LOCAL AREA MOVEMENT PLAN

Spotswood and South Kingsville





HOBSONS BAY CITY COUNCIL

Executive Summary

The Spotswood and South Kingsville 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 (can be located 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 Spotswood and South Kingsville area the following issues have been identified:

- Lack of a cohesive east-west bicycle route,
- Lack of a cohesive north-south bicycle route,
- Truck and heavy vehicle volumes and routes of travel,
- Poor pedestrian connectivity between Spotswood Station, Hudsons Road and the foreshore,
- Lack of pedestrian connectivity along and across Blackshaws Road,
- Pedestrian connectivity north-south from the West Gate Freeway overpass to St Margaret's Mary Primary School,
- Public transport services and access to,
- Non-local traffic through the local streets within both Spotswood and South Kingsville, and
- Traffic speeds.

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 interface between the residential, commercial and industrial uses,
- 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 access and connectivity within Spotswood and South Kingsville to the key regional linkages such as the Bay Trail and the Federation Trail, and
- Improve the amenity and connectivity to and from the Vernon Street and Hudsons Road activity 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:

- East-west bicycle route – An off-road connection providing access from Precinct 15 located on Blackshaws Road to the Spotswood Station and Douglas Parade
- North-south bicycle routes – A cyclist connection along Hall Street, Spotswood connecting Federation Trail to the Newport Railway Station and a cyclist connection along New Street as well as down Stephenson Street
- 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 and intersections with identified speed or through traffic issues have been proposed to be treated with varying types of traffic management
- Wider Initiatives
  - Truck traffic
  - Bicycle amenity including such installations as bike maintenance stations, way finding and bike storage
  - Car/Bike Share Schemes
  - Advocating to PTV to have direct, more frequent and enhanced services

The draft actions and initiatives as out lined 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 Spotswood and South Kingsville 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 other Council initiatives.

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 Spotswood and South Kingsville study area is shown below in Figure 1.

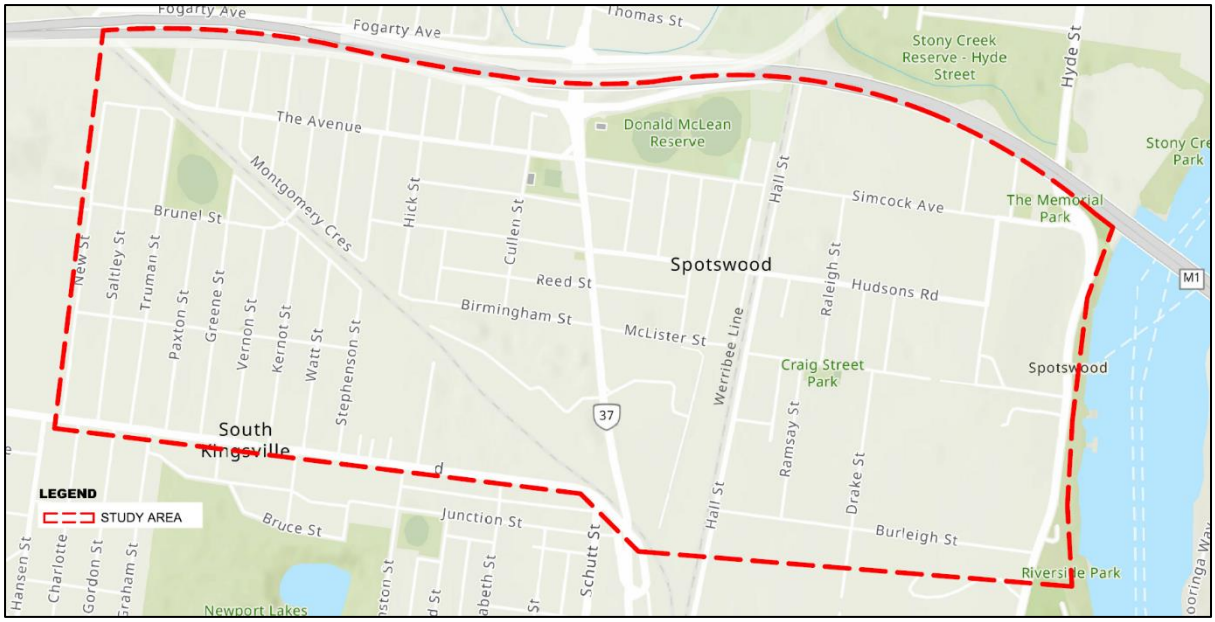


Figure 1: Study Area

The combined Spotswood and South Kingsville LAMP is one of the six LAMPs developed as a part of the Hobsons Bay Transport Planning Study. LAMPs for Brooklyn, Altona North, Newport and Williamstown North 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 Spotswood and South Kingsville study area generally contains two distinct land use areas. East of the railway line, land use is typically industrial with small pockets of residential. To the west of the railway line, land use is generally residential with some retail/commercial properties located along Hudsons Road and Melbourne Road. The mix of land uses within Spotswood and South Kingsville as well as the close proximity of the West Gate Freeway creates a number of traffic and transport related challenges which will be addressed within this report.

2. Issues and Objectives Identification

2.1. Issues Paper

An Issues Paper has been developed which identified the current issues and gaps within the Spotswood and South Kingsville area. This issues paper was 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 Paper reviewed currently committed works from both the State Government and Hobsons Bay City Council including the following projects:

- West Gate Tunnel Project,
- 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 Spotswood and South Kingsville:

<u>Pedestrian Issues</u>

- Lack of Pedestrian Connectivity
  - Hall Street / Hudsons Road / Hope Street
  - Craig Street / McLister Street
  - Douglas Parade
  - Birmingham Street / Hicks Street
- Walking and Cycling Safety Around Schools
  - St Margaret Mary's Catholic Primary School, and
  - Spotswood Primary School.
- Accessibility between Spotswood Station and Hudsons Road Activity Centre
- Pedestrian Crossing Points along Blackshaws Road

<u>Cyclist Issues</u>

- Cyclist Connectivity both East-West and North-South through the study area
- Bicycle Facilities at key locations (parking, showers, lockers)

<u>Traffic Issues</u>

- Local Street – Traffic Speed
- Local Street – Through Traffic
- Traffic Safety
  - Melbourne Road
  - The Avenue / Melbourne Road
  - Melbourne Road / Mary Street

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 Spotswood and South Kingsville?
- 'Idea' – What ideas do you have for the local area?

A total of 305 responses were received through this online portal which have been revised and collated into the following key themes:

- Cyclist and pedestrian connectivity, particularly regarding Hudsons Road, Scienceworks and Spotswood Station
- Heavy vehicle issues along Hudsons Road and local streets
- Traffic increases along local streets due to development
- Melbourne Road traffic congestion particularly at West Gate Freeway
- Level crossing removal at Spotswood Station
- More frequent public transport services to key activity centres

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 Spotswood and South Kingsville area.

Meetings were also held with resident groups who expressed particular concern with the interface between the industrial and residential land uses and sustainable and active travel connectivity.

In particular, the following issues were raised:

- Large volume of traffic utilising Hudsons Road
- West Gate Tunnel Project truck ban will only remove the non-local truck traffic leaving significant truck volumes due to local industry
- Truck parking is occurring on-street in Spotswood to the east of the railway line
- Issues with planning approvals and construction traffic in industrial areas resulting in undesirable vehicle movements
- Need for cumulative planning within the Spotswood area to manage vehicle volumes along the local roads
- Overall strategy required on cyclist connectivity within Spotswood and South Kingsville connecting from Precinct 15, 16 and 17 as areas of significant population growth

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:

- Lack of a cohesive east-west bicycle route
- Lack of a cohesive north-south bicycle route
- Truck and heavy vehicle volumes
- Pedestrian connectivity between Spotswood Station, Hudsons Road and the foreshore
- Pedestrian connectivity along Blackshaws Road
- Pedestrian connectivity north-south from the West Gate Freeway overpass to the school
- Public transport and access to public transport within the study area
- Non-local traffic through the local streets within both Spotswood and South Kingsville
- 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 interface between the residential, commercial and industrial uses,
- 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 access and connectivity within Spotswood and South Kingsville to the key regional linkages such as the Bay Trail and the Federation Trail, and
- Improve the amenity and connectivity of the village centres and key activity generators within the study area.

3.2. Spotswood and South Kingsville 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 Transports '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 Spotswood and South Kingsville study area as shown in Figure 2 below which identifies the priority routes for cyclists, pedestrians and public transport and vehicle traffic.

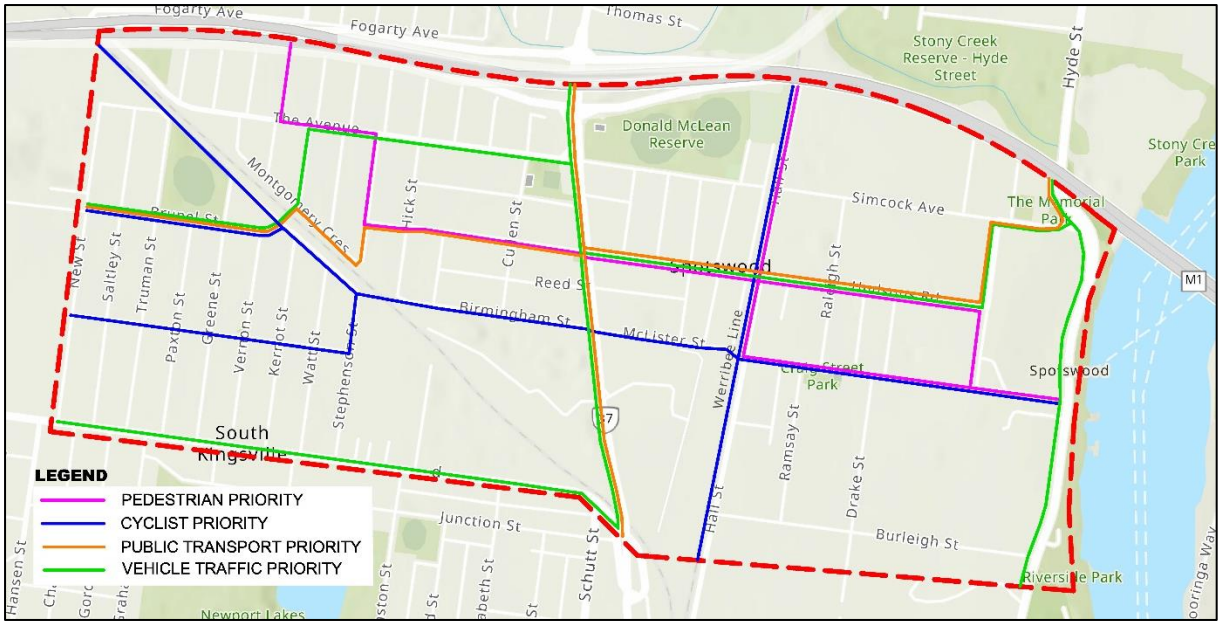


Figure 2: Road User Hierarchy

‘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 Spotswood and South Kingsville draft LAMP.

3.3. Proposed Actions

A review of the local road network within Spotswood and South Kingsville has 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 Spotswood and South Kingsville 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, but it also improves health and wellbeing as well as improving the amenity of the local area by reducing vehicle trips.

East-West Bicycle Route

The lack of a continuous east-west bicycle corridor through the study area was highlighted as an area of major concern during the consultation process. Given the high volume of traffic and the busy pedestrian activity along Hudsons Road, the link of Birmingham Road, McLister Street and Craig Street to the south has been identified as the desirable east-west cycling connection.

This alignment connects the proposed cycling treatments that are to occur along Brunel Street as part of the Precinct 15 works with the Spotswood Railway Station, the Hudsons Road activity centre, Scienceworks and the Bay Trail that runs adjacent to Douglas Parade.

The treatments selected for this connection generally include dedicated bicycle paths as well as footpaths to provide a high-level treatment for both modes.

Crossing points of the east-west path connect into existing infrastructure at the existing rail crossing located at Stephenson Street and Birmingham Street and the proposed traffic signals that are to be constructed at Melbourne Road / Birmingham Street as part of the 31-69 McLister Street development. Grade separation has been proposed at the railway line and Douglas Parade due to the significance of the crossing points and the significantly more generous land availability.

Although not part of this study area, it should be noted that the east-west bicycle connection is proposed to continue to the west past Precinct 15 by connecting to Beevers Street via a pathway south of the Terminal Station as shown below in Figure 3. This is detailed further in the Brooklyn and Altona North draft LAMP report.



Figure 3: Proposed East-West Cyclist Connection (Precinct 15)

On this basis, the east-west cyclist connection will be comprised of the treatments shown below in Figure 4 and outlined in Table 1.

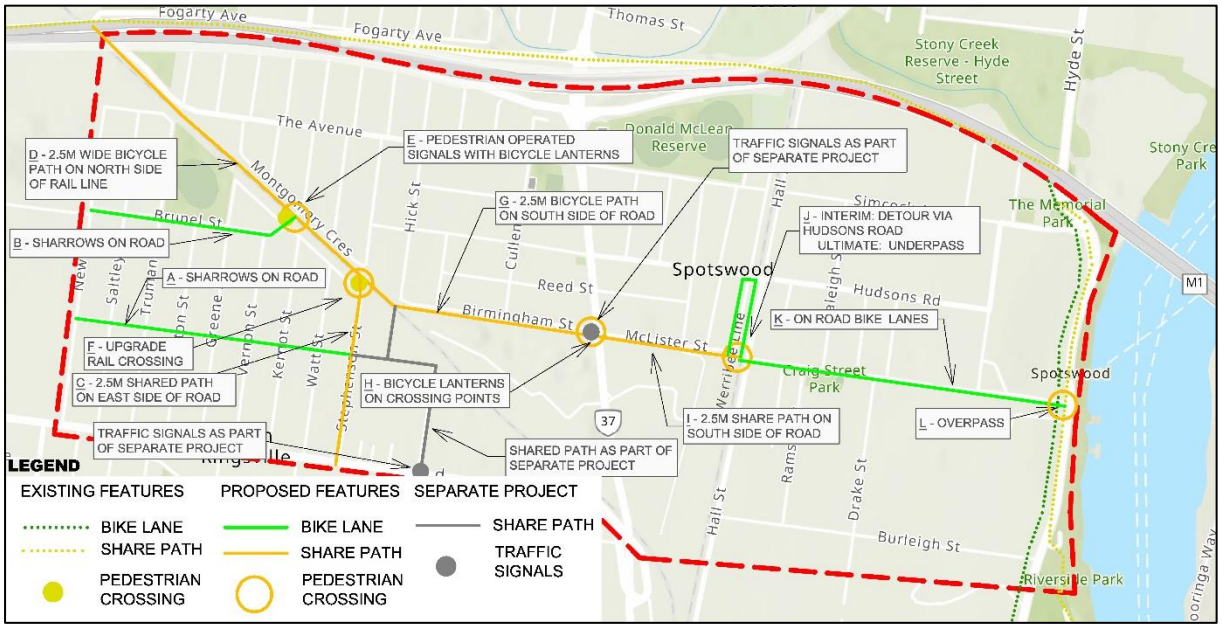


Figure 4: East-West Cycling Proposals

Table 1: East-West Cycling Connection Treatments

Location		Treatment
A	**Aloha Street** New Street to Stephenson Street	On-road bicycle Sharrows
B	**Brunel Street** New Street to Moresby Street	On-road bicycle Sharrows (On-Road Bike Lanes at the expense of Parking)
C	**Stephenson Street** Blackshaws Road to Moresby Street	2.5m shared path on east side of road
D	**Montgomery Crescent** Fogerty Avenue to Hicks Street	2.5m bicycle path and 1.5m footpath on south side of road.
E	**Montgomery Crescent** at Kernot Street	Pedestrian operated signals with bicycle lanterns
F	**Moresby Street / Birmingham Street**	Improved railway crossing
G	**Birmingham Street** Hick Street to Melbourne Road	2.5m bicycle path and 1.5m footpath on south side of road.
H	**Birmingham Street / Melbourne Road**	Install cycling lanterns on traffic signals to be constructed as part of the 31-69 McLister Street redevelopment.
I	**McLister Street**	2.5m shared path on the south side of the road (likely to be constructed as part of McLister Street redevelopment) as well as dedicated bicycle lanes
J	**McLister Street / Craig Street**	Interim: Cyclists to head north up Hope Street, cross the level crossing and then use Hall Street to get to Craig Street Ultimate: Construct underpass underneath the railway tracks
K	**Craig Street** Hall Street to Douglas Parade	On-road bicycle lanes
L	**Craig Street** at Douglas Parade	Construct overpass across Douglas Parade to connect to Bay Trail

North-South Bicycle Route

North-south cyclist connectivity through the study area was identified as a significant issue throughout the consultation process. Connections from north of the West Gate Freeway and the Federation Trail to Newport and Williamstown to the south were critical links for cyclists and pedestrians.

Currently, the Bay Trail and the shared on-road bicycle / parking lanes on Douglas Parade are the only formal bicycle facilities within the study area. Vehicle traffic along Melbourne Road is significant and feedback received during consultation found that cyclists do not feel safe using Melbourne Road in its current arrangement discouraging all but the most experienced riders.

A review of Melbourne Road has identified that the cross section along the entire length is insufficient to provide dedicated bicycle facilities (particularly over the bridge to the south).

On this basis, an alternate alignment to Melbourne Road was identified along Hall Street east of the railway line. This alignment is primarily on low-volume roads with a lack of residential use on the west side of the carriageway permitted more dedicated treatments.

Hall Street provides a direct connection between the Federation Trail to the north to the Newport Station hub to the south.

It is proposed to remove the northbound traffic lane along Hall Street between Simcock Avenue and Hudsons Road allowing a higher level treatment to be provided that provides both dedicated two-way cycling facilities with a separated footpath. The removal of the northbound traffic also improves the turning movements at Hudsons Road and Hall Street increasing the safety at this intersection. A set of pedestrian operated signals (with bicycle provision) is provided to assist cyclists and pedestrian movements across Hudsons Road, adjacent to the railway line.

Adjacent to Spotswood Station between Hudsons Road and Craig Street, it is proposed to construct on-road cycling lanes by removing parking on the east side of the road. Station movements will be supported by raised pedestrian crossings located near the entrance to the station with green pavement treatment provided in the bicycle lane.

On-road cycling lanes along Hall Street to the south of Craig Street are proposed. By removing the parking lane on the west side of the road there is sufficient width to provide two-way dedicated cycling lanes as well as a physical separator with the traffic lanes. The lack of crossovers on the western side of the road results in an uninterrupted path between Spotswood Station and Newport Station connecting to Federation Trail to the north.

It should be noted that an additional North-South bicycle connection will be provided through Precinct 15 from The Broadway and Blackshaws Road to the major east-west cycling connection through Precinct 15 as shown in Figure 5 below.

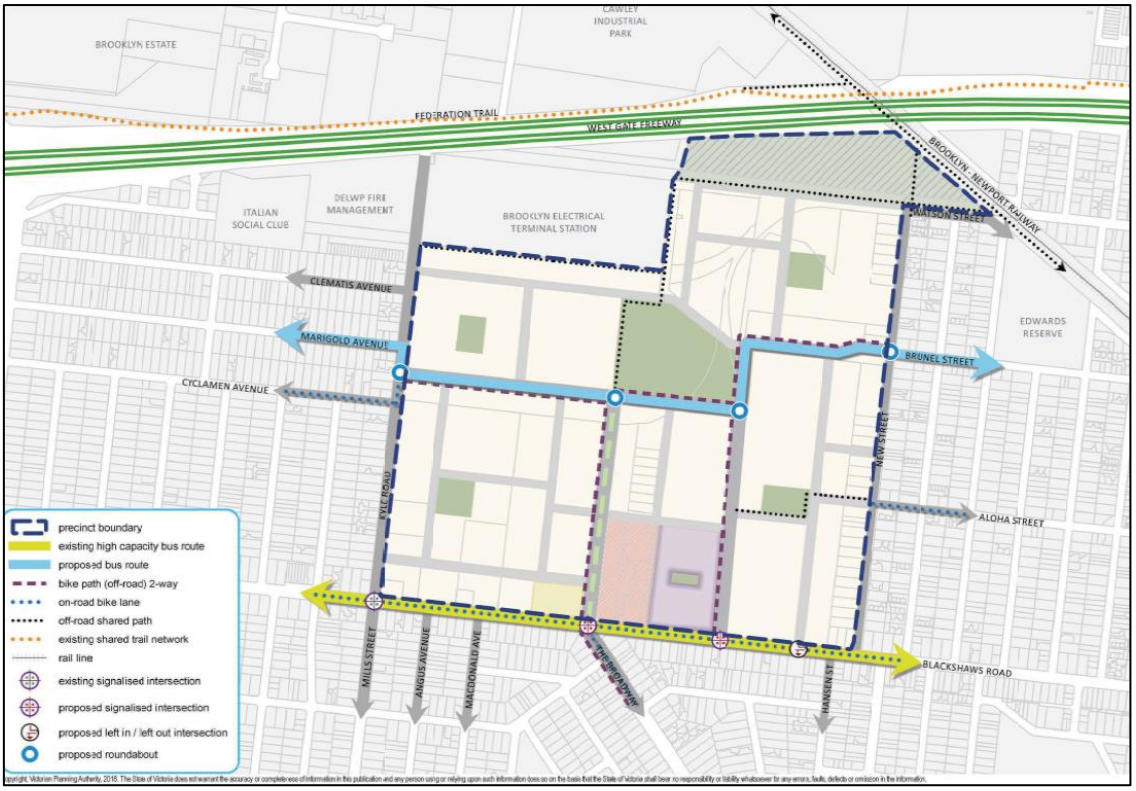


Figure 5: Precinct 15 CDP Map (VPA)

Figure 6 below details this proposed north-south bicycle corridors.

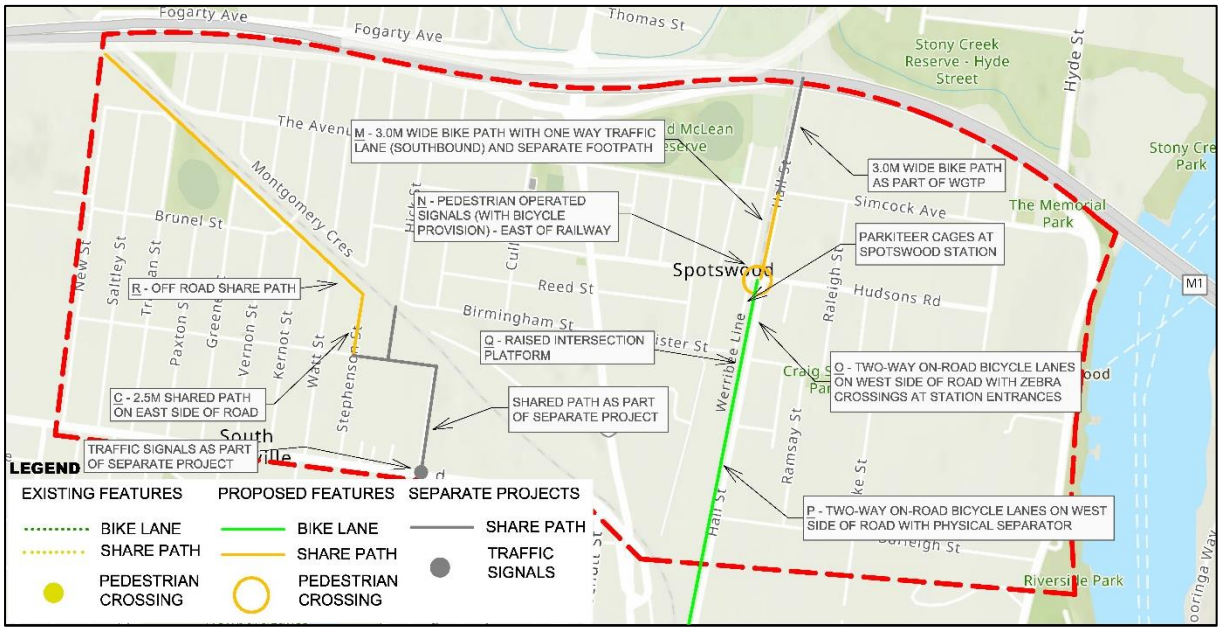


Figure 6: North-South Cycling Connections

Table 2: North-South Cycling Connection Treatments

	Location	Treatment
M	**Hall Street** Simcock Avenue to Hudsons Road	3.0m two-way bicycle path, separate footpath, one-way southbound traffic arrangement.
N	**Hall Street** at Hudsons Road	Pedestrian operated signals with bicycle provision linked with level crossing.

	Location	Treatment
O	**Hall Street** Hudsons Road to Craig Street	Dedicated bicycle lanes on the west side of Hall Street with two (2) raised zebra crossings near station entrances.
P	**Hall Street** south of Craig Street	On-road two-way cycling lanes on west side of carriageway with physical separator between traffic lanes.
Q	**Hall Street** at Craig Street	Raised intersection for traffic calming
R	**Moresby Street** Federation Trail to Stephenson Street	2.5m bicycle path and 1.5m footpath on south side of railway.
C	**Stephenson Street** Moresby Street to Aloha Street	2.5m shared path on east side of road (proposed in previous section)

Improved Bicycle Amenity

Proposed initiatives to improve the bicycle amenity across Spotswood and South Kingsville (as well as the wider Hobsons Bay area) include:

- Bike maintenance stations to be located at Spotswood Railway Station and Vernon Street shops
- 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 Bay Trail
- Promote mobile apps or updates to the Active Travel maps provided by Council
- Install a 'Parkiteer' bicycle parking facility at Spotswood Station

Pedestrian Improvements

Pedestrian connectivity across Spotswood and South Kingsville was identified as a high priority as a way of reducing vehicle trips and improved safety. A review of the responses received during consultation and the existing network identified several locations where pedestrian connectivity and amenity lacking. In addition to the pedestrian amenity provided by the shared path network improvements proposed in the previous section works at other locations have been proposed.

Figure 7 below details the proposed pedestrian improvements.

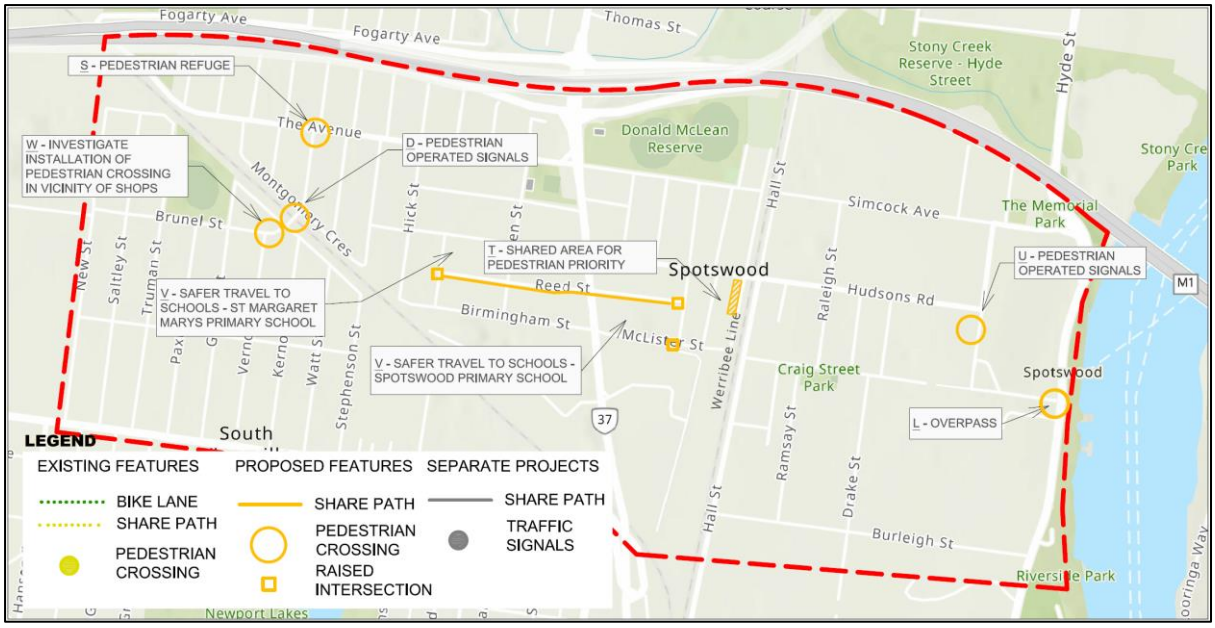


Figure 7: Pedestrian Improvements Map

Table 3: Pedestrian Improvements

	Location	Treatment
S	**The Avenue** at Muir Street	Pedestrian refuge and kerb extensions to provide crossing point of The Avenue to complete the north-south pedestrian link between freeway overpass and Vernon Street shops / St Margaret Mary's.
T	**Hope Street** South of Hudsons Road	Shared area adjacent to Spotswood Station to reinforce pedestrian priority and encourage movements to Hudsons Road Activity Strip.
U	**Booker Street** South of Hudsons Road	Pedestrian operated signals adjacent to Scienceworks to complete pedestrian pathway from Hudsons Road / Spotswood Station to Scienceworks and the Bay Trail.
V	**Safe Travel to Schools** Spotswood Primary School and St Margaret Mary Primary School	Raised pedestrian crossing at the entrance and intersections of McLister Street/Robert Street and Reed Street/Robert Street Raised pedestrian crossing at Arras Street and Reed Street Shared path along Reed Street to join schools
W	**Brunel Street and surrounds** at Vernon Street and Edwards Reserve	Investigate the installation of a pedestrian crossing of Brunel Street in the vicinity of the Vernon Street shops and improved connections to Edwards Reserve

<u>Pedestrian Amenity</u>

A significant amount of resident feedback identified a poor general condition of the pedestrian infrastructure across the study area, including pram ramps, footpaths, crossings and islands. On this basis, it is recommended to undertake a review of the existing

pedestrian infrastructure to improve the quality of the existing facilities, particularly around areas of high pedestrian activity such as Edwards Reserve and Spotswood Station.

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.

Hudsons Road Level Crossing

The level crossing at Hudsons Road is 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 Hudsons Road level crossings to the next group to be removed (as well as the Champion Road and Maddox Road level crossings in the neighbouring suburb of Williamstown North and Newport).

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, several initiatives have been developed in an effort to streamline the public transport network and improve the desirability of the services:

- Investigate the conversion of parking spaces in close proximity to Spotswood Station into pick up / drop off bays,
- Advocate to PTV to supplement the existing services with on-demand bus services and implement more direct and frequent bus services between the activity centres and connecting public transport services (such as Spotswood Station and Newport Station), and
- Council have adopted a resolution to implement a bus service from Precinct 15 to Spotswood Station. Given the narrow constraints of Hudsons Road and the inability for buses to turnaround, it is recommended that this service be a modified Yarraville Station bus service (Bus Route 432) that picks up and drops off patrons via Hudsons Road (as per the existing Rail Replacement Service).

3.3.2. Vehicular Traffic

40km/h Zones

To improve the local amenity and safety of Spotswood and South Kingsville 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 significant improvements to 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 at the locations outlined below in Table 4 and in Figure 8.

Table 4: 40km/h Zones

	Location	Treatment
X	**South Kingsville** between Blackshaws Road, New Street, Stephenson Street and the railway line	Area wide 40km/h speed reduction including all local roads.
Y	**Spotswood (East)** between McLister Street, Melbourne Road, The Avenue and the railway line.	
Z	**Spotswood (West)** between Melbourne Road, Birmingham Street, West Gate Freeway and the railway line.	

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 safety and 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 and has been adopted on streets of high non-local traffic demand (such as The Avenue and Kernot Street).

On this basis, the traffic management within Spotswood and South Kingsville is shown below in Table 5.

Table 5: Traffic Management Proposals

	Location	Treatment
AA	**Hudsons Road** between Melbourne Road and Booker Street	Investigate innovative traffic management along Hudsons Road possibly including kerb outstands, road narrowing, street trees, flashing “40km/h” speed limit signage, on-road pavement markings and additional pedestrian crossing points.
AB	**The Avenue** East of Melbourne Road	Road humps.
AC	**Reed Street** Arras Street to Melbourne Road	Flat-top road humps or kerb extensions and tree plantings pending on-street parking requirements.
AD	**Robert Street** The Avenue to Hudsons Road	Road humps.
AE	**Kernot Street** Montgomery Crescent to The Avenue	Flat-top road humps or kerb extensions and tree plantings pending on-street parking requirements.

	Location	Treatment
AF	**The Avenue** Kernot Street to Melbourne Road	Flat-top road humps or kerb extensions and tree plantings pending on-street parking requirements.
AG	**Hudsons Road** at Melbourne Road	Investigate the installation of “Watch for Pedestrian” lanterns for Hudsons Road traffic entering Melbourne Road
AH	**New Street** at Blackshaws Road	Review car parking along Blackshaws Road to ensure sight lines turning out of New Street is appropriate.

A map showing all of the vehicular traffic proposals is provided below in Figure 8.

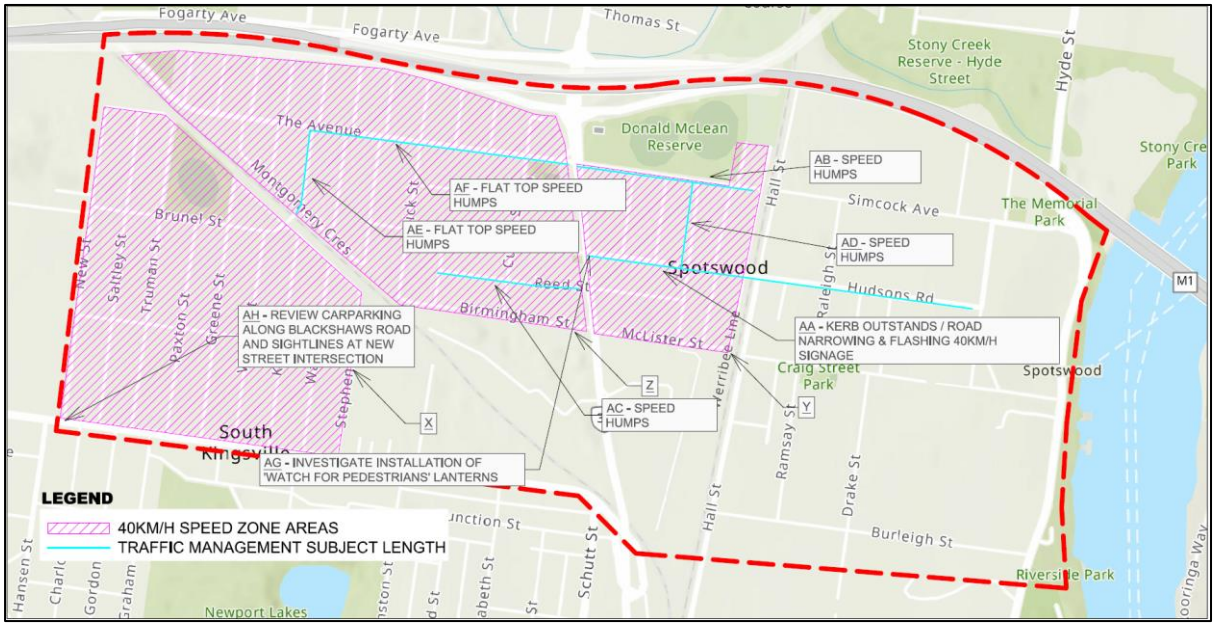


Figure 8: Vehicular Traffic Proposals

Truck Traffic

As part of the West Gate Tunnel project, 24-hour truck bans are being implemented along several key east-west traffic routes, including Hudsons Road and Blackshaws Road as detailed in Figure 9 below.

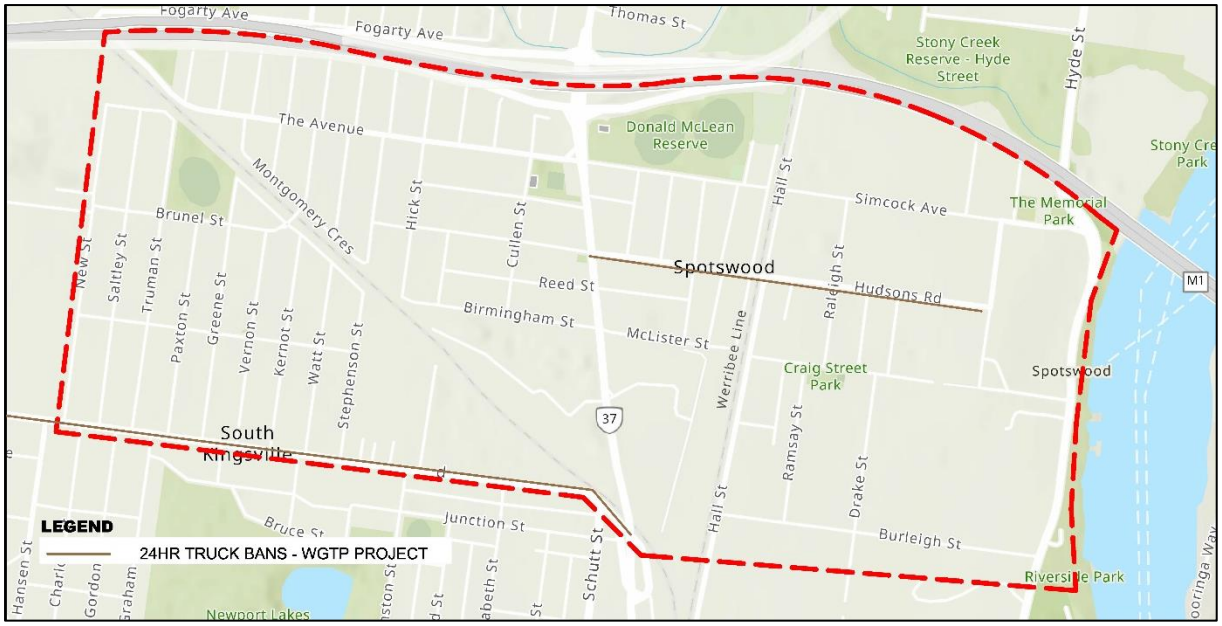


Figure 9: West Gate Tunnel Project Truck Bans

Although the truck bans will go some way to reducing the truck traffic through the study area, trucks with local destinations will be exempt from the ban.

Given that there is a significant amount of industrial land use to the east of the railway line there is likely to be a significant amount of truck traffic utilising Hudsons Road.

The West Gate Tunnel project also involves the construction of a westbound on-ramp servicing vehicles heading west towards Geelong and an eastbound off-ramp to Hyde Street in the east of the study area. Trucks carrying dangerous goods or over-height trucks that are banned from the tunnels will be able to avoid residential streets by using the new Hyde Street ramps for trips to the port, local industry and fuel depots.

Local truck traffic to and from the Melbourne central business district to the east however will still be required to use Hudsons Road (or the indirect and unlikely route via Newport to the south) as the northern route along Douglas Parade towards Francis Street is overly long and goes through a residential area (which also has a 24-hour truck ban that the local Spotswood trucks would arguably not be exempt from).

In addition, traffic management along Hudsons Road to prevent heavy vehicles from using it is not likely to be acceptable from a broader network perspective as there are a number of large vehicle types that require unrestricted access such as waste collection vehicles, buses, emergency service vehicles, home delivery services (such as moving vehicles and furniture delivery).

On this basis, traffic management has already been proposed along Hudsons Road to reduce the vehicle speeds while still maintaining large vehicle movements. Adjacent streets such as The Avenue have also had more severe traffic management devices (such as road humps) proposed to prevent larger vehicles from driving through the local streets.

Separately, issues have been raised around the behaviour of the truck traffic within the study area including inappropriate parking behaviour, truck speeds, unnecessary truck circulation and after-hours truck movements. Although some of the issues are illegal and greater

enforcement is required, other issues would require the cooperation of the individual businesses. On this basis, the following initiatives are proposed:

- Liaise with Victoria Police, Local Law Enforcement and the Department of Transport to increase the monitoring and enforcement measures on illegal behaviours such as speeding and illegal parking, and
- Liaise with the local industry to encourage the use of the acceptable driver behaviours and utilisation of preferred traffic routes.

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.

