

# LOCAL AREA MOVEMENT PLAN

*Draft*

Brooklyn and  
Altona North

*July 2021 Update*



# Executive Summary

The Brooklyn and Altona North Local Area Movement Plan (LAMP) identifies issues and opportunities relating to the safety, connectivity, amenity and accessibility within the local road and cyclist network across all modes of transport. This draft LAMP report includes proposed actions in response to key traffic and transport issues that have been identified in the LAMP Issues Paper to be found on Council's 'Participate' page. This Issues Paper was developed following community consultation and review of various strategic plans and operational data. In summary and specifically within the Brooklyn and Altona North areas the following issues have been identified:

- Access into Millers Road heading south from Brooklyn
- Gaps in shared path network along the railway line
- Pedestrian and cyclist safety issues
- Lack of north-south pedestrian connections over Blackshaws Road
- Cyclist safety along Kororoit Creek Road
- Pedestrian movements around activity centres and reserves
- Traffic speeds within the study area

In response to the issues identified throughout the preliminary investigations and the discussions that have been undertaken with the local community and other stakeholders, the following overarching objectives of the LAMP were developed:

- Improve the safety of cyclists and pedestrians
- Improve pedestrian and cyclist connectivity, particularly east-west through the study area
- Design a transport network that allocates road space to the most desirable transport mode in a way that encourages the efficient movement of people
- Improve the amenity and connectivity around activity centres within the study area

In response to the identified issues and the LAMP objectives, the following key actions have been developed for further consideration:

- Complete the shared path network along Ross Street between Millers Road and Maddox Road
- Cycling network improvements by completing gaps in east-west priority route including along Duosa Road and Marigold Avenue
- Cyclist safety initiatives including Kororoit Creek Road and Millers Road 'pop up bicycle lane' trials as well as a bicycle bypass of the roundabout of Millers Road / Kororoit Creek Road
- Pedestrian improvements – Missing connections are addressed as well as the general quality and safety of the pedestrian infrastructure
- 40km/h zones – Area-wide 40km/h zones are proposed within residential areas to improve vehicular, pedestrian and cyclist safety
- Traffic management – Local streets with identified speed or through traffic issues have been proposed to be treated with varying types of traffic management

The draft actions and initiatives as outlined in this report have been developed and released back to the Hobsons Bay community and key stakeholders for the purposes of seeking further input, and incorporates changes resulting from community engagement undertaken in May and June 2021, detailed in the *Northern Package Engagement Report (July 2021)*.

This document should be read in conjunction with the supporting maps which locate and reference the specific recommendations. Furthermore, Council encourages the community to provide input to any missed or additional suggested recommendations to be considered further.

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# 1. Introduction

The Brooklyn and 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. It is important to note that the interface of the local road and shared trail network with the arterial network is a key factor in ensuring a safe and effective network. While the LAMP does not plan for the arterial network, the LAMPs consider the entire network. The LAMP is aligned with the objectives of the following two key Council policy documents.

The Hobsons Bay City Council Plan (2017-2021), developed in conjunction with the Hobsons Bay 2030 Community Vision, contains the following actions under the goal of *creating a well-designed, maintained and environmentally sustainable place*:

*“Work with all levels of government and other stakeholders to improve our transport network and to address gaps and capacity in public transport, our roads, footpaths and cycling routes.”*

The Hobsons Bay Integrated Transport Plan 2017-2030 (ITP) sets a long-term vision for integrated transport in Hobsons Bay, and provides a set of overarching principles to guide Council’s transport planning, programs, policies, operations, investment and decision making. It has been informed by extensive stakeholder and community engagement and will also underpin Council’s platform for advocacy and collaboration. The vision is:

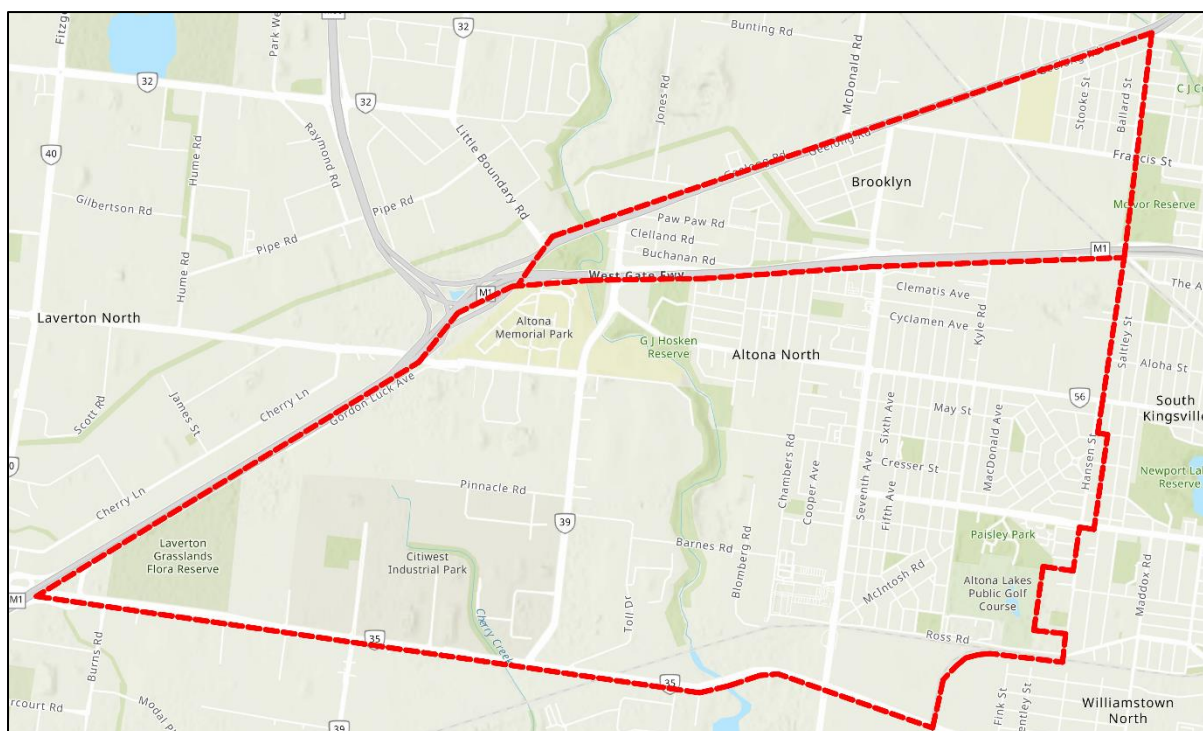
*“an integrated, innovative and equitable transport system, providing a range of sustainable, efficient, accessible and safe ways for people and goods to reach their destination.”*

The key guiding principles are integration, equity, efficiency, sustainability and innovation.

The ITP identified opportunities to draw on Hobsons Bay’s Network Operating Plan to establish priority mode networks across the local road system, complemented by a rolling program of traffic management projects to address local traffic issues, promote public transport usage and integration through improved walking and cycling connections, as well as urban design and place making projects based around public transport infrastructure.

Projects are currently being developed within the study area including the West Gate Tunnel Project, Hobsons Bay Transport Planning Studies (HBTPS), Precinct 15, 16 and 17 as well as a number of Blackspot projects and other Council capital works.

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



*Figure 1: Study Area*

The combined Brooklyn and Altona North LAMP is one of the LAMP areas investigated as a part of the Hobsons Bay Transport Planning Study. LAMPs for Newport, Williamstown North, Spotswood and South Kingsville have also been developed. 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.

Brooklyn includes industrial land uses to the east and west of the study area with residential land uses in the centre to the west of Millers Road. The Federation Trail runs through the study area and segregates this area of Brooklyn into two parcels. Altona North generally contains two (2) distinct areas, with industrial uses located to the west of Kororoit Creek and the residential uses to the east.

## 2. Issues and Objectives Identification

### 2.1. Issues Paper

Issues Papers have been developed which identify the current issues and gaps within the Brooklyn and Altona North areas. These issues papers were established from:

- A review of strategic plans
- Operational data
- Submissions received from community engagement
- Workshops with key stakeholders (Department of Transport, Port of Melbourne, Public Transport Victoria, VicTrack, Transport for Victoria, Bicycle Victoria and resident groups)

The Issues Papers reviewed currently committed works from both the State Government and Hobsons Bay City Council including the following projects:

- West Gate Tunnel Project
- Precinct 15
- Previous Altona North LATM Study (2018)
- Marion Street – Federal Blackspot Project
- Mason Street – Federal Blackspot Project

The literature review included a review of the transport studies that have already been undertaken within the area including:

- Hobsons Bay Integrated Transport Plan (2017-2030)
- Hobsons Bay Transport Planning Study – A municipality wide review of the Hobsons Bay Transport Network.
- Findings of the Millers Road Corridor Study:
  - Development of Federation Trail Bridge over Millers Road
  - Additional Southbound lane of Millers Road between Geelong Road and WGF
  - Signalised Intersection of Nolan Avenue / Millers Road, Stenhouse Avenue / Millers Road and Eames Avenue / Millers Road

In addition to the above, investigations into the existing traffic and transport conditions were undertaken that included the following:

- Community enquiries provided by Hobsons Bay City Council (2015 - March 2020)
  - Traffic speeds and driver behaviour
  - Heavy vehicle movements and volumes
  - Cyclist links
  - Pedestrian access and connections
- VicRoads crash database information (5 year period: 2015 –2019)
- Traffic count information (2015 onwards)

Based on the above, the following issues were identified within Brooklyn and Altona North:

#### Pedestrian Issues

- Gaps in Pedestrian Connectivity
  - Federation Trail
  - North and south across Blackshaws Road
  - Mason Street crossing points
  - Fifth Avenue and Second Avenue
- Unsafe Pedestrian Movement Around Activity Centres
  - The Circle
  - Borrack Square
  - Second Avenue

#### Cyclist Issues

- Federation Trail Grade Separation at Millers Road
- Cyclist Connectivity
  - Lack of connectivity across the West Gate Freeway
  - Federation Trail to Annunciation Primary School
- Bicycle Facilities
  - Parking at activity centres
  - Millers Road On-road bicycle lane safety

## Traffic Issues

- Access in/out of Brooklyn local streets
- Local Street – traffic speed and through traffic volumes
- Congestion on the arterial road network
- Traffic Safety
  - The Circle
  - Langshaw Reserve
  - Burgess Street / Paw Paw Road
- Truck Issues
  - Local street through traffic
  - Truck parking on Paw Paw Avenue, Pinnacle Road and Toll Drive

## **2.2. Community Engagement**

### **2.2.1. Participate Feedback**

The Issues Paper (including supporting documents) was released via Council's online engagement 'Participate' portal seeking input to three (3) different aspects of the study area, mainly:

- 'Love' – What do you love about the local area?
- 'Change' – What would you change about Brooklyn and Altona North?
- 'Idea' – What ideas do you have for the local area?

A total of 312 responses were received through this online portal which have been reviewed and collated into the following key themes:

- Pedestrian and cyclist connectivity and safety along Millers Road and Kororoit Creek Road
- Gaps in the cycling and shared path network including from Federation Trail, Millers Road, Kororoit Creek Trail and Kororoit Creek Road
- Traffic speed and safety along Mason Street
- Through traffic and truck traffic within the study area

### **2.2.2. Stakeholder Engagement**

Meetings were held with stakeholders, including representatives from the Department of Transport and Port of Melbourne with the feedback received contributing to the development of the existing issues within the Brooklyn and Altona North areas.

Meetings were also held with resident groups with the key discussion items summarised as follows:

#### Brooklyn Residents Action Group (BRAG)

- Millers Road
  - Truck ban onto West Gate Freeway at Millers Road
  - Improvements to bicycle and pedestrian safety along Millers Road
  - Millers Road upgrades from Geelong Road to West Gate Freeway
  - Review signal phasing at Millers Road / West Gate Freeway to clear intersection
  - Pedestrian operated signals at Primula Avenue, Paringa Road and Beevers Street



### Friends of Kororoit Creek

- Pedestrian and Cyclist Connections
  - Complete Stage 4 and Stage 5 of the Kororoit Creek Trail
- Millers Road
  - Truck ban onto West Gate Freeway at Millers Road
  - Upgrade Millers Road to four lanes
  - Grade separate the Federation Trail Crossing at Millers Road
  - Improve pedestrian accessibility around freeway interchange
  - Reopen the Millers Road pedestrian underpass at Borrack Square
- Grieve Parade
  - Ensure that truck traffic within Altona North uses the Grieve Parade interchange
- McArthurs Road
  - Install timed parking restrictions west of Chambers Road
  - Install exclusive parking spaces for Kororoit Creek Trail users
  - Develop an access strategy for businesses to use Bloomberg Road
- Chambers Road
  - Reinstate speed humps to reduce through traffic
  - Ensure business along Chambers Road use Blomberg Road
- Public Transport
  - Reopen Paisley Station
  - Ensure public transport is operational once Precinct 15 is occupied

### **2.3. Issues Summary**

Based on the investigation and consultation undertaken above, the following list of key traffic and transport issues was developed which will guide the LAMP proposed actions:

- Gaps in shared path network along the railway line
- Pedestrian and cyclist safety issues
- Lack of north-south pedestrian connections over Blackshaws Road
- Cyclist safety along Kororoit Creek Road
- Pedestrian movements around activity centres and reserves
- Traffic speeds within the study area

## 3. Local Area Movement Plans

### 3.1. LAMP Objectives

In response to the issues identified throughout the preliminary investigations and the discussions that have been undertaken with the local community and other stakeholders, the following overarching objectives of the LAMP have been developed:

- Improve the safety of cyclists and pedestrians
- Improve pedestrian and cyclist connectivity, particularly east-west through the study area
- Design a transport network that allocates road space to the most desirable transport mode in a way that encourages the efficient movement of people
- Improve the amenity and connectivity around activity centres within the study area

### 3.2. Brooklyn and Altona North Road User Hierarchy

The allocation of road space is a critical aspect of transport planning. Given that there is a finite amount of space on the roads, the allocation of the roadway between the different road users guides how people move about the local area. This LAMP has also considered alternative alignments and road movement options particularly to ensure active transport is a priority.

The Department of Transport's 'Movement and Place' approach is intended to balance the competing needs of private vehicles, trucks, public transport, pedestrians and cyclists by recognising that the roadway provides both 'movement' for transport as well as a 'place' for people.

On this basis, a road user hierarchy has been developed for the Brooklyn and Altona North study areas as shown in Figure 2 below which identifies the priority routes for cyclists, pedestrians and public transport and vehicle traffic.

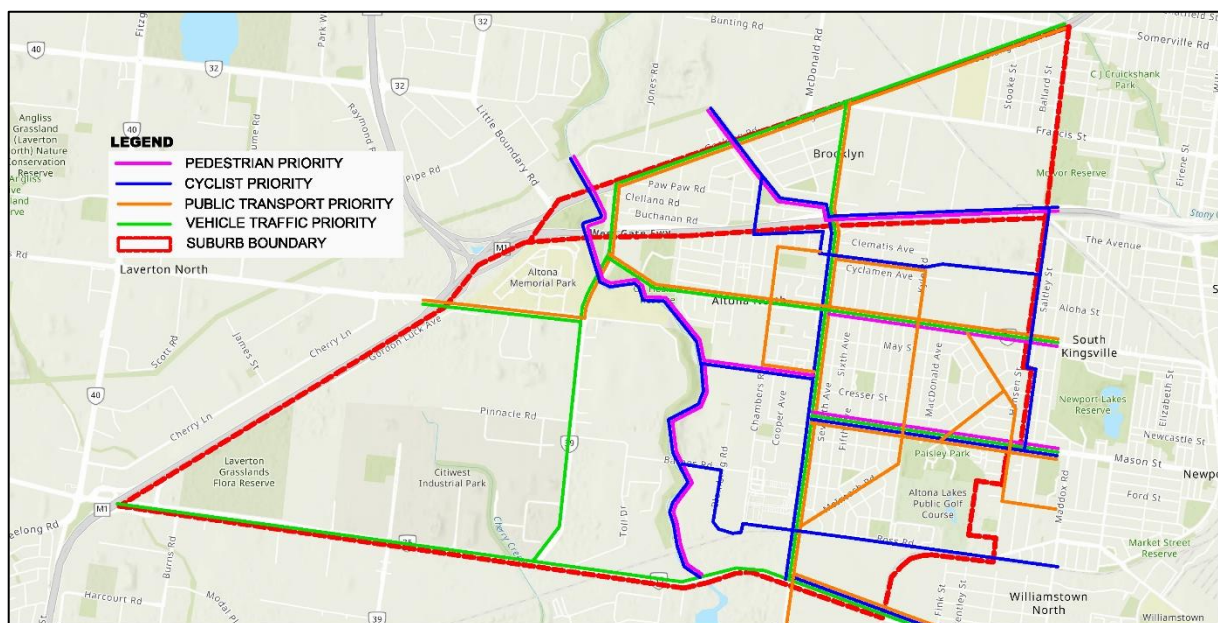


Figure 2: Road User Hierarchy

'Priority' routes do not mean that the designated mode receives exclusive use of the roadway, it intends to provide a higher level of amenity for the designated mode within the available road space before providing for all other modes.

These priority routes and the road user hierarchy will be used as a guide to the proposed actions for the Brooklyn and Altona North draft LAMPs.

### **3.3. Proposed Actions**

A review of the local road networks within Brooklyn and Altona North have identified opportunities to improve the traffic and transport conditions within the study area.

Several items have been shown on the draft LAMP that have been developed separately to the LAMP process (such as Planning Scheme Amendments, permit conditions or other Council projects) for reference.

The following section outlines the recommended actions and initiatives that are being proposed for Brooklyn and Altona North in order to address the issues.

#### **3.3.1. Sustainable and Active Transport**

Sustainable and active transport includes pedestrians, cyclists, public transport and other green travel modes. Not only is promoting sustainable and active travel modes good for the environment, it improves health and wellbeing as well as improving the amenity of the local area by reducing vehicle trips.

##### Pedestrian Connectivity

The previous phases of the LAMP process identified several key gaps in pedestrian connectivity, particularly to key activity generators.

Blackshaws Road forms a major east-west traffic link across the municipality, however, has a serious lack of north-south crossing facilities for pedestrians. On this basis, it is proposed to install a pedestrian refuge within the Altona North section of Blackshaws Road at Delphin Avenue and undertake a safety review at Begonia Avenue and recommend improvements to existing crossing facility.

Feedback from the community highlighted that pedestrian accessibility around Borrack Square was deficient, particularly along Duke Street. On this basis, it is proposed to construct zebra crossings at key locations along Duke Street, including adjacent to the post office and across Duke Street at McArthurs Road. In addition, it is recommended to undertake upgrades to the existing pedestrian crossings within Borrack Square.

In addition to the above items, it was recognised that accessibility into the park along Fifth Avenue is difficult and as such it is recommended to install a pram ramps around Child Care Centre and park to improve pedestrian connectivity across the surrounding roads.

It has been highlighted that pedestrian connectivity from Brooklyn to locations south of West Gate Freeway is deficient with poor footpath quality and missing pram ramps to key locations south of the freeway, particularly to Altona Gate Shopping Centre and Crofts Reserve. On this basis, it is recommended to undertake footpath enhancements and a pram ramp review from the Rosala Avenue overpass to these two key pedestrian locations.

Feedback received from the community identified pedestrian connectivity issues along Mills Street particularly adjacent to Paisley Park and across to McIntosh Road. On this basis, it is

recommended to construct a footpath along the eastern side of Mills Street and a pedestrian refuge in the vicinity of McIntosh Road to facilitate pedestrian movements across the road.

### Pedestrian Safety

A review of the casualty crash history within Brooklyn and Altona North has identified two intersections along Millers Road that have identified pedestrian crash patterns. There is a pattern of vehicles turning right out of both Marigold Avenue and Mason Street into Millers Road impacting pedestrian crossing Millers Road, as detailed in the image below.



*Figure 3: Example Pedestrian Crash Pattern - Mason Street / Millers Road*

On this basis, it is recommended to amend the signal phasing to separate pedestrian movements from right turning vehicles.

### Safe Travel to School Program

Council is committed to encouraging active travel to school through walking, cycling or scooting, recognising the benefits this brings to health, wellbeing as well as safety and congestion around schools. Council works with local schools to improve infrastructure to address safety barriers which may prevent students using active travel. This includes traffic calming works around schools to lower speeds, improved crossings, designated pick-up and drop-off areas, one-way streets, lowered speed limits, and footpath decals to highlight safe routes.

The proposed pedestrian treatments are shown below in Figure 4 and outlined in Table 1.

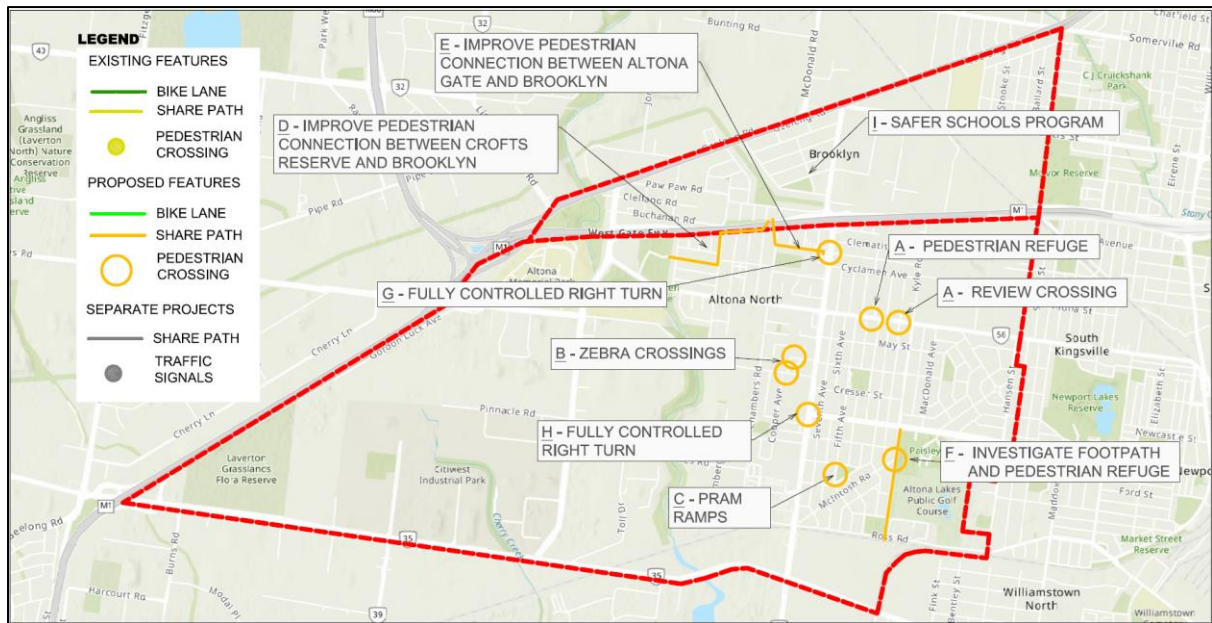


Figure 4: Pedestrian Connectivity

Table 1: Pedestrian Connectivity Treatments

| Location                       |   | Treatment   |
|--------------------------------|---|---|
| <b>Pedestrian Connectivity</b> |   |   |
| <b>A</b>                       | <b>Blackshaws Road</b><br>at Delphin Avenue and Begonia Avenue  | Construct pedestrian refuge at Delphin Avenue and undertake safety review at crossing of Begonia Avenue   |
| <b>B</b>                       | <b>Bor rack Square</b><br>at Duke Street  | Construct zebra crossings adjacent to the Australia Post and at McArthurs Road and upgrade existing zebra crossings within Bor rack Square      |
| <b>C</b>                       | <b>WJ Irwin Reserve</b>   | Install pram ramps around Child Care Centre and reserve   |
| <b>D</b>                       | <b>Brooklyn to Crofts Reserve</b><br>Freemans Road and Gadsen Street  | Undertake footpath enhancements and pram ramp review as well as wayfinding to improve pedestrian connection between Brooklyn and Crofts Reserve |
| <b>E</b>                       | <b>Brooklyn to Altona Gate</b><br>Chambers Road, Paringa Road, Lee Street, Bond Street, Langshaw Street, Duosa Road | Undertake footpath enhancements and pram ramp review as well as wayfinding to improve pedestrian connection between Brooklyn and Altona Gate    |
| <b>F</b>                       | <b>Mills Street</b><br>at McIntosh Road   | Investigate the installation of a footpath along the eastern side of Mills Street as well as a pedestrian refuge at McIntosh Road               |
| <b>Pedestrian Safety</b>       |   |   |
| <b>G</b>                       | <b>Millers Road / Marigold Ave</b>  | Investigate fully controlled right turns out of Marigold Avenue to separate pedestrian and vehicle movements                                    |



| Location |                                    | Treatment   |
|----------|------------------------------------|---|
| <b>H</b> | <b>Millers Road / Mason Street</b> | Investigate fully controlled right turns out of Mason Street to separate pedestrian and vehicle movements           |
| <b>I</b> | <b>Annunciation Primary School</b> | Implement 'Safer Schools' program by installing footpath decals and widening and speed management around the school |

### Shared Path Network

Brooklyn and Altona North currently have a significant shared path network that provides off-road bicycle and pedestrian pathways across the study area. A review of the existing network, however, found gaps in the network that may dissuade vulnerable users from walking or riding as an alternative to driving.

On this basis, a 3.0m wide shared path is proposed along Ross Street (north of the railway line) between Maddox Road and Millers Road / Butler Road.

In addition to the shared path above, Council is to continue to advocate to DoT and the West Gate Tunnel Project to have the Federation Trail crossing of Millers Road grade separated as well as to continue to pursue the timely construction of Stage 4 and Stage 5 of the Kororoit Creek Trail.

Figure 5 below details the shared path proposals.

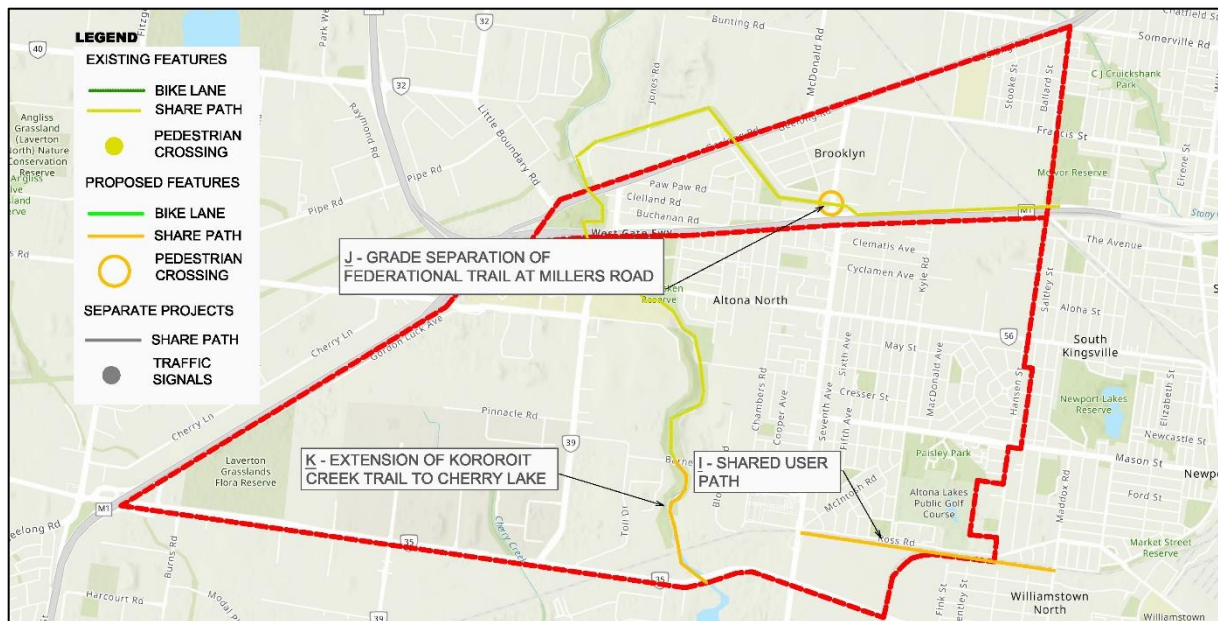


Figure 5: Shared Path Network Improvements

Table 2: Shared Path Network Improvements

| Location |  | Treatment   |
|----------|--|---|
| <b>J</b> | <b>Ross Road</b><br>Railway Parade to Millers Road | Construct 3.0m wide shared path along the north side of the railway from                |
| <b>K</b> | <b>Federation Trail</b><br>at Millers Road         | Council is to continue to advocate to DoT and the West Gate Tunnel Project to provide a |

| Location |  | Treatment   |
|----------|--|---|
|          |  | grade separated crossing for the Federation Trail at Millers Road                                 |
| L        | <b>Kororoit Creek Trail</b><br>Stage 4 and Stage 5 | Council to continue to pursue the construction of Stage 4 and Stage 5 of the Kororoit Creek Trail |

### Cyclist Improvements

Brooklyn and Altona North include numerous on-road bicycle facilities including dedicated paths along Kororoit Creek Road, Millers Road and along Mason Street.

The western end of McArthurs Road provides direct access onto the Kororoit Creek Trail. Given that McArthurs Road is a direct connection to Millers Road it is proposed to provide on-road bicycle treatment (sharrows) along McArthurs Road to improve cyclist amenity along this link. An additional connection from Millers Road to the Kororoit Creek Trail is being proposed via Butler Street, Chambers Road and Barnes Road.

Completion of the major east-west cycling route through Hobsons Bay is a priority with key linkages located within Altona North. On this basis it is recommended to continue the cycling route between Millers Road and Precinct 15 by connecting to Beevers Street via a pathway south of the Terminal Station as shown below in Figure 6. This is also outlined in the Spotswood and South Kingsville draft LAMP report. Further connections are proposed from the Rosala Avenue overpass to Millers Road via sharrows located along Chambers Road and Duosa Road.

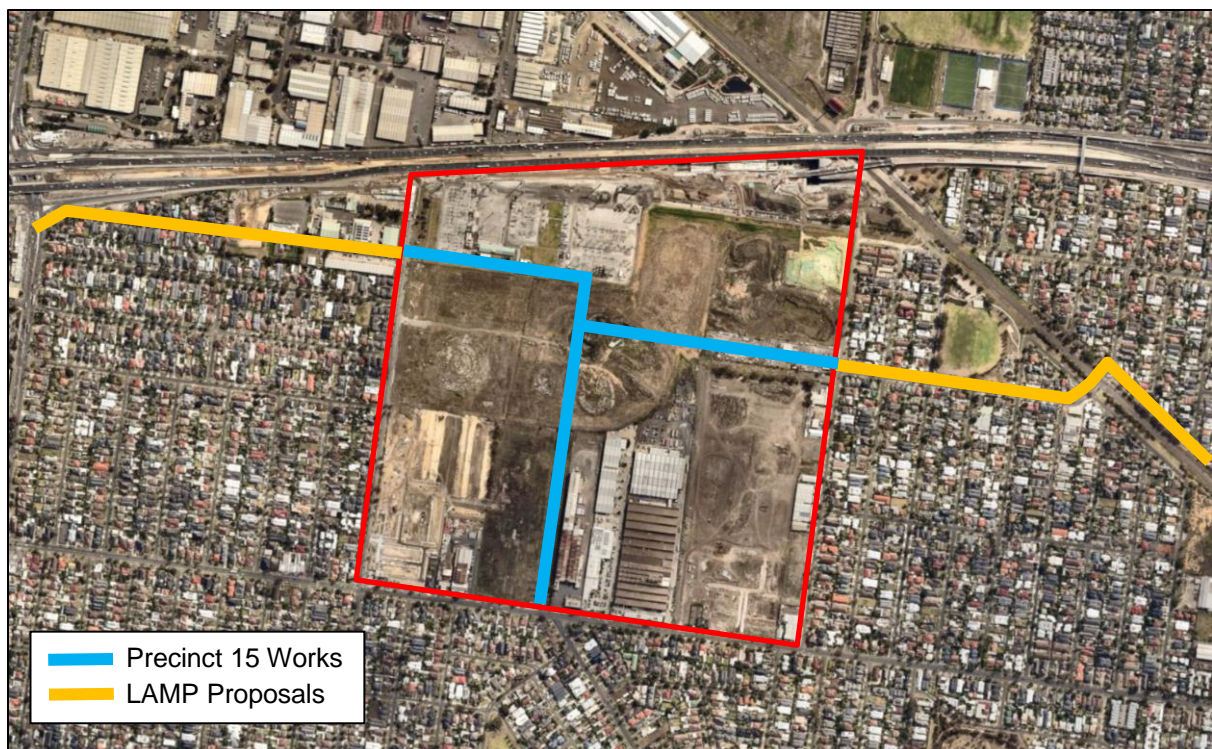


Figure 6: Proposed East-West Cyclist Connection (Precinct 15)

### Cyclist Safety

A review of the responses received from the community as well as casualty crash statistics identified a number of locations where bicycle safety was seen to be lacking. A number of



improvements were recommended across numerous locations including green pavement treatment across intersections and 'pop up bicycle lanes'.

One area of main concern was the roundabout at Millers Road and Kororoit Creek Road. At this location it is proposed to advocate to DoT (VicRoads) to construct an off-road bicycle bypass of this intersection to separate cyclist and vehicle movements.

Figure 7 below details the proposed cycling network improvements.

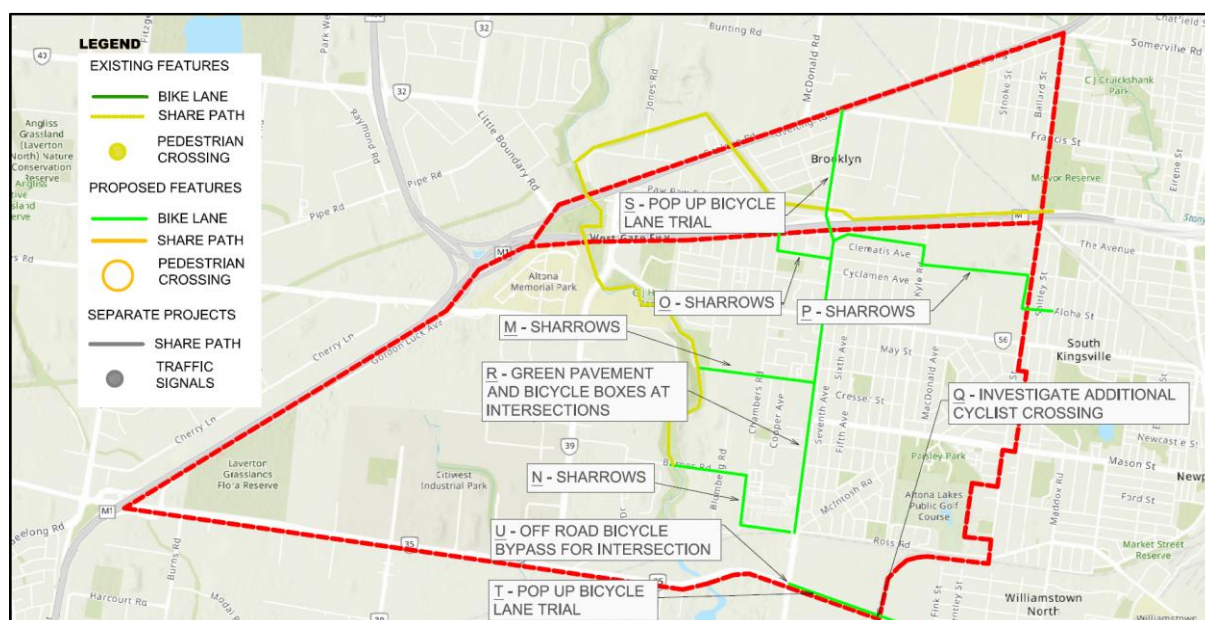


Figure 7: Cyclist Network Improvements

Table 3: Cyclist Network Improvements

| Location             |  | Treatment  |
|----------------------|--|--|
| Cyclist Connectivity |  |  |
| <b>M</b>             | <b>McArthurs Road</b><br>Kororoit Creek Trail to Millers Road                              | Investigate an on-roads bicycle treatment (such as sharrows) to complete connection  |
| <b>N</b>             | <b>Barnes Road / Chambers Road / Butler Street</b><br>Millers Road to Kororoit Creek Trail | Provided sharrow connections from Ross Road / Millers Road to Kororoit Creek Trail by providing sharrows along Butler Road, Chambers Road and Barnes Road. |
| <b>O</b>             | <b>Chambers Road / Duosa Road</b><br>Paringa Road to Millers Road                          | Complete connection from freeway overpass to Millers Road by providing on-road treatment (such as sharrows) along this section of road                     |
| <b>P</b>             | <b>Beevers Street</b><br>Millers Road to Kyle Road<br>(Continue into Precinct 15)          | Provide cycling treatment along Beaver Street (including through reserve) to connect Millers Road with Precinct 15   |
| <b>Q</b>             | <b>Kororoit Creek Road</b><br>at Racecourse Road   | Investigate the feasibility of an additional cyclist crossing of Kororoit Creek Road in the vicinity of Racecourse Road                                    |



| Location              |   | Treatment  |
|-----------------------|---|--|
| <b>Cyclist Safety</b> |   |  |
| <b>R</b>              | <b>Millers Road</b><br>Kororoit Creek Road to West Gate Freeway | Advocate to DoT (VicRoads) to install green pavement treatment along Millers Road across intersections as well as head start boxes |
| <b>S</b>              | <b>Millers Road</b><br>West Gate Freeway to Geelong Road        | Investigate the installation of a trial 'pop-up bicycle lane' treatment along this section of Millers Road                         |
| <b>T</b>              | <b>Kororoit Creek Road</b><br>Champion Road to Millers Road     | Investigate the installation of a trial 'pop-up bicycle lane' treatment  |
| <b>U</b>              | <b>Millers Road / Kororoit Creek Road</b>                       | Advocate to DoT (VicRoads) to install an off-road bicycle bypass at this location to improve cyclist safety                        |

### Improved Bicycle Facilities

Proposed initiatives to improve the bicycle amenity across Brooklyn and Altona North (as well as the wider Hobsons Bay area) include:

- Bike maintenance stations to be located at DN Duane Reserve and BayFit Leisure Centre on Mason Street,
- Bicycle parking to be installed at all reserves and activity centres within the study area,
- Expand the existing HBCC wayfinding strategy for the municipality by identifying the direction and proximity to major destinations and cycling infrastructure such as the Federation Trail, and
- Promote mobile apps or updates to the TravelSmart Map for Hobsons Bay

### Share Schemes

The usage of car share and bicycle share schemes reduces the resident reliance on motor vehicle ownership by providing a car/bike for hire on an hourly basis. Share schemes reduce the reliance on motor vehicles by providing short term use of a car when walking, cycling or public transport are not feasible.

It is recommended to investigate the adoption of a car share and/or bicycle share scheme within the municipality through discussions with various share scheme operators.

### Public Transport

A review of the public transport conditions across the study area was undertaken in line with current and future requirements. Feedback received during the community engagement process noted that there were significant gaps in the public transport network, particularly within Altona North. On this basis, several initiatives have been developed in an effort to streamline the public transport network and improve the accessibility to services:

- Advocate to PTV to reopen a train station within Altona North to provide proximate access to the railway network
- Advocate to PTV to implement additional bus services within Altona North to provide greater coverage for residents

### 3.3.2. Vehicular Traffic

#### 40km/h Zones

To improve the local amenity and safety of Brooklyn and Altona North, it is proposed to implement 40km/h zones in the residential areas of the study area. Current default speed limits within urban areas are 50km/h, however reducing this to 40km/h will provide a significant increase in traffic safety, particularly for vulnerable road users like pedestrians and cyclists as it results in a reduction in both the incidence and severity of crashes.

In addition to improved safety, lower speed limits encourage more walking and cycling (which has associated mental and physical health benefits). It is also likely to discourage non-local through-traffic by increasing travel times marginally through the local streets.

On this basis, 40km/h speed limit zones are proposed as outlined below in Figure 9 and Table 4.

Table 4: 40km/h Zones

| Location |   | Treatment   |
|----------|---|---|
| <b>V</b> | <b>Brooklyn</b><br>between Geelong Road, Millers Road and West Gate Freeway                       | Area wide 40km/h speed reduction including all local roads. |
| <b>W</b> | <b>Cyclamen</b><br>between Millers Road, Blackshaws Road, Kyle Road and West Gate Freeway         |   |
| <b>X</b> | <b>Altona North</b><br>between Millers Road, Blackshaws Road, Melbourne Road and the railway line |   |
| <b>Y</b> | <b>Altona Gate</b><br>between Blackshaws Road, Millers Road, West Gate Freeway and Knapp Street   |   |
| <b>Z</b> | <b>Chambers Road</b><br>between Millers Road, Chambers Road, Cabot Drive, Blackshaws Drive        |   |

#### Traffic Management

Through a review of historical traffic data, previous resident correspondence and the public consultation period specific areas of concern were identified regarding traffic behaviour.

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.

A number of treatments have been proposed as part of this small LATM shown below in Figure 8.

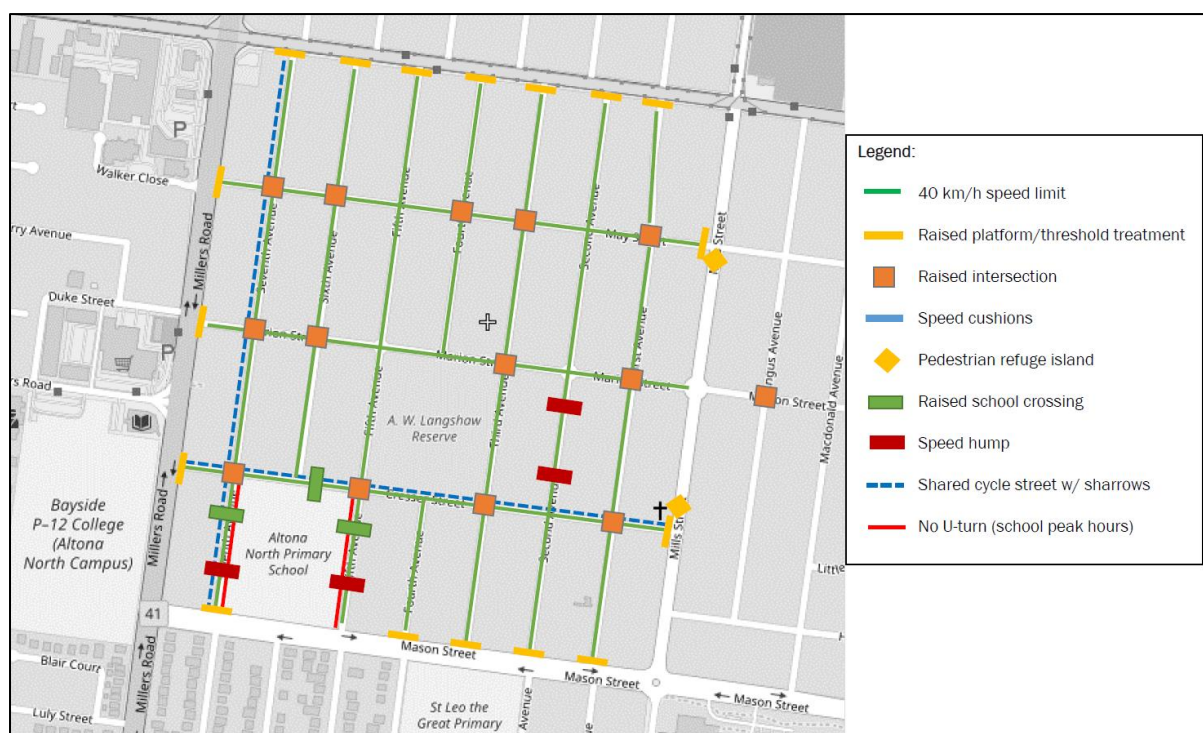


Figure 8: Draft LATM Scheme

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

On this basis, the traffic management traffic management has been proposed as follows.

Table 5: Traffic Management Proposals

| Location        |   | Treatment  |
|-----------------|---|--|
| <b>Brooklyn</b> |   |  |
| <b>AA</b>       | <b>Marigold Avenue</b><br>between Millers Road and Kyle Road  | Kerb extensions and slow points with street trees  |
| <b>AB</b>       | <b>Heather Avenue</b><br>at Nolan Avenue and Stenhouse Avenue | Construct raised intersection platforms along Heather Avenue at Nolan Avenue and Stenhouse Avenue  |
| <b>AC</b>       | <b>Millers Road</b><br>at Eames Avenue/Nolan Avenue           | Investigate the construction of traffic signals at Millers Road and Eames Avenue or Nolan Avenue to facilitate traffic movements out of Brooklyn     |
| <b>AD</b>       | <b>Primula Avenue</b><br>at Millers Road                      | Review the intersection of Primula Avenue and Millers Road for visibility of the freeway offramp and creation of a safe right turn into Millers Road |
| <b>AE</b>       | <b>Burgess Street</b><br>at Paw Paw Road                      | Undertake an intersection remodel by narrowing the Paw Paw Road approaches and installing speed cushions along Burgess Street.                       |

| Location            |   | Treatment   |
|---------------------|---|---|
| <b>AF</b>           | <b>Eames Avenue</b><br>at Millers Road                        | Review sight distance at this intersection and potentially amend No Stopping restrictions to improve sight lines. |
| <b>Altona North</b> |   |   |
| <b>AG</b>           | <b>Chambers Road</b>  | Monitor traffic conditions and investigate any requirements for traffic management to reduce vehicle speeds       |
| <b>AH</b>           | <b>McArthurs Road</b>   |   |
| <b>AI</b>           | <b>McIntosh Road</b><br>between Millers Road and Mills Street | Recommend traffic islands or speed cushions to reduce vehicle speeds  |

A map showing each of the vehicular traffic proposals is provided below in Figure 9.

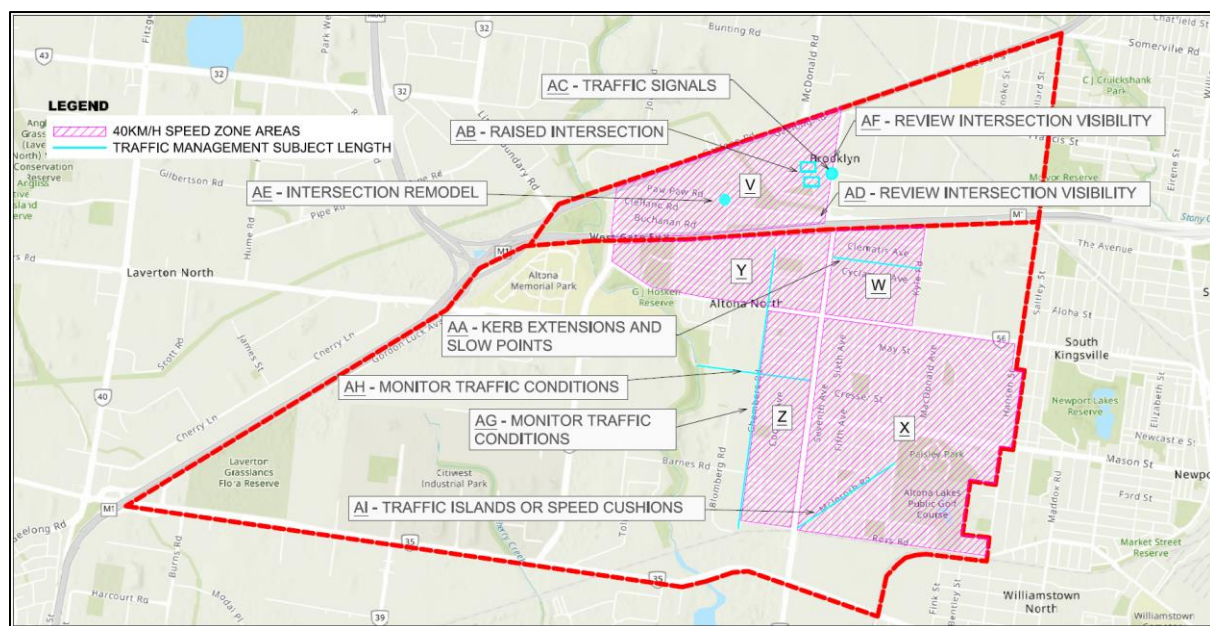


Figure 9: Vehicular Traffic Proposals

### Additional Traffic Initiatives

In addition to the proposals above, other items that have been raised for additional investigation include:

- Monitor the intersections of Blackshaws Road / New Street and Blackshaws Road / Hansen Street as Precinct 15 is built to assess whether this intersection needs to be signalised
- Ongoing monitoring and review of traffic volumes and movements as a result of the Precinct 15 development
- Investigate the formalisation of Ross Road between Blenheim Road and Mills Street to provide connectivity through suburb
- Undertake a parking review within Brooklyn (initially Cyprus Avenue) to review parking proximity to intersections for installation marked parking spaces or yellow 'No Stopping' linemarking
- Advocate to DoT (VicRoads) on a new northbound service lane on Millers Road to assist residential access from Millers Road

- Hobsons Bay City Council to prepare a Freight Management Plan for Altona North and Brooklyn

## 4. Next Steps in Process

This draft LAMP has been updated with the results from the second stage of Community Engagement and will be made available to residents of Brooklyn and Altona North as well as other external stakeholders for comment.

Following this final community engagement stage, the LAMPs will be further reviewed and finalised before going to Council for endorsement.

