

An aerial photograph of the Flemington Bridge Interchange in Melbourne. The image shows a complex multi-level highway interchange with several roads and overpasses. In the foreground, there are residential buildings and green spaces. In the background, there are larger commercial buildings and more green spaces. The sky is clear and blue.

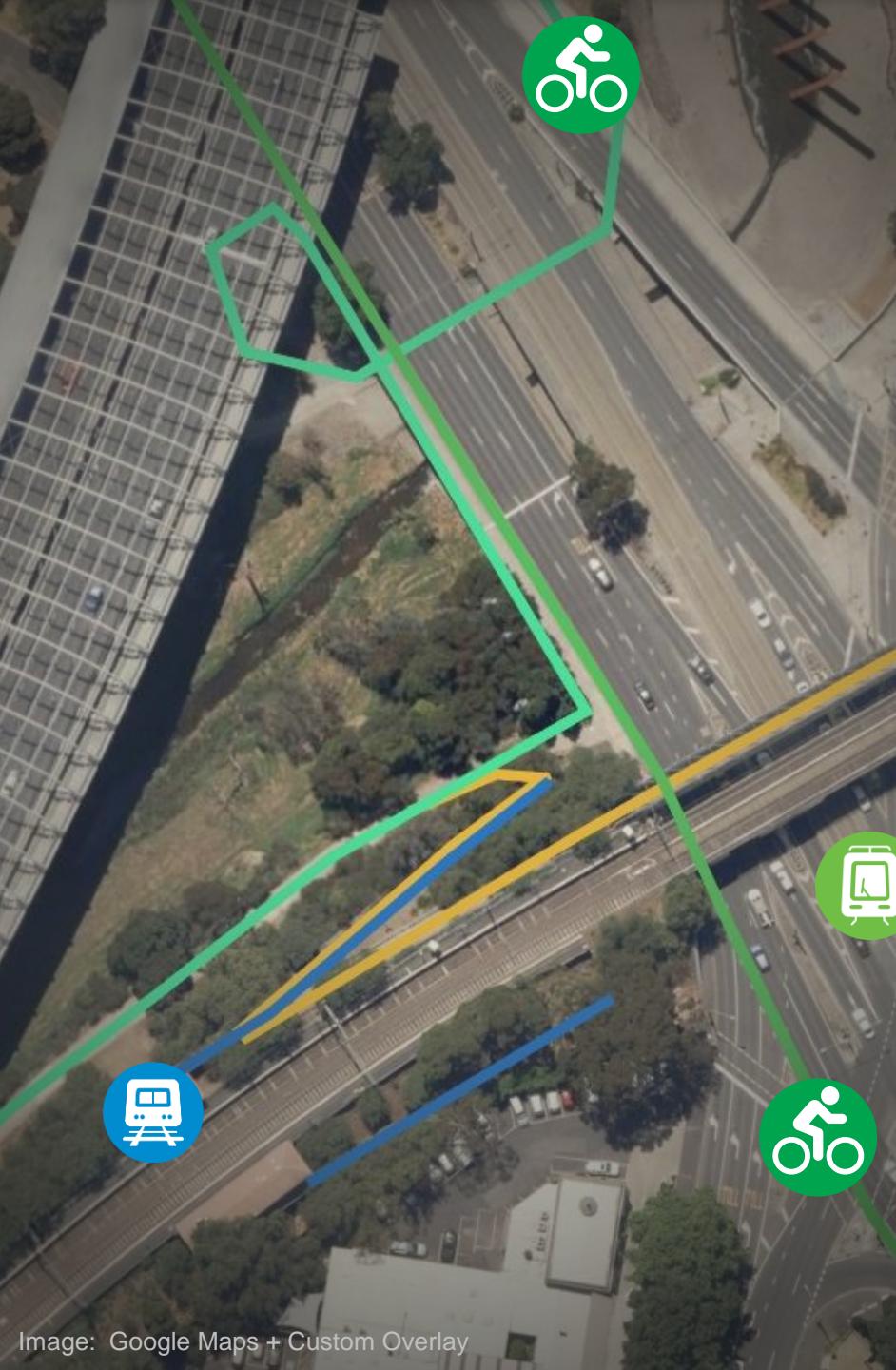
MooneeBUG

Flemington Bridge Interchange

Council Budget Submission

**Active and public transport
connections at Flemington Bridge
Station are prime opportunities for
place-making and visionary change
for Moonee Valley residents**



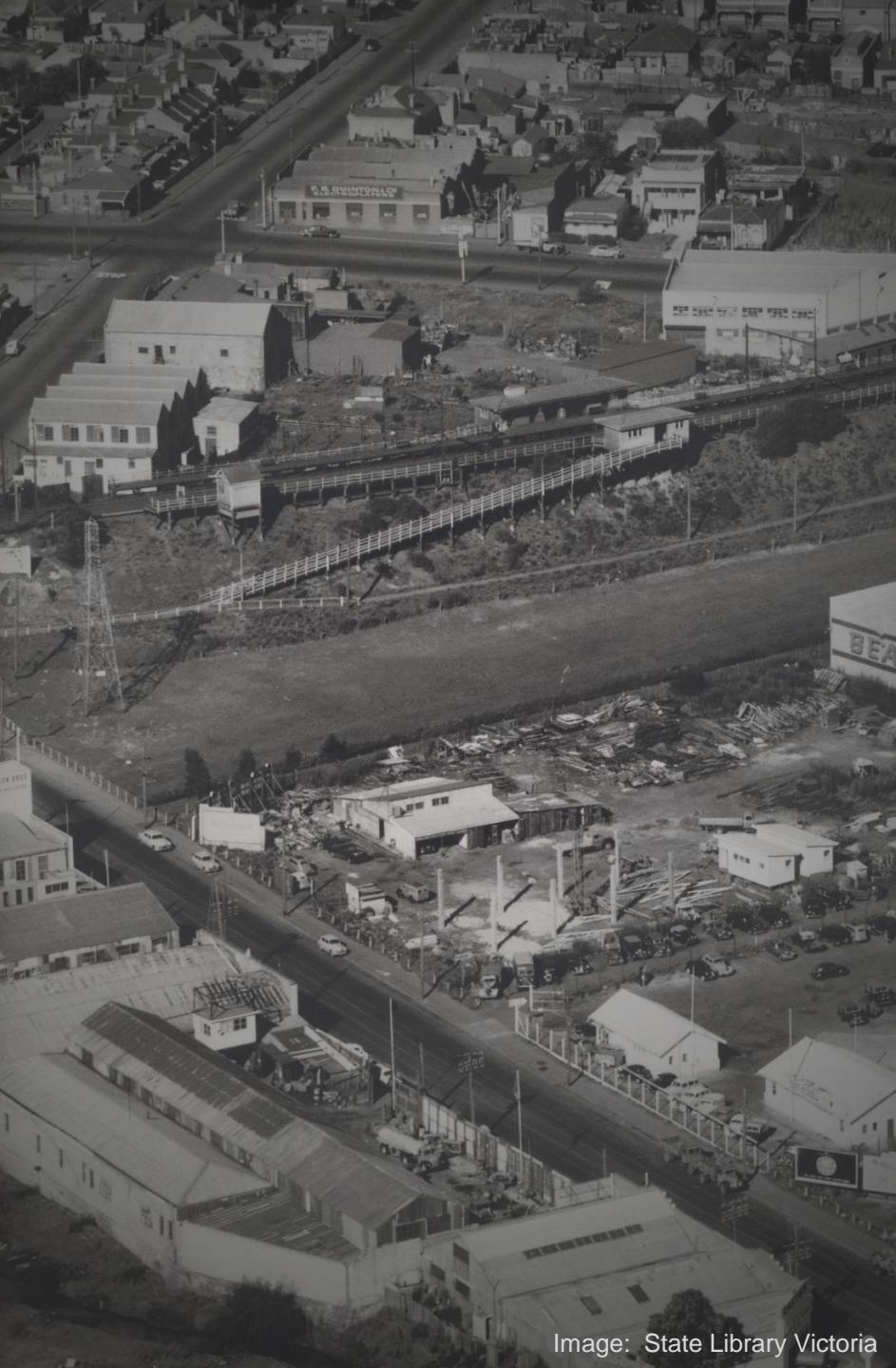


The intersection of Moonee Ponds Creek Trail and Capital City Trail is a messy and dangerous bottleneck

- **Accessibility barriers:** The steep, narrow ramp creates significant challenges for wheelchair users, people with prams, mobility aids, and the elderly.
- **Unsafe for everyone:** People walking to and from the train station are forced to contend with people riding bikes up and down the trail.
- **Hazardous design:** The trail has multiple poorly signed hairpin turns that are dangerous for people riding bikes or walking.
- **Confusing and disconnected:** To continue on the Moonee Ponds Creek trail, people walking and cycling need to cross the creek via Mount Alexander Road, and then proceed around an unsigned underpass.

Upgrades to this interchange would serve to

- Connect Flemington Housing Estate and Travancore residents to active and **sustainable transport** networks, public transport, and surrounding neighbourhoods.
- Make Flemington Bridge Railway Station **more accessible** to people with physical disabilities, the elderly, and those with prams or mobility aids.
- Establish a **continuous, enjoyable trail** experience for walkers, runners, and cyclists along the creek.
- Resolve long known **safety issues** that are injuring residents and visitors.



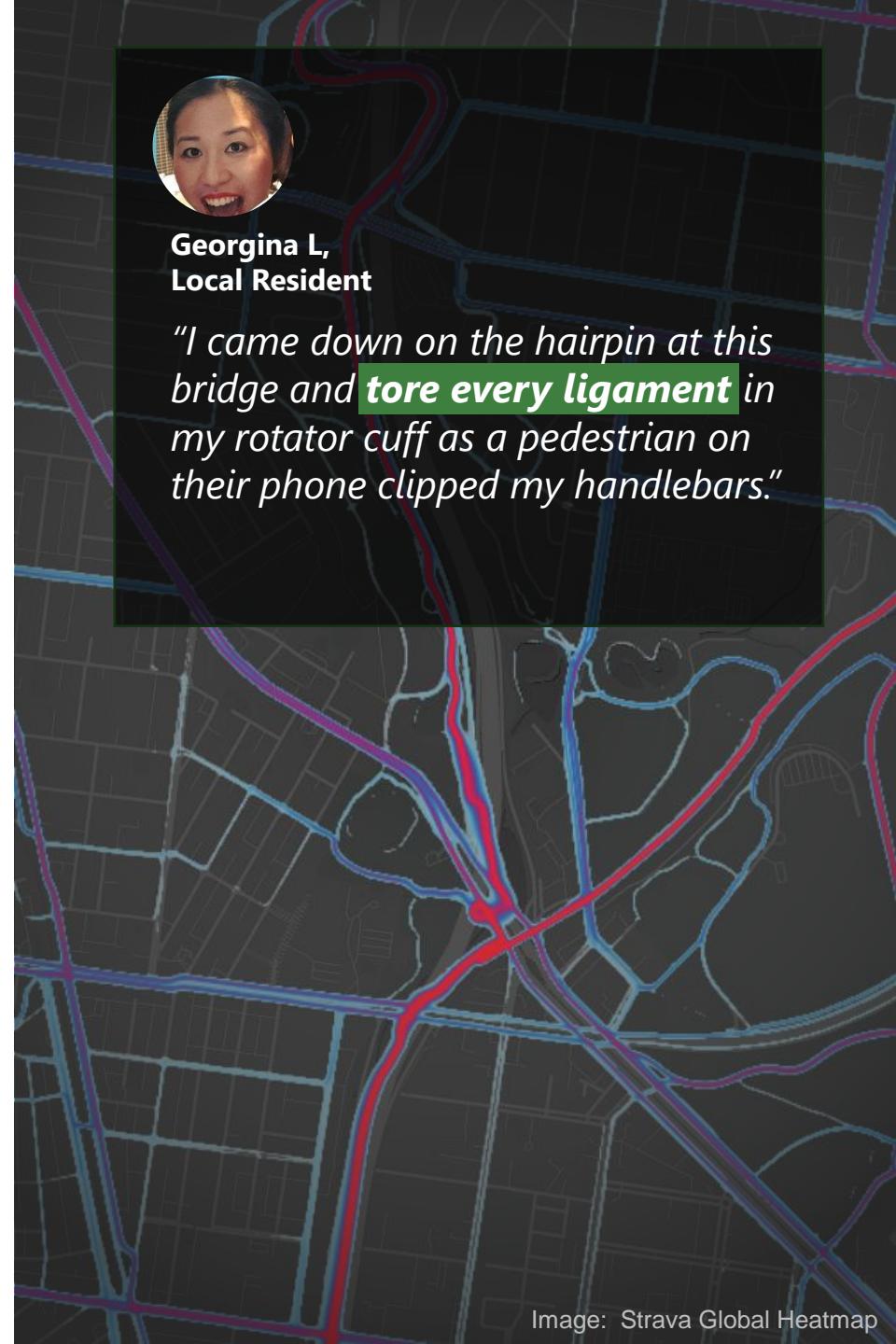
Our call to action:

MooneeBUG recognizes there are challenges to improving the Flemington Bridge interchange. However, decades of inaction have made improvement a matter of urgency for the safety and connectivity of our community.

We call on Moonee Valley Council to **demonstrate leadership** and implement MV2040 action 84, by:

Immediately forming and funding a dedicated working group to drive this project forward. This group must include representatives from:

- Moonee Valley City Council
- Land stakeholders (VicTrack, Metro Trains, VicRoads, Melbourne Water, City of Melbourne)
- User groups (MooneeBUG, Bicycle Network, Public Transport Users Association)
- Resident groups (Flemington Association, Friends of Moonee Ponds Creek)



Georgina L,
Local Resident

*"I came down on the hairpin at this bridge and **tore every ligament** in my rotator cuff as a pedestrian on their phone clipped my handlebars."*

The working group's key objectives:

- Validate and update the 2011 Shared Path Modal Interchange report to reflect current conditions and requirements.
- Build consensus among major stakeholders on the urgent need for change and explore potential solutions.
- Secure joint funding to develop detailed designs, costings, and a robust community consultation plan.
- Advocate for full project funding based on a compelling, community-supported vision.
- Identify and implement immediate, tactical improvements to enhance safety and usability while the long-term plan develops.



David M,
Local Resident

*"I'm an experienced cyclist, but
dread using the Flemington
Bridge ramp"*

Why this matters

This isn't simply about cycling infrastructure. It's about creating a safe, accessible, and connected Moonee Valley. Upgrading the Flemington Bridge interchange will:

- Protect all users of our trails and train station.
- Enhance active transport options for residents.
- Improve access to public transport, supporting a more sustainable community.
- Revitalize the Moonee Ponds Creek as a vibrant public space.

We urge Moonee Valley City Council to prioritize this project. The time for studies is over. It's time for action.

This request is proudly endorsed by the following organisations

MooneeBUG



Moonee Valley
Sustainability

**Friends of
the Earth
Melbourne**



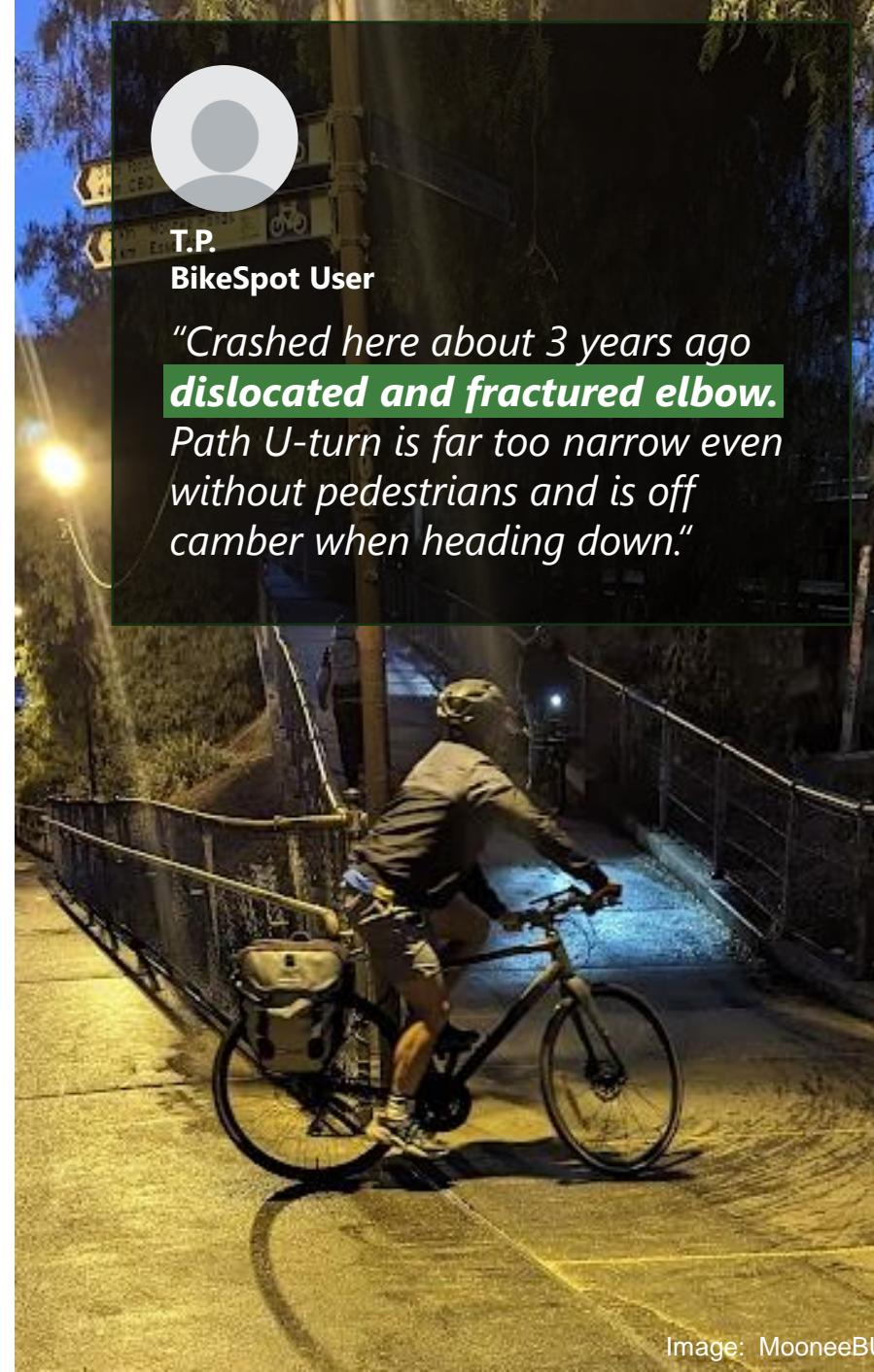
PUBLIC TRANSPORT
USERS ASSOCIATION



BICYCLE
NETWORK



flemington
TRADERS ASSOCIATION



T.P.
BikeSpot User

*"Crashed here about 3 years ago
dislocated and fractured elbow."*

*Path U-turn is far too narrow even
without pedestrians and is off
camber when heading down."*

Image: MooneeBUG

What people are saying



Logan S,
Local Resident

"It's dangerous! West Footscray station has a nice and wide shared path that rises a similar height"



Adrian J,
Local Resident

"prone to congestion during peak hour and a mix of riders and pedestrians trying to access the train station on a **steep incline is not safe.** The area lacks wayfinding which increases the number of people standing in dangerous spots."



Julian B,
Local Resident

"it's **incredibly bad for all users** and would fail accessibility standards, I'm sure."



Sallie-Ann B,
Local Resident

"I don't understand why this ramp survives in the current form - there have been chances to improve that were let pass. **It needs doing** and I'm past politely waiting."



Rebecca L,
Local Resident

*"the ramp involves making a hairpin turn, plus **it's not well signposted**, nor obvious that this is the point you need to leave the road if wanting to take the Moonee Creek trail"*



Strategic Planner,
Melbourne Area

"completely unfit for purpose and do not meet modern standards for safety and accessibility, let alone convenience...the existing narrow steep ramps to access both sides of the station are only accessible from Mt Alexander Road and are not compliant with the Disability Discrimination Act 1982"

Over the past decades, the opportunity to improve this interchange has been widely recognised

1992

The **Monee Ponds Creek Concept Plan** from Melbourne Water and the Moonee Ponds Creek Association recommends a specific project to extend the Moonee Ponds Creek trail to pass under the Mount Alexander Road Bridge.

2010

A **safety audit of shared paths** by MVCC identified a number of significant safety issues at Flemington Bridge Railway Station.

August 2011

Moonee Valley City Council procure and receive a **comprehensive report investigating improvement** of walking and cycling links at Flemington Bridge Station.

2004

MVCC Walking and Cycling Strategy
2004 recommends to improve Connections from Mount Alexander Road to the Moonee Ponds Creek and Capital City Trails, and Improve connection to Flemington Bridge Station for pedestrians and cyclists

Dec 2010

Bicycle Network made a formal request to Moonee Valley City Council to address the tight hairpin bends.

2012

The MVCC Walking and Cycling Strategy 2012 recommends, as its first action, to investigate an improved connections between Flemington Bridge Station, Capital City, and Moonee Ponds Trails, and Trams 59 and 57

Over the past decades, the opportunity to improve this interchange has been widely recognised

2014

A massive upgrade to the area is announced as part of the now scrapped **East-West Link plans**, including a 'cycle spiral' linking Moonee Ponds Creek Trail, Capital City Trail, Flemington Bridge station and Debney's Park.

July 2017

The Western **Metropolitan Region Trail Strategic Plan** is released, which identifies realignment of the Moonee Ponds Creek Trail at the Mount Alexander Road underpass as a top action to improve the trail.

August 2019

MV2040, Moonee Valley's long-term strategy, identifies an implementation initiative '**Advocate to improve the amenity and connections to Flemington Bridge Station**' for the 2022-2025 period.

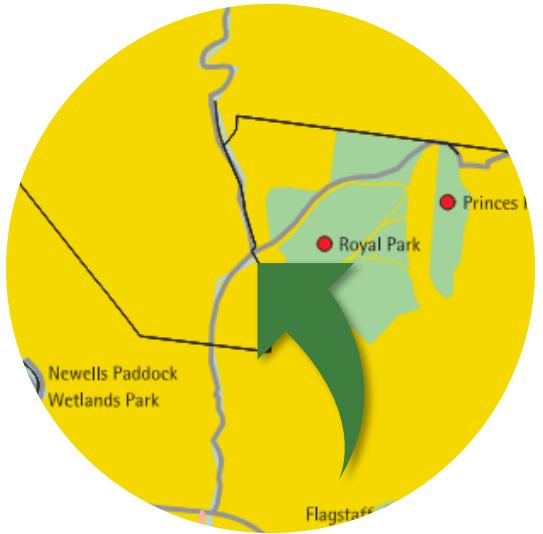
June 2017

The **Debney's Precinct Structure Plan** is released by the DHHS and MVCC, which specifically recommends improved pedestrian and cycling connections with Flemington Bridge Station from Racecourse and Mt Alexander Roads, and connection to Capital City Trail.

August 2017

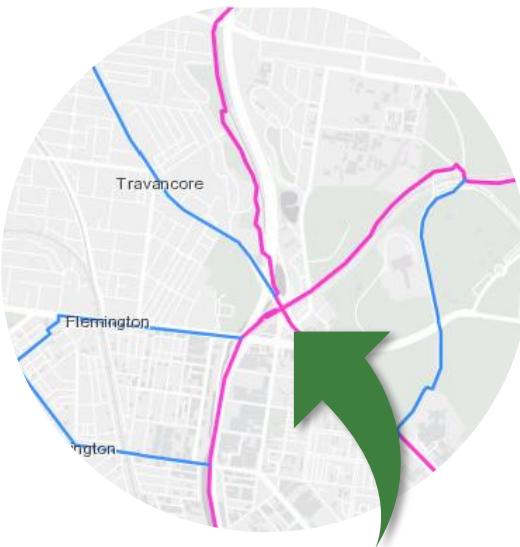
MVCC Make a **submission to the Social Housing Renewal Standing Advisory Committee** regarding the renewal of Flemington Housing Estate, including extensive calls for improvements to this interchange as part of the housing estate renewal.

This interchange is core in the future transport strategy



Metropolitan Trail Network

“..an essential link between people and places.”



Strategic Cycling Corridors

“..the most important routes for cycling for transport that connect to key destinations of metropolitan and regional significance, including key employment areas, activity centres and railway stations.”



Principle Bicycle Network

“proposed and existing cycle routes that help people cycle for transport, and provide access to major destinations in Victoria”

References

- **The Moonee Ponds Creek Concept Plan**, Melbourne Water and the Moonee Ponds Creek Association (1992)
- **Cycling and Walking Strategy 2004**, Moonee Valley City Council (2004)
- **West Trails - Western Metropolitan Region Trails Strategic Plan**, Cities of Brimbank, Hobsons Bay, Maribyrnong, Melton, Moonee Valley and Wyndham.: (2017)
- **"Cyclists on track for sleek new East West Link route"**, The Age - Yolanda Redrup (2014)
- **Flemington Bridge Railway Station Shared Path Model Interchange Link**, Moonee Valley City Council (2011)
- **Walking and Cycling Strategy 2012-2022**, Moonee Valley City Council (2012)
- **Debney's Precinct Structure Plan**, Department of Health and Human Services and the City of Moonee Valley (2017)
- **DHHS Flemington Housing Renewal Program Submission**, Moonee Valley Council (2017)
- **MV2040 Strategy**, Moonee Valley City Council (2018)
- **Linking People and Spaces Report**, Parks Victoria (2002)
- **Principal Bicycle Network and Bicycle Priority Routes Fact Sheet**, VicRoads (2012)
- **What is a Strategic Cycling Corridor?**, Victorian Planning Authority (2019)