



Cycling and walking

The Victorian Government and Transurban are committed to safe and sustainable commuting corridors that encourage active transport and improve mobility and connected communities.

Background

Councils, VicRoads and Bicycle Network have made a lot of progress towards planning for improved safety and expanding existing active transport networks, both cycling and walking. Various plans and strategies aim to encourage cycling or walking as a choice of transport mode.

The success of this work is evident in the popularity of cycling in Melbourne which has consistently grown over the last 15 years, with more people choosing to ride a bike every year.

The Western Distributor will provide opportunities to support cycling and walking. Throughout planning for the project we will consult with the community and walking and cycling groups to understand their travel needs and ideas. We will also work with councils, VicRoads and Bicycle Network to see how we can incorporate existing active transport plans and strategy documents into the design.

What we've heard so far

Initial consultation undertaken in 2015 provided an insight into community views about the existing infrastructure and future vision for the local active transport network. Residents place a high value on public open space and facilities, particularly public parks and sporting grounds and there is a strong sense of community in the area.

Comments captured through consultation that relate to active transport included:

- many local residents cited access to walking and cycling facilities, public transport and the freeway as a benefit of living in the inner west
- there are concerns about the ability to travel safely – whether by foot, bike or motor vehicle – given the high volumes of truck traffic and shortfalls in the existing cycling network
- there is a need to ensure consideration for pedestrian, cyclist and public transport user safety and amenity in planning for the Western Distributor
- opportunities to improve cycling route connectivity through the inner west were identified, with many specifically noting the 'missing link' in the Federation Trail as a priority
- improved cycling and pedestrian facilities and complementary changes to the surrounding road network would benefit the community and should be prioritised
- there is a need to consider potential future developments and land use when planning for the Western Distributor.



What do you value most about the cycling network in your area?



Ideas for improvements

We are looking at ways to better connect and upgrade existing cycling and walking paths.

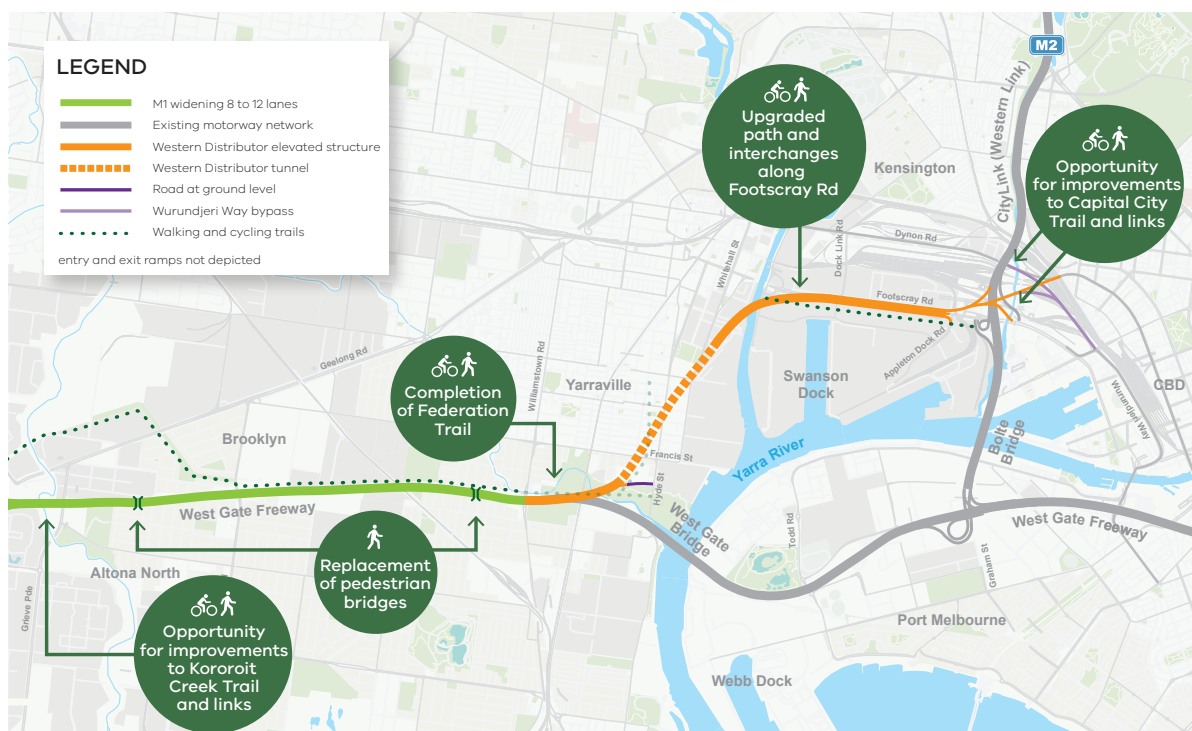
As part of the project, we will complete the Federation Trail missing link between Williamstown Road and Hyde Street.

Pedestrian bridges over the West Gate Freeway will also be replaced and upgraded, to be compliant with *Disability Discrimination Act* (DDA).

The busy cycling path along Footscray Road will be grade-separated, to reduce any conflict between trucks, cyclists and pedestrians.



What improvements to the cycling network would you most like to see?



What we know so far

Current cycling and walking paths

The inner west has a sizeable off-road shared path network providing accessibility to both commuter and recreational cyclists. Key routes include:

Federation Trail

A 23 kilometre off-road cycling and walking path running parallel to the Main Outfall Sewer reservation and the West Gate Freeway from Werribee to Yarraville. The trail connects to the Werribee River Trail, Skeleton Creek Trail and Western Ring Road Trail.

Footscray Road Path

An off-road cycling and walking path that runs parallel to Footscray Road and Harbour Esplanade between the Maribyrnong River and Docklands. It is the main east-west path connecting the CBD with the western suburbs.

Maribyrnong River Trail and Hobsons Bay Coastal Trail

An off-road cycling and walking path starting from beyond Williamstown, running parallel to the Yarra River, Hyde Street and Whitehall Street before following the Maribyrnong River north to Brimbank Park in Keilor.

Dynon Road Trail

An off-road cycling and walking path running parallel to Dynon Road between Sims Street (east of the Maribyrnong River) and the Moonee Ponds Creek Trail (CityLink).

Moonee Ponds Creek Trail

An off-road cycling and walking path running along Moonee Ponds Creek starting from Docklands in the south connecting to Melbourne Airport in the north.

Capital City Trail

An off-road cycling and walking path that follows the Yarra River from the Charles Grimes Bridge to the Eastern Freeway, where it follows Merri Creek to the boundary of the City of Yarra.

Kororoit Creek Trail

Approximately 8 kilometers and travels along Kororoit Creek, from More Park, through Ardeer and Albion, through to Selwyn Park, then past Buckingham Reserve and ends in Sunshine West.

Other

On-road bicycle lanes including on Somerville Road, Hyde Street and Buckley Street.

Design and community safety

Overall the Western Distributor will assist in providing active and sustainable transport choices for both commuter and recreational cycling in the inner west.

We are planning a sustainable and environmentally sensitive approach to the design and construction of the Western Distributor to enhance integration with current and planned urban land uses and cycling and walking paths.

The Western Distributor aims to aid active transport by:

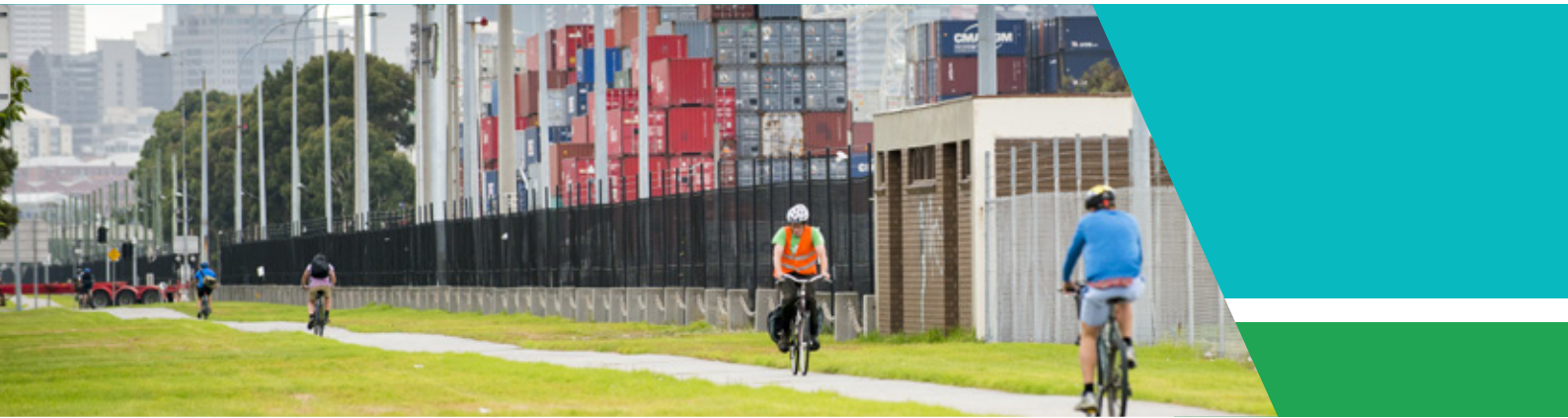
- improving physical separation of cyclists from general traffic to improve safety and provide a more direct travel route
- improving cycling and walking routes, with new shared use paths
- upgrading existing shared use paths, providing improved access to public open space and recreational facilities
- enhancing a major cycling corridor from the west, providing new cycling links and opportunities to enhance existing cycling connections
- reducing the number of trucks on local roads in the inner west, improving safety for cyclists and pedestrians using these streets

During construction

Cyclist and pedestrian facilities will also be an important consideration during construction, with any impacts to paths reduced as much as possible and safety of cyclists and pedestrians carefully managed. We want to hear from local communities about the best way to manage and communicate any temporary changes.



What is the best way to communicate changed conditions of the active transport network to cyclists and pedestrians during and post construction?



What is next?

Whether by car, train, bus, boat, bike or on foot, it's how people get in and around communities that helps a city, its residents and its businesses thrive.

As we progress in planning for the Western Distributor, we will consult with community, councils and government to ensure the project's design takes a holistic approach, allowing for a safe and functional transport network that integrates with land use, local values (social, historical and environmental) and future development strategies.

Get involved

Consultation is an important part of the project's development. There will be a number of opportunities to get involved.

Ideas for walking and cycling will be explained and discussed with the community.

We want to understand any concerns and identify ideas or other important considerations to help inform the development of the project.

Contact us

You can keep in touch with the project team and be informed of the latest news by subscribing to updates via:

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