



LOCAL AREA PLACE MAKING STUDY

ABBOTSFORD LOCAL AREA PLACE MAKING STUDY

ABBOTSFORD PRECINCT, ABBOTSFORD

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ABBOTSFORD PRECINCT, ABBOTSFORD

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1 INTRODUCTION

O'Brien Traffic has been engaged by Yarra City Council to undertake a Local Area Place Making Study in the Abbotsford Precinct, Abbotsford.

The Study has been undertaken in accordance with Council's Local Area Place Making Policy 2017.

Local Area Place Making (LAPM) is primarily focussed on the planning and management of Council roads. It aims to improve places for people by managing vehicle traffic and improving conditions for pedestrians and cyclists.

Engagement with the community is a key component of the LAPM process. The input of the community in identifying the issues and needs in their neighbourhood, together with analysis of traffic data and crash data, forms the basis for the development of the LAPM scheme.

2 STUDY AREA

The study area is bounded by Johnston Street, Victoria Street, Hoddle Street and the Yarra River in Abbotsford, as shown in **Figure 1**.

The study area is predominantly residential, with the exception of:

- retail/commercial uses fronting Johnston Street, Victoria Street and Hoddle Street;
- retail/commercial uses fronting Nicholson Street, including the Hive Shopping Centre;
- industrial uses in the south-eastern portion of the Study Area, including Carlton and United Breweries;
- Abbotsford Primary School, located on Lithgow Street;
- Collingwood Railway Station, located on the southern side of Stanton Street;
- the Abbotsford Convent and Collingwood Children's Farm, in the north eastern portion of the Study Area; and
- the Main Yarra Trail and adjacent Yarra Bend Park.

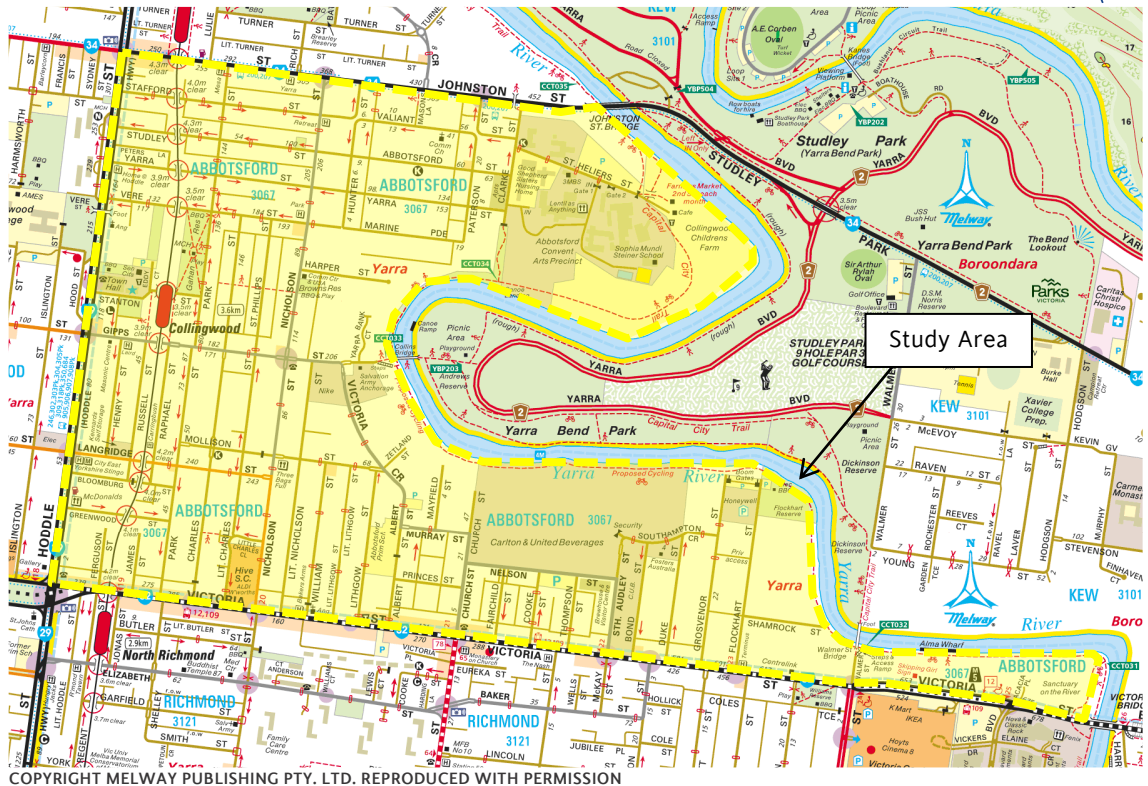


FIGURE 1: LOCATION OF SUBJECT AREA

3 EXISTING CONDITIONS

3.1 STREET NETWORK

3.1.1 Arterial roads

The study area is bounded by the arterial roads Johnston Street, Victoria Street and Hoddle Street. These roads are Primary Arterial Roads under the control and management of VicRoads.

Council typically do not undertake works on VicRoads' roads, however can advocate to VicRoads for works to be undertaken.

The arterial roads are described below.

Victoria Street, south of Hoddle Street, provides one traffic lane and marked kerbside parking bays in each direction with central tram tracks. Kerbside parking is typically permitted outside of clearway times.

Johnston Street, east of Hoddle Street, provides one traffic lane and one bus lane in each direction, with a central turning lane. Kerbside parking is permitted outside of clearway times (which obstructs the bus lanes).

Hoddle Street (northbound) provides three traffic lanes, a transit lane and marked parallel parking. Hoddle Street (southbound) provides three traffic lanes and a bus lane southbound. The directions of traffic are separated by a central median. Kerbside parking is permitted on the east side at all times and outside of clearway times on the

west side (which obstructs the bus lane).

3.1.2 Major Council Roads and Collector Roads

The main routes through the study area are Nicholson Street, Langridge Street, Gipps Street, Victoria Crescent, Albert Street, Murray Street, Church Street, Nelson Street and Sth Audley Street. These streets are described below.

Nicholson Street is a Major Council Road south of Langridge Street and a Collector Street north of Langridge Street. It runs in an (approximate) north-south orientation between Victoria Street and Johnston Street and provides one traffic lane, a bicycle lane and a parking lane in each direction. Traffic signals are provided at its intersections with Victoria Street, Gipps Street and Johnston Street

Langridge Street is a Major Council Road. It runs in an (approximate) east-west orientation between Smith Street and Nicholson Street and east of Hoddle Street provides one traffic lane, a bicycle lane and a parking lane in each direction. Traffic signals are provided at its intersection with Hoddle Street and the intersection of Nicholson Street is controlled by a stop sign.

Gipps Street is a Collector Street under the care and management of Council. It runs in an (approximate) east-west orientation between Wellington Street and Victoria Crescent and east of Hoddle Street provides one traffic lane, a bicycle lane and a parking lane in each direction. Traffic signals are provided at its intersections with Hoddle Street and Nicholson Street.

Victoria Crescent is a Collector Street under the care and management of Council. It runs in an (approximate) north-south orientation between Gipps Street and Albert Street and provides one traffic lane, a bicycle lane and a parking lane in each direction.

Albert Street between Victoria Crescent and Murray Street is a Collector Street under the care and management of Council. It runs in an (approximate) north-south orientation between Victoria Street and Victoria Crescent and north of Murray Street provides one traffic lane, a bicycle lane and a parking lane in each direction.

Murray Street is a Collector Street under the care and management of Council. It runs in an (approximate) east-west orientation between Albert Street and Church Street and provides one traffic lane, a bicycle lane and a parking lane in each direction. Give way controls are provided at its intersections with Albert Street and Church Street.

Church Street (south of Murray Street) is a Collector Street under the care and management of Council. It runs in an (approximate) north-south orientation from Victoria Street for approximately 315 metres, terminating at a cul-de-sac and provides one traffic lane, a bicycle lane and a parking lane in each direction. Traffic signals are provided at its intersection with Victoria Street.

Nelson Street is a Collector Street under the care and management of Council. It runs in an (approximate) east-west orientation between Church Street and Sth Audley Street and provides one traffic lane and a parking lane in each direction. A give way control is provided at its intersection Church Street and a stop control is provided at its intersection with Sth Audley Street.

Sth Audley Street is a Collector Street under the care and management of Council. It

runs in an (approximate) north-south orientation between Victoria Street and Southamption Street and provides one traffic lane in each direction. Kerbside parking is permitted on the western side south of Nelson Street. Traffic signals are provided at its intersection with Victoria Street.

3.1.3 Local streets

The majority of streets within the study area are local streets. These are typically orientated approximately east-west or north-south. While most streets provide for two-way traffic movements, many streets are one-way only. Kerbside parking is typically permitted in most streets.

Local area traffic management treatments have been implemented in many streets in the study area. These include:

- Speed humps – various streets;
- Zebra crossings – eg. numerous locations on Nicholson Street, Gipps Street, and Langridge Street;
- Raised zebra crossings – eg. St Heliers Street
- Bicycle lanes – eg. Nicholson Street, Gipps Street, Langridge Street, Mollison Street, Victoria Crescent;
- One-way streets – eg. Vere Street, Park Street etc.; and
- Road closures – eg. Albert Street, Mollison Street.

3.2 PUBLIC TRANSPORT ROUTES

PUBLIC TRANSPORT ROUTES ARE SHOWN IN FIGURE 2. SOURCE: WWW.PTV.VIC.GOV.AU

Figure 2



FIGURE 2: PUBLIC TRANSPORT ROUTES

Bus routes operate on Hoddle Street and Johnston Street. Victoria Street is a tram route.

Collingwood Station on the Mernda / Hurstbridge train line is located in the western portion of the study area.

3.3 BICYCLE ROUTES

Bicycle routes are shown in Figure 3.

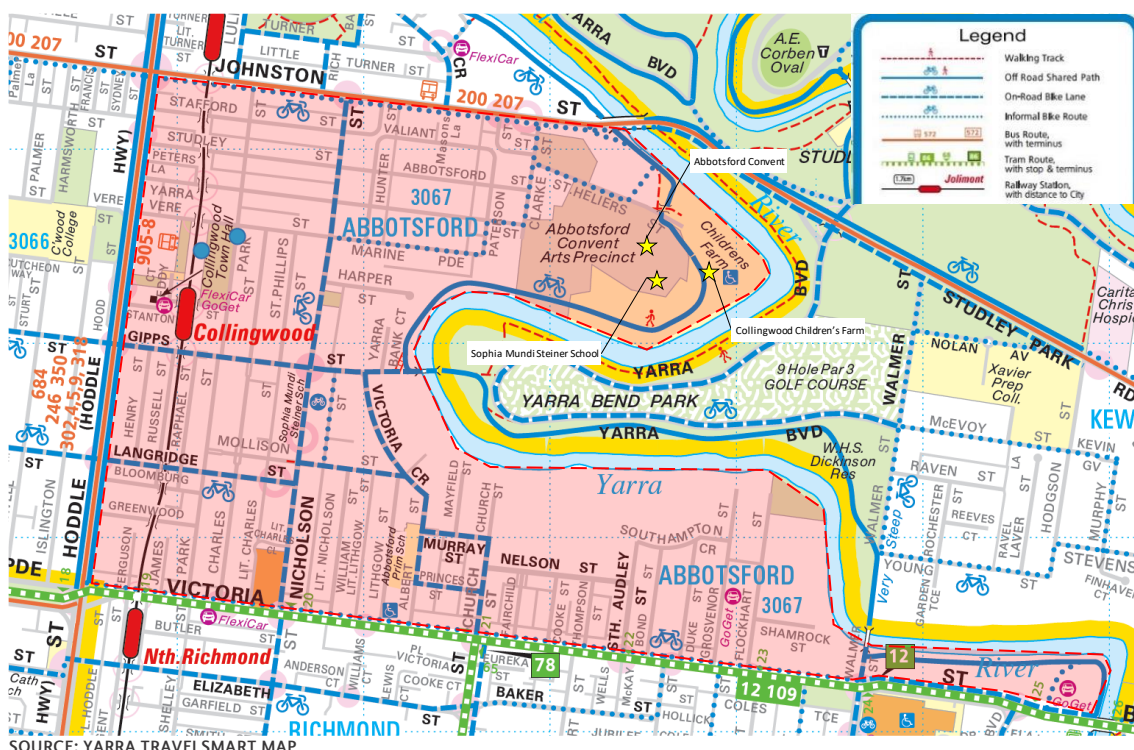


FIGURE 3: BICYCLE ROUTES

3.3.1 Off-road bike paths

The Main Yarra Trail follows the Yarra River. This is a shared path that is popular with recreational users and commuters.

3.3.2 On-road bicycle routes

On-road bicycle paths are provided on Nicholson Street, Gipps Street, Langridge Street, Victoria Crescent, Murray Street, Church Street (south of Murray Street), Mollison Street (east of Nicholson Street), Princes Street and Albert Street (north of Princes Street).

Johnston Street, Victoria Street, Marine Parade, Clarke Street and St Heliers Street are informal bicycle routes.

3.4 TRAFFIC VOLUMES AND SPEED DATA

Traffic volume and speed data was provided by Council and is presented diagrammatically in **Appendix A**. This includes:

- Daily traffic volumes;

- AM and PM peak hour volumes; and
- 85th percentile speed (the speed at which 85% of all vehicles travel at or under).

3.4.1 Traffic volumes

Most local streets within the study area have traffic volumes less than 1,000 vpd, with the exception of:

- Mollison Street, Flockhart Street, Clarke Street (north of St Heliers Street) and St Heliers Street with weekday traffic volumes in the order of 2-4,000 vpd; and
- Southampton Street, Marine Parade, Abbotsford Street and Park Street, with traffic volumes between 1,000 and 2,000 vpd.

Nicholson Street, Langridge Street, Gipps Street, Victoria Crescent, Albert Street (north of Murray Street) and Murray Street have higher traffic volumes, consistent with their function as Major Council Road/Collector Roads.

3.4.2 Vehicle speeds

A 40 km/h speed limit applies to the study area.

The majority of streets have 85th percentile speeds less than 40 km/h.

The traffic data indicates 85th percentile speeds of 40-46km/h in the following streets:

- Nelson Street and Victoria Crescent;
- Nicholson Street and Langridge Street;
- Park Street and Charles Street.

3.5 CRASH DATA

VicRoads casualty crash data for the period from 1 July 2012 to 30 June 2017 was provided by Council. The crash data is presented diagrammatically in **Appendix B**.

Figure 4 shows the location and number of vehicle, bicycle and pedestrian crashes in the area.



FIGURE 4: CASUALTY CRASHES – JANUARY 2012 TO JUNE 2017

Figure 4 shows that there has been a high proportion of bicycle crashes in the study area during the five-year period, in particular:

- 5 bicycle crashes on Nicholson Street at Harper Street (it is noted that blackspot intersection upgrades were undertaken in January 2018 to address this issue);
- 7 bicycle crashes on Victoria Crescent between Gipps Street and Mollison Street including 2 crashes at the Gipps Street intersection and 2 crashes at the Mollison Street intersection;
- 2 bicycle crashes occurred at the Gipps Street/ Nicholson Street and Nelson Street/Thompson Street intersections.

Multiple crashes also occurred at the southern end of Nicholson Street adjacent to the Hive Shopping Centre, including 2 pedestrian crashes and 2 cyclist crashes.

3.6 PEDESTRIAN AND CYCLIST COUNTS

Pedestrian and bicycle count data was provided by Council and is presented diagrammatically in **Appendix C**. The data includes pedestrian counts on Stanton Street in the vicinity of the Railway Station, on Nicholson Street between Langridge Street and Mollison Street and at the Abbotsford Street/Clarke Street intersection.

4 IDENTIFICATION OF ISSUES AND PRIORITIES

4.1 TRAFFIC VOLUME AND SPEED DATA

The traffic data for the local streets has been analysed against a set of criteria to identify streets where traffic volume, rat-running, vehicle speeds or heavy vehicles may be an issue of concern. The criteria are listed below:

- Traffic volume - weekday traffic volume greater than 1,000 vpd;
- Through traffic (rat-running) - AM or PM peak hour volumes greater than 14% of the daily volume; and
- Vehicle speeds - 85th percentile speed greater than 40 km/h; and
- Heavy vehicles – proportion of heavy vehicles in excess of 5% of total traffic.

The traffic analysis is summarised in **Figure 5** and discussed further in Sections 4.1.1 to 4.1.4.

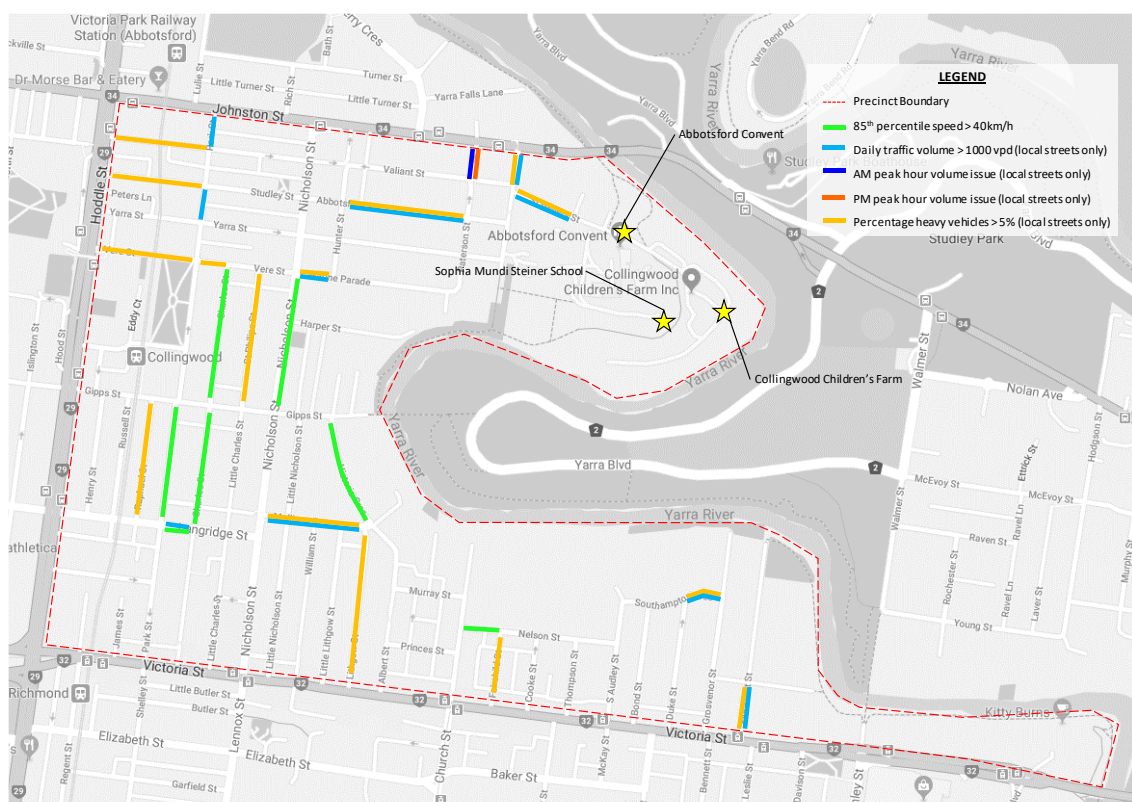


FIGURE 5: POTENTIAL ISSUES OF CONCERN – VEHICLE SPEEDS, TRAFFIC VOLUME, AM/PM PEAK PERIOD RAT-RUNNING, AND HEAVY VEHICLES

4.1.1 Daily Traffic Volumes

Typically, local streets with traffic volumes of 1,000 vehicles per day (vpd) or lower is considered acceptable.

The following local streets have weekday traffic volumes greater than 2,000 vpd:

- Mollison Street (3,830 vpd)
- Clarke Street, north of St Heliers Street (2,462 vpd); and

- Flockhart Street (2,739 vpd)

The following local streets have weekday traffic volumes between 1,000 and 2,000 vpd:

- St Heliers Street (1,998 vpd)
- Southampton Street (1,595 vpd)
- Marine Parade (1,572 vpd)
- Abbotsford Street (1,382 vpd); and
- Park Street (1,048 – 1,102 vpd)

4.1.2 Peak Hour Traffic Volumes

Where the peak hour traffic volume is greater than 14% of the daily traffic volume, through traffic or 'rat-running' is identified as a potential issue.

The only street where this occurs is Paterson Street, in both the AM and PM peaks.

4.1.3 Vehicle Speeds

A 40 km/h speed limit applies to the study area.

Several streets have 85th percentile speeds of 40-44km/h, including Victoria Crescent, Nicholson Street (Gipps Street – Marine Parade), Langridge Street (Park Street – Charles Street), Park Street (Langridge Street – Gipps Street) and Charles Street. Nelson Street has an 85th percentile speed of 45.5 km/h.

4.1.4 Heavy Vehicles

Local streets should typically have a low proportion of heavy vehicles – unless they serve industrial areas or are bus routes. In the study area, traffic volumes comprise more than 5% heavy vehicles on the following streets:

- Valiant Street, Studley Street and Abbotsford Street – residential streets;
- Vere Street, Marine Parade, Raphael Street and St Phillips Street - residential streets;
- St Heliers Street and Clarkes Street (north of St Heliers Street) – non-residential uses;
- Lithgow Street and Fairchild Street – residential streets that connect to industrial uses; and
- Mollison Street (east of Nicholson Street), Southampton Street and Flockhart Street – which directly serve industrial uses.

4.2 CRASH DATA

The crash data indicated the following locations have specific crash problems:

- Nicholson Street at Harper Street – bicycle crashes;
- Victoria Crescent between Gipps Street and Mollison Street – bicycle crashes at intersections and mid-block; and

- Nicholson Street in the vicinity of the Hive Shopping Centre – bicycle and pedestrian crashes.

4.3 STAGE ONE CONSULTATION – ISSUES AND IDEAS

Council consulted with the community at the commencement of the project to inform the community of the project and invite their input.

The Stage One Consultation comprised:

- Postcards – delivered to residents and businesses;
- Information sessions; and
- On-line survey – inviting participants to identify issues of concern and offer suggestions.

The on-line survey identified a range of issues including traffic volumes, rat-running, vehicle speeds, pedestrian and cyclist safety, pedestrian and cyclist infrastructure, and amenity.

4.4 OVERVIEW OF ISSUES

An overview of the issues identified from the traffic data, crash data and community consultation is presented in **Figure 6**.

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4.5 STAGE TWO CONSULTATION – PRIORITIES

Following analysis of the traffic and crash data, and summation of the community input, Council undertook a second on-line survey to rank priorities. The results of the survey are provided in **Appendix D**.

The highest priority Council roads, and the issues of concern, were identified as follows:

- Nicholson Street – missing/impaired bike lanes at intersections, bike crashes at Harper St, pedestrian/cyclist safety at Langridge St/Mollison St, pedestrian safety at crossings, speed humps
- Gipps Street – traffic volume, pedestrian safety at crossings/intersections, missing bike lanes at Nicholson St and east of Victoria Cres
- Park Street – traffic volume Johnston St to Studley St, vehicle speeds, one-way flow Gipps St to Langridge St
- Victoria Crescent – traffic volume, pedestrian/cyclist safety at Gipps Street and Mollison St
- Langridge Street – traffic volume, pedestrian/cyclist safety at intersections
- Mollison Street – traffic volume, pedestrian/cyclist safety at Nicholson St and Victoria Cres

Issues identified on Johnston Street also ranked highly.

Treatments identified for Johnston Street and the other VicRoads managed roads, Hoddle Street and Victoria Street, are not included in LAPM scheme other than in the form of advocacy to VicRoads.

5 DEVELOPMENT OF POTENTIAL TREATMENTS

5.1 LOCAL AREA STUDY GROUP MEETING ONE

The first meeting of the Local Area Study Group was held on Thursday 8th March 2018 at the Collingwood Town Hall.

The aim of the meeting was primarily to develop a draft LAPM Scheme.

A summary of the results of the on-line survey was presented to the Study Group and was generally endorsed by the Group. The Study Group then discussed potential treatment options for the study area.

Minutes of the LASG Meeting are provided in **Appendix E**.

5.2 POTENTIAL TREATMENTS – LOCAL STREETS

Based on the discussions at the LASG Meeting, potential treatments were developed to address the identified issues. These are discussed below.

5.2.1 Nicholson Street

The bicycle facilities on Nicholson Street were identified as an issue, in particular at intersections where they terminate or are impeded. There are opportunities to improve the bicycle facilities as follows:

- Extend the northbound bike lane to the intersection at Johnston Street – the northbound traffic lanes could be reduced from 3 to 2 to allow the bike lane to continue to the intersection.
- Reconfigure the southbound bicycle lane approaching Victoria Street to the kerbside. This would require alteration to the traffic signal phasing at the intersection and the approval of VicRoads.

Pedestrian safety at crossings and effectiveness of speed humps were also identified as issues. The Study Group noted that many motorists do not differentiate between raised pedestrian crossings and speed humps. There is opportunity to upgrade existing pedestrian crossings to raised crossings and rationalise existing speed humps. An additional raised pedestrian crossing could be provided north of Langridge Street.

Traffic volumes on Langridge Street and Mollison Street were identified as being undesirably high. In order to address the through traffic movement across Nicholson Street, Mollison Street and Langridge Street could be made left in-left out only. Desirably this would be achieved by physical means such as a median island on Nicholson Street to prevent right turns.

At the southern end of Nicholson Street near the Hive Shopping Centre, there is opportunity to improve the entrance area to the Hive Shopping Centre by rationalising car spaces on western side of the street and provide additional bicycle hoops and landscaping. The design would need to consider loading and community bus parking.

5.2.2 Gipps Street

Traffic volume, pedestrian safety and bicycle infrastructure were identified as issues on Gipps Street.

The LASG agreed that Gipps Street was the preferred east-west route through the Study Area, with through traffic to be discouraged from using Langridge Street. Hence no traffic management treatments are proposed for Gipps Street.

Potential treatments to improve pedestrian safety and bike lanes are as follows:

- Upgrade the existing pedestrian crossing east of the railway line to a raised pedestrian crossing;
- Replace the bluestone channel on the northern side of the street, west of Nicholson Street and widen the bike lane; and
- Improvements at Gipps Street/Victoria Crescent as described below.

5.2.3 Gipps Street/Victoria Crescent

There are significant pedestrian and cyclist movements across the bend at Gipps Street/Victoria Crescent to access the Main Yarra Trail. Pedestrian and cyclist safety at this location was identified as an issue. Potential improvements are as follows:

- Provide a raised pedestrian friendly threshold on Gipps Street immediately east of Victoria Crescent;
- Provide vibraline at the edge of the bike lane on the outside of the bend; and
- Provide a raised pedestrian crossing on Victoria Crescent, south of Gipps Street.

5.2.4 Langridge Street

Traffic volumes and pedestrian/cyclist safety were identified as issues for Langridge Street. As discussed above, it is proposed to restrict traffic movements to/from Langridge Street at Nicholson Street to left in/left out to discourage through traffic movements.

As part of the left in/left out treatment at Nicholson Street, kerb extensions would be provided on Langridge Street which would reduce the crossing distance for pedestrians and improve pedestrian safety. The pedestrian crossing could be replaced with a raised threshold treatment.

Other opportunities to improve pedestrian safety on Langridge Street are as follows:

- Provide a raised pedestrian crossing between Raphael Street and Park Street; and
- Replace the painted islands at Charles Street with kerb outstands and provide new kerb ramps.

5.2.5 Mollison Street

Traffic volumes and pedestrian/cyclist safety at Nicholson Street and Victoria Crescent were identified as issues for Mollison Street.

As discussed above, it is proposed to restrict traffic movements to/from Mollison Street at Nicholson Street to left in/left out to discourage through traffic movements. Cyclists would be exempt from the turn bans. The treatment would also improve safety for pedestrian movements across Mollison Street.

At Victoria Crescent, a raised pedestrian crossing could be provided on Mollison Street to improve pedestrian safety.

5.2.6 Harper Street

It is proposed to ban entry from Harper Street into Little Nicholson Street during the weekday AM peak period.

5.2.7 Park Street

There was concern with the use of Park Street as a rat-run and the LASG noted that traffic volumes had increased since the *Streamlining Hoddle Street* works. Council will advocate to VicRoads for evaluation of the project to ensure any issues on local streets are properly addressed.

5.2.8 Park Street / Vere Street

Given the proximity to Gahan Reserve, it is proposed to upgrade the intersection at Park Street and Vere Street and provide improved bicycle and pedestrian connections to the parkland.

5.2.9 Vere Street

Vere Street is currently one-way westbound, although often used by eastbound cyclists as a link between the Hoddle Street overpass and the Main Yarra Trail. Provision of a contraflow bike lane would formalise this usage and improve safety for cyclists particularly at intersections.

5.2.10 Stanton Street

There is a desire to improve pedestrian accessibility between Collingwood Town Hall, the railway station and Gahan Reserve. This is consistent with the Collingwood Town Hall Urban Design Framework which proposes a shared space between the Collingwood Town Hall and the railway station.

A raised pedestrian crossing could be provided between the railway station and Gahan Reserve to facilitate the heavy pedestrian demand.

5.2.11 Murray Street

The LASG recognised the function of the Nelson Street - Murray Street route in providing access to the area, however there was a desire to provide some 'calming' treatments.

Provision of a raised threshold treatment on Murray Street at Church Street is proposed. Treatment option for Murray Street/Albert Street are discussed below.

5.2.12 Murray Street / Albert Street

A raised threshold treatment could also be provided on Murray Street at Albert Street, with kerb ramps on Albert Street to improve pedestrian accessibility.

Alternatively, the existing road closure on Albert Street could be relocated to Murray Street. Notwithstanding this, it is recommended to retain the current intersection control (Stop control on Murray Street) at this location to:

- Retain some calming for the area (as noted in Section 5.2.11);
- Provide priority for cyclists along Albert Street.

Provision would also be made for pedestrian access across Murray Street.

5.2.13 Thompson Street

AM peak right turn bans currently operate on Victoria Street at Fairchild Street and Cooke Street. It was considered that a similar right turn ban should also be provided at Thompson Street with traffic encourage to used South Audley Street.

5.2.14 Church Street

At Church Street, there is opportunity to continue the southbound bicycle lane to Victoria Street, subject to VicRoads' approval.

5.3 POTENTIAL TREATMENTS – ADVOCACY TO VICROADS

Treatments have been considered on the arterial roads for advocacy to VicRoads as follows.

5.3.1 Johnston Street / Nicholson Street

There is concern about the speed of vehicles using the left turn slip lane and safety of pedestrians. It is proposed that Council advocate to VicRoads for improvements at the intersection, such as removal of the left turn slip lane.

5.3.2 Johnston Street, Paterson Street to Trenerry Crescent

A traffic clearway is proposed on the southern side of Johnston Street between Paterson Street and Trenerry Crescent during the PM peak period to improve traffic flow on Johnston Street.

5.3.3 Victoria Street / Hoddle Street

An increase in the capacity of the right turn movement from Victoria Street to Hoddle Street may reduce the amount of rat-running through the study area. This could be achieved by changes to the signal phasing at the intersection.

5.3.4 Victoria Street / Thompson Street

As discussed in Section 5.2.13, an AM peak period right turn ban on Victoria Street at Thompson Street would be desirably consistent with the existing turn bans at Fairchild Street and Cook Street.

5.4 CONSULTATION: STAGE THREE – DRAFT LAPM SCHEME

A draft LAPM Scheme comprising the treatments discussed above was put to the community to gauge the level of support for each proposed treatment.

The Stage Three Consultation comprised:

- Brochures - delivered to all residents and businesses in the area;
- Information session; and
- On-line survey.

The on-line survey was in the form of an interactive map and invited the community to “like” or “dislike” each treatment and provide a comment if desired.

A copy of the draft LAPM Scheme and the community response is provided in **Appendix F**.

The response rate from the community was very low - approximately 3%. Overall there was strong support for the treatments, with the exception of:

- Removal of the left turn slip lane and review of bus stop location at Johnston Street/Nicholson Street;
- Removal of speed humps on Nicholson Street;
- Left in/left out treatments at Langridge Street and Mollison Street.

At Albert Street, the preferred treatment was the relocation of the Albert Street road closure to Murray Street and provision of pedestrian/cyclist access across Murray Street.

5.5 LOCAL AREA STUDY GROUP MEETING 2

The second meeting of the LASG was held on Wednesday 12th September 2018 at the Collingwood Town Hall.

The aim of the meeting was to consider the results of the community consultation and reach agreement on proposed treatments to form the draft LAPM Scheme.

The results of the community consultation were presented and generally resonated with the Group.

All treatments supported by the community were agreed by the LASG. The treatments that were not well supported by the community were discussed and agreement reached as follows:

- *Removal of the left turn slip lane and review of bus stop location at Johnston Street/Nicholson Street* – the concern with removal of the slip lane was that it would result in an increase in queueing in Johnston Street. However, it was agreed that some improvement to the slip lane was desirable. There was no objection to reviewing the bus stop location.
- *Removal of speed humps on Nicholson Street* – there was some concern that removal of speed humps was a backwards step in terms of traffic management and road safety. However, the speed humps are poorly spaced and have limited effectiveness. It is also proposed to convert two pedestrian crossings on Nicholson Street to raised crossings. Given this, it was agreed that the speed humps outside no. 220 and no. 181 could be removed and monitored, and that the speed hump outside no. 190 should be upgraded to a full width speed hump.
- *Left in/left out treatments at Nicholson Street/Langridge Street and Nicholson Street/Mollison Street* – while there was general support for the proposed left in/left out treatments at these intersections, there was some concern about the resulting redistribution of traffic movements in the wider area. The LASG generally agreed to implement the treatments on a trial basis and monitor traffic conditions.
- *Replace Langridge Street pedestrian crossing (at Nicholson Street) with kerb extensions and threshold treatment* – there was some concern about the removal of the pedestrian crossing, although the proposed kerb extensions and threshold treatment would make it easier for pedestrians to cross. The LASG agreed to the implementation of the treatment if the need for a pedestrian crossing was monitored.

Minutes of the LASG Meeting are provided in **Appendix G**.

6 DRAFT LAPM SCHEME

A draft LAPM Scheme has been developed based on the data and consultations and is presented diagrammatically in **Figure 7**.

Concept plans for the proposed treatments are provided in **Appendix H**.

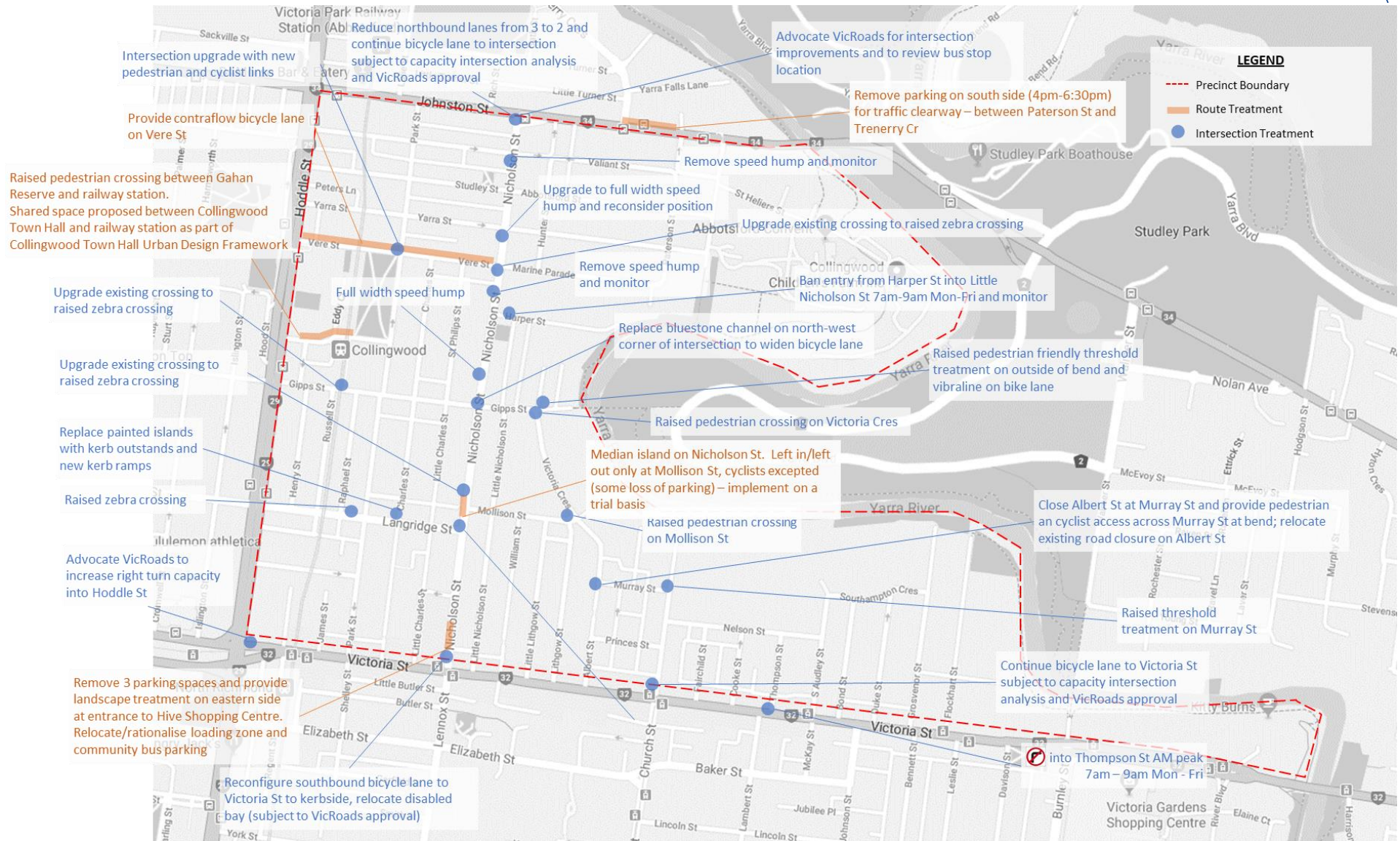


FIGURE 7: DRAFT LAPM SCHEME

7 INDICATIVE COST ESTIMATES

Indicative cost estimates are provided in **Table 1**. The indicative cost estimates do not include street lighting or drainage works.

#	LOCATION	PROPOSED TREATMENT	INDICATIVE COST ESTIMATE*
1A	Nicholson Street at Johnston Street	Reduce northbound lanes from 3 to 2 and continue bike lane to intersection of Nicholson St and Johnston St	\$30,000
1B	Johnston Street / Nicholson Street	Advocate VicRoads for intersection improvements and review bus stop location.	Council Officer time
2	Johnston Street	Remove parking on south side of Johnston St, between Paterson St and Trenerry Cr 4pm-6.30pm Mon-Fri	Council Officer time
3	Nicholson Street	Remove speed humps outside 220 and 227 Nicholson St	\$10,000
4	Nicholson Street	Upgrade existing speed humps outside 190 and 193 Nicholson St to full width and reconsider position.	\$20,000
5	Nicholson Street	Upgrade existing crossing to raised zebra crossing on Nicholson St outside Mavis the Grocer	\$30,000
6	Nicholson Street	Remove speed humps outside 181 Nicholson St	\$10,000
7	Harper St at Little Nicholson Street	Ban entry from Harper St into Little Nicholson St 7am-9am Mon-Fri	\$500
8	Park Street / Vere Street	Intersection upgrade with new pedestrian and bike links at Park St and Vere St	\$12,000
9	Vere Street	Provide contraflow bike lane on Vere St for eastbound cyclists	\$10,000
10	Stanton Street	Raised pedestrian crossing between Gahan Reserve and railway station, and shared space between Collingwood Town Hall and railway station	\$80,000
11	Gipps Street	Upgrade existing crossing on Gipps St near railway bridge to a raised zebra crossing	\$30,000
12	Nicholson Street	Upgrade existing speed hump outside 124/157 Nicholson St to full width	\$20,000
13	Gipps Street	Replace bluestone channel on north-west corner of Nicholson St/Gipps St intersection to widen bike lane	\$6,000

#	LOCATION	PROPOSED TREATMENT	INDICATIVE COST ESTIMATE*
14	Victoria Crescent/ Gipps Street	Raised pedestrian friendly threshold treatment on outside of bend at Victoria Cres/Gipps St and vibralline on bike lane	\$100,000
15	Victoria Crescent	Raised pedestrian crossing on Victoria Cr just south of Gipps St	\$40,000
16	Nicholson Street	Upgrade existing crossing on Nicholson St north of Mollison St to raised zebra crossing	\$30,000
17	Nicholson Street	Median island on Nicholson St with left in/left out only at Mollison St (cyclists excepted)	\$50,000 (\$10,000 trial)
18	Mollison Street	Raised pedestrian crossing on Mollison St at Victoria Cr	\$20,000
19	Nicholson Street/ Langridge Street	Redesign Langridge St intersection to be left-in/left-out only (cyclists excepted) Replace Langridge St crossing with threshold treatment and kerb extensions Relocate speed hump on Nicholson St and install raised zebra crossing north of Langridge St	\$50,000 (\$10,000 trial) \$50,000
20	Langridge Street/ Charles Street	Replace painted islands with kerb outstands and new kerb ramps at Langridge St and Charles St	\$30,000
21	Langridge street	Raised zebra crossing on Langridge St near Park St	\$30,000
22	Albert Street / Murray Street	Relocate existing road closure on Albert St to Murray St and provide pedestrian and bike rider access across Murray St at bend	\$80,000
23	Murray Street at Church Street	Raised threshold treatment on Murray St at Church St	\$50,000
24	Church Street at Victoria Street	Continue Church St bike lane to Victoria St	\$25,000
25	Victoria Street / Hoddle Street	Advocate VicRoads to increase right turn capacity from Victoria St into Hoddle St	Council Officer time
26	Nicholson Street at the Hive	Remove 3 parking spaces and provide landscape treatment on western side at entrance to Hive Shopping Centre Relocate/rationalise loading zone and community bus parking	\$60,000

#	LOCATION	PROPOSED TREATMENT	INDICATIVE COST ESTIMATE*
27	Nicholson Street at Victoria Street	Reconfigure southbound bike lane on Nicholson St to Victoria St to the kerbside	\$25,000
28	Victoria Street at Thompson Street	No right turn from Victoria St into Thompson St 7am-9am Mon-Fri	\$1,000

* Does not include street lighting or drainage works

TABLE 1: INDICATIVE COST ESTIMATES

8 VICROADS ADVOCACY PROJECTS

In addition to the proposed treatments shown on the draft LAPM Scheme, a list of priority projects on the arterial roads has been formulated throughout the study.

As discussed earlier, Council typically do not undertake works on the VicRoads managed arterial road network, however can advocate to VicRoads for implementation of treatments.

The priority projects on the arterial roads for advocacy to VicRoads are listed below.

Johnston Street

- Traffic signals at Trenerry Crescent to improve the safety of all road users at this busy intersection, particularly pedestrians and bike riders.
- Improvement to the existing pedestrian crossing under the railway bridge to stop drivers blocking the crossing.

Hoddle Street

- Post evaluation of Streamlining Hoddle Street project to ensure any issues to local streets are properly addressed.
- Public realm improvements particularly at Johnston Street and Hoddle Street.
- Continuous bus lanes.
- Advocate to Public Transport Victoria for bus route 246 Elsternwick-Clifton Hill to be upgraded to SmartBus timetable.
- Reduce speed limit to 60km/h or less

9 CONCLUSION

A draft LAPM Scheme has been developed in consultation with the community and based on analysis of traffic data and crash data. In addition, a priority list of traffic management treatments on the arterial roads have been formulated.

It is recommended that:

- Council adopt the LAPM Scheme; and
- Council advocate to VicRoads for implementation of the proposed treatments on the arterial roads.

APPENDIX A

TRAFFIC VOLUME AND SPEED DATA

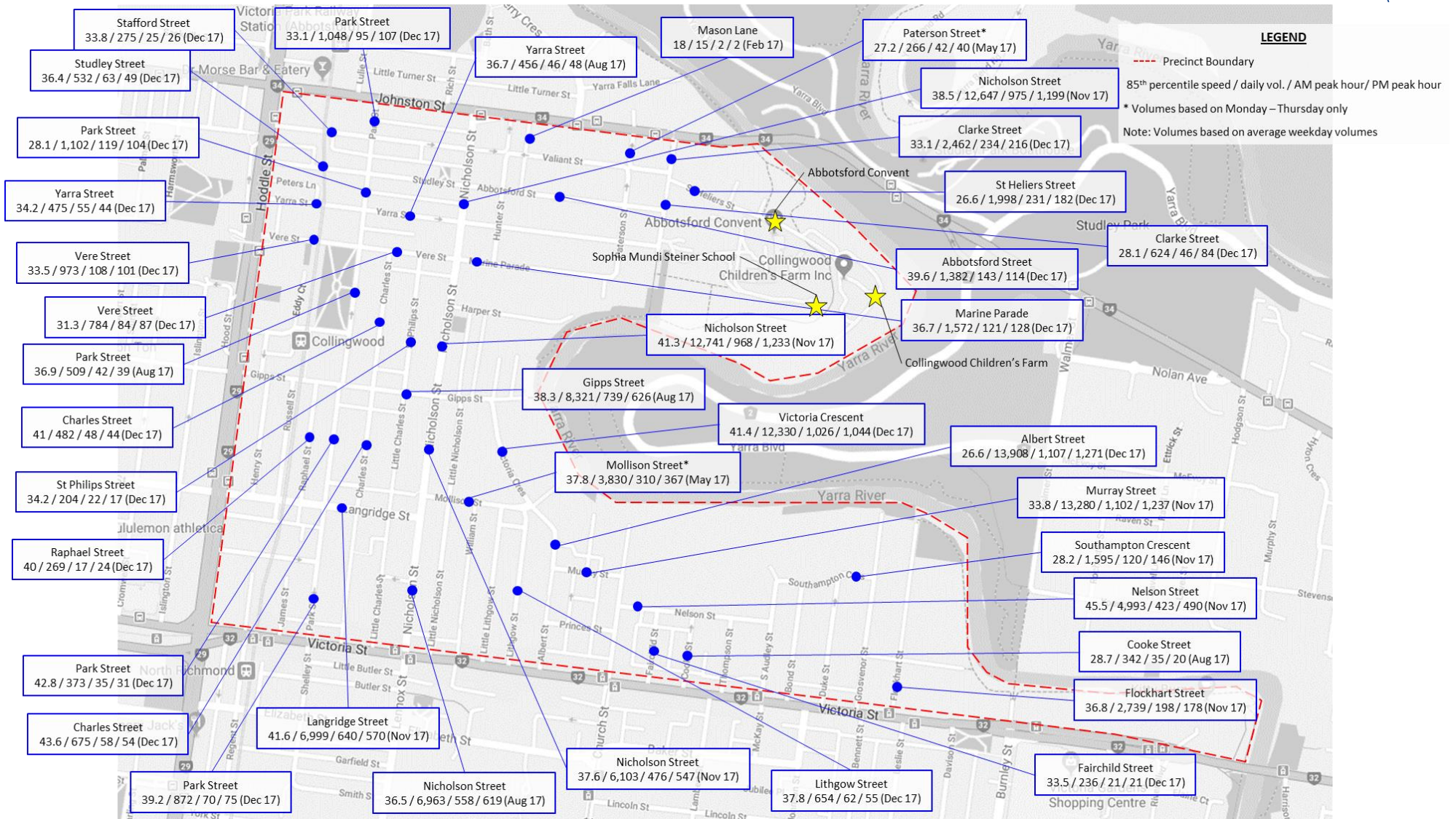


FIGURE A1: TRAFFIC VOLUME AND SPEED DATA

APPENDIX B

CRASH DATA

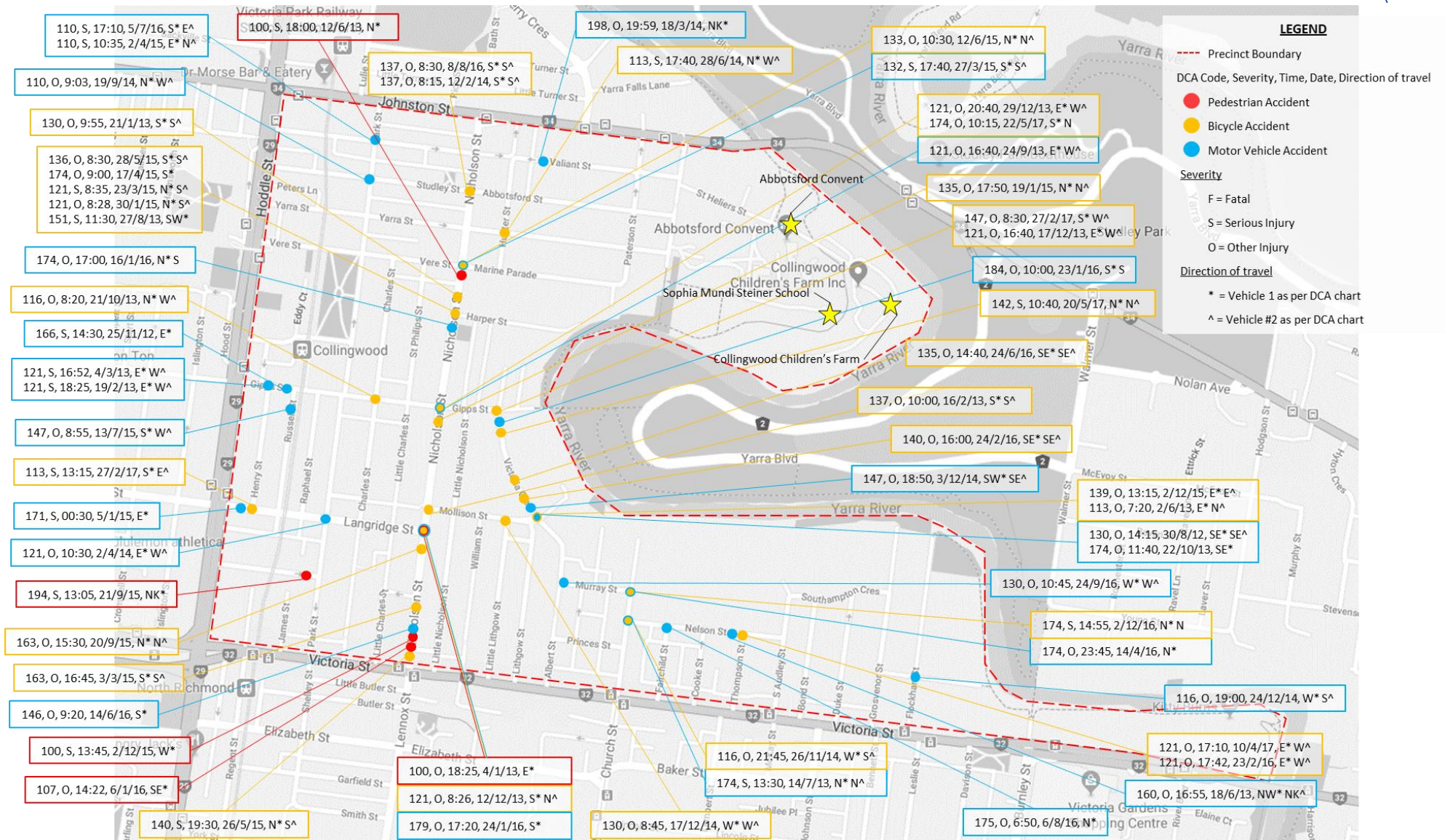


FIGURE B1: CASUALTY CRASH DATA – JULY 2012 TO JUNE 2017

PEDESTRIAN AND CYCLIST COUNT DATA

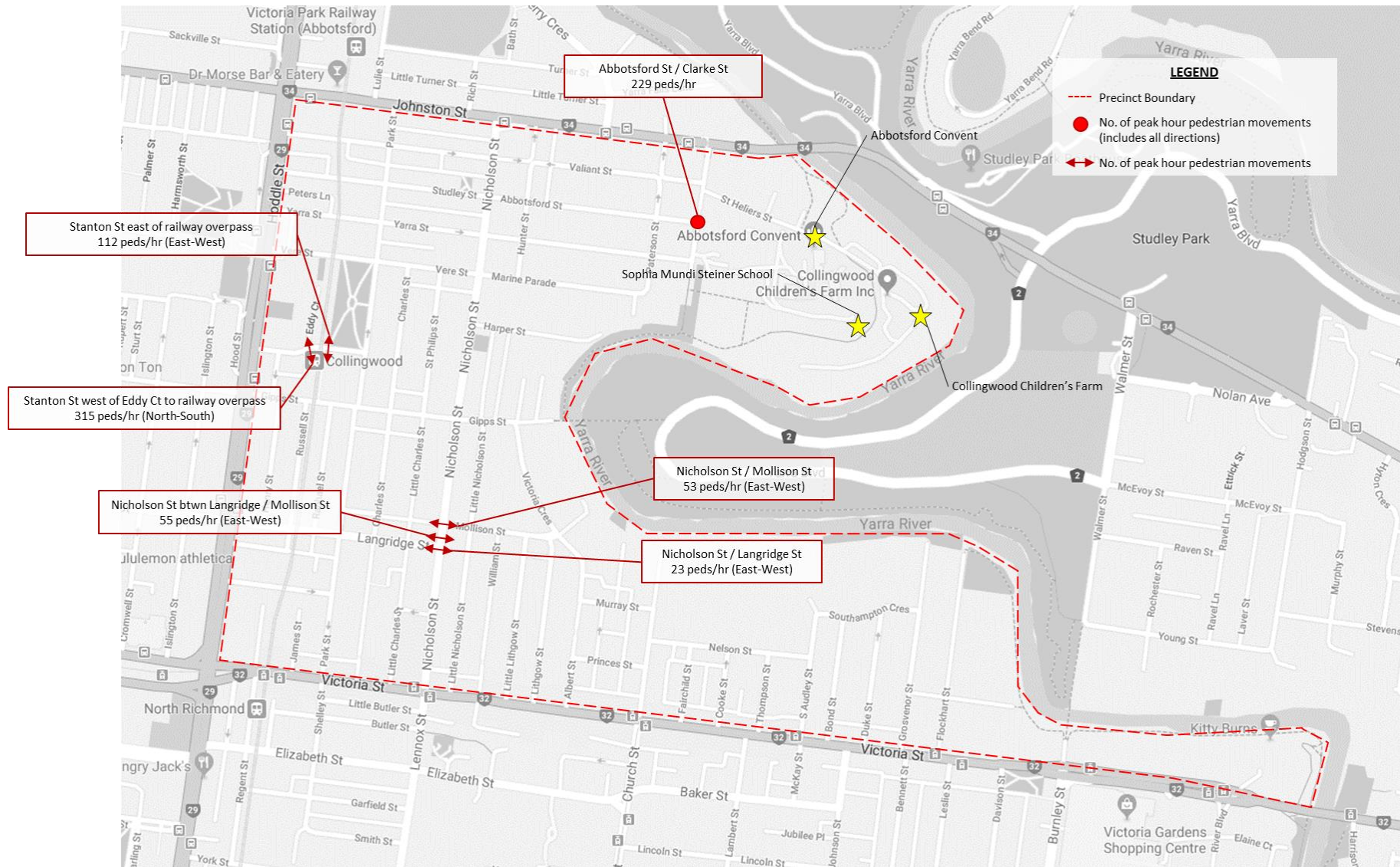


FIGURE C1: PEDESTRIAN AND CYCLIST COUNTS

COMMUNITY CONSULTATION – RANKING OF PRIORITY ISSUES

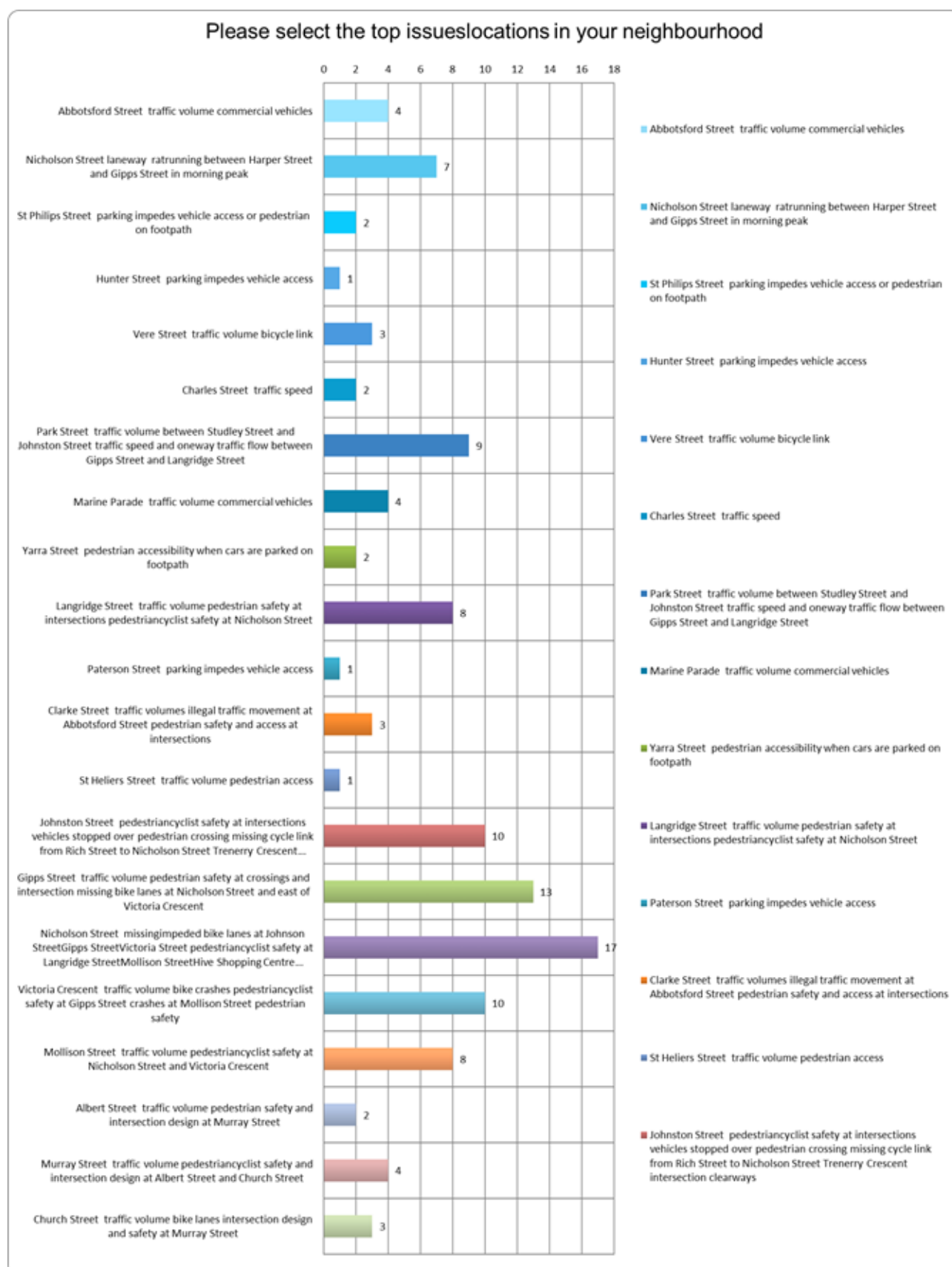


FIGURE C1: RESULTS OF THE ON-LINE SURVEY – RANKING OF PRIORITY ISSUES

APPENDIX E

LOCAL AREA STUDY GROUP MEETING 1:

**THURSDAY 8TH MARCH 2018
COLLINGWOOD TOWN HALL**

MINUTES

LOCAL AREA PLACE MAKING STUDY: ABBOTSFORD

MINUTES OF LOCAL AREA STUDY GROUP MEETING 1 THURSDAY 8TH MARCH 2018, COLLINGWOOD TOWN HALL

1. ATTENDEES

Cr Amanda Stone	Yarra City Council
Ted Teo, Transport Engineer	Yarra City Council
Ross Evans, Coordinator Traffic Engineering	Yarra City Council
Dennis Cheng, Manager Traffic and Civil Engineering	Yarra City Council
Matt Harridge, Director	O'Brien Traffic
Jemima Macaulay, Associate	O'Brien Traffic
[REDACTED]	Gipps Street
[REDACTED]	Nicholson Street
[REDACTED]	Langridge Street
[REDACTED]	Fairchild Street
[REDACTED]	Nicholson Street
[REDACTED]	Lithgow Street and Abbotsford PS
[REDACTED]	Charles Street
[REDACTED]	Abbotsford Convent
Apologies	
Cr Danae Bosler	Yarra City Council
Cr Stephen Jolly	Yarra City Council
[REDACTED]	Vere Street
[REDACTED]	[REDACTED] Church St
[REDACTED]	Yarra Street

2. WELCOME AND INTRODUCTION

The meeting was opened by Ted Teo at 6:40pm.

Ted invited each person around the table to introduce themselves and briefly state their interest in the study.

Ted then handed over to Matt Harridge to chair the meeting.

3. BACKGROUND OF LAPMS AND ROLE OF LOCAL AREA STUDY GROUP

Matt referred to a handout provided to the Study Group outlining the discussion points for the meeting.

Matt provided an overview of the background of LAPM and the study process. The cost and timeframe to deliver the LAPM scheme was also discussed.

4. PRIORITISATION OF ISSUES

Matt described the process undertaken to identify the issues in the study area, including the community consultation and data analysis.

Matt reported the results of the on-line survey of top issues/locations. Matt noted that numerous issues had been identified along Johnston Street which was managed by VicRoads. Matt explained that Council could not implement treatments on arterial roads (Johnston Street, Hoddle Street and Victoria Street) but could advocate to VicRoads. It was agreed that an output of the study should be a priority list of actions for advocacy to VicRoads.

Matt reported the priority locations on Council roads from the on-line survey as follows (in order):

- Nicholson Street
- Gipps Street
- Park Street
- Victoria Crescent
- Langridge Street
- Mollison Street

Numerous issues on these streets were discussed by the Study Group as follows:

Nicholson Street

- Motorists don't distinguish the raised pedestrian crossings from the speed humps. The Speed Hump and Pedestrian Crossing signs are very similar – should consider installing flashing lights at pedestrian crossings;
- Lighting at the raised pedestrian crossing near Johnston Street is not effective (cars do not see the crossing at night). Cars also queue over the crossing during peak periods.
- Matt queried whether there was support for raised pedestrian crossings. The Study Group generally supported the raised crossings, noting the issues discussed above.
- Ted reported that some speed humps had been recently changed and that Council's intention was to replace all speed cushions on Nicholson Street. He also noted that

Council would support upgrading existing pedestrian crossings and potentially an additional pedestrian crossing.

- The desirable distance between speed humps was queried. Matt commented that approximately 120m between speed humps is desirable but depends on a number of factors including on where humps can be physically placed.
- Cars avoid the speed cushions by going around and this causes problems for cyclists.
- Speed humps can be uncomfortable for cyclists.
- General feeling was that speed is not an issue as it is controlled by congestion.
- Many of the issues identified are caused by rat-runners through the area.

Gipps Street

- Ross Evans tabled an issue raised by a resident, specifically heavy traffic and speed on Gipps Street.

Park Street

- Park Street is used as a rat-run from Johnston Street to Studley Street. It was noted that the traffic flow on Johnston Street has worsened since Hoddle Street works. (Changes at Elizabeth Street/ Hoddle Street has also moved traffic onto Victoria Street, causing rat-running through the area).
- The one-way between Gipps Street and Langdridge Street is an access issue for local residents and consideration should be given to making it two-way, which would also slow traffic. However, the Study Group agreed that this is a matter very specific to the local residents and they could not form an opinion.
- Streets with closures work really well and can be two-way but not have through traffic.
- There has been an increase in rat-running between Gipps Street and Langdridge Street and further south to Victoria Street.
- Traffic conditions should be calm near the park where there is often children playing.

Victoria Crescent

- Rat run via Murray Street/Nelson Street
- Pedestrian/cyclist movements at Gipps Street intersection is an issue, lots of walkers access the river from here.
- Cars turn left into Mollison Street too fast.

Langridge Street

- The speed humps on Langdridge Street are confused as pedestrian crossings.

Mollison Street

- Important access route for pedestrians/cyclists to school.

██████████ Abbotsford Convent provided an update on works around the Convent, in particular:

- VicRoads have approved signals on Johnston Street to provide access to convent, and this will likely occur in 2018.
- The long term plan for St. Heliers Street is for it to become pedestrianised, with no vehicular access to the car park.
- Future truck/bus access to the Convent is unresolved.

Ted commented that St Heliers Street is a streetscape project and would not be treated as part of the LAPM.

There was some discussion about ways to stop rat-running, eg. turn bans (requires enforcement), one-way roads (circuitous for residents but reduces traffic), road closures. Matt noted that preferably turn bans should be self-enforcing (i.e. by physical means) and that road closures require approval by emergency services through a statutory process.

There was also some discussion about the impact of the Hoddle Street works and the need to consider projections of future traffic volumes.

5. DRAFT LAPMS SCHEME DEVELOPMENT DISCUSSION

Matt invited the Study Group to discuss potential treatment options for the study area.

Potential treatments discussed were as follows.

Johnston Street

- Ted noted that Council would advocate to VicRoads for
 - improvements to the left turn slip lane from Johnston Street to Nicholson Street;
 - traffic lights at Trenerry Crescent (which would improve pedestrian and cyclist conditions); and
 - pedestrian improvement to the existing crossing at the railway bridge.

Nicholson Street

- Extend bike lane to intersection at Johnston Street – northbound traffic lanes could be reduced from 3 to 2 to allow bike lane to continue.
- Median island from north of Mollison Street to south of Langridge Street to prevent right turns (i.e. left in/left out at Mollison Street and Langridge Street).
- At the southern end of Nicholson Street (near the Hive Shopping Centre) improve (shift?) bike lanes, remove 4 parking spaces on western side (noting community buses also stop here), provide additional bicycle hoops etc.

Nelson Street/Murray Street route

- Consider turn bans at Thompson Street (turn bans already at Cooke Street and Fairchild Street).
- Maintain truck access at Sth Audley Street.
- Consider right turn bans at Nelson Street/Murray Street (implications for access to area to work, Lithgow Street and school access).
- Consider closure of Albert Street immediately south of Murray Street (i.e. relocate existing closure on Albert Street) and improve pedestrian access;

Lithgow Street

- Consider closure at Victoria Street (main issue for school is children riding/walking to school)

Victoria Crescent / Mollison Street

- Tighten corner to reduce vehicle speeds.
- Provide a raised crossing on Mollison Street.

Victoria Crescent/Gipps Street

- Pedestrian/cyclist treatment to improve safety, improve cyclist connection to river

Gipps Street

- Maintain as traffic route, improve pedestrian crossings
- Consider No Right Turn to Hoddle Street in PM peak period
- Improve pedestrian access at station

Langridge Street

- Create safe points for pedestrians to cross

Vere Street / Marine Parade

- Ted noted that Council would like to promote Vere Street - Marine Parade as a bike route. Options discussed included:
 - Close Vere Street at Hoddle Street
 - Provide a contraflow bike lane on Vere Street and improve intersections
 - Allow two-way traffic on Vere Street (in conjunction with road closure)
 - Partial closures of Vere Street and Marine Parade at Nicholson Street

Stanton Street

- Improved pedestrian accessibility between Collingwood Town Hall, railway station and Gahan Reserve

Victoria Street/Hoddle Street

- Advocate to VicRoads to increase the capacity of the right turn from Victoria Street to Hoddle Street (make double right turn lane).

6. FURTHER QUESTIONS AND DISCUSSIONS

Ted raised the issue of Council's historic/current practice of allowing parking on footpaths and on both sides of road in some streets thereby allowing less than 3m for through traffic. He noted his concern for emergency vehicle access.

The Study Group did not support change to the parking conditions as part of the LAPM, rather that it was an issue specific to the local residents of the streets concerned.

8. SUMMARY AND NEXT STEPS

Matt indicated that O'Brien Traffic would consider the outputs from the meeting and develop a draft LAPM scheme in consultation with Council.

Ted noted that the treatments discussed would be in excess of the project budget. However, he did not want to rule out projects but would look for other funding opportunities.

Ted invited the Study Group to email any other issues/suggestions. He outlined the next round of community consultation that would take place to ascertain the community's views of the draft scheme. Following the community consultation, the Local Area Study Group will meet again to discuss the community response and amend the draft plan.

Ross Evans asked the Study Group whether they wanted to see the draft LAPM scheme before it went out to community consultation. It was agreed that the Study Group would be given a draft prior to the community consultation. It was also commented that other groups (eg. disability groups) should be also consulted on the draft LAPM scheme.

The next meeting of the Study Group will be in May 2018.

9. CLOSE OF MEETING

Councillor Amanda Stone thanked everyone for coming to the meeting.

Matt also thanked the Study Group for their participation and closed the meeting at 9:00pm.

**COMMUNITY CONSULTATION - ON-LINE SURVEY/INTERACTIVE MAP:
DRAFT LAPM SCHEME AND SURVEY RESPONSES**

YOUR SAY
YARRA

Taking it to the streets – Abbotsford Local Area Place Making

Visit www.yoursayyarra/improving-abbotsford
to add your feedback to an online, interactive map



KEY

- 1 Reduce northbound lanes from 3 to 2 and continue bicycle lane to intersection (subject to VicRoads approval)
Advocate VicRoads to remove left turn slip lane on Johnston St and review bus stop location
- 2 Remove parking on south side between Paterson St and Trenery Cres 4pm-6.30pm Mon-Fri for traffic clearway
- 3 Remove speed hump
- 4 Remove speed hump
- 5 Upgrade existing crossing to raised zebra crossing
- 6 Remove speed hump
- 7 Ban entry from Harper St into Little Nicholson St 7am-9am Mon-Fri
- 8 Intersection upgrade with new pedestrian and bike links
- 9 Provide contraflow bicycle lane on Vere St
- 10 Raised pedestrian crossing between Gahan Reserve and railway station. Shared space proposed between Collingwood Town Hall and railway station as part of Collingwood Town Hall Urban Design Framework
- 11 Upgrade existing crossing to raised zebra crossing
- 12 Upgrade speed hump to full width
- 13 Replace bluestone channel on north-west corner of intersection to widen bicycle lane
- 14 Raised pedestrian friendly threshold treatment on outside of bend and vibralline on bike lane
- 15 Raised pedestrian crossing on Victoria Cres
- 16 Upgrade existing crossing to raised zebra crossing
- 17 Median island on Nicholson St. Left in/left out only at Mollison St (cyclists excepted)
- 18 Raised pedestrian crossing on Mollison St
- 19 Redesign Langridge St intersection to be left-in/left-out only (cyclists excepted). Replace Langridge St crossing with threshold treatment and kerb extensions. Relocate speed hump on Nicholson St and install raised zebra crossing north of Langridge St
- 20 Replace painted islands with kerb outstands and new kerb ramps
- 21 Raised zebra crossing
- 22 Albert Street Options:
 - Relocate existing closure to Murray St and provide pedestrian and cyclist access across Murray St at bend
 - Raised threshold treatment on Murray St and pedestrian ramps on Albert St
- 23 Raised threshold treatment on Murray St
- 24 Continue bicycle lane to Victoria St (subject to VicRoads approval)
- 25 Advocate VicRoads to increase right turn capacity into Hoddle St
- 26 Remove 3 parking spaces and provide landscape treatment on western side at entrance to Hive Shopping Centre. Relocate/rationalise loading zone and community bus parking
- 27 Reconfigure southbound bicycle lane to Victoria St to kerbside (subject to VicRoads approval)
- 28 Into Thompson St 7am-9am Mon-Fri

FIGURE F1: DRAFT LAPM SCHEME PRESENTED TO THE COMMUNITY

#	DESCRIPTION	RESPONSE	
		LIKE	DISLIKE
1A	Reduce northbound lanes from 3 to 2 and continue bike lane to intersection of Nicholson St and Johnston St	26	1
1B	Advocate VicRoads to remove left turn slip lane and review bus stop location at Johnston St and Nicholson St	10	9
2	Remove parking on south side of Johnston St, between Paterson St and Trenerry Cr 4pm-6.30pm Mon-Fri	28	2
3	Remove speed humps outside 220 and 227 Nicholson St	10	12
4	Remove speed humps outside 190 and 193 Nicholson St	6	9
5	Upgrade existing crossing to raised zebra crossing outside Mavis the Grocer	17	1
6	Remove speed humps outside 181 Nicholson St	7	5
7	Ban entry from Harper St into Little Nicholson St 7am-9am Mon-Fri	8	1
8	Intersection upgrade with new pedestrian and bike links at Park St and Vere St	16	2
9	Provide contraflow bike lane on Vere St	16	2
10	Raised pedestrian crossing between Gahan Reserve and railway station, and shared space between Collingwood Town Hall and railway station	15	0
11	Upgrade existing crossing on Gipps St near railway bridge to a raised zebra crossing	24	3
12	Upgrade speed hump to full width	9	1
13	Replace bluestone channel on north-west corner of intersection to widen bike lane	27	4
14	Raised pedestrian friendly threshold treatment on outside of bend and vibralline on bike lane	12	0
15	Raised pedestrian crossing on Victoria Cr just south of Gipps St	16	1
16	Upgrade existing crossing to raised zebra crossing	9	1
17	Median island on Nicholson St with left in/left out only at Mollison St (cyclists excepted)	17	11
18	Raised pedestrian crossing on Mollison St at Victoria Cr	13	0

#	DESCRIPTION	RESPONSE	
		LIKE	DISLIKE
19	Redesign Langridge St intersection to be left-in/left-out only (cyclists excepted) Replace Langridge St crossing with threshold treatment and kerb extensions Relocate speed hump on Nicholson St and install raised zebra crossing north of Langridge St	11	7
20	Replace painted islands with kerb outstands and new kerb ramps at Langridge St and Charles St	13	0
21	Raised zebra crossing on Langridge St near Park St	12	1
22A	Relocate existing road closure on Albert St to Murray St and provide pedestrian and bike rider access across Murray St at bend	16	1
22B	Raised threshold treatment on Murray St and pedestrian ramps on Albert St	2	2
23	Raised threshold treatment on Murray St at Church St	7	3
24	Continue Church St bike lane to Victoria St	19	2
25	Advocate VicRoads to increase right turn capacity from Victoria St into Hoddle St	12	2
26	Remove 3 parking spaces and provide landscape treatment on western side at entrance to Hive Shopping Centre Relocate/rationalise loading zone and community bus parking	22	3
27	Reconfigure southbound bike lane on Nicholson St to Victoria St to the kerbside	19	2
28	No right turn from Victoria St into Thompson St 7am-9am Mon-Fri	8	0

TABLE F1: ON-LINE SURVEY RESULTS - PROPOSED LAPM TREATMENTS

LOCAL AREA STUDY GROUP MEETING 2:

**WEDNESDAY 12TH SEPTEMBER 2018
COLLINGWOOD TOWN HALL**

MINUTES

No other changes to the Minutes of the Local Area Study Group Meeting 1 were requested.

4. SUMMARY OF COMMUNITY CONSULTATION

Ted presented an overview of the community consultation and commented on the poor response rate. In particular:

- 5000 brochures were delivered and 360 brochures mailed out to non-resident owners;
- 12 people attended the 2 information sessions;
- The response rate was 3% (including Social Pinpoint users, email responses and telephone calls).

5. LAPM PROPOSALS - RESPONSE TO COMMUNITY CONSULTATION

Jemima Macaulay presented the results of the consultation for each of the LAPM proposals.

Where the results of the consultation provided clear direction, O'Brien Traffic provided a recommendation to *proceed* or *not proceed*. Where the community response was less clear, the proposed treatment was discussed by the LASG.

For each proposal, the LASG reached agreement on whether or not to proceed with the treatment as follows:

#	PROPOSED TREATMENT	DISCUSSION	LASG RECOMMENDATION
1A	Reduce northbound lanes from 3 to 2 and continue bike lane to intersection of Nicholson St and Johnston St	General agreement	Proceed (subject to VicRoads' approval)
1B	Advocate VicRoads to remove left turn slip lane and review bus stop location at Johnston St and Nicholson St	General agreement to relocation of bus stop. There was some concern that removal of the left turn slip lane would result in cars queueing back in Johnston St. General agreement that works to improve pedestrian safety and reduce vehicle speeds was desirable.	Advocate to VicRoads for relocation of bus stop Advocate to VicRoads for improvements at the intersection

#	PROPOSED TREATMENT	DISCUSSION	LASG RECOMMENDATION
2	Remove parking on south side of Johnston St, between Paterson St and Trenerry Cr 4pm-6.30pm Mon-Fri	Ted commented that he would look at opportunities for traders to park in side streets	Proceed
3	Remove speed humps outside 220 and 227 Nicholson St	There was some concern that removing speed humps would result in increased vehicle speeds. Ted noted that the existing speed humps are not very effective and are poorly spaced.	Remove speed hump and monitor
4	Remove speed humps outside 190 and 193 Nicholson St		Upgrade to full width speed hump and reconsider position
5	Upgrade existing crossing to raised zebra crossing on Nicholson St outside Mavis the Grocer	General agreement	Proceed
6	Remove speed humps outside 181 Nicholson St		Remove speed hump and monitor
7	Ban entry from Harper St into Little Nicholson St 7am-9am Mon-Fri	24-hour ban suggested	Proceed with proposal and monitor
8	Intersection upgrade with new pedestrian and bike links at Park St and Vere St	<p>Concern was raised regarding the increase in traffic (rat-running) in Park St following the Hoddle Street works. Ted confirmed that there had been an increase in traffic volumes in Park St and Studley St and that Council would continue to monitor.</p> <p>Ted indicated that zebra crossings could be provided on all legs of the intersection (subject to warrants being met).</p>	Proceed
9	Provide contraflow bike lane on Vere St for eastbound cyclists	Ted explained that bike lanes could not be provided in both directions due to the width of the carriageway, however an eastbound bike lane could be marked with bike sharrows for westbound cyclists.	Proceed

#	PROPOSED TREATMENT	DISCUSSION	LASG RECOMMENDATION
10	Raised pedestrian crossing between Gahan Reserve and railway station, and shared space between Collingwood Town Hall and railway station	General agreement. Ted advised that a shared space is unlikely to be delivered through LAPM to its full extent due to the high costs. It would best be delivered as part of any future planning in the Collingwood Town Hall precinct. More cost effective measures are suggested in the interim.	Proceed with options for cost effective space model.
11	Upgrade existing crossing on Gipps St near railway bridge to a raised zebra crossing	General agreement	Proceed
12	Upgrade existing speed hump outside 124/157 Nicholson St to full width	General agreement	Proceed
13	Replace bluestone channel on north-west corner of Nicholson St/Gipps St intersection to widen bike lane	Ted noted that investigations have begun to upgrade the intersection signals to include bike detectors.	Proceed
14	Raised pedestrian friendly threshold treatment on outside of bend at Victoria Cres/Gipps St and vibraline on bike lane	General agreement	Proceed
15	Raised pedestrian crossing on Victoria Cr just south of Gipps St	Design will need to ensure adequate sight lines to pedestrian crossing	Proceed
16	Upgrade existing crossing on Nicholson St north of Mollison St to raised zebra crossing	General agreement	Proceed
17	Median island on Nicholson St with left in/left out only at Mollison St (cyclists excepted)	While there was general support for the treatment there was some concern about the redistribution of traffic and the impact on surrounding streets	Implement on a trial basis
18	Raised pedestrian crossing on Mollison St at Victoria Cr	General agreement	Proceed

#	PROPOSED TREATMENT	DISCUSSION	LASG RECOMMENDATION
19	<p>Redesign Langridge St intersection to be left-in/left-out only (cyclists excepted)</p> <p>Replace Langridge St crossing with threshold treatment and kerb extensions</p> <p>Relocate speed hump on Nicholson St and install raised zebra crossing north of Langridge St</p>	<p>While there was general support for the treatment there was some concern about the redistribution of traffic and the impact on surrounding streets.</p> <p>There was some concern about the removal of the pedestrian crossing on Langridge St. Ted explained that the proposed treatment would make it easier for pedestrians to cross.</p>	<p>Implement on a trial basis</p> <p>Monitor need for pedestrian crossing on Langridge St at the intersection</p>
20	Replace painted islands with kerb outstands and new kerb ramps at Langridge St and Charles St	General agreement	Proceed
21	Raised zebra crossing on Langridge St near Park St	General agreement	Proceed
22A	Relocate existing road closure on Albert St to Murray St and provide pedestrian and bike rider access across Murray St at bend	<p>Relocation of the road closure to Murray St was the preferred option.</p> <p>Treatment to include a raised pedestrian crossing across Murray Street.</p>	Proceed with relocation of road closure.
22B	Raised threshold treatment on Murray St and pedestrian ramps on Albert St		
23	Raised threshold treatment on Murray St at Church St	General agreement	Proceed
24	Continue Church St bike lane to Victoria St	General agreement	Proceed
25	Advocate VicRoads to increase right turn capacity from Victoria St into Hoddle St	General agreement	Proceed
26	<p>Remove 3 parking spaces and provide landscape treatment on western side at entrance to Hive Shopping Centre</p> <p>Relocate/rationalise loading zone and community bus parking</p>	<p>General agreement.</p> <p>Design should discourage motorists to stop in front of entrance to Hive Shopping Centre to drop off/pick up passengers.</p>	Proceed

#	PROPOSED TREATMENT	DISCUSSION	LASG RECOMMENDATION
27	Reconfigure southbound bike lane on Nicholson St to Victoria St to the kerbside	General agreement	Proceed
28	No right turn from Victoria St into Thompson St 7am-9am Mon-Fri	General agreement	Proceed

6. PROJECTS TO ADVOCATE TO VICROADS

Matt Harridge explained that an outcome of the study was to provide a priority list of projects on arterial roads for advocacy to VicRoads. He listed the following projects (in addition to those above):

Johnston Street

- Traffic signals at Trenerry Crescent to improve the safety of all road users, particularly pedestrians and bike riders. Ross noted that VicRoads would be re-sheeting the intersection and that provided an opportunity to reconsider the lane configuration on Johnston Street.
- Improvement to the existing pedestrian crossing under the railway bridge to stop drivers blocking the crossing.

Hoddle Street

- Post evaluation of Streamlining Hoddle Street project to ensure any issues to local streets are properly addressed.
- Public realm improvements particularly at Johnston Street and Hoddle Street.
- Continuous bus lanes.
- Advocate to Public Transport Victoria for bus route 246 Elsternwick-Clifton Hill to be upgraded to SmartBus timetable.
- Reduce speed limit to 60km/h or less.

Ted invited further suggestions for projects on VicRoads (arterial) roads.

A concern was raised that the signals at Johnston Street/Hoddle Street were not responsive to pedestrians waiting to cross in an east-west direction, particularly at night. There were further comments regarding the need for improvement to pedestrian crossings on Hoddle Street generally.

7. NEXT STEPS

Ted indicated that Council would notify the community of the final draft plan in October 2018.

O'Brien Traffic would develop cost estimates and priorities.

The draft LATM Scheme would go to Council at its meeting in November 2018.

8. CLOSE OF MEETING

Ted thanked the Study Group for their participation and closed the meeting at 8:20pm.

Attachment A

Comments from absent volunteers

Dear Ted,

Thank you for your email. Unfortunately I will be unable to make it to the meeting next week as I will be overseas.

I wanted to emphasise my concerns about the safety of Mollison St for children walking and cycling to Abbotsford Primary School. This is really the safest route they have, and it is getting increasingly busy. I appreciate that it will inconvenience locals who are driving their cars (including myself), but not one of the comments in respect of the proposed treatment for Mollison/Nicholson St seemed to have any regard for the safety of children accessing their local school.

I also wanted to raise the fact that if the proposal for 20-30 Mollison St, currently before VCAT is approved, there will be a very significant increase in traffic along Mollison St. I extracted the following information from the Traffic Assessment Report in terms of entries and exits to/from Little Nicholson St via Mollison St (directly across the path of children walking and riding to school) – it shows a 600% increase.

	Current (figure 12)	Development (figure 17)	Post- development (figure 19)
8am-9am	6 exits 16 entries 22 total	26 exits 82 entries 108 total	33 exits 104 entries 137 total
3.30- 4.30pm	Not assessed	Not assessed	Not assessed
5-6pm	23 exits 0 entries 23 total	75 exits 33 entries 108 total	104 exits 34 entries 138 total

The reality is that this level of traffic, including 2 way traffic crossing the footpath to get into Little Nicholson St, will put an end to many local children being able to bike to school, and will compromise the safety of children walking to school.

I appreciate that local residents driving their cars will be inconvenienced, but something really does need to be done to improve the safety of Mollison St and recognise its role as the only safe route for many children accessing their local primary school.

██████████

From: [REDACTED]
Sent: Wednesday, 5 September 2018 7:02 PM
To: Teo, Ted <Ted.Teo@yarracity.vic.gov.au>
Subject: Re: Taking it to the streets Abbotsford - Local Area Study Group Meeting #2

Hi Ted,

Unfortunately I won't be able to attend next week.

As my earlier email indicated I'm extremely disappointed with how ineffectual the proposed measures are. They appear to minimise potential objections and ultimately not change motorists behaviour and improve residential amenity.

Regards,

[REDACTED]

From: [REDACTED]
Sent: Thursday, 6 September 2018 2:39 AM
To: Teo, Ted [REDACTED]
Subject: Re: Taking it to the streets Abbotsford - Local Area Study Group Meeting #2

Dear Ted

Thank you for this, but as you may remember I am on holidays in September till the 21st so am very sorry to say that I am unable to attend this meeting.
However you have emails from me that summarise my thoughts on the proposals.

In particular I would value it if you could remind the group that my major concerns for the plan are that it:

1. reduces both traffic speed and noise for residents, workers, pedestrians and cyclists.
2. redirects through traffic away from residential areas and back onto the VicRoads streets namely Hoddle, Victoria and Johnstone Streets
3. is careful of any unintended consequences of the proposed Nicholson /Langridge Streets intersection treatment. In particular it is likely to increase traffic south from Langridge Street along Park Street to Victoria Street as the proposed treatment will leave Park St as the only access street to Victoria Street between Hoddle and Nicholson Streets which would be unacceptable to residents. It might also increase traffic along Gipps Street

I am very happy to work with you and Council on this LAPM post the meeting should that be helpful.

Kind regards

[REDACTED]

Attachment B

Addendum to Minutes of LASG Meeting 1

From: [REDACTED]
Sent: Thursday, 5 April 2018 3:26 PM
To: Teo, Ted
Cc: Jemima Macauley; Evans, Ross
Subject: Re: Taking it to the streets - Local Area Place Making Study - Meeting #1 Minutes Abbotsford

Dear Ted

As I indicated before Easter I have now had time to make some notes on the Minutes.

Some of the points were raised in the meeting, but not noted in the minutes, while others are from further thinking on the issues that I raised in the supplementary document sent to you after the meeting. I understand that this document was distributed to the traffic consultants.

The comments below follow the format of the Minutes and are additional to points made in the Minutes:

4. Prioritisation of Issues

Park Street

- No cycling or pedestrian support from Gipps Street across Langridge to Victoria Street.
- Vehicles disobey one way limit between Langridge and Victoria Streets.
- Wide carriageway entry from Langridge Street into Park Street allows fast and swerving vehicle turnings that endangers pedestrians.
- Inappropriate use of a small residential street by large trucks and increased rat-running especially from Langridge to Victoria Street, but also from Gipps Street. N.B. the proposed no right turn changes to address the Langridge / Mollison rat-run will result in increased rat-running in Park Street if no changes are made to limit access to Victoria Street.

Langridge Street

- Is a rat-run used extensively by trucks and utilities which are driven at speed in what is a predominately residential setting. It has both a West East and East West flow.
- Cycle paths are accessed unsafely by motor traffic especially when vehicles overtake turning vehicles. This is dangerous for cyclists and pedestrians.

5. Draft LAPMS Scheme Development Discussion

Park Street

- Modify access to Park Street from Langridge Street.
- Limit truck access to Park Street from Langridge Street.
- Improve cyclist safety in Park Street from Gipps Street to Victoria Street.

Langridge Street

- Limit right hand turned from Hoddle Street into Langridge Street (in concert with Vic Roads).
- Increase traffic calming along Langridge Street.
- Improve cyclist safety in cycle lanes

One other issue that none of us raised at the meeting was the negative impact of traffic noise in our daily lives. Forcing drivers to travel more slowly would help address this problem.

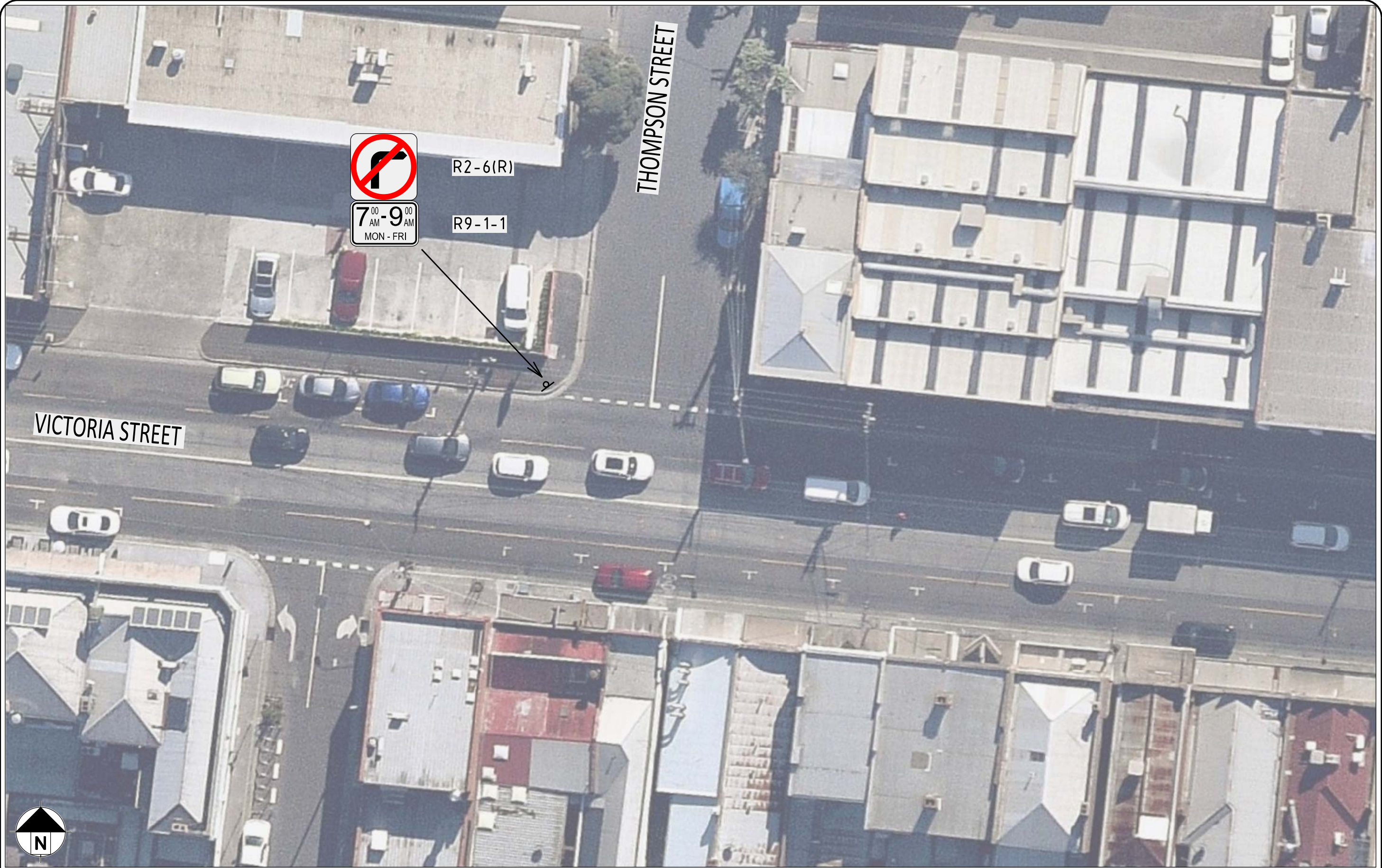
I hope you find this helpful and I look forward to hearing more.

Kind regards



APPENDIX H

CONCEPT PLANS



ISSUE	DATE	AMENDMENTS	BY

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NOTES:



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• Traffic Engineering • Road Safety
SUITE 2.03, 789 TOORAK ROAD
HAWTHORN EAST, VIC, 3123
P: +613 9804 3610
W: obrientraffic.com

ENGINEER:	J.MACAULAY	CAD FILE:	18138004.DGN
DESIGNED BY:	B.VANDERWERF	DRAWING NO:	18138004
SCALE:	1:500	ORIGINAL:	A3
DATE:	30/11/18	JOB NO:	18138
Hor. Scale Ver.	0 5 10	SHEET NO:	13 OF 13
		ISSUE:	

ABBOTSFORD LOCAL AREA PLACE MAKING
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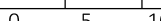
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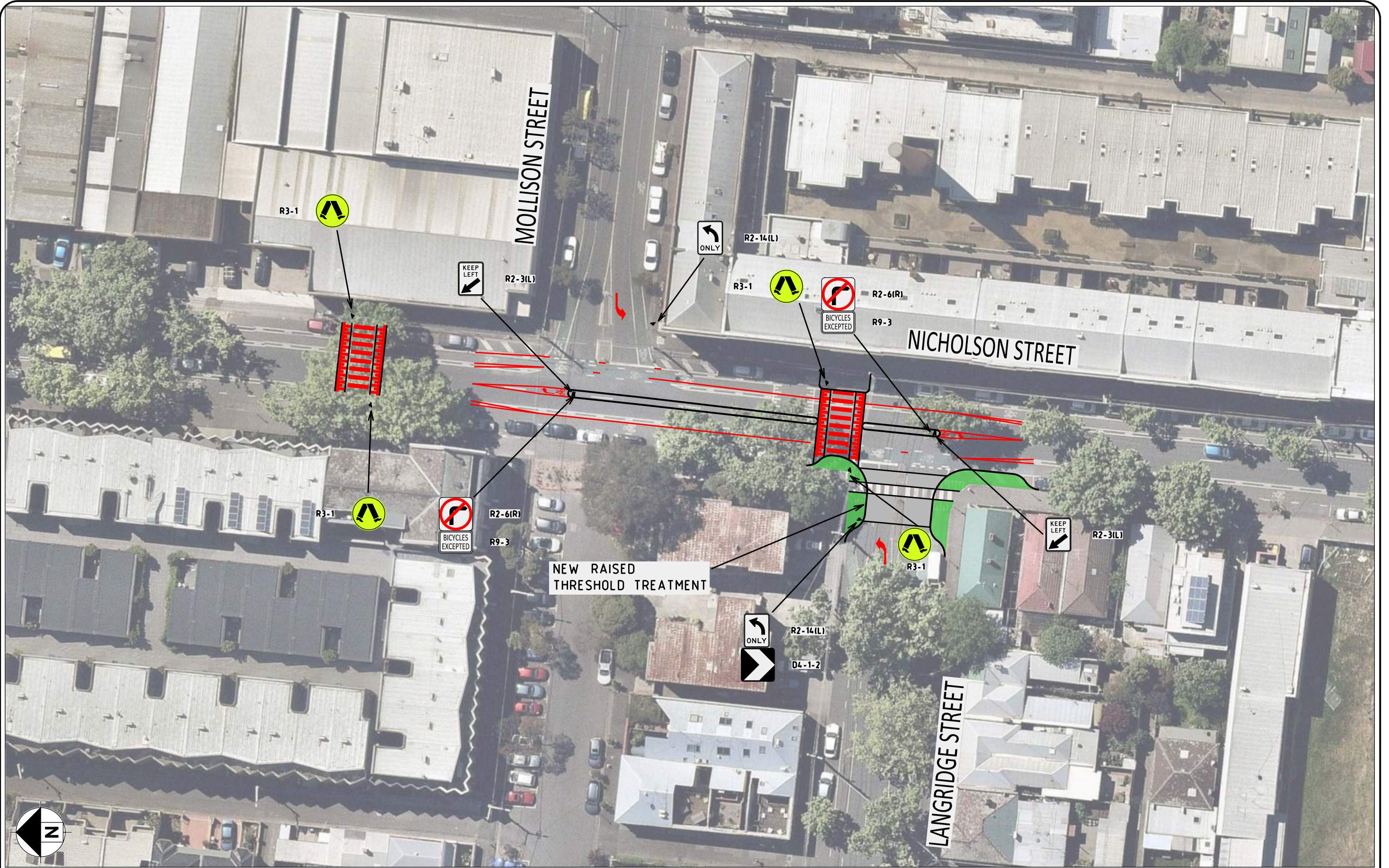


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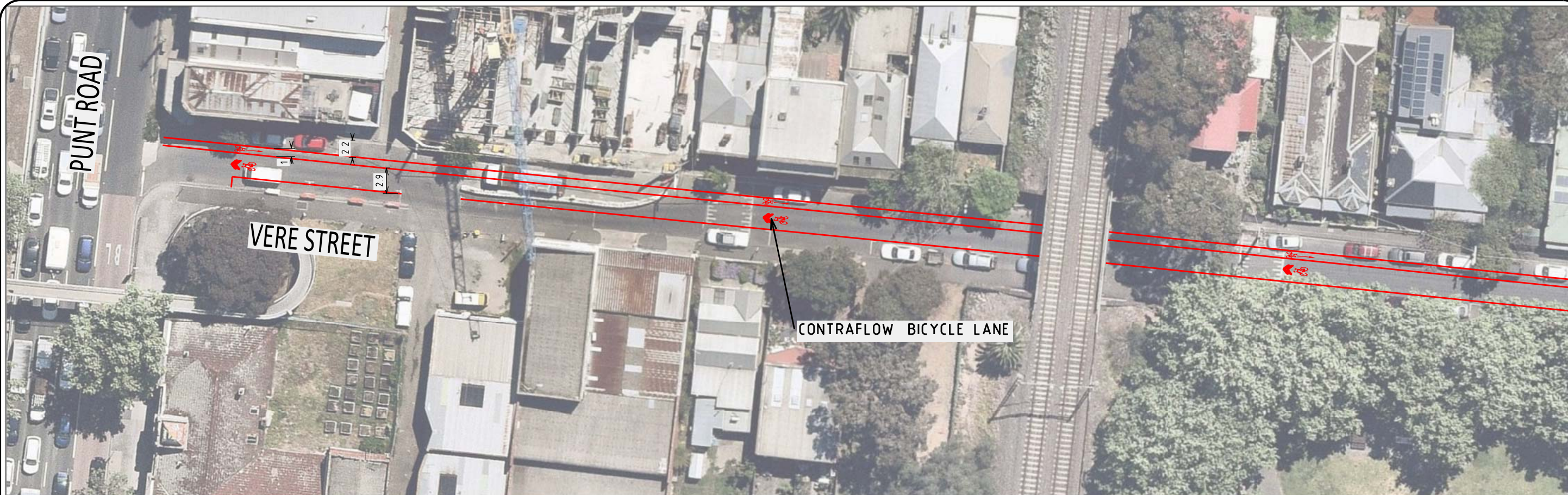


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ABBOTSFORD LOCAL AREA PLACE MAKING
PROPOSED TREATMENTS



REMOVE EXISTING SPEED CUSHIONS AND
UPGRADE TO FULL WIDTH ROAD HUMP

NICHOLSON STREET

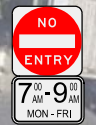
HARPER STREET

CONVERT EXISTING CROSSING
TO WOMBAT CROSSING

REMOVE EXISTING HUMP

MARINE PARADE

VERE STREET



R2-4
R9-1-1



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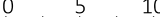
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