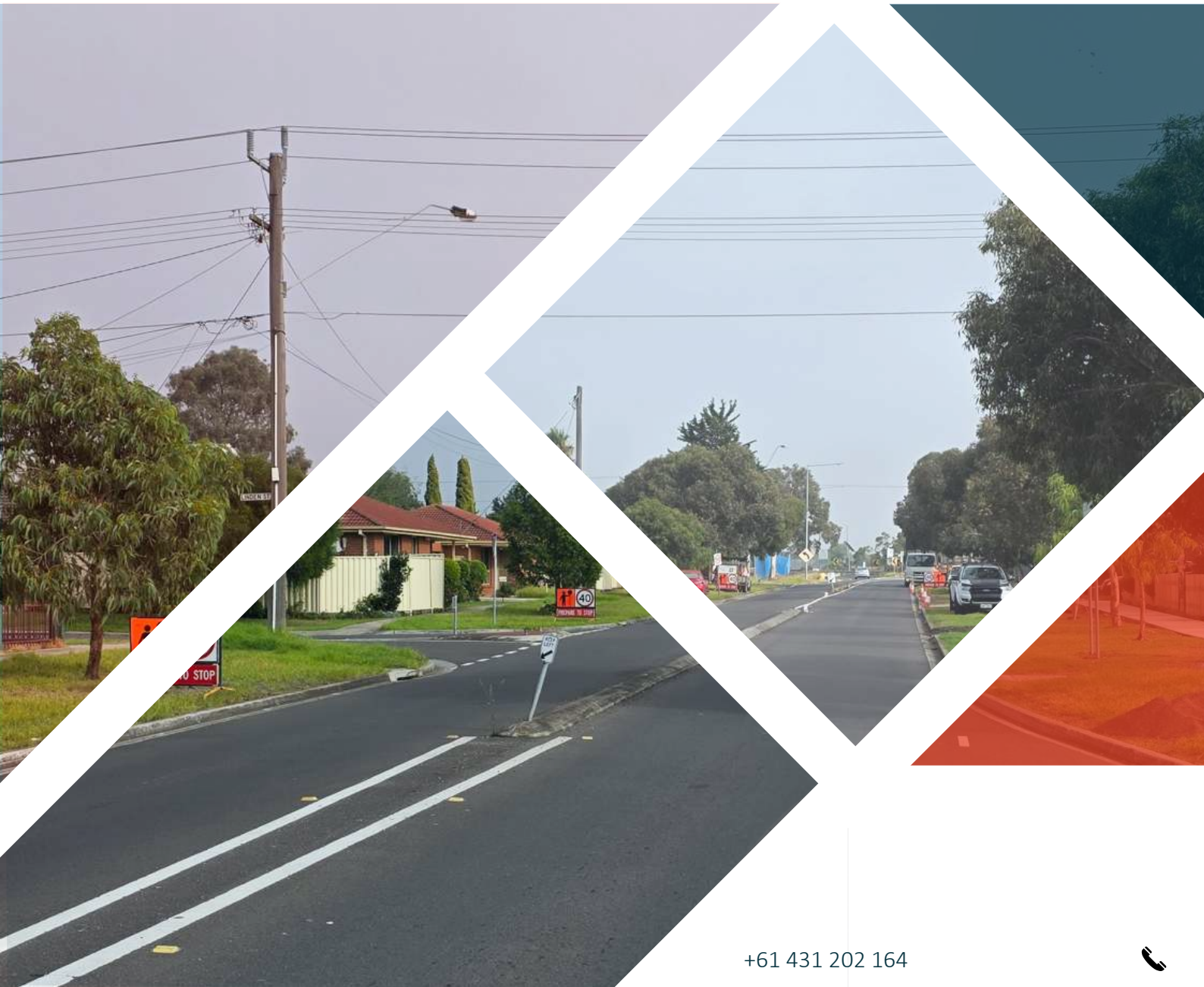


EXISTING CONDITIONS REPORT LOCAL AREA TRAFFIC MANAGEMENT

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TABLE OF CONTENTS

Table of Contents.....	1
Quality Information Page.....	2
1. Introduction.....	3
2. Study Area	3
3. Existing Conditions and Context.....	4
3.1. Road Network.....	4
3.1.1 Road Configurations	4
3.1.2 Intersection Types	4
3.1.3 Roadside Parking	4
3.2. Walking and Cycling.....	5
3.3. Public Transport.....	5
4. Traffic Volume and Speed Data	6
4.1. Traffic volumes	6
4.2. Vehicle speeds	6
4.3. Crash History	8
5. Existing LATM treatments	10
5.1. Summary of existing conditions	10
6. Consultation	11
6.1. Face-to-face consultation	11
6.2. On-line survey.....	13
7. Potential treatments	14
7.1. Street Closure	14
7.2. Threshold treatments.....	14
7.3. Raised Safety Platforms / Speed Humps, Speed Cushions.....	14
7.4. Wombat Crossing	15
7.5. Cycling facilities	16
7.6. Roadway lighting	16
8. Draft LATM Concept Plan	17

QUALITY INFORMATION PAGE

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A	16/07/2026	Draft report	Daniel Mustata	
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1. INTRODUCTION

Road Solutions has been engaged by Hobsons Bay City Council to undertake a Local Area Traffic Management (LATM) study within the Altona Meadows locality.

This report seeks to evaluate the existing conditions of the study area, including all relevant aspects of the road network such as road configurations, intersection types, vulnerable road user facilities, and public transport, as well as reviewing the five-year crash history within the study area.

2. STUDY AREA

The study area in Altona Meadows is bounded by North Avenue, Merton Street, Central Avenue, and Fitzroy Street South (S), as shown below in Figure 1. Central Avenue is not included within the scope of the study area.



Figure 1: LATM study area

The study area is entirely zoned for residential usage, with the exception of Cameron Avenue Reserve located at the west end of Cameron Avenue, which is zoned for recreational use. There are several local points of interest located just beyond the boundaries of the study area, including:

- Central Square Shopping Centre, located on the southwest corner of the intersection of Merton Street and Central Avenue
- Altona Meadows Primary School, located 100 metres east of the intersection of Merton Street and Cameron Avenue
- Cooraminta Kindergarten, located 250 metres west of the intersection of Fitzroy Street S and Central Avenue
- Curlew Community Park Playground, located approximately 100 metres north of west end of Cameron Avenue

3. EXISTING CONDITIONS AND CONTEXT

3.1. ROAD NETWORK

The study area comprises a network of local residential streets bounded by an arterial road to the south (Central Avenue) and a major Council-owned road to the east (Merton Street). Merton Street runs north-to-south through the full length of the Altona Meadows locality and serves a collector function.

Roads within the study area run predominantly north-to-south, with Cameron Avenue, North Avenue, and Newland Street providing the only east-to-west routes. Newland Street also provides access to the Princes Freeway (M1) at the west end of the street.

3.1.1 ROAD CONFIGURATIONS

Aside from Merton Street and Newland Street, all roads within the study area have no line marking and informally operate as one lane, two-way roads with an undivided carriageway.

Merton Street has line marking provided and operates as a one lane, two-way road with an undivided carriageway. Merton Street provides an additional turning lane at the intersection with Newland Street, and at the intersection with Central Avenue.

Newland Street is configured as a one lane, two-way road with a narrow, kerb-type median dividing the carriageway. An additional turning lane is provided at the intersection with Merton Street.

3.1.2 INTERSECTION TYPES

Intersections within the study area are predominantly controlled by 'give way' signage. The intersection of Merton Street and Newland Street is controlled by traffic signals, and several roundabout-controlled intersections along Cameron Avenue and Merton Street are controlled by roundabout, as follows:

- Cameron Avenue / High Street S
- Cameron Avenue / Kiora Street
- Cameron Avenue / Merton Street
- Merton Street / Central Avenue
- Merton Street / North Avenue

3.1.3 ROADSIDE PARKING

Roadside parking occurs in some capacity on all roads in the study area. On all roads aside from Merton Street and Newland Street, parallel parking occurs on the roadside on an informal basis.

On Merton Street, roadside parking lanes are delineated along both sides of the road.

On Newland Street, roadside parking has been observed to be limited to a short, indented lane (approx. 30m in length) on the north side of the carriageway at the east end of the street. Although there is no signage restricting on-street parking at other locations, it has not been observed to occur.

3.2. WALKING AND CYCLING

Footpaths are generally provided on only one side of the road within the study area. On Merton Street, footpaths are provided on both sides of the road.

Referring to the Hobsons Bay Cycling Routes Map (excerpt shown), an off-road cycling route is present in Cameron Reserve, which continues beyond the project boundary to the west, running alongside the Princes Freeway. While there is no formal infrastructure and / or signage, Cameron Avenue is indicated an on-road cycling route.



Figure 2: Cycling routes in study area¹

3.3. PUBLIC TRANSPORT

A total of four public transport routes operate along Merton Street:

- 411 – Footscray to Laverton Station via Altona Meadows & Altona & Millers Road
- 412 - Footscray to Laverton Station via Altona Meadows & Altona & Mills Street
- 496 - Laverton Station to Sanctuary Lakes via Sanctuary Lakes Secondary College
- 498 - Laverton Station to Hoppers Crossing Station via Dunnings Road

¹ <https://www.hobsonsbay.vic.gov.au/Services/Roads-and-transport/Cycling-routes-map>

Two bus stops for these routes are located within the study on Merton Street, approximately 84 metres south of Cameron Avenue.

4. TRAFFIC VOLUME AND SPEED DATA

The speed limit within the subject area is a default 50 km/h, while on the arterial road, Cameron Ave, the speed is 60 km/h.

Traffic volumes and speed data were provided by the council and measured at 16 locations within the subject area. A summary of the traffic volumes and speeds is provided in Table 1 below.

4.1. TRAFFIC VOLUMES

With the exception of Newland Street and Merton Street which generate high traffic volumes due to freeway access, the highest weekday average volumes (both directions) are:

- Cameron Ave outside property no 7: 1,039 vehicle/day
- Cameron Ave outside property no 19: 793 vehicle/day
- Kiora Street outside property no 36: 346vehicle/day
- Linden Street outside property no 75 A: 200 vehicle/day

4.2. VEHICLE SPEEDS

The vehicle speed data indicates that the 85th percentile speeds were typically above 45 km/h within the subject area (excluding Merton Street and Newland Street). It is particularly concerning to see high speeds in particular along Linden Street (48.9 k/h) and Kiora St: 48.9 (km/h).

It should be noted that using the 85th percentile speed to determine speed limits is not supported by the Safe System approach to road safety and has been discontinued by most road authorities as a key factor in speed limit. Instead, the 85th-percentile speed can be used to evaluate the effect of a safe-speed intervention on high-level speeds, but this metric should not be used in the speed-limit setting process.

Table 1: Traffic and Speed Survey results

Location			Newland St Between Merton St and Linden St	Linden St Outside Property 57A	Klora St - Outside Property 49	Cameron Ave - Outside Property 7	Newland St - Outside Property 10	Merton St - Outside Property 60	Klora St - Outside Property 32	Cameron Ave - Outside Property 19	Jamison St S - Outside Property 56	High St S - Outside Property 61	36 Klora St	60 Klora St	80-82 Linden St	61 Merton St	35 Klora St	Merton St South of Alma Ave	67 Merton Street
Traffic Volume : (Vehicles/Day)		Weekdays Average (both directions)	8902	200	278	1,039	8,789	17,330	284	793	176	259	346	259	205	17,679	346	15,996	16,984
		7 Day Average (both directions)	8607	197	269	989	8,479	16,628	278	784	174	251	334	253	201	16,778	334	15,382	16,489
Weekday	AM	08:00	488	14	17	69	420	1120	20	45	12	16	21	17	11	1,127	21	978	1,204
Peak hour start	PM	16:00	926	17	27	90	924	1655	25	68	15	30	34	26	21	1,587	34	1,561	1,561
Speeds : (Km/Hr)		85th Percentile	43.9	39.2	40.5	41	58.6	48	39.2	44.4	40.1	44.6	46.3	46.7	48.9	48.9	46.3	46.1	50.4
		Average	38.2	33.5	35.1	35.6	51.3	42	34.2	38.8	34.2	38.6	35.3	36.8	38.6	43.4	35.3	40	44.5
Classification % :		Light Vehicles up to 5.5m	96%	96%	98.10%	93.10%	95.10%	93.20%	93.10%	91.40%	92.90%	94.60%	95.00%	96.70%	96.1%	95.80%	95.00%	93.60%	92.30%

4.3. CRASH HISTORY

Road crash data² for the five-year period between December 31, 2020, and January 1, 2026, has been reviewed. A summary of the crash history within the study is listed Table 1, and a collision diagram is provided in Figure 3.

The crash history comprises a total of thirteen casualty crashes, including three serious injury crashes and ten ‘other’ injury crashes.

Analysis of the crash data shows the following:

- Six crashes occurred during low-light conditions such as dusk, dawn, or night time³
- Six crashes involved a cyclist
 - Two of these crashes resulted in serious injury to the cyclist
- Six crashes involved a cross-traffic collision at an intersection
- One crash involved a pedestrian
- One crash involved a motorcycle

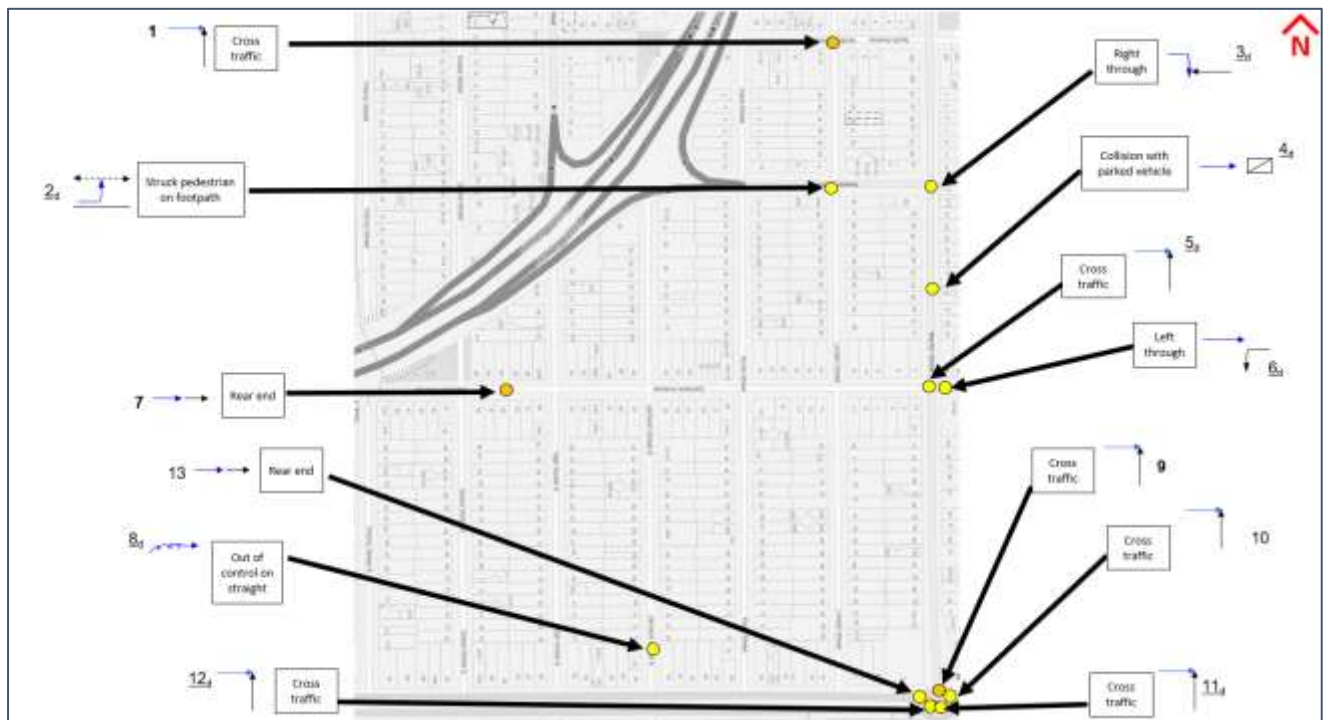


Figure 3: Collision diagram

² Obtained from [Victorian Road Crash Data](#)

³ Likely eight crashes based on recorded crash times; however, data is incomplete

Table 2: Crash history within the study area

#	Location	Date	DCA	Unit 1/Unit 2	Light/Road	Severity
1	At Int of NORTH AVENUE and LINDEN STREET	15/05/2025	110 (Cross-traffic)	Car / Bicycle	Unk / Day	Serious injury
2	At Int of NEWLAND STREET and LINDEN STREET	27/03/2022	106 (Struck pedestrian on footpath)	Car / Pedestrian	Unk / Dusk	Other injury
3	At Int of NEWLAND STREET and MERTON STREET	28/03/2024	121 (Right through)	Car / Car	Unk / Dusk	Other injury
4	On MERTON STREET approx. 90m north of CAMERON AVENUE	22/04/2022	160 (Collision with parked vehicle)	Car / NA	Unk / Dawn	Other injury
5	At Int of MERTON STREET and CAMERON AVENUE	15/05/2025	110 (Cross-traffic)	Car / Bicycle	Unk / Dawn	Other injury
6	On ALMA STREET approx. 7m east of CAMERON AVENUE	08/05/2022	122 (Left through)	Car / Bicycle	Unk / Dusk	Other injury
7	On CAMERON AVENUE approx. 32m east of GRACE STREET S	24/05/2024	130 (Rear end)	Car / Car	Unk / Day	Serious injury
8	On JAMIESON STREET approx. 35m north of CENTRAL AVENUE	17/03/2021	174 (Out of control on straight)	Bicycle / NA	Unk / Unk	Other injury
9	At Int of CENTRAL AVENUE and MERTON STREET	08/11/2023	110 (Cross-traffic)	Car / Bicycle	Unk / Day	Serious injury
10	At Int of CENTRAL AVENUE and MERTON STREET	21/05/2025	110 (Cross-traffic)	Car / Motorcycle	Unk / Day	Other injury
11	At Int of CENTRAL AVENUE and MERTON STREET	31/05/2022	110 (Cross-traffic)	Car / Car	Unk / Unk	Other injury
12	At Int of CENTRAL AVENUE and MERTON STREET	10/02/2021	110 (Cross-traffic)	Car / Bicycle	Unk / Dusk	Other injury
13	On CENTRAL AVENUE approx. 2m west of MERTON STREET	08/11/2024	130 (Rear-end)	Car / NA	Unk / Day	Other injury

5. EXISTING LATM TREATMENTS

On the north side of the study area, both Kiora and Linden Streets are restricted to left-in and left-out movements at the intersection with Newland Street, while Jamison Street terminates in a cul-de-sac. On the south side of the study area, all streets intersecting Central Ave (arterial road) are left-in/left-out, with the exception of High Street, which is a sign-controlled intersection with a provision of a splitter island.

Several roundabouts are present within the study area as follows:

- Along Cameron Ave intersecting Merton Street; Kiora Street and High Street
- Central Ave (arterial) and Merton Street

Footpath provision is available on:

- both sides along Merton Street
- on the east side of the road along Linden Street, Kiora Street and Fitzroy Street
- on the west side of the road along Grace Street, High Street and Jamison Street
- on north side of the road on Cameron Ave.
- on south side of the road on Newland Street

5.1. SUMMARY OF EXISTING CONDITIONS

The study area comprises a predominantly residential road network bounded by Central Avenue (arterial road), Merton Street (collector road), North Avenue and Fitzroy Street South. While the internal road network primarily serves local access, Newland Street provides direct access to the Princes Freeway and, together with Merton Street, carries significantly higher traffic volumes than the surrounding local streets.

The road network is generally characterised by wide local streets with informal on-street parking, limited line marking, and intersections predominantly controlled by give-way signs. Existing traffic calming measures include several roundabouts, left-in/left-out intersection treatments and one cul-de-sac; however, these treatments are concentrated on the perimeter of the study area and do not prevent through traffic from using many residential streets.

Walking infrastructure is generally provided on only one side of local streets, while Merton Street has footpaths on both sides. Cycling facilities are limited, with an off-road shared path through Cameron Reserve and an identified on-road bicycle route along Cameron Avenue. Public transport is concentrated on Merton Street, which accommodates four bus routes and two bus stops within the study area.

Traffic survey data indicate that, excluding Merton Street and Newland Street, vehicle volumes are higher and that is due to the access they provide to Princes Freeway. Cameron Avenue carries the highest traffic volumes within the internal road network, suggesting it performs a collector function within the neighbourhood. The 85th percentile vehicle speeds generally exceed 45 km/h across the local street network and approach 49 km/h on Linden Street and Kiora Street; however, they are below the posted speed limit of 50 km/h, indicating compliance with the posted speed.

The five-year crash history identified thirteen casualty crashes within the study area, including three serious injury crashes. A significant proportion of crashes involved vulnerable road users, with six cyclist crashes, one pedestrian crash and one motorcycle crash recorded. Cross-traffic crashes at intersections were the most common crash type, while almost half of all crashes occurred during low-light conditions. The crash pattern highlights ongoing safety concerns for cyclists and at intersections, particularly along Merton Street and at the Central Avenue intersections.

Overall, the existing conditions indicate that while the road network generally functions as intended for local access, there are opportunities to improve safety and amenity by reducing vehicle speeds, discouraging unnecessary through traffic on residential streets, improving conditions for pedestrians and cyclists, and addressing locations with an elevated crash history. These findings provide the basis for developing Local Area Traffic Management treatments that support a safer and more liveable residential neighbourhood.

6. CONSULTATION

6.1. FACE-TO-FACE CONSULTATION

Community consultation was undertaken at Altona Meadows Sunday Market on 7 June 2026 and at the Altona Meadows library on 16 and 25 June 2026.



Figure 4: Altona Farmers Market engagement

Community feedback was dominated by concerns about rat-running, speeding, and pedestrian safety. Residents consistently identified Linden Street and Kiara Street as key shortcut routes to the freeway, with many supporting access restrictions to reduce through traffic. There was also strong support for additional pedestrian crossings, improved footpaths, safer cycling connections, better street lighting, and traffic calming measures that more effectively reduce vehicle speeds. Concerns regarding the operation of the Central Avenue/Merton Street roundabout and illegal turning movements at Newland Street were also recurring themes. Overall, the consultation indicates a strong community

desire to improve neighbourhood safety, walkability and amenity while discouraging non-local traffic from using residential streets.

Table 3: Summary of community feedback

Theme	Summary of comments
Through traffic / rat-running	The most common concern was excessive through traffic using local residential streets, particularly Linden Street and Kiora Street, as shortcuts to and from the Princes Freeway. Many residents supported closing or partially restricting these streets (e.g. left-in only, cul-de-sac or local access only) to discourage rat-running and illegal turning movements.
Speeding and hooning	Speeding was identified as a widespread issue throughout the study area, particularly on Linden Street, Kiora Street, Cameron Avenue, Merton Street and Central Avenue. Several comments also raised concerns about hooning behaviour. Many respondents considered the existing speed cushions ineffective and suggested larger or more effective traffic calming devices.
Pedestrian safety and crossings	A significant number of comments requested additional pedestrian crossing facilities, particularly along Merton Street, Central Avenue, Railway Avenue, Queen Street, and near schools, shopping areas and bus stops. Residents also requested upgrading the existing supervised school crossing on Merton Street to a permanent wombat crossing.
Walking infrastructure	Numerous comments highlighted missing footpaths, particularly on the west side of Linden Street, the south side of Cameron Avenue, the south side of Central Avenue, and sections of Kiora Street, reducing accessibility for pedestrians.
Cycling facilities	Many respondents requested improved cycling connectivity, including additional bicycle lanes on Central Avenue, Cameron Avenue, safer bicycle access through the Central Avenue/Merton Street intersection, and better connections to the freeway shared path and nearby railway stations.
Intersection operation and safety	Several comments raised concerns regarding the operation of the Central Avenue/Merton Street roundabout, describing it as difficult to navigate and unsafe for pedestrians and cyclists. Other suggestions included modifying intersection geometry, improving signal operation, adding pedestrian facilities, and considering roundabouts at other locations.

Lighting	Residents identified inadequate street lighting along footpaths and at intersections, particularly on Linden Street, Kiora Street, and Merton Street, citing concerns about pedestrian visibility at night.
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6.2. ON-LINE SURVEY

A total of 26 survey responses were received from 23 contributors, with 92% of respondents living in Altona Meadows. Most respondents were local residents (81%), although around one-third also travel through the area regularly. The majority indicated they travel by car (88%) and walk (85%), with approximately one-third also using bicycles (31%) or public transport (27%).

Overall, respondents expressed moderate concerns about safety within the study area.

- 42% felt vehicle traffic was unsafe or very unsafe.
- 38% felt walking and crossing the road was unsafe or very unsafe.
- 42% considered cycling to be unsafe or very unsafe (excluding those for whom cycling did not apply).

Primary traffic concerns in the survey identified speeding and pedestrian safety as the highest community priorities.

The three most commonly identified concerns were:

1. Vehicles speeding – 54%
2. Lack of safe pedestrian crossings – 50%
3. High levels of non-local (rat-running) traffic – 46%

Other concerns included:

- Poor visibility at intersections (25%)
- Lack of cycling infrastructure (25%)
- Heavy vehicle traffic (17%).

Speeding was identified as a significant issue throughout the study area.

- 42% reported vehicles exceed the speed limit very often.
- A further 19% reported speeding occurs often.

Overall, approximately 62% of respondents considered speeding to be a frequent occurrence.

Residents demonstrated strong support for creating a quieter, lower-traffic neighbourhood.

- 81% considered a calm, low-traffic neighbourhood to be very or extremely important.

Views on reducing speed limits were mixed. The average level of support was 3.16 out of 5, indicating moderate overall support, although opinions ranged from strong opposition to strong support.

The most supported Preferred LATM treatments were:

- Speed humps/cushions – 59%
- Wombat crossings – 53%
- Raised intersections – 41%
- Reduced speed limits – 35%
- Mini roundabouts – 29%

When asked to nominate the single most important outcome of the LATM project, respondents most commonly selected:

- Reduced non-local traffic (23%)
- Improved pedestrian infrastructure (23%)

A further 12% prioritised lower vehicle speeds and another 12% prioritised improved cycling infrastructure. Approximately 31% selected "Other", indicating a range of additional location-specific concerns.

Overall, the survey indicates that residents are primarily concerned with speeding, rat-running and pedestrian safety. There is strong support for traffic calming measures that physically reduce vehicle speeds, improve pedestrian crossing opportunities and discourage non-local traffic from using residential streets. While support for lowering posted speed limits alone was mixed, respondents showed greater support for engineering treatments such as speed humps, wombat crossings and raised intersections. Overall, the findings suggest the community places a high value on creating a safer, quieter and more pedestrian-friendly residential neighbourhood.

7. POTENTIAL TREATMENTS

7.1. STREET CLOSURE

Street closure is an effective road safety treatment as it physically closes a road to through traffic while maintaining access for residents, emergency services, pedestrians and cyclists. The treatment aims to reduce traffic volumes, eliminate rat-running, lower vehicle speeds and reduce the number of vehicle conflict points. By limiting through movements, street closures create a safer environment for pedestrians and cyclists, improve neighbourhood amenity, and encourage drivers to use the intended arterial road network. Examples include Jamison Street and High Street, which terminate in a cul-de-sac.

7.2. THRESHOLD TREATMENTS

Threshold treatments are gateway features installed at the entrance to a street, precinct or lower-speed environment to provide a clear visual and physical cue that drivers are entering an area with different road conditions or speed expectations. Threshold treatments typically include raised platforms, contrasting pavement, landscaping, signage, line marking or narrowed carriageways to encourage lower approach speeds and increase driver awareness.

7.3. RAISED SAFETY PLATFORMS / SPEED HUMPS, SPEED CUSHIONS

Road Safety Platforms are raised areas of a roadway that cause vertical upward deflection of travelling vehicles.

Speed cushions are raised areas, similar to speed humps, but not covering the entire width of the road. They are designed to allow large vehicles to “straddle” the cushions, while smaller vehicles are vertically deflected.

Chicanes use physical roadside features that force lateral shifting of driving paths and can narrow roads as well.



Figure 5: Raised safety platform



Figure 6: Speed Cushion



Figure 7: Chicanes

7.4. WOMBAT CROSSING

A wombat crossing is a raised pedestrian crossing that combines a zebra crossing with a speed platform, giving pedestrians priority while requiring vehicles to slow as they traverse the raised surface. The elevated crossing improves pedestrian visibility, shortens crossing distances by providing a level path across the road, and encourages lower vehicle speeds, reducing the likelihood and severity of pedestrian crashes. Wombat crossings are commonly installed in areas with high pedestrian activity, such as school precincts, shopping streets and residential neighbourhoods, to provide a safer and more accessible crossing environment.



Figure 8: Wombat crossing



Figure 9: Wombat crossing - night

7.5. CYCLING FACILITIES

Cycling facilities provide dedicated space and supporting infrastructure for people riding bicycles, improving safety, comfort and connectivity across the transport network. Facilities such as separated bicycle lanes, shared-use paths, protected intersections and bicycle crossings reduce conflicts between cyclists and motor vehicles, encourage more people to cycle, and support active transport. Increased cycling can reduce traffic congestion, improve public health, lower transport emissions, and create more vibrant, accessible communities.



Figure 10: Example of a protected roundabout with cycling facilities (Torquay)

7.6. ROADWAY LIGHTING

Street lighting improves road safety by increasing the visibility of pedestrians, cyclists, roadside hazards and other vehicles during hours of darkness and in poor weather conditions. Improved illumination helps drivers detect and respond to potential conflicts earlier, reducing the likelihood and severity of crashes. Street lighting also enhances pedestrian security and comfort, encourages walking and cycling, and supports safer access to schools, public transport and activity centres. It is particularly beneficial at intersections, pedestrian crossings, curves and other locations where visibility is critical.

8. DRAFT LATM CONCEPT PLAN

Following community feedback from consultation sessions, a draft LATM concept plan has been developed which includes the following treatments:

1. Convert Kiora Street and Linden Street into cul-de-sacs, closing the streets off at the intersection with Newland Street
2. Installation of x2 raised safety platforms on Kiora Street (between Cameron Avenue and Central Avenue)
3. Installation of x2 raised safety platforms on Linden Street (between Cameron Avenue and Central Avenue)
4. Construction of new footpath along south side of Cameron Avenue
5. Installation of wombat crossing on the south leg of Merton Street and the intersection with Cameron Avenue

Referring back to community feedback received during consultation sessions, the most common concern was excessive through traffic using local residential streets, particularly Linden Street and Kiora Street, as shortcuts to and from the Princes Freeway. Traffic signals are present at the intersection of Merton Street and Newland Street which many drivers try to circumvent by these local residential streets. The proposed closures of Kiora Street and Linden Street are a direct response to this identified behaviour and are expected to reduce traffic volume on Kiora Street and Linden Street, particularly during AM and PM peak times.

Aside from non-local traffic using local streets as shortcuts, speeding and lack of safe pedestrian crossings are the two most commonly identified concerns from the online survey. In response to these concerns, two raised safety platforms are proposed to be installed on both Kiora Street and Linden Street. Raised safety platforms are expected to reduce vehicle speeds along these local streets and create a calmer, safer environment for pedestrians and cyclists, as well as other local road users.

A wombat crossing (raised zebra crossing) is proposed to be installed on Merton Street at the intersection with Cameron Avenue. A level / at-grade school crossing is already present at this location, and Merton Street is also an on-road cycling route. By upgrading the existing school crossing to a wombat crossing, all pedestrian crossing movements (including school student crossings) will benefit from reduced likelihood and severity of a crash, as well as lower crossing waiting times. Cyclist safety and intersection safety at the roundabout are also expected to improve as a result of reduced vehicle speeds due to the wombat crossing.

During a face-to-face consultation session at Altona Meadows Sunday Market, numerous comments highlighted missing footpaths, including on the south side of Central Avenue. In response, a footpath is proposed to be constructed along the south side of Avenue which will improve pedestrian accessibility and is expected to improve pedestrian safety by minimising the likelihood of people walking along the road. and reducing the need to cross the road.

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