

Issues Paper

LOCAL AREA MOVEMENT PLAN

BROOKLYN



Executive Summary

The Brooklyn Local Area Movement Plan (LAMP) will identify issues and opportunities to improve safety, connectivity, amenity and accessibility within the local road 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.

A review has been undertaken on existing studies previously undertaken by Hobsons Bay City Council including:

- Integrated Transport Plan (2017-2030), and
- Hobsons Bay Transport Planning Study Network Investigations Technical Report

In addition to the existing studies, a review of available data relating to the Brooklyn area was undertaken which included:

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

On this basis, the following local traffic and transport issues were identified:

Pedestrian Issues

- Pedestrian Connectivity
 - Federation Trail
- Pedestrian crossing around schools

Cyclist Issues

- Cyclist Connectivity
 - Across the West Gate Freeway
 - Federation Trail to Annunciation Primary School
- On-road Cycling Facilities
 - Millers Road cyclist safety
- Millers Road grade separation

Traffic Issues

- Local Street – traffic speed
- Local Streets – truck parking
 - Paw Paw Road
- Traffic Safety
 - Burgess Street / Paw Paw Road
- Access in to surrounding arterial roads

What Are We Doing?

The Brooklyn 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.

The Brooklyn LAMP study area is bounded by Geelong Road in the northwest, Millers Road in the east and the West Gate Freeway to the south as shown below in Figure 1.



Figure 1: Brooklyn LAMP Study Area

This area includes industrial land uses to the west and residential land uses to the east. The Federation Trail runs through the study area and segregates this area of Brooklyn into two parcels.

The combination of industrial and residential components presents numerous traffic and transport challenges for this area as well as environmental and amenity concerns for the residents. This is exacerbated by the significant traffic volumes from the boundary roads of Geelong Road and Millers Road. In addition, the proximity of the study area to the West Gate Freeway contributes to this high traffic congestion in the surrounding area.

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 Brooklyn LAMP is one of the six LAMPs under development as a part of the Hobsons Bay Transport Planning Study. LAMPs for Spotswood, South Kingsville, 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 Brooklyn, 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

Works are proposed within Brooklyn as part of the West Gate Tunnel Project, which includes:

- Completion of the Kororoit Creek Trail between Grieve Parade and the Federation Trail
- Paths underneath the West Gate Freeway at Millers Road and replacement pedestrian bridges at Rosala Avenue providing access between Brooklyn and Altona North with new DDA compliant ramps
- Resurfacing the existing Federation Trail from Kororoit Creek Road to Millers Road

Other Works

- Residential property noise reduction program for Millers Road, Brooklyn fronting properties

What We Know?

Literature Review

In addition to the LAMP for Brooklyn, 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 Brooklyn the main issues included:

- Limited public transport service/infrastructure,
- Limited modal separate (between cars, trucks, bicycles and pedestrians), and
- Traffic congestion.

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

several outcomes and initiatives in response to the review. The HBTPS also considered the findings of the Millers Road Corridor Study undertaken by DoT.

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 Brooklyn were identified in the report:

- Bus routes along Millers Road – poor bus stop placement and lack of priority measures
- Vehicular access for Brooklyn Residents – as most local street connections occur to congested arterial roads as unsignalised intersections
- High truck volumes on surrounding arterial roads, particularly Millers Road
- Poor pedestrian and cyclist safety and connectivity, particularly in and around the West Gate Freeway interchange

Issues Analysis

As part of the LAMP process, investigations into the existing traffic and transport conditions across Brooklyn 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
 - Cyclist links
 - Pedestrian crossing
 - Unsafe access into and out of congested areas
- Discussions with internal HBCC stakeholders
 - Pedestrian and cyclist connectivity
 - Pedestrian facilities around schools
- 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 within Brooklyn (and beyond to shopping centres, medical facilities and sports grounds), and
2. Pedestrians around schools.

Pedestrian Connectivity

Brooklyn has a limited number of pedestrian facilities within the study area limited mainly to crossings along the boundary roads. Figure 1 below details the pedestrian facilities within the area as well as the key pedestrian destinations to outline the existing pedestrian network.

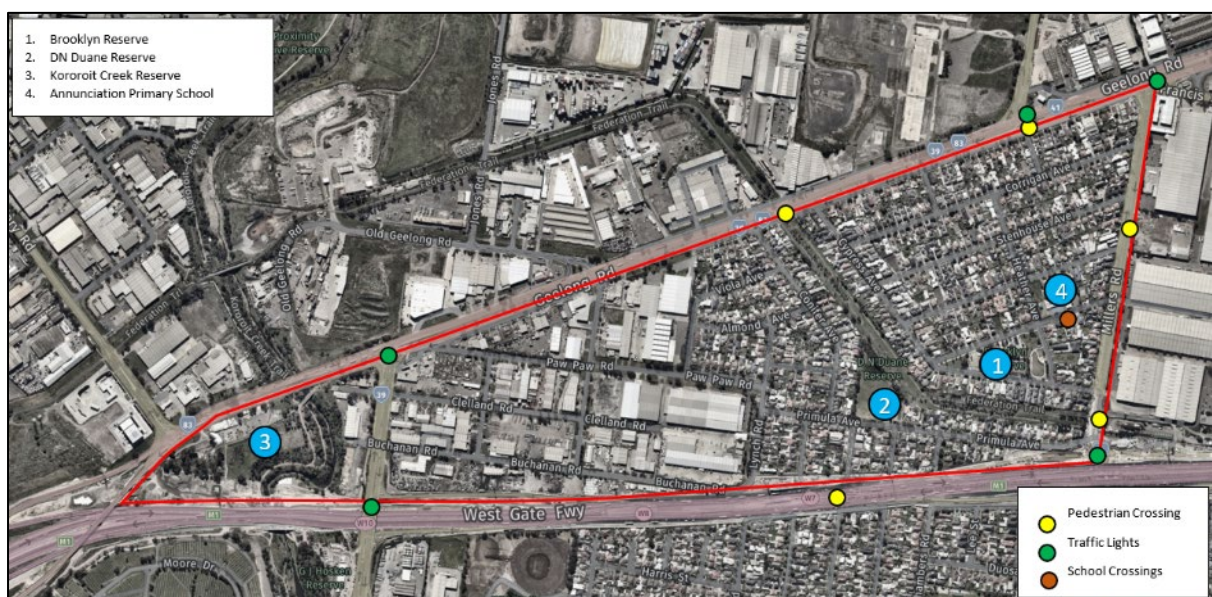


Figure 2: Existing Pedestrian Network

Based on the locations of the key pedestrian activity generators and the existing facilities, Brooklyn has two (2) distinct pedestrian desire paths, as shown in Figure 2 below.

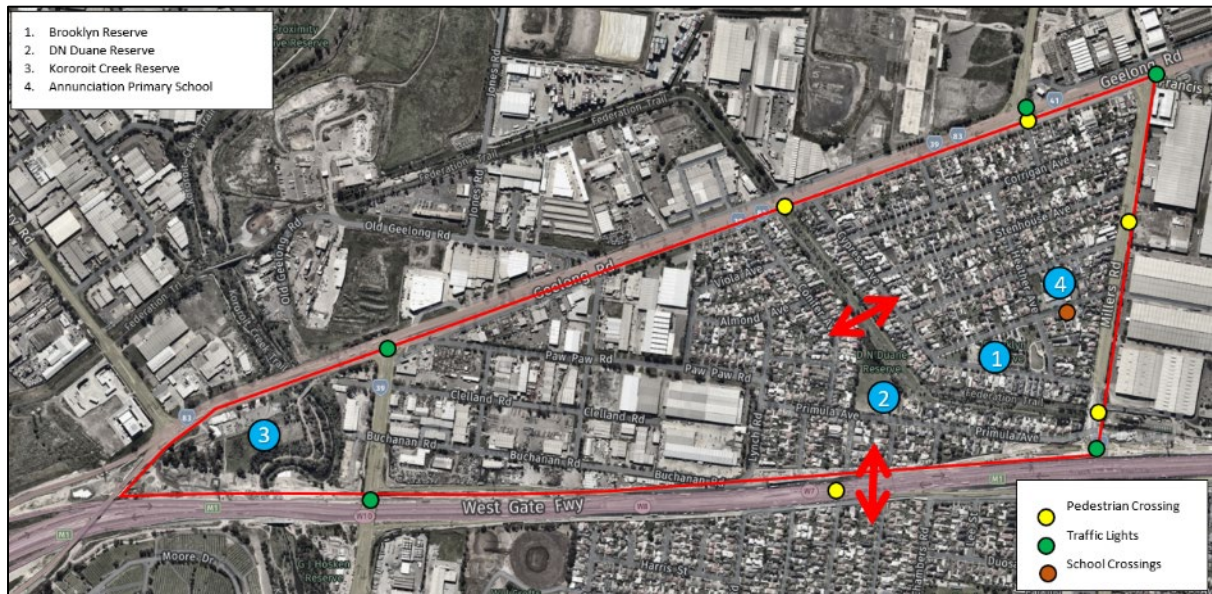


Figure 3: Pedestrian Desire Lines

A review of the pedestrian desire lines from the figure above has identified the following gaps in the pedestrian network:

- **Federation Trail** – Pedestrian connections within the Brooklyn area are limited by the few connections provided to the Federation Trail between Geelong Road and Millers Road, effectively dividing the residential areas on either side of the trail.

Pedestrians Around Schools

There is one (1) school located within Brooklyn, which is the Annunciation Primary School on Nolan Avenue near Millers Road with a majority of the school population driven to the school.

Whilst a pedestrian crossing is located adjacent to the school along Nolan Avenue, community consultation has stated that is currently unsupervised and poorly maintained.

Pedestrian Safety

Only one crash has been recorded within the Brooklyn study area in the preceding five years that involved a pedestrian, where a pedestrian working or standing on Millers Road was hit by a vehicle and received other injuries. On this basis, no crash patterns were identified from the Department of Transport (DoT) casualty crash information that involved pedestrians.

Cyclists

The initial investigations into cyclist issues within Brooklyn identified the following key matters:

- Cyclist connectivity, and
- On-road cycling facilities.

The following sections detail the above matters.

Cyclist Connectivity

Similar to the pedestrian network, Figure 3 below details the existing cyclist network within Brooklyn, in addition to new paths and connections that are proposed to be constructed as part of the West Gate Tunnel Project.

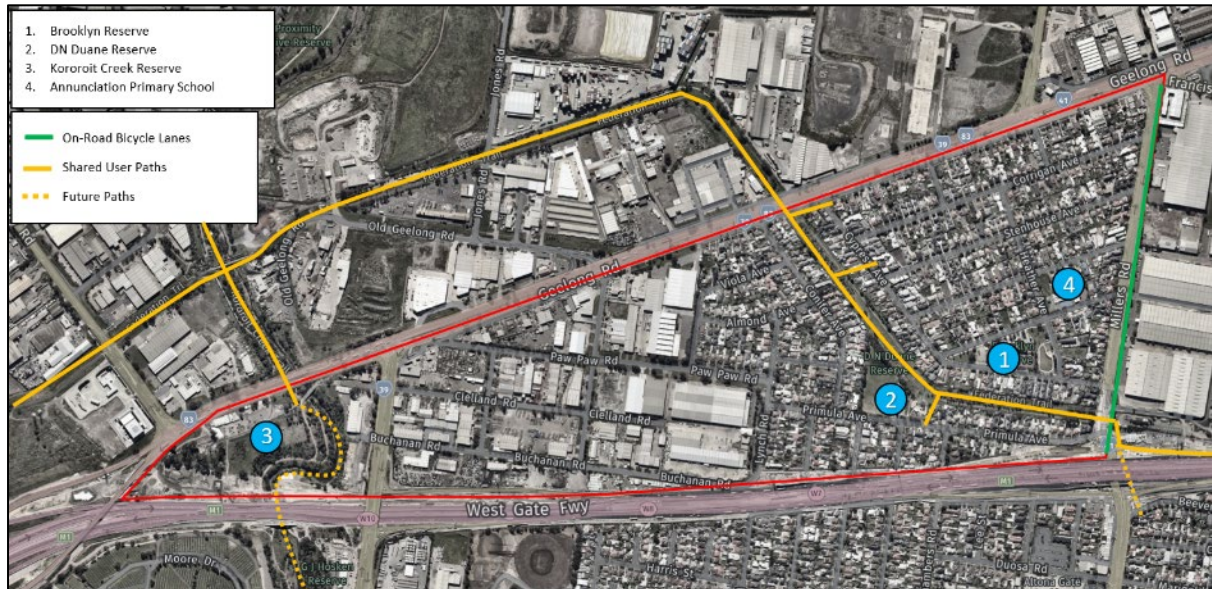


Figure 4: Existing Cycling Network

Figure 3 shows that there are significant gaps in the on-road cycling network for Brooklyn. Key gaps are generally between the Federation Trail and residential areas to the south as well as to the primary school.

On this basis, Figure 4 was developed which highlights these cyclist connectivity issues.

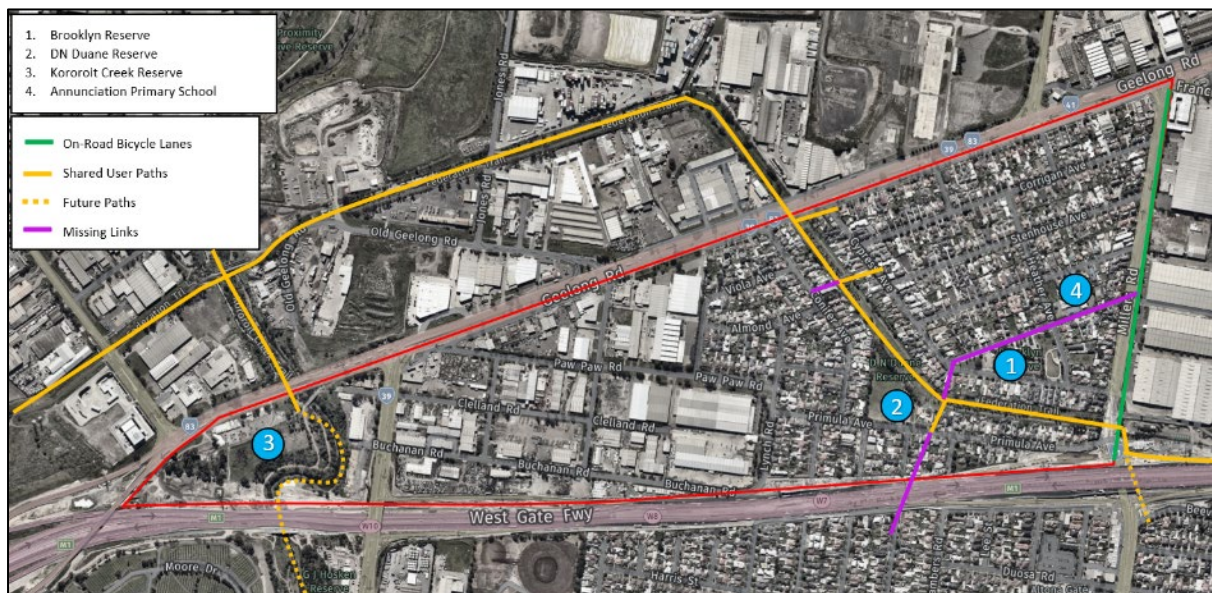


Figure 5: Cyclist Network - Gaps Analysis

On-Road Cycling Facilities

A review of Millers Road indicates that whilst the road does provide bicycle lanes in both directions, they do not provide a continuous connection between the Federation Trail in the south to Geelong Road in the north. Furthermore, bus stops and parked vehicles (outside of

clearway times) require cyclists to depart from the bicycle lane and merge with vehicular traffic. As Millers Road has a high volume of heavy vehicle traffic, this makes for an uncomfortable experience for cyclists due to a lack of separation, truck volumes and vehicle speeds. Furthermore, the northbound bicycle lane terminates 150m prior to Geelong Road, whilst the southbound bicycle lane terminates 50m prior to the federation trail and does not provide a formal connection.

Bicycle Safety

Two (2) crashes involving cyclists have been recorded in the Brooklyn study area in the preceding five (5) years, however there is no crash pattern amongst them.

Bicycle Facilities

It has been noted during internal stakeholder engagement that despite having a major cyclist route through the area there are no bicycle maintenance stations. Federation Trail in the vicinity of Duane Reserve could provide an appropriate location for the provision of these facilities.

Millers Road Grade Separation

Council have identified that the Federation Trail crossing of Millers Road near West Gate Freeway is a problem due to limited connectivity. Hobsons Bay City Council are currently advocating for this crossing to be grade separated.

Traffic Issues

A review of the existing traffic conditions within Brooklyn identified the following key matters:

- Local Street Issues
- Traffic Speeds
- Truck Parking
- Traffic Safety
- Parking Issues
- High Truck Volumes on Surrounding Roads
- Difficult and Unsafe Access Into and Across Arterial Roads

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:

- Paw Paw Road,
- Primula Avenue,
- Conifer Avenue,
- Viola Avenue, and
- Eames Avenue.

The figure below outlines the locations of the traffic speed issues on the local road network throughout Brooklyn.



Figure 6: Localised Traffic Speed Issues

Truck Parking

Historical comments identified truck parking as an issue in many residential streets throughout Brooklyn, particularly Paw Paw Road. A review of the local road network indicates that many residential streets have insufficient width to accommodate truck parking and maintain a comfortable traffic flow.

It is understood this issue may largely be attributed to the industrial land uses that surrounding the residential areas of Brooklyn.

Traffic Safety Issues

Several locations across Brooklyn were identified as having traffic safety issues following comments from the local community and internal stakeholder consultation as follows:

- **Eames Avenue / Millers Road** – regular truck parking on the south approach to this intersection obstructs visibility for turning traffic.
- **Corrigan Avenue / Millers Road** – poor street lighting.

Comments were received during the internal stakeholder consultation that identified local access in to and out of Millers Road is difficult due to the traffic congestion.

Historical crash data from the last five (5) years was sourced from the DoT and casualty crashes were reviewed that identified the following location where a crash pattern was identified:

- **Burgess Street / Paw Paw Road** – Two (2) cross traffic collisions have been recorded, likely as a result of vehicles turning from Paw Paw Road failing to give way to traffic on Burgess Street. It is also possible that the intersection geometry encourages higher through speeds than are safe.

Parking Issues

Parking issues were identified during a review of the community enquiries provided by Hobsons Bay City Council. Given the wide range of parking feedback that is typically received from community consultation, the LAMP process will focus on area wide parking

strategies and Council parking policy, with street by street restrictions, illegal parking and being passed along to the relevant Council departments.

The majority of the items raised for Brooklyn related to various forms of illegal parking and parking restrictions, which are outside of the scope of this report and will be referred to Local Laws.

Issues Summary

Based on the above, the key traffic and transport issues for Brooklyn are as follows:

Pedestrian Issues

- Pedestrian Connectivity
 - Federation Trail
- Pedestrian Crossing Around Schools

Cyclist Issues

- Cyclist Connectivity
 - Across the West Gate Freeway
 - Federation Trail to Annunciation Primary School
- On-road cycling Facilities
 - Millers Road Safety
- Millers Road Grade Separation

Traffic Issues

- Local Street – Traffic Speed
- Local Streets – Truck Parking
 - Paw Paw Road
- Traffic Safety
 - Burgess Street / Paw Paw Road
- Access in to Surrounding Arterial Roads



Figure 7: 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 Brooklyn study area 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 a number of recommendations to address the various pedestrian, cyclist and traffic matters within Brooklyn.

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

