



**DRAFT PRINCIPAL TRAFFIC FLOW NETWORK (PTFN)
SUBMISSION BY HOBSONS BAY CITY COUNCIL**

Hobsons Bay welcomes the opportunity to comment on the Draft Principal Traffic Flow Network (PTFN).

Effective and efficient transport provision in Victoria is critical, particularly to Hobsons Bay as it will experience significant growth over the coming years. The formalisation of principal networks is an important step in integrating land use planning with transport planning. Hobsons Bay trusts that the following comments provide a useful contribution to the Draft PTFN.

Millers Road Altona

Millers Road serves a dual function being identified in the Principal Bicycle Network (PBN) and the Principal Public Transport Network (PPTN). Additionally, although not identified in the Principal Freight Network (PFN), it is Hobsons Bay's experience that it is increasingly being used by freight traffic.

Millers Road is also an important public transport route being serviced by the 903 - Altona Mordialloc (Smartbus Service); 411 - Laverton to Footscray via Altona Meadows, Altona, Millers Road; and 412 - Laverton to Footscray via Altona Meadows and Altona, Mills Street.

Hobsons Bay strongly supports the retention of Millers Road as part of the PPTN, particularly as the northern part of the municipality (Altona North) is not serviced by alternative modes of public transport (no rail infrastructure) and Millers Road traverses a predominantly residential area including schools and shopping precincts.

In addition, although not identified as a Preferred Traffic Route (PTR), it is the Council's experience that Millers Road carries a significant volume of commuter traffic and essentially acts as a PTR. In addition Millers Road is also being used as a freight route to access some of the industrial areas within the municipality.

The reason for this is twofold. Hobsons Bay is 'locked' to the south and east due to its coastal location. Similarly, it is blocked to the north by the Princes and Westgate freeways. There are few north - south entrances/ exits to Hobsons Bay being Douglas

Parade/ Hyde Street; Melbourne Road/ Williamstown Road; Millers Road; Grieve Parade; Kororoit Creek Road and Queens Street. North/ south traffic is channelled into the few linkages connecting it to abutting municipalities.

Secondly, it is not uncommon for commuter traffic generated west of Hobsons Bay to travel through the municipality to avoid delays on the Princes and Westgate Freeways. The Draft PTFN designates Leakes Road as a future PTR. Hobsons Bay seeks careful management of this route to ensure traffic is directed to the freeway rather than continuing along Leakes Road which becomes Kororoit Creek Road. Traffic continuing along Kororoit Creek Road must rejoin the freeway for travel to the city and use the few north/ south linkages in Hobsons Bay to do so.

Consequently Millers Road serves as part of the PBN, the PPTN and as a PTR. Priority should be given to its role as part of the PBN and PPTN. Hobsons Bay seeks VicRoads action to discourage its use as a PTR. Additionally, traffic diverting through Hobsons Bay results in congestion and impacts on the amenity and safety of Hobsons Bay residents.

Council is not necessarily suggesting that this should not form part of the PTFN (as it is an important route for regional movement of goods) however its role as a PTR needs to be balanced with these other competing roles and carefully managed.

Additionally, Hobsons Bay seeks VicRoads action to reinforce freight movement along Grieve Parade, which is an identified route in the PFN, and discourage freight on Millers Road.

There are existing and proposed road cycle routes along its entirety. Hobsons Bay has previously provided detailed comments to VicRoads on works required to enhance the PBN throughout the municipality. Specific works identified for Millers Road include the following improvements:

Millers Road, Altona North from Beuron Road to the Federation Trail

Short term:

- linemark on road cycle lane in both directions.

- undertake a feasibility study to ascertain on road cycle infrastructure options including road widening, back of kerb.

Long term:

- undertake improvements
- Millers Road, Altona North – 16 Shops to Westgate Freeway Onramp
- intersection traffic management improvements including dedicated lanes and cyclist traffic lights

Millers Road, Altona North (Railway overpass)

- on- road cycle treatment and signage
- re- asphalted providing a very good surface
- the cycle lane needs to be made more obvious. Colour the cycle lane with a green treatment and install give way to cyclist signage

Melbourne Road Williamstown

The Williamstown Activity Centre (Ferguson Street and Douglas Road) is one of three major activity centres in Hobsons Bay. Its role as a thriving retail centre should be recognised by the PTFN. In addition, the Newport Activity Centre (Mason Street and Melbourne Road) and Spotswood Activity Centre (Hudsons Road) are experiencing increases in density due to their position in a main public transport corridor. Given this, it is suggested that Melbourne Road be investigated as a future PTR to support access to these centres and ensure their viability, and potentially a PTFN. This needs to be carefully balanced with Melbourne Road's role as part of the PPTN and the PBN.

Melbourne Road faces similar issues to those affecting Millers Road. It is one of the few north/ south linkages that connects to abutting municipalities; it is not uncommon for traffic generated further west of Hobsons Bay to use it resulting in it carrying a significant volume of traffic; and it traverses a predominantly residential area including schools and shopping precincts. Consequently, its role in the PTFN will need to be carefully managed.

Melbourne Road is currently experiencing capacity issues, and with the redevelopment of strategic redevelopment areas along Blackshaws Road, will experience significantly more capacity pressure. Precinct 15 (the former Don's site and adjoining land) has been earmarked for approximately 3,000 dwellings whilst precinct 16 (the former Caltex site and adjoining land) has been earmarked for up to 1,000 dwellings. The impacts of these strategic redevelopment areas over the coming years will be a significant issue for the existing Melbourne Road network.

As part of the Planning Panel for Amendment C82, a recommendation was made that *Council work with VicRoads to urgently assess the likely cumulative impact on Melbourne Road and, as a result, the constraint (upper limit) on development in the Williamstown-Newport corridor¹.*

It is imperative that a cumulative impact assessment of Melbourne Road be undertaken to identify how these developments will affect this road network prior to future consideration of this route as a PTR. Council will continue to request assistance from VicRoads to complete this important task. The cumulative impact assessment will also provide direction for identifying which principal network is most suitable for this roadway.

¹ *Panel Report – Hobsons Bay Planning Scheme; Amendment C82 – Former Caltex Terminal, South Kingsville. (17 September 2012)*