

MASON STREET, NEWPORT

TRAFFIC CALMING

Background to the project

Council has been successful in obtaining \$1,799,000 in federal government funding through the Blackspot Program to deliver infrastructure improvements that aim to address safety issues on Mason Street, Newport.

Mason Street, Newport has reported 33 accidents in the last five years, including one fatal, 10 serious and 22 accidents causing injury with 10 out of the 33 reported accidents involving cyclists.

Mason Street is an east-west route connecting Millers Road and Melbourne Road. It has a two way traffic volume of 16,000 vehicles per day and a posted speed limit of 60km/hr for the majority of its length, reducing to 40km/hr east of William Street on the approach to the shopping precinct. There is also an existing 40km/hr school speed zone located between Seventh Avenue and Second Avenue.

Mason Street is part of the principal bicycle network. However, at roundabouts, cyclists are required to merge into traffic and cycle through the roundabout. Bus routes 432, 471 and 944 night bus services also operates along Mason Street.

To address the safety issues and help calm the traffic along Mason Street, a concept plan was developed and released for community feedback. Traffic calming devices proposed in the concept plan include:

- The upgrade of the existing school crossing between Third and Fourth Avenues to a zebra crossing with flashing lights.
- Modification of existing roundabouts at McIntosh and Mason, Blenheim and Mason, Maddox and Mason to C Roundabout (modified roundabout consisting of an irregular shape central island, designed to reduce vehicle speed and increase pedestrian and cyclist safety).
- Construction of a C Roundabout at Fifth Avenue and Mason Street intersection
- Construction of two raised pedestrian crossings at McIntosh Road near the Mason Street intersection
- A reduction of the speed limit on Mason Street from 60km/h to 50km/hr between Millers road and William Street (maintain the 40km/hr speed zone between William Street to Melbourne Road).
- Installation of electronic flashing 40km/hr speed signs through the Newport Shopping Precinct

The Engagement Process

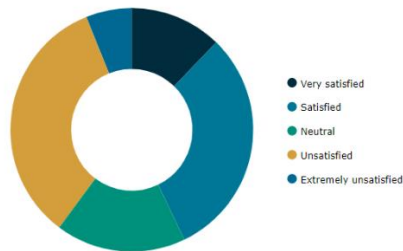
We would like to thank everyone who took the time to contribute and express interest in improving safety for all users along Mason Street. To address the known issues in Mason Street, a concept plan was released through the Council's online engagement portal, to the local community for comment. This engagement process commenced on 20 August 2020 and ran through to the 23 September 2020. 1,772 people visited the project page during this consultation period and 99 contributions to the project. 83.68% of visitors to the project came through social media posts. Five emails were also received and the feedback has been included in this report.

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What we heard from the community

Nearly 80% of the respondents travel along Mason Street every day. Over 80% of these respondents travel on Mason Street using a vehicle, however over 40% of respondents also cycle on Mason Street.

Overall there are mixed feelings from the community on the proposed traffic calming measures contained within the concept plan.



Your level of support for each of the traffic calming measures identified within the concept plan are:

Buffer Treatment and Green surface treatment for on road cycle lanes

Supportive	Neutral	Unsupportive	Count
77	13	8	98
78%	13%	8%	

Upgrade of the existing school crossing to a zebra crossing with flashing lights

Supportive	Neutral	Unsupportive	Count
87	3	8	98
88%	3%	8%	

Reduction of Speed limit from 60km/hr to 50km/hr between Millers Road and William Street (maintaining the existing 40km/hr speed limit between William Street and Melbourne Road through the Newport Shopping Precinct).

Supportive	Neutral	Unsupportive	Count
64	2	32	98
65%	2%	32%	

Construction of a C Roundabout at Fifth Avenue and Mason Street

Supportive	Neutral	Unsupportive	Count
66	14	18	98
67%	14%	18%	

Modification of Roundabouts at the Maddox, Blenheim and McIntosh intersections with Mason Street.

Supportive	Neutral	Unsupportive	Count
70	12	16	98

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71%	12%	16%	
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The key messages and actions that we heard from the community include:

- There needs to be better warning signs near the existing zebra crossings.
- There needs to be more focus on pedestrian safety within Mason Street and more pedestrian crossing points along all sections of the road.
- While the majority of respondents supported the reduction of speed limit along Mason Street there is also some concern that this speed reduction will impact on peoples travel times.
- There are concerns that the bike lanes still disappear at the roundabouts making cycling through roundabouts difficult and potentially dangerous.
- There are concerns that vehicles approach too fast and don't slow down when travelling through the roundabouts, with the suggestion of raising the intersections.
- There are concerns about the visibility of oncoming traffic getting onto Mason Street from side roads, with a particular issue of the signage for Newport Lakes in the median strip impeding site lines.
- There are concerns that the traffic calming treatments don't go far enough to address the safety concerns.
- The Challis Street intersection needs to be addressed in a similar way to the proposed intersection at Jack Street.
- The school / pedestrian crossings at Jack Street, Hansen Street and Schutt Street need to be addressed.
- There needs to be consideration of separating or protecting the bike lanes on Mason Street roundabouts.
- The paths of travel to the local schools within the area need to be addressed.
- More planning around pedestrian movement within the Newport shopping precinct is needed.

How your feedback has informed the concept plans

Taking your feedback into account, Council has amended the concept plans for Mason Street. These changes include how cyclists travel through the roundabouts, the school crossing between Jack and Elizabeth Streets, pedestrian crossing between Mirils and Durkin Streets, and improving a number of intersections at Jack, Laurie and Challis Streets. Improvements to these intersections include better pedestrian access when crossing Mason Street and improved sight lines into oncoming traffic.

A more in-depth explanation of the changes to the concept plan based on community feedback can be viewed at the bottom of this report.

Next Steps

Now that the concept plans have been finalised, this project will now proceed into detailed design and then be programmed for construction. It is anticipated that these works will be delivered over two financial years with construction to commence at mid-2021.

There were a number of traffic issues identified through this consultation that sit outside the scope of this project. These issues include:

- concerns regarding traffic speeding on Maddox Road

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- the lack of pedestrian crossing on Blackshaws Road
- the increased number of large trucks using Mason Street.



This information has been collected and will inform Council's work on the Local Area Movement Plan Northern Package. The Local Area Movement Plan Northern Package is now out for consultation and we strongly encourage you to get involved and provide your feedback on the transport network in the northern section of Hobsons Bay. For more information and to have your say, visit



www.participate.hobsonsbay.vic.gov.au/northernlamps

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@hobsonsbay.vic.gov.au

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How your feedback has informed the concept plans

Proposed Concept	Amended concept based on community feedback
Fifth Ave Roundabout	
	
Rationale for the improved roundabout based on community feedback	
<ul style="list-style-type: none"> • Provides clear direction to cyclists with a safe path of travel. • Removes cyclists from the roundabout so they can keep safely traveling along Mason Street without being subject to the reduced width of the roundabout. • Cyclists wanting to turn right will need to travel through the roundabout and once past will need to turn right onto the pram crossing and utilise the footpath network and then head into Fifth Avenue. 	




Proposed Concept	Amended concept based on community feedback
Blenheim Road Roundabout	
	
Rationale for the improved roundabout based on community feedback	
<ul style="list-style-type: none"> • Provides clear direction to cyclists with a safe path of travel. • Removes cyclists from the roundabout so they can keep safely traveling along Mason Street without being subject to the reduced width of the roundabout. • Cyclists wanting to turn right will need to travel through the roundabout and once past will need to turn right onto the pram crossing and utilise the footpath network and then head into Blenheim Road. 	

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Proposed Concept	Amended concept based on community feedback
Maddox Road Roundabout	
Rationale for the improved roundabout based on community feedback	
<ul style="list-style-type: none"> • Provides clear direction to cyclists with a safe path of travel. • Removes cyclists from the roundabout so they can keep safely traveling along Mason Street without being subject to the reduced width of the roundabout. • Cyclists wanting to turn right will need to travel through the roundabout and once past will need to turn right onto the pram crossing and utilise the footpath network and then head into Maddox Road. 	

Proposed Concept	Amended concept based on community feedback
School Crossing improvement between Jack Street and Elizabeth Street	
Rationale for the improved roundabout based on community feedback	
<p>We heard from the community that there needs to be improvements to the school crossing between Jack and Elizabeth Streets. Speed humps will be installed on both of the approaches to this school crossing to improve pedestrian safety at the school crossing.</p>	

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Concept plan	What improvements have been made
Improvements to Laurie Street intersection	
	<p>We heard from the community that there was a need for more pedestrian connectivity along Mason Street. Newport Lakes and Laurie Street was identified as a particularly difficult intersection to access safely. New pram crossings will be constructed on the east side of the Laurie Street intersection and connecting into the path network into Newport Lakes.</p>
Improvements to the Challis Street intersection	
	<p>We received similar feedback on Challis Street as on Jack Street. So a similar intersection is proposed. Clear pedestrian connectivity will be provided with pram crossings across Mason Street linking into Jack Madigan Reserve is now proposed. It is proposed to move the kerb at Jack Street further into Mason Street to increase the sight lines for vehicles exiting Jack Street onto Mason Street.</p>
Pedestrian crossing between Miris and Schutt Streets	
	<p>We heard that the pedestrian crossings in and approaching the Newport shopping precinct were in need of an upgrade. Included in the scope of this project to convert to a signalised (traffic lights) pedestrian crossing located between Miris Street and Schutt Street.</p>