

A Review of solutions proposed by the community

Seabrook Boulevard and Shane Ave, Seabrook
April 2020



A REVIEW OF SOLUTIONS PROPOSED BY THE COMMUNITY

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1. PROJECT DETAILS

1.1 Purpose of this report

The purpose of this report is to explore the benefits and challenges of traffic calming solutions for Shane Ave and Seabrook Boulevard in Seabrook as suggested by the community during consultation in November/December 2019.

The report has been prepared by the Traffic and Transport Team in the Capital Works Department of Hobsons Bay City Council.

1.2. Study area



Image 1: Google Map of Shane Ave and Seabrook Boulevard, Seabrook

1.3 About Seabrook

Seabrook is predominantly a residential suburb of Hobsons Bay City Council located 19 km south-west of Melbourne's CBD. It is bordered by Skeleton Creek, the Hobsons Bay suburbs of Laverton and Altona Meadows and the Wyndham City Council suburbs of Point Cook and Sanctuary Lakes.

The suburbs of Seabrook and Point Cook have experienced rapid population growth over the past ten years going from 38,652 in 2011 to 72,383 in 2020. The population is forecasted to reach 87,407 by 2041.

Seabrook has several open spaces including the Pipeline Reserve, Willowgreen Park, Kingfisher Drive Reserve, Willowgreen Way Reserve, Sandstone Point Reserve and Homestead Run Reserve which also includes the Seabrook Community Centre.

The suburb also includes Seabrook Primary School, several local businesses and two service stations.

1.4 Road management in Seabrook

All roads within Seabrook are considered to be local roads and are therefore managed by Hobsons Bay City Council. The only exception is Point Cook Road which is managed by the state governments', Department of Transport (DOT). Point Cook Rd is considered to be a main arterial road leading from Point Cook to the Princes Highway.

Seabrook is also bordered by Palmers Road and Dunnings Road which are also managed by the DOT. Since the initial round of consultation in November 2019, both roads have been reopened to traffic via a duplicated road.

2. CURRENT CONDITIONS

2.1 Point Cook Road congestion

As the main arterial road leading from Point Cook to the Princes Highway, Point Cook Road supports around 30,000 people movements every day. In January 2018, a weekday average of 16,509 cars for one way traffic was recorded.

High traffic volumes on Point Cook Road are generated by the connection between residential properties in Point Cook and Sanctuary Lakes to the Princess Freeway, Laverton and Aircraft Train Stations and activity center's in Altona Meadows.

2.2 Traffic calming measures already in place

Existing traffic calming measures have been successful in reducing the speeding issues on both Seabrook Boulevard and Shane Ave with 85 percent of motorists traveling 45 km/h or less. However they have not reduced the number of motorists who continue to cut-through to avoid congestion on Point Cook Road.

2.2. Cut – through or 'rat running' to local roads

Residents in surrounding suburban streets such as Shane Ave and Seabrook Boulevard have experienced increased traffic and safety risks due to drivers trying to cut-through (or rat run) to avoid congestion on Point Cook Road.

2.3 Increased traffic volumes on Shane Ave and Seabrook Boulevard

Seabrook Boulevard and Shane Ave experience increased traffic in morning and afternoon peaks as motorists cut through to avoid congestion in Point Cook Road.

The expected traffic volumes for streets such as Seabrook Boulevard and Shane Avenue should average 1,000 – 2,000 vehicles per day. As the table below illustrates Seabrook Boulevard has significantly higher morning peak and weekday traffic volumes than Shane Avenue.

2.3.1 Daily and weekly average

	Expected per day (for a local road)	Actual - Morning peak weekday average (6 to 9 am)	Actual - Afternoon peak weekday average (3 to 7 pm)		Weekday average
Shane Ave*	1000 – 2000	438	488		1,636
Seabrook Blvd *	1000 – 2000	1799	458		4,095

Table 1: Daily and weekly average of motorists on Shane Ave and Seabrook Blvd.

* NOTE: Counts were undertaken in November 2019 for Seabrook Blvd and March 2020 for Shane Ave.

2.4 Interventions proposed by Council in November 2019

In November 2019 Council presented two options for community feedback to resolve the cut-through issues for Seabrook Boulevard. The options for consideration were 1) signage indicating no through traffic at morning peak or 2) a mid-block closure of Seabrook Boulevard. These options were based in response to feedback received from the community and recommendations from an independent consultant as part of the development of the Western Local Area Traffic Management (LATM) engagement in March to April 2019.

In addition, the community were also asked to provide details on the local experience, observations, traffic concerns and suggestions for Shane Ave.

Council received 230 contributions as part of the engagement with 774 individual comments made. The following insights were ascertained from the community consultation:

- Point Cook Rd congestion is the larger issue and needs to be addressed
- The two proposed options are not supported by the community
- Community frustration levels are high
- Numerous, alternate solutions were put forward by the community as part of the consultation.

3. FACTORS TO CONSIDER

3.1 Factors to consider

When considering solutions to the traffic volumes and cut-through issues on Shane Avenue and Seabrook Avenue the following factors must be taken in to consideration:

- **Safety:** That the safety of motorists and pedestrians is ensured
- **Connectivity:** That all modes of transport are possible and there are no adverse impacts on the network
- **Amenity:** That the local character of the community and its amenity is maintained or improved
- **Government legislation:** Adherence to the Road Management Act 2004 and Road Safety Act 1986 which outlines the different responsibilities of local and state government.

3.2 Responsibility of State Government and Wyndam City Council

As outlined in the 'What We Heard Report' from the November 2019 consultation, the community have made a number of suggestions on how to resolve the traffic issues. Some of these fall outside the jurisdiction of Hobsons Bay City Council.

The following community suggestions made during the consultation are considered by Council to be the responsibility of state authorities such as the Department of Transport and the Level Crossing Removal Authority:

- Installation of traffic signals at the key intersections of Point Cook Road/Seabrook Boulevard South and North ends;
- Physical changes to Point Cook Road and Central Avenue intersection;
- Changes to the Freeway diamond interchange;
- Duplication of the bridge over Skeleton Creek;
- Removal of services lanes on Point Cook Road to facilitate duplication;
- Reconfiguration of the roundabout which was recently installed as part of the rail crossing removal works at Aviation Road; and
- Improved bus access to train stations to encourage increased use of public transport;

The following community suggestions made during the consultation are considered by Council to be the responsibility of neighbouring Wyndham City Council:

- Improved town planning outcomes within Point Cook to mitigate current traffic issues on Point Cook Road.

3.3 The advocacy role Council can play

While the suggestions listed above fall outside our management, Hobson's Bay City Council recognises its role in advocating the need for change to state agencies and neighbouring Councils. To this extent Point Cook Rd congestion treatments have been identified as an advocacy priority in 2020.

Council intends to call upon the state government on modifications to the Point Cook Rd / Central Ave intersection and the Point Cook Rd corridor. For more information on Council's advocacy projects, please click [here](#).

4. CHALLENGES AND BENEFITS OF COMMUNITY SUGGESTIONS

Council Officers have reviewed solutions suggested by the community which fall under Councils responsibility to understand the benefits and challenges of each. Please refer to Appendix One.

5. FOUR OPTIONS

Following a 'challenges and benefits' analysis of all suggestions put forward by the community to resolve cut-through on Shane Ave and Seabrook Boulevard, Council believe there are four viable options. They include

5.1 No right hand / left hand turn into Seabrook Boulevard, Shane Avenue and Homestead Run from Point Cook Road during peak times.

5.2 Removable bollards to be installed at the entrance to Seabrook Boulevard and Shane Avenue for implementation during peak times.

5.3 Permanent restrictions for north bound traffic at intersection of Seabrook Boulevard/ Andrew Chirnside Drive and Shane Avenue/Mark Court.

5.4 A full road closure at intersection of Seabrook Boulevard/Andrew Chirnside Drive and Shane Avenue/Mark Court.

Please see Appendix Two for more details.

6. NEXT STEPS

6.1 Community Feedback

It is recommended that the four options listed above be presented to the community for their feedback and indication of a preferred option.

6.2 Implementation of the Western LAMP

In support of the proposed four options, Council will continue to implement improvements identified for Seabrook as part of the Western Local Area Management Plan (LAMP) that is scheduled for adoption by Council in at April 2020 Council meeting. These works include:

- Completion of Skeleton Creek Shared Trail Upgrade works (currently underway)
- Upgrade of the Lan Avenue Footbridge so as to facilitate all weather access (programmed to commence May 2020)

- Installation of a new pedestrian crossing with raised platform at intersection of Seabrook Avenue and Point Cook Road to improve connectivity between the Seabrook Primary School (programmed to commence May 2020)
- Widening of the footpath on Point Cook Road between Seabrook Boulevard/Shane Avenue and the Pipeline Reserve to improved pedestrians and cycling connectivity (programmed to commence May 2020)
- Installation of a new pedestrian crossing with raised platform on Seabrook Boulevard near the Pipeline Reserve to improve connectivity between Skeleton Creek Trail and residential properties (in the draft 20/21 Capital Works Budget)
- Installation of a new pedestrian crossing with raised platform at intersection on Shane Avenue near the Pipeline Reserve to improve connectivity between Skeleton Creek Trail and residential properties (in draft 20/21 Capital Works Budget)
- Construction of missing link pathways on the Pipeline Reserve Shared Trail (in draft 20/21 Capital Works Budget)
- Restriction of vehicles between Mintaro Way and the Seabrook Shopping Centre (subject to further consultation)
- Investigation for potential traffic calming works in (subject to further consultation)
 - Roscommon Place
 - The Robbins
 - Glenelg Way
 - Canonbury Circuit
 - Cintra Court
 - Mintaro Way
 - Caramut Way

6.3. Impact of the Corona Virus

6.3.1 Consultation

In the best interest of the safety, health and wellbeing of the Hobsons Bay community in the midst of the Coronavirus (COVID-19) pandemic, Council has made the difficult decision to cancel all face to face community events and consultations for the next 60 days (or until further notice).

To ensure that this important conversation continues, Council staff are currently exploring options for enhanced on-line engagement.

6.3.1 Construction works

As with all members of the community, Council follows the advice of the Victorian Chief Health Officer. Construction work as part of delivering the Western LAMP and potential solutions for Shane Ave and Seabrook Boulevard will continue unless directed otherwise by the Victorian Chief Health Officer. Anticipated timing for delivery of this work would be during the 20/21 financial year between **July and September 2020**. We will keep the community informed if the timelines change due to the impact of the Corona Virus.

APPENDIX ONE: CHALLENGES AND BENEFITS OF COMMUNITY SUGGESTIONS

Benefits of this proposal	Challenges of this proposal	Council Officer Summary:
No left hand turn / right hand turn from Point Cook Rd into Seabrook Blvd, Shane Ave and Homestead Run from during peak hr.		
<ul style="list-style-type: none"> - Access at the southern ends of the roads restricted during morning peak only - Roads open at all other times - During morning peak hour, will remove approx. <ul style="list-style-type: none"> o 1,600 vehicles from Seabrook Blvd o 650 vehicles from Shane Ave - Improved safety as a result of reduced vehicle numbers 	<ul style="list-style-type: none"> - Residents accessing residential properties would be required to utilize Shane Avenue and Seabrook Boulevard through the northern entry - Victoria Police responsible for enforcement which will be subject to local resourcing - Reduced access to the Seabrook Primary School drop off zone on Mintaro Way and increased travel time for motorists accessing Seabrook Primary School. - Dependant on approval from Vic Roads / Department of Transport which can take up to 3 months 	<p>While this option may reduce rat running experienced in both Shane Avenue and Seabrook Boulevard, the effectiveness of the solution relies heavily on enforcement. The solution also impacts access to the school drop off zone on Mintaro Way.</p> <p>It is recommended that this option is put to the community for potential implementation. (See Option 2 in Appendix Two)</p>

Benefits of this proposal	Challenges of this proposal	Council Officer Summary:
Removable bollards to be installed at the entrance to Seabrook Boulevard and Shane Avenue for implementation during peak times.		
<ul style="list-style-type: none"> - Access at both ends of the roads restricted during peak hour only - Roads open at all other times - During morning peak hour, will remove approx. <ul style="list-style-type: none"> o 1,600 vehicles from Seabrook Blvd o 650 vehicles from Shane Ave - Vehicles physically restricted from rat running without reliance on Vic Police enforcement - Improved safety as a result of reduced vehicle numbers 	<ul style="list-style-type: none"> - Residents in Homestead Run and adjoining streets would be restricted from using Seabrook Boulevard and Shane Avenue during peak hours. - Reduced access to the Seabrook Primary School drop off zone on Mintaro Way and increased travel time for motorists accessing Seabrook Primary School. - Dependant on approval from Vic Roads / Department of Transport which can take up to 3 months 	<p>This solution resolves the current rat running issue being experienced in both Shane Avenue and Seabrook Boulevard. However the solution also impacts access to the school drop off zone on Mintaro Way.</p> <p>It is recommended that this option is put to the community for potential implementation. (See Option 1 in Appendix Two)</p>
Permanent restrictions for north bound traffic at intersection of Seabrook Boulevard/ Andrew Chirnside Drive and Shane Avenue/Mark Court.		
<ul style="list-style-type: none"> - Will restrict access for north bound traffic only - Maintains access to Point Cook Road for south bound traffic - During morning peak hour, will remove approx. <ul style="list-style-type: none"> o 1,600 vehicles from Seabrook Blvd o 650 vehicles from Shane Ave - Improved safety as a result of reduced vehicle numbers - Could be implemented as a trial before permanent works occur. 	<ul style="list-style-type: none"> - Victoria Police responsible for enforcement which will be subject to local resourcing - Reduced access to the Seabrook Primary School drop off zone on Mintaro Way and increased travel time for motorists accessing Seabrook Primary School - Dependant on approval from Vic Roads / Department of Transport which can take up to 3 months 	<p>This solution resolves the current rat running issue being experienced in both Shane Avenue and Seabrook Boulevard. However the effectiveness of the solution relies heavily on enforcement. The solution also impacts access to the school drop off zone on Mintaro Way.</p> <p>It is recommended that this option is put to the community for potential implementation. (See Option 3 in Appendix Two)</p>

Benefits of this proposal	Challenges of this proposal	Council Officer Summary:
Seabrook Boulevard / Shane Avenue Road Widening.		
	<ul style="list-style-type: none"> - Will facilitate a road environment that is conducive to higher speeds and increased rat running - Will reduce off road car parking capacity within the street 	It is recommended that this option is <u>not</u> investigated further as this does not resolve the current traffic issues on these roads and will result in negative impacts on the local amenity for residents.
Construct new bridge over Skeleton Creek to connect Seaholme and Altona Meadows		
Will reduce vehicle volumes in Point Cook Road	<ul style="list-style-type: none"> - Will not reduce current traffic volumes on Seabrook Boulevard and result in a significant increase in rat running. - Will result in land acquisition of properties along Seabrook Boulevard. - Will result in vegetation loss along the Skeleton Creek corridor and adjoining parkland. 	It is recommended that this option is <u>not</u> investigated further as this does not resolve the current traffic issues on these roads and will result in negative impacts to the environment and local amenity for residents.

Benefits of this proposal	Challenges of this proposal	Council Officer Summary:
Installation of a CCTV system to issue fines to non-residents entering local roads after implementing No left hand turn / right hand turn into Seabrook Boulevard, Shane Avenue and Homestead Run from Point Cook Road during peak times.		
<ul style="list-style-type: none"> - Access to these roads restricted in peak hours - Roads open at all other times - During morning peak hour, will remove approx. <ul style="list-style-type: none"> o 1,600 vehicles from Seabrook Blvd o 650 vehicles from Shane Ave - Improved safety as a result of reduced vehicle numbers 	<ul style="list-style-type: none"> - Victoria Police responsible for enforcement which will be subject to local resourcing - Reduced access to the Seabrook Primary School drop off zone on Mintaro Way and increased travel time for motorists accessing Seabrook Primary School - Dependant on approval from Vic Roads / Department of Transport which can take up to 3 months 	<p>It is recommended that this option is <u>not</u> investigated further as the option for implementation of No left hand turn / right hand turn options is already being considered.</p> <p>The additional implementation of CCTV would require enforcement from Victoria Police and would be dependent on local resourcing.</p> <p>The inclusion of CCTV component at this time would not increase the effectiveness of this suggested solution and should not be pursued further.</p>

Benefits of this proposal	Challenges of this proposal	Council Officer Summary:
Full road closure at intersection of Seabrook Boulevard/Andrew Chirnside Drive and Shane Avenue/Mark Court.		
<ul style="list-style-type: none"> - Will physically restrict vehicles from rat running reducing the reliance on enforcement activities to achieve compliance. - During morning peak hour, will remove approx. <ul style="list-style-type: none"> o 1,600 vehicles from Seabrook Blvd o 650 vehicles from Shane Ave - Improved safety as a result of reduced vehicle numbers - Could be implemented as a trial before permanent works occur. 	<ul style="list-style-type: none"> - Will restrict access to both Seabrook Boulevard and Shane Avenue permanently at all times. - Reduced access to the Seabrook Primary School drop off zone on Mintaro Way and increased travel time for motorists accessing Seabrook Primary School - Dependant on approval from Vic Roads / Department of Transport which can take up to 3 months 	<p>This solution resolves the current rat running issue being experienced in both Shane Avenue and Seabrook Boulevard. However the solution also impacts access to the school drop off zone on Mintaro Way.</p> <p>It is recommended that this option is put to the community for potential implementation. (See Option 4 in Appendix Two)</p>
Time Based No entry from Point Cook Road into Seabrook Boulevard and Shane Avenue at the southern roundabout and Homestead Run intersection		
<ul style="list-style-type: none"> - Access to these roads restricted in peak hours - Roads open at all other times - During morning peak hour, will remove approx. <ul style="list-style-type: none"> o 1,600 vehicles from Seabrook Blvd o 650 vehicles from Shane Ave - Improved safety as a result of reduced vehicle numbers 	<ul style="list-style-type: none"> - Victoria Police responsible for enforcement which will be subject to local resourcing - Reduced access to the Seabrook Primary School drop off zone on Mintaro Way and increased travel time for motorists accessing Seabrook Primary School - Dependant on approval from Vic Roads / Department of Transport which can take up to 3 months 	<p>This solution resolves the current rat running issue being experienced in both Shane Avenue and Seabrook Boulevard. However the effectiveness of the solution relies heavily on enforcement. The solution also impacts access to the school drop off zone on Mintaro Way. This option also achieves the same outcome as the No left hand turn / right hand turn option.</p> <p>It is recommended that this option is <u>not</u> investigated further for potential implementation.</p>

APPENDIX TWO: DETAILS OF THE FOUR OPTIONS

Option 1: Removable bollards

Description

Removable bollards to be installed at the entrance to Seabrook Boulevard and Shane Avenue for implementation during peak times.

Benefits and Challenges

Benefits

- Access at the southern ends of the roads restricted during morning peak hour (only)
- Roads open at all other times
- During morning peak hour, will remove approx.
 - o 1,600 vehicles from Seabrook Blvd
 - o 650 vehicles from Shane Ave
- Vehicles physically restricted from rat running without reliance on Vic Police enforcement
- Improved safety as a result of reduced vehicle numbers

Challenges

- Residents in Homestead Run and adjoining streets would be restricted from using Seabrook Boulevard and Shane Avenue during peak hours.
- Reduced access to the Seabrook Primary School drop off zone on Mintaro Way and increased travel time for motorists accessing Seabrook Primary School.
- Dependant on approval from Vic Roads / Department of Transport which can take up to 3 months

Features

- Kerb extension with nature strip
- New median strip with planters
- Removable bollards

Images

See next page.



Image 2: Image of proposed bollards on Shane Ave



Image 3: Image of proposed bollards on Seabrook Boulevard

Option 2: No right / left hand turn

Description

No right \left hand turn into Seabrook Boulevard, Shane Avenue and Homestead Run from Point Cook Road during peak times.

Benefits and Challenges

Benefits

- Access at the southern ends of the roads restricted during morning peak (only)
- Roads open at all other times
- During morning peak hour, will remove approx.
 - o 1,600 vehicles from Seabrook Blvd
 - o 650 vehicles from Shane Ave
- Improved safety as a result of reduced vehicle numbers

Challenges

- Residents accessing residential properties would be required to utilize Shane Avenue and Seabrook Boulevard through the northern entry
- Victoria Police responsible for enforcement which will be subject to local resourcing
- Reduced access to the Seabrook Primary School drop off zone on Mintaro Way and increased travel time for motorists accessing Seabrook Primary School
- Dependant on approval from Vic Roads / Department of Transport which can take up to 3 months

Features

- Signage

Images

See next page.



Image 4: No right/left hand turn in to Seabrock Boulevard



Image 5: No right/left hand turn in to Shane Ave

Option 3: Permanent restrictions

Description

Permanent restrictions for north bound traffic at intersection of Seabrook Boulevard/ Andrew Chirnside Drive and Shane Avenue/Mark Court.

Benefits and Challenges

Benefits

- Will restrict access for north bound traffic only
- Maintains access to Point Cook Road for south bound traffic
- During morning peak hour, will remove approx.
 - o 1,600 vehicles from Seabrook Blvd
 - o 650 vehicles from Shane Ave
- Improved safety as a result of reduced vehicle numbers
- Could be implemented as a trial before permanent works occur.

Challenges

- Victoria Police responsible for enforcement which will be subject to local resourcing
- Reduced access to the Seabrook Primary School drop off zone on Mintaro Way and increased travel time for motorists accessing Seabrook Primary School
- Dependant on approval from Vic Roads / Department of Transport which can take up to 3 months

Features

- Nature strip installation
- Line markings
- Removal of existing speed cushions
- Splitter island

Images

See next page.



Image 6: Permanent restrictions for north bound traffic at intersection of Seabrook Boulevard/ Andrew Chirnside Drive

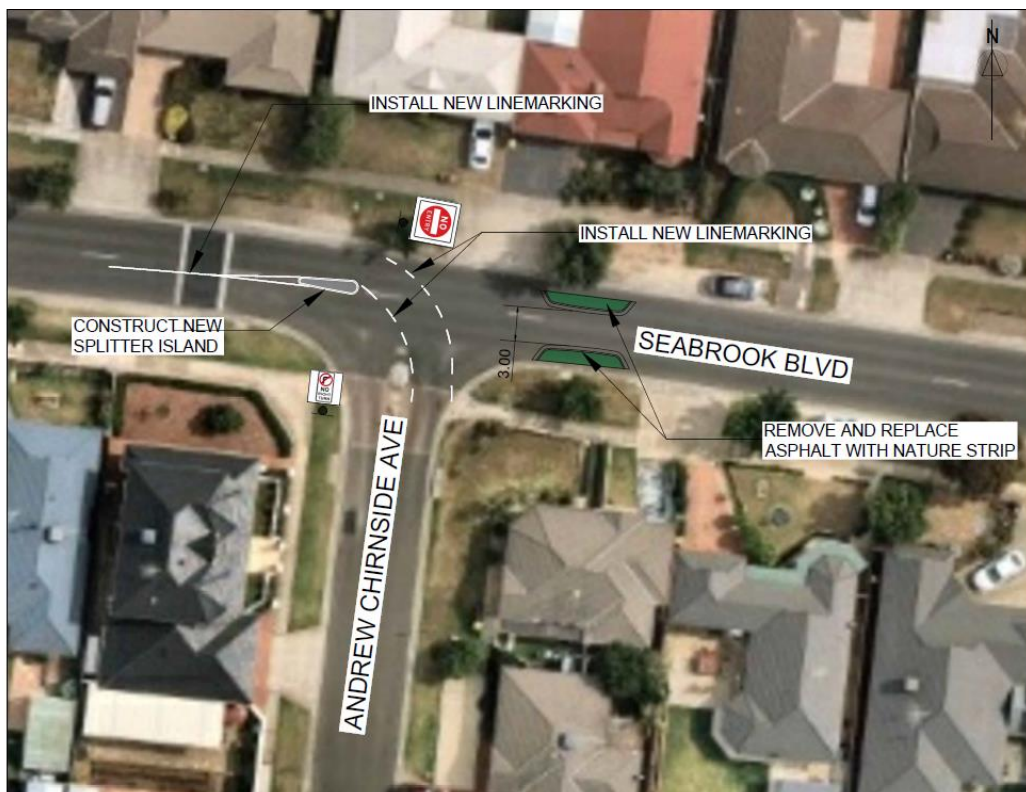


Image 7: Permanent restrictions for north bound traffic at intersection of Shane Avenue/Mark Court.

Option 4: Full road closure

Description

Full road closure at intersection of Seabrook Boulevard/Andrew Chirnside Drive and Shane Avenue/Mark Court.

Benefits and Challenges

Benefits

- Will physically restrict vehicles from rat running reducing the reliance on enforcement activities to achieve compliance.
- During morning peak hour, will remove approx.
 - o 1,600 vehicles from Seabrook Blvd
 - o 650 vehicles from Shane Ave
- Improved safety as a result of reduced vehicle numbers.
- Could be implemented as a trial before permanent works occur.

Challenges

- Will restrict access to both Seabrook Boulevard and Shane Avenue permanently at all times.
- Reduced access to the Seabrook Primary School drop off zone on Mintaro Way and increased travel time for motorists accessing Seabrook Primary School
- Dependant on approval from Vic Roads / Department of Transport which can take up to 3 months

Features

- Splitter island
- New line markings
- New nature strip with mature trees to delineate the closure
- 1.5 metre foot path on Shane Ave

Images

See next page.



Image 7: Full road closure: /Andrew Chirside Drive



Image 8: Full road closure Shane Avenue/Mark Court.