotswood
    - 8.6. Blackshaws Road in Altona North.
  9. The Westgate Tunnel project has delivered several improvements in the Moonee Ponds Creek area, and under the CityLink area of the project. These include:
    - 9.1. Rehabilitating the unused rail land alongside Moonee Ponds Creek to provide more green open space, including 2 new tracks for BMX riders, scooter riders and skateboarders.
    - 9.2. Building a new walking and cycling bridge over Footscray Road for pedestrians and cyclists.
    - 9.3. Building a new 2.5km elevated veloway which will give cyclists a safe and express route to and from the city.
  10. Delivering a new shared-use path bridge connecting North Melbourne to Dynon Road and Moonee Ponds Creek Trail.
  11. All works relating to the Westgate Tunnel Project within the City of Melbourne have reached practical completion except for some reinstatement, defects and the final season landscape planting. Asset handover process to all parties will be finalised over the next four months with defect close out and license arrangements implemented.
  12. At the 25 November 2025 Council meeting the following actions were requested and have been responded to in the body of the report.
  13. Publishing a map of Hawke St and relevant surrounds that shows the location of all underground, above-ground and overhead services, easements and any other constraints impinging on the design of the linear park.
  14. Publishing a map of Hawke St showing, by way of shading, where trees may be planted and where they may not be planted.
  15. Exhibiting of the Hawke Street Project – Hawke Street Greening and engaging the community for the period of 8 December 2025 to 8 February 2026 on updates to the project, making clear how the design options accord with the West Melbourne Structure Plan.
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16. Advising the Future Melbourne Committee of the opportunity to lower the speed limit on the (state-controlled) section of Victoria St, between Curzon St & Dryburgh St.
  - 16.1. Adding of the minutes from this item of tonight's meeting to Council's website in the same location as the slides from the community meeting held on 20 November.

## Key Considerations

### WGT - Traffic considerations

17. By early February 2026 the new West Gate Tunnel had seen more than a million vehicles travelling through both the inbound Bundawanh and outbound Eureka tunnels. More than 20 per cent of the one million vehicles that have travelled through the West Gate Tunnel have been trucks.
18. As part of the Transport Amenity Program, City of Melbourne and DTP have been monitoring traffic on key routes to assess changes in traffic volumes and travel times. This evidence-based approach, along with community feedback on the interim works, will help prioritise future infrastructure projects and the effectiveness of the temporary treatments.
19. The monitoring of traffic movements will also ensure that safety, accessibility, and amenity improvements align with actual travel patterns and community needs following the opening of the West Gate Tunnel.
20. The monitoring is planned for a six-month period, post opening of the WGT, with regular traffic surveys being undertaken monitoring traffic patterns and volumes.
21. Council has heard from the community regarding concerns with increased truck movements in Kensington. The preliminary findings have sought to understand and identify classes of vehicles to assess changes in traffic patterns.
22. City of Melbourne has been collaborating with DTP to review and mitigate truck movements. The activities include:
  - 22.1. Undertaking traffic counts at the key intersection of Epsom Road, Kensington Road and Macaulay Road
  - 22.2. Analysing traffic counts to determine future advocacy and infrastructure upgrades through the Transport Amenity Program and Central City Transport Committee with DTP
  - 22.3. Developing a signage strategy to redirect heavy vehicles away from local streets
  - 22.4. Assessing opportunities to introduce truck bans along Kensington and Epsom roads with DTP and National Heavy Vehicle Regulator (NHVR)
  - 22.5. Exploring infrastructure changes that would help deter heavy vehicles from using key local routes and intersections.

### WGT - Environmental Consideration

23. The final construction environmental monitoring 6-month report is expected to be published on the West Gate Tunnel Project page shortly. (See link: [Planning documents - Victoria's Big Build](#))
24. Operational environmental monitoring (including noise and air quality) is to commence this month. Data on air quality will be published on TransUrban's website on the West Gate Tunnel Page (see Link: [linkt.com.au](http://linkt.com.au)).
25. Twenty-seven initiatives were developed by the project in response to the Environmental Effects Statements. The Transport and Amenity Program as well as the Masterplan for the Moonee Ponds Creek are two of the initiatives that are still being delivered and not yet finalised.

26. City of Melbourne will be working with the Department of Transport and Planning on the Moonee Ponds Creek Master plan after the Victoria Planning Authority was merged into the Department.
27. The tree planting season commences in April. This season will see the remaining landscape planting, within the Project Area as well as Offset Planting (in West Gate Park), being completed.
28. It is expected that the tree planting completed by the Project will meet the overall project-wide 5:1 replacement ratio however this ratio will not be achieved within the City of Melbourne. Discussions are ongoing with VIDA Roads about options for meeting the gap in replacement planting within the City.

#### **Update on actions out of Council Meeting:**

29. Maps including underground services and areas for planting were published on the North and West Melbourne projects website in December 2025. A further detailed map clearly labelling the different services will be published in April 2026 addressing queries from residents and Councillors which have been raised during the engagement with the Hawke Street Community.
30. The Hawke Street consultation process was undertaken between December 2025 and February 2026. A report to the Future Melbourne Committee is scheduled for 19 May 2026.
31. The City of Melbourne is working with the Department of Transport and Planning (DTP) and advocating through the Transport Amenity Program (TAP) to reduce speed limits on arterial roads in response to community feedback.
32. Also in response to community feedback, the City of Melbourne has been successful in advocating to DTP for a reduction in speed limits on Victoria Street between Dryburgh Street and Curzon Street. This section of Victoria Street is classified as an arterial road and is managed by DTP. DTP is proposing to reduce the speed limit on this section from 60 km/h to 50 km/h to improve road safety and amenity. The proposed speed reduction will also extend to King Street, with the speed limit lowered to 50 km/h between Curzon Street and Dudley Street. These changes are anticipated to be implemented by mid-2026.
33. Victoria Street between Peel Street and Curzon Street is a local road section that already operates at a 40 km/h speed limit, installed as part of the North and West Melbourne speed limit project in 2023.
34. The proposed speed limits will align with adjoining local streets, which are currently signed at 50 km/h or lower, and are consistent with the City of Melbourne Transport Strategy 2030.
35. All information relevant to the Transport and Amenity Program including minutes from Council meetings is to be published in Council's North and West Melbourne projects website ([North and West Melbourne projects | City of Melbourne](#)).

#### **Update on key TAP projects:**

36. The community engagement for Hawke Street Greening project is proposed to go to the Future Melbourne Committee in May 2026 for consideration. Design activities for Hawke Street are continuing with the aim to go to tender in October 2026.
37. Design is progressing on the Franklin Street Transformation project with tender to be advertised early in FY26/27. This is subject to Melbourne Water and other authority approvals.
38. The Draft Spencer Street North Masterplan will be updated following internal stakeholder input and will be presented to Councillors for initial discussion in August 2026. Subject to council endorsement of the Draft, public consultation will occur later in FY26/27.
39. Dynon Road Shared User Upgrade is to be delivered in stages with works progressing for delivery and completion of Stage 1 upgrades (from Citylink underpass to Lloyd Street) and design for Sims Street Intersection by June 2026.

#### **Legal**

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40. There are no direct legal implications as a result of the recommendation from management.

#### **Finance**

41. There are no financial implications as a result of the recommendation from management.

#### **Conflict of interest**

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

#### **Charter of Human Rights and Responsibilities**

43. The recommendation contained in this report is compatible with the *Charter of Human Rights and Responsibilities Act 2006* as it does not raise any human rights issues.

#### **Health and Safety**

44. In developing this proposal, no Occupational Health and Safety issues or opportunities have been identified.

#### **Consultation**

45. Stakeholder and community engagement is undertaken on a project-by-project basis with the agency leading the project being responsible for the engagement.

46. The City of Melbourne's Communications team is working with DTP to ensure communications are consistent and appropriate.

47. Engagement with Traditional Owners – quarterly meetings are organised, and projects are discussed.

#### **Relevance to Council Plan, Vision and Council Policies**

48. Relevant Council policies are:

48.1. Transport Strategy

48.2. Urban Forest Strategy

48.3. Open Space Strategy

#### **Social and environmental impacts**

49. **Social impacts**

Social Impacts are considered at project level.

50. **Gender Impact Assessment**

Gender Impact Assessments will be conducted at project level.

51. **Environmental impacts**

Environmental sustainability issues and opportunities are considered at project level.

#### **Attachment List**

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Nil