

# LOCAL AREA MOVEMENT PLAN

## Newport and Williamstown North



# Executive Summary

The Newport and Williamstown 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 Newport and Williamstown North area the following issues have been identified:

- Gaps in shared path network along Champion Road and along railway line
- Lack of north-south pedestrian connections across Blackshaws Road
- Cyclist safety along Kororoit Creek Road
- Safe crossing point at Maddox Road level crossing
- Pedestrian movements around Newport Station and Newport Activity Centre
- Pedestrian connectivity along Blackshaws Road
- 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 access, connectivity and amenity at the Newport Bus Interchange,
- Improve pedestrian and cyclist access across the study area, particularly across the railway line,
- 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 of the village centres and key activity generators 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 Champion Road and Market Street/Railway Parade/Ross Street
- Cycling network improvements by completing gaps along Hall Street and North Road as well as improving safety along Kororoit Creek Road
- Pedestrian improvements – A number of 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.

# Table of Contents

1. Introduction .....	5
2. Issues and Objectives Identification .....	6
2.1. Issues Paper .....	6
2.2. Community Engagement.....	9
2.2.1. Participate Feedback .....	9
2.2.2. Stakeholder Engagement.....	9
2.3. Issues Summary .....	9
3. Local Area Movement Plans .....	10
3.1. LAMP Objectives .....	10
3.2. Newport and Williamstown North Road User Hierarchy .....	10
3.3. Proposed Actions.....	11
3.3.1. Sustainable and Active Transport .....	11
3.3.2. Vehicular Traffic.....	18
4. Next Steps .....	20

# 1. Introduction

The Newport and Williamstown 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.

A number of other projects are currently being developed within the study area including the West Gate Tunnel Project, Precinct 15, 16 and 17 as well as a number of Blackspot projects and other Council initiatives.

The Newport and Williamstown North study area is shown below in Figure 1.

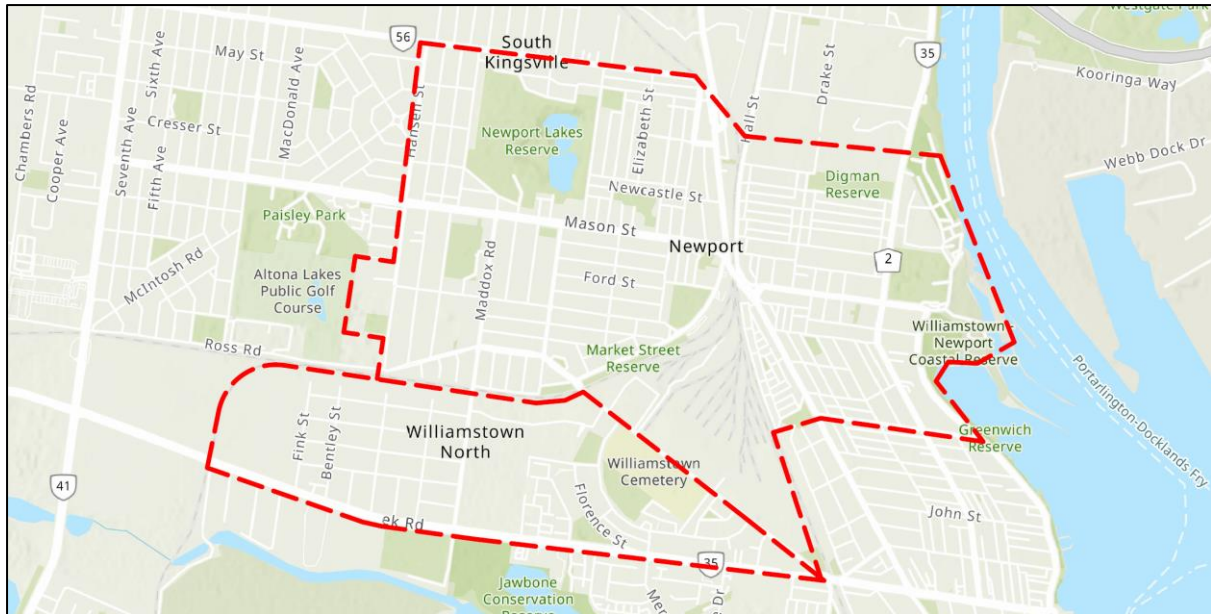


Figure 1: Study Area

The combined Newport and Williamstown North LAMP is one of the six LAMP suburbs investigated as a part of the Hobsons Bay Transport Planning Study. LAMPs for Brooklyn, Altona 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.

The Newport and Williamstown North study area contains residential areas on either side of Melbourne Road and the railway line with a significant amount of industry located along Kororoit Creek Road to the west of Maddox Road. Commercial/retail is located at Newport Activity Centre, Melbourne Road and Kororoit Creek Road / Champion Road roundabout as well as isolated pockets on Kororoit Creek Road and Champion Road.

## 2. Issues and Objectives Identification

### 2.1. Issues Paper

Issues Papers have been developed which identify the current issues and gaps within the Newport and Williamstown 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 numerous resident groups)

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

- Champion Road Cycling Connection,

- Ferguson Street Level Crossing,
- Mason Street between Millers Road and Melbourne Road,
- Precinct 15, 16 and 17,
- McLister Street Residential and Retail Development, and
- Hobsons Bay City Council capital works and initiatives.

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.

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 Newport and Williamstown North:

#### Pedestrian Issues

- Pedestrian Connectivity
  - Kohry Reserve between Hall Street and Melbourne Road
  - Newport Station and areas to the west and east
  - Across Blackshaws Road to Newport Lakes
- Pedestrians Around Schools
  - Newport Gardens Primary School

#### Cyclist Issues

- Cyclist Connectivity
  - North Road between Bay Trail and Newport Station
  - Market Street (Champion Road to Maddox Road)
- Bicycle Facilities
- Bicycle Safety
  - Mason Street, Melbourne Road and Douglas Parade
  - Mason Street / Maddox Road / Leslie Street
  - Kororoit Creek Road

#### Traffic Issues

- Traffic Speed
- Through traffic along Kororoit Creek Road / Ferguson Street
- Traffic Safety
  - Mason Street

- Florence Street / Violet Street
- Orange Street / Willsmore Street
- Churchill Street / Tennyson Street
- Orange Street / Tennyson Street
- Churchill Street
- Local Intersection Safety (vehicles parked too close)



## **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 Newport and Altona North?
- 'Idea' – What ideas do you have for the local area?

A total of 194 responses were received through this online portal which have been revised and collated into the following key themes:

- Cyclist and pedestrian connectivity, particularly between Williamstown North Station and Newport Station, Newport Lakes and across the railway line
- Improvements to Newport Station including accessibility, entrances, drop off/pick up zones and bicycle parking
- Traffic speed and safety along Mason Street
- Level crossing removal at Maddox Road and Champion Road
- Bicycle safety along Kororoit Creek Road

### **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 Newport and Williamstown North areas.

## **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 Champion Road and along railway line
- Lack of north-south pedestrian connections across Blackshaws Road
- Cyclist safety along Kororoit Creek Road
- Safe crossing point at Maddox Road level crossing
- Pedestrian movements around Newport Station and Newport Activity Centre
- Pedestrian connectivity along Blackshaws Road
- 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 access and connectivity around the Newport Bus Interchange,
- Improve pedestrian and cyclist access across the study area, particularly across the railway line,
- 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 of the village centres and key activity generators within the study area.

### 3.2. Newport and Williamstown 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 Newport and Williamstown North study areas as shown in Figure 2 below which identifies the priority routes for cyclists, pedestrians and public transport and vehicle traffic.

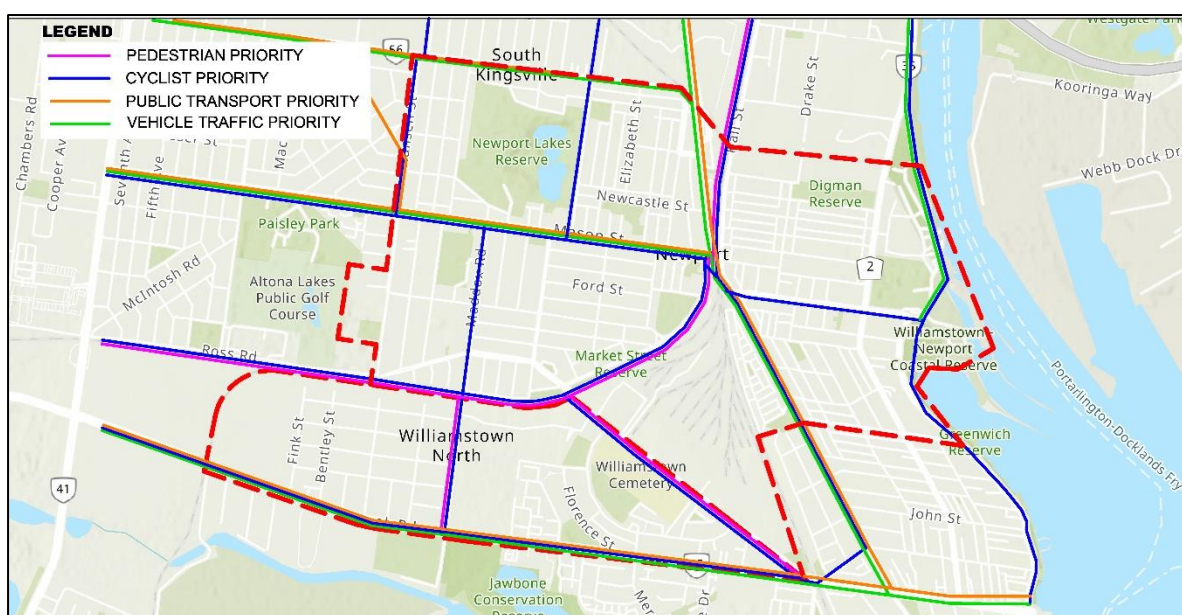


Figure 2: Road User Hierarchy

'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 Newport and Williamstown North draft LAMPs.

### **3.3. Proposed Actions**

A review of the local road networks within Newport and Williamstown North have identified a number of 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 Newport and Williamstown 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.

The desirability of the Kohry Reserve underpass as an east-west pedestrian connection across the railway line was identified as questionable during the consultation phase of the project.

On this basis, it is proposed to improve the maintenance and lighting at this underpass as well as install traffic management at the Hall Street end of the underpass (including kerb extensions) to create a more desirable pedestrian crossing opportunity.

Accessibility to the Newport Lakes from the north was also identified as an issue due to the lack of crossing points along Blackshaws Road. It is our understanding that a set of traffic signals is currently being investigated for the intersection of Sutton Street and Blackshaws Street however additional crossing points are required. Given that Graham Street and Kingham Street provide direct access to Newport Lakes, it is proposed to provide pedestrian refuges along Blackshaws Road to provide safe crossing points for pedestrians into these streets. These locations will continue to be monitored in the future to determine whether or not a higher-level treatment is required to facilitate these crossing movements.

Pedestrian manoeuvrability around the Newport Activity Centre and Bus Interchange, was identified as an area of concern. On this basis, it is recommended to install a raised pedestrian crossing on each approach to the roundabout of Market Street and Mason Street to improve the safety of pedestrian movements. In addition, it is proposed to install a shared area along Market Street from Mason Street to Derwent Street which established pedestrian priority by lowering vehicles speed with pavement colouring, bollards and street furniture.

In addition to the above items, it is recommended to undertake a footpath quality review around the Newport Activity Centre and Bus Interchange to determine the pavement quality and the provision of pram ramps along desired pedestrian routes.

Significant community feedback was received that the usability and amenity around the Newport Station was of concern. A lack of drop off / pick up zones and a lack of bicycle storage within the existing 'Parkiteer' facilities was also identified.

In addition, the entrances and subway within the station was seen as unsafe and unclean and in need of upgrades.

On this basis, it is recommended to liaise with PTV and the Department of Transport to investigate improvements that can be made to the Newport Bus Interchange.

It was identified that there is a lack of pedestrian crossings over Douglas Parade into Newport Park. On this basis, a pedestrian refuge is proposed between Elphin Street and Collingwood Road that aligns with the footpath on the eastern side within Newport Park.

Additional pedestrian crossing points along Mason Street was also requested as part of the community consultation stage. On this basis, it is recommended to investigate the feasibility of providing a pedestrian crossing facility through the median strip at Carmen Street (near Graham Street and Newport Lakes) and at Jack Madigan Reserve.

Pedestrian connectivity treatments are shown below in Figure 3 and outlined in Table 1.

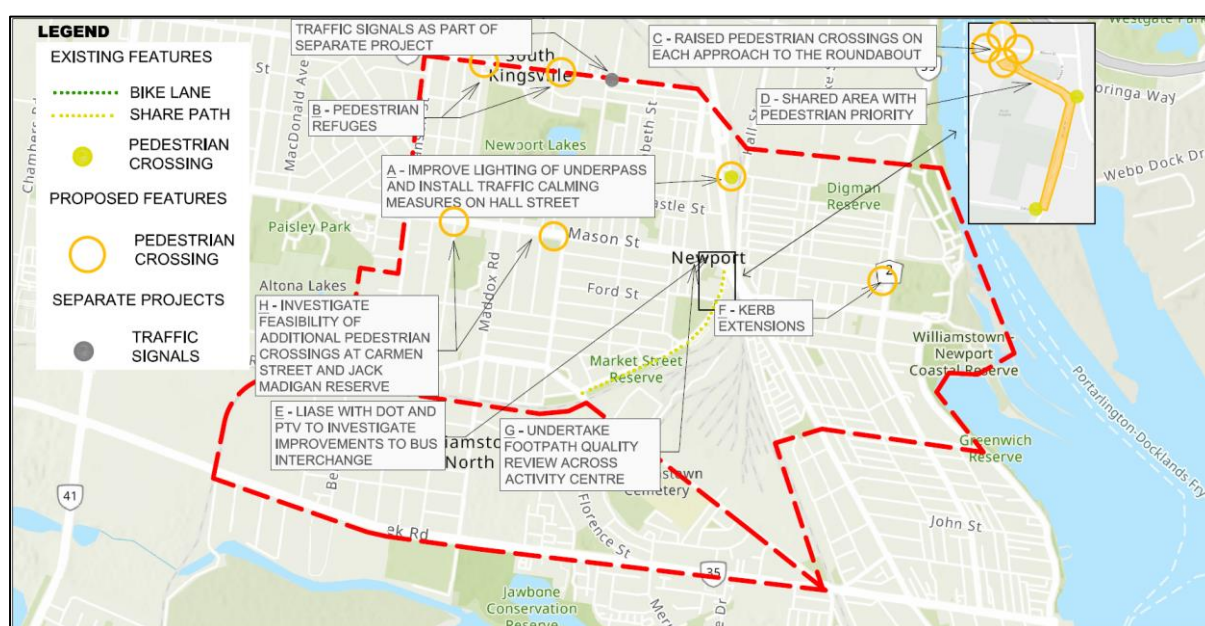


Figure 3: Pedestrian Connectivity

Table 1: Pedestrian Connectivity Treatments

Location		Treatment
<b>A</b>	<b>Kohry Reserve</b> Hall Street to Melbourne Road	Improve maintenance and lighting of underpass and install traffic calming at Hall Street end, including kerb extensions, to highlight the entrance to the station area.
<b>B</b>	<b>Blackshaws Road</b> In the Vicinity of Newport Lakes	Construct pedestrian refuges at Graham Street and Watt Street to provide connectivity north-south towards Newport Lakes (in

Location		Treatment
		conjunction with separate signals at Sutton Street)
<b>C</b>	<b>Newport Bus Interchange – Market Street / Mason Street</b>	Install raised pedestrian crossing on each approach to the roundabout of Market Street / Mason Street to facilitate pedestrian movements.
<b>D</b>	<b>Newport Bus Interchange – Market Street</b> Mason Street to Derwent Street	Shared area along Market Street with low speeds, pavement colouring, bollards and street furniture to establish pedestrian priority.
<b>E</b>	<b>Newport Bus Interchange</b>	Liaise with PTV and the Department of Transport to investigate improvements that can be made to the Newport Bus Interchange
<b>F</b>	<b>Douglas Parade</b> between Elphin Street and Collingwood Road	Kerb extensions to improve pedestrian safety crossing Douglas Parade into Newport Park
<b>G</b>	<b>Newport Activity Centre</b>	Undertake a footpath quality review to determine pavement quality and pram ramp suitability across the Newport Activity Centre
<b>H</b>	<b>Mason Street</b>	Investigate the feasibility of installing additional pedestrian crossing points over Mason Street at Carmen Street (near Newport Lakes) and at Jack Madigan Reserve.

#### 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.

#### 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 the bus routes were indirect and circuitous with long travel times. On this basis it is recommended to advocate to PTV to review the existing bus network within Newport and Williamstown North to improve the directness of the routes and the serviceability of the local area (which could include electric buses and on-demand bus services).

#### Maddox Road and Champion Road Level Crossing

The level crossings at Maddox Road and Champion Road are not currently on the State Governments list of 75 level crossings to be removed by 2025. On this basis, it is recommended that Hobsons Bay City Council advocate to the State Government to include the Maddox Road and Champions Road level crossings to the next group to be removed (as well as the Hudsons Road level crossing in the neighbouring suburb of Spotswood).



The design of the level crossing removal at Maddox Road should include provision for pedestrians and cyclists to join the shared paths on the north and south side of the railway line along Maddox Road.

### Ferguson Street Level Crossing

The design of the Ferguson Street level crossing removal is currently underway by the Level Crossing Removal Authority (LXRA). Council has adopted a Ferguson Street Precinct Plan which will be used to advocate to the State Government to enable the implementation of a number of recommended upgrades to the Ferguson Street area to address longstanding community concerns about safety. An extract of the Precinct Plan is shown below in Figure 4.



*Figure 4: Ferguson Street Precinct Plan Summary*

Features included in the precinct plan include:

- Safe pedestrian and cyclists connecting pathways into and through the precinct
- Retention of both station houses to be repurposed for the updated station and community use
- Enlarged community plaza space providing safe access through the precinct and a key meeting point for commuters and students of nearby schools, relocation of the Power Street playground further north, away from Ferguson Street
- No increase to the current car park capacity
- Retention of existing established trees (subject to further formal assessment of their health condition) with additional trees to increase canopy shade
- Intermodal hub providing a bus terminal, end of trip cyclist facilities and a kiss and ride point

Further detail on the Ferguson Street Precinct Plan can be found online on Council's 'Participate' portal.

On this basis, it is resolved to continue to advocate to the State Government for the adoption of the Ferguson Street Precinct Plan.

## Shared Path Network

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

On this basis, 2.5m wide shared paths are proposed as follows:

- Market Street / Railway Parade – Between Champion Road and Maddox Road, and
- Ross Street – Between Maddox Road and Millers Road/Butler Road.

It should be noted that Council is currently investigating a shared path along Champion Road between Market Street and Ferguson Street

Figure 5 below details the shared path proposals.

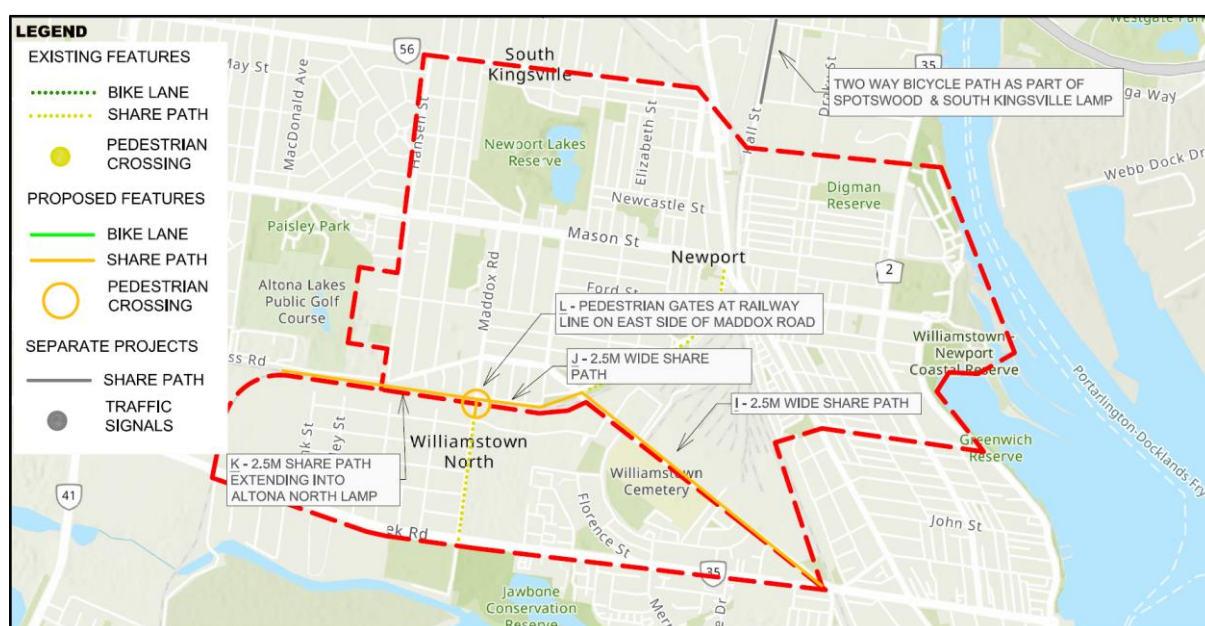


Figure 5: Shared Path Network Improvements

Table 2: Shared Path Network Improvements

	Location	Treatment
<b>I</b>	<b>Champion Road</b> Market Street to Ferguson Street	Construct 2.5m wide shared path to join existing Market Street shared path with Williamstown North Station
<b>J</b>	<b>Market Street / Railway Parade</b> Champion Road to Maddox Road	Construct 2.5m wide shared path
<b>K</b>	<b>Ross Street</b> Maddox Road to Millers Road/Butler Road	Construct 2.5m wide shared path on north side of rail line to connect Maddox Road to Butler Road underneath Millers Road
<b>L</b>	<b>Maddox Road</b> at Railway Line	Establish signalised pedestrian gates to the east of the level crossing to connect the shared path on the south side with the facilities on the north side.

### Cyclist Network Improvements

Newport and Williamstown North include numerous on-road bicycle facilities including dedicated paths along Kororoit Creek Road, Melbourne Road (south of North Road) and along Douglas Parade / The Strand. In addition, the Spotswood and South Kingsville LAMP is proposing a two-way bicycle path along Hall Street that runs south to High Street.

Following a review of the existing bicycle network, gaps and cycling deficiencies have been identified across Newport and Williamstown North.

There are currently no cyclist paths along North Road between Hall Street (and Newport Station) to Douglas Parade (and the Bay Trail/The Strand). Given the highly residential nature of North Road and the high demand for parking, it is proposed to install sharrows along North Road supported by green pavement colouring through the intersections and reducing the speed to 50km/h.

In addition, it is proposed to complete the Hall Street cycling pathway between Spotswood Station and Newport Station by installing pavement sharrows along Hall Street south of High Street. These sharrows will be supported by traffic management (Watts profile road humps or slow points) which will slow down traffic speeds and encourage cyclists to claim the lane. The two-way bicycle treatment that is proposed to the north of this section is unlikely to be achievable through this section due to the significant amount of commuter parking from Newport Station.

Kororoit Creek Road bicycle safety was highlighted as a significant issue due to the number and speed of vehicles that regularly use this road. On this basis, it is recommended to install a trial 'pop-up bicycle lane' treatment along Kororoit Creek Road from Ferguson Street to Millers Road. These 'pop-up bicycle lanes' create a dedicated bicycle area within the parking lanes providing pavement treatment, physical separators and linemarking that improves cyclist safety. Following the trial, an assessment of the safety impacts (as well as the impacts to on-street parking) will be undertaken to determine the success of the trial and community to consider implementing the treatment in a permanent arrangement. It should be noted that it is proposed to improve cyclist safety at the roundabout of Millers Road / Kororoit Creek Road however that is being undertaken as part of the Altona North LAMP project.

Figure 6 below details the proposed cycling network improvements.



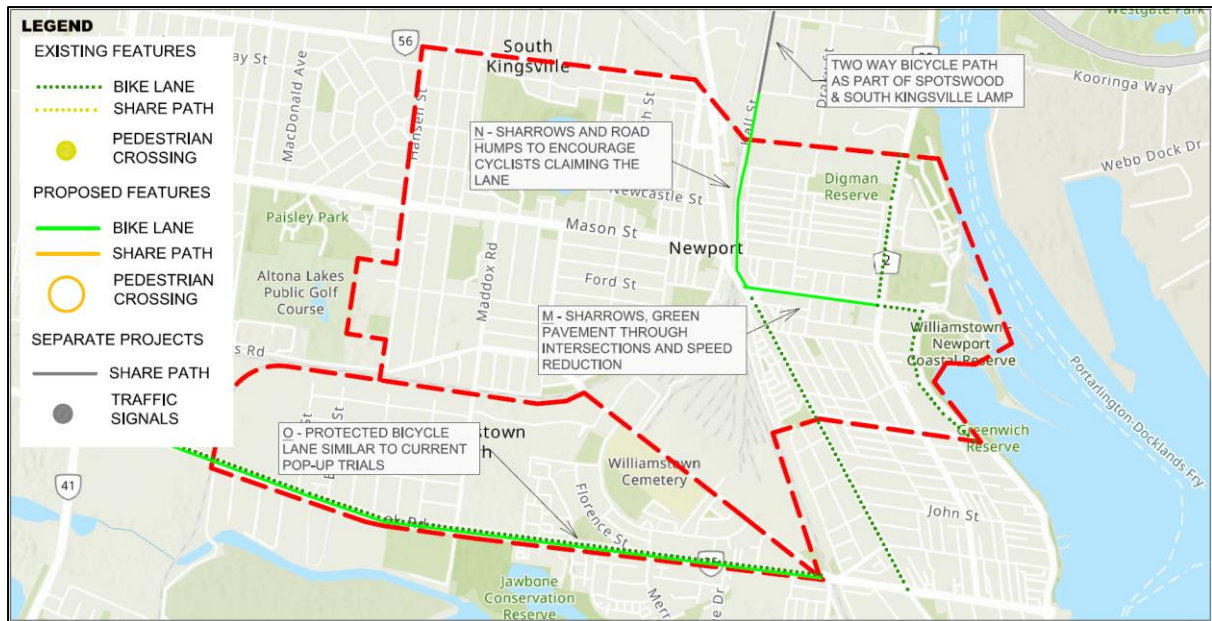


Figure 6: Cyclist Network Improvements

Table 3: Cyclist Network Improvements

	Location	Treatment
<b>M</b>	<b>North Road</b> Hall Street to Douglas Parade	Improve bicycle safety with green pavement treatment through intersections, 50km/h speed reduction and pavement sharrows
<b>N</b>	<b>Hall Street</b> South of High Street	Install pavement Sharrows and Watts profile road humps along Hall Street to slow down traffic and encourage cyclists to claim the lane
<b>O</b>	<b>Kororoit Creek Road</b> Ferguson Street to Millers Road	Investigate the implementation of pop-up bicycle lane trial in conjunction with DoT

### Improved Bicycle Facilities

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

- Bike maintenance stations to be located at North Williamstown Station and Newport Station
- Bicycle parking to be installed at Jack Madigan Reserve, KC White Reserve, Jackson Reserve and Greenwich Reserve.
- Expand the existing HBCC wayfinding strategy for the municipality by identifying the direction and proximity to major destinations and cycling infrastructure such as the Bay Trail
- Promote mobile apps or updates to the Active Travel maps provided by Council
- Advocate to DoT to develop a strategy for Melbourne Road as a nominated Strategic Cycling Corridor that provides a significant cyclist link between Newport Station and Williamstown North Station and forms a significant spine throughout the whole municipality.

### 3.3.2. Vehicular Traffic

#### 40km/h Zones

To improve the local amenity and safety of Newport and Williamstown 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 Table 4 and in Figure 7.

Table 4: 40km/h Zones

	Location	Treatment
<b>P</b>	<b>Newport / Altona North</b> between Blackshaws Road, Millers Road, Railway Line and Melbourne Road	Area wide 40km/h speed reduction including all local roads within the residential areas
<b>Q</b>	<b>Williamston North</b> between Kororoit Creek Road, Champion Road, Park Crescent, Violet Street and Hygeia Avenue	

#### 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 speeds.

Traffic speed treatments will vary depending on the classification of the road, the likely vehicle type using the route and the adjacent land uses of the problem street. In addition, traffic management can be used to discourage through traffic.

Mason Street was identified as an area with significant traffic speed and safety concerns, however Hobsons Bay City Council has recently received TAC funding to implement a range of traffic management works along Mason Street including electronic 40km/h signs in the vicinity of Melbourne Road, a speed limit reduction to 50km/h between Millers Road and Williams Road, revised roundabout geometry to reduce vehicle speeds and the introduction of buffers strips between the cycling lanes and traffic lanes. This work is projected to be completed by June 2022.

Maddox Road (between Millers Road and Woods Street) has also recently had a number of traffic management devices installed. On this basis, this location will be monitored to determine the effectiveness of the treatments and additional devices will be installed if the issue persists.

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

Table 5: Traffic Management Proposals

	Location	Treatment
<b>R</b>	<b>Johnston Street</b> between Blackshaws Road and Mason Street	Additional road humps along the length of Johnston Street to reduce vehicle speeds adjacent to Newport Lakes

A map showing all of the vehicular traffic proposals is provided below in Figure 7.

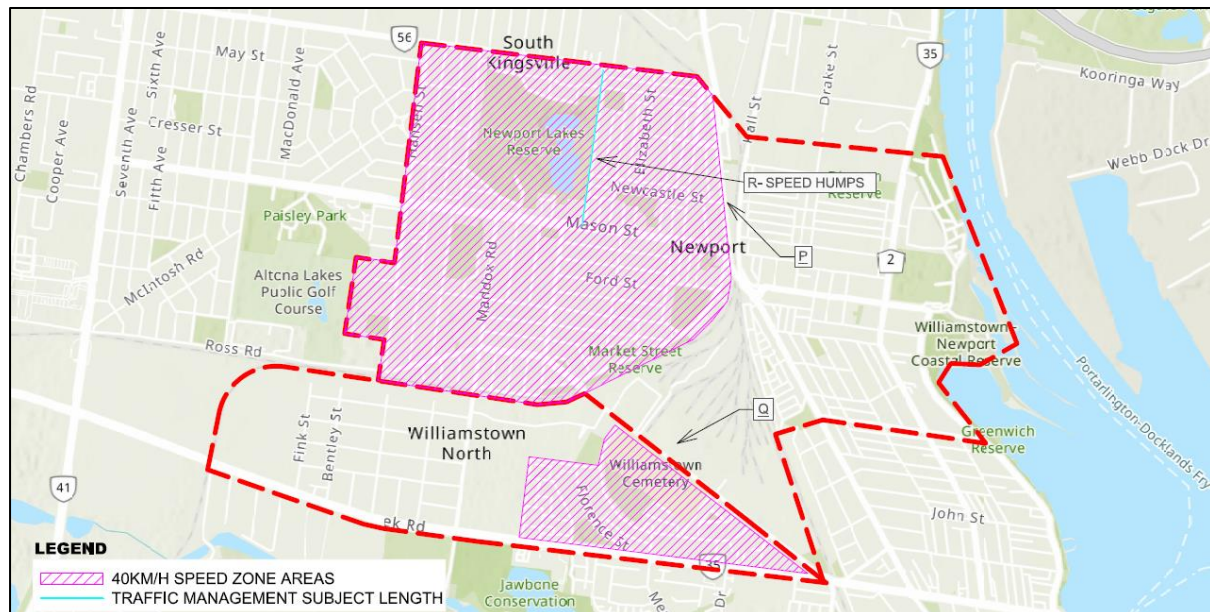


Figure 7: Vehicular Traffic Proposals

## 4. Next Steps

This LAMP has been updated with consideration to the feedback received during the two rounds of community engagement and the public exhibition.

Moving forward, the projects identified will be included in future capital works programs along with further development of the key advocacy priorities with targeted engagement with external authorities.

