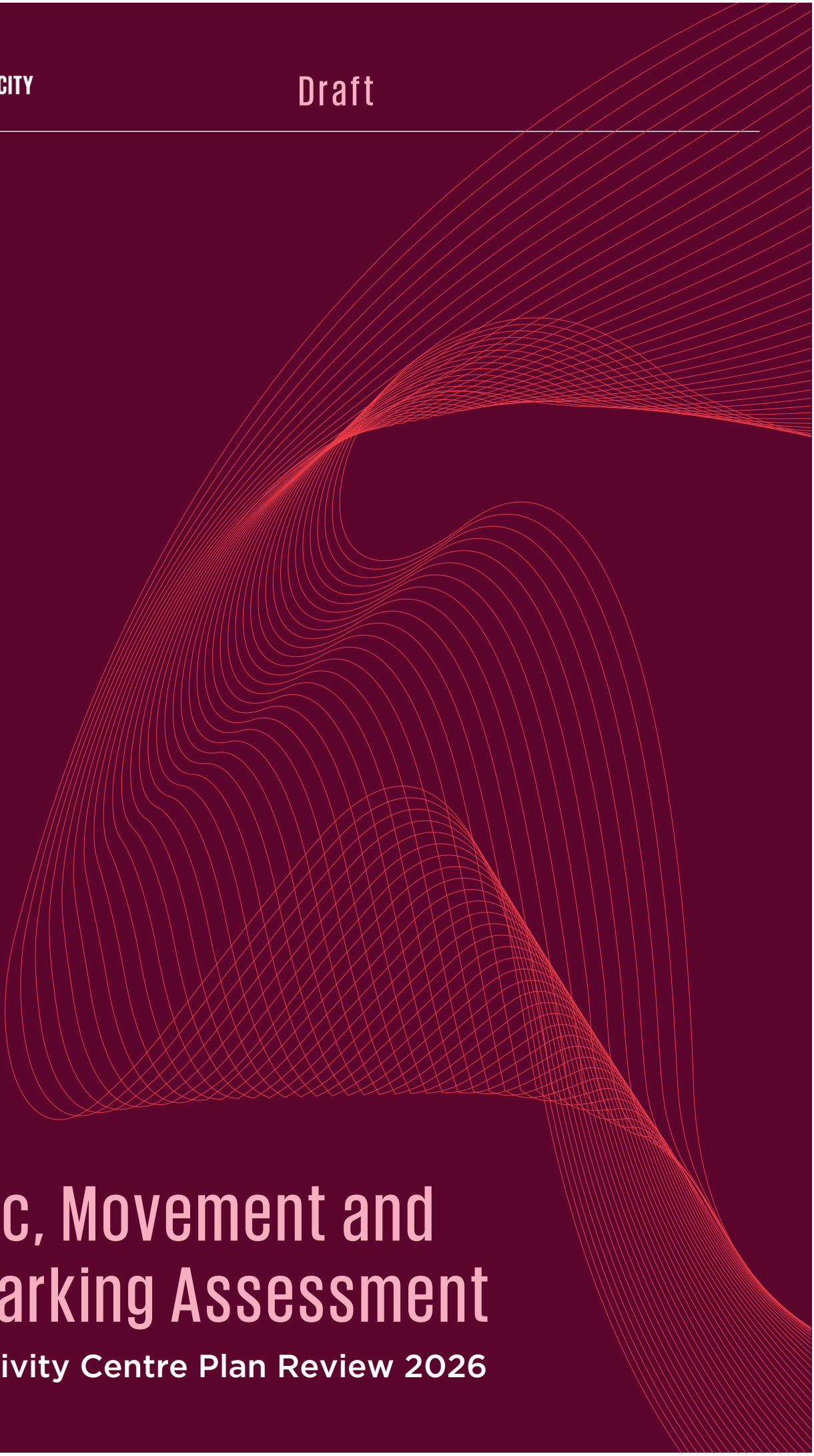
LATROBE CITY COUNCIL

Draft



Traffic, Movement and Car Parking Assessment

Moe Activity Centre Plan Review 2026



Latrobe City Council acknowledges that it operates on the traditional land of the Brayakaulung people of the Gunaikurnai nation and pays respect to their Elders past and present.



Version	Document	PM Approved	PD Approved	Date
1	Traffic, Movement and Car Parking Assessment	KL	TM	12.10.2025

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Glossary

Term	Definition
Amenity	Amenity refers to the pleasantness, comfort, and functionality of an area or environment. It encompasses both physical features (like green spaces, benches, lighting, or shade) and experiential qualities (like cleanliness, safety, and noise levels) that contribute to people's enjoyment and satisfaction when using a place.
CPTED	Crime Prevention through Environmental Design is a framework for designing public spaces that reduces opportunities for crime in an area and improves its perception of public safety.
Desire lines	Desire lines are unplanned, informal routes that emerge where people naturally choose to walk or cycle, deviating from the designed or planned pathways.
End-of-trip facilities	On-site amenities for people who cycle or use a micromobility device to travel. These facilities support and encourage active transport by offering secure bicycle parking, showers, lockers, change rooms, and repair stations at destinations like workplaces, transport hubs, or campuses.
Human-scale	An architectural term that defines how space is designed, with consideration of the comfort and characteristics of human beings.
Legible spaces	Legible spaces are environments that people can easily understand, navigate, and form a clear mental map of. In a legible space, users can orient themselves and find their way safely and confidently without confusion.
Micromobility	Electric-powered, lightweight personal vehicles – these include e-bikes and e-scooters.
Movement and Place Assessment	An assessment of a street's movement and place function - to move goods and people, and to be a place that meets people's needs and foster community connection. This involves evaluating the quality of transport options on a street, as well as land uses surrounding a street.
Permeability	Refers to the ease with which people can move through an environment. It describes the number of routes, access points, or connections available for people (and sometimes vehicles) to travel between different places within an area.
Placemaking	A process to design public spaces that strengthen the community's connection with these spaces, by understanding the local community's culture, history and needs.
Spillover effects	The indirect effects of an activity on other people, or aspects of an area.
Transport equity	Transport equity is a process of understanding the needs of people within a transport network, as well as removing existing barriers for people to access affordable and reliable transport. The goal of transport equity is to provide everyone with the same barrier-less access to the transport network.

1 Introduction



Transport networks are a critical enabler of social, economic, and environmental wellbeing in regional towns like Moe. They provide the vital connections that link residents to jobs, education, healthcare, and services, while also supporting local businesses, tourism, and regional industries. Well-planned transport networks are essential to ensure that everyone in Moe can fully participate in civic and economic life.

The ***Moe Activity Centre Plan - Traffic, Movement and Car Parking Assessment*** is about understanding the transport network that underpins Moe—both its strengths and its challenges. Moe is fortunate to have the "good bones" for active transport: a solid, walkable urban framework built on flat terrain with well-sized blocks, which makes it inherently easier to move around on foot or by bike.

This report seeks to highlight the strengths of Moe's existing transport network, while addressing the barriers and challenges that currently limit its full potential. It sets out clear objectives and a plan to guide Latrobe City Council (Council)'s planning and investment decisions over the next 15 years—ensuring that Moe's transport system continues to connect its community and support a vibrant, resilient future. This includes planning scheme amendments, capital works priorities, advocacy and policy decisions that ensure Moe is an accessible, resilient, and economically vibrant place to live, work and play.



Purpose and Scope

Urban Transit Solutions (UTS) was engaged by Council to conduct the ***Moe Activity Centre Plan - Traffic, Movement and Car Parking Assessment***. The purpose of the assessment was to understand how people move into, out of, and through Moe using the existing transport system. This was done by evaluating how the current transport system encourages or discourages people from accessing the Moe Activity Centre Precinct (ACP). This assessment covered all transport modes available in the ACP—walking, cycling, public transport, and driving.

UTS' assessment included:

- Reviewing Victorian, regional and local transport and planning policies;
- Collecting and mapping on-ground data relating to transport movements and existing physical infrastructure;
- Observing the behaviour of transport users;
- Assessing feedback from community engagement;
- Undertaking targeted stakeholder engagement activities in partnership with Council;
- Analysing how roads and streets function to meet community needs and expectations (called a Movement and Place analysis);
- Reviewing the Moe Activity Centre's alignment with best-practice frameworks; and
- Considering the interfaces between through freight traffic, and how that impacts local access within, to and from the ACP.

This assessment builds on three studies that have been prepared for the ACP:

- The ***Moe Activity Centre Plan Background Report***, prepared by Urban Transit Solutions (UTS), which provides an in-depth profile of land use, spatial structure, and strategic planning directions for Moe;
- The ***Moe Activity Centre Plan: Urban Design and Built Form Background Paper***, prepared by Niche Planning Studio, which establishes urban design and development principles that integrate land use with transport functionality and amenity; and
- The ***Moe Activity Centre Site Analysis and Issues and Opportunities Report***.

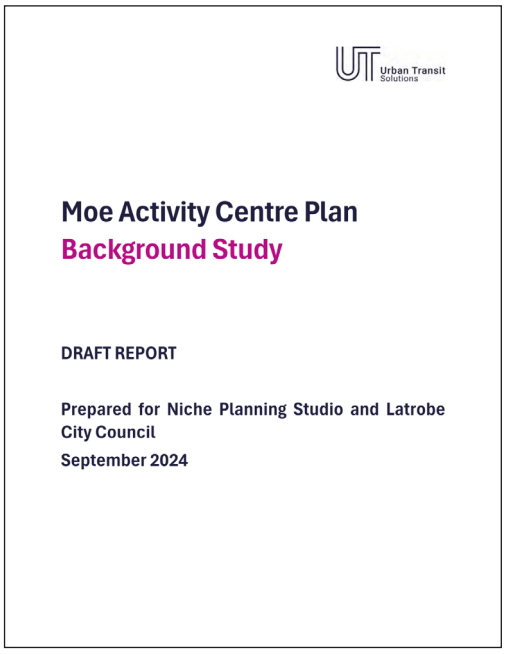


Figure 1: Moe Activity Centre Plan - Background Study



Figure 2: Moe Activity Centre Plan - Urban Design and Built Form Background Paper

Methodology

The development of the Moe Activity Centre Plan - Traffic, Movement and Car Parking Assessment was guided by a robust, evidence-based methodology that combined policy analysis, stakeholder engagement, and best practice research to ensure recommendations are both locally responsive and future-focused.

Background Literature Review and Analysis

UTS began by undertaking a detailed review of relevant strategies, policies, and planning documents at local, regional, state, and national levels. This ensured alignment with broader policy directions on transport, accessibility, sustainability, and economic development, and provided the strategic context for the project.

Engagement with Council

A series of meetings and workshops were held with Council officers and project staff. These meetings were held to understand current challenges, operational realities, planned initiatives, and priorities. This collaboration helped shape the scope of the assessment and ensured alignment with Council's aspirations for the Moe ACP.

Site Visit and Field Observations

To inform the plan, UTS conducted a site visit to the Moe ACP to observe how the transport network operates in practice. The site visit included assessments of walking and cycling conditions, parking utilisation and behaviour, public transport facilities, and overall street character and functionality. These real-world observations helped validate findings from policy and data analysis and revealed important nuances not evident in documents alone.

Stakeholder Consultation

Targeted meetings with key external stakeholders, including business owners, service providers, transport operators, and community representatives, provided valuable insight into on-the-ground issues, emerging trends, and user needs.

Best Practice Benchmarking

UTS identified and analysed best practice examples from other comparable towns and regional centres, both in Victoria and interstate, to illustrate innovative approaches to similar challenges. These case studies informed the identification of actionable, context-appropriate recommendations for Moe.

Community Feedback

UTS reviewed and incorporated community feedback received through recent engagement activities and Council's existing community engagement channels. This ensured the project responds to the lived experiences of residents and reflects local aspirations for a more inclusive, connected, and vibrant Activity Centre.

2 The Moe Activity Centre Precinct

The Moe Activity Centre Precinct (ACP) is located approximately 150 km east of the Melbourne central business district, within the Latrobe Valley region of south-east Victoria. The ACP is located on the wurruk (land) and yarnda (waters) of the Braiakaulung People of the Gunaikurnai Nation.

The Moe ACP, illustrated in Figure 3 (referred to as the 'study area' in this report) is bounded by:

- Saviges Road, Westbury Street and York Street to the north;
- Bennett Street and High Street to the east;
- South Street and Bristol Street to the South; and
- Truscott Road and Mitchells Road to the west.

The urban form of the study area varies. The central commercial core has a fine-grain block structure with short distances between intersections and several mid-block linkages (e.g. Hasthorpe Place and Purvis Lane).

The commercial core is bounded by a less granular streetscape comprising low-rise detached residential and formalised sports and recreation land uses.

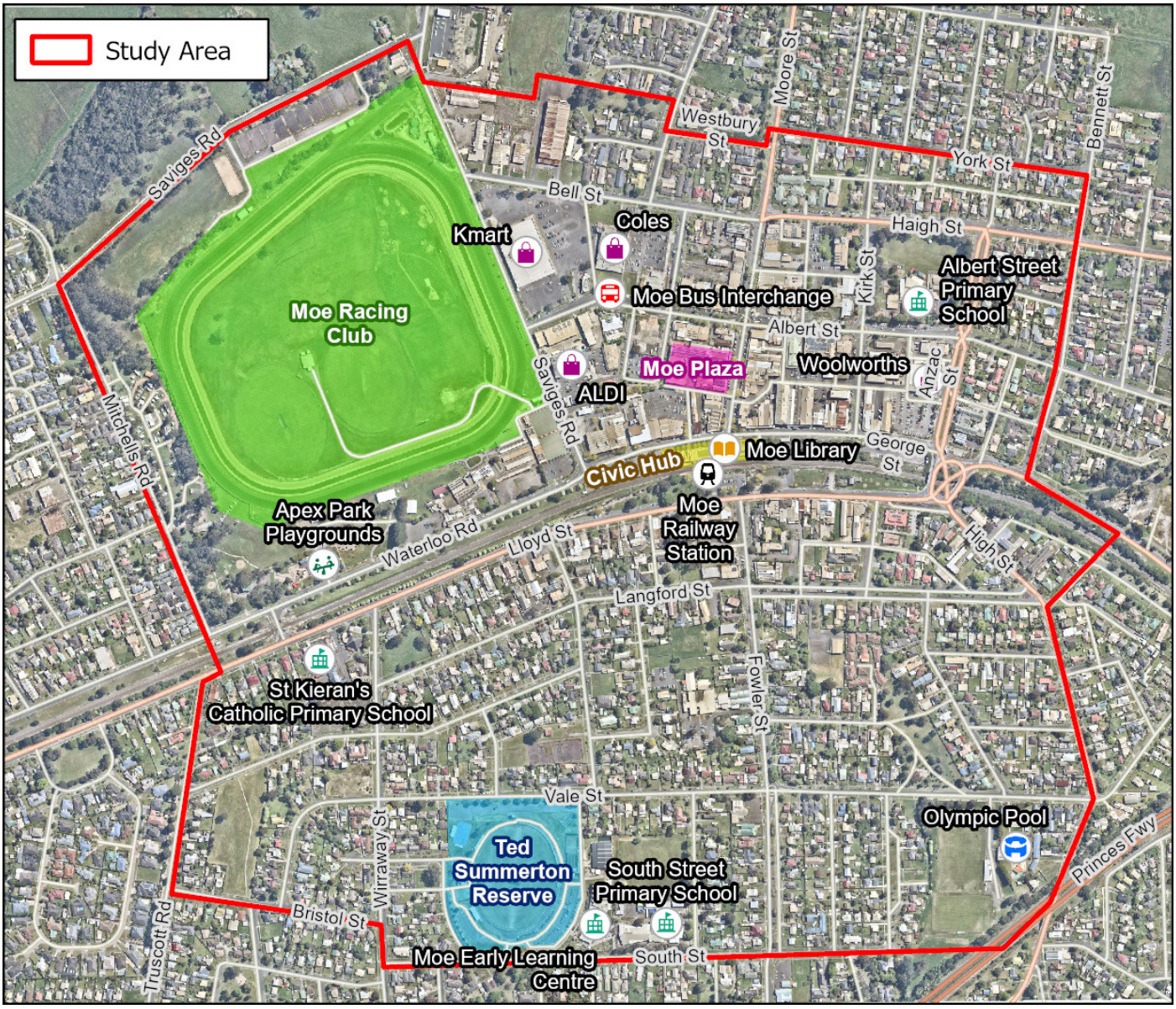


Figure 3: The Moe ACP Study Area

Place

Recreation and sports

Recreation facilities within the ACP tend to 'cluster' around each other, creating consolidated recreation precincts. The following recreation precincts are contained within the Moe ACP:

- **Civic Precinct**, which includes a skate park, playground and Frank Bartlett Memorial Library;
- **Moe Racecourse**, which includes the Joe Tabuteau Reserve, Apex Park playground, the Moe Bowling Club and Moe Rivers Scout Group building;
- **Moe Southside Community Precinct**, which incorporates the Ted Summerton Reserve, a playground, the Moe Cricket Club, Gippsland Cricket Centre of Excellence, the Moe Rainbow Toy Library, as well as basketball courts;
- **Bristol Hawker Reserve** and **Marshall Avenue Playground**;
- **Olympic Reserve**, which includes athletic fields, and is adjacent to the Latrobe Leisure Moe Olympic Pool and HG Stoddart Memorial Park; and
- **Moe Botanical Gardens** – while outside the Moe ACP, this area contains the Moe-Yallourn Rail Trail, the Moe Tennis Centre, and trails running alongside Narracan Creek.

Education

There are three primary schools within the Moe ACP. There are also two secondary schools and one specialist school located outside the Moe ACP - Lowanna College and Lavalla Catholic College in Newborough, as well as Baringa Special School, Moe South.

Primary schools

- **Moe (Albert Street) Primary School**;
- **Moe (South Street) Primary School**; and
- **St. Kieran's Catholic Primary School**, Wirraway Street.

Kindergartens

- **Moore Street Kindergarten**;
- **Bluebird Early Education**; and
- **Moe Early Learning Centre,** Ted Summerton Reserve.

Health and social care

While residents still need to travel to Traralgon for full health and social care facilities (such as those offered by the Latrobe Community Health Service), the Moe ACP offers essential services to the local community. This includes:

Healthcare

- **Latrobe Priority Primary Care Centre** and the **Latrobe Community Health Service (Moe branch); and**
- **Private medical centres** offering GP services within the Moe ACP.

Social care

- **Moe Neighbourhood House**;
- **National Disability Insurance Scheme (NDIS)** and **home care providers**;
- **Baw Baw Views Aged Care Facility**; and
- **Latrobe Valley Village Aged Care Facility**.



Local economy, services and tourism

The commercial core of the ACP is located to the north of Moe Railway Station, centred around George Street, Moore Street and Albert Street. There are also commercial land uses to the south of the railway station, along Lloyd Street. The commercial core contains a mix of retail, entertainment, administration, health, accommodation and hospitality land uses.

- **George Street** and **Moore Street** as key commercial corridors, supported by four anchors of Woolworths, Aldi, Coles and Kmart;
- **Moe Plaza** and adjacent car parking and laneway systems;
- **A discount department store (Kmart)**, as well as variety of **specialty shops and hospitality venues** (e.g. Moe RSL);
- **Accommodation providers** such as Moe Hotel and the Moe Motor Inn.
- **Community services** like the Frank Bartlett Memorial Library and Civic Hub;



Transport interchanges

The Moe ACP contains two public transport interchanges, located within the northern portion of the ACP. These are:

- **Moe Railway Station**, which provides an interchange between the Gippsland Line and local bus services; and
- **Moe Bus Interchange**, Albert Street, which provides an interchange for local bus services.

People

51.5%
(8,109 people) identify as a woman

15,758 people
call Moe-Newborough home

48.5%
(7,647 people) identify as a man

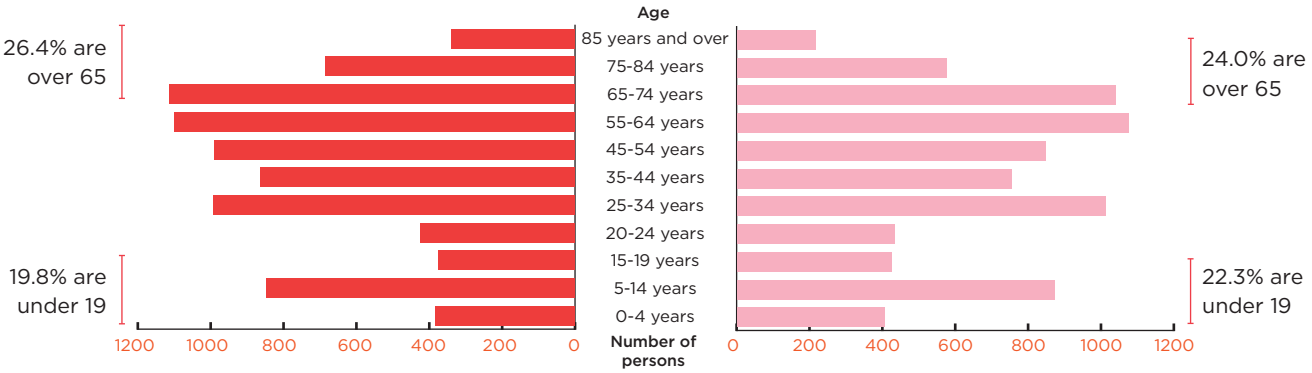


Figure 4: Population pyramid of Moe-Newborough (2021)

The **median age** of the Moe-Newborough locality is **45 years old.**

The population pyramid (Figure 4) shows that approximately a third of the population who are over 65 years old. There is also a sizeable portion of adults who are approaching retirement age (55-64 years).

As shown in Figure 5, there has been an increase in the proportion of people over 65 in Moe-Newborough, between 2011 and 2021. Within this same time period, the proportion of people under 19 in Moe-Newborough has reduced.

This indicates that the Moe-Newborough locality has an ageing population that is expected to grow overtime.

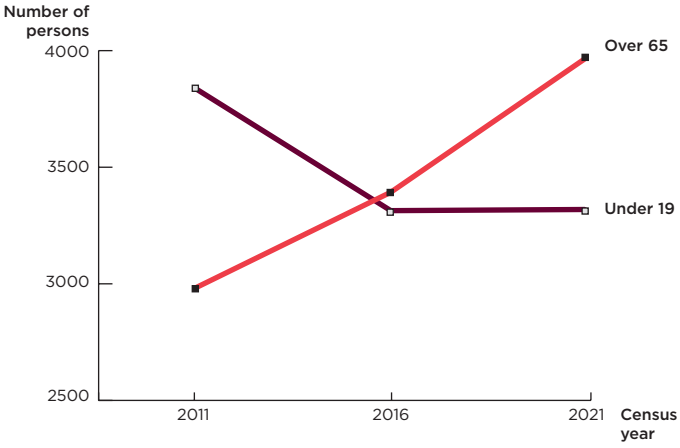


Figure 5: Growth of under 19 versus over 65 population groups across the 2011, 2016 and 2021 census

6,754 households
are located in Moe-Newborough

An average of **two people** live in a Moe-Newborough household. Figure 6 shows the household composition within the Moe-Newborough locality. The figure shows that:

- The most common household composition is the **lone person household** - 40% of households (2,701 households) in the locality are lone person households; and
- **Family households** (couples with or without children, as well as one parent families) constitute 56% of households in the locality (3,784 households).

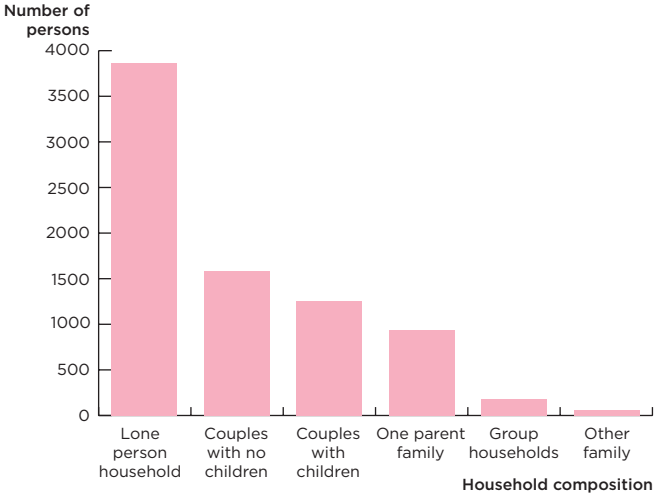


Figure 6: Household composition in Moe-Newborough (2021)

Disability and Health Indicators

11.7% of people (1,816 people) in the Moe-Newborough locality require **assistance for daily living activities**.

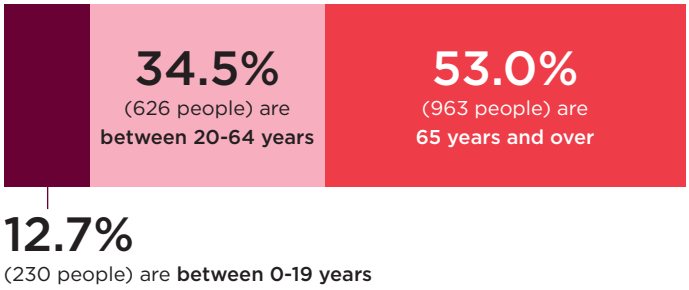


Figure 7: Proportion of people needing assistance for daily living activities in Moe-Newborough (2021)

77.7% of people (12,442 people) in the Moe-Newborough locality have some form of **long-term health condition**. This includes:

- **Mental health conditions** - 14.4% (2,267 people) have a mental health condition (including depression and anxiety). This is about **1.5 times** the Victorian average of 8.8%.
- **Arthritis** - 14.2% (2,241 people) have arthritis. This is about **1.8 times** the Victorian average of 8%.
- **Asthma** - 12.2% (1,921 people) have asthma. This is about **1.5 times** the Victorian average of 8.4%.
- **Diabetes** - 8.2% (1,289 people) have diabetes. This is about **double** the Victorian average of 8.4%.

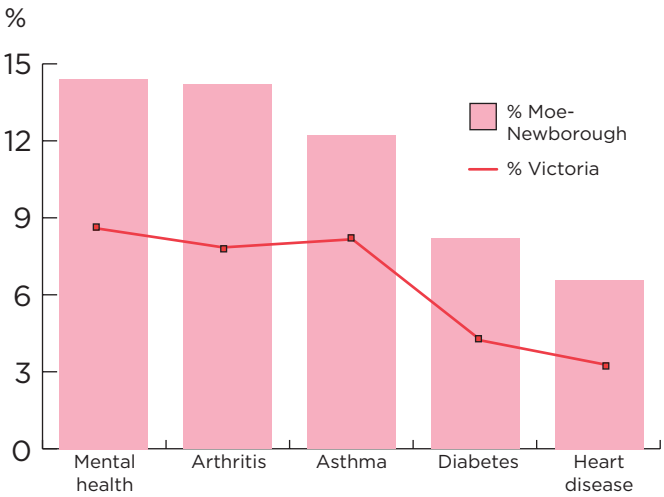


Figure 8: Long-term health conditions in Moe-Newborough (2021)

The 2023 Victorian Population Health Survey shows that **35.4% of people aged 18 years and over get more than 150 minutes of physical activity per week in the Latrobe City**. This is slightly higher than the Victorian average of 34.9%.

However, the **state-wide disparity between the physical activity rates of men and women is also prevalent within the Latrobe City**:

- 33% of women in the Latrobe Valley get more than 150 minutes of physical activity, compared to 38% of men; and
- 23.3% of women do not do enough moderate to vigorous physical activity, compared to 18.6% of men.

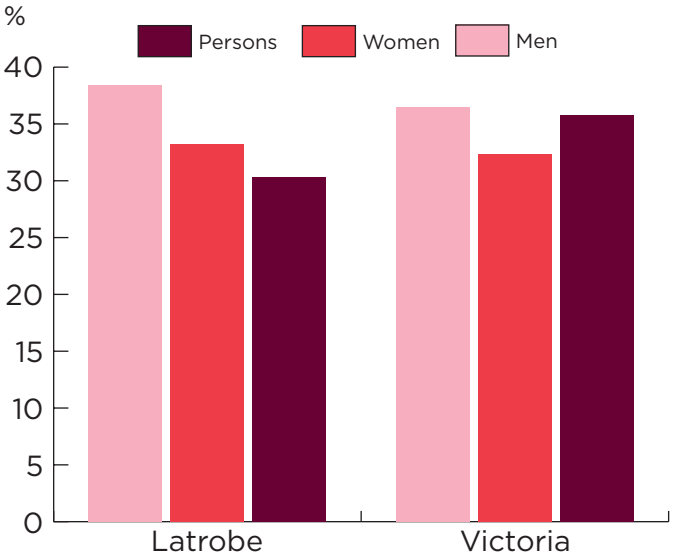


Figure 9: Proportion of people who do not get enough physical activity in the Latrobe LGA (2023)

Income and Employment

As shown in Figure 10, just under half of Moe-Newborough's residents who are over 15 years old are in the labour force. This is about 15% lower than the Victorian average of 62.4%.

Half of the people who are in the labour force work full time, while a third of them work part time.

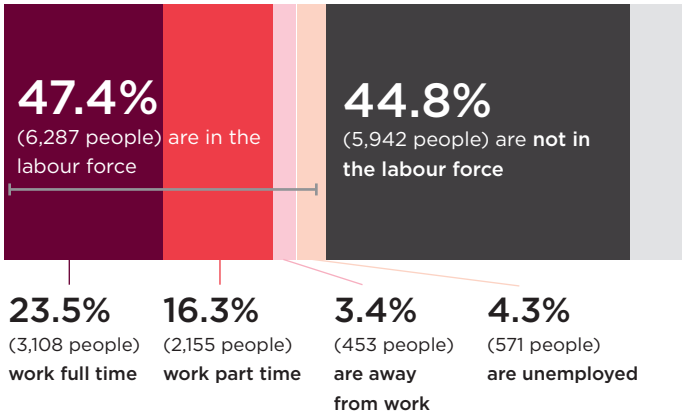


Figure 10: Proportion of people aged 15 and over in Moe-Newborough who are in the labour force (2021)

The median income for a household in Moe-Newborough is $969. This is approximately half of the Victorian median income of $1,759. Further, 32.2% of households in Moe-Newborough make less than $650 in household weekly income - this is double the Victorian average of 16.4%.

$

$566

Personal median weekly income

$969

Household median weekly income

The largest proportion of the Moe-Newborough workforce are employed as technicians and trade workers (Table 1). The biggest industry of employment within the Moe-Newborough locality is the healthcare and social assistance industry (Table 2).

Table 1: Proportion of employed persons by occupation, Moe-Newborough (2021)

Occupations	Number of employed people (15+ years)
Technicians and Trade Workers	1,032 (18.0%)
Community and Personal Service Workers	905 (15.8%)
Labourers	793 (13.9%)
Clerical and Administrative Workers	742 (13.0%)
Professionals	680 (11.9%)

Table 2: Proportion of employed persons by industry, Moe-Newborough (2021)

Industries of employment	Number of employed people (15+ years)
Healthcare and Social Assistance	973 (17.0%)
Retail Trade	617 (10.8%)
Construction	575 (10.1%)
Education and Training	434 (7.6%)
Manufacturing	407 (7.1%)

Journey to Work

As shown in Figure 12, almost half of the residents in Moe-Newborough work locally. Of the half that do not work locally, a third of residents travel east towards Morwell or Traralgon for work, while 6% travel south-east to Churchill. 13% leave the Latrobe City to work in nearby towns within the Baw Baw Shire.

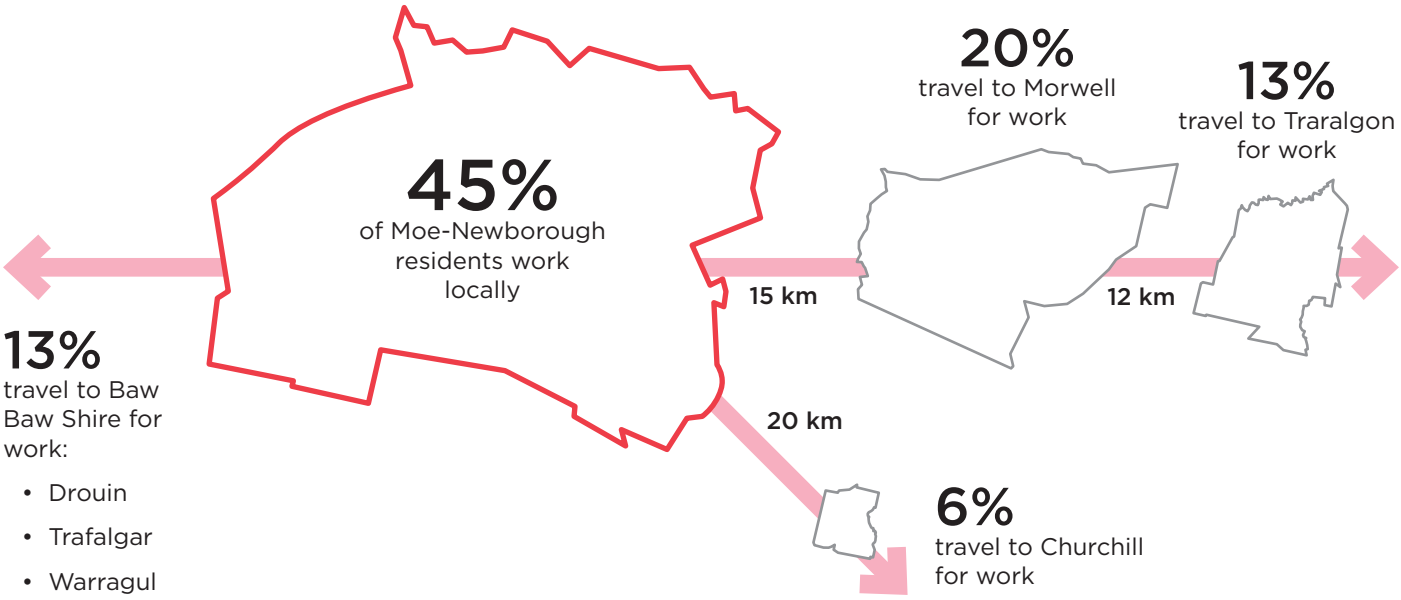


Figure 11: Work destinations for the Moe-Newborough labour force (2021)

The preferred method to travel to work is by car. More than two-thirds of journeys to work within Moe-Newborough are made by car.

7.2% of residents used either **public or active transport** to travel to work, while **1.8%** of residents **worked from home**.

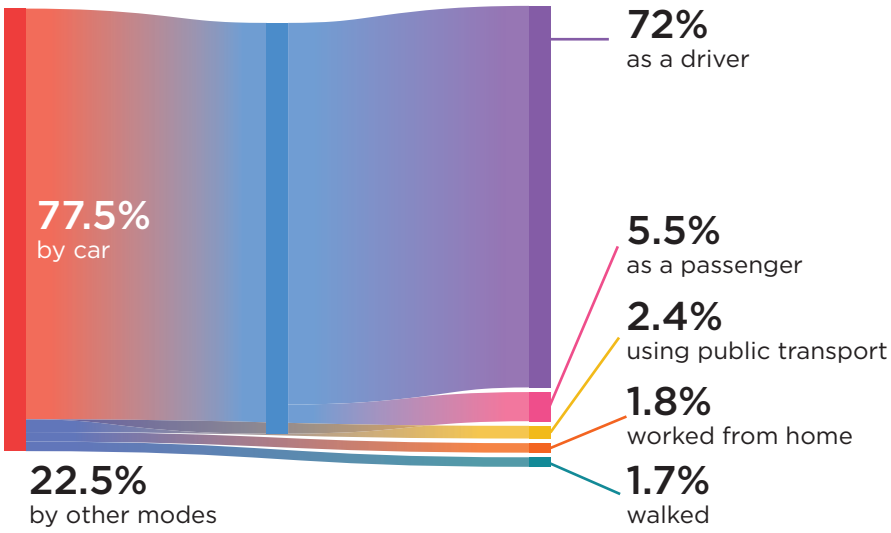


Figure 12: Journey to work by transport mode (2021)

The typical distance to work for Moe-Newborough residents who work locally tends to be **shorter than 2.5 km**.

This is equivalent to a 30-minute walk or a 10-minute cycle.

The **average number of vehicles per dwelling is 1.6 in 2021**, which is slightly below the Victorian average of 1.8.

11% of dwellings within Moe-Newborough **do not have a registered motor vehicle**. This is about 1.5 times the Victorian rate of dwellings with no registered motor vehicles (7.5%).

Movement

The Moe ACP movement network consists of:

- **Public transport modes**, such as local bus and regional rail services;
- **Private transport modes**, such as local and arterial roads, as well as the Princes Highway; and
- **Active transport modes**, consisting of a network of footpaths and strategic cycling routes.

Rail services

The Moe ACP is served by regional rail services traversing the Gippsland broad-gauge railway line (Gippsland Line).

Rail infrastructure is owned by the Victorian Rail Track Corporation (VicTrack).

- **Gippsland Line regional rail services**, operated by the V/Line Corporation (V/Line).
- **Regional coach** (including Night Network Coach) services.
- **Rail freight services**, operated by Qube Holdings.

Bus services

A total of eight bus services traverse the Moe ACP. This includes five local bus routes servicing the ACP and the adjacent suburb of Newborough, as well as three inter-town bus routes between Moe and other localities within the Gippsland region.

Local and inter-town bus services provide a stopping loop service within the Moe ACP's commercial core, before terminating at the Moe Bus Interchange.

Buses generally operate a service every 40 minutes. This frequency allows buses to meet V/Line services at the Moe Railway Station.

- 1 **Moe to Traralgon via Morwell**
- 5 **Moe to Traralgon via Yallourn North**
- 8 **Traralgon to Moe**
- 11 **Moe to Moe West**
- 12 **Moe to Moe South**
- 13 **Moe to Moe North**
- 14 **Moe to Newborough via Old Sale Road**
- 15 **Moe to Newborough via Dinwoodie Drive**

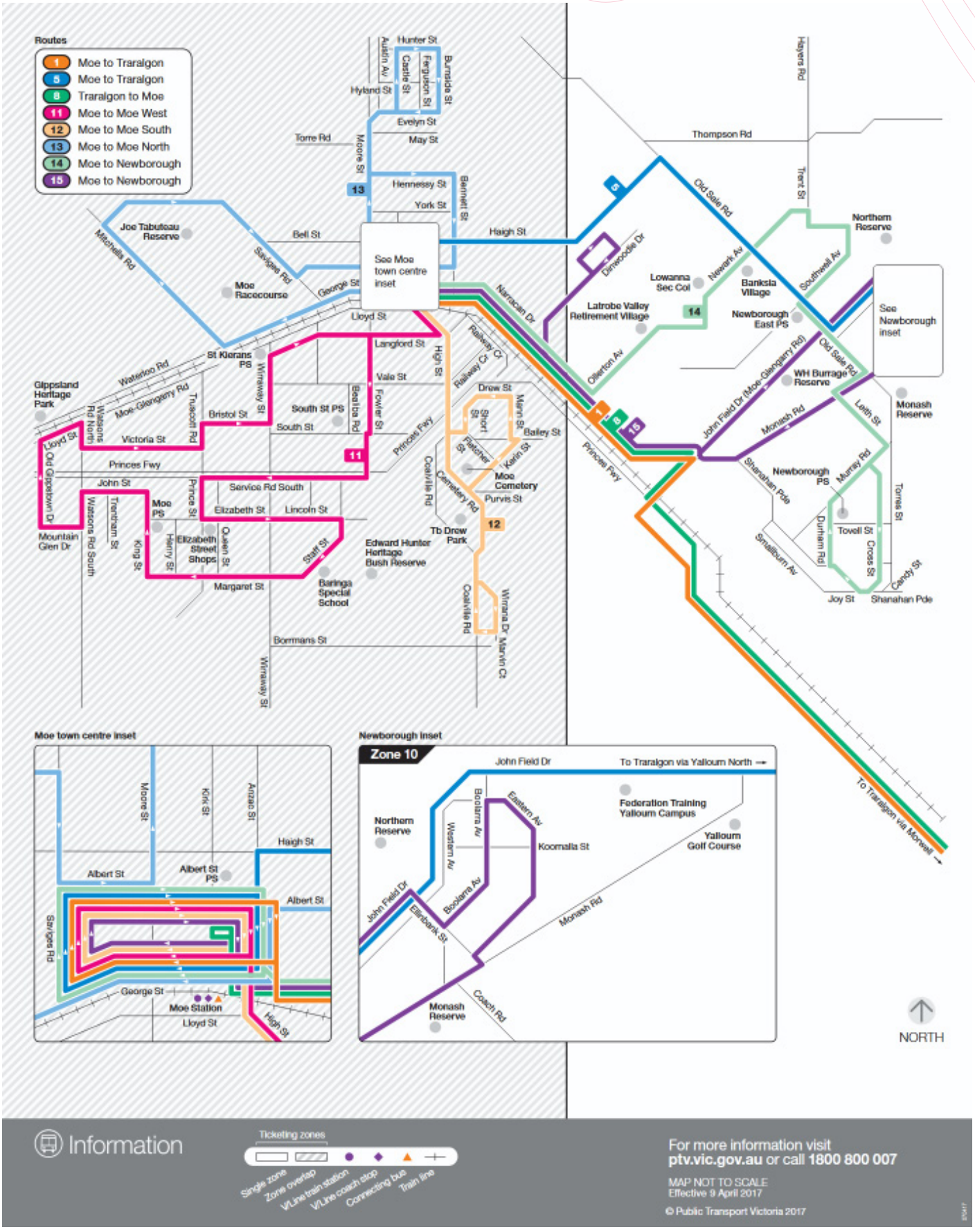


Figure 13: Moe public transport local area map (PTV 2017)

Pedestrian network

A network of footpaths exists throughout the Moe ACP, as illustrated in Figure 4.

There are three crossings across the Gippsland Line for pedestrians. The most direct pedestrian connection to the ACP's commercial core is an at-grade crossing located east of the Moe Railway Station.

To the west of the ACP, the Waterloo Road level crossing provides a connection to the Moe Racecourse recreational precinct.

To the east of the ACP, a footpath along the western verge of the High Street roundabout provides a pedestrian connection between High Street and Lloyd Street with George Street, Narracan Drive and Anzac Street.

Existing footpath network

Railway crossings at Waterloo Road, High Street and the Moe Railway Station

Cycle network

Currently, there is limited cycle and micromobility infrastructure within the Moe ACP, with a painted cycle lane provided along a portion of Fowler Street and Narracan Drive. However, the Latrobe Planning Scheme indicates several streets and roads are designated as part of the Principal Bicycle Network (PBN) and Strategic Cycling Corridor (SCC).

Principal Bicycle Network and Strategic Cycling Corridors along:

- George Street/Waterloo Road;
- Moore Street/Fowler Street;
- The Moe-Yallourn Rail Trail;
- Anzac Street; and
- Wirraway Street.

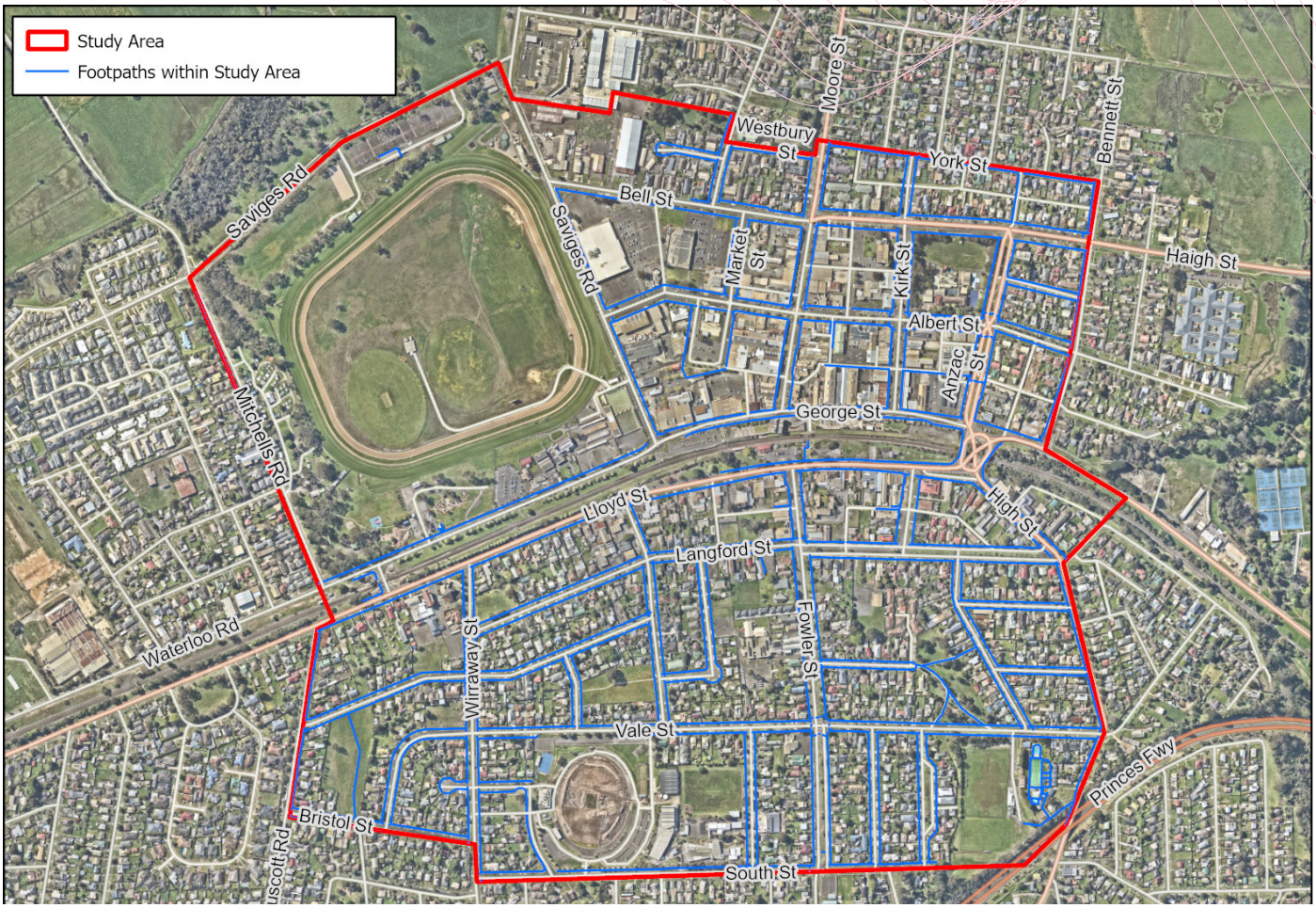


Figure 14: Moe ACP pedestrian network



Figure 15: Moe ACP cycling network

Road Network

The Moe ACP is served by a grid of Council-managed local and connector roads, supported by arterial roads managed by the Department of Transport and Planning (DTP). These arterial roads provide a link between the Moe ACP and the Princes Freeway, as well as surrounding townships in the Gippsland Region. The Princes Freeway forms part of the Principal Freight Network (refer to Figure 16).

Vehicles can cross the Gippsland Line through an at-grade level crossing at Waterloo Road (to the west of the Moe ACP) or the above-grade roundabout at George Street (to the east of the Moe ACP).

Council-managed local and connector roads

DTP-managed arterial roads and freeways

Speed Zones

The majority of roads within the Moe ACP have a speed limit of 50 km/h.

Streets with different speed limits include:

- Anzac Street;
- Haigh Street (adjacent to Albert Street Primary School);
- High Street (between Lloyd Street and Langford Street);
- Albert Street (between Anzac Street and Saviges Road);
- South Street and Bealba Road (adjacent to the Moe South Street Primary School); and
- Lloyd Street and Wirraway Street (adjacent to St Kieran's Catholic Primary School).

Council is also working to create a 40 km/h zone within the Moe ACP's commercial core, with funding from the Transport Accident Commission (TAC)'s Safe Travel in Local Streets Program.

- Waterloo Road;
- Saviges Road;
- Della Torre Road;
- Haigh Street (east of Anzac Street);
- High Street (south of Langford Street);
- Lloyd Street (west of Fowler Street); and
- Wirraway Street.

Average Annual Daily Traffic

A summary of available average annual daily traffic (AADT) data from 2019 as sourced from the DTP for the key road corridors shows that traffic volumes are well within the capacity of typical urban streets and roads with one travel lane in each direction.

Table 3: Traffic volumes for key road corridors (2019)

Street name	Vehicles per day (vpd)
Lloyd Street	9,100 vpd
Narracan Drive	17,000 vpd
Anzac Street	5,600 vpd
Moore Street (north of Bell Street)	6,000 vpd



Figure 16: Moe ACP road network

Movement and Place Assessment

A Movement and Place Assessment was conducted for key roads in the Moe ACP as part of this Traffic Movement and Car Parking Assessment. A Movement and Place Assessment evaluates a street's performance of two key roles – to move goods and people, and to be a place that meets people's needs and foster community connection. The assessment provides an insight into the characteristics of existing and desired street environments that balance both key roles. This assessment was guided by the Department of Transport and Planning (DTP)'s Movement and Place Framework.

Identifying the movement and place roles of a street allows Council to implement the right strategic interventions that balances improving a street's transport efficiency, and preserving or enhancing the street's place-based values. A Movement and Place Assessment for the Moe ACP is provided in Appendix A, with a summarised classification table provided in Table 4.

The Movement and Place Assessment involves two components - identifying the movement and place classifications of streets within the Moe ACP, and evaluating the performance of each street.

Movement and Place Classification



Place

Streets within the Moe ACP have an overall place classification of **P3 – Place of Municipal Significance**. This is due to the presence of the following places of municipal significance within or near the Moe ACP:

- **Recreation and sporting venues**, such as the Moe Southside Community Precinct, Olympic Park, Moe Tennis Centre and Moe Racecourse; and
- **The commercial core of the Moe ACP** (Lloyd Street, George Street, Moore Street, Albert Street and Haigh/Bell Streets) – the core falls within the Commercial 1 Zone (C1Z).

Street Classification

Based on the place and movement classifications of each street, streets within the Moe ACP are classified as either an Activity Street and Boulevard, or a City Place:

- **Activity Streets and Boulevards** provide access to shops and services by all transport modes. There is high demand for movement as well as place with a need to balance different demands within the available road space. Activity Streets and Boulevards aim to ensure a high-quality public realm with a strong focus on supporting businesses, traders and neighbourhood life.
- **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.

Movement

Streets within the Moe ACP also have an overall movement classification of:

- **M3** – Moderate movement of people and/or goods on routes connecting municipalities or primary access to municipal-level places;
- **M4** – Movement of people and/or goods within the municipality; or
- **M5** – Local movement.

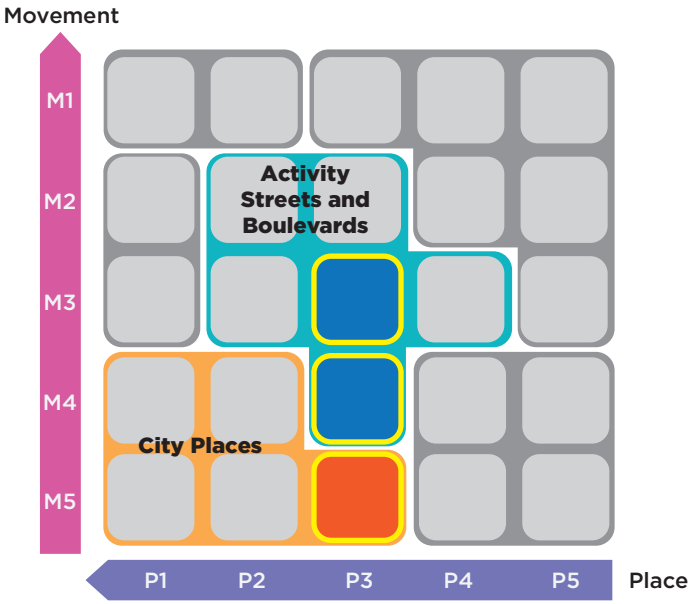


Figure 17: Movement and Place Classification Diagram

Table 4: Movement and Place classification

Street Name	Place	Movement	Street Type
Anzac Street	P3	M3	Activity Streets and Boulevards
Kirk Street	P3	M5	City Place
Moore Street (shared zone)	P3	M4	Activity Streets and Boulevards
Market Street	P3	M5	City Place
Saviges Road	P3	M4	Activity Streets and Boulevards
George Street	P3	M4	Activity Streets and Boulevards
Waterloo Street	P3	M4	Activity Streets and Boulevards
Albert Street	P3	M5	City Place
Bell Street	P3	M5	City Place
Lloyd Street	P3	M3	Activity Streets and Boulevards
Langford Street	P3	M5	City Place
Vale Street	P3	M5	City Place
South Street	P3	M5	City Place
Wirraway Street	P3	M4	Activity Streets and Boulevards
Fowler Street	P3	M4	Activity Streets and Boulevards
High Street	P3	M4	Activity Streets and Boulevards
Haigh Street	P3	M3	Activity Streets and Boulevards
Moore Street (north of Albert St)	P3	M3	Activity Streets and Boulevards

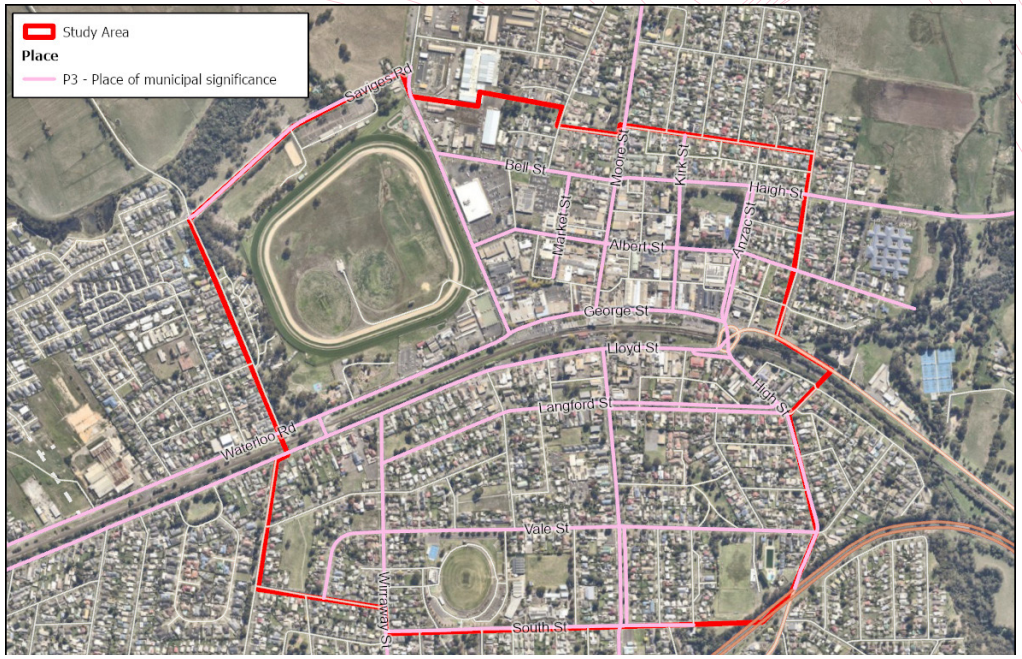


Figure 18: Map of Place classifications

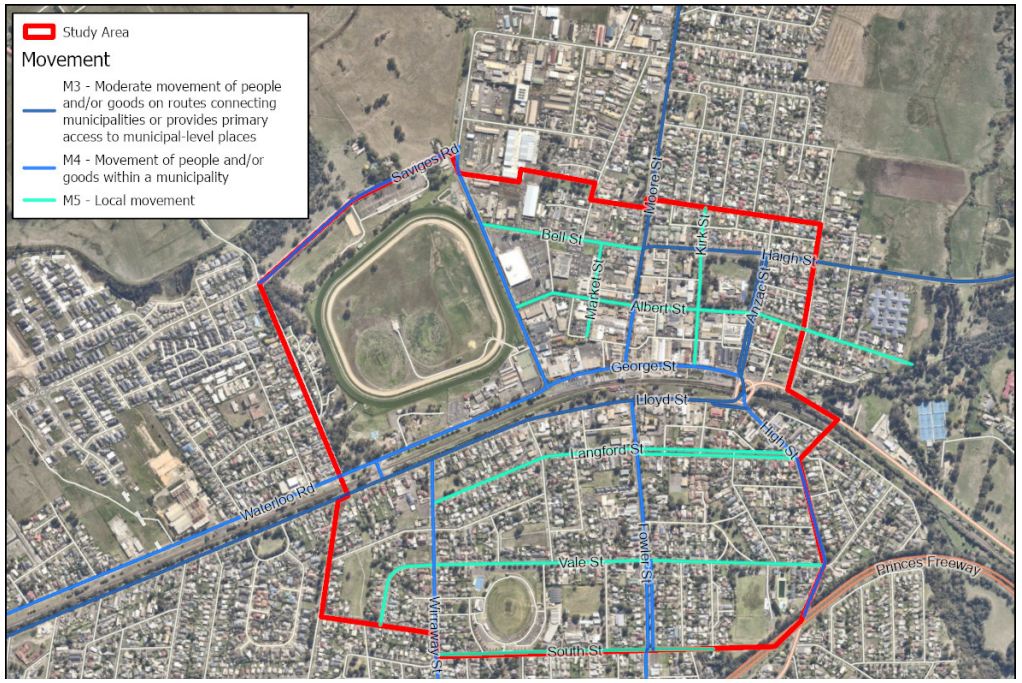


Figure 19: Map of Movement classifications

3 Strategic Context



The Traffic Movement and Car Parking Assessment has incorporated the insights of Council, regional, state and national policies, plans, and regulatory frameworks in its considerations and actions. These documents provide clear guidance to ensure the assessment aligns with local, state and national objectives for mobility, sustainability, and economic growth.



DRIVERS OF CHANGE

- Economic diversification and growth
- Climate change, mitigation and resilience
- Housing
- Population changes
- The rise of micromobility



TRANSPORT 'FIRST PRINCIPLES'

- The transport hierarchy
- Objectives for the Victorian transport system



GOVERNMENT POLICIES AND REQUIREMENTS

- Accessible transport requirements
- The role of transport in enhancing health, economic and social outcomes

Drivers of Change

A ‘driver of change’ is an issue which influences how transport is planned in a specific area. Several state, regional and local plans describe drivers of change that will influence the planning and delivery of transport infrastructure in Moe.



Economic diversification and growth

Moe, like the rest of the Latrobe Valley, is transitioning away from a mining-based economy. The Gippsland Regional Plan 2020-2025 (Regional Development Victoria) (Gippsland Regional Plan), Council Plan 2025-2029, Community Vision and Our Transition describes how Latrobe City will be the hub for renewable energy generation, agriculture, community health, the visitor economy and advanced manufacturing.

The Gippsland Regional Growth Plan also notes the importance of east-west links between Melbourne and Gippsland as economic corridors for freight and employment opportunities. East-west links are also important to facilitate the integration of community services and facilities between the four towns that make up the Latrobe City – Moe/Newborough, Morwell, Churchill and Traralgon.

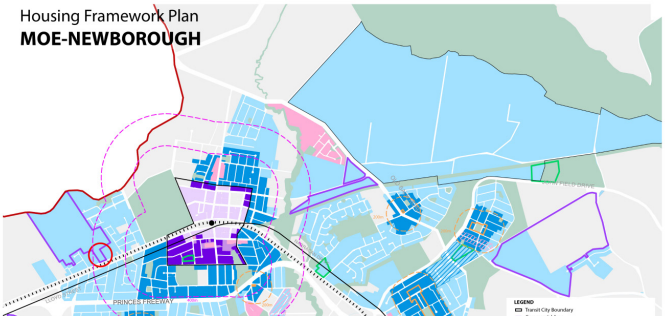
The Latrobe City Council Retail Strategy (2020) notes that retail is also a crucial service industry for the Latrobe City. The strategy defines the Moe central business district (CBD) as a sub-regional retail centre. However, the strategy also notes that the Moe CBD has a high retail vacancy rate. This is due to the lack of population growth, spending growth from increased household debt, lack of private sector investment and a poor urban environment.



Climate change and resilience

The Gippsland Regional Plan discussed the inherent vulnerabilities in the transport network that were apparent during the 2019/2020 bushfire season. As the climate continues to change, the transport network needs to be resilient to the effects of climate change – the transport network will need to provide options for people to continue accessing essential services and goods during natural disasters.

At the same time, there has been an increased uptake of zero-emissions vehicles (including electric vehicles and buses) as a lower-emission transport mode throughout Victoria and Australia. This has been spurred by Victorian government investment into new electric vehicle charging stations across the state (including in Moe). Subsidies and benefits are also provided to zero-emissions vehicle users.



Housing

The Plan for Victoria (2025) has set a housing target of 13,000 dwellings for the Latrobe City, which needs to be met by 2051. Similarly, the Live Work Latrobe Housing Strategy (2019) plans to support the growth of Latrobe City to 100,000 residents. Council also expects a shift to smaller households, with one and two person households expected to represent 76% of all new households over the next 15 years.

The Housing Strategy also provides an insight to the location of future housing. Morwell and Traralgon will absorb the bulk of this growth, supported by Moe-Newborough and Churchill. Consistent with the 2006 Latrobe Transit Centred Precincts Report, the Housing Framework Plan contained within the Housing Strategy earmarks the commercial core of the Moe ACP as a 'Transit City'. The immediate area to the north and south of the ACP, as well as land in Newborough have also been mapped as areas for substantial or incremental change. There are also land parcels to the east and west of Moe that are subject to a Development Plan Overlay or Precinct Structure Plan.



Population and household structure

The Victoria in Future 2023 (VIF2023) population and household projection forecasts a 5% increase in the resident population of Moe between 2021 and 2036 (from 17,272 persons in 2021 to 18,110 in 2036). The demographic makeup of Moe is also expected to change between 2021 and 2036, with the:

- Number of persons under the age of 20 trending downwards by 19%, from 3,770 persons in 2021 to 3,056 persons by 2036;
- Number of persons over the age of 2065 trending upwards by 46%, from 4,116 persons in 2021 to 6,011 persons by 2036;
- Proportion of lone-person households increasing by 20%, from 3.073 households in 2021 to 3,681 households by 2035; and
- Second-largest household type in 2036 continuing to be couple families without children.



The rise of micromobility

There has been a significant growth in the use of micromobility devices1 in Victoria's urban areas. This growth has been encouraged by the increased ownership of private micromobility devices and the popularity of micromobility share schemes. While the uptake of micromobility has been concentrated in metropolitan areas, regional Victoria is also expected to see gradual adoption over the next two decades. As infrastructure improves and community attitudes shift, micromobility is likely to play a growing role in connecting regional residents to local services and transport hubs.

In Moe, as in many regional towns with an ageing population, it is not uncommon to see people using mobility scooters. These scooters offer an alternative way for residents to experience their town, allowing them to traverse footpaths, roads, and intersections with greater independence. This form of micromobility highlights the potential for such devices to enhance local accessibility and inclusion, particularly for those who may have limited transport options.

Together with other active transport modes (e.g. cycling and walking), micromobility transport modes can provide additional affordable options for short trips within the Moe ACP. Encouraging the use of active transport modes, including micromobility devices also has spillover benefits for the Moe ACP:

- Increases the accessibility of the Moe ACP by supplementing available transport mode options, or providing connected journeys with public transport;
- Reduces car use for short car trips, thereby reducing financial pressures associated with car ownership;
- Encourages 'green tourism' as tourists do not have to rely on the car to explore the Moe ACP and surrounds; and
- Supports social interaction and wellbeing as journeys are not dictated by available transport options and the time of day.

At the same time, micromobility devices can play an important role in encouraging greater participation in active transport modes, including walking and cycling. Their growing presence has prompted infrastructure upgrades and traffic-calming measures that make streets safer and more accessible for all users. These devices offer a flexible and accessible way to experience sustainable travel, often serving as a gateway for individuals to adopt more active and environmentally friendly mobility habits.

However, the increased uptake of micromobility devices have also raised safety issues stemming from poor infrastructure, rider behaviour and regulation of shred mobility schemes. Micromobility device users are vulnerable road users as they do not have a lot of protection if they are involved in a crash. The Monash Accident Research Centre has found that between 2017/18 and 2022/23, **e-scooter injury rates increased from 0.3 to 14.9 persons per 100,000 persons**, while **e-bike injury rates increased from 0.2 to 3.4 persons per 100,000 persons**. Most of these injuries are a result of falls, while car crashes account for a minority of injuries sustained while on micromobility devices.

The increased uptake of micromobility devices may also increase safety risks for pedestrians. People with disabilities, seniors and young children are also especially vulnerable to injuries resulting from crashes with micromobility devices – especially if these devices are used on footpaths.

While state regulations exist for micromobility devices, these regulations will need to be supported by providing quality infrastructure for all active transport modes. These safety issues inherent to micromobility devices will need to be addressed to ensure the full benefits of micromobility can be passed on to the community.

Transport 'First Principles'

The Transport Hierarchy

While the car is still the primary consideration for regional transport networks, a new transport hierarchy is needed to support healthier, more connected, and more liveable communities. As illustrated in Figure 20, the transport hierarchy prioritises the movement of people over the movement of private vehicles.

By prioritising people first and private vehicles last, we can create places that incentivise more affordable and resource-efficient transport modes (public and active transport). These transport modes require less space and have a lower cost of ownership than private vehicles. At the same time, the increased use of public and active transport has positive spillover effects for public health and environmental sustainability. The transport hierarchy also disincentivises the use of private transport and its impacts on the local population (costs associated with car ownership, unsafe car-dominated environments, pollution and congestion).

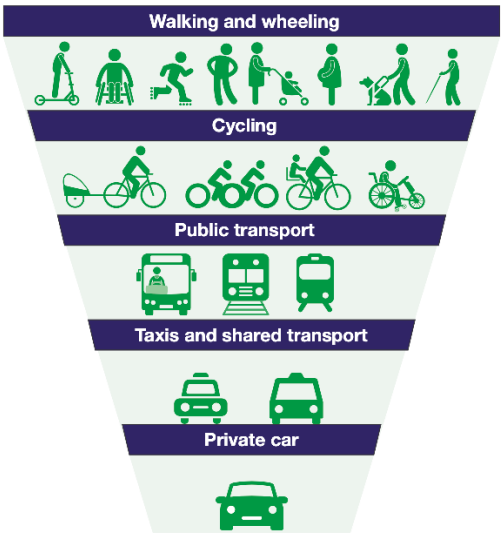


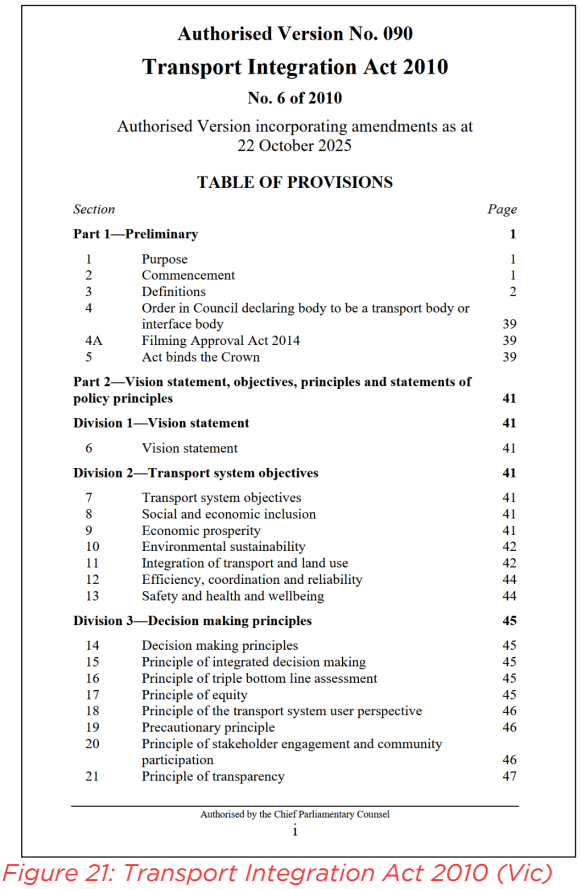
Figure 20: The transport hierarchy

Statutory Objectives for Transport

The *Transport Integration Act 2010 (Vic)* (TI Act) sets out the statutory objectives for the Victorian transport system. This includes ensuring the transport system:

- Provides a safe means of travel to access social and economic opportunities that support a community's wellbeing;
- Integrates transport and land use planning to improve the transport system's efficiency and accessibility;
- Facilitates economic prosperity by moving people and freight efficiently through a coordinated transport system; and
- Contributes to environmental sustainability by conserving the natural environment and reducing greenhouse gas emissions from transport.

The TI Act, Plan for Victoria, Gippsland Regional Growth Plan and the Latrobe Planning Scheme also advocate for integrated transport and land use planning approach. This transport planning approach supports liveable communities as active and public transport infrastructure is planned and delivered in-step with the development of the land use. This also ensures that transport infrastructure is complementary to the land use being developed. State, regional and local policies prescribe objectives and goals for the regional transport network. These plans also outline the positive 'spillover effects' of an efficient and accessible transport system. These objectives and spillover effects have also been considered as part of the Moe Activity Centre Plan - Movement and Car Parking Assessment.



Authorised Version No. 090

Transport Integration Act 2010

No. 6 of 2010

Authorised Version incorporating amendments as at 22 October 2025

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Authorised by the Chief Parliamentary Counsel

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Figure 21: Transport Integration Act 2010 (Vic)

Transport Policies

State, regional and local policies prescribe objectives and goals for the regional transport network. These plans also outline the positive 'spillover effects' of an efficient and accessible transport system. These objectives and spillover effects have also been considered as part of the Moe Activity Centre Plan - Movement and Car Parking Assessment.

State, regional and local strategies also describe the role of transport in the Latrobe City, which is to:

- Help people access education, employment, leisure opportunities, as well as community and health services within and between townships (Clause 18, Latrobe Planning Scheme; Council Plan 2025-2029; Gippsland Regional Plan);
- Support health and wellbeing (Clause 18, Latrobe Planning Scheme); safe incidental physical activity opportunities (walking and cycling) (Municipal Public Health and Wellbeing Plan 2025-29);
- Provide sustainable transport options, especially for new developments within townships (Clause 18, Latrobe Planning Scheme; Council Plan);
- Provide safe transport infrastructure (including the separation of pedestrians, cycles and motor vehicles where practical) (Clause 18, Latrobe Planning Scheme);
- Support the growth of urban development in retail centres (Retail Strategy);
- Transport freight efficiently between the Latrobe City and the Melbourne metropolitan region (Clause 18, Latrobe Planning Scheme; Council Plan; Gippsland Regional Plan, Gippsland Regional Growth Plan); and
- Ensure an appropriate number of car parking spaces, having regard to the demand likely to be generated, the activities on the land and the nature of the locality (Clause 52.06 – Car Parking, Latrobe Planning Scheme).

In addition to this plan, *The Moe Activity Centre Plan* (2007) and associated *Clifton Street Precinct Urban Design Guidelines 2008* has set out actions to enhance pedestrian access, support modal shift, reinforce the civic and commercial role of George Street. The plans also focus on reducing vehicle dominance in the commercial core of the Moe ACP.

Accessibility Requirements

Council is required to ensure that public spaces and services are accessible in line with the *Disability Discrimination Act 1992 (Cth)* (DDA) – section 23 of the DDA makes it unlawful to discriminate against people with disabilities (or their associates) in relation to accessing and using premises that the public is allowed to enter and/or use. This includes pedestrian and transport facilities.

The Australian Attorney General's Department has prescribed overarching disability standards under the DDA, with references to relevant Australian Standards (AS). The following disability standards (and any referenced Australian Standards within these standards) will apply to the Moe ACP:

- *Disability (Access to Premises – Buildings) Standards 2010*; and
- *Disability Standards for Accessible Public Transport 2002*.

This report also references the following guidelines in assessing the condition of accessible transport infrastructure within the Moe ACP:

- *Advisory Note on streetscape, public outdoor areas, fixtures, fittings and furniture* (Australian Human Rights Commission 2013); and
- *Accessibility (DDA) Guidelines for Road Infrastructure* (DTP 2021).

Other Relevant Plans and Frameworks

- The *Victorian Cycling Strategy 2018–2028* and Safe System Approach to Road Safety provides underpinning principles of modal safety, active travel encouragement and equity for vulnerable road users.
- *Victoria's Bus Plan* outlines six reform objectives to improve the Victorian bus network. This includes simplifying and introducing a hierarchy for bus routes, as well as strengthening the governance of bus routes.
- The Healthy Streets Framework (UK and Australian adaptations) informs the role of transport in contributing to physical and mental wellbeing and outline measurable indicators of a people-friendly street environment.
- *Australia's Physical Activity and Sedentary Behaviour Guidelines* (Physical Activity Guidelines) outline recommended levels of physical activity for children and adults.
- *Micromobility Share Schemes – Guide for Councils* (DTP 2024) outlines guidance and best practice for the operation and oversight of micromobility share schemes in Victoria.

4 Celebrating the Moe ACP

The assessment of traffic, movement, and car parking within the Moe ACP highlights several inherent strengths that provide a strong foundation for future improvements. These strengths demonstrate the Moe ACP's potential to evolve into a more accessible, inclusive, and vibrant precinct while supporting regional connectivity.

Permeable urban form and a strong commercial core

The Moe ACP's traditional grid layout, with short blocks and multiple intersections, creates a permeable street network that is conducive to walking and riding. This fine-grained urban structure makes it easy for residents and visitors to orient themselves, access local destinations, and circulate through the centre without unnecessary detours. Moe's local, human-scale character presents an opportunity to create a more inviting, people-focused ACP that prioritises community life and economic vitality.

This is supported by a comprehensive pedestrian path network, linking residential areas with key civic, retail, and recreational destinations. Most of the Moe ACP falls within a 10- to 15-minute walking catchment. The Moe Railway Station, Frank Bartlett Memorial Library and Moe Service Centre are within a 30-minute walking catchment of the Moe ACP's residential areas, as shown in Figure 22.

While somewhat inconsistent in their quality and connectivity, the pedestrian path network presents a foundation upon which to build a more comprehensive and reliable active transport network. With a concerted effort and focus on enhancing existing footpaths, filling in missing links (see Figure 14), and improving key connections, the walkability of the Moe ACP can be a compelling transport mode for the Moe ACP's residents. Unlike many regional towns where large suburban shopping centres have drawn activity away from the heart of the community, Moe also benefits from having no competing suburban precinct. The Moe ACP has a clear commercial core that is supported by a Civic Precinct along George Street.

In addition to the permeability of the commercial core, the commercial core also benefits from having minimal through-traffic, a result of the ACP's road network design. While some trucks do pass through Moe to provide and access local services, their impact is far less significant than in other regional towns where freight traffic dominates main streets.

By taking advantage of the ACP's permeability and lack of through-traffic, the commercial core's streets can be more freely remoulded to meet the needs of active transport users. Improving active transport connections into the commercial core will sustain foot traffic into the commercial core, growing the economic vibrancy of local businesses.

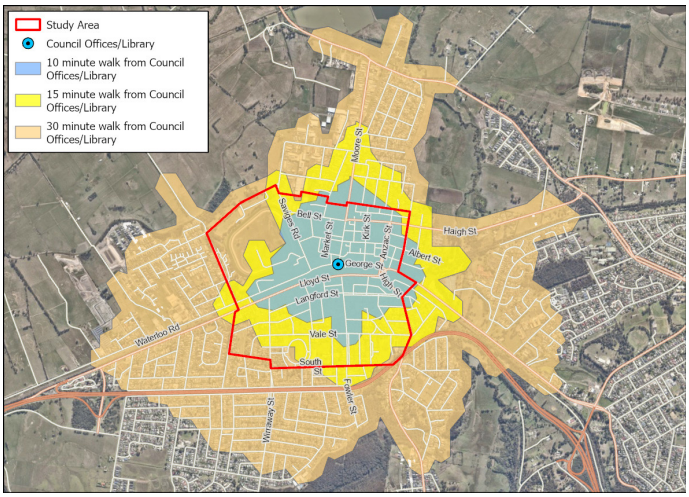


Figure 22: 5-, 10- and 15-minute pedestrian catchments for the Civic Precinct



Figure 23: Albert Street shopping strip



Figure 24: Hasthorpe Place shopping strip

Community Facilities



Figure 25: The Frank Bartlett Memorial Library and Moe Service Centre



Figure 26: Ted Summerton Reserve



Figure 27: Apex Park

The Moe ACP and surrounds contain numerous community facilities that enhances the town's liveability and appeal. This includes recreational and sporting facilities, healthcare and aged care facilities, as well as educational facilities.

The Moe Civic Precinct

The Moe Revitalisation Project has created a high-quality civic precinct along George Street. The civic precinct's new and upgrade facilities, such as the upgraded skate park, has been a resounding success. The civic precinct draws young people from across the ACP, ensuring the space is lively and well-activated throughout the week. This facility not only provides a healthy outlet for youth but also contributes to greater safety and vibrancy by encouraging regular use of public space.

Similarly, the new Frank Bartlett Memorial Library and Moe Service Centre stand out as a visually appealing and highly functional civic hub (see Figure 25). Its contemporary design and strategic location have consolidated key public services into an accessible, centralised setting, improving convenience for residents and contributing positively to the character and identity of the town centre.

Recreation facilities

Moe also boasts an impressive array of high-quality sporting and recreational facilities that cater to a wide range of active lifestyles and help foster a strong sense of community (see Figure 26 and Figure 27). These facilities serve as valuable assets for residents of all ages, promoting physical health, mental wellbeing, and social connection through participation in organised sports and casual recreation, and community events. The quality and diversity of recreational facilities also make Moe a destination for visitors, drawing participants and spectators for regional competitions, tournaments, and festivals — activities that in turn benefit local businesses by increasing foot traffic and overnight stays.

Strengthening the links between these recreational assets and the town centre through improved transport connections would further enhance their value, making them more accessible, encouraging sustainable travel choices.

Education, health and social care facilities

While residents may still need to travel to Traralgon for full health and social care facilities (such as those offered by Services Australia and the Latrobe Community Health Service), the Moe ACP offers essential services to the local community. This includes health and aged care facilities, social services and primary schools.

Culture of Creativity and Public Art



Figure 28: "BE LEGENDARY" by Camilo Delgado (@refuz_paint)

Moe demonstrates a growing culture of creativity and artistic expression, which is becoming an increasingly important part of the town's identity and appeal.

A series of high-quality public art murals, created by local and visiting artists, have transformed otherwise blank walls and underused spaces into vibrant, engaging landmarks. These works celebrate local history, heroes, and cultural pride, while also adding colour, interest, and a sense of personality to the streetscape. The success of community-led initiatives, such as the biennial Show Me Some Art festival, reflects strong local engagement with the arts and a willingness to experiment with creative placemaking. This creative energy not only enhances the walkability and visual appeal of the town centre but also draws visitors, supports local artists, and contributes to community pride.

Moe's creativity is an asset that can be further leveraged to strengthen its distinct character and support a more inviting, lively ACP.

What stands out most is the authenticity. There's no big tourism campaign behind the trail, It's grassroots, it's local, and it's imperfect - in the best way. There's a sense of reclaiming space and pride through creativity. You can feel that people care. In a town where the challenges are real - economic shifts, industrial decline and social struggles - this kind of community driven art matters.

You might not fall in love with Moe, but you'll probably leave with a bit more respect for it - and maybe even a photo or two worth sharing.

- MelbournePluggedIn



Figure 29: Moore Street Shared Zone

Parking Supply

The ACP benefits from a substantial overall parking supply of more than 3,800 spaces, spread across on- and off-street public and private parking lots. A significant proportion of this supply is publicly owned and managed by Council. This provides decision-makers the flexibility to implement new strategies, improve wayfinding and signage, and even repurpose underused spaces in response to changing needs over time. This abundance of parking provides a buffer against future growth pressures and creates opportunities for innovation.

At the same time, this oversupply of parking spaces can also be a challenge for the revitalisation of the Moe ACP. This is discussed further in Section *7 Car Parking Assessment and Plan*.

Mature Street Trees and Urban Character

The presence of mature street trees (see Figure 29) throughout the ACP adds significantly to the town's aesthetic appeal, providing greenery, shade, and seasonal character that make the streets more inviting and pleasant to walk along. This natural amenity improves pedestrian comfort and enhances the image of the centre as a welcoming and attractive destination.

Community Engagement and Appetite for Change

Bike Parking at Ted Summerton Reserve

Love the Clock Tower!

More frequent buses - run later and longer than 6 pm

The library/skate park is great!

Skate park has been a really good addition to the town

New footpath is great and completes the missing link around the Racecourse

It would be amazing to have a shared cycling/ walking route from Apex Park, through the CBD to the rail trail/ Botanic Gardens

Develop a master plan for an interconnected network of trails through Latrobe City...

It's nice there is at least this green space somewhat near the restaurant areas. My family prefer eating outside and this is one of the only nice spots in walking space of some restaurants.

Moe has village feel, especially near the Plaza where folk like to meet and chat. Please do not take this away. Perhaps more meeting nooks could be provided.

Figure 30: Feedback from community engagement

A specific strength of Moe is its engaged and motivated community, which has demonstrated a clear interest in shaping the future of the town centre. Stakeholders have expressed a willingness to embrace changes that improve functionality, inclusivity, and amenity, which provides a strong foundation for implementing strategic reforms and investments with community backing.

This is reflected in Council's *2025/2026 Advocacy Agenda* – the Advocacy Agenda has outlined several transport-related advocacy items, including:

- An initial investment of $3 million to create an inter-township trail network between Moe/Newborough, Morwell, Traralgon and Churchill;
- Providing express V/Line services, as well as upgrades and duplication of the Gippsland Line to Morwell; and
- Protecting and upgrading freight routes, as well as establishing an intermodal freight hub within the Latrobe Valley.

At the same time, Regional Development Victoria (RDV)'s Council Support Package has provided funding for placemaking initiatives, public art and pedestrian infrastructure improvements between the Ted Summerton Reserve and the Moe Railway Station.

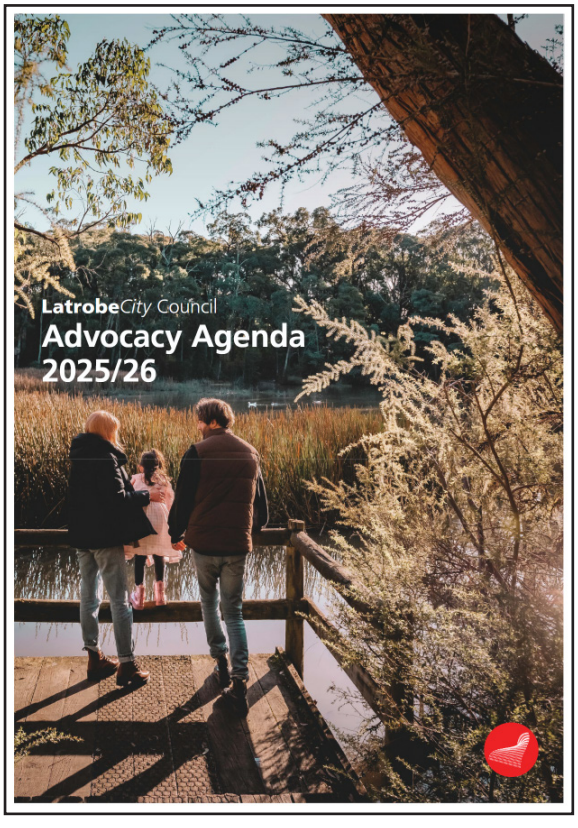


Figure 31: Council's Advocacy Agenda 2025/26

5 The MoAC's Current Challenges



While the Moe ACP is well-positioned to thrive, the way movement, traffic, and car parking is currently designed and managed creates significant barriers to accessibility, safety, and vibrancy. The ACP's streets remain overwhelmingly focused on vehicle movement and storage, broadly at the expense of pedestrian and cycling safety, comfort, and accessibility.

Illegible and Confusing Spaces



Figure 32: Illegible space on Moore Street



Figure 33: Illegible space on Skeltons Lane, where pedestrians have to give way to traffic

A legible space is a space where people can easily and safely navigate by themselves. Through good design, a legible space helps communicate to people who can use a space, as well as how a space should be used. Visual cues, design features and signage also help people orient themselves in a legible space.

While the ACP's Civic Precinct is a good example of a legible space in the Moe ACP, the rest of the commercial core are still considered illegible spaces. This is demonstrated through the Moore Street shared zone, which is supposed to create a space which prioritises pedestrian movement and retention within the commercial core. In practice, the street is designed as a wide carriageway with parking spaces and footpaths, with minimal visual cues that fails to reinforce the intent of the shared use zone. The only indication of the shared zone is signage indicating the shared zone and reduced speed limit. As a result, pedestrians are often forced to yield to cars, makes the space unwelcoming and uncomfortable for those on foot. This undermines efforts to promote a more people-focused and inclusive public realm.

The design of laneways and parking areas also creates a perception with active transport users that these spaces are confusing, car-oriented and unsafe. Laneways and parking areas do not contain safe footpaths and crossings for pedestrians, informal parking arrangements or clear signage and road markings. Some parking areas for retail anchors also create large setbacks between the street and the retail outlet, reducing the perception of safety associated with the parking area.

Improving the legibility of these areas will be key to creating a more intuitive and welcoming ACP.



Figure 34: Skeltons Lane looking towards Albert Street, with bins creating an unwelcoming environment for pedestrians



Figure 35: Hasthorpe Place looking towards Moore Street, with private open car parks creating an illegible environment for pedestrians

North-South Permeability



Figure 36: Community member with a mobility aid using the narrow pedestrian crossing at Moe Railway Station to cross the Gippsland Line



Figure 37: Moe Railway Station pedestrian level crossing



Figure 38: Moe ACP pedestrian level crossings

While the Moe ACP enjoys a grid layout that is conducive for active transport, the Gippsland Line physically divides the ACP, creating a significant barrier to movement and connectivity.

Within the ACP, there are three opportunities for pedestrians to cross the railway line at Waterloo Road, the Moe Railway Station, and the Lloyd/George Street roundabout (see Figure 38). The Moe Railway Station level crossing provides the most direct route between the commercial core and the southern portion of the ACP. However, this level crossing is narrow (see Figure 37), with gaps between rails that make it sub-optimal for cyclists, riders and people using mobility aids. The other alternative crossings at Waterloo Road and Lloyd/George Street roundabout do not provide safe footpaths or cycle lanes to facilitate accessible crossing of the railway line.

With no viable alternative pedestrian or cycling routes across the railway line, the Moe Railway Station level crossing creates a critical chokepoint that disproportionately impacts those who rely on walking or mobility aids. Improving the quality and accessibility of this connection, while also investigating opportunities for additional safe crossing points, is important in enhancing the permeability of the ACP.

The railway corridor also presents as a barrier for the safe and efficient movement of vehicle traffic. In particular, the complex dual overpass intersection of Lloyd Street, High Street, Narracan Drive, Anzac Street and George Street presents as a location for potential traffic congestion. As the wider sub-region grows, this congestion in this area may grow in extent and duration.

Inconsistent Universal Access

The Moe ACP provides some universal access facilities for its residents through accessible parking spaces and pedestrian infrastructure. While some universal access facilities are provided to Moe's residents, these facilities are not consistently rolled out across the Moe ACP. These barriers limit the ability for persons with disabilities to access all areas of the Moe ACP independently.

These shortcomings collectively undermine equity and inclusivity, making the ACP less welcoming and less usable for people with disabilities, older adults, carers, and young children. There is an opportunity over time to improve compliance with accessible design standards. This will enhance the presentation of Moe as an accessible and equitable activity centre.

Accessible car parking spaces

As shown in Figure 39, accessible parking spaces within the Moe ACP are currently located within the commercial core, Saviges Road, South Street (adjacent to the Ted Summerton Reserve), the Moe Olympic Reserve and the Latrobe Urgent Care Centre. While most streets within the ACP's commercial core contain disabled parking spaces, accessible parking spaces are only present at four locations south of the railway line. Main thoroughfares south of the railway line such as Langford Street and Fowler Street do not contain on-street disabled parking spaces.

Even when disabled parking spaces are provided, they are undermined by faded markings, inadequate signage, or missing kerb ramps (see Figure 40). This undermines the ability for people with disabilities to use these disabled parking spaces independently.

Accessible pedestrian infrastructure

Some accessible pedestrian infrastructure, in the form of raised 'wombat crossings', paved footpaths and tactile ground surface indicators (TGSIs) are provided at some pedestrian crossings. However, these features are not consistently present throughout the Moe ACP due to the age of pedestrian infrastructure.

Footpaths within the commercial core are relatively wide compared to the rest of the Moe ACP, but the accessibility of these footpaths is degraded by cluttered street furniture. Many of the footpaths outside the commercial core are too narrow or uneven to accommodate persons using mobility aids or prams. Some of these footpaths are also obstructed by street furniture or trees. As such, these legacy footpaths would not meet contemporary accessible design requirements outlined in AS 1428.1.

At the same time, several pedestrian crossings are not located in appropriate places, making them difficult to navigate. Some crossings also have misaligned kerb ramps or are missing key accessibility features such as TGSIs.

Pedestrian crossings within the Moe ACP also prioritise vehicle traffic over pedestrians. Crossings at roundabouts pose a particular safety risk for people with disabilities, as turning vehicles have priority over pedestrians where no zebra or wombat crossings are provided. Even though lower speed limits have been provided for local streets (40 km/h), the steady flow of traffic through roundabouts create intimidating and unsafe crossing conditions for older adults, people using walking aids, and carers with children.



Figure 39: Accessible parking spaces in the Moe ACP



Figure 40: Example of non-compliant accessible parking space, Albert Street (Source: Google - September 2023)



Figure 41: Seniors crossing George Street; using desire lines rather than the designated pedestrian crossing further down the street



Figure 42: Poor pedestrian prioritisation at the Moore Street roundabout



Figure 43: Missed opportunity to install a pedestrian wombat crossing at the Moe (Albert Street) Primary School, which can enhance pedestrian safety by slowing vehicle movements



Figure 44: Pedestrian crossing at the intersection of Langford and High Streets, with no pedestrian crossing markings or TGSIs

Unsafe and Stressful Riding Conditions

Riding within the Activity Centre is currently perceived as an unattractive and stressful mode of travel, due to a lack of safe and dedicated infrastructure. This is reflected in the fact that less than 1% of the workforce commutes by bike, representing a significant missed opportunity for mode shift.

This is illustrated in the Movement and Place analysis of the Moe ACP's streets and roads (see Appendix A). General traffic, bus and freight movement is currently exceeding performance targets - predominately due to the absence of traffic congestion on the network. However, walking, cycling and place is failing to meet minimum performance targets. This is influencing the way people move to and within the Moe ACP and contributes to an over reliance on private vehicles for short trips.

Cycling and riding infrastructure has not been implemented in accordance with the Principal Bicycle Network in the Latrobe Planning Scheme, and the *Latrobe Be In It – Tracks, Trails and Paths Strategy* (Planisphere 2016). As a result, cyclists and riders are forced to share space with vehicles on most streets within the ACP. This creates a hostile and intimidating environment for cyclists and riders, especially on busy streets (e.g. Narracan Drive and Lloyd Street).

Where cycle lanes do exist, they are fragmented and terminate abruptly, leaving cyclists and riders with no safe options to continue their journey, exposing them to safety risks. This is especially notable given Moe's wide road corridors and flat topography to the north of the ACP, which could easily accommodate high-quality cycling infrastructure but currently do not.

At the same time, there is a lack of cycle and micromobility parking at key points of interest throughout the Moe ACP – including Moore Street, Market Street and Albert Street. A secure cycle cage (Parkiteer) is provided at Moe Train Station, and cycle loops are present along George Street.

Addressing these gaps would unlock cycling as a more viable, appealing, and sustainable mode of transport within the Activity Centre.





Figure 45: Disconnected cycle paths on Fowler Street, with no safe path for cyclists through the roundabout (Source: Google - September 2023)

Public Realm and Infrastructure

While the Moe ACP has a strong commercial core, the overall condition of the pedestrian and public realm within the core is low. There are limited opportunities to linger in the commercial core, as there are few welcoming places to sit or rest comfortably. The nearest opportunity to linger and rest within the commercial core is the Civic Precinct at George Street and Moore Street – the precinct provides welcoming places to rest comfortably in green or natural settings. This is compounded by a poor perception of safety in the commercial core. This is due to the high number of vacant shops along Moore Street creating a feeling of emptiness, and the presence of anti-social behaviour. Shopfronts within the commercial core are varied in condition and upkeep, with limited examples of new investment. This detracts from the experience of moving through the commercial core.

While there are shade trees within the ACP, the growth of these trees are being choked by surrounding land uses. Hard asphalt used for some footpaths and car parking takes space away from growing trees, compromising the health and longevity of the trees. At the same time, Council has received feedback from the community regarding the damage created to Council assets due to tree root structures as well difficulties experienced when parking and reversing because of the trees. The current situation limits opportunities to improve shade, comfort, and the overall amenity of the public realm. Preservation and the strategic location of more greenery will be essential to creating a more inviting and sustainable environment.





Figure 46: Moore Street shopping strip, showing tired public infrastructure and choked trees



Figure 47: Trees on Kirk Street - these trees are choked by angled parking spaces

Public Transport



Figure 48: Moe Bus Interchange along Albert Street (Source: Google - September 2023)

The Latrobe Valley bus network was reformed in 2016 to provide more direct bus routes that run more reliably, for longer hours. The bus network's timetables were subsequently adjusted in September 2025 to better coordinate bus services with more frequent 40-minute V/Line services. The Civic Precinct has also been redeveloped to provide accessibility features, bus shelters and toilets for interchanging passengers.

However, some issues remain with the current local bus network – these include the lack of:

- **Timetable coordination** between different bus routes and V/Line services – even with the new September 2025 timetable, V/Line passengers may need to wait 10-30 minutes to interchange with bus services, while passengers transferring between inter-town (Routes 1 and 5) and local bus routes (Routes 11-15) may need to wait up to 30 minutes for some connecting bus services;
- **Services to meet peak travel times** (such as school drop-off and pick-up times);
- **Simple and frequent bus routes**; some bus routes (e.g. Routes 11 and 13) run in a one-way loop every two hours – maximising coverage at the expense of providing more frequent, direct services between the commercial core and residential areas;
- **Work to replace worn out, missing and inaccessible public transport infrastructure** throughout the ACP - existing shelters throughout the ACP are outdated and in disrepair, lacking lighting, accessibility features, shelters and signage between stops and nearby destinations; and
- **Safety at public transport stops**, such as the Moe Bus Interchange and Moe Railway Station.

As the local bus network does not provide a fast, frequent and useful connection between the ACP's residential areas, commercial core and other transport modes, public transport remains an underused transport mode when compared to private vehicles.

As was expressed during stakeholder engagement sessions undertaken for this project, public transport in Moe is often perceived as a mode of necessity, used only by those with no alternative, rather than as a viable and attractive option for everyone.



Figure 49: Bus stop on Fowler Street with no shelter, hardstand and TGSIs

6 Action Plan



Based on the findings of the Movement and Place Assessment, site visit and desktop research into the Moe ACP's transport network, these principles, objectives and actions are proposed to improve the transport network.

Principles

Supporting transport equity

The transport system will contribute to reducing transport disadvantage throughout the Moe ACP by reducing barriers to accessibility for all residents of the Moe ACP.

Providing choice

The transport system provides multiple choices of transport modes to travel across the Moe ACP, without needing to rely on private vehicles.

Encouraging good land use and transport integration

The transport system works in tandem with planning policy to support development near high-quality transport.

Supporting new and evolving transport modes

The transport system will be able to accommodate new and evolving transport modes such as electric vehicles and micromobility devices, while minimising adverse impacts on other transport modes.

Providing connectivity

The transport system will contribute to reducing transport disadvantage throughout the Moe ACP by reducing barriers to accessibility for all residents of the Moe ACP.

Objectives

1. **Engage the community in creating transport equity**
2. **Activate the heart of the Moe ACP**
3. **Create an Age-Friendly Pedestrian Network**
4. **Create a Safe & Attractive Riding Network**
5. **Expand public transport options across the ACP**
6. **Provide equitable access to car parking**

Measures of success

Each objective is supported by measures of success. These measures of success provide a way for Council to assess its progress in meeting the objectives outlined in this assessment.

Timelines

Estimated timelines are provided for each action:

- **Short-term** – within five years;
- **Medium-term** – between five and 10 years;
- **Long-term** – between 10 and 15 years; and
- **Ongoing** – throughout the duration of the assessment's implementation.

Leads and Stakeholders

A lead and stakeholder list is also provided for each action. Stakeholders are identified where they are relevant to a specific action, or have a specific expertise or interest in a specific aspect of the transport network.

1

OBJECTIVE 1
Continue to engage the community in creating transport equity

As the Moe ACP is delivered the community will have a greater say in how the transport system is managed. Council understands that engagement with stakeholders will help build understanding, address concerns, and ensure transport projects and initiatives reflect the Moe ACP's unique character and local conditions, while also responding to the needs of its residents and visitors.

At the same time, community engagement will also allow Council to:

- Update the community on transport initiatives within the Moe ACP;
- Earn community buy-in for transport-related projects (especially projects which involve modifying traffic flow and parking arrangements); and
- Reach out to underrepresented parts of the Moe community.

Actions

1.1. Continue to engage with stakeholders and the broader community on transport projects and initiatives as they arise from the ACP.

Measures of Success

- Measures for success will be determined for individual transport projects, in line with Council's Engagement Strategy

2

OBJECTIVE 2
Activate the heart of the Moe ACP

The commercial core of the Moe ACP presents a unique opportunity to reshape the future of the activity centre. As the symbolic and functional heart of the ACP, its transformation has the potential to draw people in, activate surrounding businesses, and set the tone for broader improvements across the precinct.

Improvements to Movement

Enhancing the commercial core's movement network increases the core's permeability. Permeability is the number of available paths that people can use to move between places within the commercial core.

Improvements to Place

In addition to improvements to movement, places need to be well-designed to create a welcoming experience for residents and visitors. In line with the Moe Activity Centre Plan: Urban Design and Built Form Strategy (Niche 2025), places within the commercial core will be improved to create a welcoming space for residents and visitors, as well as boosting economic activity. Place improvements also improve the Moe ACP's perception of safety by 'designing out crime', a core idea of Crime Prevention through Environmental Design (CPTED). The objective of CPTED is to design places that build a sense of community and reduce motivations for crime.

Actions

2.1. Deliver Stage 3 of the Moe Revitalisation Plan

2.2. Reclaim Laneways for Pedestrian Movement

2.3. Extend the Moe-Yallourn Rail Trail into the commercial core

2.4. Progressively replace end-of-life street furniture

2.5. Create a placemaking program for the Moe ACP

Measures of Success

- Funding and delivery of Stage 3 of the Moe Revitalisation Plan.
- Delivery of complementary active transport works to support the Moe Revitalisation Plan, through the implementation of Objectives 2 and 3.

ACTION 2.1

Deliver Stage 3 of the Moe Revitalisation Plan

TIMELINE

Short-term

LEAD

Council

STAKEHOLDERS

- Moe Traders' Association
- Latrobe Chamber of Commerce
- Businesses and services along Moore Street

Work has already been done to construct and upgrade facilities along George Street as part of Stages 1 and 2 of the Moe Revitalisation Project. For Stage 3 of the project, Moore Street will be redeveloped into a shared use zone, supported by beautification works and upgraded street furniture. Council is currently advocating for funding from the Victorian and Australian governments for this stage of the project.

At the same time, the Moe Revitalisation Project will need to be supported by complementary works to improve its connectivity. This includes improving active transport connectivity across the Gippsland Line and installing safe pedestrian infrastructure on transport routes leading into the commercial core. With these works, the benefits of the Moe Revitalisation Project will also 'spill over' to adjacent commercial precincts south of the Gippsland Line (e.g. Lloyd Street/Fowler Street).

Similar pedestrianisation and shared zone projects across Victoria have demonstrated lasting success, with streets transformed into thriving, people-focused environments that rarely revert to their former vehicle-dominated state.

To transform Moore Street into a vibrant, people-focused shared zone, a range of design and activation interventions should be considered as part of Stage 3 of the Moe Revitalisation Project. These interventions, listed in Table 5, are to be designed in accordance with Council's Urban Design Guidelines 2021.

Table 5: Design interventions to be considered as part of Stage 3 of the Moe Revitalisation Project

Design Intervention	Description
Conversion of Surplus On-Street Car Parking	Converting surplus on-street car parking spaces into higher-value uses that benefit the community. This may include: • Wider footpaths; • Outdoor dining areas; • Pocket parks or parklets; or • Landscaped buffers.
Place and Storytelling	Permanent street activations will enhance Moore Street's sense of place, while also helping people orient themselves within the space. Street activations may include: • **Clear wayfinding signage** indicating points of interest along Moore Street, such as Moe Plaza and the Mural Trail; • **Interpretive art installations** (e.g. sculptures, panels or interactive art pieces) that serve as the starting point for the Mural Trail, or tells the story of Moore Street and Moe's history, celebrating the town's railway, coal mining and Aboriginal cultural heritage and culture.
Improved Lighting	Install **creative, pedestrian-scale lighting** throughout the commercial core to enhance both the safety and atmosphere of public spaces after dark.
Shared Surface Redesign	Improve pavement conditions along Moore Street to refresh the look and feel of the existing shopping strip, while also signalling to drivers that pedestrians are prioritised in this area. This may include: • **Cleaning existing pavers** to improve their condition and appearance while Stage 3 works await funding; • **Coloured road paints and stencilled patterns** to define pedestrian shared zones; and • **Repaving Moore Street** with a unique shared-surface design, using a combination of pavers, coloured asphalt and distinctive textures.
Greening and Shade	Moore Street already contains several mature trees, including two trees listed on Council's Registry of Significant Trees. More shade and greenery can be added to Moore Street by: • Ensuring **existing trees are maintained** in accordance with Council's Tree Management Plan 2022-2027; • Protecting **existing mature trees**, adding more native trees and street canopies to Moore Street as part of Stage 3 works; and • Introducing **additional natural elements**, such as shrubs, planter boxes, grassed areas and landscaped outstands.

ACTION 2.2

Reclaim Laneways for Pedestrian Movement

TIMELINE

Short-term, then ongoing

LEAD

Council

STAKEHOLDERS

- Moe Traders' Association
- Latrobe Chamber of Commerce
- Local artists

Transform the commercial core's laneways into safe, inviting, and pedestrian-prioritised spaces to improve connectivity and accessibility. At present, many laneways function primarily as vehicle access routes to rear car parks, discouraging pedestrian use and creating conflicts.

This action aims to reclaim laneways as key pedestrian corridors, balancing the needs of vehicles while clearly signalling pedestrian priority. Suggested improvements include:

- Resurfacing with pedestrian-friendly materials and distinctive paving patterns;
- Adding lighting, wayfinding elements, and landscaping to enhance safety and comfort;
- Traffic calming measures and managed access points; or
- Street activations such as seating, greenery or art.

Priority for laneway transformations would be those located on the Mural Trail, as it provides an excellent foundation for creating an easily accessible and inviting walking environment. Enhancing the trail and improving the pedestrian experience along its route would strengthen its appeal, making it more attractive to visitors and fostering a sense of pride among residents. Preparation of a Laneway Strategy should be undertaken in consultation with key stakeholders to maximise beneficial outcomes

ACTION 2.3

Extend the Moe-Yallourn Trail into the Commercial Core

TIMELINE

Medium-term

LEAD

Council

STAKEHOLDERS

- Moe Traders' Association
- Department of Transport and Planning
- Bicycle Network Victoria
- Latrobe Chamber of Commerce
- Businesses and services along Albert Street
- Latrobe Catchment Landcare Network
- Moe-Yallourn Rail Trail Committee of Management
- West Gippsland Catchment Management Authority (WGCMA)

Currently, the Moe-Yallourn Rail Trail is accessed via slip roads off Narracan Drive. There is currently no protected cycling connection between the Moe ACP and the rail trail. It is recommended that a low stress cycling connection to the rail trail is provided along Albert Street – this is a practical connection considering that a pedestrian connection already exists between the street and the rail trail.

Wider footpaths should also be provided along the eastern portion of Albert Street to provide a strong pedestrian link between the ACP and the Moe Botanic Gardens.

ACTION 2.4

Progressively Replace End-of-Life Street Furniture

TIMELINE

Ongoing

LEAD

Council

As part of Council's streetscape strategy and Urban Design Guidelines 2021, street furniture should be replaced when they reach the end of its useful life, or if there are visible signs of damage/wear.

At the same time, community feedback pertaining to requests for additional street furniture should be analysed to identify potential areas for additional street furniture. This may include rest areas, tables and chairs.

ACTION 2.5

Create a Placemaking Program for the Moe ACP

TIMELINE

Ongoing

LEAD

Council

To support the Moe Revitalisation Project, a year-round placemaking program for the Moe ACP should be developed. This program creates an opportunity for Council to implement placemaking strategies in partnership with community and business groups – placemaking initiatives are light-touch, cheap interventions that can foster a sense of ownership and connection to place.

In the context of Stage 3 of the Moe Revitalisation Project, placemaking initiatives also provide Council the opportunity to test community appetite for more permanent public space changes in the future. Pilots of Stage 3 project elements help the community visualise proposed changes, while allowing Council to gather valuable data and feedback to inform final designs.

Placemaking should also be provided at community spaces within the southern portion of the Moe ACP.

Placemaking interventions may include:

- **Partnering with local artists and the Latrobe Regional Gallery** to create art installations and interactive art pieces that celebrate Moe's unique identity and heritage. These installations will build on the town's already successful mural art initiative;
- **Encouraging businesses to extend their operating hours and host evening activities**, fostering a sense of vibrancy, passive surveillance, and community presence at night;
- **Establish permanent or seasonal al fresco dining areas** that allow cafes, restaurants, and shops to spill out onto the street, activating Moore Street and surrounding spaces;
- **Farmers' or makers' markets**;
- **Holding cultural events**; or
- **Installation of modular planters, benches, and movable street furniture** to create informal gathering areas that invite people to stop, rest, and interact.

3 OBJECTIVE 3
Create an Age-Friendly Pedestrian Network



By 2041, the Moe ACP will have an age-friendly pedestrian network, where streets and public spaces are safe, comfortable, and inclusive for people of all ages while supporting lifelong mobility, social connection, and independence. Creating a culture of walking, especially with children and older Australians, supports the development of lifelong healthy habits and reduces the prevalence of loneliness.

The “8 to 80” design principle underpins this objective. It is a simple yet powerful idea: if a space is safe, comfortable, and inviting for both an 8-year-old child and an 80-year-old adult, then it will work well for everyone in between. This principle recognises that our most vulnerable and least confident users — children, older adults, and those with mobility challenges — are the ones most impacted by poor design. By prioritising an age-friendly approach, Moe can create a more vibrant, inclusive, and resilient ACP that supports people at every stage of life.

Actions

3.1. Audit the existing pedestrian network

3.2. Implement quick fixes to the pedestrian network

3.3. Implement upgrades to the pedestrian network

3.4. Deliver consistent wayfinding for the pedestrian network

3.4. Promote school and community walking programs

3.5. Reducing speed limits around recreation precincts, schools and key development areas

3.6. Investigate opportunities for improved north-south permeability

Measures of Success

- Increased modal share for walking
- Increased perception of safety for walking
- Increased confidence in choosing walking as a transport mode

ACTION 3.1

Audit the Existing Pedestrian Network

TIMELINE

Short term

LEAD

Council

STAKEHOLDERS

- DTP
- TAC
- Victoria Walks
- Roadcare Gippsland

Conduct a street-by-street audit of pedestrian infrastructure across the ACP. The audit should focus on:

- Defects or gaps in the existing footpath network, based on the requirements outlined in *AS1248 Design for Access and Mobility* and the *DTP's Accessibility Guidelines for Road Infrastructure*;
- Presence, condition and accessibility of pedestrian crossings (especially near schools, health and aged care facilities and community facilities);
- Presence and nature of obstacles within the pedestrian network (tree branches, utilities, excessive signage);
- Presence and condition of accessibility features, such as TGSIs, kerb drops, line markings and wombat crossings; and
- Identifying decision points where wayfinding signage would be beneficial (such as intersections and transport interchanges).

Beyond this audit, the Moe ACP pedestrian network should continue to be inspected and maintained as 'High Use Zone' or 'Medium Use Zone' footpaths, per Council's *Road Management Plan*.

Public Safety

As part of the audit, the following is also recommended to assess the public safety of the existing pedestrian network:

- Analyse data from Crime Statistics Victoria/Victoria Police to identify unsafe spaces within the ACP; and
- Crowdsourcing data about safe and unsafe public areas through apps like Social PinPoint or Safetipin.

ACTION 3.2

Implement Quick Fixes for Existing Footpaths

TIMELINE

Short to medium term

LEAD

Council

STAKEHOLDERS

- DTP
- TAC
- Victoria Walks
- Roadcare Gippsland

Based on the street-by-street audit, a quick-fix repair program should be developed to address issues with existing pedestrian infrastructure.

A program should include:

- Cutting back of overhanging vegetation that intrudes into a footpath;
- Cleaning of footpaths and ramps;
- Where obstacles have been identified, contacting occupants to remind them to keep footpaths clear of obstructions;
- Replacement of drain covers that are defective, or may pose a tripping hazard due to their design;
- Replacement of damaged accessibility features, such as TGSIs and signage;
- Replacement of any cracked or damaged footpath sections;
- Grinding or patching of any lips in the footpath;
- Re-marking any worn road markings that indicate the presence of pedestrian crossings; and
- Consolidation or decluttering of signage and street furniture.

ACTION 3.3

Implement Upgrades to the Pedestrian Network

TIMELINE

Medium to long term

LEAD

Council

STAKEHOLDERS

- DTP
- TAC
- Victoria Walks
- Roadcare Gippsland

Upgrades to the Moe ACP's pedestrian network, such as the wombat crossings at George Street and Lloyd Streets, have set a strong precedent for improving the pedestrian network throughout the rest of the ACP. Highly-visible pedestrian infrastructure such as wombat crossings improve the accessibility and safety of the pedestrian network, while also reinforce the principle of prioritising people over vehicles.

Building on this precedent, a program should be implemented to upgrade all footpaths within the Moe ACP to create an accessible, cohesive pedestrian network. This program should include the considerations outlined in Table 6, and prioritise the corridors outlined in Table 7. These upgrades will result in the Moe ACP Future Pedestrian Network, illustrated in Figure 51.

ACTION 3.4

Deliver Consistent Wayfinding for the Transport Network

TIMELINE

Medium term

LEAD

Council

STAKEHOLDERS

- Businesses and residents

In addition to the placemaking elements noted in Actions 1.1, 1.2 ,1.3 and 2.2, signage forms part of a consistent and effective wayfinding system. To complement placemaking in the Moe ACP, Council should:

- Adapt and adopt the Wayfound Victoria Wayfinding Guidelines (2020) as Council's wayfinding signage guideline for the Latrobe City;
- Develop a signage plan for the Moe ACP, based on the pedestrian network audit and Wayfound Victoria;
- In accordance with the signage plan, install clear directional signage and maps to guide pedestrians to key points of interest, car parks, and public transport;
- Update the Moe Mobility Map to show accessibility features and barriers (such as accessible toilets, shade, benches, steep footpath gradients, areas with no footpaths and formal pedestrian crossings); and
- Include walking time estimates on wayfinding signage to encourage people to walk short trips.

New wayfinding signage may be piloted in accordance with Action 1.3 to gather community feedback.



Figure 50: Wayfinding signage totem designed using the Wayfound Victoria Wayfinding Guidelines (2020)

Table 6: Pedestrian Network upgrade considerations

Upgrade Considerations	Description
Modification of On-Street Car Parking	Reorienting or removing parking spaces to create space for new or wider footpaths or other pedestrian infrastructure, such as kerb extensions and greenery. • Reorienting car parking spaces on Saviges Road will allow a new footpath to be installed beside the Moe Bowls Club. • Reorienting car parking spaces on Moore Street will allow new protected cycle lanes to be installed.
Widening of Footpaths	• Progressively widen narrow paths within the commercial core, and surrounding education, health and recreation precincts to accommodate mobility aids or prams. • Installing kerb extensions along sections of narrow footpaths to provide opportunities for people using prams or mobility aids to pass each other safely
Completion of Missing Links	• Identify and fill gaps in the pedestrian network, especially between key destinations, public transport stops, and car parks. • Provide direct, continuous routes that align with desire lines to minimise detours.
Prioritisation of Universal Access	• Align pedestrian crossings with footpath approaches, ensuring ramps meet accessibility standards. • Install TGSIs or kerb dips along the priority pedestrian network, where none have been installed before.
Lighting Improvements	• Develop a Public Lighting Policy that defines expected lighting requirements for the ACP. This policy should include lighting levels for footpaths, laneways and key activity areas, as well as a procedure for the public to request a public lighting review. • Based on this public lighting policy, improve lighting along footpaths, laneways, and at crossings to increase safety and comfort after dark. George Street and Lloyd Street has been highlighted as a pedestrian crossing requiring more lighting as part of community engagement.
Creation of Shade and Rest Areas	• Plant additional trees and introduce shade structures along key walking routes. The NSW Landcom's Street Tree Design Guidelines provide guidance on different landscaping designs and spacings between trees of different sizes; and • Install seating at regular intervals, particularly for older adults and others who may need to rest. The Urban Design Guidelines for Victoria suggest a spacing of 100 m between seats, and to also locate more seating where people would gather and linger, such as public transport stops, parks, plazas and pedestrian routes.
Pedestrian Crossing Improvements	• Improving pedestrian crossings at the locations defined in Table 7. These locations include areas of high pedestrian activity, such as schools, public transport hubs, and key destinations. • Pedestrian crossing improvements may include mid-block or intersection zebra crossings, kerb cuts, or wombat crossings.

Table 7: Priority locations for Pedestrian Network improvements

Priority	Location
High	• George and Anzac Street • George and Moore Streets • Albert and Market Streets • Albert and Moore Streets • Albert and Kirk Streets • Albert and Anzac Streets • Anzac and Haigh Streets • Haigh and Kirk Streets • Haigh and Moore Streets • South Street (east of Fowler Street)
Medium	• George and Kirk Streets • Albert Street, west of Clifton Street/Bittern Lane • Albert and Saviges Road • George and Savides Road • Lloyd and Linton Avenue • Langford and Fowler Streets • South Street (west of Fowler Street)

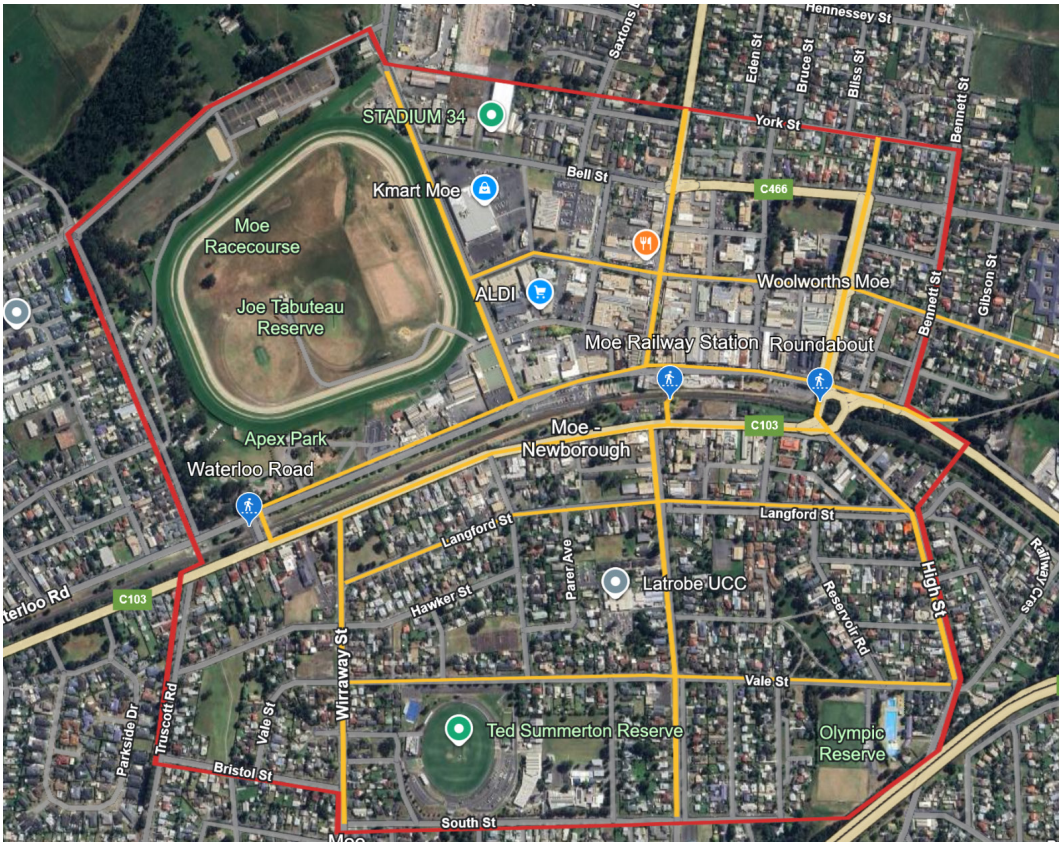


Figure 51: Moe ACP Future Pedestrian Network

ACTION 3.5

Promote School and Community Walking Programs

TIMELINE

Ongoing

LEAD

Council

STAKEHOLDERS

- Latrobe Health Assembly
- VicHealth
- Victoria Walks
- Schools and aged care facilities

Walking promotion programmes will encourage the community to try out walking as a mode of transport within the Moe ACP. This builds community confidence in walking as a safe transport mode. The following is recommended to create and sustain school and community walking programmes:

- Working with schools and kindergartens to implement the Department of Education and Training's Active Schools Framework;
- Establish safer walking routes to schools, supported by good quality pedestrian infrastructure – this includes footpaths in good repair, clear markings and supervised crossings;
- Providing street treatments, either as a pilot (see Action 1.3) or as a permanent change (see Actions 2.5 and 2.7), to make school streets safer;
- Continuing to expand Council's Roll and Stroll program for schools;
- Supporting schools in applying for Active Schools Grants for active travel projects;
- Supporting a 'walking school bus' program across the three Moe primary schools; and
- Establishing Open Street Days involving the closure of streets surrounding schools. This cuts down congestion that normally occurs at the school gates, while prioritising safe active transport.
- Mapping safe and appealing neighbourhood walking routes for community groups to use;
- Supporting the creation of community walking groups, in collaboration with social service providers such as the Moe Neighbourhood House and Moe Old Gippstown Men's Shed, or Victoria Walks' Women Who Walk project; and
- Expanding the use of self-guided walking tours such as the Mural Trail – self-guided walking tours explaining the Aboriginal cultural heritage, and historic heritage of Moe can be developed.

ACTION 3.6

Reduce Speed Limits within the Moe ACP

TIMELINE

Medium term

LEAD

Council

STAKEHOLDERS

- DTP
- TAC
- Victoria Walks
- Roadcare Gippsland

As outlined in Section *2 The Moe Activity Centre Precinct*, the majority of roads within the Moe ACP have a speed limit of 50 km/h. The *Speed Zoning Policy (August 2025)* (DTP 2025) provides a range of notional speed limits for the Movement and Place Framework street types identified in the Movement and Place Assessment.

The introduction of lower speed zones across the Moe ACP will ensure that other road users can share road space safely with private vehicles. Research has shown that, for every 5 km/h increase in speed above 30 km/h, the risk of pedestrian injury and death rises rapidly. Pedestrians who are children and seniors also have a higher risk of sustaining serious injury or death if they are involved in a road crash.

The reduction of speed limits is expected to have a marginal impact on average travel times throughout the Moe ACP. At the same time, speed reductions have resulted in a sizeable reduction in the number of injuries sustained in a crash involving pedestrians. When the Victorian default urban speed limit was reduced from 60 km/h to 50 km/h in 2001, there was a 25% to 40% reduction in fatal and serious injuries in pedestrian-related crashes throughout metropolitan Melbourne.

The following is recommended to implement lower speed limits across the Moe ACP:

- In addition to speed reductions currently proposed by Council, expand the Moe 40 km/h Zone to include streets adjacent to recreation precincts, key development areas (refer to the Urban Design Framework [Niche Planning Studio 2025]) and the Moe Railway Station;
- Investigate opportunities to implement 30 km/h active travel precincts on streets within 200 m of all school gates, per the Victorian Speed Zoning Policy – this may be implemented as a permanent or time-restricted speed zone; and
- Support the rollout of lower speed zones with traffic calming measures and placemaking (see Actions 2.1, 2.2 and 2.5).

A priority list for speed limit reductions has been provided in Table 8.

ACTION 3.7

Investigate Opportunities for Improved North-South Permeability

TIMELINE

Long term

LEAD

Council

STAKEHOLDERS

- DTP
- V/Line
- VicTrack

As noted in Section *5 The ACP's Current Challenges,* there are currently limited opportunities for pedestrians, cyclists and micromobility users to cross the Gippsland Line. At the same time, the pedestrian level crossing at the Moe Railway Station is narrow, with gaps between rails that make it sub-optimal for cyclists, riders and people using mobility aids.

The following is recommended to improve the north-south permeability of the Moe ACP:

- Engage with the DTP, V/Line and VicTrack to ascertain if additional pedestrian and cycle crossings over the Gippsland Line can be installed; and
- Ascertain if upgrades can be made to the existing level crossing at Moe Railway Station. Upgrades may include the creation of a wide underpass (akin to those constructed at Deer Park or Ardeer Stations) to provide access between George Street and Lloyd Street.

Table 8: Priority roads for speed limit reductions

Priority	Location	Speed Limit
Proposed by Council	• Haigh Street	60 km/h
	• Della Torre Road • Saviges Road • Watsons Road • Wirraway Street	50 km/h
	• Moore Street	30 km/h
High	• South Street (entire street) • Bell Street • Vale Street • Waterloo Road (between Mitchells Road and Saviges Road) • Kingsford Street • High Street (between Langford Street and Vale Street)	40 km/h
	• George Street • Albert Street	30 km/h
Medium	• Kirk Street • Bristol Street • Truscott Road • Hawker Street	40 km/h

4 OBJECTIVE 4
Create a Safe and Attractive Riding Network



In 2041, the Moe ACP will have a network of low stress cycle lanes that provide convenient east-west and north-south connections for cyclists. Protected and connected cycle lanes will provide micromobility device users and cyclists with direct links between residential areas, schools, shops, parks, and the Moe Railway Station. More people, of different socioeconomic and cultural backgrounds, ages and genders will choose cycling as their primary transport mode for short trips within the Moe ACP.

At the same time, the creation of a legible and safe cycling network will also support the safe use of micromobility devices. By providing the cycling infrastructure, micromobility devices can be used within the cycle network, mitigating the risks associated with the inappropriate use of these devices on footpaths.

Actions

4.1. Pilot a network of low stress riding routes

4.2. Implement riding engagement initiatives

4.3. Build out a permanent riding network

Measures of Success

- Number of kilometres of low stress cycling routes provided;
- Number of new end-of-trip facilities for cyclists throughout the Moe ACP;
- Reports of accidents, injuries and deaths related to cyclists or micromobility device users;
- Increased uptake of cycling as a transport mode among residents of the Moe ACP; and
- Increased diversity of people who use cycling or micromobility as a transport mode (for example, sex, age, socioeconomic background).

ACTION 4.1

Pilot a Network of Low Stress Riding Routes

TIMELINE

Short term

LEAD

Council

STAKEHOLDERS

- DTP
- Bus operators
- Businesses and Residents
- TAC
- Bicycle Network Victoria
- Roadcare Gippsland

Prior to the creation of permanent riding routes, pop-up protected riding lanes along high-priority roads and streets (see Action 3.3 for high-priority roads) will be piloted for one year within the Moe ACP. Council will lead the planning, design and delivery of pop-up riding routes – however, Council should also explore partnerships with the DTP and Bicycle Network Victoria to assist in the planning, design and delivery of this pilot.

Works to develop a pop-up riding network will include:

- Constructing pop-up riding lanes using low-cost, temporary infrastructure (e.g. physical separation of cycling traffic through temporary bollard and kerb installations or painted medians next to existing cycle lanes);
- Installation of temporary wayfinding and signage along riding routes, indicating directions to points of interest and connections to other riding routes within the ACP; and
- Reconfiguration of intersections, crossings and bus stops to provide safe passage for riders while also preserving the safety of other road users.

Engagement with stakeholders and the community will be required to implement a pilot. Engagement should focus on:

- Providing rider behaviour and 'try before you ride' programs to boost community confidence in cycling (see Action 4.2);
- Why the pop-up riding lanes program will support the accessibility of the Moe ACP, and the changes required to the ACP to implement the program;
- How the program should be implemented throughout the Moe ACP (including car parking changes required); and
- Receiving feedback and complaints about the pop-up riding lanes program throughout the length of the trial.

Table 9 outlines the roads and streets that should be prioritised to create a network of north-south and east-west commuter cycling routes throughout the ACP; these routes have been prioritised based on their proximity to community facilities and the ACP's commercial core.

Table 9: Priority roads for Riding Network upgrades

Direction	Priority	Routes
North-South	High	• Moore Street – Fowler Street • Saviges Road – Kingsford Street • Kirk Street – George Street – High Street
	Medium	• Anzac Street – High Street
East-West	High	• Albert Street • Lloyd Street – Narracan Drive – Moe to Yallourn Rail Trail • Waterloo Road – Narracan Drive – Moe to Yallourn Rail Trail
	Medium	• Bell Street – Haigh Street • Vale Street • Langford Street

ACTION 4.2

Implement Riding Engagement Initiatives

TIMELINE

Short to medium term

LEAD

Council

STAKEHOLDERS

- DTP
- Bicycle Network Victoria

In tandem with Action 2.4, introduce or continue programs and campaigns to build community confidence, foster a bike-friendly culture, and encourage new riders in Moe. Different programs/campaigns will need to be introduced to address different aspects of riding as a transport mode.

Table 10 outlines different types of engagement initiatives that can be undertaken by Council.

Table 10: Riding engagement initiatives

Riding Engagement Initiatives	Examples
Introducing Riding as a Transport Mode	• **Stroll and Roll Program** – continue supporting and implementing the Stroll and Roll Program in collaboration with VicHealth and schools in the Moe ACP. The Stroll and Roll Program should continue to identify safe routes for students to walk or ride to schools within the Moe ACP. • **Social rides** hosted by community groups to introduce people to riding.
Lowering Barriers to Access	• **Bike Libraries** - Partner with community organisations to provide a fleet of bicycles and equipment for residents to borrow and try cycling without upfront costs; or • **Bike-Friendly Business Culture** - Encourage local businesses to adopt bike-friendly practices, such as offering discounts or providing secure parking.
Addressing Rider Behaviour	• **Education and Awareness** - Run campaigns to promote safe sharing of roads between riders and drivers, and to normalise cycling as a healthy, viable mode of transport (see also Action 3.5).

ACTION 4.3

Build Out a Permanent Riding Network

TIMELINE

Medium to long term

LEAD

Council

STAKEHOLDERS

- DTP
- Bus operators
- Businesses and Residents
- TAC
- Bicycle Network Victoria
- Roadcare Gippsland

Based on the feedback from the Pop-Up Riding Lanes trial, the effectiveness of each cycle route can be evaluated. Improvements to riding lanes can then be incorporated into the detailed designs of the permanent riding network.

Ultimately, the permanent riding network will include the following features:

- **On-Street and Separated Riding Lanes -** Install new on-street riding lanes on priority and local corridors identified in the Tracks, Trails and Paths Strategy (e.g., Moore Street and Albert Street). Provide physically separated lanes with buffers on higher-volume streets to improve comfort and safety.
- **Lighting and Surveillance** - Enhance lighting and passive surveillance along cycling routes to improve safety and confidence.
- **Intersection Improvements (see Action 4.1)** - Install clear and continuous markings to enhance rider visibility and priority at intersections and roundabouts.
- **Wayfinding and Signage (see Action 2.1) -** Implement clear signage and maps showing safe cycling routes, connections, and estimated travel times.
- **End-of-Trip Facilities** - Provide secure and visible parking, bike hoops, and fix-it stations at major destinations, including Moore Street, Market Street, Albert Street, and the Moe Railway Station. Long-stay secure storage (Parkiteer cycle cages) should also be installed at the Moe railway station, Moe Bus Interchange and key commercial/retail hubs.

5 OBJECTIVE 5
Make Public Transport Fast, Safe and Efficient



In 2041, the Moe ACP will have access to a safe, fast, frequent and accessible public transport network. The public transport network will provide more options for trips within the Moe ACP through connector bus routes, while rapid inter-town bus routes provide strong connections between Moe and the rest of the Latrobe Valley. Bus services will also meet V/Line regional rail services at Moe Railway Station, providing a seamless interchange between trains and buses.

Actions

5.1. Provide support for people to access public transport

5.2. Advocate for a Moe ACP bus network review

5.3. Invest in amenity and new bus shelters

5.4. Improve public safety at Moe Railway Station

5.5. Connect community transport providers

Measures of Success

- Increased modal share for public transport
- Increased perception of safety on public transport

ACTION 5.1

Provide Support for People to Access Public Transport

TIMELINE

Short term

LEAD

- Council
- DTP

STAKEHOLDERS

- Bus operators
- V/Line

Collaborate with the DTP to provide public transport engagement initiatives aimed at reducing accessibility barriers to public transport. This includes:

- **'Try Before You Ride'** sessions at schools, retirement villages and Moe railway station. These sessions provide the public the opportunity to try out accessibility features on V/Line trains and local buses.; and
- Opportunities for Council customer service staff to **assist residents to apply for concession Myki cards**, subsidised taxi fares as part of the Multi-Purpose Taxi Program, or travel passes for people in financial hardship/crisis.

ACTION 5.2

Advocate for a Moe ACP Bus Network Review

TIMELINE

Long term

LEAD

Council

STAKEHOLDERS

- DTP
- Bus operators
- V/Line

As part of preparations to introduce 40-minute regional train services on the Gippsland Line, a review of the Moe bus network should be undertaken. Working with the DTP, the review should focus on opportunities to improve the frequency, routing, and operating hours of the current bus routes to better meet the needs of the Moe ACP. In accordance with the principles of Victoria's Bus Plan, the bus network review should focus on ensuring the bus network:

- Provides a well-timed interchange with inter-town buses, as well as regional train and coach services operating from Moe Railway Station – enabling people to access services in surrounding communities. This includes high schools in Newborough, health services in Morwell and Traralgon, and the Services Australia outlet in Traralgon;
- Does not only serve the needs of younger residents, but also the increasing population of older residents (see Section *2 The Moe Activity Centre Precinct*);
- Connects the commercial core of the Moe ACP to surrounding residential areas;
- Provides a hierarchy of bus routes – rapid inter-town routes supported by connector routes that link the commercial core and community facilities to residential areas;
- Provides frequent, reliable services throughout the week.

An improved Moe ACP bus network should also aim to provide:

- Services to support educational institutions, as well as community events within and adjacent to the Moe ACP;
- Longer operating hours into the evenings to supporting shift workers, students, and social trips; and
- Weekend services, making public transport a viable choice for a wider range of trips beyond the weekday peak periods.

ACTION 5.3

Invest in Amenity and New Bus Shelters

TIMELINE

Medium term

LEAD

Council

STAKEHOLDERS

- DTP
- Bus operators
- V/Line

One of the major barriers to public transport use in the Moe ACP is the poor quality and inadequacy of existing public transport infrastructure. To make public transport a more attractive and viable choice, targeted investments would improve the comfort, safety, and accessibility of bus stops and related facilities:

- Investigate opportunities to provide shelters, bus pads, and TGSIs at locations where only flag stops currently exist, with a view to improving weather protection and comfort for passengers;
- Consider upgrades to existing shelters, or where facilities are life-expired, explore options for replacement. Priority to be given to higher use areas, or locations where use may be currently suppressed by inadequacy of facilities;
- Explore improvements to shelters such as those on Albert Street, for example through better lighting, multiple bays, and other features that could enhance safety, inclusivity, and visual appeal;
- Review opportunities to enhance surveillance and lighting where appropriate; and
- Encourage passive surveillance and assess options for improving lighting around stops, interchanges, and connecting pathways to support perceptions of safety and user confidence.

While these improvements alone will not address all barriers to greater utilisation of public transport, they will enhance the usability of services. When combined with other recommendations – including enhanced and more focused service levels and improvements to streetscape walkability – they will contribute to enhanced public transport ridership.

ACTION 5.4

Improve Public Safety at Moe Railway Station

TIMELINE

Short term

LEAD

Council

STAKEHOLDERS

- DTP
- Bus operators
- V/Line
- VicTrack
- Victoria Police
- Latrobe Community Health

Stakeholder and community feedback about the Moe Railway Station has indicated that the Moe Railway Station has pre-existing public safety issues associated with anti-social behaviour. In addition, Victoria Police officers are spending up to a quarter of their shift time at the Moe Railway Station to respond to these behaviours.

As such, this decreases both the real and perceived level of public safety at the railway station, making public transport a less attractive transport option. Low public safety does not affect the public in the same way; certain groups, such as people with disabilities, children, seniors, women, transgender and gender-diverse persons are disproportionately affected by poor public safety compared to the rest of the general population.

At the same time, anti-social behaviour is a complex issue to resolve; a range of risk factors encourage the prevalence of anti-social behaviour (for example, school engagement, family, socioeconomic status, availability of support services and mental health). As such, a multi-faceted approach to addressing anti-social behaviour on public transport modes and interchanges is necessary to address these public safety concerns. This includes (as illustrated in Figure 52):

- Collaborating with schools, Victoria Police, support agencies and government agencies to address anti-social behaviour within the transport network;
- Fostering community ownership of the Moe ACP's public spaces, including public transport interchanges; and
- Revitalising areas within the transport network that might attract anti-social behaviour.

Further discussion on how anti-social behaviour can be found in the UK Community Rail Partnership's **Community Rail: A Guide to Tackling Anti-Social Behaviour document.**

This action proposes to address anti-social behaviour at the Moe Railway Station by:

- Understanding, through engagement with Victoria Police and analysis of crime statistics, what are the most common anti-social behaviours occurring at the Moe Railway Station, as well as the demographic and socioeconomic profiles of the perpetrators of anti-social behaviour;
- Advocating to VicTrack to conduct a CPTED analysis of the Moe Railway Station – this analysis should incorporate considerations for gender-sensitive design and identify potential design solutions to improve the perception of safety at the railway station. Design solutions may include:
  - Design upgrades and the widening of the existing pedestrian level crossing;
  - Separation of the rail replacement buses and commuter car parking; and
  - Removing vegetation to enable clear sight lines.
- Continuing to implement the actions underpinning Key Objective 3 – Community Safety, Strategic Direction 3 of of the *Council Plan 2025-2029*:
- Advocating for resources that decrease instances of anti-social behaviour in central business district areas;
- Partnering with stakeholders and the community to reduce instances of family violence and improved mental health support; and
- Advocating for increases in permanent police staffing levels – including the expansion of Victoria Police's Transit Safety Division to allow Protective Services Officers (PSOs) to be stationed at Moe Railway Station;
- Exploring collaborations between social services organisations, Council and Victoria Police to provide 'foot patrol' outreach programs at Moe Railway Station. These programs allow for direct on-site engagement with perpetrators and diversion to support services; and
- Exploring the potential for community groups and schools to 'adopt' the Moe Railway Station, to allow them to undertake community-led placemaking activities (see Action 2.5) that improve the station and surrounding areas.

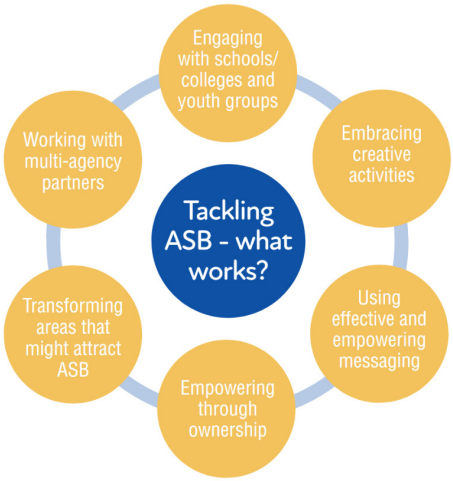


Figure 52: Tackling Anti-Social Behaviour - What Works? (Community Rail Network 2025)

ACTION 5.5

Connect Community Transport Providers

TIMELINE

Short term

LEAD

Council

STAKEHOLDERS

- DTP
- Bus operators

There are several community transport providers operating throughout the Gippsland region, many of which already deliver support and transport services to community members in Moe (see Table 11). These providers support people with mobility needs to attend medical appointments and social activities

This action proposes establishing stronger connections between these providers and the ACP by:

- Mapping and understanding the full range of services currently offered;
- Identifying gaps and opportunities for collaboration, shared promotion, and improved accessibility within the Moe ACP; and
- Facilitating dialogue between providers, Council, and other stakeholders to explore ways to enhance coverage, coordination, and awareness of available services.

Better connecting these groups can help ensure that residents who rely on community transport can more easily access shops, services, healthcare, and social opportunities within the ACP, reducing transport disadvantage and improving equity of access.

Table 11: Community transport providers within the Moe ACP

Provider	Coverage Area	Services Provided	Target Users
Victor Care	Moe and Traralgon (NDIS participants)	Door-to-door transport for medical, social, and recreational needs	People with disabilities
RFDS Community Transport	Central Gippsland	Volunteer transport to health and social support venues	Aged/DVA card holder
St John Community Transport	Victoria-wide including Gippsland	Non-emergency medical transport by volunteer first-aiders	Any individuals requiring transport for essential needs
WGHG Community Bus	Rawson – Erica – Moe corridor	Bus transport to appointments and shops	Residents
Interchange Gippsland / Gippsland Support Services	Gippsland region	Community access and mobility support	People with disabilities

7 Car Parking Assessment and Plan



This Car Parking Assessment and Plan provides additional context relating to car parking demand and supply within the Moe ACP. This Car Parking Assessment and Plan also proposes a set of guiding principles and management measures to provide the 'right' amount of parking by correcting the oversupply of parking.

This section summarises the findings of the Parking Assessment, undertaken as part of this Moe Activity Centre - Traffic Movement and Car Parking Assessment. For the Parking Assessment, UTS:

- Reviewed past reports on car parking measures within the Moe ACP; and
- Commissioned a car parking survey across the study area over two days (Thursday, 18 April 2024 and Saturday, 20 April 2024). Each parking survey was conducted from 7 am to 7 pm.

The following data was collected as part of the car parking survey:

- Average duration of parking stay;
- Parking occupancy; and
- Number of car parking spaces, as well as their associated time and use limits.

For the purpose of this Parking Assessment, the Moe ACP study area is split into two parking zones:

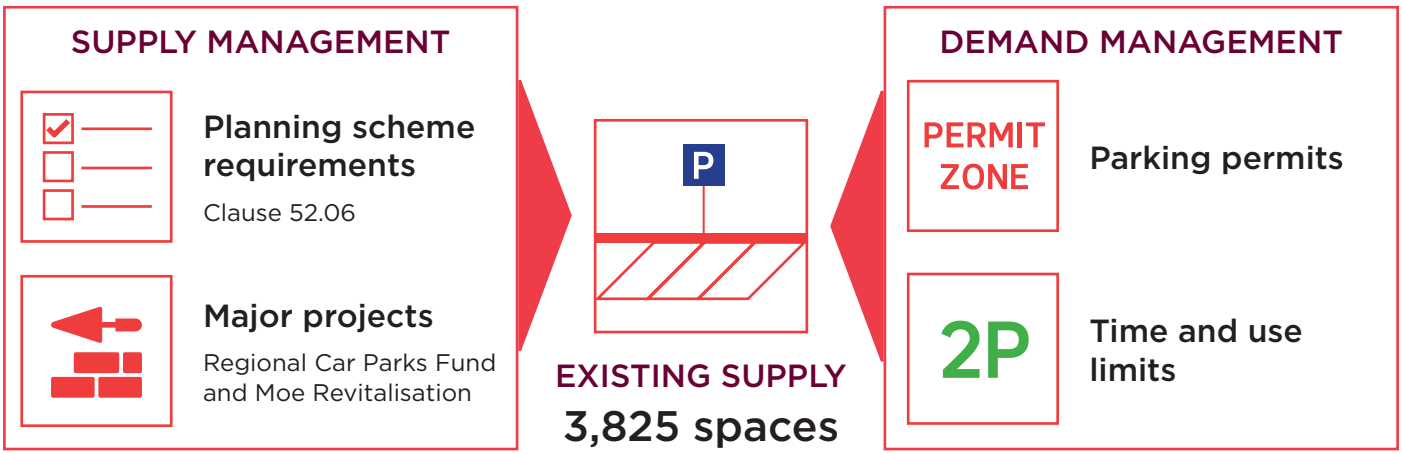
- The commercial core (bounded by George Street, Saviges Road, Bell Street and Anzac Street); and
- The greater ACP (locations outside the commercial core).

There are a total of 3,825 designated car parking spaces with the ACP.

Currently, parking in the Moe ACP is supplied from two sources in addition to the existing on- and off-street parking spaces:

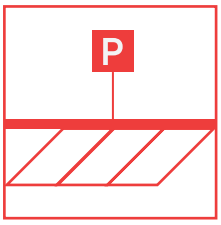
- **Major projects** - parking is provided through state and local major projects; and
- **Planning scheme requirements** - parking is provided to meet planning scheme requirements.

At the same time, parking demand is managed through time and use limits, as well as permits for veterans and persons with disabilities.



Parking Supply

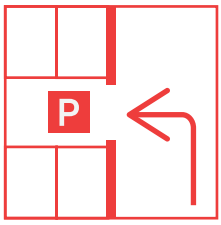
3,825 spaces



2,186 On-Street Parking Spaces

935 spaces within the commercial core

1,251 spaces within the greater ACP



1,639 Off-Street Parking Spaces

1,325 spaces within the commercial core

314 spaces within the greater ACP

Most of the existing car parking spaces in the Moe ACP are owned and operated by Council. In addition to on-street car parking spaces, Council also manages several off-street car parking spaces:

- Gregorys Lane;
- Moe RSL;
- Clifton Street;
- Saviges Road;
- George Street;
- Ted Summerton Reserve;
- Olympic Park; and
- Apex Park.

There are also several publically-accessible private car parks within the Moe ACP:

- Coles Moe;
- Market Street (Supercheap Auto and Aldi);
- Purvis Lane (TM&H Mitre 10);
- Hasthorpe Place (Moe RSL);
- Kmart Moe;
- Moe Railway Station (owned by VicTrack); and
- Woolworths Moe.

Major Projects

Additional car parking spaces have, and will be provided as part of major projects. These include:

- Providing 100 additional car parking spaces on George Street in 2022 as part of Regional Development Victoria's Regional Car Parks Fund and Stage 2 of the Moe Revitalisation Project; and
- Constructing an additional commuter car park as part of Stage 3 of the Moe Revitalisation Project.

Planning Scheme Requirements

The Latrobe Planning Scheme define car parking space requirements (parking minimums) for certain education, commercial, health, industrial and commercial land uses. These requirements are contained within Clause 52.06 – Car Parking. These parking minimums apply to a new land use, or an increase to the intensity of an existing land use. A planning permit will be required if these parking minimums will be varied (including reducing car parking requirements to zero). If the table within the clause does not prescribe a parking minimum for a land use, car parking must be provided 'to the satisfaction of the responsible authority'. There are also conditional exemptions to Clause 52.06 car parking requirements for use or development on Commercial 1, 2 and 3-zoned lands, as well as Activity Centre Zone and Precinct Zone land.

However, Council can vary the requirements within Clause 52.16 through a Parking Overlay (PO). To date, no Parking Overlays (PO) currently apply to the Moe ACP. Therefore, any use or development requiring a planning permit per the Latrobe Planning Scheme must conform with the typical land use-based car parking requirements contained within Clause 52.06.

This arrangement differs from other towns that make up the Latrobe City. Currently, a PO is present in the commercial cores of the Morwell and Traralgon townships. Morwell's Parking Overlay – Schedule 2 allows a permit to be granted to reduce car parking requirements for a land use. Traralgon's Parking Overlay – Schedule 1 requires a Green Travel Plan to be developed for major commercial, office and retail developments with a gross floor area of over 1,000 m^2. Churchill, like Moe, does not currently have a PO.

Parking Demand Management

Car parking in Moe is managed through time limits applied to selected car parking spaces (typically on kerbside parking along central streets and shopping strips). There are no fees charged for car parking within the Moe ACP.

Time and Use Limits

Most car parking spaces within the Moe ACP have no time restrictions applied. Parking restrictions are applied to on-street car parking spaces along central streets (e.g. George Street and Moore Street) – generally, two hours is the time restriction applied to on-street car parking along these streets. Table 12 outlines the number of time-limited car parking spaces within the Moe ACP.

A small number of parking spaces are preserved for specific uses, such as taxi pick-ups and drop offs, electric vehicle charging, loading activities and parking for persons with disabilities. These are outlined in Table 13.

Parking spaces have also been set aside for persons with disabilities, electric vehicles, taxis and loading activities.

Permits

Parking permits are provided for specific parking user groups. Currently, parking permits are available for:

- **Veteran Gold Card holders** – the free Veteran Gold Card parking permits allows a user to park for double the amount of time in Latrobe City Council-operated parking spaces; and
- **Persons with disabilities** – persons with significant disabilities and injuries can apply for an Australian Disability Parking Permit or Victorian Double Time Permit. These permits allow users to park for double the amount of time in standard car parking spaces, or park in disabled car parking spaces.

Table 12: Counts of time limited parking spaces

Time Limit	Commercial Core Spaces	Greater ACP Spaces	Total Spaces
5 MINUTE 5-minute parking	0 spaces	4 spaces	4 spaces
¼P 15-minute parking	28 spaces	8 spaces	36 spaces
½P 30-minute parking	0 spaces	2 spaces	2 spaces
1P One-hour parking	7 spaces	13 spaces	20 spaces
2P Two-hour parking	376 spaces	72 spaces	448 spaces
3P Three-hour parking	10 spaces	0 spaces	10 spaces
P No time or use restrictions	1,755 spaces	1,437 spaces	3,192 spaces

Table 13: Count of use limited parking spaces

Use Limit	Commercial Core Spaces	Greater ACP Spaces	Total Spaces
LOADING ZONE Loading zone	10 spaces	4 spaces	14 spaces
ONLY Disabled parking	40 spaces	16 spaces	56 spaces
TAXI ZONE Taxi zone	6 spaces	1 space	7 spaces
ONLY Electric vehicle charging	4 spaces	0 spaces	4 spaces
PICK UP SET DOWN AREA Pick up and set down areas	10 spaces	12 spaces	22 spaces
ONLY Prams	10 spaces	0 spaces	10 spaces

Parking Occupancy

The Parking Assessment assessed the:

- Occupancy of existing car parking spaces; and
- Duration of stay for each car parking space (how long a car stays in a parking space).

The result of this Parking Assessment is that there is no shortage of parking spaces within the Moe ACP. While there are pockets of higher parking occupancy within the commercial core and recreation precincts, parking occupancy remains well below the threshold where parking supply interventions would be warranted.

Parking Occupancy

For this assessment, an 85% parking occupancy rate has been used as a threshold for 'stressed parking' - this is when less than 1 in 7 parking spaces are free for use at any one time, resulting in people having to circle around the block to find a free parking space.

The parking occupancy of the commercial core and the greater ACP is well below this threshold on weekdays and weekends, even during peak parking periods. This indicates that the existing parking supply is sufficient to accommodate peak weekend demand.

The **peak average parking occupancy** for the Moe ACP is 28% on weekdays and 25% on weekends. The commercial core showed a higher peak average parking occupancy when compared to the greater ACP, as illustrated in Figure 53 and Figure 55:

- Commercial core: 43% on weekdays and 30% on weekends; and
- Greater ACP: 21% on weekdays and weekends.

Peak periods fo parking occupancy also differ between the two parking districts:

- Commercial core: 11 am - 12 pm on weekdays, 11 am on weekends; and
- Greater ACP: 2 pm - 3 pm on weekdays and weekends.

Pockets of higher parking utilisation within the commercial core were also observed in the parking survey (see Figure 54 and Figure 56). Locations where parking occupancy approaches 80% to 100% are:

- The Moore Street shared zone;
- Moore Street (between Albert and Haigh Streets);
- Gordon Street car park;
- Albert Street (outside the RSL); and
- George Street (near Kirk Street).

There are also **pockets of higher parking occupancy outside the commercial core**. Pockets of higher parking occupancy (approaching 80% - 100% utilisation) were observed at the following locations (see Figure 54 and Figure 56):

- Moe Railway Station car park (on Lloyd Street);
- Linton Street (near medical area);
- Wirraway Street (opposite St Kieran's Primary School); and
- South Street (outside Moe [South Street] Primary School).

Figure 55 and Figure 56 depict parking occupancy on Saturday, 11 am. The pockets wher utilisation reaches 80–100% include:

- Moore Street (part of the shared zone); and
- Wirraway Street (opposite St Kieran's Primary School).

Beyond these areas, parking occupancy dissipates quickly. Where parking spaces are not located near recreational precincts or the commercial core, these spaces do not achieve more than 20% occupancy throughout the week.

These findings suggest that while certain hotspots experience high demand, there is still substantial parking supply available for use.

Restricted vs Unrestricted Parking Spaces

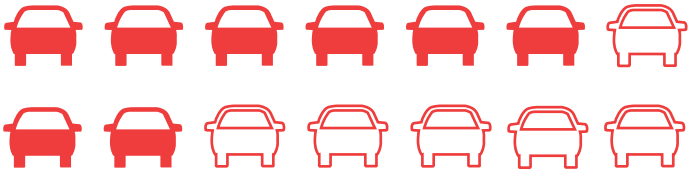
An occupancy comparison between the three most common time- and use-restricted parking spaces, and unrestricted parking space occupancy was also conducted for the commercial core. As illustrated in Figure 57 and Figure 58, the occupancy of unrestricted parking spaces is lower than the occupation of restricted parking spaces on weekdays and weekends.

The comparison also noted that the occupancy of parking for people with disabilities breaches the 85% threshold at 11 am on weekdays (see Figure 59). This indicates that intervention is required to ensure parking spaces are available for those that need them the most.

Duration of Stay

An assessment of how long car parking spaces were occupied (duration of stay) was conducted on Moore Street, between George Street and Albert Street. The car parking spaces on these streets are typically time-restricted to 2P (two-hour parking).

The Parking Assessment noted that vehicles typically occupy car parking spaces along Moore Street for an average of **48 minutes on a weekday, and 39 minutes on a weekend**. This is less than half of the two-hour time restriction imposed on these parking spaces.



Stressed parking
is when less than 1 in 7 parking spaces are available.

The Moe ACP
generally has 5 in 7 spaces available, even during peak periods.

Thursday - Parking Occupancy

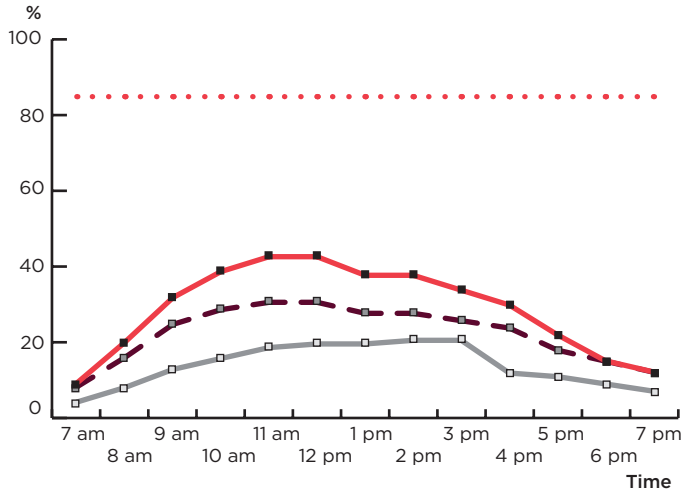


Figure 53: Graph of parking occupancy in the Moe ACP, Thursday 7 am - 7 pm



Figure 54: Map of peak parking occupancy in the Moe ACP, Thursday 11 - 12 pm

Saturday - Parking Occupancy

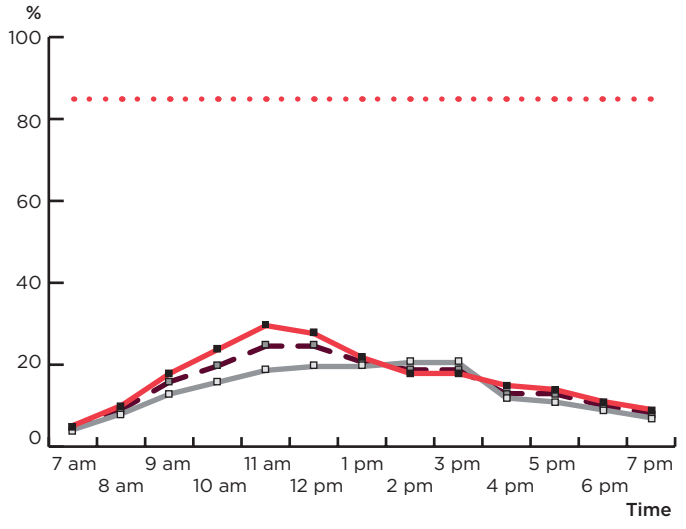


Figure 55: Graph of parking occupancy in the Moe ACP, Saturday 7 am - 7 pm



Figure 56: Map of peak parking occupancy in the Moe ACP, Saturday 11 am

Legend

- 85% threshold
- Commercial core
- Entire ACP
- Greater ACP

Thursday - Parking Occupancy by Restriction

Time Restriction

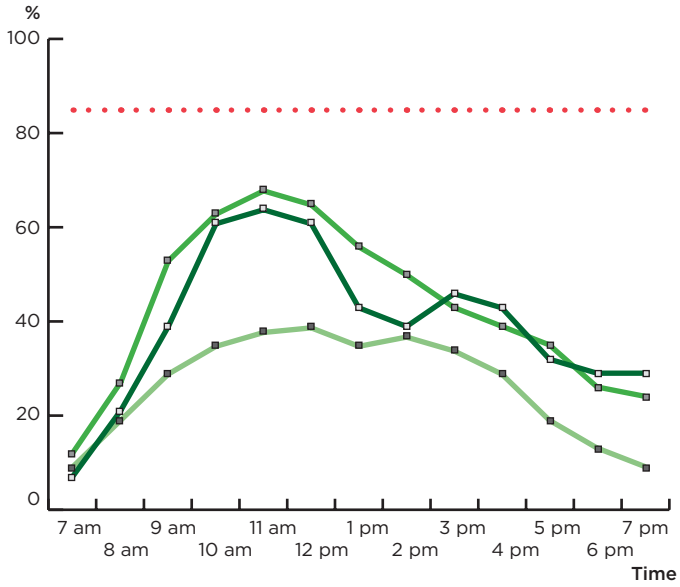


Figure 57: Graph of time-restricted parking occupancy in the Moe ACP, Thursday 7 am - 7 pm

Use Restriction

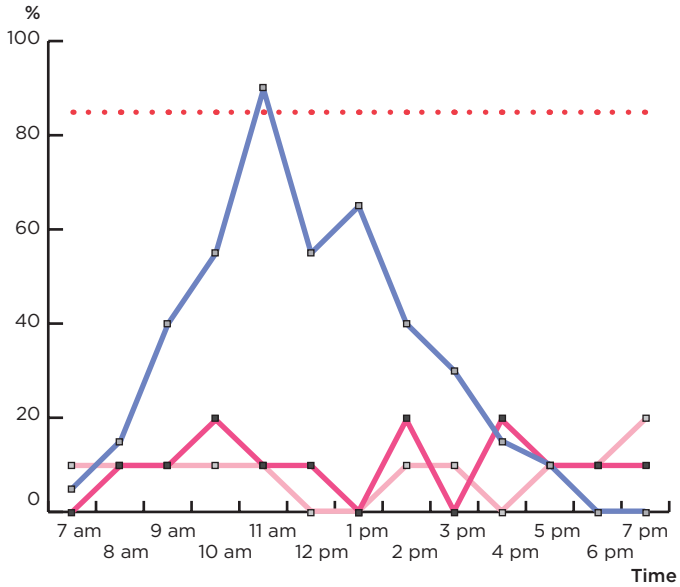


Figure 59: Graph of use-restricted parking occupancy in the Moe ACP, Thursday 7 am - 7 pm

Saturday - Parking Occupancy by Restriction

Time Restriction

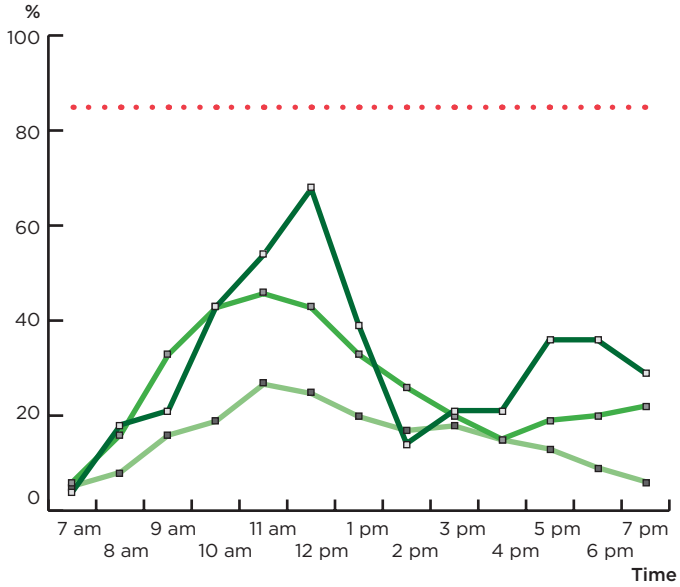


Figure 58: Graph of time-restricted parking occupancy in the Moe ACP, Saturday 7 am - 7 pm

Use Restriction

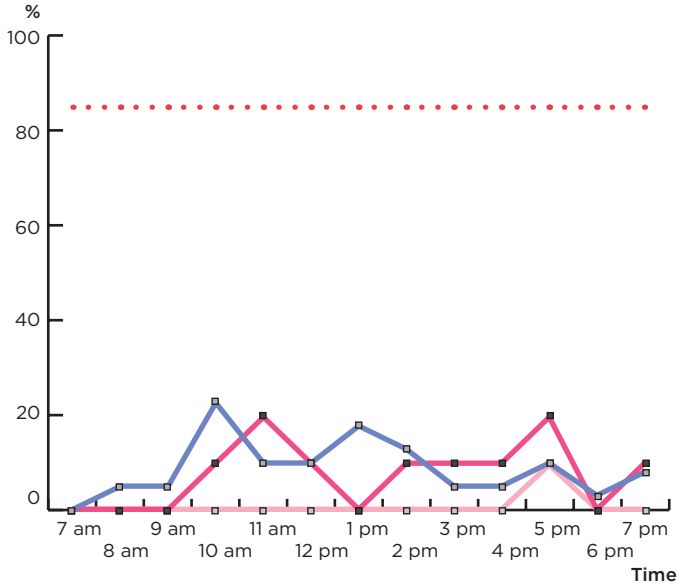


Figure 60: Graph of use-restricted parking occupancy in the Moe ACP, Saturday 7 am - 7 pm

Legend

- 85% threshold
- 15-minute
- 2P (two hours)
- P (no restriction)
- Accessible parking
- Pick up/set down
- Loading zone

Oversupply and Inefficiency

Based on the findings of the Parking Assessment, there is an oversupply and ineffiency problem associated with car parking management in the Moe ACP.

Parking Behaviour and Inefficiency

Like many regional centres, Moe's commercial core depends heavily on car access. Convenient parking remains a key factor in how people choose where and how long to visit. As such, there is a strong preference for parking directly outside the destination, often right in front of the shop, café, or service people intend to use.

This expectation is understandable, as it is partially driven by the relatively loose parking restrictions within the commercial core. The inefficient management of short-term parking will force the commercial core to function more as a drive-through zone rather than a place to linger, explore, and spend time. It prioritises convenience over experience — encouraging short, transactional visits instead of longer, more vibrant stays that support local businesses and community life. The ideal parking behaviour instead would be for people to park once, stay longer and walk/roll further into town, supported by a good pedestrian network.

Compounding this, the lack of real-time parking occupancy data further hampers effective planning and management, limiting the ability to align parking use with the needs of visitors, businesses, and the broader community.

Parking Behaviour and Oversupply

The focus on providing short-term parking also affects how the commercial core and the Moe ACP develops into the future. The current parking behaviour which prioritises convenience of access to destinations will lead to an inefficient use of valuable commercial core land. This can be seen in the underutilisation of the unrestricted car parks located within rear lots, the periphery of the commercial core and the greater ACP, while prime on-street parking spaces are oversubscribed, often occupied by employees rather than customers.

At the same time, car parking spaces often cut destinations off from each other, contributing to a dispersed, car-centric urban form. Car parking spaces are treated as isolated facilities rather than integrated assets, and many laneways designed to provide permeability have been taken over by cars accessing rear lots, making them unsafe and unwelcoming for pedestrians.

If parking supply is increased through building more car parking spaces, it creates a 'vicious cycle' where towns are designed to meet parking demands, rather than balancing the movement demands from people who use alternative modes to travel to the Moe ACP.

At the same time, increasing parking supply in general does not alleviate the need for demand management to encourage the use of underutilised car parking spaces, and to ensure spaces are preserved for people who need it the most. If more car parking spaces are built but there is no incentive for people to use these spaces, these new spaces will still become underutilised.

Managing Supply and Demand

Therefore, the strategic moves needed to manage existing car parking demand and supply within the Moe ACP is as follows:

- Managing short-term parking within the commercial core to incentivise use of unrestricted parking spaces - spreading the demand more evenly across the commercial core;
- Ensuring these unrestricted car parking spaces are supported by a good pedestrian network;
- Reclaim surplus parking spaces for higher value uses that meet the requirements of alternative transport modes - pedestrians, cyclists and public transport users.

OBJECTIVE 6

Provide Equitable Access to Car Parking

This Car Parking Plan adopts a 'Manage' approach to managing the supply and demand of car parking spaces within the Moe ACP. Rather than reacting to increased demand by creating more parking spaces, Council will focus on ensuring that existing parking spaces are used efficiently, and are prioritised for those that need it the most.

React

- Parking is viewed as 'essential infrastructure' and a public good that Council should ensure is adequately provided.
- Management is focused on reacting to changes in demand by increasing supply, both on private property by requiring minimum onsite parking requirements and in public spaces by subsidising free and ample on- and off-street parking supply.
- Reactive 'predict and provide' approaches generally lead to inefficient land use, entrenched car dependency, unsustainable travel choices (e.g. very short car trips) and reduced city centre vibrancy.

Manage

- Parking is viewed as a valuable resource that should be actively managed to balance multiple economic and social objectives.
- Council focuses on managing equitable access to limited supply using a range of tools such as time limits and pricing, rather than attempting to provide unrestricted supply to meet demand.
- Most cities adopt management approaches as they grow.

Transform

- Parking is viewed as a market rather than a public good.
- Market-based approaches have no off-street requirements, set pricing based on demand, and encourage private development to supply parking in response to price signals.
- Council sets policy to ensure fair and equitable access is maintained for people without alternative choices (people with disabilities, delivery drivers, etc).
- Growing cities are increasingly using market-based policy to ensure scarce land is used efficiently and private cars are not subsidised over sustainable modes.

Parking Principles

- Ensure parking within the ACP remains shared and open to everyone, at all times of day.
- Continuously collect and analyse parking demand data to inform how parking is managed and priced.
- Price parking to reflect its demand, cover maintenance costs, and fund improvements to transport and streetscape infrastructure.
- Recognise that different users have different needs, depending on their purpose in the ACP.
- Prioritise parking for groups who need it most — e.g., people with disabilities and goods deliveries.
- Consolidate parking in strategic on- and off-street locations where practical.
- Support parking locations with improved public realm connections, making walking/rolling and mingling more attractive.
- Position parking as a supporting tool, rather than a dominant feature, of the ACP's accessibility and economy.

Actions

6.1. Collect and analyse parking data

6.2. Tighten time and use restrictions in the commercial core

6.3. Strengthen connections between car parking and points of interest

6.4. Converting car parking spaces to higher value uses

6.5. Reform car parking requirements in the Latrobe Planning Scheme

6.6. Encourage car sharing schemes

6.7. Providing electric vehicle chargers for Council car parking spaces

Measures of Success

- Improved utilisation of existing car parking spaces
- Increased use of surplus car parking spaces for higher value uses

ACTION 6.1

Collect and Analyse Parking Data

TIMELINE

Ongoing

LEAD

Council

STAKEHOLDERS

- Smart parking technology providers

Regular data collection and analysis in the Moe ACP will be useful in understanding how parking is used throughout the year, especially during peak periods (holidays, major events and sporting seasons). Data collection and analysis is also useful to assess if parking demand or supply management measures are successful in ensuring people have equitable access to parking spaces when needed.

It is recommended that Council conducts a parking survey for the Moe ACP at regular intervals (e.g. yearly). This parking survey should collect data relating to:

- **Parking utilisation** - how many parking spaces are occupied throughout the day;
- **Parking duration** - how long a vehicle occupies a car parking space; and
- **Parking compliance** - do people follow the time and use restrictions of a car parking space.

Council should also investigate the use of smart parking technology (e.g. parking sensors) to automate the collection of parking data. Smart parking technology installations should be prioritised in areas of higher parking occupancy (80% - 100% parking utilisation) to track occupancy, turnover, and patterns of use in real time.

Priority car parks for the implementation of smart parking technology include the Moore Street, Market Street, Albert Street, and Gordon Street Car Parks.

ACTION 6.2

Tighten Time and Use Restrictions in the Commercial Core

TIMELINE

Short term

LEAD

Council

STAKEHOLDERS

- Businesses and residents
- Moe Traders' Association
- Latrobe Chamber of Commerce

The average duration of stay for vehicles parked along Moore Street (where two-hour time restrictions apply) is 48 minutes on Thursday, and 36 minutes on Saturday. As noted in *Oversupply and Inefficiency*, this does not encourage people to linger in the commercial core, reducing the opportunity for passing trade. At the same time, the higher occupation of parking on key streets within the commercial core limits equitable access for people who genuinely need car parking for trade and accessibility requirements.

To incentivise the use of underutilised parking spaces at the periphery of the commercial core, the number of 2P (two-hour) parking spaces within Moore Street should be reduced in favour of shorter-stay parking spaces (e.g. 1P - one-hour parking).

Parking use restrictions (loading zones, taxi/rideshare drop-off and pick-up zones and parking for people with disabilities) should also be implemented to prioritise parking spaces within the key streets of the commercial core for those that need it the most.

When tighter restrictions are implemented for the commercial core's parking spaces, targeted and proactive engagement with residents and businesses should be conducted to understand their needs and aspirations for car parking space conversion.

ACTION 6.3

Strengthen Connections Between Car Parking and Points of Interest

TIMELINE

Medium term

LEAD

Council

STAKEHOLDERS

- Businesses and residents
- Latrobe Chamber of Commerce
- Moe Traders' Association

Car parking spaces within the periphery of the commercial core and recreation precincts should be supported by better pedestrian connections. In addition to time and use restrictions, better pedestrian connections will make it more appealing for people to park further from points of interest and walk/roll to their destinations.

Pedestrian connections between car parking spaces and points of interest should be improved by:

- Upgrading the pedestrian network to provide a **comfortable walking/rolling connection between car parking spaces, recreation precincts and the commercial core**, per Action 3.3;
- Implementing a **consistent wayfinding system** for the Moe ACP, showing directions to key points of interest, per Action 3.4; and
- Investigate opportunities to improve **pedestrian connections over the Gippsland Line**, between Lloyd Street, the Moe Railway Station and George Street/ Moore Street per Action 3.7.

ACTION 6.4

Converting Car Parking Spaces to Higher Value Uses

TIMELINE

Medium term

LEAD

Council

STAKEHOLDERS

- Businesses and residents
- Latrobe Chamber of Commerce
- Moe Traders' Association

All parking has a cost, even if the parking space is not being used and parking is free. This cost is shared by everyone in the Moe ACP through maintenance and operating costs, as well as opportunity costs (the value of the next best alternative use for the car parking space).

If time and use restrictions do not encourage the use of underutilised or surplus car parking spaces, these spaces should be converted to allow for higher value uses that benefit the Moe ACP's businesses and residents. Action 2.2 provides some placemaking ideas for car parking space conversions; emphasis should be placed on:

- Tree planting and landscaping. This should be prioritised in the ACP, especially in areas where existing trees are constrained by adjacent parking;
- Community events and activations — such as car-boot sales, weekend markets, or pop-up cultural events — bringing vibrancy and supporting social and economic goals; and
- Outdoor dining set-ups or pocket parks.

When car parking spaces are to be converted to higher value uses, engagement with stakeholders and near neighbours is recommended to allow stakeholders to contribute to the design and implementation of parking space conversions. To aid engagement, conversions can be conducted on a pilot basis, with a view to make conversions permanent if successful.

ACTION 6.5

Encourage Car Sharing Schemes

TIMELINE

Medium to long term

LEAD

Council

STAKEHOLDERS

- Car sharing scheme providers
- Residents and businesses

While rideshare services such as taxis and Uber are available in the Moe ACP, they are often a costly option for regular use. At present, no dedicated car share schemes operate in the wider Gippsland region.

Car share schemes offer a flexible and cost-effective alternative to private car ownership, enabling residents to access a vehicle when needed without the ongoing costs of ownership — supporting reduced car dependency and more sustainable travel behaviour.

While current demand within the Moe ACP may be modest, peer-to-peer car sharing is likely to become an increasingly popular and viable transport option in the future, for residents and visitors alike. Council can take a proactive approach by:

- In the short-term, **promoting and support existing peer-to-peer car sharing apps**, such as Drive Mate and Turo. These platforms (which are gaining traction in Morwell and Traralgon) enable residents to rent and share privately owned vehicles by the hour, day or month, offering a flexible and cost-effective alternative to car ownership.
- Exploring the **feasibility of providing dedicated car share parking spaces** in strategic locations (e.g. Moe Railway Station or Moore St) within the ACP over the next 15 years, ready to support uptake as travel patterns and behaviours evolve; and
- Monitoring regional trends and engaging with established providers to assess **potential partnerships or pilot programs**.

ACTION 6.7

Provide Electric Vehicle Chargers for Council Car Parking Spaces

TIMELINE

Long term

LEAD

Council

STAKEHOLDERS

- Electric vehicle charger providers
- Department of Energy, Environment and Climate Action

While some electric vehicle (EV) chargers are already available in the Moe Activity Centre, the growing adoption of EVs suggests that demand will increase in the coming years. Council may wish to consider investing in additional EV charging infrastructure; however, this should form part of a strategic, Council-wide approach to EV charging rather than being addressed in isolation for the ACP.

Before investing further, it is important for Council to clearly define its role and objectives in providing EV chargers:

- Who are the intended users (e.g., residents, visitors, commuters)?
- What purpose do the chargers serve (e.g., enabling longer stays, supporting tourism, meeting sustainability goals)?
- What type of infrastructure is most appropriate (e.g., fast chargers versus standard)?
- How should charging be managed and priced?

Installing EV chargers without a clear strategy and purpose risks underutilisation and missed opportunities to align with broader environmental, economic, and mobility goals. A considered, evidence-based approach will ensure that EV charging investments are effective, equitable, and consistent with Council's long-term vision.

8 Financial Considerations



The cost of each action has been estimated based on desktop research into similar schemes throughout Victoria and Australia. Potential funding sources for projects have also been provided to offset these costs.

Funding sources

To fund improvements to the Moe ACP transport network, there are several sources of funding available to Council.

Grant Funding

A list of grants is provided in Table 14. While some of these grants are now closed for the 2025/2026 financial year, they provide an idea of what funding may be available for transport improvements within the Moe ACP.

Special Rates and Charge Schemes

Under the Local Government Act 2020 (LG Act), local councils can charge a levy in addition to statutory rates and fees to contribute to the cost of new or upgraded infrastructure – where a group of property owners receive a benefit from this infrastructure that is not extended to other property owners.

A special charge scheme may help fund the development of the Moe ACP transport network – parts of, or the whole Moe ACP can be designated as an Infrastructure Provision Zone for this purpose. However, the special charge/rate will need to be negotiated with businesses and the Moe Traders Association to ensure that traders and businesses are not burdened with extra operating costs to the point that retail vacancy rates are worsened by this policy.

Development contributions

There are two ways where development contributions can be provided to transport projects within the Moe ACP:

- Section 173 agreements, where Council and the proponent of a development negotiate specific conditions, restrictions on the use of land, or works required to achieve planning objectives in relation to the land (such as building certain infrastructure); and
- Development Contribution Plan Overlays (DCPO)/ Infrastructure Contribution Overlays (ICO), where an overlay is applied to part or the whole of the Moe ACP, supported by a Development/Infrastructure Contributions Plan. Developers either pay a levy or provide in-kind works.

These development contribution tools are triggered when a planning permit application is lodged. However, the levies imposed by DCPOs and ICOs are payable across a wider range of developments, as it allows Council to set contribution rates for different uses and developments.

Table 14: Grant funding sources

Program	Organisation	Funding
Growing Healthy Communities Grants	Victorian Health Promotion Foundation (VicHealth)	Projects that create opportunities to participate in sport and active recreation across Victorian neighbourhoods. • Tier 1: 50 to 60 grants totalling $10,000 to $50,000 • Tier 2: 15 to 20 grants totalling $50,001 to $150,000
Active Schools Funding and Expert Support Service	Victorian Department of Education and Training (DET)	Each year, 100 schools will receive a $30,000 Active Schools Grant to implement a whole-school approach to improving student physical activity. Eligibility to apply is based on the schools' Student Family Occupation and Education (SFOE) index. Applications are assessed against the Active Schools framework and how the school plans to use the funds to improve physical activity outcomes for their students. Grant funds may be used for infrastructure or equipment, staff professional development, or engagement with physical activity programs and providers.

Program	Organisation	Funding
Local Government Grant Program	Transport Accident Commission (TAC)	Projects that adopt Safe System principles to reduce crashes, especially those involving pedestrians and cyclists. The project must align with the Victorian Road Safety Strategy 2021-2030. • Analysis grants up to $30,000 • Infrastructure grants up to $100,000, with a conditional 1:1 contribution from the local government authority • Road safety strategy and action plan grants up to $50,000 • Variable Message Sign grants up to $30,000.
Community Road Safety Grants Program	DTP	Projects not already funded by the DTP or TAC, focusing on education and behaviour change programs for cyclists, pedestrians, motorcyclists and drivers. • Safe Routes to School – up to $6,000 per school; capped at $24,000 per applicant • Motorised mobility devices/Walk With Care/Safe Driver safety education courses – up to $250 per session • Road Safety Innovation – up to $20,000 for specific project costs.
Major and Local Community Infrastructure Program (invite-only)	Australian Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCSA)	Projects to deliver community and sporting infrastructure, as well as open space improvements. Only organisations identified by the DITRDCSA will be invited to apply for funding for nominated projects. Maximum funding amount is determined by the DITRDCSA, for each applicant.
Stronger Communities Program (invite-only)	DITRDCSA	Infrastructure projects that provide social for local communities. Only organisations invited by their local Member of Parliament (MP) will be invited to apply for funding. $20,000 to deliver small infrastructure projects.
Regional Precincts and Partnerships Project	DITRDCSA	Development of precincts in regional and rural areas that foster social cohesion, revitalising underused spaces and infrastructure. Stream One provides funding for precinct plans and engagement, while Stream Two provides funding to develop an element of the precinct, based on the precinct plan. Funding between $500,000 and $5 million is available for both streams.
Flexible Local Transport Solutions Program	DTP	Projects that promote active transport, reform and innovation in the transport sector, as well as transport equity. Funding is determined by the DTP, although it is expected that Council will match any funding that DTP is offering.

Cost Estimates

Table 15 provides a cost estimate for each action within the Traffic Movement and Car Parking Assessment. These cost estimates are based on desktop research into similar projects and initiatives within Victoria.

These cost estimates do not account for local construction and labour costs. It is recommended that project costs are assessed in further detail, as part of a capital works plan.

Table 15: Cost estimates for actions

Action Item	Timeframe	Estimated Cost Range
Objective 1: Continue to engage the community in creating transport equity		
1.1. Continue to engage with stakeholders and the broader community on transport projects and initiatives as they arise from the ACP.	Ongoing	Per Council's current processes - costs are based on the circumstances of each individual project.
Objective 2: Activate the heart of the Moe ACP		
2.1. Deliver Stage 3 of the Moe Revitalisation Plan	Short term	$7.5 million, as detailed in Council's Moe Stage 3 Revitalisation Project brief.
2.2. Reclaim Laneways for Pedestrian Movement	Short term	Costs are dependent on the design interventions chosen for this action. A detailed breakdown of costs for each design intervention is provided in Table 16. A summary of the costs for each design intervention is provided below: **Parklets for outdoor dining** • Permitting costs: $1,500 - $3,000, depending on Council statutory fees and requirements. • Construction: Varies widely by design and supplier of parklets. A deck will cost approximately $2,000 – $5,500, while a full parklet may cost upwards of $10,000 - $25,000. • Traffic management: dependent on the scale of the project. This is typically $10,000-$20,000. **Pop-up parks or temporary open space conversions** • $15,000 – $75,000 per site depending on construction costs, and duration of conversion. **Artist grants for laneway revitalisation projects** • Individual grants: $10,000-$25,000, dependent on the length and scale of projects. • Multi-year grants for organisations: upwards of $330,000.

Action Item	Timeframe	Estimated Cost Range
2.3. Extend the Moe-Yallourn Rail Trail into the commercial core	Medium term	$10 million - $20 million to create fully separated riding lanes into Moore Street. Costs include works required for complex road treatments and wayfinding signage.
2.4. Progressively replace end-of-life street furniture	Ongoing	Per Council's current maintenance and replacement costs for street furniture.
2.5. Create a placemaking program for the Moe ACP	Short term	In addition to the cost estimates for design interventions provided for Action 2.2, the cost of operating a coordinated placemaking program over five years is approximately $1.2 million-$5 million per year. An example placemaking program with costings are as follows: • Program Establishment - $60,000-$100,000. This includes one year dedicated to development of placemaking strategy, branding and governance framework; • Community Co-Design Workshops - $20,000-$40,000 annually, for two years. This includes engagement with traders, local artists and residents in planning activities; • Public Art and Creative Installations - $50,000-$120,000 annually. This includes payment for commissions of new artwork by local artists and refreshing of existing artworks; • Temporary Street Activation Kit - $80,000-$150,000 to set up the kit. This kit will include reusable modular planters, benches, shade and pop-up furniture that can be deployed where needed; • Al Fresco Dining Support Grants - $40,000-$80,000 to administer grants of $2,000-$5,000 per business, annually. This grant supports traders to enhance their outdoor spaces. • Events and Markets Program - $60,000-$120,000 annually; • Program coordination and staffing - $50,000-$90,000 annually for a dedicated placemaking coordinator; and • Monitoring and Evaluation - $10,000-$20,000 annually for data collection and reporting.
Objective 3: Create an age-friendly pedestrian network		
3.1. Audit the existing pedestrian network	Short term	$50,000 to $60,000 for commercial core and key areas of the ACP (source: Victoria Walks).
3.2. Implement quick fixes to the pedestrian network	Short term	Per Council's current maintenance costs.

Action Item	Timeframe	Estimated Cost Range
3.3. Deliver upgrades to the pedestrian network	Medium to long term	In-line with Council's current maintenance costs. Indicative costs for various recommendations: • **Wombat crossings**: $100,000 - $200,000 per crossing • **Provide Shade & Rest Areas**: In line with Council's current maintenance costs. • **Complete missing links** (based on 1.5 m widths): • **Low complexity (straight line)** - approximately $350–$500 per metre based on a 1.5 m path). • **Medium (some driveways, minor drainage/tree protection)**: approximately $500–$700 per metre. • **High complexity (numerous interfaces, services, retaining/tree pits/kerb works, night works)**: approximately $700–$900+ per metre. • **Public lighting policy**: $30,000 - $50,000.
3.4. Deliver consistent wayfinding for the pedestrian network	Short to medium term	20 to 40 new signs throughout Moe ACP; estimated between $100,000 to $250,000.
3.5. Promote school and community walking programs	Ongoing	• **Active Schools Framework implementation**: $30,000 - $50,000 (grants are available to offset this cost). • **Ride and Share Programs**: $40,000 - $100,000 (note: upper limit would include provision of riding infrastructure including bike racks/parking and signage). • **Mapping walking routes**: $20,000 - $75,000 (dependent on route mapping and assets required e.g. professional photography, digital and print assets). Mapping of the Mural Trail would also incur additional costs to promote tourism opportunities related to the trail itself. • **Grants to support existing community groups**: $20,000 - $40,000.

Action Item	Timeframe	Estimated Cost Range
3.6. Reducing speed limits around recreation precincts, schools and key development areas		**Speed limit review and design changes**: $15,000-$35,000 per zone. **Community engagement and education** (including demonstration trials, schools engagement): $10,000-$20,000 per project. **Traffic calming measures** - $8,000-$60,000 per treatment, depending on what road treatments are implemented. Some common examples of road treatments include: • Threshold/gateway treatments - $25,000-$60,000 each. Raised entry platforms or coloured surface treatments at entry to school or recreation zone. • Raised pedestrian/wombat crossings - $120,000-$250,000 each. • Rubber speed humps - $6,000-$12,000 per pair. • Kerb extensions/chokers - $25,000-$50,000 per pair. Narrows carriageway to slow vehicles, improves sightlines. • Mini-roundabouts or median islands - $40,000-$90,000 each. Reduces approach speed and improves turning safety. • Active speed displays (radar signs) - $8,000-$15,000 each. Grants may be available through the TAC to offset the cost of active speed displays. • Road surface markings - $5,000–$10,000 per site. “SLOW” markings, red-asphalt treatments, bicycle symbols.
3.7. Investigate opportunities for improved north-south permeability		• Short-term investigation and design of improved crossings over the Gippsland Line: Apprximately $300,000-$500,000 • Full delivery (upgrading of existing pedestrian level crossing at Moe Railway Station): Approximately $2 million–$5 million • Full delivery (creating a pedestrian underpass): Approximately $10 million-$20 million.

Action Item	Timeframe	Estimated Cost Range
Objective 4: Create a safe and attractive riding network		
4.1. Pilot a network of low stress riding routes		Costs are dependent on the treatments used for the pilot: • **Low cost trial**, involving a short section of a road (e.g. 200 m-500 m), with basic markings, temporary bollards and minimal structural work: $30,000-$80,000. • **Medium cost trial**, involving a pop-up riding lane 1 km-2 km long, complemented by some physical mode separation (bollards and buffers), signage, road surfacing and traffic management: $80,000-$250,000. • **Large scale rollout**, involving multiple kilometres of pop-up riding lanes, complemented by full physical mode seperation (bollards and temporary planters), lighting, traffic signal modifications, community engagement and pilot evaluation studies: $250,000-$600,000+.
4.2. Implement riding engagement initiatives		• Stroll & Roll Program: $30,000 - $40,000 (covering both primary schools in the Moe ACP). • Providing grants to existing community groups for hosting social rides: $20,000 - $40,000. • Bicycle Library: Set up costs $50,000 - $70,000, with ongoing annual costs of $5,000- $15,000. • Riding Education and Awareness campaigns: $20,000 - $30,000.
4.3. Build out a permanent riding network		On-street separated riding lanes: $90,000 to $130,000 per 100 m. End of trip facilities: • Bicycle hoops: $3,000 - $5,000 for 10 hoops. • Fix-it stations: $2,000 - $5,000 per station. • Parkiteer cages: $40,000 - $90,000 per cage.
Objective 5: Expand public transport options across the ACP		
5.1. Provide support for people to access public transport		• **Try Before You Ride Sessions**: $8,000 - $15,000. • **Customer Services Support for Concession Holder**s: $5,000 - $10,000.
5.2. Advocate for a Moe ACP bus network review		Ongoing engagement with the DTP.
5.3. Invest in amenity and new bus shelters		Provided by the DTP.

Action Item	Timeframe	Estimated Cost Range
5.4. Improve public safety at Moe Railway Station		Estimated program cost: $550,000 over 5 years. The program's cost may be spread between Council, DTP and VicTrack. Council's spend is estimated to be $250,000, with DTP/VicTrack and other stakeholders spend estimated to be $300,000.
5.5. Connect community transport providers		$90,000 – $160,000 over 3 years.
Objective 6: Provide equitable access to car parking		
6.1. Collect and analyse parking data		Development and implementation of smart parking monitoring programs: $350,000 - $700,000 for 300 to 400 parking bays. Note: all smart parking programs have ongoing annual costs for software hosting and licencing, which is estimated to be $100,000 per year.
6.2. Tighten time and use restrictions in the commercial core		Final approach to parking restrictions to be agreed by Council, with associated parking restrictions to be developed accordingly
6.3. Strengthen connections between car parking and points of interest		$175,000 - $320,000. This includes planning and design, wayfinding and signage installation, laneway access improvements, stakeholder engagement and communication activities.
6.4. Converting car parking spaces to higher value uses		Dependent on approach chosen by Council. Refer to Action 2.2.
6.5. Reform car parking requirements in the Latrobe Planning Scheme		Largely to be delivered by Council with the support of external consultants. Costs include statutory fees for planning scheme amendments and technical consultants, estimated at $55,000 – $100,000.
6.6. Encourage car sharing schemes		Approximately $75,000 - $130,000 over five years.
6.7. Providing electric vehicle chargers for Council car parking spaces		Overall implementation program for EV charging spaces estimated at $500,000 (four to eight bays), with ongoing annual fees estimated at $40,000 per year. • EV Charging Strategy & Feasibility: $40,000 - $70,000. • Site Design & Preparation: $25,000 - $45,000. • Supply and Installation of chargers: $150,000 - $350,000. • Software integration: $25,000. • Communication and promotion: $10,000.

Table 16: Design intervention costings

Design Intervention	Costs	Further reading
Parklets for Outdoor Dining	**Permit/application costs** Councils typically offer two kinds of permits: seasonal and annual permits. Permit costs are dependent on the street tier (primary, secondary or neighbourhood), and often include an additional application fee. The per-space costs for three inner-city councils have been provided below: • **Yarra City Council** - a seasonal permit costs between $1,250 and $2,771.50, and an annual permit costs between $2,495.90 and $5,543 per bay, depending on the street tier. All permits also include an application and inspection fee of $333. • **City of Port Phillip** - a seasonal permit costs between $1,111 and $2,249, and an annual permit costs between $1,587 and $3,409 per bay, depending on the street tier. All permits also attract either a new application fee of $132-$275, or a renewal fee of $76. • **City of Darebin** - permit fees are based on a proportion of the annual average retail rents within a specific business precinct. **Design, engineering and construction** Design and engineering costs vary widely by design and supplier. Councils typically require compliant structures with accessibility features. The Yarra City Council has provided a list of suppliers with pre-approved parklets that can be installed. Typical costs for building a parklet are as follows: • Using deck benchmarks ($200–$560/m^2 for decking only) and a ~10 m^2 bay, raw decking approximately $2,000 –$5,500. • Full parklet packages with planters/barriers/benches/roofing, freight, installation and compliance would incur an additional $10,000 - $25,000. **Traffic Management Plan and road occupation approval** Dependent on the scale of the project. This is typically $10,000-$20,000.	• Yarra City Council - Parklet Program and Applications • City of Port Phillip - Business Parklet Fees 2025-2026 • City of Darebin - Outdoor Dining and Trading Permits

Design Intervention	Costs	Further reading
Pop-up Parks or Temporary Space Conversions	$15,000 – $75,000 per site depending on the complexity of the temporary space conversion, traffic control needs, duration of the conversion, and whether a conversion is being hired or built from scratch. The estimated cost of an example scope based on Maribyrnong's Austin Street Pop-Up Park trial (tables, planters, festoon, moveable furniture) would be $50,000 - $70,000 per bay.	• City of Kingston Parklet Design Guidelines (2025) • Bass Coast Shire Council Parklet Guidelines • NACTO Urban Street Design Guide: Parklets • City of Maribyrnong - Austin Street Seddon Pop-Up Park Trial
Artist Grants	Examples of grants for laneway revitalisation projects are provided below: **City of Melbourne** • Annual Arts Grants: up to $20,000 • Multi-year Arts Grants: up to $330,000 over three years for organisations; individual awards up to $25,000. **Yarra City Council** • Yarra Arts Fellowship: $10,000 to an individual artist • Small Project Grants (Arts & Culture): up to $2,000 **City of Port Phillip** Cultural Development Fund – Projects: up to $12,000 **City of Darebin** Community Grants – Creative Projects: Small up to $3,000, Medium up to $15,000; festival-linked FUSE Fund $1,000–$15,000.	• City of Melbourne - Annual Arts Grants and Residencies • Yarra City Council - Community Grants • City of Port Phillip - Cultural Development Fund • City of Darebin - Arts Funding

9 Appendix 1: Levels of Service

Levels of Service

A key part of the Movement and Place Assessment is to identify both existing and target levels of service for each street in the Moe ACP.

The *Movement and Place Technical Appendix: Consolidated Guide to Classifications, Performance Indicators and Target Minimum Performance* (Department of Transport 2020) (Technical Appendix) defines the Level of Service (LoS) scoring criteria for the movement and place indicators outlined in Table 17. Each indicator is scored from A to E based on the observed characteristics of a street.

Table 17: Level of Service criteria

Indicator	LoS Criteria
Place (Activity)	• Safety and comfort • Walkability • Area's identity
Place (Experience)	• Ease of orientation • Visual interest • Context sensitivity
General Traffic Freight	• Operating speed • Travel time reliability
Cycling	• Level of traffic stress faced by cyclists, based on available infrastructure and a street's speed zone
Walking	• Likely delays faced by pedestrians at crossings
Bus	• Operating speed • Movement in traffic • Travel time reliability

It is important to note that these scores do not necessarily define how inherently 'good' or 'bad' a street is designed. Rather, the scores describe how a street functions based on an indicator's scoring criteria. The scores help promote discussion about how a street's movement and place functions should be balanced.

Findings

As shown in the 'existing conditions' map for each movement and place indicator, the LoS Assesment found that streets in the Moe ACP prioritises the efficient movement of general traffic and freight, due to the absence of traffic congestion within the transport network. However, pedestrians and cyclists move through the same transport network less efficiently, with less infrastructure available to support safe and efficient cycling and pedestrian movements.

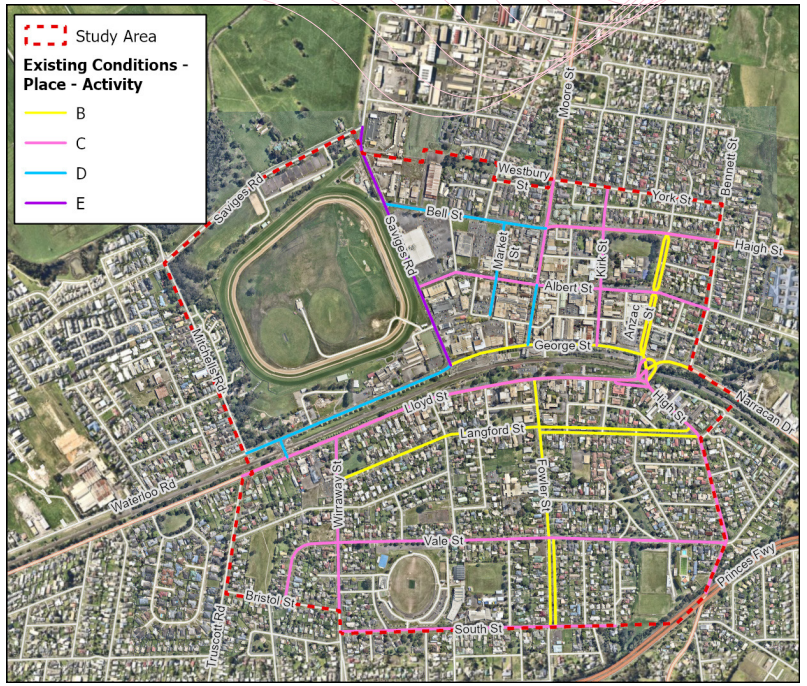
These findings shows a mismatch between the aspirational qualities of the Moe ACP's street classifications and what is observed on the ground. The City Places, Activity Streets and Boulevards street classifications seek to create streets that are places to support neighbourhood life, while also balancing competing movement demands.

In reality, the focus on efficient traffic movement throughout the Moe ACP's transport network has been at the expense of creating high-quality public spaces, and illustrates a lack of balance between movement demands. As such, this contributes to an overreliance on private vehicles for short trips as traffic movements continue to be prioritised.

To illustrate how the needs of different kinds of movement can be better balanced in accordance with their street classifications, a set of 'target' movement and place indicator maps have been provided in this section. The 'target' maps seek to rebalance the network by providing streets that prioritise people or human movement over vehicle movement, thereby creating streets that are more comfortable, safe and accessible.

Place (Activity)

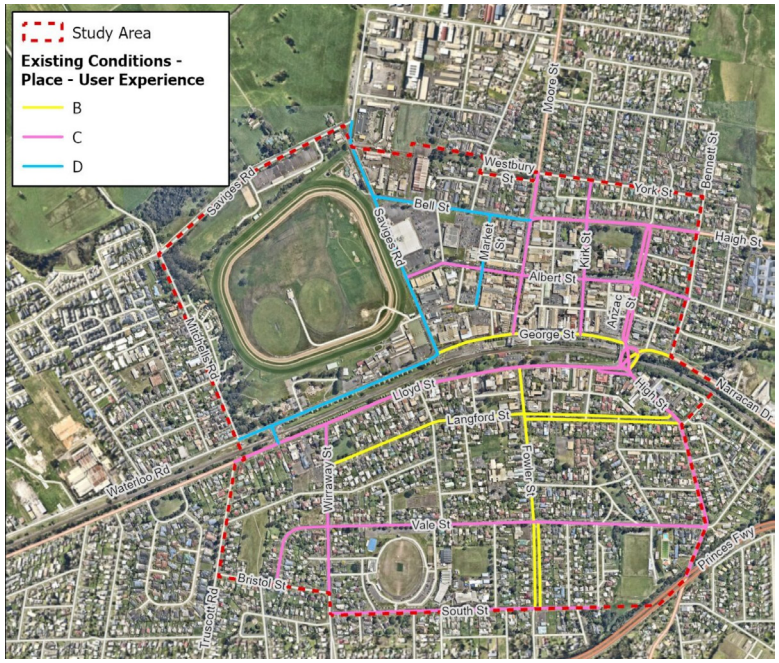
Street Name	Existing Condition	Target
Anzac Street	B	B
Kirk Street	C	B
Moore Street (shared zone)	D	B
Market Street	D	B
Saviges Road	E	B
George Street	B	B
Waterloo Street	D	B
Albert Street	C	B
Bell Street	D	B
Lloyd Street	C	B
Langford Street	B	B
Vale Street	C	B
South Street	C	B
Wirraway Street	C	B
Fowler Street	B	B
High Street	C	B
Haigh Street	C	B
Moore Street (north of Albert St)	C	B





Place (User Experience)

Street Name	Existing Condition	Target
Anzac Street	C	C
Kirk Street	C	D
Moore Street (shared zone)	C	C
Market Street	D	D
Saviges Road	D	C
George Street	B	C
Waterloo Street	D	C
Albert Street	C	D
Bell Street	D	D
Lloyd Street	C	C
Langford Street	B	D
Vale Street	C	D
South Street	C	D
Wirraway Street	C	C
Fowler Street	B	C
High Street	C	C
Haigh Street	C	C
Moore Street (north of Albert St)	C	C





General Traffic

Street Name	Existing Condition	Target
Anzac Street	A	C
Kirk Street	A	D
Moore Street (shared zone)	A	C
Market Street	A	D
Saviges Road	A	C
George Street	A	C
Waterloo Street	B	C
Albert Street	A	D
Bell Street	A	D
Lloyd Street	B	C
Langford Street	A	D
Vale Street	A	D
South Street	A	D
Wirraway Street	A	C
Fowler Street	A	C
High Street	A	C
Haigh Street	A	C
Moore Street (north of Albert St)	A	C





Freight

Street Name	Existing Condition	Target
Anzac Street	A	C
Kirk Street	A	E
Moore Street (shared zone)	A	E
Market Street	A	E
Saviges Road	A	E
George Street	A	E
Waterloo Street	B	E
Albert Street	A	E
Bell Street	A	E
Lloyd Street	B	C
Langford Street	A	E
Vale Street	A	E
South Street	A	E
Wirraway Street	A	E
Fowler Street	A	E
High Street	A	E
Haigh Street	A	C
Moore Street (north of Albert St)	A	C





Cycling

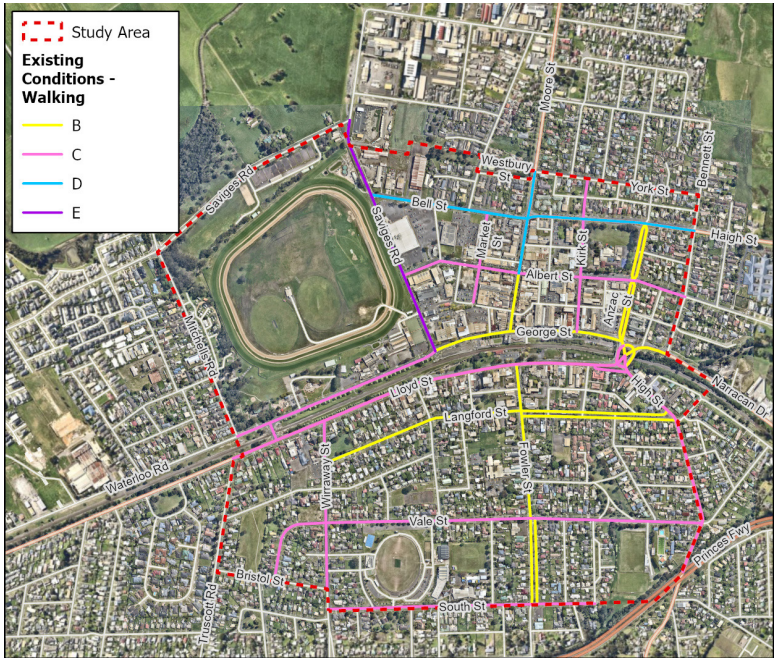
Street Name	Existing Condition	Target
Anzac Street	D	A
Kirk Street	D	C
Moore Street (shared zone)	C	A
Market Street	D	C
Saviges Road	D	C
George Street	D	A
Waterloo Street	E	A
Albert Street	D	A
Bell Street	C	C
Lloyd Street	E	A
Langford Street	C	C
Vale Street	B	C
South Street	B	C
Wirraway Street	D	C
Fowler Street	D	A
High Street	D	C
Haigh Street	D	A
Moore Street (north of Albert St)	D	A





Walking

Street Name	Existing Condition	Target
Anzac Street	B	C
Kirk Street	C	C
Moore Street (shared zone)	B	B
Market Street	C	C
Saviges Road	E	C
George Street	B	B
Waterloo Street	C	B
Albert Street	C	C
Bell Street	D	C
Lloyd Street	C	C
Langford Street	B	C
Vale Street	C	C
South Street	C	C
Wirraway Street	C	C
Fowler Street	B	B
High Street	C	C
Haigh Street	D	C
Moore Street (north of Albert St)	D	B





Bus

Street Name	Existing Condition	Target
Anzac Street	B	C
Moore Street (shared zone)	B	C
Saviges Road	B	C
George Street	B	C
Waterloo Street	B	C
Albert Street	B	C
Langford Street	B	C
Wirraway Street	B	C
Fowler Street	B	C
High Street	B	C
Haigh Street	B	C
Moore Street (north of Albert St)	B	C





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Traralgon Service Centre and Library
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Churchill

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