

Issues Paper

LOCAL AREA MOVEMENT PLAN

Newport



**HOBSONS
BAY CITY
COUNCIL**



Executive Summary

The Newport 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

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

- Community enquiries provided by Hobsons Bay City Council (2015 - March 2020)
 - Pedestrian crossings
 - Traffic speeds
 - Traffic safety
- Discussions with internal HBCC stakeholders
 - Pedestrian and cyclist connectivity
 - Traffic speeds
 - Newport Train Station
- VicRoads crash database information (5 year period: 2015 –2019)
- Traffic count information (2015 onwards)

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

Pedestrian Issues

- Pedestrian Connectivity
 - Kohry Reserve
 - Newport Station
 - Newport Lakes
- Pedestrians Around Schools
 - Newport Gardens Primary School

Cyclist Issues

- Cyclist Connectivity
 - North Road
 - Market Street (Champion Road to Maddox Road)
- Bicycle Facilities
- Bicycle Safety
 - Mason Street, Melbourne Road and Douglas Parade
 - Mason Street / Maddox Road / Leslie Street

Traffic Issues

- Traffic speed
- Traffic safety
 - Mason Street
 - Local intersection safety (vehicles parked too close)

What Are We Doing?

The Newport 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.

The Newport LAMP study area is generally bounded by Blackshaws Road to the north, Champion Road to the south and Blenheim Road / Hansen Street to the west, as shown in Figure 1 below.



Figure 1: Newport LAMP Study Area

Newport is generally residential to the east and west of Melbourne Road with an activity centre located in the middle of the study area around Newport Station. There are numerous schools and reserves that provide pedestrian and cyclist destinations so connectivity around the study area and to the activity centre will be a priority.

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

Champion Road Shared User Path

Hobsons Bay City Council are currently investigating a shared user path (SUP) along Champion Road between Market Street and Ferguson Street. This path will encourage cycling and address a missing link in the cycling network and improve congestion on the major collector road.

Ferguson Street Level Crossing

The Ferguson Street Level Crossing is currently part of the Level Crossing Removal Project with construction set to commence in early 2021 for completion in 2022. The current design has the rail line being lowered underneath the road with a new station precinct being created at Williamstown North Station. In addition, a second signalised crossing of Ferguson Street will be constructed as well as additional secure bicycle parking at the station.

Mason Street - VicRoads Blackspot Application

Council has recently received TAC funding for safety works along Mason Street from Melbourne Road to Millers Road (the section of Blenheim Road to Melbourne Road is within the study area).

The safety works along Mason Street include:

- Revise geometry of roundabouts at Mason Street / Blenheim Road and Mason Street / Maddox Road
- Electronic 40km/h speed limit signs on Mason Street in the vicinity of Melbourne Road
- Improved sight lines at the intersection of Jack Street and Mason Street
- Reduced speed (from 60km/h to 50km/h) on Mason Street between Millers Road to Williams Street
- Reduce traffic lane width and provide a 500mm buffer between the bicycle lane and the traffic / parking lane



Figure 2: Mason Street - Blackspot Application

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

What We Know?

Literature Review

In addition to the Local Area Movement Plan for Newport, a number of 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
- 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 Newport the main issues included:

- Limited physical access throughout the area, and
- Commuter parking overflow.

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 a number of 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 Newport were identified in the report:

- Cycling gap along Hall Street to the north and Market Street to the south through Newport Station
- Although bicycle parking facilities are provided at Newport Station demand often exceeds supply
- Cycling safety hotspots along Mason Street
- Walking access to Newport Station from the south is poor due to lack of crossing points and grade difference along Melbourne Road
- Poor east-west connectivity to the Bay Trail for pedestrians and cyclists
- High parking demand around the station
- The rail line and Melbourne Road create a significant north-south barrier through the middle of Newport
- Increased development pressures on the local transport network

Newport Activity Centre Structure Plan

This document was prepared by Hobsons Bay City Council to guide the land use, development and public realm improvements within the Newport Activity Centre and identify objectives, strategies and actions for how this is to be achieved.

The Structure Plan identifies a number of traffic and transport related issues for that are for specific precincts as follows:

Northern Gateway Precinct

- East-West Access for pedestrians and cyclists is limited (other than at Mason Street / Melbourne Road)

Mason Street Precinct

- A car park blocks the pedestrian desire line between Bryan Martin Oval and Paine Reserve, neglecting an opportunity for connecting facilities and precincts
- Pedestrian and cyclist connections between Paine Reserve and Market Street transit plaza are impaired by traffic movements on Market Street

Arts and Recreation Precinct

- Access to the train station and through to the east does not comply with the Disability Discrimination Act (DDA) standards

Hall Street

- Access to the train station and through to the west does not comply with the Disability Discrimination Act (DDA) standards

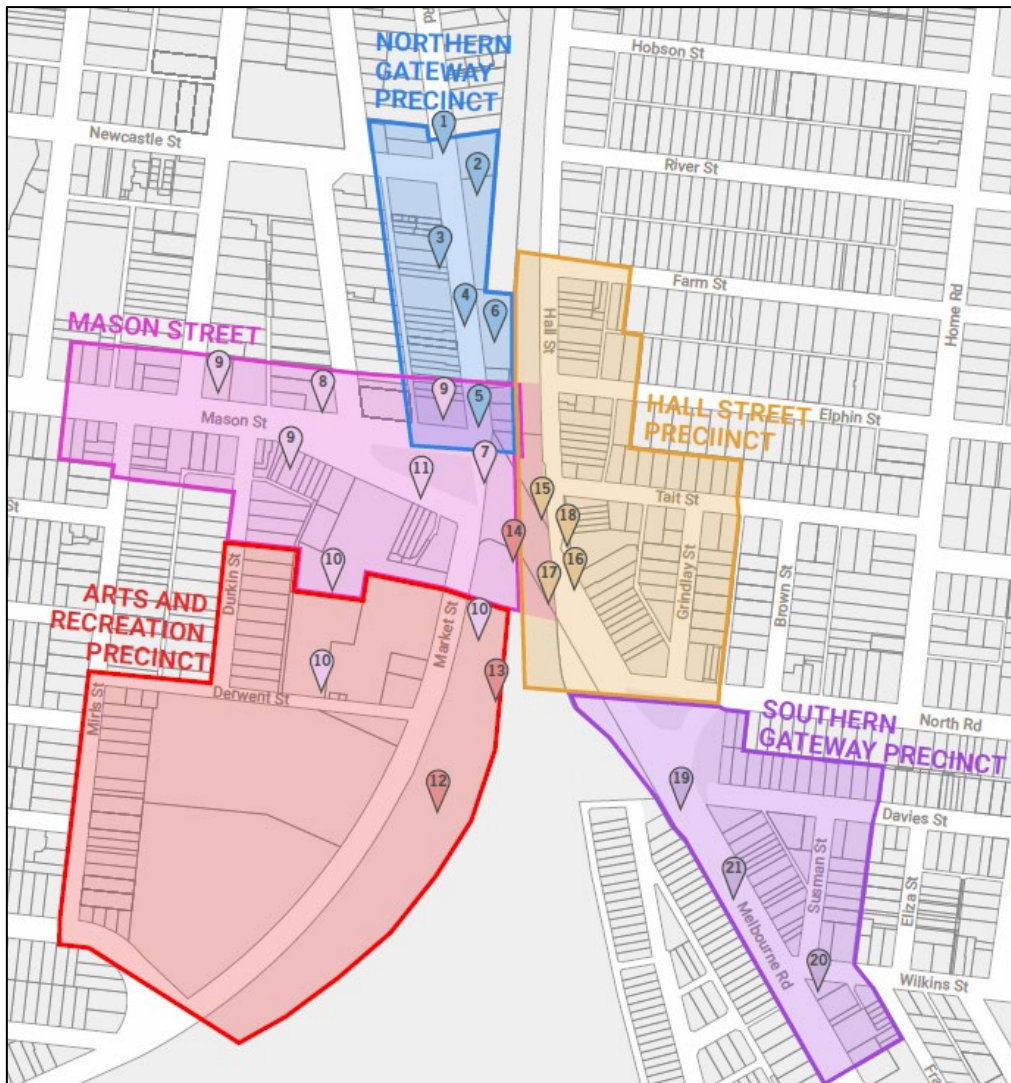


Figure 3: Newport Activity Centre Precincts (Newport Structure Plan)s

Issues Analysis

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

- Community enquiries provided by Hobsons Bay City Council (2015 - March 2020)
 - Pedestrian crossings
 - Traffic speeds
 - Traffic safety
- Discussions with internal HBCC stakeholders
 - Pedestrian and cyclist connectivity
 - Traffic speeds
 - Newport Train Station
- 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, and
2. Pedestrians around schools.

Pedestrian Connectivity

Newport has several important pedestrian pathways providing connectivity to major activity generators, particularly from Newport Station (and the Mason Street shops) to a number of reserves and schools across the suburb. Figure 1 below details the pedestrian facilities within the area as well as the key pedestrian destinations to outline the existing pedestrian network.



Figure 4: Existing Pedestrian Network

Based on the locations of the key pedestrian activity generators three (3) distinct pedestrian desire paths have been identified, as shown in Figure 2 below.



Figure 5: Pedestrian Desire Lines

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

- **Kohry Reserve** – Feedback was received that the underpass at Kohry Reserve was of poor quality and provided an undesirable connection for both pedestrians and cyclists. Given that it is the only other link across the railway lines, this should be investigated for improvement works.
- **Newport Station** – There is a lack of pedestrian crossing between the east and west side of the railway line in the vicinity of Newport Station.
- **Newport Lakes** – It has been identified that there is a lack of pedestrian crossing facilities across Blackshaws Road between the north side and Newport Lakes.

Pedestrians Around Schools

There are a number of schools within Newport including Newport Gardens Primary School, Sacred Heart Primary, Bayside College and Newport Lakes Primary School. Commentary has been received identifying the following issues:

- **Newport Lakes Primary School**
 - Alternative drop off locations needed,
 - Pedestrian crossing of Blackshaws Road,
 - Pedestrian safety around schools due to vehicle speeds, and
 - Safe school initiatives (including traffic calming around schools, footpath decals to highlight safe routes and other measures to improve the safety of pedestrians)

Pedestrian Safety

No crash patterns were identified from the DoT casualty crash information that involved pedestrians.

Cyclists

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

- Cyclist Connectivity
 - Hall Street
 - Market Street
 - North Road
 - Railway Parade / Maddox Road
- Bicycle Facilities, and
- Bicycle Safety.

The following sections detail the above matters.

Cyclist Connectivity

Similar to the pedestrian network, Figure 3 below details the existing cyclist network within Newport.



Figure 6: Existing Cycling Network

Figure 3 shows that there are significant gaps in the cycling network for Newport. Key gaps along Market Street between Champion Road and Maddox Road and along Hall Street between Spotswood and Newport Station are evident. There is also a lack of high quality

connections across the train line near Newport Station as well as at Maddox Street and Railway Parade. In addition, there is an on-road cycling gap along North Road between Newport Station and the Bay Trail.

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



Figure 7: Cyclist Network - Gaps Analysis

Bicycle Facilities

A lack of bicycle facilities has been identified across Newport, including:

- Additional bicycle parking to be provided at Newport Station and the reserves including Digman Reserve, Greenwich Reserve and Newport Lakes Reserve,
- Clearer wayfinding signage relating to the Bay Trail shared path, and
- Improving lighting along railway line paths.

Bicycle Safety

A number of locations across Newport were identified as having bicycle safety issues following comments from the local community and internal stakeholder consultation as follows:

- **Mason Street, Melbourne Road and Douglas Parade** – Cyclist safety along these streets was nominated to be deficient.

Historical crash data from 2015-2019 was sourced from the Department of Transport (DoT) for casualty crashes involving bicycles were reviewed that identified approximately 30 crashes.

A crash pattern was identified at the following location:

- **Mason Street / Maddox Street / Leslie Street** – East-west traffic is colliding with bicycle from the north and south approach with two (2) crashes identified. This is likely caused by the east-west traffic not observing or giving way to cyclists in the north-south direction. This will be addressed by the Blackspot application discussed previously in the paper.

Traffic Issues

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

- Traffic Speeds
- Traffic Safety

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 as well as internal stakeholder discussions have identified a number of excessive traffic speeds on local streets including the following:

- Maddox Street,
- Market Street,
- Challis Street,
- Mason Street,
- Ross Street,
- Steele Street, and
- Johnston Street.

The figure below outlines the locations of the traffic speed issues on the local road network throughout Newport (noting that Melbourne Road is not a local road).



Figure 8: Localised Traffic Speed Issues

Traffic Safety Issues

A number of locations across Newport were identified as having traffic safety issues following comments from the local community and internal stakeholder consultation as follows:

- **Mason street** – Traffic safety is identified as an issue as vehicles do not slow down through the roundabouts
- **Local Intersections** – A number of local road intersections have been identified as having safety issues as vehicles allegedly park too close to the intersection including intersections on Ford Street, Mirils Street, Challis Street and Agg Street.

Historical crash data from the last five (5) years was sourced from the Department of Transport (DoT) was reviewed and did not identify any significant crash patterns within Newport.

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 Newport 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 Newport are as follows:

Pedestrian Issues

- Pedestrian Connectivity
 - Kohry Reserve
 - Newport Station
 - Newport Lakes
- Pedestrians Around Schools
 - Newport Gardens Primary School

Cyclist Issues

- Cyclist Connectivity
 - North Road
 - Market Street (Champion Road to Maddox Road)
- Bicycle Facilities
- Bicycle Safety
 - Mason Street, Melbourne Road and Douglas Parade
 - Mason Street / Maddox Road / Leslie Street

Traffic Issues

- Traffic Speed
- Traffic Safety
 - Mason Street
 - Local Intersection Safety (Vehicles Parked Too Close)



Figure 9: 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 Newport 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 Newport.

This draft LAMP will be circulated to residents of Newport 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.

