

Issues Paper

LOCAL AREA MOVEMENT PLAN

WILLIAMSTOWN
NORTH



Executive Summary

The Williamstown North 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 Williamstown North area was undertaken which included:

- Community enquiries provided by Hobsons Bay City Council (2015 - March 2020)
 - Traffic speed
 - Traffic safety
 - Pedestrian safety
- Discussions with internal HBCC stakeholders
 - Pedestrian connectivity
 - Cyclist connectivity
 - Cyclist safety
- 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

- Lack of pedestrian connectivity

Cyclist Issues

- Cyclist connectivity
- Cyclist safety along Kororoit Creek Road
- Bicycle facilities (in the vicinity of the reserves)

Traffic Issues

- Traffic speed
- Through traffic along Kororoit Creek Road / Ferguson Street
- Traffic safety
 - Florence Street / Violet Street
 - Orange Street / Willsmore Street
 - Churchill Street / Tennyson Street
 - Orange Street / Tennyson Street
 - Churchill Street
- Truck access to industrial precinct west of Maddox Road

What Are We Doing?

The Williamstown North Local Area Movement Plan (LAMP) considers the planning and management of the current local 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 land use within the Williamstown North LAMP area is predominantly residential east of Maddox Road and industrial to the west. The Werribee rail line creates a physical barrier along the northern boundary and Kororoit Creek Road and Champion Road make up the southern and eastern boundaries of the LAMP 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 Williamstown North 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, Spotswood and South Kingsville 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 Williamstown North, 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.

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 connecting to the east of Victoria Street will be constructed as well secure bicycle parking at the station. Following community engagement Council endorsed the Ferguson Street Williamstown North Level Crossing Precinct Plan in August 2020.

Champion Road Cycle Connection

Following community support to establish a shared user path (SUP) along Champion Road between Market Street and Ferguson Street, Hobsons Bay City Council has undertaken design development. This path will encourage cycling and address a missing link in the cycling network and improve congestion on the major collector road.

Other Works and Developments

- Various footpath and pram crossing works
- There is currently a proposed residential development at the corner of Maddox Road and Kororoit Creek Road which will cater for approximately 88 lots (Precinct 13). Additional development will occur at the site however nothing has currently been approved by Council.

What We Know?

Literature Review

In addition to the LAMP for Williamstown North, 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 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 Williamstown North the main issues included:

- Limited modal separation

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 Williamstown North were identified in the report:

- Williamstown North Station – Lack of secure bicycle parking
- Opportunities to improve walkability around Williamstown North Station
- Kororoit Creek Road bicycle separation with parked cars and trucks
- Through traffic concerns following the removal of the Ferguson Street Level Crossing

Issues Analysis

As part of the LAMP process, investigations into the existing traffic and transport conditions across Williamstown North 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 speed
 - Traffic safety
 - Pedestrian safety
- Discussions with internal HBCC stakeholders
 - Pedestrian connectivity
 - Cyclist connectivity
 - Cyclist safety
- 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 safety, and
2. Pedestrian connectivity.

Pedestrian Safety

Pedestrian safety has been identified as an issue at both the Maddox Road and Ferguson Street level crossing locations. The length of boom gate closure (estimated up to 7 minutes) at Ferguson Street results in pedestrians crossing the closed boom gate railway line. The Maddox Road level crossing does not offer a formal pedestrian crossing nor adequate crossing facilities for those with mobility challenges or those with prams.

Pedestrian Connectivity

Williamstown North has several important pedestrian pathways providing connectivity to key destinations including Williamstown North Station, Bayside College and numerous reserves. 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 three (3) distinct pedestrian desire paths have been identified along Kororoit Creek Road, Maddox Road and Champion Road, 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:

- **Maddox Road / Railway Line** – There are currently no crossing facilities across the railway line along Maddox Road. A shared user path exists on the south side with footpaths on the north side but no formalised crossing point for pedestrians.
- **Kororoit Creek Road** – Given that there is a significant amount of pedestrian destinations on both sides of Kororoit Creek Road (including the Precinct 13 developments mentioned earlier) it is likely that additional pedestrian crossing facilities are required. This was also highlighted during the internal stakeholder consultation and a review of the previous community correspondence.

Pedestrian Safety

No crashes involving pedestrians were identified within the DoT casualty crash information (2015-2019) within Williamstown North.

Cyclists

The initial investigations into cyclist issues within Williamstown North 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 Williamstown North.



Figure 3: Existing Cycling Network

Figure 3 shows that there are significant gaps in the on-road cycling network for Williamstown North, particularly around the station. Connectivity from the station to the west

along Kororoit Creek Road and to the east along Kororoit Creek Road is lacking. In addition, there is a missing link from the Bay Trail to Kororoit Creek Road in the vicinity of Bayside College.

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 Williamstown North Station has identified that despite being located at the junction of a number of Strategic Cycling Corridors the station has limited bicycle facilities. Previous feedback from residents and internal discussions within Council have identified a lack of end of trip facilities including secure bicycle parking.

However, the Ferguson Street level crossing removal will include a redevelopment of the station precinct that will provide additional secure bicycle parking in addition to a number of other improvements.

Other Issues

During the initial investigations of the cyclist issues within Williamstown North, the following other issues were identified:

- Reserve Bicycle Parking – Initial investigations identified that bicycle parking at the numerous reserves found within Williamstown North was lacking.
- Shared Path Signage – It was identified that wayfinding signage directing users to the Bay Trail shared path was lacking along Kororoit Creek Road.

Bicycle Safety

A total of five (5) crashes involving cyclists were identified within the DoT casualty crash information (2015-2019) that occurred within Williamstown North. A review of each of the incidents involving cyclists found that no crash pattern was immediately evident.

In addition to the crash information assessment, the internal stakeholder consultation identified bicycle safety along Kororoit Creek Road to be an issue as well as the lack of bicycle separation at the Maddox Road level crossing.

Traffic Issues

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

- Traffic Speeds
- Traffic Safety
- Through Traffic

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

- Willsmore Street,
- Park Crescent,
- Edina Street, and
- Churchill Street.

The figure below outlines the locations of the traffic speed issues identified by the community on the local road network throughout Williamstown North.



Figure 5: Localised Traffic Speed Issues

Traffic Safety Issues

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

- **Florence Street / Violet Street** – Vehicles parking near this intersection which combined with vehicle speeds create an unsafe environment
- **Orange Street / Willsmore Street** – Vehicles park too close to the intersection creating a safety issue
- **Churchill Street** – Numerous safety concerns were recorded regarding vehicle speeds along Churchill Street creating

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

- **Churchill Street / Tennyson Street** – Vehicles heading in the north-south direction are failing to give way or at this intersection with one ‘serious’ and one ‘other’ crash identified.
- **Orange Street / Tennyson Street** – Vehicles travelling through this intersection are failing to give way with two ‘other’ crashes identified.

Through Traffic

The removal of the Ferguson Street level crossing by 2022 will likely result in improved traffic conditions along Kororoit Creek Road and Ferguson Street. This may result in an increase in undesirable toll avoidance behaviour or avoiding a congested freeway for vehicles heading eastbound from Altona North (either to the Port of Melbourne, Webb Dock or east of the CBD) as demonstrated from the figure below.

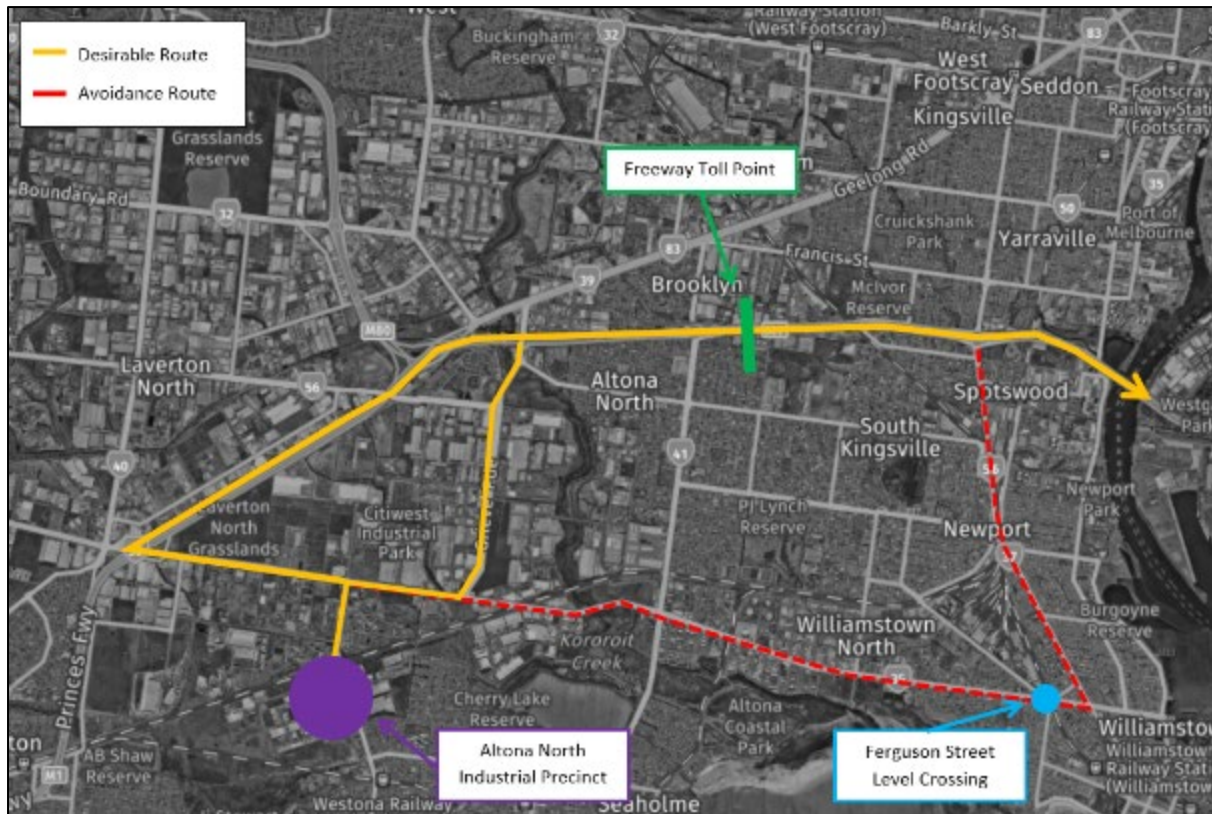


Figure 6: Potential Ferguson Street Level Crossing Removal Effect

Despite the congestion along Melbourne Road reducing the attractiveness of this route, it is likely that there will be some level of increase in through traffic along Kororoit Creek Road.

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 Williamstown North are as follows:

Pedestrian Issues

- Lack of Pedestrian Connectivity

Cyclist Issues

- Lack of Cyclist Connectivity
- Cyclist Safety along Kororoit Creek Road
- Lack of Bicycle Facilities (in the vicinity of the reserves)

Traffic Issues

- Traffic Speed
- Through Traffic along Kororoit Creek Road / Ferguson Street
- Traffic Safety
 - Florence Street / Violet Street

- Orange Street / Willsmore Street
 - Churchill Street / Tennyson Street
 - Orange Street / Tennyson Street
 - Churchill Street
- Truck access to industrial precinct west of Maddox Road



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 Williamstown North 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 Williamstown North.

This draft LAMP will be circulated to residents of Williamstown North 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.

