

# LOCAL AREA MOVEMENT PLANS

## NORTHERN PACKAGE

### Executive Summary

Hobsons Bay is situated on Port Phillip Bay approximately 10 kilometers west of central Melbourne. It covers an area of roughly 66 square kilometers. It has more than 20 kilometers of bay frontage, quality residential areas, a huge expanse of environmentally significant open space and a range of major industrial precincts which contribute significantly to the economy of Victoria.

The city is landlocked by waterways, major roads and the municipality is split by the national freight line, the suburban train line to Werribee as well as an ancillary freight line to Sunshine. It provides access to regional transport facilities such as the West Gate Freeway, the Western Ring Road, Citylink, the National Rail Line, the Sunshine Freight line and provides easy access to Victoria's ports and both Tullamarine and Avalon Airports. It is situated close to the Port of Melbourne and provides key linkages to freight and transport companies, located in Altona and the Altona inland port. As well as being close to regional centres at Footscray, Sunshine and Werribee.

Hobsons Bay is an established municipality with limited undeveloped land suitable for residential use. It is anticipated that activity centres will accommodate around 50 per cent of future residential growth within the city and the Council's Industrial Land Management Strategy has identified strategic redevelopment sites for future residential development in the northern section of the municipality. It will be subject to significant population growth in the coming years with the regeneration of redundant industrial land into mixed use and residential land, as well as the rapid growth of neighbouring suburbs in Wyndham.

It is a major tourist area drawing many visitors from Melbourne's West and further afield particularly during summer. The two swimming beaches in Melbourne's West is a huge drawcard for visitors during the summer months and hold two the bays most used boat ramps facilities increasing traffic congestion on arterial roads coming into and within the city limits.

Significant inter-municipality travel occurs in Hobsons Bay, some of which areas are separated by long stretches of arterial road, open space and industrial land use. These long stretches of road create a physical barrier to pedestrians and cyclists in many of these locations.

The Williamstown, Altona and Werribee train lines also provide physical separation between different parts of the Hobsons Bay and make inter-municipality travel challenging, particularly in a north south direction. Aside from Newport and Spotswood Stations, there is limited access to public rail infrastructure. The physical separation between different parts of the municipality contributes to the creation of barriers between sections of the community, reduces the opportunities for residents of Hobsons Bay to move freely and safely about the neighbourhood and to engage with the local community. It also encourages car usage and therefore discourages public and active transport. Pedestrian routes are indirect or discontinuous with the Hobsons Bay municipality, with some walking paths inaccessible due to hazards and many inaccessible by wheelchairs or prams.

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Arterial roads within Hobsons Bay experience congestion due to population pressures, limited public transport service, incomplete walking and cycling connections and the impact of major transport projects and residential developments. Ensuring that Hobsons Bay residents maintain a high reliance on cars. As a result there are limited north-south connections for key infrastructure items, including major roads, footpaths and shared trails. This is expected to contribute to increased local travel demand and road congestion.

The results of the initial consultation process in the development of the Northern Package of the Local Area Movement Plan has reinforced what the community has told us in the past and what the Council knows about the state of traffic and transport in the northern section of the city. That the system is already congested and the impacts of both future residential growth associated with land use changes and state government projects will put more strain on an integrated transport system that is already past capacity.

There is a desire from the community for better pedestrian and cycling connectivity throughout the municipality that is currently not in place due to significant infrastructure prohibiting north south connections. The lack of quality public transport options in the northern section of the municipality increases the reliance on vehicles increasing traffic congestion.

## Background to this project

Council has been developing Local Area Movement Plans (LAMPs) for the northern area of Hobsons Bay. Incorporating the suburbs of Brooklyn, Altona North, Newport, Williamstown North, Spotswood and South Kingsville. These LAMPs aim to improve the way our community travels through our city on roads, public transport, the cycling network and footpaths.

The Northern LAMPs will deliver a five-year framework to guide Council's infrastructure planning and implementation and assist with advocacy to state and federal governments to help maintain a safe, well connected, efficient and accessible transport network.

Issues papers has previously been developed for each of these suburbs which has been distributed to local residents and other stakeholders for community consultation to seek feedback on the existing issues that were identified as well as any additional items. Community members and stakeholders were asked to provide Council with information about what they love, what they would change and what ideas they have to improve each of the local networks.

This report presents the feedback that Council received from this consultation. The key themes we heard from the community, that we have built the reports on can be viewed in Appendix one of this report.

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## The Engagement Process

We thank everyone who took the time to get involved in the initial consultation phase of this important transport project. Community feedback, seeking information from the general public was sought asking the community about their experiences using the Hobsons Bay Transport Network to ensure that the LAMP's reflect the existing challenges and constraints of the network so solutions can be identified and improvements implemented. Issues Papers for each of the six study areas were developed, identifying the known traffic and transport issues for each of the various study areas. This information was made available to the community online and was designed to be used as a current state of play document for traffic and transport within the precincts. It was designed to raise awareness off all the issues that Council is aware off within the precinct, including the issues that the community have been highlighting over the last ten years. In addition, supplemental information particularly regarding West Gate Tunnel Project and future truck bans along the east-west transport corridors were placed made available to initiate further conversation and create the scene of what traffic and transport looks like and will look like in Hobsons Bay in the future.

This initial consultation ran from Sunday 22 November 2021 through to Tuesday 5 January 2021. During this phase of the consultation the community were asked to provide feedback on what they love, what they want to change and what ideas with have on how the transport network could be improved. Consultation occurred across a number of mediums including through Council's online engagement portal Participate, through hard copy maps issued to over 20,000 residential, commercial and industrial properties within the study area. Eight targeted stakeholder workshops were held to help the project team understand some of the bigger issues faced across the transport network. Two community drop-in sessions were held in Newport on Thursday 10 December and Wednesday 16 November 2020 in conjunction with another Council project the Amendment C131 – Updated Planning Scheme and New Residential Zones. Due to the State coming out of the COVID Lockdown, these sessions were not well attended. Approximately 15 people over the two days attended these two sessions. At these drop in sessions community members were presented with large scale maps of the region and ask to highlight what they love, what they want to change and what ideas they have that could fix the transport network in Hobsons Bay. A strong media campaign was undertaken across social media platforms, print media and through the libraries and schools within Hobsons Bay. A Facebook Q&A Live Session ran form Wednesday 15 December 2020 through to Friday 18 December 2020, giving people the opportunity to ask public facing questions of the project team.

Via the online engagement portal, Participate, the project was viewed 3,236 times with 2,401 individual visitors to the site. The project received 1,366 contributions. 48.1% of these visitors accessed the site through social media posts while a further 38.9% access the site directly from letterbox drop material issued to the 22,000 residential, commercial and industrial premises. In addition, there were 16 social media posts across the consultation period, these posts reached 35, 613 people.



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In addition, the project received 18 written submissions raising issues across the study area.

Residents and other stakeholders were notified of this consultation phase via Facebook, notices located within public spaces and via email for resident action groups. A summary in table form from the consultation undertaken in this phase of the project can be viewed below. Please note that this is a summary of the key issues and actions that has arisen from this consultation and will identify the issues and action that have generated the most concern from residents and the data generated. While all feedback has been assessed, it will not reflect all individual responses to the consultation process.

## How will your feedback be used now?

Council has taken the feedback we received during this round of consultation and assessed it from a traffic management perspective. This information has then been used to identify key traffic and transport issues within the study area, as listed in the tables above. From these key issues, actions, traffic solutions and treatments will be proposed to address and alleviate some of these issues. This information will be presented back to the community for comment and further feedback.

You will appreciate that there are some easy fixes within the issues identified and others that represent bigger issues within the transport network that take will take planning, significant budget and advocacy to other levels of government to achieve. The issues identified by you will all have associated actions, traffic solutions and proposed treatments. These will be determined based on best practice traffic solutions within current Australian Standards and the treatments proposed the best option to deal with the identified issue.

## Next Steps

Council will shortly be releasing the key issues and actions from the northern LAMPs consultation process. This information will be presented to the community for further comment and refinement prior to the LAMPs-Northern package being updated and endorsed by Council. This will be available for you to make comment in early May 2021.

For more information and the release of the next round of community consultation, visit [www.participate.hobsonsabay.vic.gov.au/northernlamps](http://www.participate.hobsonsabay.vic.gov.au/northernlamps) and

If you have any queries regarding this process or would like to talk to members of the project team call Council on 1300 179 994 or email [projects@hobsonsabay.vic.gov.au](mailto:projects@hobsonsabay.vic.gov.au)

## Appendix One: What we heard from the community:

### 1) Participate portal - Council online community Engagement website

#### Spotswood and South Kingsville

Location	Commentary
<b>Active and Sustainable Travel – Cycling</b>	
General	Create bicycle routes to connect Spotswood, Williamstown, Yarraville, and the CBD
Spotswood	Create dedicated bicycle route through Spotswood
Yarraville	Create a bicycle route to connect Yarraville with the broader area
Hall Street	Provide a separate bicycle path (3 responses)
Hudson Road	Provide dedicated bicycle lanes
The Punt (Ferry)	Improve access and guidance for bicycles
The Avenue / Simcock Avenue	Provide a bicycle connection between The Avenue and Simcock Avenue
Douglas Parade	The existing carriageway width is insufficient under the West Gate Bridge
McLister Street	Extend shared user path to Spotswood Station (3 responses)
Simcock Avenue	Improve connectivity between Simcock Avenue/Douglas Parade and the Bay Trail (2 responses)
Bay Trail	Increase maintenance, with a focus on the grass
Melbourne Road	There is a lack of bicycle facilities
<b>Active and Sustainable Travel – Pedestrians</b>	
Douglas Parade	Provide a pedestrian crossing at Scienceworks (2 responses)
Hudsons Road	Improve pedestrian access to river / foreshore

<b>Location</b>	<b>Commentary</b>
Hudsons Road	The unsealed surface is unsuitable for pedestrians
Hudsons Road	Improve pedestrian connectivity between shops and railway station
Spotswood Railway Station	Improve pedestrian accessibility
Hudsons Road	The safety of the railway pedestrian crossing is poor (2 responses)
Hudson Road	Improve pedestrian experience
Blackshaws Road	A pedestrian crossing is needed near childcare centre (4 responses)
Melbourne Road / The Avenue	Traffic signal timings at Melbourne Road / The Avenue are unsuitable for crossing pedestrians
Blackshaws Road	Needs additional pedestrian crossing (2 responses)
<b>Active and Sustainable Travel – Public Transport</b>	
General	Provide education on public transport options
	Improve bus frequency on weekends
	Improve bus shelters
Spotswood	Increase car parking supply (2 responses)
Hudsons Road / Rail Line	Remove the level crossing at Hudsons Road
Precinct 15	Oppose Bus route between Precinct 15 and Spotswood Station (2 responses)
<b>Heavy Vehicle Traffic</b>	
General	Truck Volumes are too high across the study area (2 responses)
Hall Street	Ban trucks on Hall Street
Industrial Area - East of Railway Line	Investigate heavy vehicle parking on-street
The Avenue	Investigate high volume of trucks on The Avenue that are avoiding Hudsons Road (2 responses)
Hudsons Road	Truck speeds are too high (3 responses)
Raleigh Street	Ban trucks on Raleigh Street
<b>General Vehicle Traffic</b>	
Brunel Street	Improve Quality of Rail Crossing
Hall Street	Consider blocking traffic along select sections on Hall Street (2 responses)

Location	Commentary
Nola Avenue	Speed humps are required to enforce 40km/h limit
Millers Road	Reduce the speed limit to 50km/h

## Brooklyn

Location	Commentary
<b>Active and Sustainable Travel – Cycling</b>	
Millers Road	Provide grade separation of the Federation Trail crossing at Millers Road (3 responses)
Federation Trail	Provide a connection to Conifer Avenue
Millers Road at Geelong Road	The crossing of Geelong Road from Millers Road is dangerous (3 responses)
Millers Road	Cyclists feel unsafe along Millers Road (2 responses)
Koroit Creek Trail	The Koroit Creek Trail should be extended further south (3 responses)
<b>Active and Sustainable Travel – Pedestrians</b>	
Millers Road	Provide grade separation of the Federation Trail crossing at Millers Road (3 responses)
<b>Active and Sustainable Travel – Public Transport</b>	
General	Provide community buses to connect residents with community centres
<b>Heavy Vehicle Traffic</b>	
Millers Road	Redirect truck traffic to Grieve Parade (3 responses)
<b>General Vehicle Traffic</b>	
Millers Road / Westgate Freeway	This intersection is too congested (4 responses)
Millers Road	The road is too congested on approach to West Gate Freeway
Primula Avenue	Turning into Millers Road is difficult (2 responses)
Eames Avenue	Turning into Millers Road is difficult
Nola Avenue	Turning into Millers Road is difficult

Location	Commentary
Nola Avenue	Speed humps are required to enforce 40km/h limit
Millers Road	Reduce the speed limit to 50km/h

## Newport

Location	Commentary
<b>Active and Sustainable Travel – Cycling</b>	
General	Review linemarking on shared paths
Mason Street	Improve bicycle safety (3 responses)
North Road	There is a lack of bicycle lanes / facilities (2 responses)
Blackshaws Road	There is a lack of bicycle lanes / facilities (2 responses)
Newport Station	Improve bicycle accessibility from the east and west
Douglas Parade	Improve bicycle Safety
Newport Station	Increase Parkiteer capacity
<b>Active and Sustainable Travel – Pedestrians</b>	
General	Review pram ramp accessibility for mobility impaired (2 responses)
	Review pedestrian crossing safety
Mason Street	It is difficult to cross Mason Street (6 responses)
Mason Street / Schutt Street	The existing zebra crossing is unsafe and vehicles do not givenway (2 responses)
Blackshaws Road	Requires pedestrian crossings (4 responses)
Newport Lakes	Improve pedestrian accessibility



<b>Location</b>	<b>Commentary</b>
Melbourne Road	Pedestrian crossing required at Bunbury Street
<b>Active and Sustainable Travel – Public Transport</b>	
General	Bus services should extend later into the evening
Newport Station	Needs pick up / drop off areas
Wood Street	The road not suitable for a bus service (2 responses)
<b>Heavy Vehicle Traffic</b>	
No relevant commentary received	
<b>General Vehicle Traffic</b>	
General	Investigate alternative speed treatments to road humps
	Review proximity of on-street parking to intersections (3 responses)
Maddox Road	Too much congestion because of the boom gates
Milrs Street / Mason Street	Turning movements at intersection difficult due to parked cars
Mason Street	Concerns regarding vehicle speeds
Schutt Street	Concerns regarding vehicle speeds
Mason Street / Blenheim Road	Intersection needs to be signalised – many near misses (4 responses)
Mason Street / Maddox Road	Intersection needs to be signalised – intersection is dangerous (3 responses)
Mason Street / Jack Street	A roundabout should be installed
Hall Street	The Road requires a resurface
Blackshaw Road / Hansen Street	A roundabout should be installed
Newport Station	Lack of car parking available for residents

## Altona North

Location	Commentary
<b>Active and Sustainable Travel – Cycling</b>	
General	Provide a bike path between Altona North and Newport
	More bike paths are needed (6 responses)
Millers Road / Kororoit Creek Road	The intersection is unsafe for cyclists trying to navigate (6 responses)
Millers Road	Provide a bicycle route from Kororoit Creek Trail to Altona Beach, bypassing roundabout at Kororoit Creek Road
	Provide a protected on road bicycle lane
Ross Road	The Bicycle accessibility and crossing of the railway line, via Millers Road is unsafe (7 responses)
Ross Road to Rosshire Road	A proper bicycle path needs to be installed (4 responses)
Barnes Road	Connect Kororoit Creek Trail with Barnes Road / Chambers Road and Millers Junction (8 responses)
Blackshaws Road	Road is unsafe for cyclists, provide a bicycle lane (10 responses)
Kororoit Creek Trail	Seal trail surfaces
	Extend the Kororoit Creek Trail along creek to Bay Trail (8 responses)
	Provide a 'loop' that connects to Grieve Parade and Dohertys Road (2 responses)
	Provide a bike path on west side of creek
Mason Street	Improve the bicycle lanes with different surface colour and a new surface to fill in potholes (2 responses)
Paisley Park	Create a mountain bike track
<b>Active and Sustainable Travel – Pedestrians</b>	
General	More footpaths are needed (4 responses)

<b>Location</b>	<b>Commentary</b>
Millers Road / Kororoit Creek Road	Provide a safer pedestrian crossing (7 responses)
Begonia Avenue	Streetlighting upgrades are required along footpaths
Blackshaws Road / Millers Road	Turn lanes are dangerous for pedestrians (2 responses)
Blackshaws Road / First Avenue	Pedestrian crossing is unsafe, requires full signalisation (3 responses)
Blackshaws Road	Needs more pedestrian crossings
Butler Road / Millers Road	Improve the pedestrian footpath
Fifth Avenue / Mason Street	Slow vehicle speeds around this intersection due to high volumes of pedestrians crossing
Mason Street	Provide a pedestrian crossing at Bayfit (2 responses)
The Circle	The pedestrian crossing is dangerous (2 responses)
	Footpath width is insufficient due to shop display
Watergate Drive	A pedestrian crossing required to connect carparks / shops
Borrack Square	Pedestrian crossing is dangerous (2 responses)
	Close sections of streets for pocket parks
Cabot Drive / Watergrass Drive	Provide a safer pedestrian crossing (4 responses)
McArthurs Road / Kororoit Creek Trail	Provide a pedestrian bridge over Kororoit Creek (2 responses)
Chambers Road	Provide a footpath on both sides (2 responses)
Paisley Park	Improve footpath lighting near Prissall Street (2 responses)
<b>Active and Sustainable Travel – Public Transport</b>	
General	Create a quicker bus service between Altona North and Yarraville, by bypassing South Kingsville (2 responses)
	Provide bus services to Highpoint, Broadmeadows and Werribee
	Provide a new train Station for Altona North – Reopen Paisley Station (58 responses)
Altona Park and Ride	This is a good spot for a bus interchange to connect with Millers Junction / Paisley Station (2 responses)
Altona Gate	Improve the bus service frequency (3 responses)
Mason Street	Provide a bus service along Mason Street to Newport Station (7 responses)
Millers Junction	Provide bus services that travel via Cabot Drive to connect Millers Junction
Blackshaws Road / Rosala Avenue	Provide a bus service for this area

<b>Location</b>	<b>Commentary</b>
Millers Road	Provide bus stops near Millers Junction
Mason Street	Provide a bus service to connect to Millers Junction (2 responses)
Bus Route 232	Include a connection to Millers Junction
<b>Heavy Vehicle Traffic</b>	
Barnes Road	Divert trucks via Barnes Road and Grieve Parade to reduce truckson Millers Road (8 responses)
Chambers Road	Ban heavy vehicles (2 responses)
Blackshaws Road	Reduce truck volumes
Millers Road	Ban heavy vehicles (2 responses)
<b>General Vehicle Traffic</b>	
General	Increase use of shared driveways to reduce impact on parking
Millers Road	Road is too congested in general (2 responses)
Sixth Avenue	Concerns around vehicle speeds (2 responses)
Mason Street / Mills Street	Vehicles park too close to intersection (2 responses)
Third Avenue	Concerns around rat running, road should be closed at BlackshawsRoad
May Street	Convert the street to shared area for pedestrians and cyclists (2 responses)
May Street	Close the street to stop rat running (2 responses)
Chambers Road	Reintroduce local traffic only restrictions
Butler Road / Chambers Road	Better enforcement of parking restrictions
Blackshaws Road	Reduce speed limit to 50km/h
Blackshaws Road	Resurface the road
The Broadway / Blackshaws Road	There is poor compliance of the stop sign
Marigold Avenue	The road width is unsuitable for buses (3 responses)
Seventh Avenue / Blackshaws Road	Close the road to stop rat running and create space for pedestrians(2 responses)
First Avenue / Blackshaws Road	Close the road to stop rat running and create space for pedestrians
AW Langshaw Reserve	Provide additional carparking (2 responses)
Marion Street	Close the street to traffic to create a pedestrian space
Grieve Parade	Create an additional crossing over Kororoit Creek to redirect trafficvia Grieve Parade and reduce the traffic on Millers Road
Blackshaws Road / Millers Road	There has been an increase in congestion at this intersection following development on Blackshaws Road

Location	Commentary
Cresser Street	Provide speed humps near AW Langshaw Reserve due to high pedestrian volumes (3 responses)
Mcintosh Road	Provide speed humps to slow vehicles (2 responses)
The Broadway	Provide speed humps to slow vehicles (3 responses)
Hansen Street	Provide speed humps to slow vehicles
Cyclamen Avenue	Provide speed humps to slow vehicles
Fifth Avenue	Provide speed humps to slow vehicles
Chambers Road	Provide speed humps to slow vehicles
Glade Avenue	Provide speed humps to slow vehicles
Second Avenue	Provide more parking / traffic management near strip shops
McArthurs Road	Provide more parking for share path users, it is currently fully occupied by industrial users

### Williamstown North

Location	Commentary
<b>Active and Sustainable Travel – Cycling</b>	
Maddox Road at Level Crossing	The crossing is unsafe for cyclists, need to be separate to traffic (2 responses)
Champion Road	Create a shared path that follows the train line from ChampionRoad to Kororoit Creek (2 responses)
	Create a shared path that follows the train line from ChampionRoad to Maddox Road (3 responses)
Kororoit Creek Road	Improve bicycle route as cars often park in bicycle lane
<b>Active and Sustainable Travel – Pedestrians</b>	
Champion Road	Improve lighting on path along cemetery (2 responses)

Location	Commentary
Kororoit Creek Road	No footpath is provided on either side of road east of Maddox Road
	No pedestrian crossing is provided between bus stops near Felicia Road (2 responses)
Kororoit Creek Road / Myrtle Street	No pedestrian crossing has been provided
Maddox Road Level Crossing	No pedestrian crossing has been provided (2 responses)
Jawbone Reserve	Provide a sealed footpath at informal entrance on Kororoit Creek Road near drain (2 responses)
<b>Active and Sustainable Travel – Public Transport</b>	
General	Provide better bus connections
	Provide earlier trains for tradies
Maddox Road	Provide a new train station (7 responses)
Bus Route 415	The bus service is poor – needs improved frequency, services after 730pm and alignment with train services (2 responses)
Ross Road	Reopen paisley train station
Ferguson Street	Connect Ferguson Street shops with Millers Junction with a new bus service via Kororoit Creek Road
<b>Heavy Vehicle Traffic</b>	
No relevant commentary received	
<b>General Vehicle Traffic</b>	
Maddox Road	Seal section of road south of Kororoit Creek Road
	Remove level crossing at Maddox Road (3 responses)
Myrtle St / Edina St / Park Cres	Concern around rat running and speeding
Kororoit Creek Road	Concerns around vehicle speeds
Champion Road	Fix condition of road (2 responses)
	Remove level crossing at Champion Road
JT Gray Reserve	Increase car parking
Abermarle Street and surrounds	Cars are hooning at night

## 2) Email and Facebook Comments

Additional online stakeholder engagement was received via emails received by Council, as well as public posts and comments made on Council's Facebook Page.

Feedback through these mediums were accepted from Sunday 22 November 2020 through to Tuesday 5 January 2021.

A summary of the feedback received is provided in the tables below.

Table 6: Facebook Feedback

Location		Commentary
<b>Active and Sustainable Travel – Cycling</b>		
Overall Study Area		No lighting at night, making it difficult to see
		Paths made of a rough surface will cause greater injury in the event of an accident
		Accessing paths are dangerous
		Navigating railway tracks are unsafe
		More off-road bike paths required
		Separation of cyclists and pedestrians for safety (4 responses)
Newport	North Road	Riding on road is dangerous - a shared path or separated bike path should be considered with speed humps on side street approaches
Altona North	Kororoit Creek Trail	Connect the Kororoit Creek Trail to Cherry Lake (2 responses)
	Blackshaws Road	Bicycle path required
	Barnes Road	Connect bike path from Barnes Road to Cherry Lake to connect with Bail Trail
Williamstown North	Maddox Road	New crossovers added along bike path make riding more dangerous
<b>Active and Sustainable Travel – Pedestrians</b>		
Overall Study Area		More Disability accessible paths
Newport	Mason Street / Schutt Street	The pedestrian crossing is dangerous – user has witnessed previous car vs pedestrian collision and provided photo
Altona North	Mason Street	Lack of pedestrian crossings along Mason Street given its length
Spotswood & South Kingsville	The Avenue	Pedestrian crossing required near Kernot Street
	Blackshaws Road	Pedestrian crossing required near Vernon Street
Williamstown	Curtain Reserve	Separate cyclists from pedestrians and off lead dogs

Location		Commentary
<b>Active and Sustainable Travel – Public Transport</b>		
Overall Study Area		Improved bus connectivity to train stations, shopping centres and amenities
Altona North	Route 411/412	More frequent and expanded services
	Millers Junction	Needs a bus service, to connect with Millers Road / Mason Street**
	Altona North	Railway Station at Altona North preferred, noting the former Paisley Railway Station near Millers Road (21 responses)
Williamstown	Route 471 – Williamstown to Sunshine	Weekend timetable is too infrequent and starts too late (2 responses)
	Williamstown North	Old Mobiltown Railway Station should be reopened
Spotswood & South Kingsville	The Avenue	Road not wide enough for buses
	Stephenson Street	Road not wide enough for buses
	Kernot Street	Road not wide enough for buses
	Spotswood Station	New bus route to/from station
	South Kingsville	Railway Station
<b>Heavy Vehicle Traffic</b>		
Spotswood & South Kingsville	Douglas Parade	Duplication required because of slow trucks
<b>General Vehicle Traffic</b>		
Overall Study Area		Establish a car share program (3 responses)
		More parking availability
Newport	Deborah Lane	Road surface quality is poor with multiple potholes
	Mason Street	Two through lanes should be provided between Melbourne Road and Walker Street, with a dedicated left turn lane from Mason Street to Market Street
	Melbourne Road / Mason Street	Right turn lane from Melbourne Road (north) to Mason Street (west) is too short this results in rat running via Newcastle Street (2 responses)
Spotswood & South Kingsville	Mary Street	Residents have installed 'No Stopping' signs



Table 7: Email Feedback

Location		Commentary
<b>Active and Sustainable Travel – Cycling</b>		
General Study Area		Refresh linemarking on share paths to encourage pedestrians to stay left
		Separation of cyclists and pedestrians
Altona North	Barnes Road	Extend Kororoit Creek Trail from Barnes Road to CherryLake (3 responses)
Williamstown	Champion Road	Provide new bike path between Champion Road and RossRoad along rail corridor
Brooklyn	Federation Trail	Surface in poor condition for bikes
	Study Area	No on road bicycle facilities
<b>Active and Sustainable Travel – Pedestrian</b>		
Spotswood	Melbourne Road at Reed Street	Signalised Pedestrian Crossing is unsafe, relocation to intersection with McLister Street and provide more green timefor pedestrians
Newport	Newport Station	Underpass is unsuitable for those with disabilities
Williamstown	Kororoit Creek Road	Pedestrians regularly cross KCR between Maddox Road andMyrtle Street via the median – please reduce speed from 70km/h to 60km/h
Newport	Mason Street	Lack of Pedestrian Crossings
	Newport Station	Underpass is unsuitable for those with disabilities
<b>Active and Sustainable Travel – Public Transport</b>		
Newport	Mason Street	Extend the 471 bus route to include the full length of MasonStreet and Millers Junction
	Mason Street	New bus service during peak hour to connect Mason Streetwith Newport Station
	Hall Street	New train station between Spotswood and Newport to increase capacity of line, including plenty of car parking
	Newport Station	Permit parking for residents
Brooklyn	Study Area	No train station nearby
<b>Heavy Vehicle Traffic</b>		
Altona North	Millers Road	Heavy vehicle noise, particularly engine braking, at all hours of the night
	Millers Road	Heavy vehicles speeding at night
Newport	North Road	Ban B-double trucks

<b>General Vehicle Traffic</b>		
General Study Area		Roundabouts should only have low height planting
Williamstown	Florence Street	Road is too narrow and should be made one way.
Spotswood & South Kingsville	Moresby Street	Concerns around vehicle speeds – speed humps ineffective
	Montgomery Crescent	Concerns around vehicle speeds – no speed humps currently
Altona North	Fifth Avenue	Concerns around vehicle speeds
	Millers Road	Road is congested
Brooklyn	Local streets	Turning from all local streets into Millers Road is difficult
Newport	North Road	Reduce speed limit to 50km/h