

Moe Activity Centre Plan

Traffic, Movement and Car Parking Assessment Addendum

ratio:

Project
Moe Activity Centre Plan – Traffic,
Movement and Car Parking Assessment
Addendum

Prepared for
Latrobe City Council

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Executive Summary

Background

This Traffic, Movement and Car Parking Assessment Addendum has been prepared to support the Moe Activity Centre Plan by consolidating and refining previous transport analysis and providing a clear, prioritised set of recommendations.

The report builds on earlier work undertaken by Urban Transit Solutions and others, and applies a Movement and Place framework to guide future transport and land use outcomes.

The purpose of the addendum is to identify key movement, access and parking issues within the Moe Activity Centre, and to establish a coordinated set of recommendations that improve accessibility, safety and place outcomes while maintaining the strengths of the existing transport network.

Movement and Place Objectives (Section 3)

The Movement and Place assessment identifies a clear gap between the current performance of the transport network and its desired function, particularly within the activity centre core. At a network level, the largest gaps are associated with cycling, walking, safety and place, while vehicle movement performs strongly.

In response, four key objectives have been established:

Figure E.1: Movement and Place Objectives for the Moe Activity Centre

Objective 1		Provide a connected network of safe, comfortable and legible cycling and micromobility routes throughout the Moe Activity Centre, supporting both commuter and recreational trips.
Objective 2		Improve walkability across the Moe Activity Centre by providing safe, direct and legible pedestrian routes, including convenient and well-located crossing opportunities.
Objective 3		Ensure that future transport and streetscape improvements align with the Safe System approach, particularly at higher-order intersections and along key active transport routes.
Objective 4		Enhance on-street activity and user experience within the Moe Activity Centre by adopting a human-centred approach that supports vibrant, safe and high-quality places.

Transport Assessment

The transport recommendations set out in this report respond directly to the key findings of the Movement and Place assessment and the broader evidence base for Moe. The overall direction is to retain the strengths of the existing road network while progressively addressing the largest current gaps in cycling, walking, safety and place.

At a strategic level, the recommendations are intended to:

- improve walking access and pedestrian priority within the commercial core and to the station;
- establish a connected cycling network centred on access from residential areas to the heart of the Moe Activity Centre (including Railway Station), a rail trail to George Street connection, and southern links to the sporting reserves
- reduce unnecessary vehicle dominance within the core while maintaining strong overall access; and
- align key streets with Safe System principles through lower speeds and targeted safety upgrades.

Car Parking Assessment

The car parking assessment confirms that the Moe Activity Centre is well supplied with parking, with no requirement for additional provision to support current or future activity.

Parking demand is generally low across the centre, with a substantial proportion of spaces underutilised, particularly within off-street and privately owned areas. Where pressure exists, it is concentrated in a small number of highly visible on-street locations within the commercial core.

The focus for parking within the Moe Activity Centre is therefore on improving management, distribution and integration with surrounding land uses and the public realm, to ensure that parking supports accessibility, economic activity and the overall function of the centre.

Key directions include prioritising high-turnover parking in the core, improving access to underutilised supply, increasing provision for accessible and short-stay parking, and ensuring that parking and access arrangements do not undermine pedestrian movement or place outcomes.

Importantly, the assessment confirms that implementation of a Parking Overlay is not warranted at this point in time, as there is no evidence of a supply shortfall and the key issues relate to management rather than provision. Instead, implementation of the car parking objectives could be supported through a Schedule to the Activity Centre Zone (or equivalent) to embed parking objectives and design principles that ensure parking does not dominate key streets or frontages.

Table of Contents

Section	Page No.
Executive Summary	2
1. Overview	9
1.1. Introduction	9
1.2. Purpose of this Report	9
1.3. Methodology	9
1.4. Traffic, Movement and Car Parking Assessment Study Area	10
1.5. References	12
2. Key Findings of the Background Study and Transport Plan	13
2.1. Overview	13
2.2. Moe Activity Centre Plan Background Study (UTS, 2024)	13
2.3. Traffic, Movement and Car Parking Assessment (UTS, 2025)	14
2.4. Summary	15
3. Movement and Place Framework for the Moe Activity Centre	16
3.1. Purpose	16
3.2. Precinct Approach	17
3.3. Movement and Place Classifications	19
3.4. Gap Analysis	23
3.5. Movement and Place Objectives	28
4. Future Conditions	29
4.1. Future Context and Activity Centre Plan Directions	29
5. Transport Assessment	31
5.1. Overview	31

5.2.	Methodology	31
5.3.	Recommendation Theme 1: Walking	32
5.4.	Recommendation Theme 2: Cycling and Micromobility	36
5.5.	Recommendation Theme 3: Vehicle Traffic	42
5.6.	Recommendation Theme 4: Road Safety	45
5.7.	Recommendation Theme 5: Public Transport.	49
5.8.	Summary of Transport Assessment Recommendations	52
6.	Car Parking Assessment	53
6.1.	Overview	53
6.2.	Methodology	53
6.3.	Activity Centre User Car Parking and Travel Survey Insights	56
6.4.	Existing Conditions	59
6.5.	Parking Plan Objectives	65
6.6.	Recommendations	66
6.7.	Implementation Considerations	69
6.8.	Conclusion	70
7.	Implementation	71
7.1.	Overview	71
7.2.	Priority and Timing	71
7.3.	Implementation Plan	71
8.	Conclusion	76

AppendicesAppendix A Movement and Place Assessment Spreadsheet

Table of Figures

Figure 1 Study Area	11
Figure 2 Movement and Place Assessment Study Area and Precincts	18
Figure 3 5x5 Movement and Place matrix	19
Figure 4 Place Classifications for Moe Activity Centre and surrounds	20
Figure 5 Movement Classifications for Moe Activity Centre and surrounds	21
Figure 6 Movement and Place Street Typologies for Moe	22
Figure 7 Movement and Place Objectives for the Moe Activity Centre	28
Figure 8 Moe Activity Centre Plan Transport Assessment - Methodology for Developing Recommendations	31
Figure 9 Rail Corridor Crossing Opportunities in the Moe Activity Centre	32
Figure 10 Raised Crossings and Improved Pedestrian Priority at Roundabouts	33
Figure 11 Kerb Outstands and Side Road Threshold Pedestrian Treatments	34
Figure 12 Summary of Walking Recommendations	35
Figure 13 Latrobe Tracks, Trails and Paths Strategy – Moe	36
Figure 14 Moore Street – Existing On Road Priority Route	37
Figure 15 DTP Strategic Cycling Corridors	38
Figure 16 Bicycle Lane between Kerb and Angled Parking	39
Figure 17 Summary of Cycling Recommendations	41
Figure 18 Summary of Vehicle Traffic Recommendations	44
Figure 19 Past 5 Years of Casualty Crash Data – Moe Activity Centre	45
Figure 20 30km/h area town threshold entrance treatment	46
Figure 21 Summary of Road Safety Recommendations	48

Figure 22 Summary of Public Transport Recommendations	51
Figure 23 Preparing and implementing a parking plan (Planning Practice Note 57)	53
Figure 24 Activity Centre Core Car Parking Study Focus Area (and relevant Land Zoning)	54
Figure 25 VPP Car Parking Requirements	55
Figure 26 Transport User Survey - Moe Activity Centre Plan	58
Figure 27 Thursday Car Parking Occupancy: Core AC Area Only	61
Figure 28 Saturday Car Parking Occupancy: Core AC Area Only	62
Figure 31 Parking Occupancy Heatmap: Thursday 12pm	63
Figure 32 Parking Occupancy Heatmap: Saturday 11am	63
Figure 33 Average Duration of Stay - Moore Street	64

Table of Tables

Table 1 Summary of Objectives and Key Actions - Moe ACP Traffic Movement and Car Parking Assessment (UTS, 2025)	14
Table 2 Six Step Movement and Place Assessment for the Moe Activity Centre Plan	16
Table 3 Movement and Place Assessment - Sub Precinct Descriptions	17
Table 4 Movement and Place Street Typologies in Moe	23
Table 5 High Level Description of Movement and Place Level of Service Indicators	24
Table 6 Movement and Place Gap Analysis Summary – Ordered by Gap	25
Table 7 Movement and Place Assessment - Sub-Precinct Gap Analysis	26
Table 8 Future Considerations for Movement, Access and Parking in Moe Activity Centre	29
Table 9 Moe Activity Centre Car Parking Rates	56
Table 10 Overall Car Parking Supply	59
Table 11 Parking Supply Category Definitions	60

Table 12 Total Study Area Parking Supply Breakdown	60
Table 13 Parking Plan Objectives	65
Table 7.1 Moe Activity Centre Traffic, Movement and Car Parking Assessment Implementation Plan	72

1. Overview

1.1. Introduction

Ratio Consultants were engaged by Latrobe City Council to prepare a Traffic, Movement and Car Parking Assessment Addendum for the Moe Activity Centre Plan.

1.2. Purpose of this Report

This report has been prepared to support the Moe Activity Centre Plan by providing an Traffic, Movement and Car Parking Assessment.

The purpose of this report is to:

- identify key movement, access and parking issues and opportunities within the Moe Activity Centre;
- apply a Movement and Place framework to guide future transport and land use outcomes;
- provide a clear set of recommendations to be incorporated into the Moe Activity Centre Plan;
- undertake a targeted review of car parking supply, demand and utilisation, including identification of high-demand and underutilised areas; and
- development of recommendations aligned with Movement and Place objectives and supporting implementation plan.

This report does not replicate or replace the detailed analysis undertaken in previous studies. Rather, it consolidates and builds upon that work to provide a more focused assessment, with an emphasis on identifying recommendations to incorporate into the future Moe Activity Centre Plan.

The addendum is intended to be read in conjunction with previous analysis and reports prepared by Niche Planning Studio and Urban Transit Solutions.

1.3. Methodology

The approach to this addendum has been based on the review, synthesis and interpretation of existing work, supported by targeted additional analysis where required.

The scope of this study includes:

- a Movement and Place Assessment (including high level Safe System Assessment);
- a Car Parking Assessment developed in line with objectives of the *Planning Practice Note 57: Parking Overlay*; and
- identification of transport recommendations which consider the broader strategic context, address existing issues, and align with Movement and Place objectives.

1.4. Traffic, Movement and Car Parking Assessment Study Area

The study area for this addendum is defined across three spatial levels to reflect the different roles of Movement and Place (including on-street and surrounding land use) within Moe:

Broader Transport Assessment Study Area

The broader study area considers movement to and from the Activity Centre, including connections to surrounding residential areas, employment locations and key recreation facilities such as the Ted Summerton Reserve, Moe Botanic Gardens and other open space and sporting facilities located to the south of the railway line.

Key considerations in the broader study area include active transport connections between the activity centre core and surrounding community and recreation facilities, as well as areas of population / housing intensification.

Activity Centre Plan Area (Approx. 800m Walkable Catchment)

The primary study area is defined as an approximately 800 metre walkable catchment from the centre of Moe. This represents a typical 10-minute walk in each direction (20-minute round trip) and captures the core areas where land use, transport and activity interact.

Key considerations in the Activity Centre Plan area include the application of 20-minute neighbourhood principles, including the effective integration of land use and transport planning, and improving accessibility to key destinations within a walkable catchment.

Core Commercial Area (Transport Study Focus Area)

The core commercial area is generally identified as the focus area for this Transport Study. In order to align with the transport network, the Transport Study focus area goes beyond the Activity Centre boundary at its south-eastern extent, to cover High Street between Lloyd Street and Langford Street, and Lanford Street up to High Street.

This area contains a concentration of retail, commercial and community uses, and includes key destinations such as the Moe Railway Station, civic and community facilities, and the primary retail streets centred around Moore Street and George Street.

Like most similar activity centres in Victoria, the core commercial area experiences a fundamental tension between Movement and Place, where higher levels of pedestrian activity and time spent within the centre coincide with streets that also provide key access to car parking, servicing and loading.

Key considerations within the core commercial area are therefore focused on balancing movement and place outcomes, including improving conditions for walking and activity, while ensuring the efficient operation and management of car parking and access.

The study area including three areas identified above are shown in Figure 1.

Figure 1 Study Area



1.5. References

This report has been informed by a range of existing studies, policy documents and background reports prepared for the Moe Activity Centre Plan.

Key reference documents include:

- Moe Activity Centre Plan Background Study (Urban Transit Solutions, 2024)
- Moe Activity Centre Plan Traffic, Movement and Car Parking Assessment (Urban Transit Solutions, 2025)
- Moe Activity Centre Plan Urban Design and Built Form Background Report (Niche Studio, 2025)
- Economic Analysis – Moe Activity Centre Plan Review (Latrobe City Council, 2025)
- Moe Revitalisation Project – Project Stage 3, [Latrobe City Council, 2025]
- Complementary Parking Measures Assessment (Parking & Traffic Consultants, 2016)
- Moe Activity Centre Plan – Consultation Results (Latrobe City Council);
- Moe Activity Centre Plan Review (Latrobe City Council, 2025)
- Latrobe Planning Scheme;
- Spatial mapping information from Vicplan (accessed March 2026);
- GIS layers and car parking survey data provided by Council for the study area;
- Movement and place classifications from Department of Transport and Planning;
- High resolution aerial imagery from Landchecker (accessed March 2026); and
- Relevant State and local planning policy and guidance.

2. Key Findings of the Background Study and Transport Plan

2.1. Overview

This section outlines the key findings of the previous transport studies prepared for the Moe Activity Centre Plan, which form the primary evidence base for the assessment presented in this report.

Reference should be made to these previous reports for further detailed information on existing conditions, transport network performance and strategic background context.

2.2. Moe Activity Centre Plan Background Study (UTS, 2024)

The Moe Activity Centre Plan Background Study provides a comprehensive assessment of the existing transport network, land use context and movement patterns within Moe. Its primary purpose is to establish a baseline understanding of how the Activity Centre functions and identify key issues and opportunities to inform future planning.

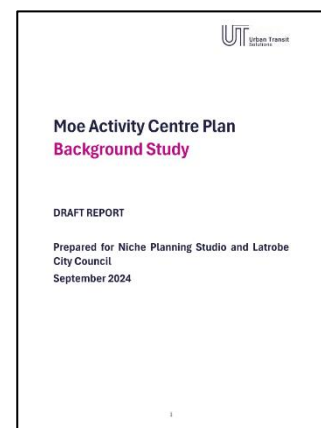
The Background Study confirms that Moe performs an important role as a sub-regional centre within the Latrobe Valley, supported by strong regional road connections and access to the V/Line rail network. The centre benefits from a relatively compact urban form, a fine-grain street network and flat topography, which together provide favourable conditions for walking and cycling.

Despite these inherent advantages, the study identifies a number of major challenges within the transport network.

These include:

- a strong reliance on private vehicle travel;
- fragmented walking and cycling connections;
- limited integration between different transport modes;
- the railway corridor is identified as a key barrier to movement, particularly for north–south connectivity;
- car parking supply within the Activity Centre significantly exceeds demand, with low utilisation across much of the centre, contributing to inefficient land use outcomes and reinforces short car trips within the centre.

The overall direction emerging from the Background Study is the need to better leverage Moe's strong underlying transport and urban structure by improving connectivity, strengthening active transport networks.



2.3. Traffic, Movement and Car Parking Assessment (UTS, 2025)

The Traffic, Movement and Car Parking Assessment builds on the Background Study by providing a more detailed evaluation of how the transport network operates and identifying a series of strategic responses to address key issues within the Activity Centre.

The Transport Assessment establishes six key objectives, each supported by a series of actions to guide implementation. The objectives and key actions or initiatives identified under each are summarised below in Table 1.

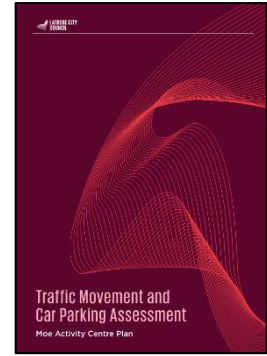


Table 1 Summary of Objectives and Key Actions - Moe ACP Traffic Movement and Car Parking Assessment (UTS, 2025)

Objective	What it seeks to achieve:	Key actions and initiatives include:
Objective 1: Continue to engage the community in creating transport equity	<i>Ensuring that transport planning reflects community needs and supports equitable access</i>	Ongoing engagement with community and businesses on transport changes
Objective 2: Activate the heart of the Moe Activity Centre	<i>Strengthening the commercial core as a key destination by improving place quality and walkability</i>	Moore Street revitalisation and shared zone delivery; Activation of laneways and extension of rail trail into the centre
Objective 3: Improve accessibility and connectivity across the Activity Centre	<i>Improving ease of movement between key destinations within the centre and surrounding areas</i>	Improved crossings along Moore and George Streets; Better connections across the rail corridor; Stronger links to surrounding areas
Objective 4: Create a safe and attractive riding network	<i>Supporting cycling as a safe and accessible mode of transport within Moe</i>	Low-stress cycling routes through the Activity Centre; Improved links to the station and commercial core; and Connections to the Moe–Yallourn Rail Trail
Objective 5: Improve public transport access and integration	<i>Improving access to public transport and strengthening integration between different modes</i>	Improved pedestrian access to Moe Railway Station; Bus stop upgrades and safer access; and Better integration between bus and rail services.
Objective 6: Provide equitable access to car parking	<i>Improving the efficiency, distribution and management of parking resources across the Activity Centre</i>	Review of parking restrictions in the core; Better connections between parking; and destinations including improved wayfinding; Ongoing monitoring of parking demand.

2.4. Summary

The previous transport studies identify that while Moe benefits from a well-performing road network and strong accessibility by car, there are clear gaps in walking, cycling and network integration, particularly within the Activity Centre core.

The previous work also identified the importance of considering different parts of the Activity Centre in a more targeted way, recognising that the commercial core, surrounding areas and station precinct each perform different roles and require tailored responses.

These findings establish the need to rebalance the transport network to better support accessibility, connectivity and place outcomes, and provide the foundation for the assessment and recommendations presented in this report.

This addendum builds previous work outlined above by refining, consolidating and prioritising actions, and aligning them with an updated Movement and Place framework for the Moe Activity Centre.

3. Movement and Place Framework for the Moe Activity Centre

3.1. Purpose

The Movement and Place (M&P) framework provides a structured approach to understanding how streets within the Moe Activity Centre function, balancing their role in facilitating movement with their role as places for people.

For this addendum, the Movement and Place framework has been applied and refined in accordance with the Department of Transport and Planning's (DTP) *Movement and Place in Victoria* framework, including alignment with the DTP *Movement and Place Technical Appendix* and the recommended process for reviewing and updating street classifications.

This approach ensures that the assessment is consistent with current State guidance and provides a robust and transparent basis for identifying issues, opportunities and recommendations. This addendum follows the Six-Step Movement and Place Assessment process, as summarised in Table 2.

Table 2 Six Step Movement and Place Assessment for the Moe Activity Centre Plan

Step	Objective	Key outcomes (section of this report)
Step 1: Network Classifications	Understanding the vision and aspirations as they relate to land use, movement and place.	Section 3.3: Movement and Place Classifications
Step 2: Minimum Performance Levels	Establishing the aspirational levels of service for each mode.	
Step 3: Current Performance Levels	Assessing the 'gap' between current and aspirational performance.	Section 0: Gap Analysis
Step 4: Movement and Place Objectives	Developing a set of issues, opportunities and objectives for the study area.	Section 3.5: Movement and Place Objectives
Step 5: Options Development	Developing options that respond to the objectives and close the 'gap'.	Section 5: Transport Assessment
Step 6: Options Assessment	Establishing which options will have best alignment with the project objectives.	Section 7: Implementation

3.2. Precinct Approach

To support the Movement and Place assessment, the Activity Centre has been divided into sub-precincts, reflecting differences in land use, activity, and transport function.

A precinct approach allows the assessment to respond to the varying roles of streets across the Activity Centre, recognising that Movement and Place functions are not uniform and should be considered in their local context.

It is noted that the sub-precincts identified do not directly align with built form precincts, as built form and land use (i.e. place) are not always directly related. Instead, the role and character of streets are typically influenced by factors such as block length, street function and network context, which can vary independently of surrounding built form patterns.

In this regard, the defined Movement and Place study area focuses on the core Activity Centre and surrounding areas where changes to movement and access are most likely to occur as a result of the Activity Centre Plan and other known planned or proposed projects.

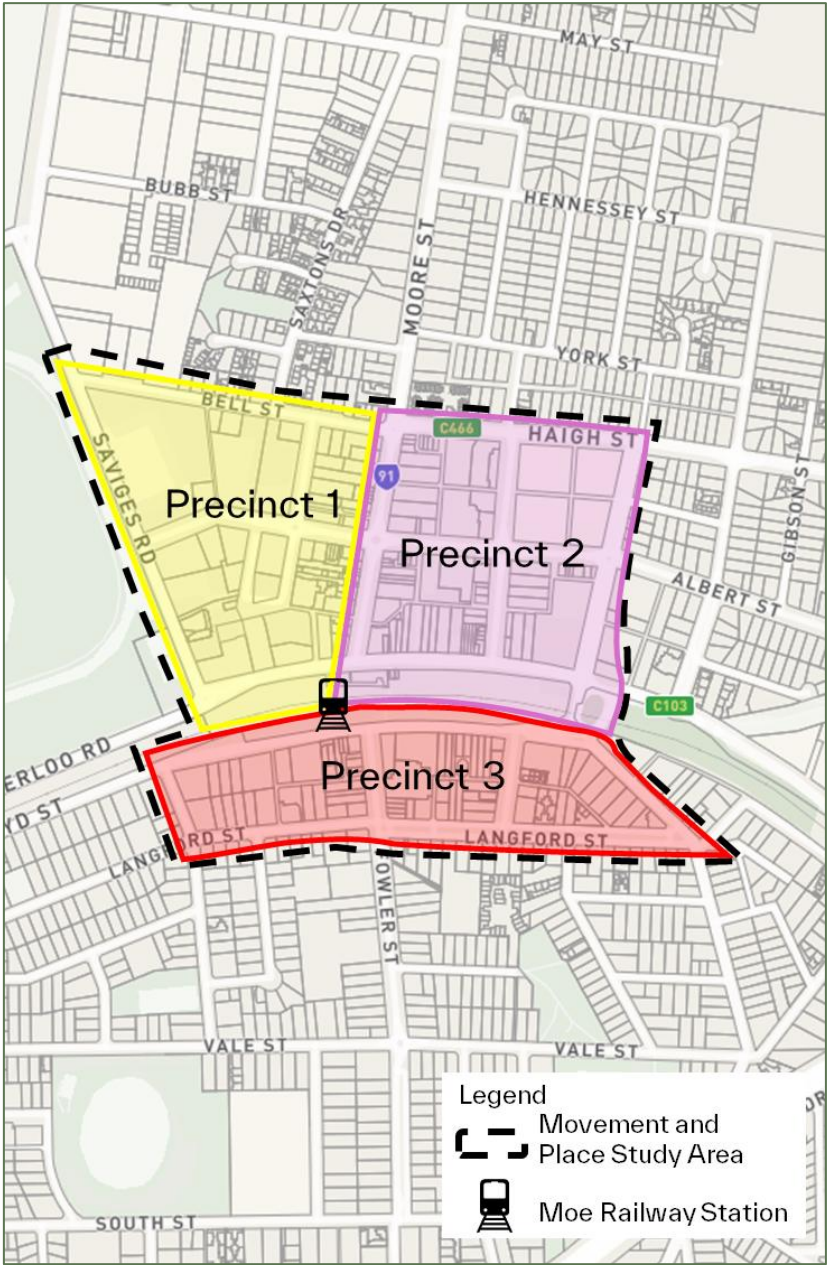
This ensures that the assessment is targeted to areas where future change is anticipated, rather than applying a broader township lens.

The Movement and Place assessment study area and three-sub precincts are described in Table 3, with the study area and precincts shown Figure 2.

Table 3 Movement and Place Assessment - Sub Precinct Descriptions

Sub-Precinct	Key Land Uses and Activity	Key Transport Characteristics
Precinct 1: North of Railway Line (West of Moore Street)	Large format retail with large open areas off-street car parking.	Arterial road on perimeter, providing key vehicle access for vehicles from south of the railway line.
Precinct 2: North of Railway Line (East of Moore Street)	Mix of retail, food and drink, commercial (employment based) uses, and education.	Saviges Road / Bell Street provides key vehicle access for vehicles from north and west.
Precinct 3: South of Railway Line	Railway Station, commercial / retail and residential.	Lower traffic volumes / activity when compared to Precinct 1-2.

Figure 2 Movement and Place Assessment Study Area and Precincts



3.3. Movement and Place Classifications

Introduction

Movement and Place classifications define the aspirational role and function of streets within the Activity Centre. Importantly, classifications do not represent the existing, nor the future performance of a particular street from a movement and place perspective.

In this context, classifications provide a clear vision for how streets within Moe should function over time, guiding both strategic planning and future investment decisions.

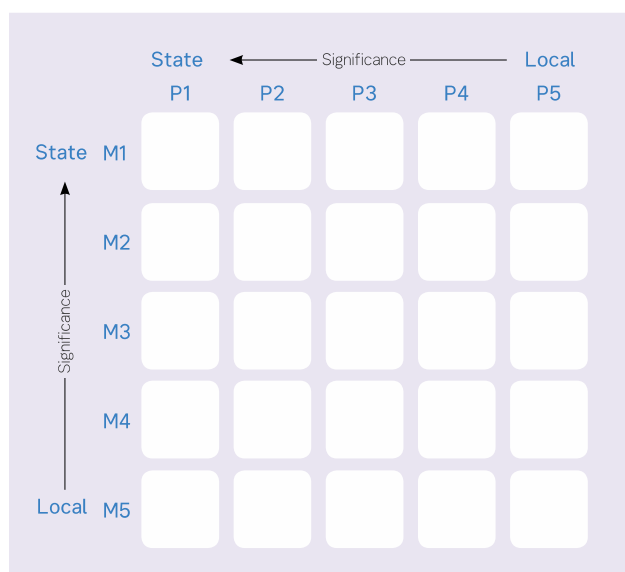
The framework distinguishes between two key components:

- **Movement**, which is based on the role of streets for moving people and goods within the broader transport hierarchy; and
- **Place**, which is based on the level of activity and significance of adjacent land uses and on-street environments.

Classifications for Movement and Place are defined on a scale from 1 to 5, consistent with the Department of Transport and Planning (DTP) Movement and Place in Victoria framework. Each street is assigned both a Movement (M1–M5) and Place (P1–P5) classification.

Together, these classifications define the role of each street within the network, with every street segment corresponding to a position within the 5x5 Movement and Place matrix, shown in Figure 3.

Figure 3 5x5 Movement and Place matrix



Source: Movement and Place in Victoria

Place Classifications (Significance)

Place classifications reflect the level of activity and importance of a street as a destination, influenced by both on-street activity and the surrounding land use context.

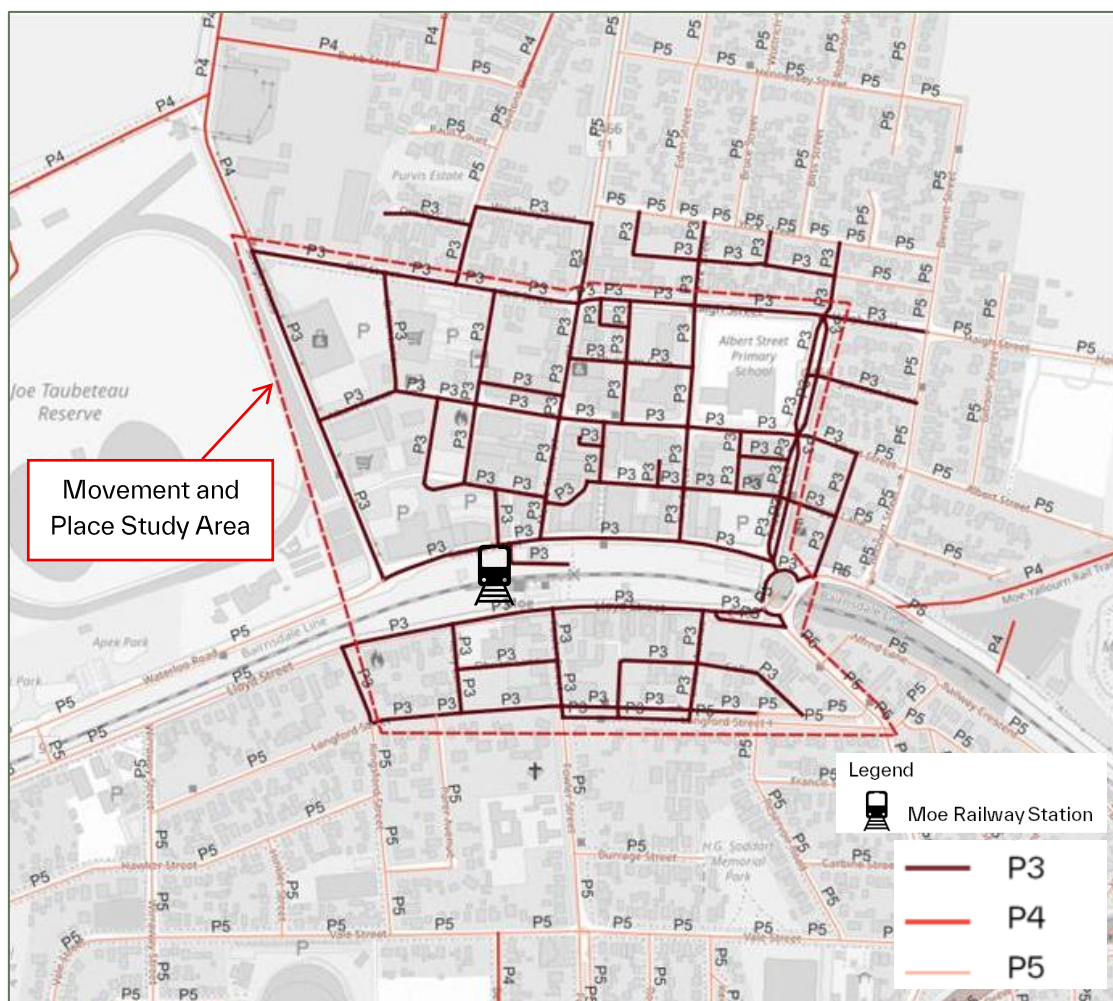
In Moe, place significance is closely tied to the role of the Activity Centre within the Latrobe Valley:

- The core commercial area is identified as a Place of municipal significance (P3), reflecting its role as a key service centre that attracts people from across the municipality for retail, services and community activities.
- Areas surrounding key destinations such as recreation reserves, schools and local shopping areas are typically of neighbourhood significance (P4), drawing people from surrounding suburbs and local catchments.
- Streets within predominantly residential areas are generally classified as local places (P5), where activity levels are lower and streets primarily support local access.

Importantly, a lower place classification does not imply a lower quality outcome.

The overall Place classifications, for Moe Activity Centre and the broader study area are shown in Figure 4.

Figure 4 Place Classifications for Moe Activity Centre and surrounds



Movement Classifications (Hierarchy)

Movement classifications define the role of streets in supporting the movement of people and goods across the network.

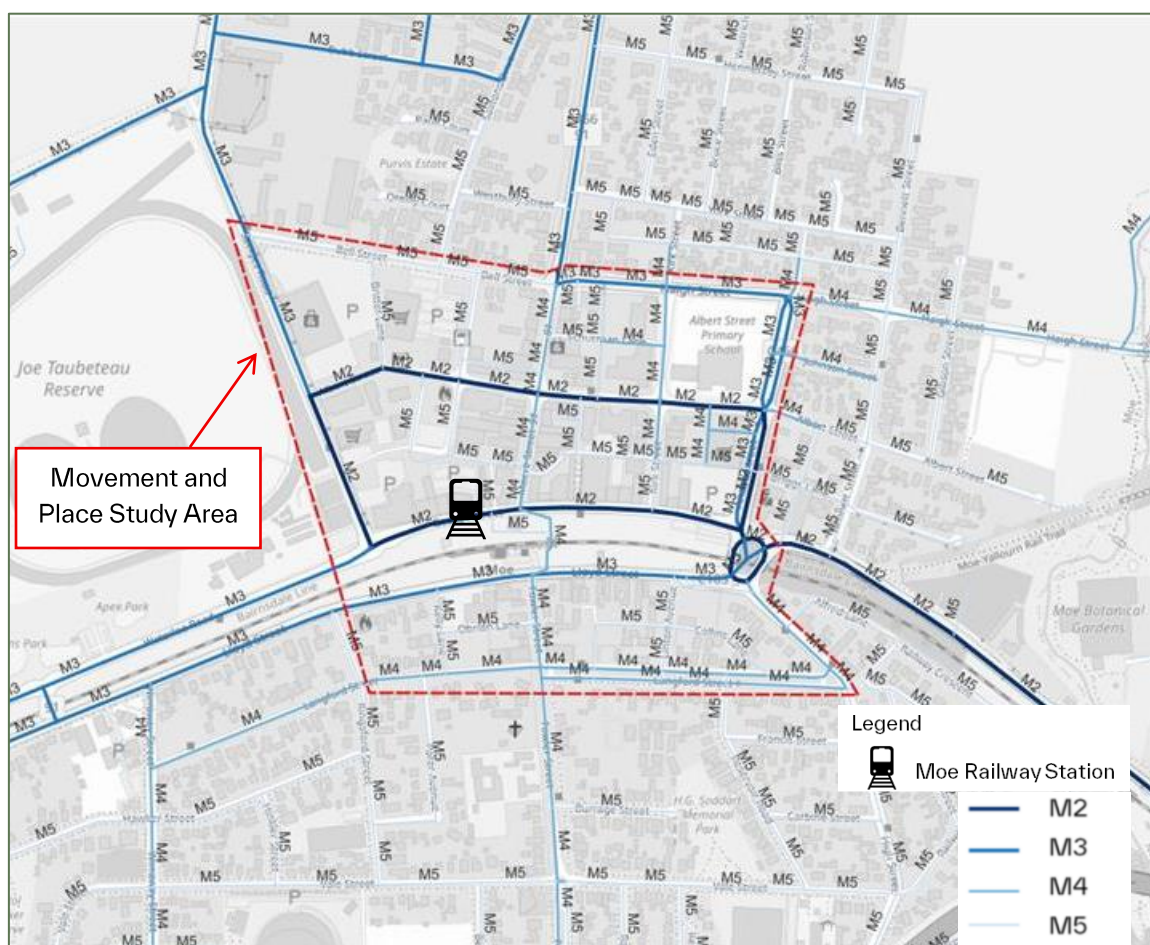
These classifications are informed by the DTP *Movement and Place Technical Appendix* and consider the function of streets across multiple modes, including:

- general traffic;
- freight;
- public transport (bus);
- cycling; and
- walking.

Importantly, movement is not limited to vehicle traffic. Higher-order movement routes may also reflect key public transport corridors, cycling links or pedestrian connections, all of which play an important role in how people access and move through the Activity Centre.

The overall Movement classifications for Moe Activity Centre and the broader study area are shown in Figure 5.

Figure 5 Movement Classifications for Moe Activity Centre and surrounds



Street Typologies

To address the interaction between movement and place, the Movement and Place framework groups streets into a series of street typologies. These typologies combine the relative movement and place classification of each street to describe how it is expected to function within the network.

The corresponding Movement and Place Street Typologies for Moe and broader study area are presented in Figure 6 and described with respect to their relevance to the Moe Activity Centre in Table 4.

Figure 6 Movement and Place Street Typologies for Moe

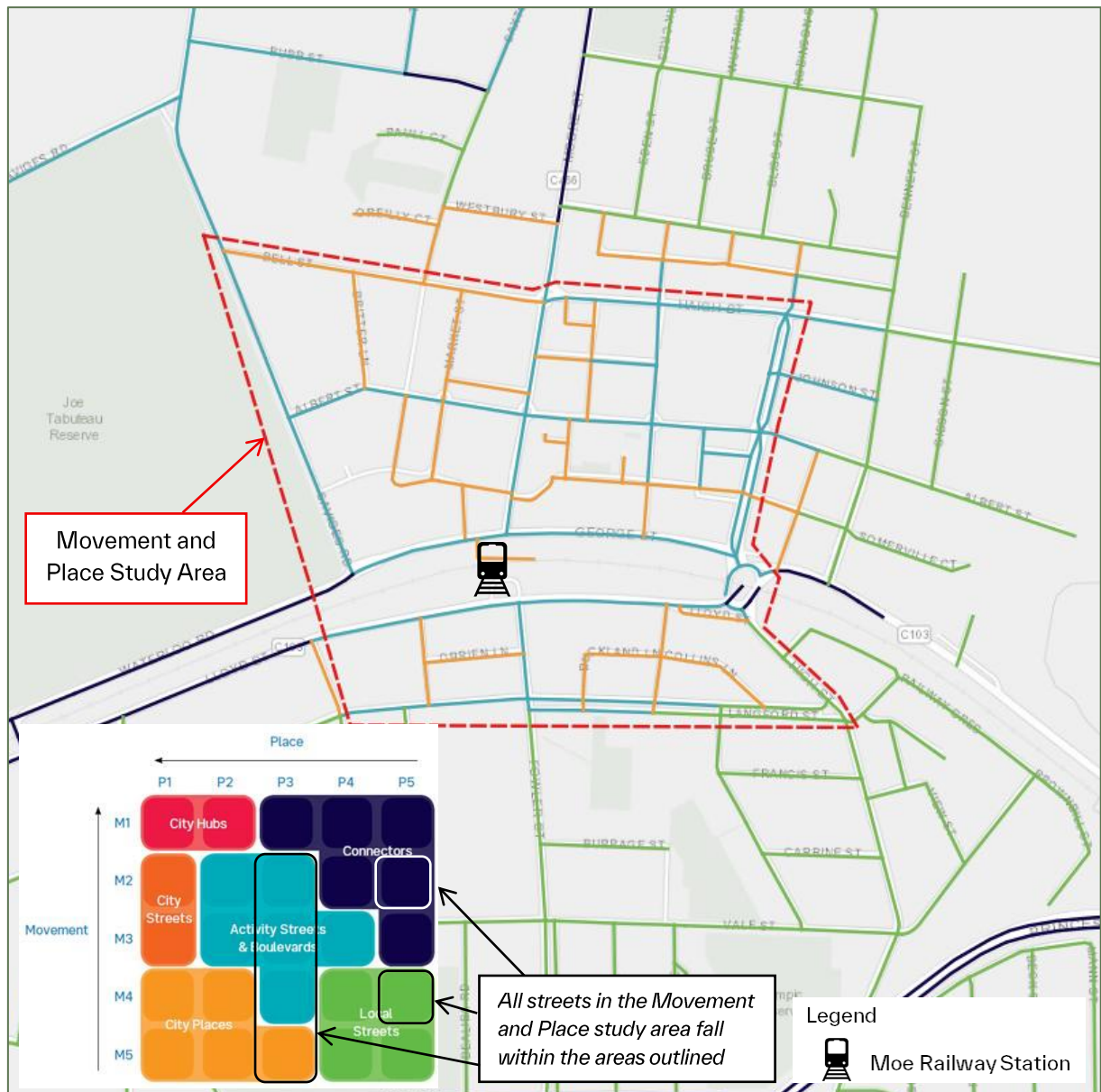


Table 4 Movement and Place Street Typologies in Moe

Street Typology	Examples in Moe	Key Characteristics ¹	Movement and Place Mapping
City Places	<i>Activity centre core commercial area:</i> Market Street, Hasthorpe Place, and Bell Street.	City Places are roads and streets with high demand for pedestrian activities and lower levels of vehicle movement. City Places are places communities value and for people and visitors to enjoy.	<i>P3 and M5</i>
Activity Street and Boulevards	<i>Activity centre core commercial area:</i> Albert Street, George Street, and Lloyd Street.	Successful Activity Streets and Boulevards provide access to shops and services by all modes. There is a high demand for movement as well as place with a need to balance different demands within the available road space.	<i>P3 and M2-M4</i>
Local Streets	<i>Balance of residential areas of the Activity Centre:</i> High Street and Langford Street (partial).	Successful Local Streets should provide quiet, safe and desirable residential access for all ages and abilities that foster community spirit and local pride. They are part of the fabric of our neighbourhoods, where we live our lives and facilitate local community access.	<i>P4-5 and M4-5</i>
Connectors	<i>Outside of the core commercial areas of the AC:</i> Waterloo Road and Narracan Drive	Successful Connectors should provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.	<i>P5 and M2-M3</i>

It is highlighted that that no streets within Moe fall within the street typology definitions for City Streets and City Hubs. Each of these street typologies requires either a P1 (place of state or national significance), or M1 (state level movement hierarchy). Subsequently, they are not referenced in the above table.

3.4. Gap Analysis

Overview

A Movement and Place gap assessment has been undertaken to identify the extent to which the existing street network aligns with the desired Movement and Place classifications defined in Section 3.3.

¹ Source: Movement and Place in Victoria, DTP 2019

Target Level of Service

The Movement and Place classifications establish the intended role of each street, which in turn informs the target minimum Level of Service (LoS) for different movement and place functions.

In this way, classifications provide the basis for assessing whether streets are currently performing in a manner consistent with their desired role within the Activity Centre.

Levels of Service (LoS) are defined on a scale from LoS A to E corresponding to high and low level of service. Detailed definitions of each Level of Service indicator are provided in the DTP *Movement and Place Technical Appendix*, with a high-level summary provided in Table 5.

Table 5 High Level Description of Movement and Place Level of Service Indicators

Theme	Mode / Category	Level of Service of between A-E based on:
Movement	General Traffic and Freight	Operating speed and travel time reliability
	Tram and Bus	Operating speed, movement in traffic and travel time reliability
	Cycling	Level of traffic stress faced by cyclists as determined by infrastructure and speed limits
	Walking	Likely delays faced by pedestrians at crossings
	Interchanges	Proximity to changeover of modes and infrastructure available that ensures an efficient, safe and comfortable changeover
Place	Activity	Safety and comfort, walkability and identity of an area
	User Experience	Ease of orientation, being visually interesting and context sensitivity
Road Safety	Road Safety Risk	A-E score based on Safe System Assessment
Environment ²	Biodiversity	Biodiversity and net vegetation loss / gain
	Water	On site water management
	Public Health	Air quality, noise and tree canopy

Source: Movement and Place Technical Appendix, DTP

² Note: Assessment of environmental performance indicators typically not included as part of an activity centre wide assessment due to limited guidance and primary relevance to assessment of options as opposed to existing gaps.

Overall Results

A summary of the key gaps, ranked from largest (weighted by significance of the mode / theme in context of the overall Movement and Place vision) are summarised in Table 6. The analysis is ordered by total gap, recognising that higher targets across the network indicate a higher overall priority based on the Movement and Place classifications.

Full results of the assessment are provided in **Appendix A**.

Table 6 Movement and Place Gap Analysis Summary – Ordered by Gap

Mode / Function	Target Minimum Level of Service (Score)	Existing Level of Service (Score)	Gap between Existing and Target (Ranked from Largest to Smallest Gap)
Cycling	96	38	-58
Walking	160	114	-46
Safety	268	224	-44
Place Activity	96	54	-42
Place User Experience	96	78	-18
Vehicular Movements	112	112	0

At a network level, the assessment shows that:

- **Cycling and micromobility perform poorly**, with limited infrastructure, fragmented connections and poor legibility of the network.
- **Walking performs poorly, as does safety and place**. While these three modes / themes have separate performance indicators, their poor performance compared to target conditions are intrinsically linked to the gap created between vehicle dominated streets and poor accessibility for pedestrians in areas of high activity.
- **Vehicle movement, (including bus and freight) functions perform strongly**, reflecting a road network which is connected, and convenient to use and where journeys are not impacted by queues or congestion created by traffic signals or priority pedestrian crossings.

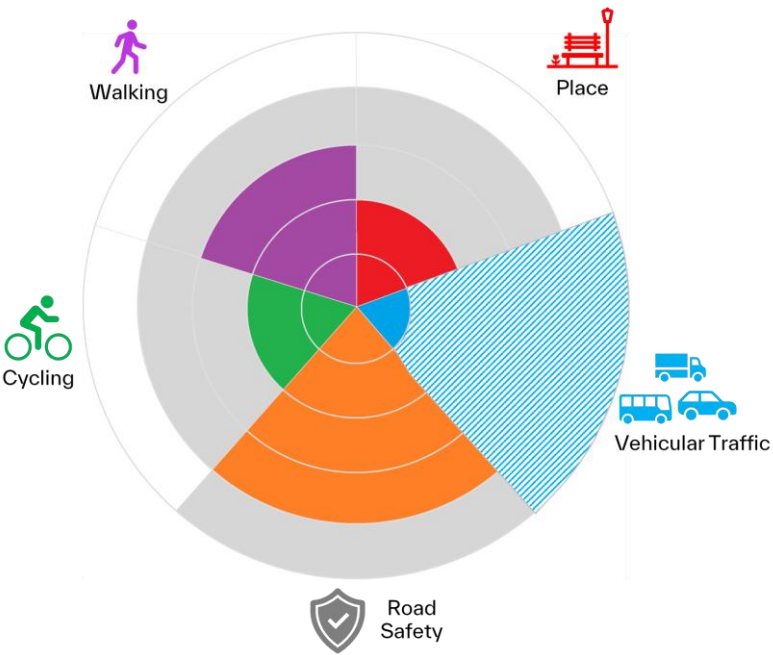
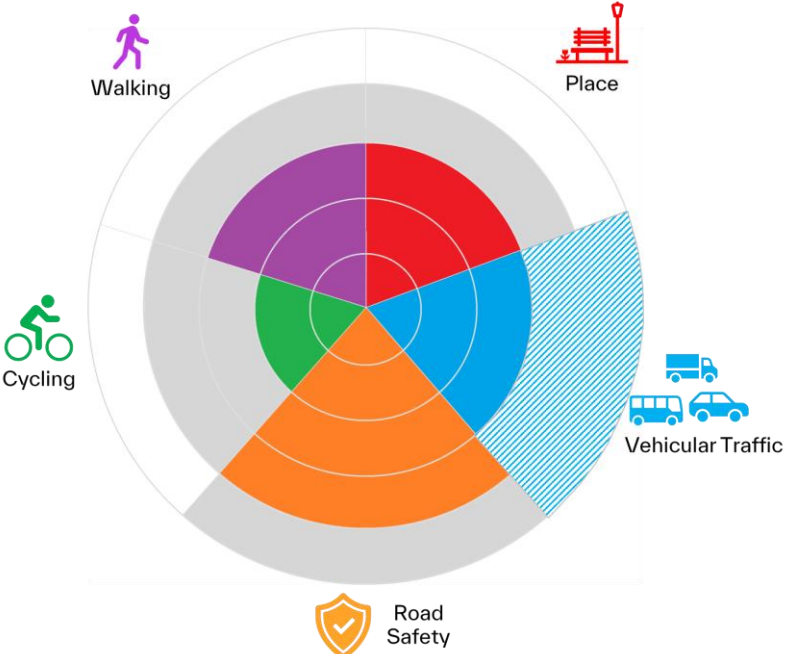
For users of the Activity Centre, these findings indicate that while driving is generally easy and efficient, walking and cycling are less comfortable and less intuitive, and the overall street environment does not consistently support a safe and attractive place experience.

Precinct Analysis

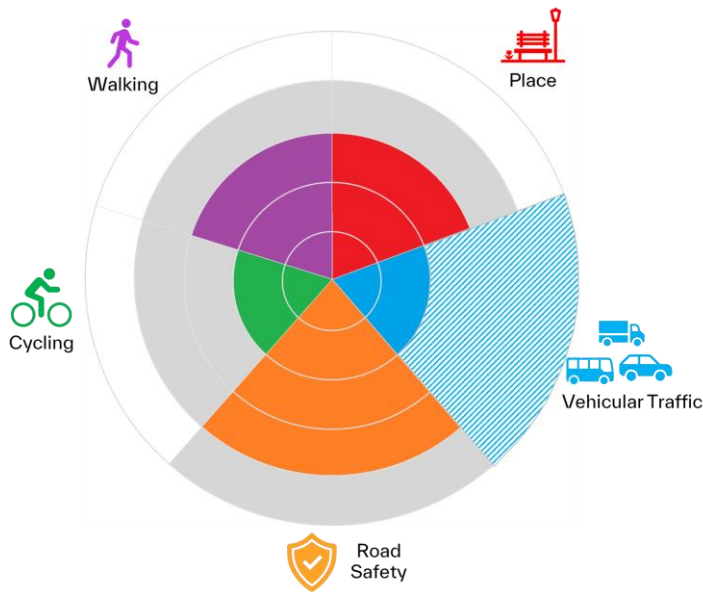
The gap assessment also highlights variation in performance across the three sub-precincts, as highlighted in Table 7.

For the purposes of visualisation, Place (activity and user experience) and Vehicle Traffic (bus, freight and general traffic) themes have each been consolidated into a single segment.

Table 7 Movement and Place Assessment - Sub-Precinct Gap Analysis

Sub Precinct 1: North of Railway Line (West of Moore Street)	
	<u>Legend</u> Coloured segments represent Existing Performance Light grey represents aspirational (with a gap to existing) Hatched segments represent areas where existing performance 'exceeds' aspirational levels of service.
Results: Performance for all modes / themes are underperforming against aspirational levels of performance, except for vehicular traffic which far outperforms minimum targets. The largest gaps observed in the analysis were for Place and Cycling.	
Sub Precinct 2: North of Railway Line (East of Moore Street)	
	<u>Legend</u> Coloured segments represent Existing Performance Light grey represents aspirational (with a gap to existing) Hatched segments represent areas where existing performance 'exceeds' aspirational levels of service.
Results: Performance for all modes / themes are underperforming against aspirational levels of performance, except for vehicular traffic which outperforms minimum targets. The largest gaps observed in the analysis was for Cycling, followed by Walking and Place.	

Sub Precinct 3: South of Railway Line



Legend

Coloured segments represent Existing Performance

Light grey represents aspirational (with a gap to existing)

Hatched segments represent areas where existing performance 'exceeds' aspirational levels of service.

Results: Performance for all modes / themes are underperforming against aspirational levels of performance, except for vehicular traffic which outperforms minimum targets. The largest gap observed in the analysis was for Cycling, followed by Walking and Place.

3.5. Movement and Place Objectives

A set of Movement and Place objectives have been developed to guide future planning and investment within the Moe Activity Centre. These objectives respond directly to the identified gaps in network performance and align with the broader strategic directions established in previous transport studies.

The Movement and Place objectives for the Moe Activity Centre outlined in Figure 6.

Figure 7 Movement and Place Objectives for the Moe Activity Centre

Objective 1	
	Provide a connected network of safe, comfortable and legible cycling and micromobility routes throughout the Moe Activity Centre , supporting both commuter and recreational trips.
Objective 2	
	Improve walkability across the Moe Activity Centre by providing safe, direct and legible pedestrian routes, including convenient and well-located crossing opportunities.
Objective 3	
	Ensure that future transport and streetscape improvements align with the Safe System approach , particularly at higher-order intersections and along key active transport routes.
Objective 4	
	Enhance on-street activity and user experience within the Moe Activity Centre by adopting a human-centred approach that supports vibrant, safe and high-quality places.

These objectives are closely aligned with, and further refine the strategic directions established in previous transport work prepared for the Moe Activity Centre Plan.

4. Future Conditions

4.1. Future Context and Activity Centre Plan Directions

The future context for the Moe Activity Centre has been summarised below in Table 8, drawing on the Moe Activity Centre Urban Design and Built Form Analysis and Economic Assessment, and other supporting background studies.

These future conditions are critical to understand what the future transport network must support, including anticipated growth, land use change and other street-based projects.

Table 8 Future Considerations for Movement, Access and Parking in Moe Activity Centre

Theme	Key Change / Future Condition	Sources
 Activity Centre Objectives	Strengthening Moe as a municipal service centre, with a focus on revitalisation of the core commercial area, improved public realm, increased activity and better integration between land use and transport.	Urban Design and Built Form Background Report (Niche Studio, 2025)
 Housing	Capacity for up to approximately 4,500 additional dwellings (or approximately 10,000 people) within identified residential growth areas across Moe–Newborough, including infill and greenfield locations. An increasing proportion of smaller households is expected, with approximately 76% of new households anticipated to be 1–2 persons.	Latrobe Housing Capacity Analysis (2022) Moe Activity Centre Plan Economic Assessment (2025)
 Population	Moe–Newborough population is forecast to increase from approximately 17,350 (2023) to approximately 18,300 by 2038. While growth is expected to be moderate, there is potential for stronger long-term increase as metropolitan centres such as Dandenong and Pakenham continue to expand, improving Moe’s attractiveness as a more affordable and accessible residential location supported by V/Line connections.	Latrobe Population Forecasts (Forecast.id / Latrobe City Council, 2024). Moe Activity Centre Plan Economic Assessment (2025)

Theme	Key Change / Future Condition	Sources
 Employment / Commercial Floorspace	Modest growth in retail and commercial activity is expected over time. The town centre currently exhibits elevated vacancy levels, with future demand focused on improved utilisation of existing floorspace rather than significant expansion.	Moe Activity Centre Plan Economic Assessment (2025)
 Streetscape Projects	State 3 of the Moe Revitalisation Project includes streetscape works along Moore Street, including shared zone treatments, landscaping, lighting, street furniture and public realm upgrades. This project will enhance the streetscape to better accommodate businesses, commuters, and pedestrians, while providing the community with a safe shared-use space to host events.	Moe Revitalisation Project – Stage 3 (Latrobe City Council)
 Transport and Road Safety Projects	Implementation of walking and cycling improvements through Council's future Active Transport Plan (under development). Introduction of pedestrian safety improvements and lower speed environments, including 30 km/h areas within high pedestrian areas of the Activity Centre.	Latrobe Active Transport Plan (<i>replaces Tracks, Trails and Paths Strategy currently under review</i>). Latrobe City Council Road Safety Advocacy / Programs

5. Transport Assessment

5.1. Overview

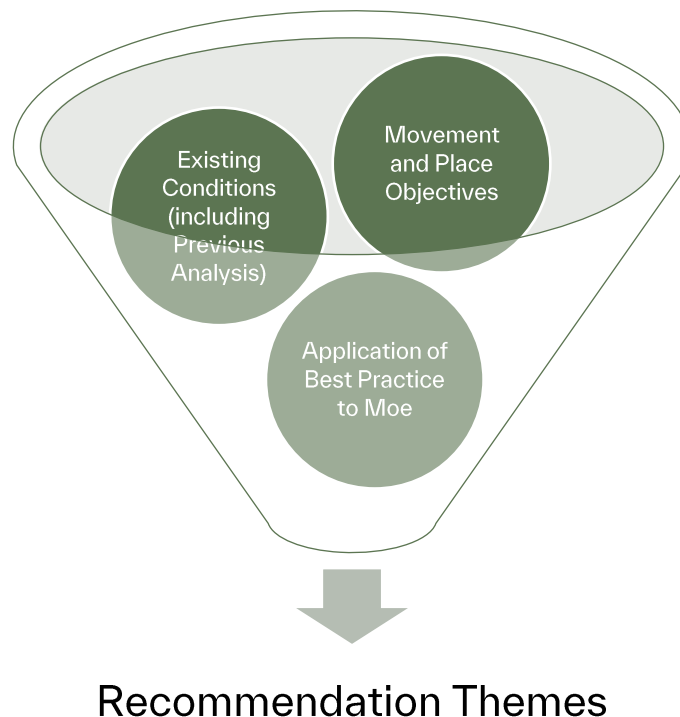
This section identifies the key transport issues and opportunities, and recommendations for the Moe Activity Centre.

5.2. Methodology

The transport assessment has been undertaken using a structured approach that builds on the Movement and Place framework and previous transport studies prepared for the Moe Activity Centre Plan.

The broad methodology and approach to developing recommendations is summarised in Figure 8.

Figure 8 Moe Activity Centre Plan Transport Assessment - Methodology for Developing Recommendations



The assessment adopts a transport mode-based approach, supported by the Movement and Place framework, to ensure that issues and opportunities are clearly identified for walking, cycling and micromobility, public transport, and vehicular traffic safety, movement and access.

5.3. Recommendation Theme 1: Walking

5.3.1 What is the current situation?

Walking is fundamental to the function of the Moe Activity Centre, particularly within the core commercial area and around key destinations such as the station, shops, civic uses and community facilities.

The Activity Centre benefits from a relatively compact urban structure, short block lengths in the core (100-200 metres typically), and located within an approximately 800 metre walkable catchment, which means that many destinations are within a reasonable walking distance of each other.

Despite these underlying advantages, previous work identifies that pedestrian conditions are undermined by wide carriageways, vehicle-priority street design, limited pedestrian priority at crossings, and a town centre structure in which retail anchors and major destinations are separated by large areas of car parking and vehicle circulation.

The rail corridor also acts as a significant barrier to north-south movement within the Activity Centre. Currently there is no safe or accessible way to cross the rail corridor. The crossing at the Lloyd Street / Anzac Street roundabout, and at Moe Railway Station are pictured below in Figure 9.

Figure 9 Rail Corridor Crossing Opportunities in the Moe Activity Centre



Sources: (Left – Google Maps, Right- Wongm’s Rail Gallery)

Further, the Movement and Place assessment confirms that walking is underperforming relative to the target performance in all precincts, with a network-wide gap second only to cycling.

5.3.2 Existing issues and opportunities

Key issues for walking within the Moe Activity Centre include:

- pedestrian environments in the commercial core that remain dominated by vehicle access and circulation;
- limited crossing opportunities aligned with pedestrian desire lines, particularly along Moore Street, George Street and Albert Street corridors;
- poor permeability across the railway corridor (including no safe or accessible way to cross);
- variable footpath quality and accessibility outside the core commercial area; and

- conflicts between pedestrians and frequent vehicle crossings at property access points and car park entries.

The underlying structure of Moe is supportive of walking, the commercial core is sufficiently compact to support linked trips, and current levels of parking oversupply suggest that a greater proportion of short trips could reasonably shift from car to walking, particularly where street design and crossings are improved.

Moore Street revitalisation and other public realm projects also provide an immediate opportunity to accelerate change towards a pedestrian oriented street network in the activity centre

5.3.3 Recommendations

Recommendation W.1: Deliver pedestrian-priority upgrades on Moore Street and George Street.

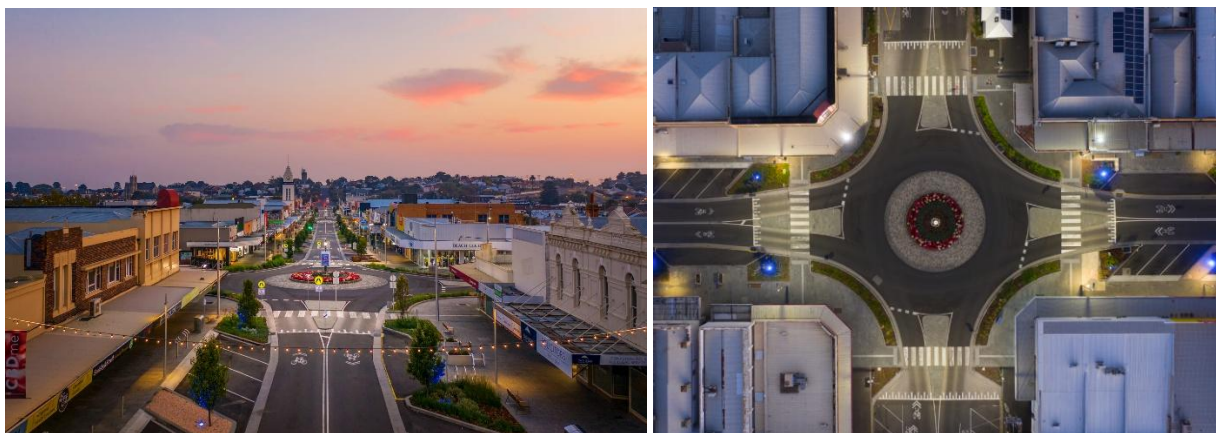
Implement the planned streetscape and access changes on Moore Street and George Street to strengthen pedestrian priority in the commercial core, improve crossing opportunities, and support higher levels of activity and dwell time.

Recommendation W.2: Upgrade pedestrian crossings on Albert Street.

Provide safer and more direct pedestrian crossing points on Albert Street, including at roundabouts and other locations aligned with key walking desire lines into the commercial core.

This should include incorporate raised priority pedestrian crossings on all approaches to roundabouts (see below example treatment) and upgrading pedestrian refuges to wombat crossings at mid block locations.

Figure 10 Raised Crossings and Improved Pedestrian Priority at Roundabouts



Pictured: Koroit Street, Warrnambool - Warrnambool City Centre Revitalisation Stage 1 & 2

Recommendation W.3: Improve pedestrian access across the periphery roads surrounding the core commercial area.

Implement safe crossing points on desire lines within Lloyd Street, Anzac Street, Haigh Street, Bell Street and Saviges Road, with the aim of ensuring the core commercial area is not isolated from surrounding areas due to higher order traffic priority roads.

Potential treatments may include reducing crossing widths at pedestrian refuges (through kerb outstands) and installing threshold treatments on minor side road approaches, where high volumes of traffic are turning (see example in Figure 11).

Figure 11 Kerb Outstands and Side Road Threshold Pedestrian Treatments



Pictured: Bellerine Street and Lt Malop Street, Geelong CBD

Recommendation W.4: Improve north-south walking connections across the railway line.

Advocate to Department of Transport and Planning for immediate safety and accessibility improvements at the existing at-grade pedestrian crossing near Moe Railway Station, and at the roundabout of Lloyd Street / Anzac Street, including identifying longer-term grade separation opportunities to reduce delay and improve connectivity between the northern and southern parts of the Activity Centre. *See also C.4 for relevant walking recommendation.*

Recommendation W.5: Upgrade accessibility along key pedestrian routes.

Audit and implement footpath, kerb ramp and crossing accessibility improvements on all streets within the core commercial area, as well as routes to community and recreation facilities on the periphery, so that walking trips are continuous and accessible for people of all ages and abilities.

Recommendation W.6: Reduce conflict between pedestrians and vehicle access points.

Identify opportunities to rationalise and consolidate car park entries over time, and strengthen design expectations so that new or upgraded accessways are narrower, better located and provide clearer pedestrian priority.

5.3.4 Improving Walking Access and Safety in Moe

The walking recommendations are intended to progressively shift the Activity Centre from a vehicle-access environment to a more balanced place where walking is practical, safe and attractive for short local trips.

This is critical not only to pedestrian access itself, but also to supporting public transport use, reducing pressure on short-stay parking, and enabling the commercial core to function more effectively as a destination rather than simply a series of frontages accessed by car.

A summary map of the spatial directions for walking (including pedestrian movement, access and safety) are shown in Figure 12.

Figure 12 Summary of Walking Recommendations



Source: Base map from Landchecker

5.4. Recommendation Theme 2: Cycling and Micromobility

What is the current situation?

Cycling and micromobility currently make only a very limited contribution to access within the Moe Activity Centre. This is despite the centre having several characteristics that are favourable to short cycling trips, including relatively flat topography, a compact urban form, proximity to surrounding residential areas, and access to the Moe–Yallourn Rail Trail.

The principal issue is that there is effectively no continuous, low-stress cycling network through the Activity Centre. The earlier *Tracks, Trails and Paths Strategy* identified a series of priority and local routes in Moe, including Moore Street, Waterloo Road, George Street, Fowler Street, Bell Street, Anzac Street, Albert Street, Vale Street and Lloyd Street.

However, these routes have not been delivered with meaningful infrastructure and cyclists continue to operate largely in mixed traffic conditions. An excerpt of the Strategy for Moe–Newborough is shown in Figure 13.

Figure 13 Latrobe Tracks, Trails and Paths Strategy – Moe



Source: TRACKS, TRAILS & PATHS STRATEGY – Latrobe City Council, 2016

Within the core commercial area, this means that people riding are generally required to share space with general traffic, buses, servicing vehicles and angled parking.

This is particularly problematic where cyclists are positioned adjacent to parallel parked cars or angled parking, as the available riding environment is narrow, visually constrained and subject to frequent vehicle conflict. A view of Moore Street, within the section identified as an existing priority route in the Tracks Trails and Paths Strategy is shown in Figure 14.

Figure 14 Moore Street – Existing On Road Priority Route



Source: Google Maps

In practical terms, the current network does not provide a level of comfort that would support uptake by less confident riders or by people using micromobility devices.

What are the existing barriers and challenges for cycling in Moe?

The primary challenge in delivering cycling infrastructure within Moe is not identifying where cycling would be useful but rather finding where it can be provided safely and legibly within an already constrained street environment.

Within the core commercial area, many streets accommodate a combination of:

- on-street parking;
- loading and servicing;
- bus movements;
- through traffic; and
- pedestrian and street trading activity associated with shops and community uses.

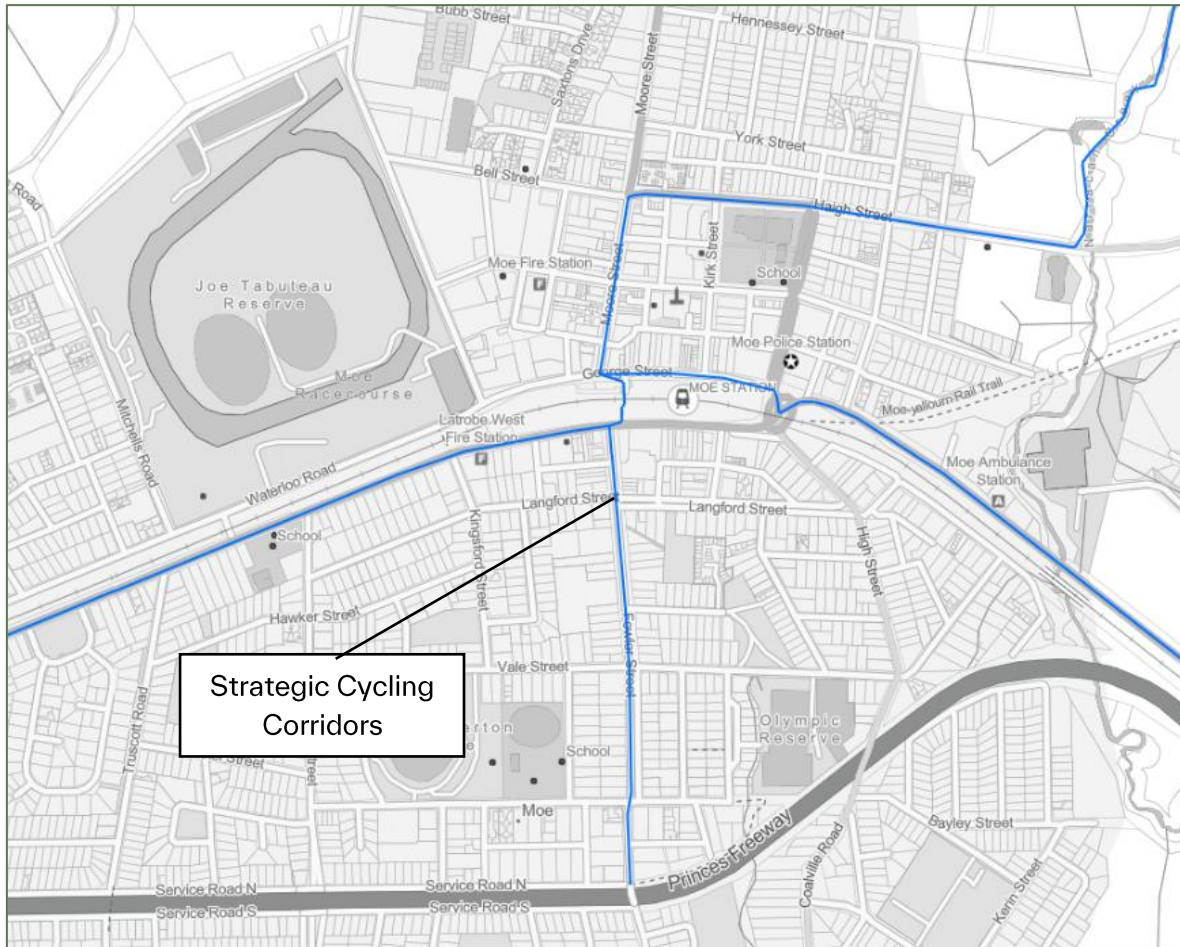
These competing demands create a key barrier to implementation, as cycling infrastructure cannot be accommodated in all locations without trade-offs. Streets such as Moore Street are constrained by angled parking and kerbside activity, while roads such as Albert Street (bus route) perform broader movement functions that must be maintained. This limits opportunities for continuous, low-street cycling facilities within the core area and reinforces the need for a network-based approach, rather than retrofitting every street for every mode.

A further barrier is the rail corridor, which constrains north-south cycling permeability due to limited crossing opportunities and an environment around the station and adjoining intersections that does not currently support comfortable cycling movement.

Strategic cycling corridors

DTP have identified a number of Strategic Cycling Corridors within Moe, including leading to the Railway Station. The Strategic Cycling Corridors for Moe are shown in Figure 15. Strategic cycling corridors have an aim to provide for direct, efficient and safe movement between key destinations and trip generators, such as Activity Centres and transport hubs.

Figure 15 DTP Strategic Cycling Corridors



Source: Department of Transport and Planning

Within the core commercial area of the activity centre, Strategic Cycling Corridors mapped by DTP including Fowler Street, Moore Street, Haigh Street and Lloyd Street.

5.4.1 Making cycling a mode of choice for people accessing the Moe Activity Centre

Cycling in Moe will only become a genuine mode choice if the network provides a level of safety and comfort that extends beyond confident on-road riders. The key requirement is therefore not simply more route marking, but the delivery of a small number of clear, direct and low-stress corridors between major destinations.

The highest priority is to establish a legible connection from the Moe–Yallourn Rail Trail into the Activity Centre. From there, the network should support movement to the station precinct, George Street and Moore Street, and southward to the sporting reserves and community destinations.

A second priority is to ensure that major streetscape and revitalisation projects, especially on Moore Street, are not progressed in a manner that reduces the ability to provide future cycling access.

Why is Cycling and Micromobility critical to the success of the Moe Activity Centre?

Cycling is central to achieving the Movement and Place objectives for Moe because it provides a realistic alternative to short car trips within and around the Activity Centre. This is

particularly important in a centre where many key destinations are relatively close together, where the street network is compact, and where a significant proportion of trips are local rather than regional in nature.

In practical terms, improved cycling access would also reduce pressure on the road network over time. A shift of even a modest number of local trips from car to bike or scooter would reduce demand at key intersections and roundabouts, reduce pressure on short-stay kerbside parking, and make it easier to continue reallocating street space toward public realm, open space and place improvements in the commercial core.

Improved cycling connections are also important in spatial terms. Like walking, cycling has the capacity to bring the northern and southern parts of the Activity Centre closer together by making cross-centre movement easier and more direct.

5.4.2 Recommendations

Recommendation C.1: Create a continuous cycling connection from the end of the Moe-Yallourn Rail Trail at Bennett Street to George Street.

This should form the priority spine of the local network and provide the missing link between the rail trail, the station precinct and the commercial core.

Recommendation C.2: Incorporate safe cycling infrastructure into the Moore Street, including within the Moe Rail Revitalisation Plan.

Potential improvements include reconsidering angled parking, or placing cycling lanes between the kerb and parking (see example in Figure 16), as well as incorporating cycling priority into the existing crossing of George Street near Moore Street (aligned with the railway station access).

This is required so that Moore Street can operate as part of the cycling network, rather than remaining a corridor where riding is possible only in mixed traffic.

Figure 16 Bicycle Lane between Kerb and Angled Parking



Pictured: Gheringhap Street, Central Geelong

Recommendation C.3: Deliver a cycling link from the activity centre core to Ted Summerton Reserve and Olympic Reserve via Vale Street and connecting streets.

The link will follow the key routes identified in Council's previous cycling strategy (Vale Street) and in the DTP Strategic Cycling Corridor (Fowler Street).

This will connect the Railway Station and core commercial area of the Activity Centre to major southern sporting destinations and reduce reliance on short car trips associated with recreation and events.

Recommendation C.4: Improve cycling permeability across the railway line and through the station precinct, including at the eastern end of George Street.

Work with DTP to identifying longer-term grade separation opportunities to reduce delay and improve connectivity for cyclists travelling between the northern and southern parts of the Activity Centre (and broader township). *See also W.4 for relevant walking recommendation.*

This is needed to overcome one of the main physical barriers to network continuity between the north and south sides of the Activity Centre.

Recommendation C.5: Establish lower-stress north-south and east-west local cycling routes using streets such as Lloyd Street, Anzac Street, Kirk Street, Bell Street and Albert Street where feasible.

Higher order roads on the periphery should be part of the ultimate cycling network solution, providing for a permeable network for cycling trips between where people live and their destinations. As highlighted, existing road and car parking design in the activity centre contributes to high level of traffic stress experienced by cyclists. Potential treatments may included cycling lanes, green treatment across intersections (in particular on the activity centre side of the road), and improved crossing facilities.

The routes should complement the primary corridors and provide alternative access paths that avoid the highest traffic environments.

Recommendation C.6: Expand bicycle parking and end-of-trip facilities within the public realm, beginning with Moore Street, the station precinct and recreation / community facilities.

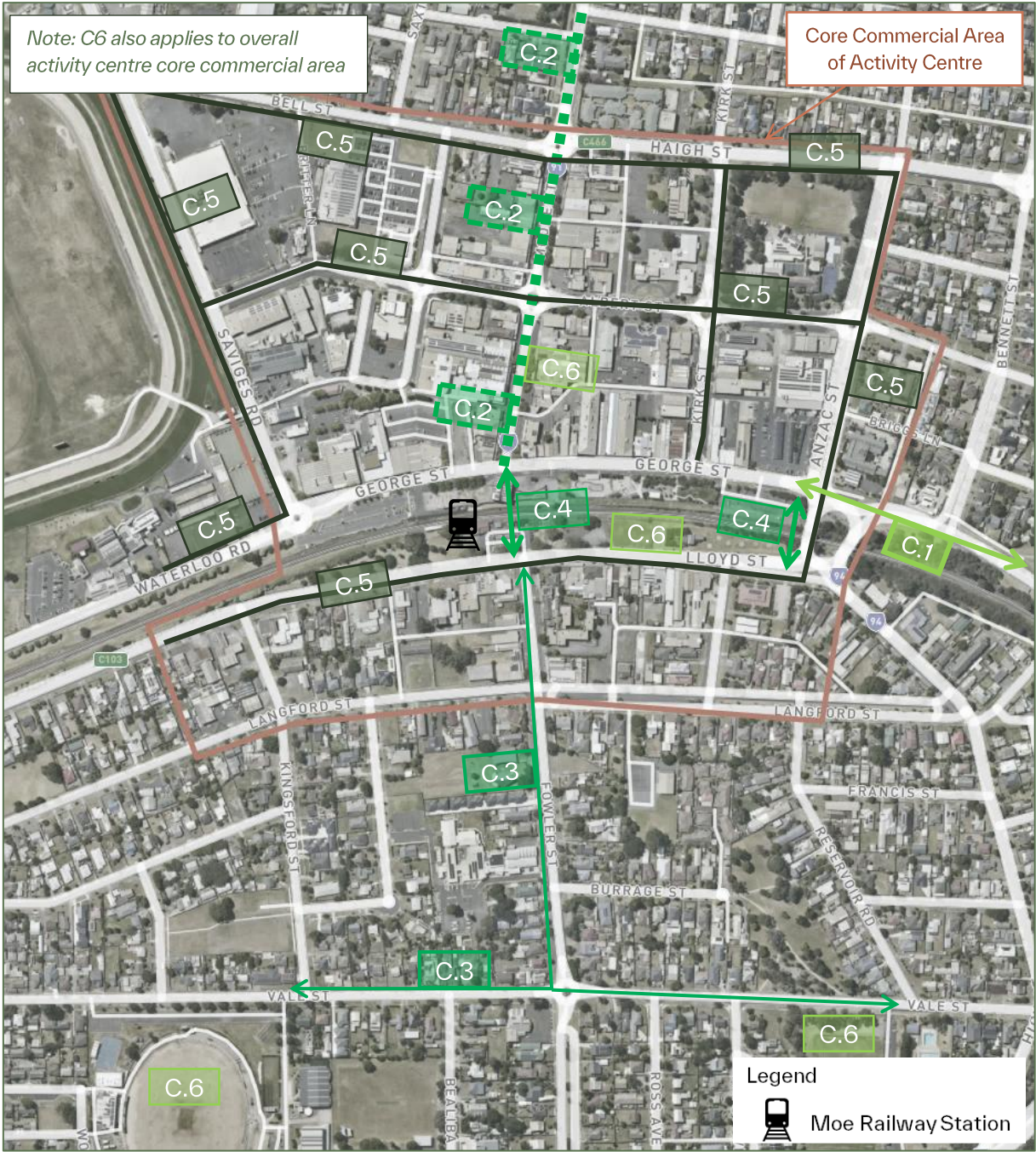
Visible and convenient bicycle parking is required to support short local trips and should be delivered as part of streetscape works rather than relying only on future redevelopment.

5.4.3 Summary

The cycling recommendations should be presented as a mapped hierarchy of primary and secondary routes, showing the priority rail trail connection, core commercial area links, station precinct linkages, and southern recreation connections.

The key recommendations have been mapped to identify a hierarchy of bicycle routes and associated priority new and upgraded infrastructure, shown in Figure 17.

Figure 17 Summary of Cycling Recommendations



Source: Base map from Landchecker

5.5. Recommendation Theme 3: Vehicle Traffic

5.5.1 What is the current situation?

Vehicle traffic currently performs strongly within Moe. Previous analysis shows that the key intersections within and around the Activity Centre operate well under existing conditions, with very low delays at the assessed roundabouts during peak periods. This is also consistent with the Movement and Place assessment, which identifies no material network or precinct wide gap for vehicular movement.

This strong vehicle performance provides an important baseline for the Activity Centre. It means that recommendations to improve walking, cycling, safety and place do not need to respond to a congested road network. Instead, they can focus on rebalancing a network that currently gives greater priority to vehicle movement than is needed in all locations, particularly within the commercial core.

At the same time, private vehicle use remains dominant for short local trips, reinforced by dispersed destinations, generous parking supply and streets that are often easier to drive through than to walk or ride across. This contributes to unnecessary vehicle presence within the core and weakens place outcomes.

5.5.2 Existing issues and opportunities

Key traffic issues within the Activity Centre are less about congestion and more about dominance, circulation and legibility. These include:

- vehicle-priority conditions within the commercial core;
- localised conflict between vehicle access and pedestrian activity;
- unclear hierarchy between the streets that should carry through movement and those that should support place and access; and
- continued use of the core for very short vehicle trips that could reasonably occur by walking or cycling.

There is a clear opportunity to retain strong overall access by car while making the network more legible. In particular, the broader ring of streets around the core, including Anzac Street, Haigh Street, Bell Street and Saviges Road, is better suited to carrying vehicle circulation, while streets within the heart of the centre should progressively move toward lower-speed, lower-dominance conditions.

5.5.3 Recommendations

Recommendation V.1: Reinforce the role of Anzac Street, Haigh Street, Bell Street and Saviges Road as the preferred vehicle circulation routes around the core.

The development and implementation of recommendations under other modal themes must consider the need to prioritise efficient traffic (including freight, cars and buses) movement on arterial roads (i.e. Lloyd Street, Haigh Street, and Moore Street north of Bell Street) and higher order Council roads (i.e. Saviges Road and Waterloo Road).

This will improve network legibility and reduce unnecessary through movement within the heart of the Activity Centre.

Recommendation V.2: Maintain efficient access to off-street parking and servicing, while reducing unnecessary vehicle penetration into the most active pedestrian areas.

Interventions to support this include identifying secondary access routes between the outer arterial and higher order Council roads which are required for access, and ensuring a suitable level of access are provided for these connections.

An example of this includes encouraging the use of Saviges Road to access car parking west of Moore Street, including investigating the future role of Market Street (which we understand is currently a private road) as an alternative to George Street to access car parking in the precinct east of Moore Street.

This should be extended to all redevelopment opportunities, to improve the hierarchy of local vehicle access points, and better support economic function of Moe Activity Centre, and reduce unnecessary conflicts with pedestrian activity.

5.5.4 Summary

The intention of the vehicle traffic recommendations is not to reduce access to Moe, but to better align where traffic should move efficiently, and gradually change perceptions of streets in the activity centre core from being vehicle access focussed, to place focussed.

A summary of the key recommendations presented above are shown in Figure 18.

Figure 18 Summary of Vehicle Traffic Recommendations



Source: Base map from Landchecker

5.6. Recommendation Theme 4: Road Safety

What is the current situation?

The past 5 years of casualty crash data was reviewed to identify current road safety trends within the Moe Activity Centre, with a particular focus on safety within the core commercial areas where pedestrian and vehicle conflicts are high. The data is presented in Figure 19.

Figure 19 Past 5 Years of Casualty Crash Data – Moe Activity Centre



Source: Transport Victoria

Analysis of the above data indicates that within the core commercial area of the activity centre there have been a total of 13 casualty crashes resulting in 14 persons injured during the past 5 years of available data.

The data includes a total of 6 pedestrians who have been injured in a crash, including 2 seriously injured (i.e. admitted to hospital), and 4 with an 'other injury' outcome (i.e. receiving minor medical treatment). The two serious injury crashes involving pedestrians occurred on George Street and Albert Street respectively, near Moore Street.

As it relates to vehicle only casualty crashes, there was one crash resulting in a 'serious injury', occurring on Lloyd Street. The remaining 6 casualty crashes were classified as having an 'other injury outcome'.

There is no particular area within the core study area which has recorded multiple crashes within the past 5 years period, and as such the data does not point to any particular intersection or location where there is an unacceptable risk to road user safety.

Why is Road Safety critical to the success of the Moe Activity Centre?

Notwithstanding the above, the level of crash history demonstrates a need to consider improved alignment of existing road design with Safe System principles.

The Safe System approach acknowledges that people make mistakes, and that road design and safe speeds are two critical factors (along with safe drivers and safer vehicles) to ensuring that the risk of serious injury or death on the network is where possible, reduced to zero.

A high level Safe System assessment undertaken for the Movement and Place assessment identified that most streets have a modest alignment with Safe System design principles, with key 'gaps' identified on a number of roads which provide vehicle priority in high pedestrian activity areas.

While projects such as revitalisation of Moore Street and George Street will bring about balance with regards to Safe System design, such projects will not achieve their aims for activating the town centre without investments in broad pedestrian and road safety projects around the activity centre.

5.6.1 Recommendations

Recommendation S.1: Introduce a lower-speed environment within the commercial core, including 30 km/h streets on Moore Street, George Street, Albert Street and adjoining laneways.

Implementation could include gateway threshold treatments with consistent 30km/h signage / markings (see example in Figure 20) raised priority crossings, kerb extensions, and pavement or surface treatments that visually reinforce a slow-speed environment.

This will better align operating conditions with the intensity of pedestrian activity and the desired function of these streets as places.

Figure 20 30km/h area town threshold entrance treatment



Pictured: Warrnambool CBD

Recommendation S.2: Progress further speed reduction on the surrounding movement streets, including Anzac Street, Haigh Street, Bell Street and Saviges Road where justified.

Targeted speed reductions will improve safety at the edge of the core and reduce the barrier effect of these roads for pedestrians and cyclists accessing the town centre.

This could be implemented through corridor-based speed reviews, supported by treatments such as raised intersections, pedestrian refuges, tighter corner radii, and enhanced crossing facilities at key desire lines.

5.6.2 Summary

Road safety improvements in Moe should be understood as foundational interventions that support all other transport and place objectives. Safer speeds and safer crossings will not only reduce risk, but will also make it more realistic to achieve higher levels of walking, cycling and activity in the centre.

A summary of the key recommendations presented above are shown in Figure 21.

Figure 21 Summary of Road Safety Recommendations



Source: Base map from Landchecker

5.7. Recommendation Theme 5: Public Transport.

5.7.1 What is the current situation?

Moe Railway Station is the principal public transport node within the Activity Centre and provides the main interchange between rail services and the local bus network. The station is therefore critical to access, legibility and modal integration within Moe.

However, previous work identifies that access to the station and its interchange function are not operating as effectively as they could.

Key issues include constrained pedestrian access, limited north–south connectivity across the rail corridor, poor interchange legibility, and bus stop arrangements that do not always provide the clearest or safest passenger experience. Earlier strategic work for Moe also identified the need for stronger integration between bus and rail services and improved public transport presentation within the town centre.

Public transport in Moe is also heavily affected by the quality of the walking environment. In practical terms, access to buses and trains depends on whether people can reach stops and the station comfortably and safely. Public transport recommendations therefore need to be closely coordinated with the walking and safety actions identified earlier in this section.

5.7.2 Existing issues and opportunities

Key issues include:

- limited legibility of the station as a true public transport interchange;
- pedestrian constraints around the station and rail crossing environment;
- bus stop locations that do not always provide strong visibility, comfort or integration with key destinations; and
- the need for stronger coordination between bus and rail access within the Activity Centre.

The main opportunity is to strengthen the station precinct as the public transport heart of the centre, so that walking, cycling, bus and rail access are better integrated and more visible within the broader structure of Moe.

5.7.3 Recommendations

Recommendation PT.1: Advocate for improved walking access to Moe Railway Station from both the north and south sides of the rail corridor, with a focus on upgrading the level pedestrian crossing (refer W.4 and C.4).

Priority should be given to enhancing the safety, capacity and accessibility of the existing at-grade pedestrian crossing. Existing priority crossings at George Street and Lloyd Street should be complemented by stronger, more legible connections to the station via the upgraded crossing.

This is the most important public transport improvement as it underpins access to both rail and bus services.

Recommendation PT.2: Audit the location and infrastructure of bus stops within the Activity Centre.

This will improve safety, legibility and proximity to key destinations. The audit should assess stop spacing, accessibility (including DDA compliance), shelter provision, seating, lighting, and real-time information.

Opportunities may include consolidating or relocating stops closer to key attractors, upgrading shelters, improving kerb alignments for accessible boarding, and ensuring safe pedestrian crossings are provided nearby. A key consideration of the audit should include on-road bus stops along Albert Street, which are reported to create safety concerns for other road users, and are inconsistent with other stops within Moe.

Recommendation PT.3: Continue advocacy for improved coordination between local bus services and rail services.

Advocacy should focus on aligning bus timetables with train arrivals and departures, reducing transfer wait times, and improving service frequency and reliability. Collaboration with operators and relevant agencies will be key to delivering a more seamless and integrated public transport network.

5.7.4 Summary

Public transport in Moe will benefit less from major new infrastructure than from better integration, access and visibility. The most important public transport outcomes are therefore tied to station access, safer crossings, and a more legible interchange environment within the Activity Centre.

A summary of the key recommendations presented above are shown in Figure 22.

Figure 22 Summary of Public Transport Recommendations



Source: Base map from Landchecker

5.8. Summary of Transport Assessment Recommendations

The transport recommendations set out in this section respond directly to the key findings of the Movement and Place assessment and the broader evidence base for Moe. The overall direction is to retain the strengths of the existing road network while progressively addressing the largest current gaps in cycling, walking, safety and place.

At a strategic level, the recommendations are intended to:

- improve walking access and pedestrian priority within the commercial core and to the station;
- establish a connected cycling network centred on access from residential areas to the heart of the Moe Activity Centre (including Railway Station), a rail trail to George Street connection, and southern links to the sporting reserves
- reduce unnecessary vehicle dominance within the core while maintaining strong overall access;
- align key streets with Safe System principles through lower speeds and targeted safety upgrades; and
- strengthen the role of Moe Railway Station and adjoining bus services as the focus of public transport access within the Activity Centre.

An implementation plan has been developed and is outlined in Section 8 of this report.

6. Car Parking Assessment

6.1. Overview

This section provides a car parking assessment for the Moe Activity Centre, considering existing conditions, user insights and parking utilisation, and establishes a Parking Plan to guide the effective management of car parking within the Activity Centre.

6.2. Methodology

The Parking Plan has been developed in line with Planning Practice Note 57 which generally follows the steps outlined in Figure 23.

Figure 23 Preparing and implementing a parking plan (Planning Practice Note 57)



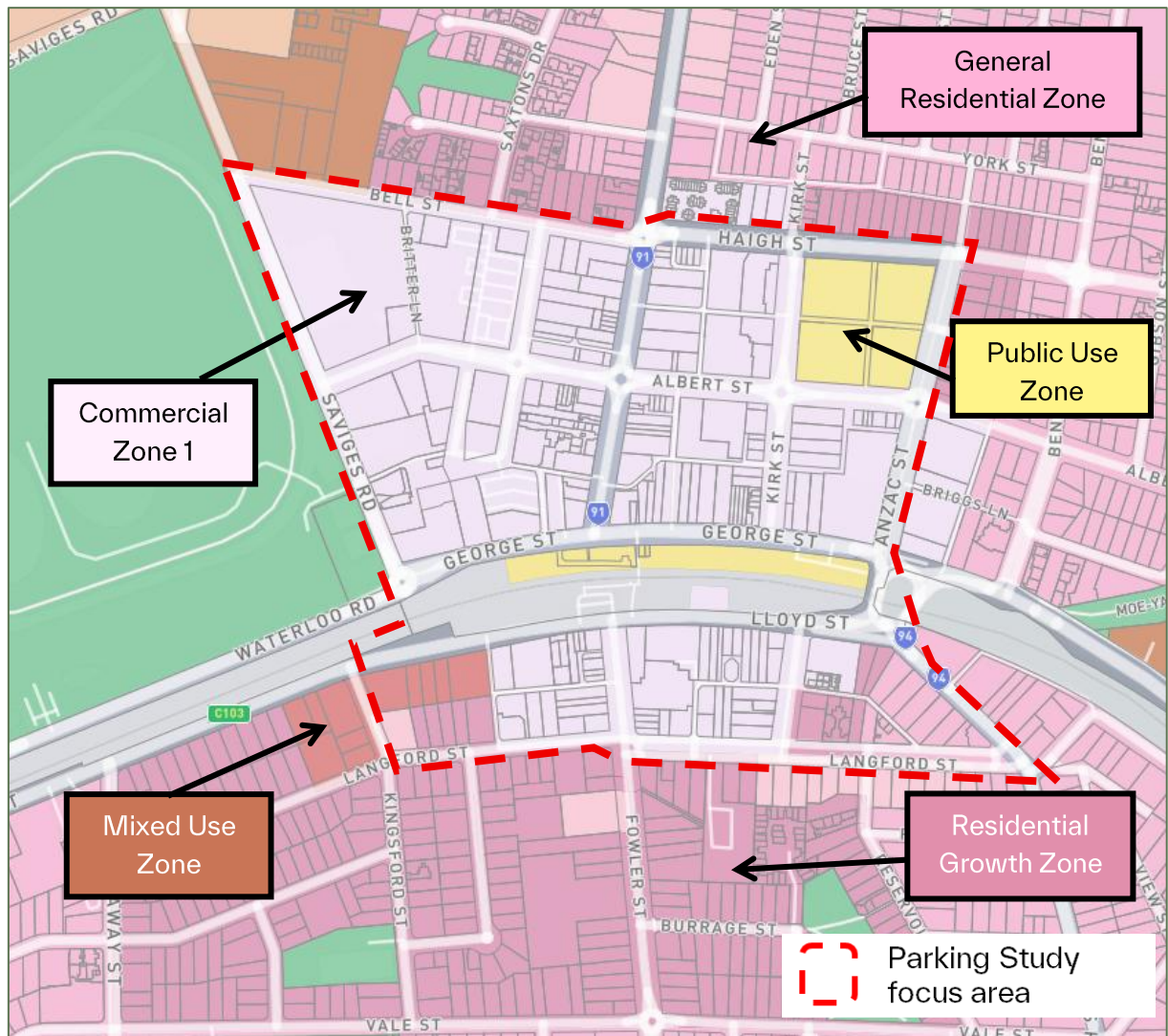
Source: Department of Transport and Planning

Parking Assessment Area

The parking study focus area identified relates to the activity centre core which is primarily comprised of commercial zoning.

The Activity Centre core car parking extent is shown in Figure 24.

Figure 24 Activity Centre Core Car Parking Study Focus Area (and relevant Land Zoning)



Source: Basemap from Landchecker

The above car parking assessment area has been chosen due to higher car parking demands experienced in this area compared to outside of this boundary and it is identified as the area where the largest changes to activity uplift in the Moe Activity Centre Plan.

Updates to Clause 52.06 (VPP)

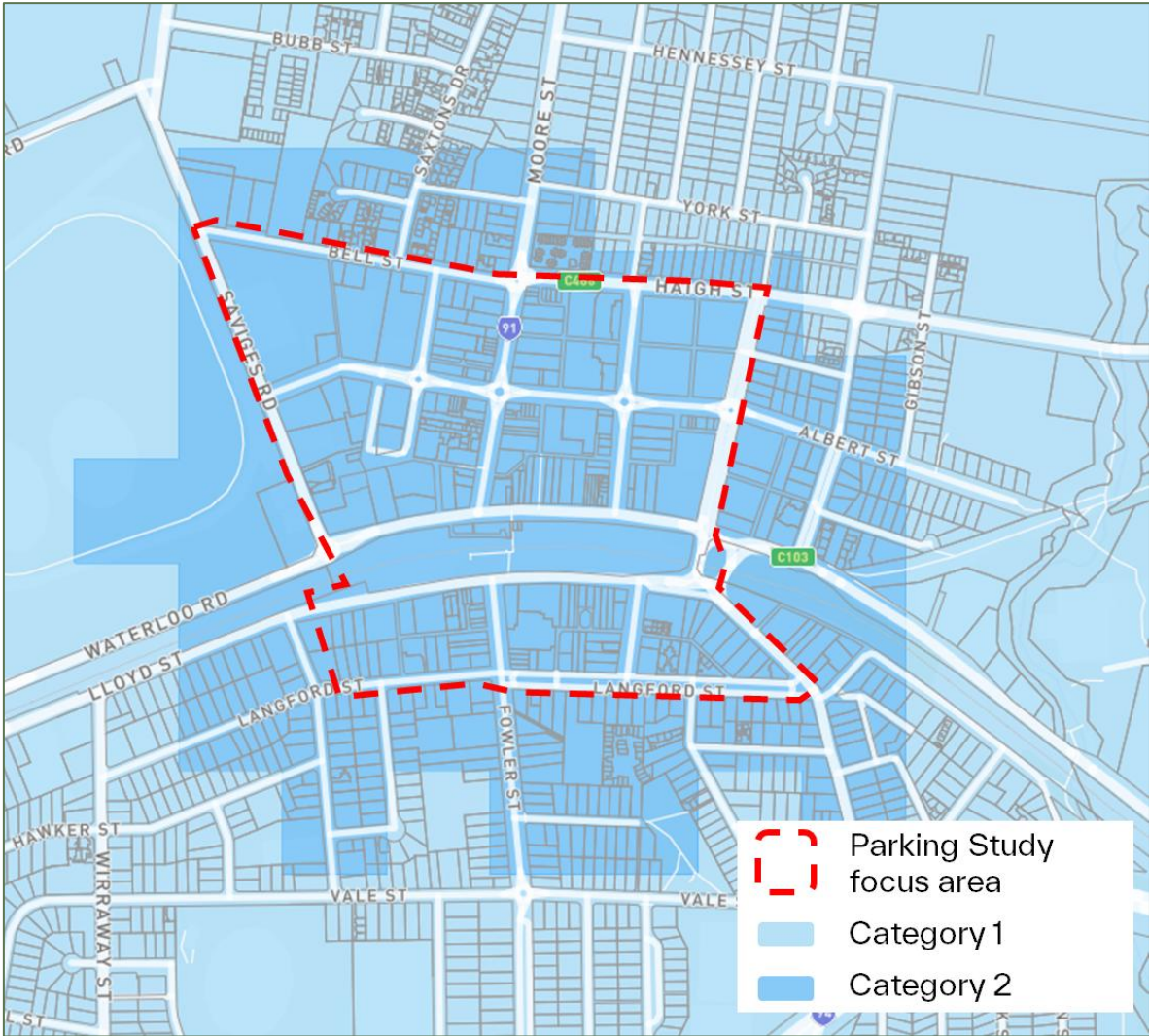
In December 2025, the car parking rates outlined in Clause 52.06 of the Victorian Planning Provisions were updated. The new car parking rates reflect estimated existing parking demands for various land uses based on the level of access to public transport in terms of service quality and walkability.

The rates are organised into four (4) categories, with the higher the category number, the better the access to public transport and lower the associated parking requirement.

For properties located in Category 3 and 4, car parking maximums are applicable, while Category 1 and 2 rates remaining as 'minimum requirements' per the historic approach for places like Moe.

The car parking requirements map for Moe Activity Centre Study Area and immediate surrounds are shown in Figure 25.

Figure 25 VPP Car Parking Requirements



Source: Landchecker

The above map shows that all of the Activity Centre core parking extent is completely within Category 2 parking extents and outside of the core is primarily subject to Category 1.

Category 1 and 2 parking requirements are similar to previous Column A rates in which they are subject to minimum car parking requirements. However, the impact of the car parking requirement changes for Moe are that Category 2 car parking requirements significantly lower than what was previously required under Column A parking rates.

Table 9 details the key land uses in Moe car parking requirements under Category 2 and provides a comparison to previous Column A rates.

Table 9 Moe Activity Centre Car Parking Rates

Use	Measure	Category 2 Rate (Minimum Requirement)	Previous Rate for Moe (Column A)
Childcare	To each employee	0.5 spaces	0.22 space to each child
Dwelling	To each dwelling	1 space	1 spaces to each one or two bedroom dwelling, or 2 to each three + bedroom dwelling, plus 1 to every 5 visitors.
Food and Drink	100sqm NFA	2 spaces	4 spaces
Medical Centre	100 sqm LFA	3.5 spaces	5 to the first person providing health services, plus 3 to every other person providing health services.
Office	100 sqm NFA	0.45 spaces	3.5 spaces
Place of Assembly	To each patron	0.15 spaces	0.3 spaces
Shop	100 sqm LFA	2 spaces	4 spaces

6.3. Activity Centre User Car Parking and Travel Survey Insights

Urban Design and Built Form Engagement

Written responses from the Moe Activity Centre Urban Design and Built Form engagement were reviewed as part of understanding the current parking context. In total, 126 responses were received from people living, working and visiting Moe and the Activity Centre.

From these responses, issues relating to safety, amenity and car parking were the most frequently raised. From a car parking plan perspective, and recognising the strong relationship between parking, access and safety, the following key themes were identified:

- Difficulty finding convenient / close parking;
- Poorly organised or insufficiently formalised parking areas;
- Safety issues (including lighting, surveillance and perceptions of feeling unsafe);
- Accessibility issues (including mobility constraints, uneven surfaces, drainage and inclusive design);
- Poor signage and wayfinding (including parking-related navigation); and
- Parking affecting the overall experience and attractiveness of the Activity Centre.

These themes indicate that community perceptions of parking are influenced not only by the availability of spaces, but also by the safety, legibility and accessibility of the parking environment.

The feedback suggests that parking challenges are often location-specific, with strong demand for spaces close to key destinations, and that issues such as poor lighting, unclear signage and substandard pedestrian connections can reduce the effective usability of existing supply. From a car parking plan perspective (in line with PPN 57), this feedback highlights the importance of considering parking as part of a broader Movement and Place framework, rather than solely a supply and demand issue.

Activity Centre User Survey

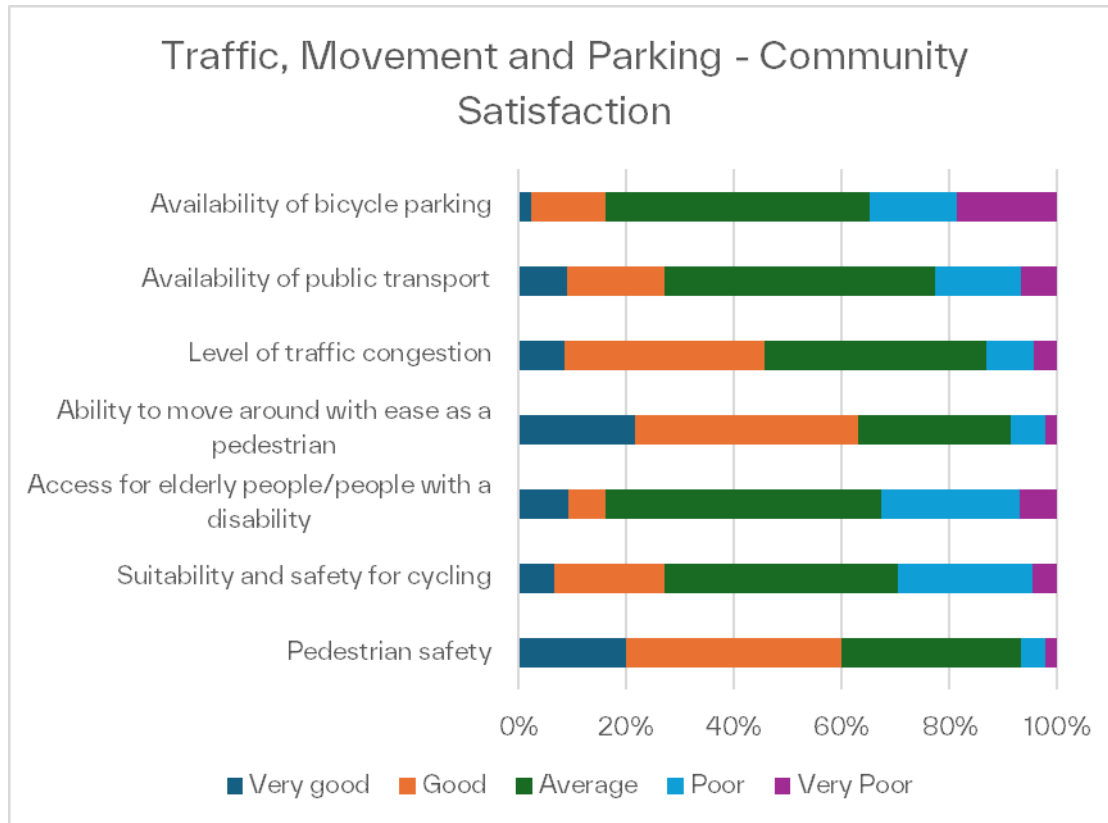
An additional survey comprising 46 responses was reviewed and analysed as part of the Activity Centre planning process. The majority of respondents were local residents from Moe–Newborough (approximately 70%), with the remainder from surrounding areas within the Latrobe City municipality.

The survey provides useful insights into how people use the Activity Centre and how parking supports these trips. Key findings relating to parking and access include:

- High frequency of visitation, with approximately 70% of respondents visiting the Activity Centre at least twice per week
- Primary trip purposes centred on everyday needs, including groceries (almost all respondents), as well as services (e.g. banking, post office), shopping and dining
- Multi-stop trips are common, with 94% of respondents visiting two or more destinations during each visit
- Typical length of stay is short to moderate, with around 65% of respondents staying between 30 minutes and 2 hours
- Strong preference for convenient parking, with over half of respondents (52%) walking less than 100 metres from their parking space to their destination
- Willingness to walk further where conditions are suitable, with 65% indicating they would accept walking distances of 100–400 metres
- Movement between destinations is mixed, with respondents reporting similar reliance on both walking and driving between locations within the centre

Users were also asked to provide a rating to a range of transport movement and access related themes. Analyses of the results is presented in

Figure 26 Transport User Survey - Moe Activity Centre Plan



The results above indicate that users consider all key aspects of movement and access within the activity centre to be good or very good less than half the time.

Key themes that were rated as average or bad for the highest percentage of the time included access for elderly / people with disabilities, availability of bicycle parking, cycling safety, and availability of public transport.

On the other hand, most users (60%+) indicated that moving around as a pedestrian, and pedestrian safety was good or very good.

6.4. Existing Conditions

Parking Supply and Management

The car parking supply breakdown for the surveyed area including on-street vs off-street location, and ownership (for off-street parking) is shown in Table 10.

The data has been presented for both the parking study focus area (which aligns with the core Activity Centre area of Moe), including balance of the broader surveyed area, as referenced within the *Moe Activity Centre Plan Traffic, Movement and Car Parking Assessment* report prepared by UTS.

Table 10 Overall Car Parking Supply

	Parking Study Focus Area (Core Activity Centre)	Balance of Parking Survey Study Area
On-Street	1,070 spaces	1,029 spaces
Off-Street (Public)	284 spaces	239 spaces
Off-Street (Private but Publicly Accessible)	1,123 spaces	159 spaces
<i>Total</i>	<i>2,477 spaces</i>	<i>1,427 spaces</i>

As shown above, there are 2,477 parking spaces located within the parking study focus area, aligning generally with the core commercial precinct of the Moe Activity Centre. Within this area, private (but publicly accessible) off-street car parking accounts approx. 45% of the total supply, with on-street and off-street public parking making the balance.

Outside of this area, and within the broader study area, car parking is primarily located on-street.

Given the wide number of parking restrictions applicable within the car parking Study Area, all car parking restrictions have been first filtered by their main weekday (i.e. Monday-Friday typical business hours) restrictions, and then classified based on the definitions in Table 11.

Table 11 Parking Supply Category Definitions

Category	Includes
Very Short Term	1/4P, and 1/2P time limited parking
Short Term	1P and 2P limited parking
Long Term	Unrestricted parking
Accessible Parking	Parking for people with disabilities (includes time limited and unrestricted)
Loading	Parking allocated for loading and deliveries
Other (User Allocated)	Parents with Prams, Taxi, Permit Exempt, Motorcycle, Electric Vehicles etc

Additionally, areas subject to no-stopping or no parking restrictions have not been recorded within the parking inventory. As parking in these areas are not permitted, they do not count towards the overall supply and as such are not contained within the above definitions.

This includes car parking which is no-stopping at all times or for most of the day (e.g. 8am-8pm) but does not include areas subject to no-stopping during short periods of time (such as during school pick up / drop off times).

The supply of car parking for the parking study focus area, categorised by the above definitions is detailed below in Table 12.

Table 12 Total Study Area Parking Supply Breakdown

Restriction	Total Study Area Parking Supply ³	
	On-Street	Off-Street
Very Short Term	42 spaces	0 spaces
Short	428 spaces	37 spaces
Long	529 spaces	1,279 spaces
Loading	12 spaces	2 spaces
Accessible	21 spaces	23 spaces
Other	38 spaces	66 spaces
Total	1,070 spaces	1,407 spaces

³ Refer to the *Moe Activity Centre Plan Traffic, Movement and Car Parking Assessment report* prepared by UTS for further details of the broader parking survey area and extents.

The table above shows that the majority of car parking spaces are provided long term (unrestricted) (73% of total supply) and specifically off-street parking accounting for 91% of off-street spaces.

On-Street parking is shown to have a greater mix of parking restriction types, with a significant portion of specifically on-street spaces provided as short term (40%).

Parking Demand

Car parking occupancy by hour during the Thursday and Saturday survey periods are shown for the Core AC Area only in Figure 27 and Figure 28.

Figure 27 Thursday Car Parking Occupancy: Core AC Area Only

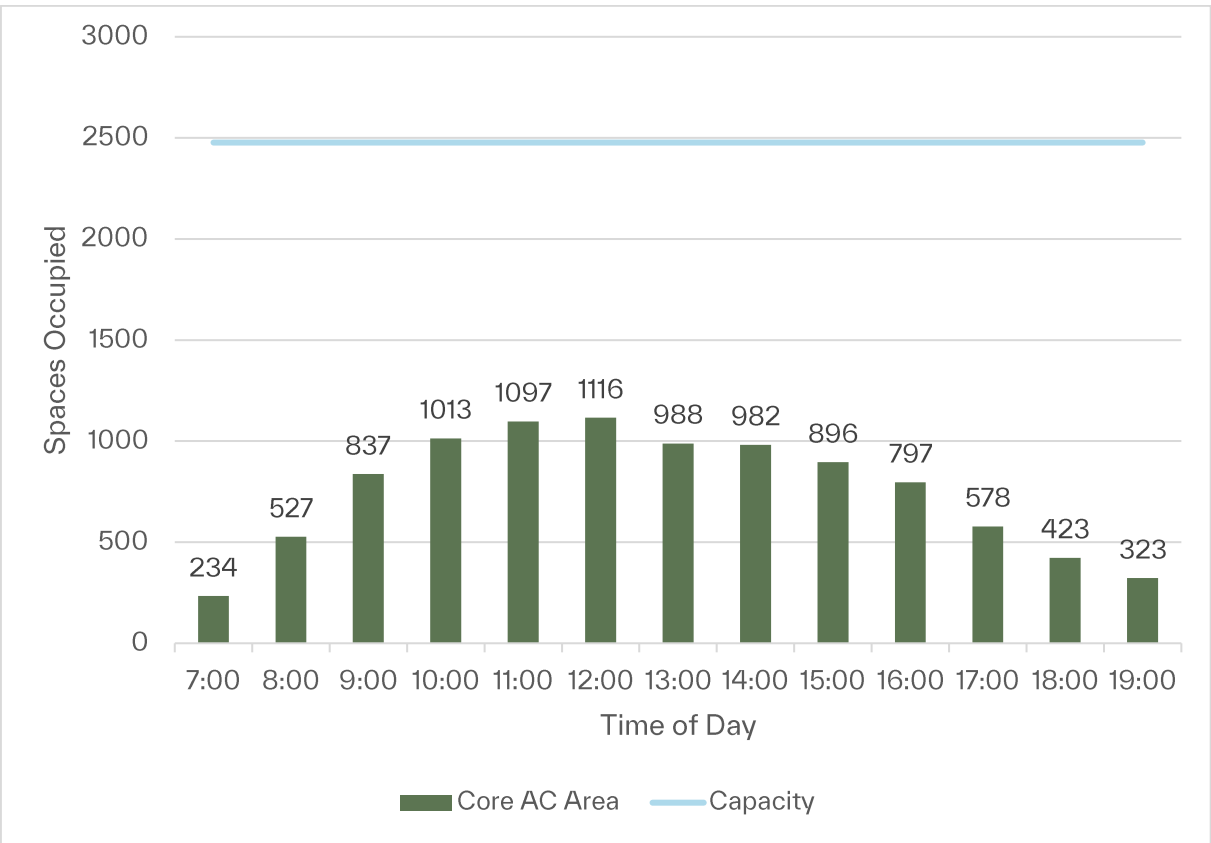
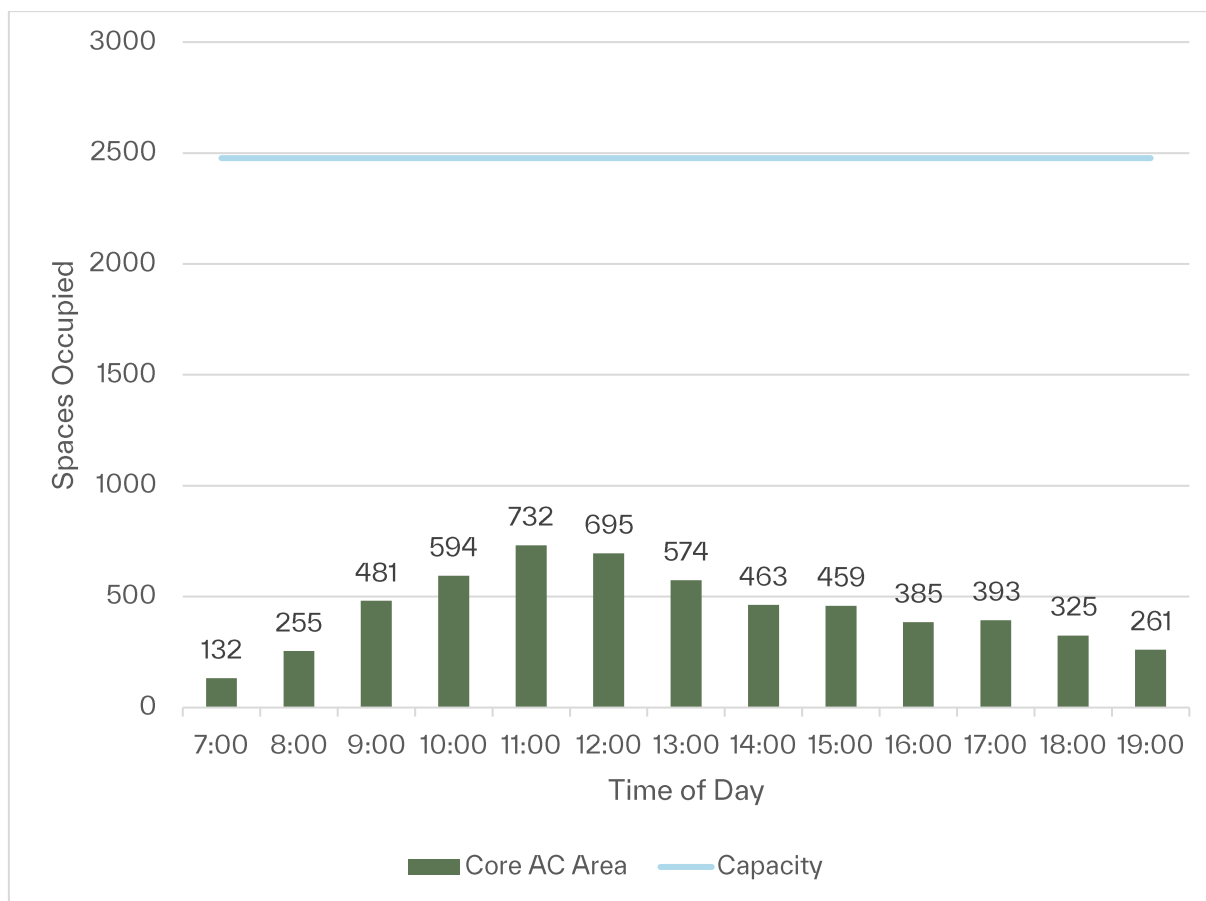


Figure 28 Saturday Car Parking Occupancy: Core AC Area Only



The above identifies that overall, peak car parking demand was higher during the weekday when compared to the Saturday results (1116 spaces at 12pm on Thursday versus 732 space occupied at 11am on Saturday).

Peak Parking Demand (Heat Maps)

The peak parking demand for the Thursday and Saturday have been previously mapped by UTS for the overall parking survey area and are reproduced in Figure 29 and Figure 30.

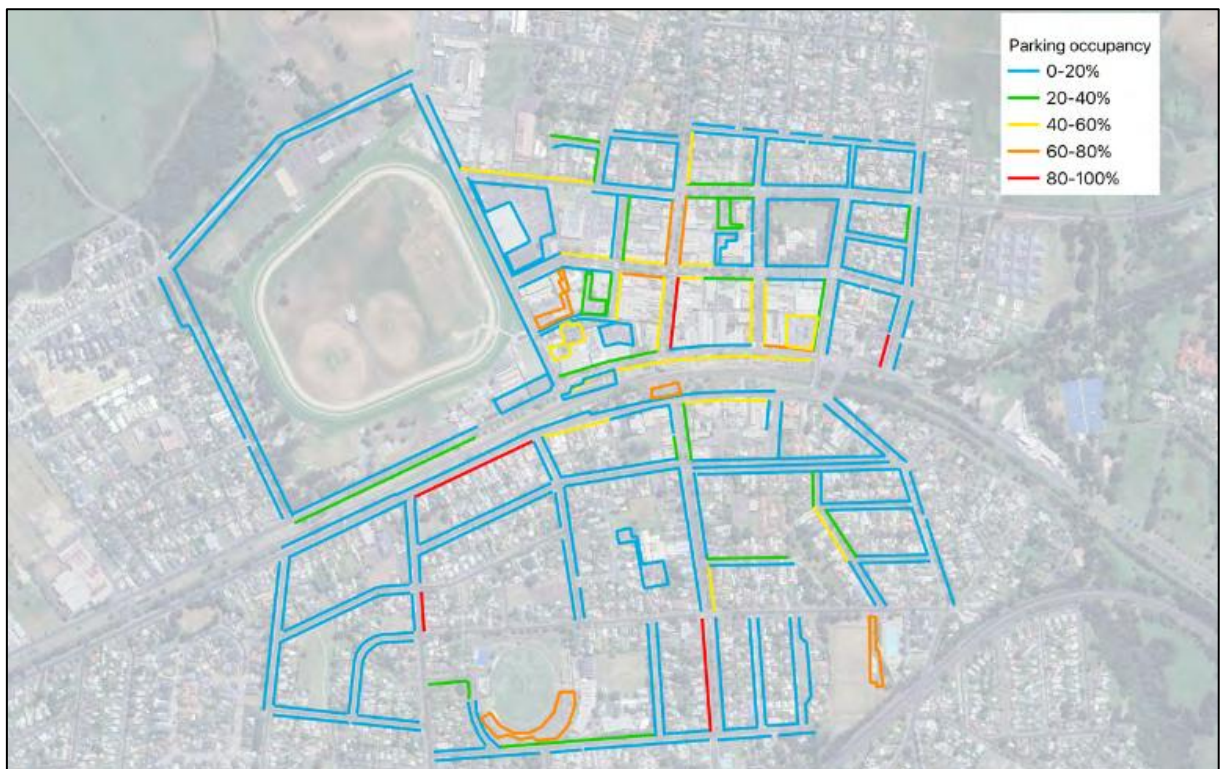
The heatmaps provide a better understanding of where hot spots or empty spots are within the Moe Activity Centre, including whether there are any potential overspill effects into areas outside of the Core AC area.

Figure 29 Parking Occupancy Heatmap: Thursday 12pm



Source: Moe Activity Centre Plan Background Study prepared by UTS

Figure 30 Parking Occupancy Heatmap: Saturday 11am



Source: Moe Activity Centre Plan Background Study prepared by UTS

The above heat maps show that the highest car parking demand is generally concentrated around the Core of the Activity Centre near Moore Street and Albert Street and then decreasing as you move further away from the centre on both the Thursday and Saturday.

Gregory Lane Council managed car park experienced significantly high car parking demands for the entire Thursday survey period with a peak occupancy of 100% of spaces occupied at 12pm and 1pm.

There is shown to be minimal overspill of car parking demand outside of the Core AC Area with no clear areas of additional high demand for parking. Although Waterloo Road on the southern side recorded 50% of spaces occupied during the Thursday peak (12pm), there are only 8 spaces available to park in this section and therefore a demand for 4 spaces does not qualify for additional demand associated with the Core AC area.

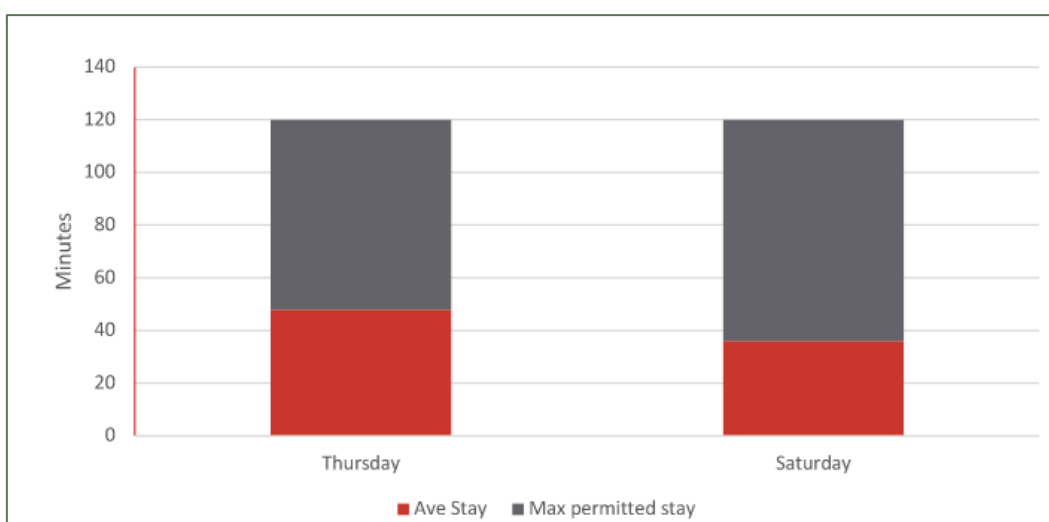
Higher parking demands recorded near Ted Summerton Reserve are anticipated to not be associated with Core AC area and are likely attached to the recreational uses on the land.

Duration of Stay

The previous Moe Activity Centre Plan: Background Study prepared by UTS undertook duration of stay parking analysis for Moore Street between George Street and Albert Street.

The average duration of stay in Moore Street is reproduced in Figure 31.

Figure 31 Average Duration of Stay - Moore Street



Source: Moe Activity Centre Plan: Background Study, UTS

As shown in the preceding graphs, car parking is time restricted to 2 hours, and the recorded average duration of stay is significantly less than the time restriction (48 minutes on Thursday and 36 minutes on Saturday).

This shows that car parking restrictions are being adhered too and overstay are not regularly occurring, therefore, limiting inefficient use of high demand on-street car parking.

However, the relatively short duration of stay indicates that most visits are brief, with limited evidence of longer dwell times within the centre. As activity increases over time, there is an opportunity to support longer visits, provided parking management continues to balance turnover with user convenience.

6.5. Parking Plan Objectives

The parking plan sets out to adopt a management-based approach to parking to ensure car parking is being utilised efficiently.

A set of objectives have been developed to address car parking in Moe moving forward, which are outlined in Table 13.

Table 13 Parking Plan Objectives

Parking Plan Objectives	Description
Objective 1: Improve the function of parking within the Activity Centre	Ensure that parking supports access to key destinations and aligns with the role of the Activity Centre, recognising that issues relate to distribution and management rather than supply.
Objective 2: Prioritise high-turnover parking in the commercial core	Align the most accessible parking with short-stay retail and service uses to support economic activity and customer access.
Objective 3: Improve distribution of parking demand across the centre	Address imbalances between high-demand kerbside locations and underutilised off-street and peripheral parking.
Objective 4: Support equitable access to key destinations	Ensure that parking provision meets the needs of all users, particularly people with disabilities and those with limited mobility.
Objective 5: Facilitate long-term land use efficiency and centre revitalisation	Avoid reinforcing oversupply and support the transition of underutilised parking land to higher-value uses over time.

6.6. Recommendations

Overview

This section outlines the recommended car parking strategies for the Moe Activity Centre, having regard to the findings of the parking assessment and the objectives outlined above.

Car Parking Strategies

Recommendation CP.1: Prioritise high-turnover parking within the core commercial area

Parking demand within the Activity Centre is concentrated in a limited number of highly visible, on-street locations, particularly along Moore Street and Albert Street.

These areas experience relatively higher utilisation despite substantial underused capacity elsewhere, indicating a mismatch between parking duration and retail activity.

This recommendation seeks to align the most conveniently located parking in Moe with short-stay restrictions (1P or less) to support higher turnover and accessibility.

Example interventions may include:

- reducing time limits on Moore Street to ≤30 minutes, subject to detailed design through the Moore Street Revitalisation project; and
- reducing time limits on Albert Street and other identified high-demand segments from 2P to 1P where supported by occupancy data.

Recommendation CP.2: Improve distribution of parking demand across the Activity Centre

Parking surveys confirm that while there is a substantial overall oversupply of parking, publicly accessible parking within the core (in particular on-street) are often relatively well utilised. In contrast, significant capacity exists within off-street and privately owned parking areas that are underutilised.

This recommendation seeks to redistribute parking demand across the Activity Centre, rather than increase or relocate supply.

Example interventions may include:

- reinforcing turnover in high-demand on-street locations (CP.1);
- transitioning areas of publicly accessible parking (Council-managed), in on and off-street locations in the activity centre core from unrestricted to 2P, to support visitation and turnover; and
- ensuring redistribution is supported by safe, direct and legible pedestrian connections between parking areas and key destinations.

Recommendation CP.3: Improve provision for very short-stay parking and pick-up activity

There is currently limited provision for very short-duration parking within the Activity Centre, with no dedicated spaces for pick-up and drop-off activity (i.e. 2 and 5 minute parking for kiss-and-go and other very short term parking events like dropping a package off or collecting food). This limits the ability of the centre to support convenience-based trips and short visits.

This recommendation seeks to support short-stay activity and improve convenience for high-turnover uses.

Example interventions may include:

- introducing 2–5 minute pick-up / set-down spaces (minimum 1 per block) within the core commercial area;
- locating these spaces adjacent to high-turnover uses such as food, retail and service businesses; and
- where possible, locating these at the start of a section of car parking (immediately after an intersection) ensure restrictions are clearly visible and users can enter / exit safely and efficiently, thereby limiting the impact of parking turnover on traffic flow.

Recommendation CP.4: Improve provision and design of accessible parking

Accessible parking is one of the few areas where demand exceeds supply in parts of the Activity Centre, with utilisation of some spaces exceeding 85% of the survey period. Current provision (approximately 1.8% of total supply) is below typical benchmarks for activity centres (2–3%).

This recommendation seeks to ensure equitable access to key destinations for all users, particularly people with mobility needs.

Example interventions may include:

- increasing accessible parking provision to approximately 2–3% of publicly accessible supply;
- prioritising on-street locations close to key destinations;
- reviewing spacing and distribution to ensure equitable coverage; and
- upgrading existing spaces to meet AS2890.5 (On-Street Parking) and / or AS2980.6 (Off-Street parking for people with disabilities).

Recommendation CP.5: Integrate bicycle parking and end-of-trip facilities into new development and within activity centre streets

Limited provision of bicycle parking and end-of-trip facilities reduces the attractiveness of cycling as a viable mode for accessing the Activity Centre and contributes to ongoing reliance on car travel.

This recommendation seeks to support gradual mode shift and reduce future parking demand through improved end-of-trip facilities.

Example interventions may include:

- providing bicycle parking at rates that exceed minimum statutory requirements (Clause 52.34), including:
 - retail / shop (employees and visitors): 1 space per 300 sqm GFA; and
 - office (employees): 1 space per 200 sqm GFA, with end-of-trip facilities;
- locating bicycle parking in visible, convenient and secure locations, including where feasible integrating bicycle parking facilities into the public realm;

- providing a diverse range of bicycle parking types for public access and use, including cargo bikes, e-bikes (including charging stations), and scooters / e-scooters; and
- audit the existing quantum, accessibility, and design of bicycle parking spaces to ensure they comply with AS2890.3 design principles.

Recommendation CP.6: Encourage travel demand management for major employment sites

Long-stay parking demand within the Activity Centre is likely influenced by employee parking, which can reduce availability in key locations and contribute to inefficient use of central parking areas.

This recommendation seeks to reduce long-stay parking pressure and support more efficient use of existing supply.

Example interventions may include:

- preparation of Green Travel Plans for major existing / future employment sites; and
- support for shared travel initiatives like Car Share or Car Pooling dedicated parking spaces in public parking areas.

Recommendation CP.7: Support long-term transition of surplus parking to higher-value uses

A substantial proportion of land within the Activity Centre is currently occupied by underutilised parking. Over time, this presents an opportunity to support more efficient land use and contribute to the revitalisation of the centre.

This recommendation seeks to ensure that parking does not constrain future development outcomes.

Example interventions may include:

- identifying underutilised parking areas suitable for redevelopment or public open space in long term urban design and open space planning documents; and
- encouraging development to maximise the use of land in future development, including implementing precinct based car parking design requirements into the planning scheme (consistent with approach in Morwell and Traralgon).

Recommendation CP.8: Improve integration of parking and access through planning and design controls

The current layout and access arrangements for parking contribute to conflicts with pedestrian movement and reduce the quality of the public realm, particularly along key streets.

This recommendation seeks to ensure that parking and access arrangements support the function and character of the Activity Centre.

Example interventions may include:

- through car parking design requirements or provisions in an Activity Centre Zone schedule or similar:
 - limiting new vehicle access points from key pedestrian and active frontage streets including: Moore Street, Albert Street and George Street;

- consolidating access points and prioritising access via laneways;
- limiting crossover widths (generally to a maximum of 6 metres) and reducing their frequency;
- locating parking to the rear or side of development, rather than dominating street frontages; and
- improving integration of parking areas with surrounding streets and pedestrian networks (including longer term widening of narrow connecting roads / lanes to support safe pedestrian movement).

6.7. Implementation Considerations

Implementing recommendations through changes to the Planning Scheme.

Implementation of the recommendations outlined above can be supported through future changes to the Latrobe Planning Scheme.

In particular, should an Activity Centre Zone (ACZ) schedule be applied to Moe this would provide an opportunity to embed:

- car parking management objectives aligned with the role of the Activity Centre;
- reduced or flexible parking provision requirements for new development, where supported by evidence; and
- design requirements to ensure that parking does not dominate key streets or undermine pedestrian amenity.

Is Additional Car Parking Required?

The analysis undertaken as part of this assessment, supported by previous work undertaken by UTS, confirms that additional car parking supply is not required within the Moe Activity Centre.

Key findings supporting this conclusion include:

- overall parking occupancy levels remain well below critical thresholds, with peak utilisation significantly below the 85% benchmark typically used to indicate parking stress;
- a substantial proportion of parking supply remains underutilised, particularly within off-street and privately owned car parks;
- parking is generally available within a short walking distance of key destinations; and
- identified parking pressures are localised to a small number of core on-street locations.

The evidence presented within this section indicates that the challenges are driven by a combination of parking user allocation, and perceptions of people who drive into the activity centre.

Is a Parking Overlay Required?

A Parking Overlay is not recommended for the Moe Activity Centre.

The purpose of a Parking Overlay is typically to:

- tailor statutory car parking rates and requirements for new developments to local conditions;

- manage areas experiencing parking shortfall or competing demands; and
- support strategic land use and transport outcomes.

In the context of Moe, there is no evidence of an overall parking shortfall, and existing planning controls (including updated Clause 52.06 rates) already provide a suitable framework for managing parking provision. Further, the primary issues as highlighted in the above sections relate to management and distribution, which are not effectively addressed through a Parking Overlay.

A Parking Overlay would also not be able to influence the large proportion of privately owned existing parking supply, which is the dominant component of the system. An exception may be through redevelopment of the sites, however it is noted that demand for additional commercial floor space is limited, and as such so would any opportunities for addresses key parking objectives through a Parking Overlay in the short and medium term.

In any case, Council will have existing planning provisions embedded into Clause 52.06 car parking requirements to ensure that car parking in future development sites is provided in accordance with the broader activity centre objectives.

6.8. Conclusion

The car parking assessment confirms that the Moe Activity Centre is well supplied with parking, with no requirement for additional provision to support current or future activity.

The focus for parking within the Moe Activity Centre is therefore on improving management, distribution and integration with surrounding land uses and the public realm, to ensure that parking supports accessibility, economic activity and the overall function of the centre.

The recommendations outlined in this section establish a strategic framework to guide these outcomes, with implementation actions and priorities detailed in Section 8.

7. Implementation

7.1. Overview

The following outlines how recommended transport initiatives (Section 6) and car parking strategies (Section 7) can be staged and delivered over time.

7.2. Priority and Timing

Priority has been informed by the scale of benefit or issues addressed, alignment with the Movement and Place objectives, complexity of delivery, and relationship to other initiatives (where known).

Recommendations addressing safety risks or significant performance gaps have generally been prioritised.

Timing has also considered broader strategic factors, including projected growth, land use change, and opportunities to coordinate with other planned works.

Initiatives are grouped into indicative short, medium and long-term timeframes, acknowledging that detailed design, funding and approvals will ultimately determine sequencing.

7.3. Implementation Plan

Table 7.1 presents the consolidated Implementation Plan for the Moe Activity Centre Traffic, Movement and Car Parking Assessment.

The table summarises each initiative and provides key delivery information, including:

- The issue or opportunity addressed;
- Alignment with the relevant Movement and Place objective(s) (see adjacent);
- Responsibility for delivery;
- Relative priority (high, medium and low); and
- Indicative timing:
 - Short term (<4 years);
 - Medium term (4-7 years); or
 - Long term (7+ years)

Alignment with Movement and Place objectives:

✓ Some alignment

✓✓ Strongly aligned

✓✓✓ Fully aligned

(Blank) No alignment

The Implementation Plan is intended to function as a clear and practical delivery guide, ensuring that recommended actions remain aligned with the Study’s strategic objectives while supporting coordinated implementation.

Table 7.1 Moe Activity Centre Traffic, Movement and Car Parking Assessment Implementation Plan

ID	Recommendation	Location	Alignment with Objectives				Delivery Responsibility	Relative Priority	Delivery Timing
			Cycling	Walking	Road Safety	Place			
Recommendation Theme 1: Walking									
W.1	Deliver pedestrian-priority upgrades on Moore Street and George Street.	Moore St, George St	✓	✓✓✓	✓✓	✓✓✓	Council	High	Short
W.2	Upgrade pedestrian crossings on Albert Street.	Albert St		✓✓	✓✓	✓	Council	High	Medium
W.3	Improve pedestrian access across the periphery roads surrounding the core commercial area.	Lloyd St, Anzac St, Haigh St, Bell St, Saviges Rd		✓✓	✓✓		Council	Low	Medium
W.4	Improve north-south walking connections across the railway line.	Rail corridor / station precinct	✓✓	✓✓	✓✓	✓	DTP / Victrack	High	Short
W.5	Upgrade accessibility along key pedestrian routes.	Study area wide		✓✓✓	✓	✓	Council	Medium	Medium
W.6	Reduce conflict between pedestrians and vehicle access points.	Study area wide		✓✓	✓✓	✓	Council	Medium	Medium
Recommendation Theme 2: Cycling and Micromobility									
C.1	Create a continuous cycling connection from the end of the Moe-Yallourn Rail Trail at Bennett Street to George Street.	Bennett St to George St	✓✓✓	✓✓	✓		DTP / Council	High	Medium

ID	Recommendation	Location	Alignment with Objectives				Delivery Responsibility	Relative Priority	Delivery Timing
			Cycling	Walking	Road Safety	Place			
C.2	Incorporate safe cycling infrastructure into the Moore Street, including within the Moe Rail Revitalisation Plan.	Moore St	✓✓	✓	✓	✓	Council	High	Medium
C.3	Deliver a cycling link from the activity centre core to Ted Summerton Reserve and Olympic Reserve via Vale Street and connecting streets.	Vale St / south connections	✓✓✓		✓		Council	Medium	Medium
C.4	Improve cycling permeability across the railway line and through the station precinct, including at the eastern end of George Street.	Rail corridor / station precinct	✓✓	✓✓	✓✓	✓	DTP / Victrack	High	Short
C.5	Establish lower-stress north-south and east-west local cycling routes using streets such as Lloyd Street, Anzac Street, Bell Street, Kirk Street and Albert Street where feasible.	Lloyd St, Anzac St, Bell St, Albert St	✓✓✓		✓✓		Council / DTP	Medium	Medium
C.6	Expand bicycle parking and end-of-trip facilities within the public realm, beginning with Moore Street, the station precinct and recreation / community facilities.	Moore St, station, key destinations	✓✓			✓✓	Council	Low	Short
<i>Recommendation Theme 3: Vehicle Traffic</i>									
V.1	Reinforce the role of Anzac Street, Haigh Street, Bell Street and Saviges Road as the preferred vehicle circulation routes around the core.	Anzac St, Haigh St, Bell St, Saviges Rd		✓	✓	✓	DTP	Low	Medium

ID	Recommendation	Location	Alignment with Objectives				Delivery Responsibility	Relative Priority	Delivery Timing
			Cycling	Walking	Road Safety	Place			
V.2	Maintain efficient access to off-street parking and servicing, while reducing unnecessary vehicle penetration into the most active pedestrian areas.	Study area wide		✓	✓	✓	Council	Low	Long
<i>Recommendation Theme 4: Road Safety</i>									
S.1	Introduce a lower-speed environment within the commercial core, including 30 km/h streets on Moore Street, George Street, Albert Street and adjoining laneways.	Moore St, George St, Albert St	✓✓	✓✓	✓✓✓	✓✓	Council	High	Medium
S.2	Progress further speed reduction on the surrounding movement streets, including Anzac Street, Haigh Street, Bell Street and Saviges Road where justified.	Anzac St, Haigh St, Bell St, Saviges Rd	✓	✓	✓✓	✓	DTP	Medium	Medium
<i>Recommendation Theme 4: Public Transport</i>									
PT.1	Advocate for improved walking access to Moe Railway Station from both the north and south sides of the rail corridor, with a focus on upgrading the level pedestrian crossing (refer W.4 and C.4).	Station / rail corridor	✓✓	✓✓	✓✓	✓	DTP	High	Short
PT.2	Audit the location and infrastructure of bus stops within the Activity Centre.	Activity centre wide		✓	✓	✓	Council / DTP	Medium	Short
PT.3	Continue advocacy for improved coordination between local bus services and rail services.	Study area wide		✓		✓	DTP	Medium	Medium

Alignment with Objectives									
ID	Recommendation	Location	Cycling	Walking	Road Safety	Place	Delivery Responsibility	Relative Priority	Delivery Timing
Car Parking Plan Recommendations									
CP.1	Prioritise high-turnover parking within the core commercial area.	Moore St, Albert St		✓	✓	✓	Council	Medium	Short
CP.2	Improve distribution of parking demand across the Activity Centre.	Study area wide		✓	✓	✓	Council	Low	Medium
CP.3	Improve provision for very short-stay parking and pick-up activity.	Core commercial area		✓✓	✓	✓	Council	Medium	Short
CP.4	Improve provision and design of accessible parking.	Study area wide		✓✓	✓	✓	Council	High	Short
CP.5	Integrate bicycle parking and end-of-trip facilities into new development and within activity centre streets.	Study area wide	✓✓			✓	Council	Medium	Short
CP.6	Encourage travel demand management for major employment sites.	Study area wide	✓	✓	✓		Council	Low	Long
CP.7	Support long-term transition of surplus parking to higher-value uses.	Study area wide		✓	✓	✓✓✓	Council	Medium	Long
CP.8	Improve integration of parking and access through planning and design controls.	Study area wide	✓	✓	✓	✓	Council	Medium	Short

8. Conclusion

This addendum provides a consolidated and implementation-focused assessment of transport and car parking within the Moe Activity Centre, building on previous detailed studies and aligning with the broader objectives of the Activity Centre Plan .

The assessment confirms that Moe benefits from a well-performing road network and strong accessibility by car, but that this has come at the expense of walking, cycling, safety and place outcomes. The key challenge is therefore not to improve vehicle movement, but to rebalance the network to better support a more active, accessible and vibrant town centre.

The recommendations set out in this report respond directly to this challenge. They focus on improving pedestrian priority, establishing a connected cycling network, enhancing access to the station precinct, and implementing safer speeds and street environments. Importantly, these changes can be achieved while maintaining efficient vehicle access by reinforcing a clearer network hierarchy.

The Car Parking Assessment (Section 7) reinforces this direction, demonstrating that the centre has sufficient parking supply and that future effort should be directed toward improving management, distribution and integration with the public realm, rather than increasing supply.

Together, the transport and parking recommendations provide a coordinated framework to support the revitalisation of the Moe Activity Centre. They will enable the centre to function more effectively as a destination, improve accessibility for all users, and support increased activity, investment and community use over time.

This report should be read in conjunction with the *Moe Activity Centre Plan Transport Background Study* and the *Traffic, Movement and Car Parking Assessment* prepared by Urban Transit Solutions, which provide the detailed analysis and evidence base underpinning the recommendations.

Appendix A Movement and Place Assessment Spreadsheet

Movement and Place Option Assessment

(Version2020813)

Change to interim Road Safety LoS targets

?

Increase Rows

Decrease Rows

15 Rows

Biodiversity Info

			Biodiversity Info										
			Classifications										
Segment			Place	Movement	General Traffic	Tram	Bus	Freight	Cycling	Walking	Interchange	Tourist Route	Biodiversity
Road	Start	End											
Market Street	North of Pulvis Lane		P3	M5	GT5	N/A	N/A	N/A	C4	W4	N/A	N/A	BD3
Market Street	East of Pulvis Lane		P3	M5	GT5	N/A	N/A	N/A	C4	W4	N/A	N/A	BD3
Saviges Road	North of Albert		P3	M3	GT5	N/A	N/A	N/A	C4	W4	N/A	N/A	BD3
Saviges Road	South of Albert		P3	M2	GT5	N/A	B2	N/A	C4	W4	N/A	N/A	BD3
George Street	West of Moore		P3	M2	GT4	N/A	B2	N/A	C3	W2	N/A	N/A	BD3
Waterloo Road	Mitchells Road	Saviges Road	P3	M3	GT4	N/A	N/A	N/A	C3	W2	N/A	N/A	BD3
Albert Street	West of Moore		P3	M2	GT4	N/A	B2	N/A	C3	W2	N/A	N/A	BD3
Bell Street	West of Moore		P3	M5	GT5	N/A	N/A	N/A	C4	W4	N/A	N/A	BD3
ANZAC Street	North of of Albert		P3	M3	GT3	N/A	N/A	F3	C4	W2	N/A	N/A	BD3
ANZAC Street	South of Albert		P3	M2	GT3	N/A	B2	F3	C4	W2	N/A	N/A	BD3
Kirk Street	North of Albert		P3	M4	GT5	N/A	N/A	N/A	C4	W2	N/A	N/A	BD3
Kirk Street	South of Albert		P3	M4	GT5	N/A	N/A	N/A	C4	W2	N/A	N/A	BD3
Moore Street	North of Albert		P3	M4	GT4	N/A	N/A	N/A	C2	W2	N/A	N/A	BD3
Moore Street	South of Albert		P3	M4	GT4	N/A	N/A	N/A	C2	W2	N/A	N/A	BD3
George Street	Moore	Kirk	P3	M2	GT4	N/A	B2	N/A	C2	W2	N/A	N/A	BD3
George Street	East of Kirk		P3	M2	GT4	N/A	B2	N/A	C2	W2	N/A	N/A	BD3
Albert Street	Moore	Kirk	P3	M2	GT5	N/A	B2	N/A	C4	W2	N/A	N/A	BD3
Albert Street	East of Kirk		P3	M2	GT5	N/A	B2	N/A	C4	W2	N/A	N/A	BD3
Haigh Street	East of Moore		P3	M3	GT3	N/A	N/A	F3	C2	W2	N/A	N/A	BD3
Lloyd Street			P3	M3	GT3	N/A	N/A	F3	C2	W2	N/A	N/A	BD3
Langford Street	West of Fowler Street		P3	M4	GT5	N/A	N/A	N/A	C4	W4	N/A	N/A	BD3
Langford Street	East of Fowler Street		P3	M4	GT5	N/A	N/A	N/A	C4	W4	N/A	N/A	BD3
Fowler Street			P3	M4	GT4	N/A	N/A	N/A	C2	W2	N/A	N/A	BD3
High Street	Lloyd St	Langford St	P3	M4	GT5	N/A	N/A	N/A	C4	W4	N/A	N/A	BD3

Target Minimum LOS

General Traffic	Tram	Bus	Freight	Cycling	Walking	Interchange	Activity	User Experience	Road Safety - 2051	Water	Public Health (General Enviro)	Biodiversity
E			E	C	C		B	D	A	C	C	C
E			E	C	C		B	D	A	C	C	C
E			E	C	C		B	C	A	C	C	C
E		B	D	C	C		B	B	A	C	C	C
D		B	D	A	B		B	B	A	C	C	C
D			E	A	B		B	C	A	C	C	C
D		B	D	A	B		B	B	A	C	C	C
E			E	C	C		B	D	A	C	C	C
C			C	C	B		B	C	A	C	C	C
C		B	C	C	B		B	B	A	C	C	C
E			E	C	B		B	C	A	C	C	C
E			E	C	B		B	C	A	C	C	C
D			E	A	B		B	C	A	C	C	C
D			E	A	B		B	C	A	C	C	C
D		B	D	A	B		B	B	A	C	C	C
D		B	D	A	B		B	B	A	C	C	C
E		B	D	C	B		B	B	A	C	C	C
E		B	D	C	B		B	B	A	C	C	C
C			C	A	B		B	C	A	C	C	C
C			C	A	B		B	C	A	C	C	C
E			E	C	C		B	C	A	C	C	C
E			E	C	C		B	C	A	C	C	C
D			E	A	B		B	C	A	C	C	C
E			E	C	C		B	C	A	C	C	C

Existing

General Traffic	Tram	Bus	Freight	Cycling	Walking	Interchange	Activity	User Experience	Road Safety - 2051	Water	Public Health (General Enviro)	Biodiversity
A			A	D	C		D	D	A	A	C	A
A			A	D	C		D	D	A	A	C	A
A			A	D	E		E	D	A	A	C	A
A		B	A	D	C		D	D	B	A	C	A
A		B	A	D	C		B	B	A	A	C	A
B			B	E	C		D	D	A	A	C	A
A		B	A	D	C		C	C	B	A	C	A
A			A	C	D		D	D	A	A	C	A
A			A	C	C		B	C	A	A	C	A
B		B	A	D	B		B	C	A	A	C	A
A			A	C	C		C	C	A	A	C	A
A			A	D	C		C	C	A	A	C	A
A			A	D	C		B	C	B	A	C	A
A		B	A	D	B		B	B	A	A	C	A
A		B	A	D	B		C	C	B	A	C	A
A		B	A	D	B		B	C	A	A	C	A
A		B	A	D	B		C	C	A	A	C	A
A			A	D	D		C	C	B	A	C	A
B			B	D	C		C	C	B	A	C	A
A			A	C	B		B	C	A	A	C	A
A			A	C	C		B	C	A	A	C	A
A			A	D	B		C	C	A	A	C	A
A			A	D	C		C	C	A	A	C	A
B			A	D	C		C	C	A	A	C	A

Project Location:	Moe Activity Centre
Project Name:	Moe Activity Centre Plan Traffic, Movement and Parking Assessment Addendum

Date	5/05/2026
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