

Issues Paper

LOCAL AREA MOVEMENT PLAN

ALTONA NORTH



Executive Summary

The Altona 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

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

- Community enquiries provided by Hobsons Bay City Council (2015 - March 2020)
 - Traffic speeds and driver behaviour
 - Local through traffic
 - Pedestrian crossings
 - Illegal or unsafe truck parking behaviours
- Discussions with internal HBCC stakeholders
 - Pedestrian and cyclist connectivity
 - Pedestrian priority around activity centres
 - Local through traffic
- VicRoads crash database information (5-year period: 2015 –2019)

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

Pedestrian Issues

- Lack of pedestrian connectivity
 - Blackshaws Road
 - The Avenue / Trauma Street
 - Borrack Square
 - Mason Street
 - Fifth Avenue
 - Second Avenue
 - Chambers Road
- Pedestrians priority around activity centres
 - The Circle,
 - Borrack Square,
 - Second Avenue.
- Pedestrian safety
 - 18 crashes involving pedestrians
 - 3 different crash patterns

Cyclist Issues

- Cyclist connectivity
- Bicycle facilities
 - Parking at activity centres
 - On road bicycle lanes

- 9 crashes involving cyclists
- 3 different crash patterns

Traffic Issues

- Local street – traffic speed
- Local street – through traffic
- Traffic safety
 - The Circle
 - Langshaw Reserve
 - 11 different crash patterns
- Truck Issues
 - Local street through traffic
 - Continual issues with truck parking on Pinnacle Road and Toll Drive

What Are We Doing?

The Altona North 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 Altona North study area is shown below in Figure 1.

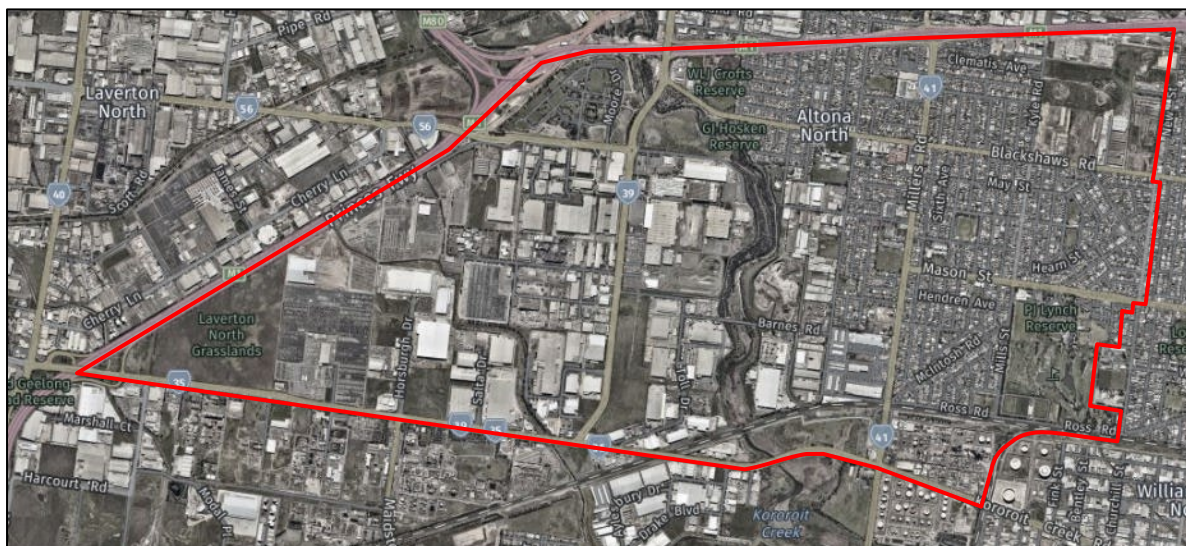


Figure 1: Altona North Study Area

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 Altona North LAMP is one of the six LAMPs under development as a part of the Hobsons Bay Transport Planning Study. LAMPs for Brooklyn, Spotswood, South Kingsville, 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 called the Hobsons Bay Transport Planning Study (HBTPS) to consider the full impacts of the West Gate Tunnel Project and the Level Crossing Removal Projects on the residents of Hobsons Bay.

The HBTPS:

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.

The Altona North study area generally contains two (2) distinct areas, with industrial uses located to the west of Kororoit Creek and the residential uses to the east. The mixed land uses in Altona North as well as the close proximity of the West Gate Freeway creates a number of traffic and transport related challenges which will be investigated within this report.

What Has Happened Already?

Prior to the review of the existing issues within Altona 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.

West Gate Tunnel Project

A number of works are proposed within Altona North as part of the West Gate Tunnel Project, including:

- 24 hour truck bans along Blackshaws Road
- Upgrading the Millers Road interchange to provide:
 - additional right turn lanes from Millers Road to the West Gate Freeway
 - additional left turn exit lanes from the West Gate Freeway Westbound
 - additional right turn ex lanes from the West Gate Freeway Eastbound
- Completion of the Kororoit Creek Trail between Grieve Parade and the Federation Trail
- New shared user paths under the West Gate Freeway at Millers Road and at New Street
- Upgraded pedestrian overpass of West Gate Freeway at Rosala Avenue

Precinct 15

In anticipation of the development of Precinct 15, 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 Station (endorsed by Council)

Previous LATM Study – Blackshaws Road, Mills Street, Mason Street and Millers Road

A small Local Area Traffic Management (LATM) study was developed in 2018 for the area bounded by Blackshaws Road, Mills Street, Mason Street and Millers Road. The LATM was in response to numerous enquiries regarding speeding and safety issues within the study area.

The study identified the following traffic and transport issues:

- Numerous streets with higher than desirable average traffic speeds
- High instances of local through traffic (rat running)
- Poor crash histories for many local intersections

The LATM study resulted in the development of a draft LATM Scheme that is presented in Figure 2 below.



Figure 2: Draft LATM Scheme

The above items are currently being consulted on by the local community for feedback with the outcomes separate to this LAMP study.

Marion Street - Federal Blackspot Application

Council has recently received Federal Blackspot funding for safety works along Marion Street from Sutton Avenue to Millers Road. These works were engaged following the Altona North Mini LATM and are also currently being consulted on.

The safety works along Marion Street include:

- Raised threshold treatments at Millers Road,
- Raised intersection treatments at Seventh Avenue, Sixth Avenue, Third Avenue, First Avenue and Angus Avenue.



Figure 3: Marion Street - Blackspot Application

Other Works

- “Tow Away” zones to apply to all existing “Clearway” zones across the state from December 1 2020 which impacts Millers Road

What We Know

Literature Review

In addition to the Local Area Movement Plan for Altona North, other transport planning studies have been undertaken on the project area. The studies and other 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 Altona North the main issues included:

- Limited physical access throughout the area
- Limited rail freight
- Conflicts with freight movement and residential precincts
- Through traffic

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 Altona North were identified in the report:

- A high concentration of crashes involving pedestrians along Millers Road, particularly in the vicinity of Altona Gate Shopping Centre

- Poor cycling infrastructure, as most cycling routes are on road with non-physical separation with general traffic and heavy vehicles in addition to frequent interference from parking and bus stops.
- Arterial roads such as Millers Road acts as a physical barrier for the accessibility of walking throughout Altona North.
- Substantial congestion occurs on Millers Road at the West Gate Freeway Interchange and in the vicinity of Altona Gate Shopping Centre, Blackshaws Road and Ross Road.

Issues Analysis

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

- Community enquiries provided by Hobsons Bay City Council (October 2009-March 2020)
 - Traffic speeds and driver behaviour
 - Local through traffic
 - Pedestrian crossings
 - Illegal or unsafe truck parking behaviours
- Discussions with internal HBCC stakeholders
 - Pedestrian and cyclist connectivity
 - Pedestrian priority around activity centres
 - Local through traffic
 - Trucks
- VicRoads crash database information (2015 – 2019)

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 activity centres, and
3. Pedestrian crossings on Blackshaws Road.

Pedestrian Connectivity

Altona North has several important pedestrian pathways providing connectivity to key destinations including Altona Gate Shopping Centre, Paisley Park, The Circle Activity Centre, Millers Junction Shopping Centre and a number of schools and reserves. Figure 4 below details the pedestrian facilities within the area and the key pedestrian activity generators to determine the pedestrian network capabilities.

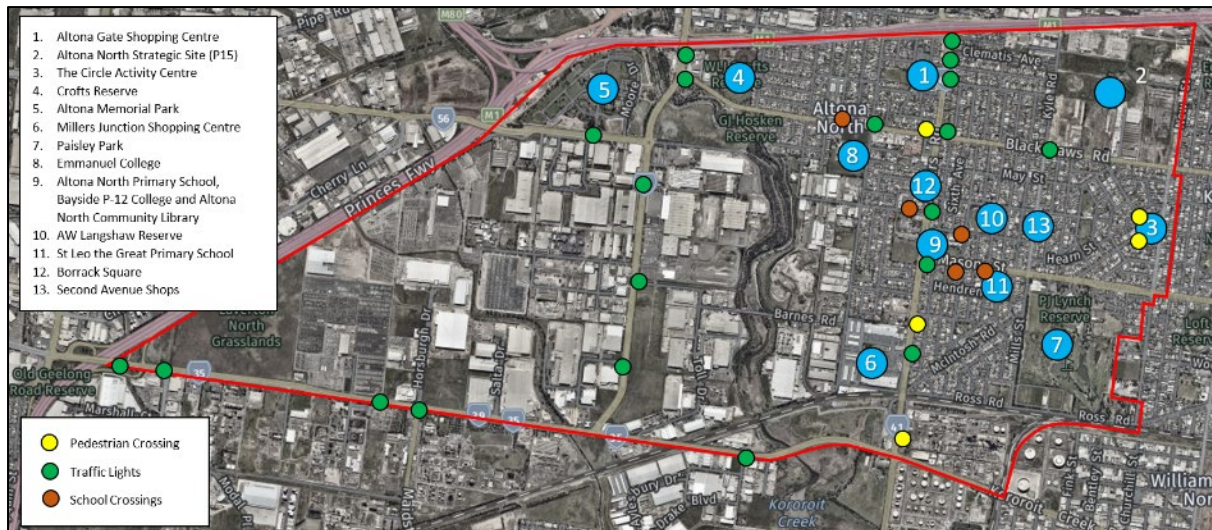


Figure 4: Existing Pedestrian Network

Based on the locations of the key pedestrian activity generators, a distinct pedestrian desire path can be identified along Millers Road. Other desire paths include Mason Street and Blackshaws Road, as shown in Figure 5 below.

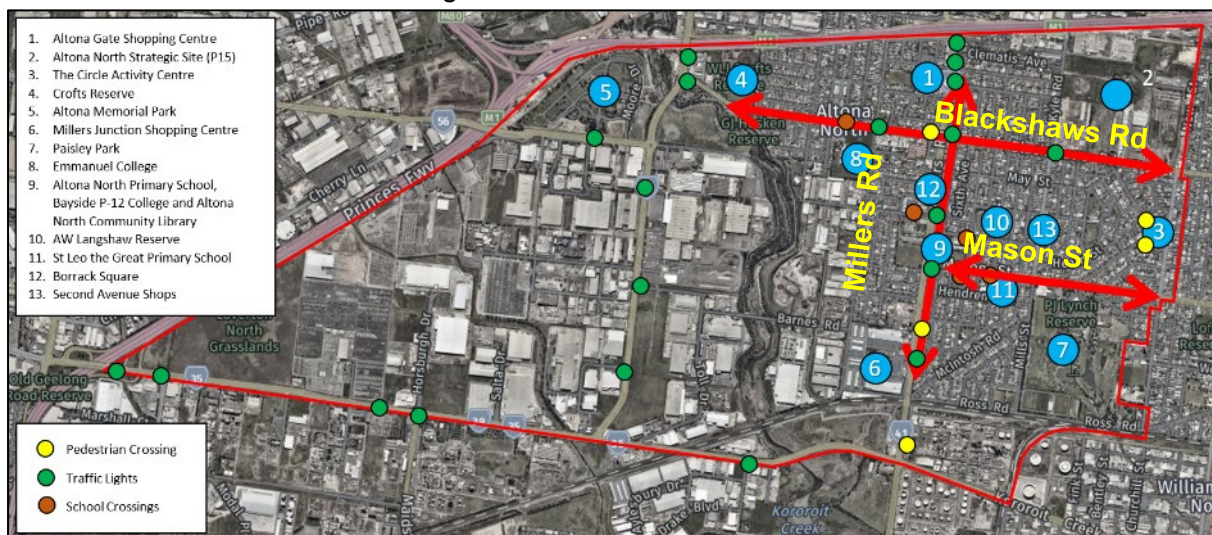


Figure 5: Pedestrian Desire Lines

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

- **Blackshaws Road** - Blackshaws Road provides pedestrian crossing points along its length, however, a gap has been identified at The Broadway in the vicinity of the bus stops and medical centre which attract pedestrian crossing movements.
- **Borrack Square** – Borrack Square has few pedestrian facilities given its nature as an activity centre.
- **Mason Street, between McIntosh Road and Hansen Street** – This section of Mason Street includes a 20m wide median with 500m between the existing pedestrian crossing facilities.
- **Fifth Avenue, between Ronald Avenue and Hobbs Street** – This section of Fifth Avenue does not provide pedestrian crossing facilities, despite nearby pedestrian generators including a kindergarten and reserve.

- **Chambers Road, adjacent AIDA Victoria** – Chambers Road does not provide pedestrian crossing facilities in the vicinity of this location. With a playground on the other side of the road, pedestrians regularly cross the road here to travel between the playground and AIDA Victoria.

Pedestrians Around Activity Centres

There are multiple activity centres within the Altona North study area including:

- Altona Gate,
- The Circle,
- Borrack Square,
- Millers Junction, and
- Second Avenue.

The Hobsons Bay Activity Centres Strategy (2019) promotes the opportunity for higher density housing in and around activity centres. This is reflected in the proposed rezoning of land to Residential Growth Zone along the Millers Road spine adjacent to Altona Gate and Borrack Square. Over time, activity centres are expected to attract a higher level of commercial and residential development.

Lack of pedestrian priority at activity centres were raised as an issue given that activity centres typically generate a large volume of pedestrian movements. Activity centres also typically also generate a large volume of vehicle movements and often there are locations where both pedestrians and vehicles interact.

A review of the activity centres listed above identified the following locations where pedestrian priority appears to be lacking based on pedestrian facilities:

- The Circle,
- Borrack Square, and
- Second Avenue.

Pedestrian Safety

18 crashes involving pedestrians have been recorded within the Altona North study area in the past five years of available data (2015-2019). Six (6) of the 18 resulted in serious injuries with the balance resulting in other injuries. Several crash patterns have been identified and are discussed below.

Crash Pattern – Millers Road / Duosa Road

A crash pattern involving pedestrians has been identified at the intersection of Millers Road and Duosa Road. In the preceding 5 years (2015-2019), eight (8) collisions have been recorded including five (5) involving pedestrians. Three (3) collisions resulted in serious injuries, of which two (2) involved pedestrians.

It appears the general crash pattern at this location is a result of vehicles turning from Marigold Avenue / Duosa Road into Millers Road and colliding with pedestrians crossing Millers Road.

Crash Pattern – Millers Road / Mason Street

A crash pattern involving pedestrians has been identified at the intersection of Millers Road and Mason Street. In the preceding 5 years (2015-2019), two (2) collisions have been

recorded with both involving pedestrians. These collisions resulted in other injuries for the pedestrians involved.

It appears the general crash pattern at this location is a result of vehicles colliding with pedestrians crossing at the intersection.

Crash Pattern – Bus Stops

A review of the crashes involving pedestrians recorded across the Altona North Study Area indicates that three (3) have occurred in the immediate vicinity of bus stops. The locations include:

- Mills Street near Cresser Street,
- Mills Street near Blackshaws Road, and
- Blackshaws Road near Irwin Avenue.

All three (3) of these collisions involved pedestrians crossing the road being hit by vehicles, with one (1) collision resulting in serious injuries.

Cyclists

The initial investigations into cyclist issues within Altona 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 6 below details the existing cyclist network within both Altona North.

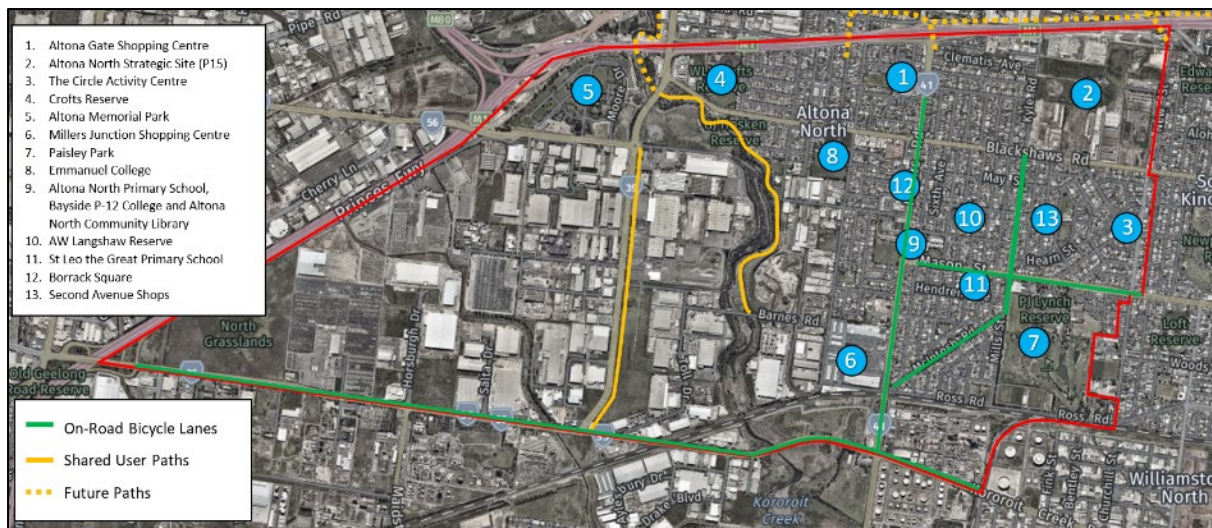


Figure 6: Existing Cycling Network

Figure 7 shows that there are significant gaps in the on-road cycling network for Altona North. Key gaps exist between the Kororoit Creek shared path and Grieve Parade/Kororoit Creek Road and Millers Road. In addition, there is limited connectivity east-west across the subject area, particularly along the length of Blackshaws Road.

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

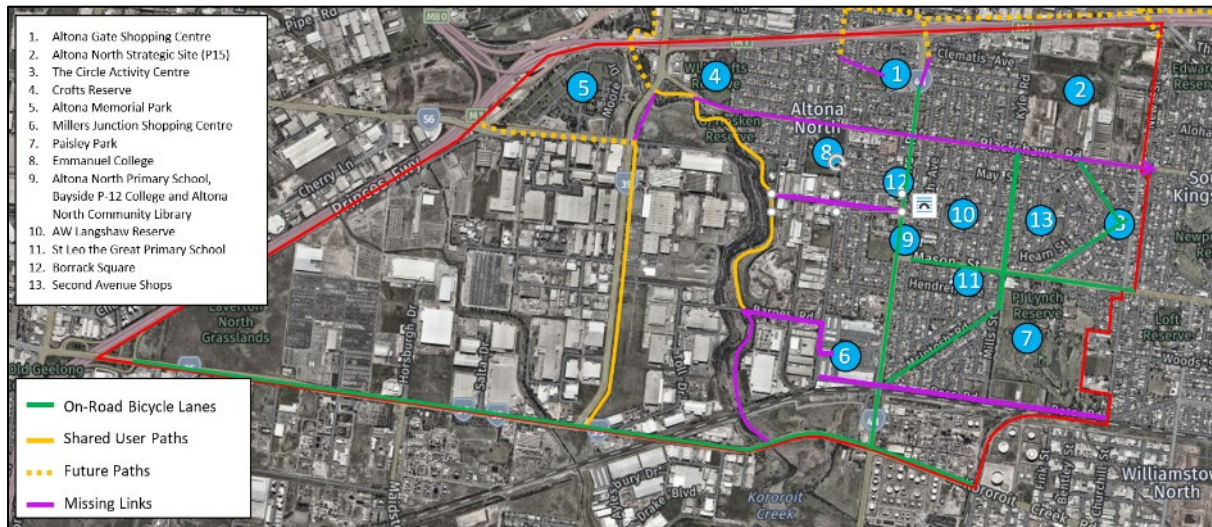


Figure 7: Cyclist Network - Gaps Analysis

Bicycle Facilities

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

- **Bicycle Parking at Activity Centres** – Bicycle parking facilities has been raised as an issue at activity centres within the Altona North study area. Bicycle parking facilities at activity centres should be located such that they are conspicuous and convenient for cyclists visiting activity centres.
- **Millers Road Bicycle Lane** – The on-road bicycle lane on Millers Road has been reported by many to be an unsafe riding experience by many, specifically over the bridge in the vicinity of Ross Road presents an uncomfortable riding experience. This is most likely due to the slip lane arrangements for Berkley Crescent / Altona Park and Ride. Council has received several requests for advocacy to DoT to alter the roundabout at the intersection of Millers Road and Kororoit Creek Road to better cater for cyclists.
- **Kororoit Creek Road Bicycle Lane** - The on-road bicycle lane on Kororoit Creek Road west of Millers Road has been identified as unsafe upon community consultation. It is likely that the high volume of heavy vehicle traffic and number of turning lanes and property accesses that cross the bicycle lane have contributed to the concern in relation to the bicycle lane on Kororoit Creek Road.
- **Chambers Road/Barnes Road** – Chambers Road and Barnes Road have been identified as an informal bicycle route as Barnes Road provides the main entry to the Kororoit Creek Trail south of McArthurs Road. With wide carriageways yet an absence of line marking, there is no clear separation of cyclists from vehicle traffic.

Bicycle Safety

Nine (9) crashes involving cyclists have been recorded within the Altona North study area in the preceding 5 years (from 1 January 2015 to 31 December 2019). Two (2) of the nine (9) crashes resulted in serious injuries and one (1) crash resulted in a fatality. Several crash patterns have been identified and are discussed below.

Blackshaws Road

Three (3) collisions involving cyclists have occurred along Blackshaws Road within the vicinity of the study area. All three (3) collisions involved conflicting turning movements at intersections along Blackshaws Road at the following locations:

- Knapp Street,
- Macdonald Avenue, and
- Millers Road.

Kororoit Creek / Millers Road

Two (2) collisions involving cyclists have occurred at the intersection of Kororoit Creek and Millers Road which is a two lane roundabout. One (1) collision involved an eastbound cyclist and southbound vehicle whilst the other collision involved a northbound cyclist and a south-eastbound vehicle. Based on the directions of vehicles and cyclists involved in the two (2) collisions, it appears that vehicles have failed to give way to the cyclists on both occasions.

Mason Street

A fatal collision involving a cyclist occurred at the intersection of Mason Street and Blenheim Road within the study area in February 2016. The collision occurred when an eastbound cyclist collided with a southbound vehicle, and it is presumed that the southbound vehicle failed to give way to the cyclist when entering the roundabout.

Two (2) other cyclist involved collisions have occurred along Mason Street that resulted in other injuries. These occurred at the intersections of Mason Street/Mcintosh Road and Fifth Avenue/Mason Street.

Traffic Issues

A review of the existing traffic conditions within Altona North 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:

- Mason Street,
- Fifth Avenue,
- Marion Street,
- Second Avenue,
- Macdonald Avenue,
- Stapley Crescent,
- The Circle,
- Sixth Avenue,
- Fourth Avenue,

- Chambers Road,
- McIntosh Road,
- Kyle Road,
- Clematis Avenue,
- Seventh Avenue,
- Mills Street,
- Macarthurs Road
- Cresser Street, and
- Ross Road.

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

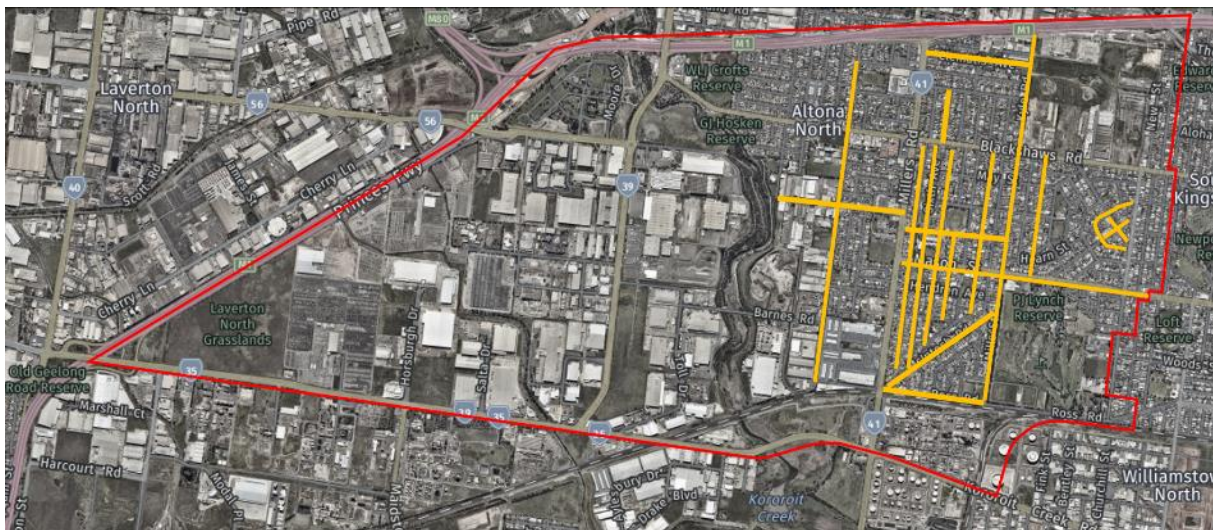


Figure 8: Localised Traffic Speed Issues

It should be noted that a number of these local street speed issues have already been captured and addressed as part of the Altona North ‘Mini’ LATM that has been previously undertaken by Council.

Local Street Issues – Through-Traffic

Many historical comments identified through-traffic issues throughout Altona North. A review of the local road network suggests that there is significant congestion around the Millers Road interchange that results in traffic backing up along Millers Road and impacting traffic to the south. This would result in vehicles utilising the local streets to the east and west of Millers Road such as Seventh Avenue, Fifth Avenue, Kyle Road, Clematis Avenue, McIntosh Road, Chambers Road and others to bypass this congestion.

In additional, non-local traffic trying to avoid the congested intersection of Blackshaws Road / Millers Road would utilise similar local streets to access the freeway interchange, exacerbating the through traffic issues.

Traffic Safety Issues

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

- **The Circle** - The activity centre and the associated on-street parking adjacent to and within the roundabout can result in conflicting vehicle movements for vehicle circulating the roundabout and vehicles manoeuvring into and out of parking spaces.
- **Langshaw Reserve** – The unsealed and ungated off-street carpark at Langshaw Reserve entices ‘hoon’ driving behaviours as vehicles can easily break traction and perform ‘donuts’.
- **Speeding through Local Streets** – Many streets noted above were identified by the community as having problems with speeding vehicles. It appears that there is a strong correlation between local streets with speed problems and local street through traffic.

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

- **Blackshaws Road / Millers Road** – Seven (7) collisions have occurred in the preceding five (5) years at this location, including two (2) that involved vulnerable road users.
- **Blackshaws Road / Mills Street** – Four (4) collisions have occurred in the preceding five (5) years at this location, with all four (4) involving vehicles turning out of Mills Street colliding with vehicles travelling along Blackshaws Street.
- **Mason Street / Fifth Avenue** – Four (4) collisions have occurred in the preceding five (5) years at this location, with three (3) collisions involving northbound and eastbound vehicles colliding. The fourth collision involved a westbound cyclist and a northbound vehicle. This is being addressed as part of the Federal Blackspot works.
- **Grieve Parade / Kororoit Creek Road** – Three (3) collisions have occurred in the preceding five (5) years at this location, with two (2) collisions involving southbound vehicles failing to give way to eastbound vehicles.
- **Grieve Parade / Blackshaws Road** – Three (3) collisions have occurred in the preceding five (5) years at this location, with two (2) collisions involving right turning vehicles failing to give way.
- **Kororoit Creek Road / Millers Road** – Eight (8) collisions have occurred in the preceding five (5) years at this location, including two (2) that involved cyclists. Four (4) collisions are cross collisions whilst three (3) involved read ends. One (1) collision was a motorcyclist who lost control, presumably in an attempt to avoid a collision.
- **Marion Street / Sixth Avenue** – Three (3) collisions have occurred in the preceding five (5) years at this location, and all are cross collisions as a result of vehicles turning from sixth avenue failing to give way. This is being addressed as part of the Federal Blackspot works.
- **Millers Road / Beuron Road** - Three (3) collisions have occurred in the preceding five (5) years at this location, including two (2) where northbound vehicles have failed to give way/disobeyed the traffic signals and collided with right turning vehicle. The third collision involved a rear end style collision for vehicles turning right from north to west.
- **Millers Road / Cabot Drive** - Five (5) collisions have occurred in the preceding five (5) years at this location, including four (4) where northbound vehicles have failed to give way/disobeyed the traffic signals and collided with right turning vehicles. The fifth collision involved a rear end style collision for northbound vehicles.
- **Millers Road / Duosa Road** - Eight (8) collisions have occurred in the preceding five (5) years at this location, including five (5) where pedestrians have been involved as discussed previously. The remaining three (3) crashes involved vehicles turning right

from Duosa Road / Marigold Avenue colliding with vehicles travelling through on Duosa Road / Marigold Avenue.

- **Millers Road / Mason Street** – As discussed previously, two (2) collisions involving pedestrians have occurred at this location in the preceding five (5) years.

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). Exemptions will apply for trucks with local origins or destinations to allow local businesses to continue to receive deliveries.

The truck ban on Blackshaws Road should address concerns raised around trucks travelling through local streets such as Cyclamen Avenue, Clematis Avenue, Kyle Road.

There are also resident concerns relating to truck traffic volumes along Chambers Road, between McArthurs Road and Barnes Road.

Truck Parking Issues

Numerous community concerns relate to on street truck parking on Toll Drive and Pinnacle Road including:

- Long term parking of trucks and/or trailers,
- Parking across driveways,
- Double parking,
- Loading occurring on street, and
- Parking in 'No Stopping' areas.

It is noted that there are 'No Stopping' restrictions on both roads to manage these issues, however these appear to be routinely disregarded.

Parking Issues

Parking issues lodged with Hobsons Bay City Council from the period of 2009 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. (need to close out a consistent message about how maintenance items are resolved through LAMPs and local law issues)

Issues Summary

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

Pedestrian Issues

- Lack of Pedestrian Connectivity
 - Blackshaws Road
 - The Avenue / Trauma Street
 - Borrack Square
 - Mason Street
 - Fifth Avenue
 - Second Avenue
 - Chambers Road
- Pedestrians Around Activity Centres

- The Circle,
- Borrack Square,
- Second Avenue.
- Pedestrian Safety
 - 18 Crashes involving pedestrians
 - 3 different crash patterns

Cyclist Issues

- Cyclist Connectivity
- Bicycle Facilities
 - Parking at activity centres
 - On road bicycle lanes
 - 9 crashes involving cyclists
 - 3 different crash patterns

Traffic Issues

- Local Street – Traffic Speed
- Local Street – Through Traffic
- Traffic Safety
 - The Circle
 - Langshaw Reserve
 - 11 different crash patterns
- Truck Issues
 - Local Street Through Traffic
 - Continual issues with truck parking on Pinnacle Road and Toll Drive

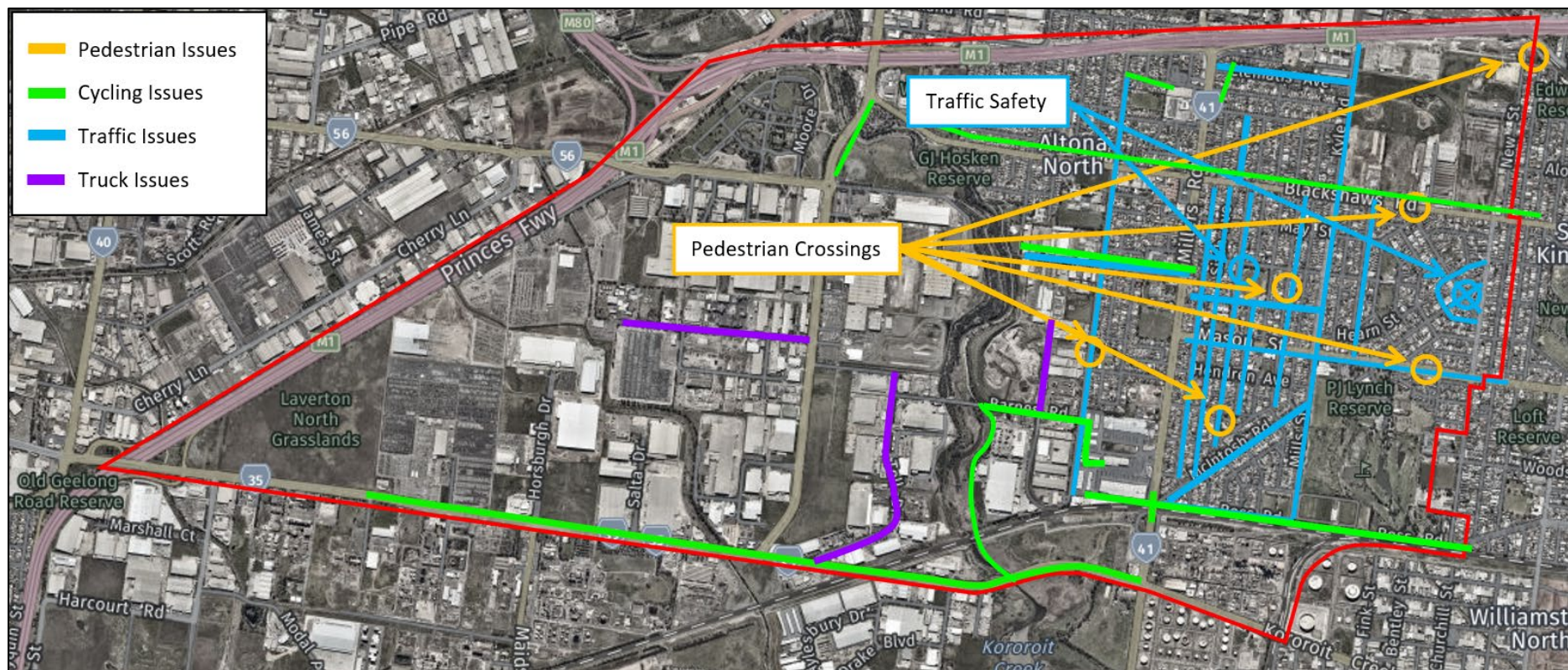


Figure 9: Key Issues Summary

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 Altona North 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 Altona North.

This draft LAMP will be circulated to residents of Altona 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.

