

Issues Paper

LOCAL AREA MOVEMENT PLAN

Spotswood and
South Kingsville



What Are We Doing?

The Spotswood and South Kingsville Local Area Movement Plan (LAMP) considers the planning and management of the current road and transport networks across all modes of transport; walking, cycling, public transport, freight, heavy and private vehicles. The key purpose of the LAMP is to identify opportunities to improve safety, connections, amenity and accessibility for all, primarily on the local network.

This issues paper identifies the current issues and gaps in the network which will form the basis for the development of treatments or solutions. As a transport network is dynamic, treatments may be applied on a trial basis to determine the impact or success. The LAMP will also include an implementation plan of physical works and initiatives to improve the network flow, safety and connection.

The combined Spotswood and South Kingsville LAMP is one of the six LAMPs under development as a part of the Hobsons Bay Transport Planning Study. LAMPs for Brooklyn, Altona North, Newport and Williamstown North are also being undertaken. As a part of the West Gate Tunnel Environmental Effects Statement, the Victorian State Government committed to jointly with Hobsons Bay City Council carry out a detailed traffic study to consider the full impacts of the West Gate Tunnel Project and the Level Crossing Removal Projects on the residents of Hobsons Bay.

This study:

1. Includes the area within Hobsons Bay north of Kororoit Creek Road and North Road
2. Identifies preferred and appropriate heavy vehicle freight routes that avoid residential areas and recommends upgrades to road and public infrastructure to mitigate impacts
3. Includes developing and delivering Local Area Movement Plans for Brooklyn, Spotswood, South Kingsville, Altona North, Newport and Williamstown North.
4. Address the impacts of the new truck ramps at Hyde Street to ensure traffic conditions on Douglas/Hyde Street are appropriately managed.
5. Identifies additional mitigation measures to address adverse traffic impacts within Hobsons Bay to be implemented by government.
6. Considers opportunities for enhanced public transport infrastructure and service delivery and recommends improvements
7. Prioritises the implementation of all proposed new and upgraded active transport linkages to encourage travel behaviour change and ongoing local connectivity.
8. Considers traffic impacts arising from the construction compounds and haul routes for the project including monitoring traffic conditions and proposals as a part of the LAMPs during construction and also analysis to assess traffic performance during construction and recommends measures to optimize performance and minimise impacts on communities.

What Has Happened Already?

Prior to the review of the existing issues within Spotswood and South Kingsville, a review of the currently committed works from both the State Government, Hobsons Bay City Council and private developers was undertaken to highlight the works that are currently being addressed.

West Gate Tunnel Project

A number of works are proposed within Spotswood and South Kingsville as part of the West Gate Tunnel Project, including:

- 24 hour truck bans along Blackshaws Road and Hudsons Road
- New shared user paths on Hall Street connecting to the Federation Trail extension
- New West Gate Freeway on-ramp at Stephen Street, off Simcock Avenue

Precinct 15 and Precinct 16

In anticipation of the development of Precinct 15 and Precinct 16, the following projects are either in the planning stage or have been endorsed by Council:

- Blackshaws Road Signals at The Broadway and Future P15 Road
- Bus Route from P15 to Spotswood (endorsed by Council)

Precinct 17

Precinct 17 is a strategic redevelopment site located between Birmingham Street, Melbourne Road and the Newport freight rail line. Precinct 17 has been rezoned for mixed-use and so is likely to support a mix of residential, retail and commercial uses in future subject to future planning permit processes. Two planning applications have been proposed in the northern portion of the site. Neither has yet been approved but propose approximately 145 townhouses/apartments in residential buildings ranging from 4 to 8 storeys fronting Birmingham Street.

Vehicular access to these buildings is proposed from Birmingham Street which is a local road, and which has been flagged to be a future east-west cycling corridor. As a result, any development of Precinct 17 fronting this street will ideally need to support two-way traffic and a shared path whilst also retaining parking. Other development will ideally be directed towards Melbourne Road which is suited to higher levels of traffic.

Potential future issues related to development of Precinct 17 will be improving active travel connections to the surrounding areas and vehicle rat-running through local streets to the north which will require proactive management. Precinct 17 also abuts the Spotswood Maintenance Centre which is state significant infrastructure rail infrastructure, and which requires high levels of noise attenuation in any adjacent development to meet relevant legislation and to protect its ongoing operation.

McLister Street (Residential and Retail Development)

- Signalisation of Melbourne Road / McLister Street intersection
- Shared user path along McLister Street for full property frontage
- Inclusion of cycling facilities such as bike storage within the development

Hobsons Bay Works and Initiatives

- Hall Street (South of Hudsons Road) – Road rehabilitation and cycle lane (scope and timing of works to be defined)
- Various footpath and pram crossing works

Other Works

- There is currently a proposed residential development at the corner of Melbourne Road and The Avenue that will cater for approximately 35 apartments
- “Tow Away” zones to apply to all existing “Clearway” zones across the state from December 1, 2020 which impacts on Melbourne Road (during commuter peak hours)

What We Know?

Literature Review

In addition to the Local Area Movement Plan for Spotswood and South Kingsville, other transport planning studies have been undertaken on the project area. The studies and any relevant items for this study area are outlined as follows.

Integrated Transport Plan (2017-2030)

The Integrated Transport Plan (ITP) was developed by Hobsons Bay City Council to guide Council transport planning, programs and investment to work towards the following vision:

“An integrated, innovative and equitable transport system, providing a range of sustainable, efficient, accessible and safe ways for people and goods to reach their destination.”

The ITP aims to:

- Deliver and advocate for safe, connected and accessible walking and cycling infrastructure
- Deliver and support urban design, land use planning and place making projects to encourage more innovative, engaging and easily navigable places, streetscapes, developments and transport hubs
- Prioritise an integrated approach to car parking, underpinned by regular monitoring of capacity and usage, responsible and sustainable provision, progressive and flexible permit and restriction systems, and consistent and equitable enforcement
- Develop safe, connected and efficient routes for all local road users, including cyclists and pedestrians, supported by related advocacy, planning and infrastructure projects
- Plan and advocate for improved public transport services and infrastructure within Hobsons Bay and across the western metropolitan region
- Encourage safe, sustainable and separated freight movement within and through the municipality, supported by related planning, advocacy, regulation and enforcement
- Plan, deliver and advocate for improvements to the road network within Hobsons Bay and the across the western metropolitan region 4
- Deliver and advocate for safer and more connected on-road cycling and shared trail networks in collaboration with western regional councils and government agencies
- Deliver coordinated advocacy activities to attract government investment in major transport projects and to achieve positive local outcomes for Hobsons Bay residents and businesses

As part of the development of the ITP a number of key challenges were identified for Hobsons Bay as a whole, including:

- Access and Equity
- Freight Movement
- Public Transport
- Walking and Cycling Paths
- Road Congestion
- Safety.

Specifically, for Spotswood and South Kingsville the main issues included:

- Limited physical access throughout the area,
- Commuter parking overflow,
- Population growth,
- Conflicts with freight movement and residential precincts,
- Through traffic,

Spotswood Structure Plan – Access and Mobility Analysis

This report contains a thorough identification and assessment of the transport issues in Spotswood with some key recommendations listed from the executive summary are as follows:

- Two (2) east-west pedestrian and bicycle links:
 - Yarra River to Craig Street and McLister Street to Birmingham Street / Hicks Street
 - Emily McLean Kindergarten alongside Donald McLean Reserve to the Muir Street Bridge over the Westgate Freeway
- Two (2) north-south links:
 - A pedestrian and bicycle link along Robert Street from McLister Street to The Avenue
 - A bicycle link to Newport Shopping Centre from Hall Street to Hyde Street that will be constructed as part of the Westgate Tunnel Project
- Spotswood Station to be pedestrianised including priority, lighting, shade and shelter as well as additional bicycle parking. Recommended to close McLister Street to reduce through traffic and improve pedestrian usage
- The Hudsons Road shopping centre to be supported by raised pedestrian crossings on all legs of the intersections of Hudsons Road with Hall Street, Hope Street, Forrest Street and Roberts Street
- Intersections and entrances to the two primary schools should be raised to encourage pedestrian and bicycle trips

Consideration could be given to testing these in the community by including in the LAMP issues report for community consultation

Hobsons Bay Transport Planning Study

The Hobsons Bay Transport Planning Study (HBTPS) is currently being developed to undertake a municipality wide review of the Hobsons Bay Transport Network and develop outcomes and initiatives in response to the review.

The challenges and opportunities identified as part of the HBTPS were broadly grouped into three (3) themes as follows:

- Theme 1: Providing accessible connected journeys to employment and recreation to support future growth in Hobsons Bay
- Theme 2: Achieving a balanced network that supports access within, into and out of Hobsons Bay
- Theme 3: Supporting the sustainable integration of future infrastructure.

The following localised issues for Spotswood and South Kingsville were identified in the report:

- Spotswood Station – No formalised bicycle facilities and a lack of key walking routes
- Rail line is a barrier to walking accessibility
- A lack of bicycle infrastructure on Hall Street connecting the Federation Trail to Spotswood Station
- Poor on-road cycling conditions along Melbourne Road
- End of trip facilities are limited around Spotswood Station

Issues Analysis

As part of the LAMP process, investigations into the existing traffic and transport conditions across Spotswood and South Kingsville have been undertaken (including a review of the existing literature), including the following:

- Community enquiries provided by Hobsons Bay City Council (2015 - March 2020)
 - Traffic speeds and driver behaviour
 - Cyclist links
 - Pedestrian crossing
- Discussions with internal HBCC stakeholders
 - Pedestrian and cyclist connectivity
 - Pedestrian facilities around schools
 - Spotswood Activity Centre
- VicRoads crash database information (5-year period: 2015 –2019)
- Traffic count information (2015 onwards)

The following sections detail the traffic and transport issues identified throughout this process.

Pedestrians

The key pedestrian matters that were raised as part of the initial investigations were generally grouped into the following categories:

1. Pedestrian connectivity,
2. Pedestrians around schools, and
3. Activity around the Spotswood Activity Centre.

Pedestrian Connectivity

Spotswood and South Kingsville have several important pedestrian pathways providing connectivity to key destinations including Scienceworks, Spotswood Activity Centre (including Spotswood Station), Donald McLean Reserve and Edwards Reserve. Figure 1 below details the pedestrian facilities within the area and the key pedestrian activity generators to determine the pedestrian network capabilities.



Figure 1: Existing Pedestrian Network

Based on the locations of the key pedestrian activity generators two (2) distinct pedestrian desire paths have been identified along Hudsons Road and Craig Street/McLister Street/Birmingham Street, as shown in Figure 2 below.

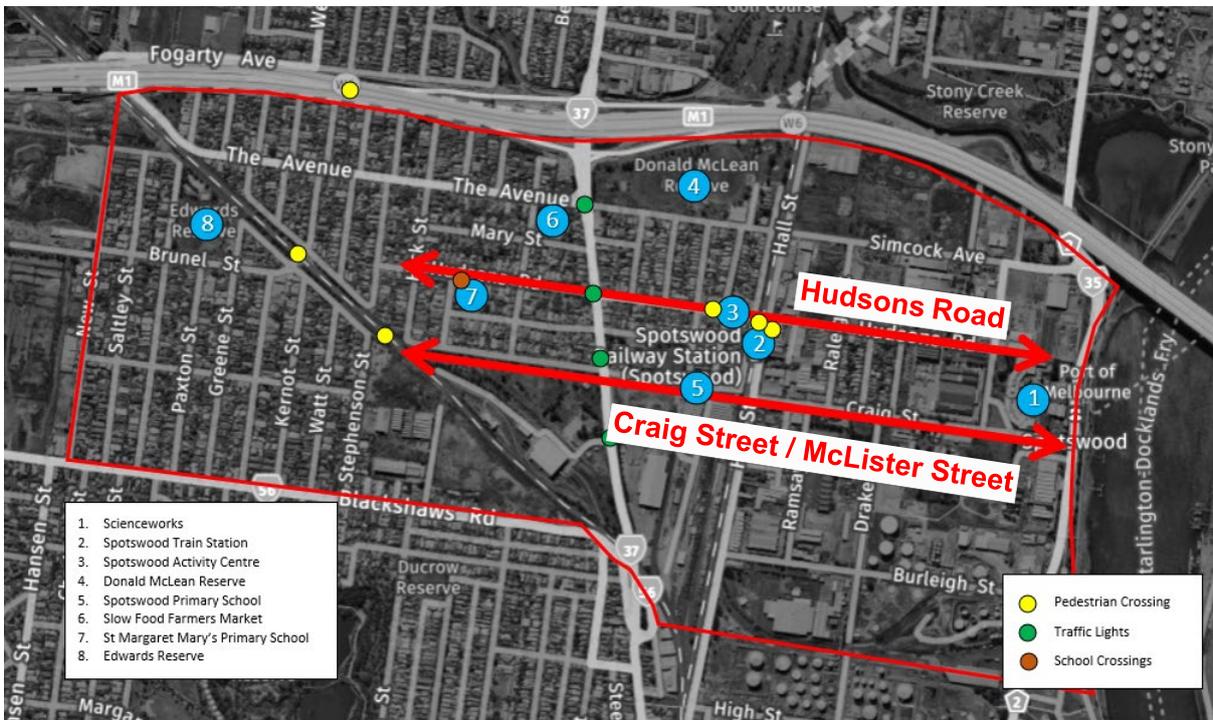


Figure 2: Pedestrian Desire Lines

A review of the pedestrian desire lines from Figure 2 above has identified a number of gaps in the pedestrian network as follows:

- **Hall Street / Hudsons Road / Hope Street** – Pedestrian facilities around the level crossing are limited which restricts movements. North-south facilities are not located on

the eastern side of the level crossing and there is no crossing on the north side of Hudsons Road.

- **Craig Street / McLister Street** – Currently, the Hudsons Road level crossing is the only pedestrian crossing over the railway line. The second pedestrian desire line is an alternative to Hudsons Road but the lack of railway crossing between Craig Street and McLister Street prevents this from being a suitable alternative.
- **Douglas Parade** - There is currently a lack of connectivity across Douglas Parade between the Hobsons Bay Coastal Trail and Spotswood with no formalized pedestrian facilities facilitating east-west movements across Douglas Parade.
- **Birmingham Street / Hicks Street** – The pedestrian crossing of the rail tracks at this location has been identified as poor quality and poorly signed and advertised.

Pedestrians Around Schools

There are two (2) schools within the Spotswood and South Kingsville study area as follows:

- St Margaret Mary's Catholic Primary School, and
- Spotswood Primary School.

Lack of pedestrian facilities (such as school crossings and pedestrian operated signals) were raised as pedestrian safety issues as access to the wider pedestrian network would reduce the reliance of motor vehicles (including access to the Federation Trail to the north). Such locations identified included The Avenue between Melbourne Road and Strong Street. It should be noted that a set of pedestrian operated signals is located along Melbourne Road adjacent to the Spotswood Primary School.

Walking and Cycling at Spotswood Activity Centre

The perceived safety of pedestrians and cyclists throughout the Spotswood Activity Centre (generally comprising Hudsons Road, Hall Street and the Spotswood Railway Station) was identified as a significant concern for community members. Vehicle speeds, pedestrian priority, visibility at the pedestrian crossings and footpath quality were all raised as issues.

The lack of cyclist facilities has also been identified including a lack of dedicated cycling lanes, secure bicycle storage and safe crossings of the railway line and arterial roads.

On this basis, a review of pedestrian activity around the entire Spotswood Activity Centre is recommended to address the issues above in a holistic manner.

Blackshaws Road

Several historical community responses have been reviewed regarding pedestrian crossings across Blackshaws Road. Specifically, a crossing was requested between Stephenson's Road and Truman Street that relate to the Child Care Centre on the corner of Sutton Street and Blackshaws Road as well as a number of primary school aged children that are stated to cross Blackshaws Road.

Pedestrian Safety

Five (5) crashes involving pedestrians were identified within the DoT casualty crash information (2015-2019) that occurred within Spotswood and South Kingsville. Of these incidents, no crash pattern emerged suggesting there were not any specific pedestrian safety concerns.

Cyclists

The initial investigations into cyclist issues within Spotswood and South Kingsville identified the following key matters:

- Cyclist Connectivity, and
- Bicycle Facilities.

The following sections detail the above matters as well as several other issues.

Cyclist Connectivity

Similar to the pedestrian network, Figure 3 below details the existing cyclist network within both Spotswood and South Kingsville.



Figure 3: Existing Cycling Network

Figure 3 shows that there are significant gaps in the on-road cycling network for Spotswood and South Kingsville. Key gaps between Melbourne Road and Douglas Parade as well as north-south along Melbourne Road. In addition, the connectivity between the future shared user path that is to be constructed as part of the West Gate Tunnel project and the subject area is limited.

On this basis, the following diagram was developed which highlights these cyclist connectivity issues.

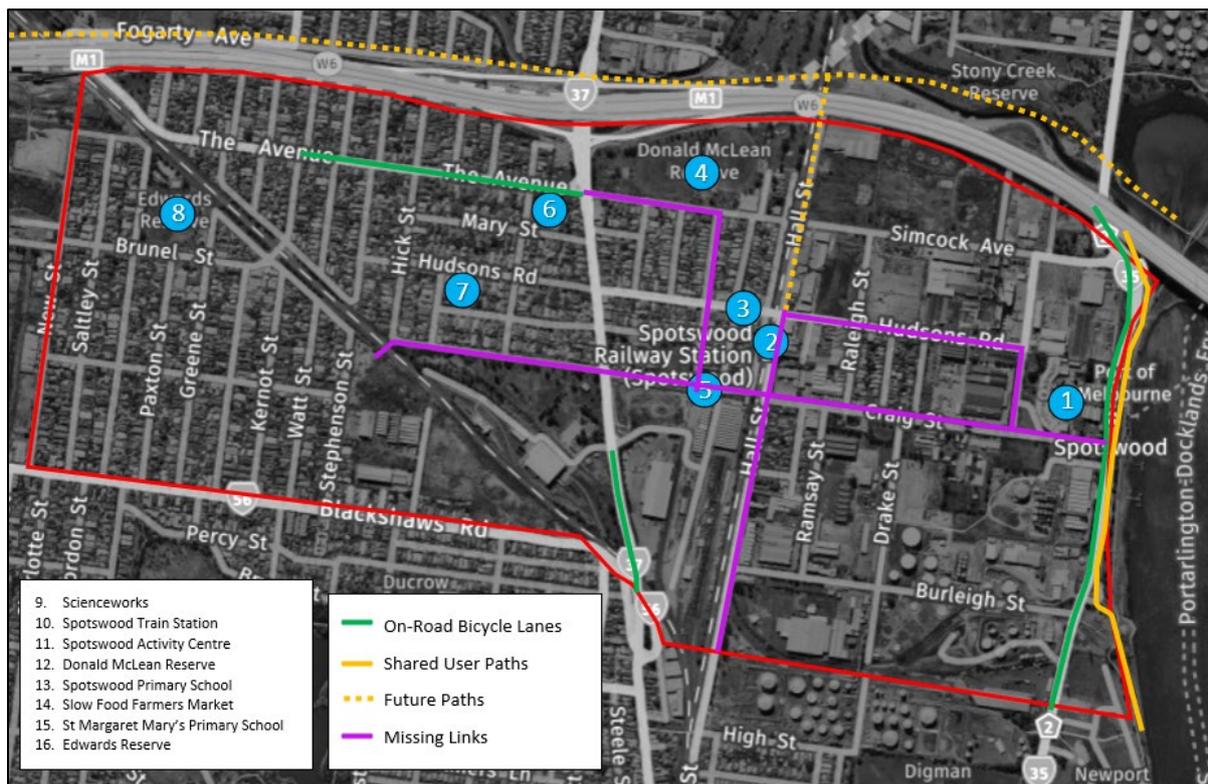


Figure 4: Cyclist Network - Gaps Analysis

Bicycle Facilities

A review of the Spotswood Train Station has identified that despite being located close to the Coastal Trail, the station has limited bicycle facilities. Previous feedback from residents and internal discussions within Council have identified a lack of bicycle parking (particularly on the city bound side) and end of trip facilities (such as showers, changerooms and lockers) at this location. The provision of these facilities will further encourage the use of sustainable transport modes and reduce the reliance on motor vehicles.

Other Issues

During the initial investigations of the cyclist issues within Spotswood and South Kingsville, the following other issues were identified:

- Bay Trail Improvements – issues were raised relating to the Bay Trail including crossings, sightline issues and security concerns.
- Douglas Parade – It was identified that cyclist safety along Douglas Parade is an issue with the presence of heavy vehicles and lack of separation for cyclists as well as insufficient formal crossings

Bicycle Safety

A total of 26 crashes involving cyclists were identified within the DoT casualty crash information (2015-2019) that occurred within Spotswood and South Kingsville. A review of each of the incidents involving cyclists found that no crash pattern was immediately evident.

Traffic Issues

A review of the existing traffic conditions within Spotswood and South Kingsville identified the following key matters:

- Local Street Issues
- Traffic Speeds
- Through Traffic
- Traffic Safety
- Truck Issues

The following sections detail the above matters as well as a number of other issues.

Local Street Issues – Traffic Speeds

A review of previous community responses received by Council has identified a number of traffic speed issues on local streets including the following:

- Kernot Street,
- Mary Street,
- The Avenue,
- New Street,
- Moresby Street,
- Birmingham Street, and
- Hudsons Road.

The following figure provides a summary of traffic counts undertaken in the last five (5) years within Spotswood and South Kingsville.

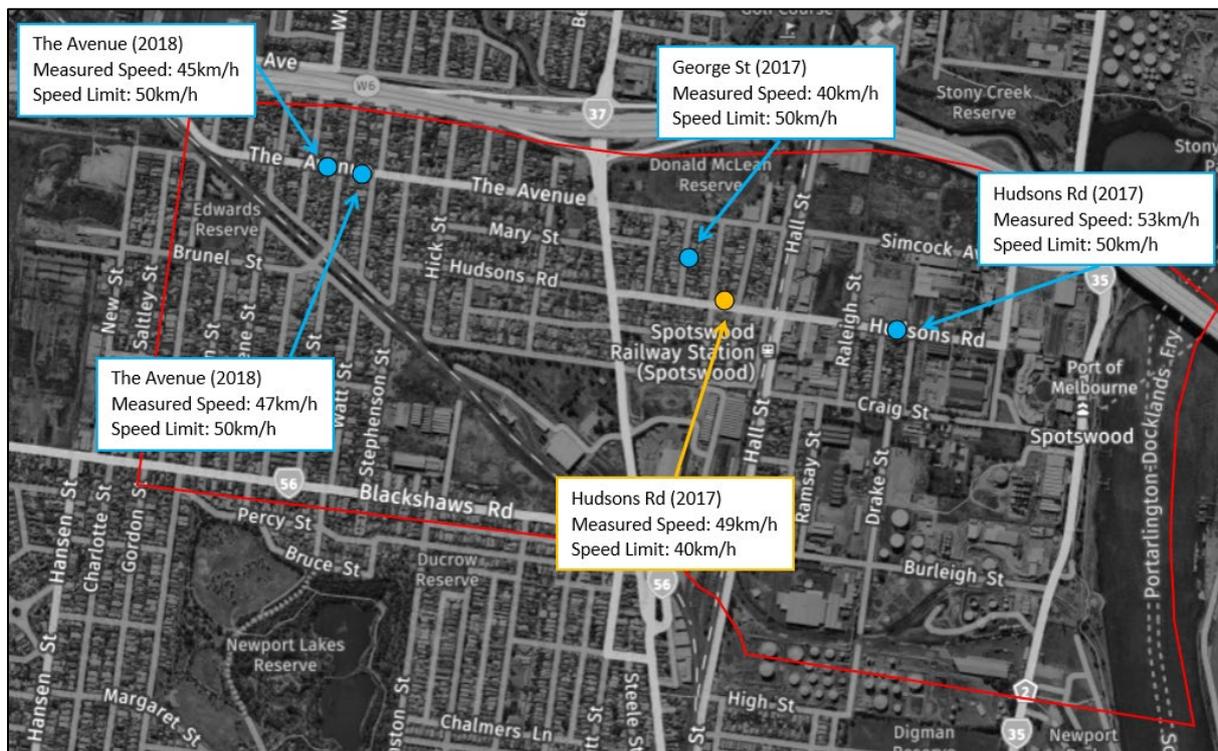


Figure 5: Traffic Count Summary

The summary above shows that vehicle speeds along Hudsons Road within the vicinity of the activity precinct exceeded the posted speed limit of 40km/h.

The figure below outlines the locations of the traffic speed issues on the local road network throughout Spotswood and South Kingsville.



Figure 6: Localised Traffic Speed Issues

Commentary around the above traffic speed issues related to the traffic counts along Hudsons Road, narrow width of the local streets, increased development in the nearby area and unsociable driving.

Local Street Issues – Through Traffic

Several historical comments identified through traffic issues throughout Spotswood and South Kingsville. A review of the local road network suggests that the significant congestion around the freeway interchange results in traffic backing up along Melbourne Road impacting traffic to the south. This would result in vehicles utilising the local streets to the east and west of Melbourne Road such as Roberts Street and Cullen Street to bypass this congestion.

In addition, the train line between Spotswood and South Kingsville limits the crossing opportunities for traffic to Kerrot Street. Non-local traffic trying to avoid the complex intersection of Blackshaws Road / Melbourne Road would utilise Kerrot Street/The Avenue to access the freeway interchange, exacerbating the through traffic issues.

Traffic Safety Issues

Locations across Spotswood and South Kingsville were identified as having traffic safety issues following comments from the local community and internal stakeholder consultation as follows:

- **Melbourne Road** – Several U-turns are being undertaken unsafely as well as significant congestion resulting in vehicles undertaking unsafe turns

- **The Avenue / Melbourne Road** – Vehicles in the intersection cause safety issues for both vehicles and pedestrians utilising the crosswalks

Historical crash data from 2015-2019 was sourced from the Department of Transport (DoT) and casualty crashes were reviewed that identified the following location where a crash pattern was identified:

- **Melbourne Road / Mary Street** – Right turning traffic from the north into Mary Street impacts northbound traffic along Melbourne Road with two (2) serious crashes identified. This is likely caused by one lane being obstructed and vehicles attempting to turn only to be hit by vehicles in the second lane.

Truck Issues

As part of the West Gate Tunnel project, a 24 hour truck ban will be put in place along key east-west routes in the vicinity of the West Gate Freeway including along Blackshaws Road (from Melbourne Road to Grieve Parade), Hudsons Road (between Melbourne Road and Booker Street) and Kernot Street. Exemptions will apply for trucks with local origins or destinations to allow local businesses to continue to receive deliveries.

In addition, the new ramp to be constructed as part of the Westgate Tunnel Project should help ease truck traffic that currently accessed Melbourne Road from the west with key freight routes as shown in the extract from the Spotswood Structure Plan discussion paper below.

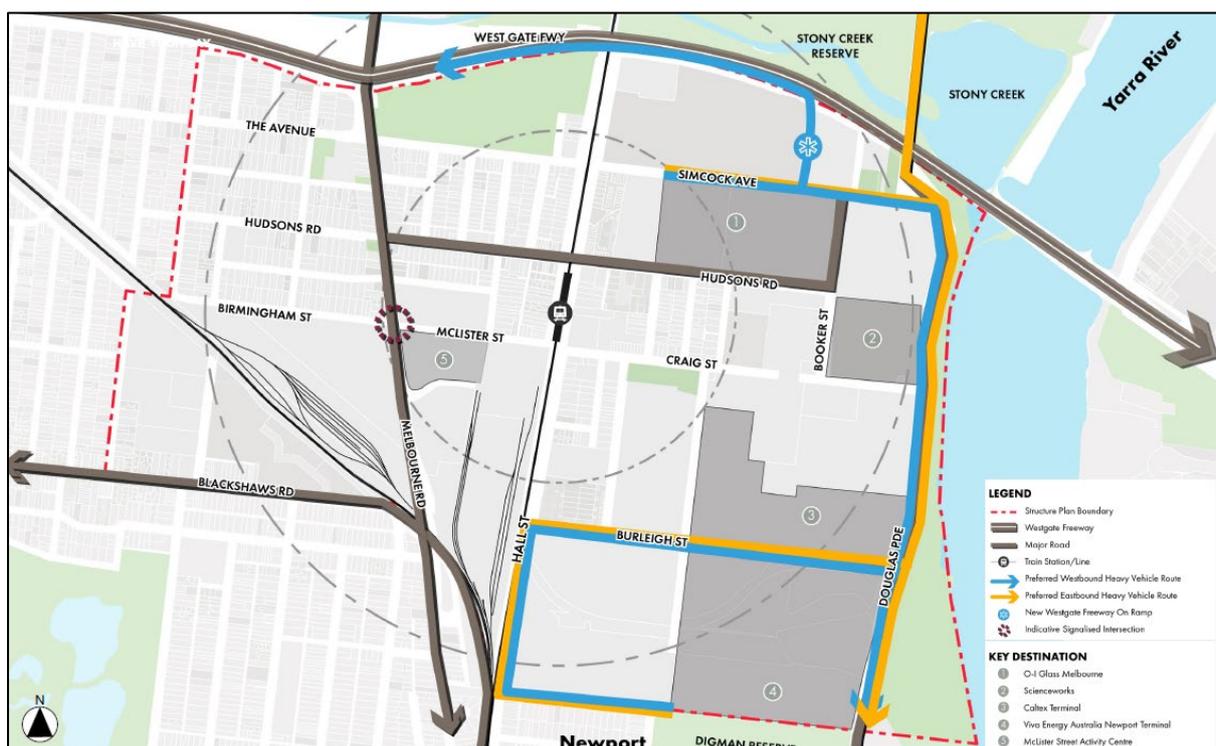


Figure 7: Vehicle Access and Movement Plan (Spotswood Structure Plan Discussion Paper)

Parking Issues

Parking issues lodged with Hobsons Bay City Council from the period of 2015 to 2020 primarily relate to linemarking maintenance or illegal parking. These matters are dealt with by Council's Local Laws Department and general maintenance issues.

Issues Summary

Based on the above, the key traffic and transport issues for Spotswood and South Kingsville are as follows:

Pedestrian Issues

- Lack of Pedestrian Connectivity
 - Hall Street / Hudsons Road / Hope Street
 - Craig Street / McLister Street
 - Douglas Parade
 - Birmingham Street / Hicks Street
- Walking and Cycling Around Schools
 - St Margaret Mary's Catholic Primary School, and
 - Spotswood Primary School.
- Spotswood Activity Centre
- Blackshaws Road

Cyclist Issues

- Cyclist Connectivity
- Bicycle Facilities (parking, showers, lockers)

Traffic Issues

- Local Street – Traffic Speed
- Local Street – Through Traffic
- Traffic Safety
 - Melbourne Road
 - The Avenue / Melbourne Road
 - Melbourne Road / Mary Street



Figure 8: Key Issues Summary

What Comes Next?

The development of the issues paper is an important first step in the LAMP process. This issues paper will be distributed to residents and other stakeholders within the Spotswood and South Kingsville study areas as a reference document. Feedback will be sought on the identified issues as well as any additional issues that may have been missed during this stage.

Following this initial consultation stage, the issues collated in the background documents and the community engagement will be used to develop a draft LAMP. This document will respond to each of the issues and provide recommendations to address the various pedestrian, cyclist and traffic matters within Spotswood and South Kingsville.

This draft LAMP will be circulated to residents of Spotswood and South Kingsville as well as other external stakeholders for comment. Following this second community consultation stage, the LAMP will be finalised and put before Council for consideration.

