

Buckley Park LATM Study

Update and Community Survey, March 2016



Moonee Valley City Council is undertaking a Local Area Traffic Management (LATM) study of your local area as part of its ongoing LATM program. The study area is generally bounded by **Keilor Road, Hoffmans Road, Buckley Street and Lincoln Road** in Essendon.

The traffic management study aims to address the key traffic issues in the area including:

- Traffic speed and volume
- Through traffic in local streets
- Traffic safety at local street intersections
- Pedestrian safety

The study has also reviewed existing parking conditions within the study area.

Council has engaged Traffix Group, a specialist traffic engineering and transport planning consultancy firm, to assist with the study.

Draft Traffic Management Plan

A Draft Traffic Management Plan that suggests possible traffic solutions has been developed for the study area.

The Plan aims to address the key issues identified by the community in the initial questionnaire on traffic issues distributed to local properties in September 2015.

Details of the Plan are included within this circular. The Draft Plan is only preliminary at this stage, as your feedback is sought to help develop a final Plan.

A Working Group was established to assist in developing the Plan. The group comprises local residents, traders, Council officers and consultants from Traffix Group.

Proposals have been considered on an area wide basis to minimise any adverse impacts on adjacent streets.

The objectives of the plan are to:

- Reduce the incidence and potential for vehicle and pedestrian crashes in the local area
- Improve the safety of local streets by reducing traffic speeds

- Discourage through traffic from using the local area
- Develop proposals that address traffic concerns raised by the community, while maintaining adequate levels of accessibility for local residents, local businesses and emergency services
- Maximise the safety benefits with the available funding (with priority given to reported crash locations and those streets with the greatest level of community concern)

Draft Parking Management Plan

As part of the LATM study, a review of the existing parking occupancies and restrictions has been undertaken. This review has involved the collection of an extensive set of parking occupancy data.

Based on this parking data, the peak parking occupancies have been reviewed to identify streets where parking restriction changes may be warranted.

Appropriate parking restrictions to cater for the various user groups in each street were then selected.

Streets within the study area where parking changes are proposed include:

- **Collins Street,**
- **Cooper Street,**
- **Gilbertson Street,**
- **King Street,**
- **Lincoln Road,**
- **Queen Street,**
- **Spencer Street, and**
- **William Street.**

The views of property owners / occupiers who are directly affected by the proposed parking changes will be sought via separate questionnaire surveys in the coming weeks.

The parking proposals for each of these streets can also be viewed at www.mvcc.vic.gov.au/latm

Have Your Say



Council is seeking feedback on the Draft Traffic Management Plan.

You can have your say on the Draft Plan by completing the survey at the end of this circular and returning it to Council in the supplied reply paid envelope.

On-line submissions can be made on Council's website at www.mvcc.vic.gov.au/latm

For further comments or feedback, please contact:

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The closing date for this survey is Friday, 1st April, 2016

No decision has been made to implement the proposals presented to you in this circular. These are provided as options for your comment.

Based on your feedback, the Working Group will assist in preparing a Recommended Traffic Management Plan that will be considered for adoption by Council in the future.

The Final Traffic Management Plan will be mailed out to the community and provided on Council's website following adoption by Council.

Residents that are directly affected by proposed treatments will be contacted before the treatments are implemented.

Traffic Surveys

Community responses to the survey distributed in September 2015 indicated that traffic volume and traffic speed were considered major problems in a number of local streets within the study area.

Extensive traffic surveys were conducted for a full week in key streets to provide traffic speed, volume and vehicle type information.

Through detailed data analysis and ranking, Cooper Street, Hedderwick Street, Braemar Street and McCracken Street were identified as having traffic issues that warrant treatment.

The recommended treatments for this area are mainly confined to the streets listed above, and adjacent streets to prevent shifting any existing issues.

Through Traffic

Through traffic was identified as a major community concern throughout the initial consultation process. Turn bans were previously trialled along Hoffmans Road in 2004 for a three month period. At the conclusion of the previous trial Council decided not to proceed with the bans following poor community support.

Traffic counts conducted in late 2015 showed the volumes in the study area have not significantly increased since the previous community consultation in 2004. On this basis, no treatments have been proposed that directly reduce through traffic.

Instead, through traffic in the study area is to be managed by implementing traffic management devices to reduce traffic speeds and improve amenity and safety throughout the local area.

Narrow Streets

Initial community consultation identified the width of streets could be a significant issue for both traffic flow and resident accessibility to properties.

In order to improve traffic flow along streets identified as 'narrow', it is proposed to install staggered 'No Stopping' zones along alternating sides of the road in selected areas where traffic volumes and/or parking demand are particularly high. However, no parking will be lost as the streets that have been selected for this treatment are already too narrow to support parking on both

sides of the road.

Consultation for the proposed staggered 'No Stopping' zones will be conducted in the following streets:

- **Bradshaw Street,**
- **Deakin Street,**
- **Forrester Street,**
- **Gibson Court,**
- **Mary Street,**
- **Mountain Street,**
- **Nimmo Street,**
- **Roberts Street,**
- **Spencer Street, and**
- **Woolley Street.**

The views of property owners / occupiers who are directly affected by the proposed parking changes will be sought via separate questionnaire surveys in the coming weeks.

Features of the Draft Traffic Management Plan

Area Wide 40km/h Speed Limit

Investigate options to implement a 40km/h speed limit throughout the local area. An area wide 40km/h speed limit will improve pedestrian and cyclist safety as well as improving vehicle safety.

The implementation of the area wide 40km/h limit requires VicRoads approval.

Cooper Street

Cooper Street is a collector road that runs the entire length of the study area. Cooper Street is subject to 40km/h restrictions between Spencer Street and Mary Street due to the adjacent Buckley Park Secondary College.

Recent traffic surveys indicate that there are 2,490 vehicles per day exceeding the 40km/h speed limit. Other sections of Cooper Street had between 1,050-1,540 vehicles per day exceeding the 50km/h speed limit.

In order to reduce vehicle speeds and improve safety on Cooper Street, it is proposed to install road humps along Cooper Street as well as raising the existing school crossing adjacent to Buckley Park Secondary College.

To improve pedestrian amenity around Buckley Park Secondary College, it is proposed to install zebra crossings at the

intersections with Market Street and Spencer Street to improve north-south pedestrian conditions as well as realigning the traffic islands at Market Street and Cooper Street to improve pedestrian accessibility.



Flat Top Road Humps

The following traffic management treatments are proposed for Cooper Street:

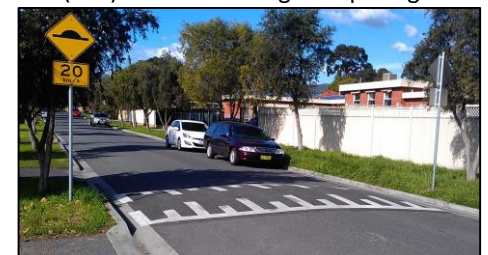
- A.** Install flat top road humps outside:
 - i. Outside #9 and #10 Cooper Street
 - ii. Outside #43 and #44 Cooper Street
 - iii. Outside #66 Cooper Street
 - iv. Outside #76 Cooper Street
 - v. Outside #141 and #142 Cooper Street
 - vi. Raise exiting school crossing adjacent to school
- R.** Install zebra crossings (subject to VicRoads approval) across the western approach of Cooper Street and:
 - i. Spencer Street
 - ii. Market Street
- S.** Realign traffic islands across north approach of Market street and Cooper Street

Hedderwick Street

Hedderwick Street is a local road that runs north to south for the entire length of the study area.

Recent traffic studies indicate that there are up to 980 vehicles per day exceeding the speed limit.

To reduce vehicles speeds along the street it is proposed to install road humps at 5 (five) locations at regular spacings.



Watts Profile Road Hump

In addition to the road humps, it is proposed to undertake roundabout improvement works by relinemarking the approaches at the Hedderwick Street intersections with Market Street and Forrester Street.

The following traffic management treatments are proposed at Hedderwick Street:

B. Install Watts profile road humps outside:

- i. Outside #5 Hedderwick Street
- ii. Outside #32 and #43 Hedderwick Street
- iii. Outside #58 and #71 Hedderwick Street
- iv. Outside #92 and #109 Hedderwick Street
- v. Outside #112 and #133 Hedderwick Street

N. Relinemark hold lines at the intersection of:

- i. Hedderwick Street and Market Street
- ii. Hedderwick Street and Forrester Street

McCracken Street

McCracken Street is a local road that runs north-south for the entire length of the study area. McCracken Street is 40km/h south of Thomson Street due to the proximity of Essendon Keilor College.

Recent traffic counts indicate that up to 920 vehicles per day exceed the speed limit in this 40km/h section.

To address this issue, it is proposed to install a road hump between Thomson Street and Buckley Street, adjacent to the school.

An additional road hump is being proposed north of Market Street to provide adequately spaced traffic management along the whole length of McCracken Street.

The following traffic management treatments are proposed for McCracken Street:

F. Install Watts profile road humps outside:

- i. Outside #8 McCracken Street
- ii. Outside #113 McCracken Street

Roberts Street

Roberts Street is a local road that runs the entire length of the study area. Given the adjacent streets of Hedderwick Street, Cooper Street and McCracken Street have traffic management devices proposed,

Roberts Street would remain the only north-south road without any traffic management.

To avoid the transfer of speeding vehicles from adjacent streets to Roberts Street, it is proposed that road humps be installed along Roberts Street at similar spacings to Cooper Street and Hedderwick Street.

To improve the intersection safety along Roberts Street, it is also proposed to install 'Stop' signs on both sides of Roberts Street at the approaches to Market Street, Spencer Street and Forrester Street to further highlight the priority at these intersections.

The following traffic management treatments are proposed for Roberts Street:

C. Watts Profile road humps at the following locations:

- i. Outside #12A and #15 Roberts Street
- ii. Outside #44 and #45 Roberts Street
- iii. Outside #73 and #76 Roberts Street
- iv. Outside #112 and #115 Roberts Street
- v. Outside #143B and #144 Roberts Street

H. Install 'Stop' signs on both sides of Roberts Street at the approaches to:

- i. Spencer Street
- ii. Market Street
- iii. Forrester Street

Market Street

Market Street is a local road that extends east-west through the entire study area and intersects with Bradshaw Street towards the western end.

The intersection of Bradshaw Street and Market Street is a raised intersection, however, the community has expressed concerns about confusion at this location.

It is proposed that modifications be made to the shape of the raised area and the linemarking within it to better highlight that Bradshaw Street vehicles need to give way to Market Street vehicles at this location.

Pedestrian amenity is lacking at some locations along Market Street with some intersections having poor pedestrian alignment. To improve the pedestrian facilities along Market Street it is proposed to realign the pram ramps and provide direct pathways for pedestrians.

The following treatments are proposed for Market Street:

M. Intersection of Bradshaw Street and Market Street:

- i. Flatten out Bradshaw Street approach ramps and remove 'piano key' linemarking
- ii. Remove solid line around inside of raised intersection

Adjust pram ramp alignment at:

T. Market Street / Collins Street

U. Market Street / Hedderwick Street

Braemar Street and King Street

Braemar Street and King Street are east-west streets, running from Hedderwick Street to Lincoln Road. Recent traffic surveys indicate that up to 820 vehicles per day exceed the speed limit on Braemar Street. To reduce vehicle speeds, it is recommended to introduce a series of traffic management devices along Braemar Street and install a Watts profile road hump between Hedderwick Street and McCracken Street.

The installation of this road hump on Braemar Street will leave King Street as the only east-west street in the area with no traffic management devices. To avoid the transfer of speed issues into King Street, it is proposed to install Watts profile road humps at regular spacings along King Street.

Watts profile road humps are proposed at

D. King Street:

- i. Outside #63 and #64 King Street
- ii. Outside #49 and #50 King Street
- iii. Outside #45 and #46 King Street
- iv. Outside #26 and #31 King Street
- v. Outside #16 and #19 King Street
- vi. Outside #2 and #5 King Street

E. Braemar Street

- i. Outside #15 and #52 Braemar Street

Traffic Volumes

To notify vehicles that they are entering a local area, it is proposed to install threshold treatments at intersections with arterial roads, providing a visual cue to road users that they are entering a local area and to reduce entry speeds.



Threshold Treatments

The following traffic management treatments are proposed (subject to VicRoads approval):

G. Threshold treatments at:

- a) **Keilor Road** and:
 - i. Hedderwick Street
- b) **Lincoln Road** and
 - i. Wooley Street
- c) **Buckley Street** and
 - i. McCracken Street
 - ii. Hedderwick Street
- d) **Hoffmans Road** and
 - i. Forrester Street
 - ii. Mary Street
 - iii. Spencer Street
 - iv. Market Street

- W. Threshold treatments and green pavement in the bicycle lanes on the approaches to arterial roads at Keilor Road and:**
- i. Deakin Street
 - ii. McCracken Street

Sight Distance

A broad investigation around the study area identified several locations where sight distance at intersections was impeded by parked cars or other objects. To improve the safety and amenity at these locations, it was proposed to remove 1 (one) parking space at the identified locations or to install 'No Stopping' signage where compliance was seen to be an issue.

The following traffic management treatments are proposed for sight distance issues:

Remove 1 (one) parking space:

- I.** North of Forrester Street on the eastern side of Hoffmans Road
- J.** South of Spencer Street on the eastern side of Hoffmans Road
- K.** North of Wooley Street on the western side of Lincoln Road

Install 'No Stopping' zone signage on:

- L.** The western side of Hedderwick Street north of Buckley Street

O. Hedderwick Street at Jacka Street

Q. King Street and Collins Street approaches

Other Streets

V. McCarron Parade / Thomson Street

McCarron Parade is a local street that runs north-south between Woolley Street and Buckley Street, and Thomson Street is a local street that runs east-west between Hedderwick Street and Elder Parade.

The intersection of McCarron Parade and Thomson Street has poor pedestrian facilities due to a lack of pram ramps on all four corners.

On this basis, it is proposed to construct pram ramps to improve pedestrian accessibility around the intersection.

P. Forrester Street / Elder Parade

The intersection of Forrester Street and Elder Parade was highlighted by the local community as being dangerous due to a lack of obvious intersection control.

To improve safety and amenity, it is proposed to install a 'Stop' sign and linemarking across the Forrester Street approach.

X&Y. Bus Route Improvements

Consultation with the bus companies that operate services through the study area have identified numerous locations where manoeuvres for the larger vehicles are difficult.

To improve the operation of the bus services in Buckley Park it is proposed to review the roundabouts central island design at Woolley Street and McCracken Street and at Mary Street and Cooper Street to provide a mountable surface.

It is also proposed to modify the kerb alignment in the southwest corner to improve bus flow turning left into Woolley Street from Lincoln Road.

Z. School Improvements

Consultation with Buckley Park Secondary College identified the carpark to the north of the school grounds on Spencer Street as operating with some confusion due to an unofficial one-way arrangement.

To improve the traffic flow during peak periods, it is proposed to install a one-way arrangement to better control vehicle movements.

Other Matters for Further Council Investigation / Development

As part of the LATM process, Council has identified other potential traffic

management opportunities that require further investigation and/or development with other stakeholders. A brief summary of the other matters being considered by Council in the study area are provided below.

1. **Hoffmans Road / Keilor Road** – Consult with VicRoads on the installation of "Give Way to Pedestrians" lantern and linemarking work.
2. **Buckley Street / Cooper Street** – Consult with VicRoads on the installation of an additional traffic lantern for eastbound traffic.
3. **Bradshaw Street / Keilor Road** – Consult with VicRoads on improvements to pedestrian crossing.
4. **Buckley Street** – Consult with VicRoads on potential linemarking improvements.
5. **Woolley Street / Lincoln Road** – Consult with PTV / VicRoads regarding bus priority options using existing pedestrian operated signals.
6. **Buckley Street / Hoffmans Road** – Consult with VicRoads regarding options to improve intersection.
7. **Keilor Road / Lincoln Road / Bulla Road / Mt Alexander Road** – Council to continue to develop signalised intersection to replace roundabout.
8. **Keilor Road** – Consult with VicRoads for the installation of pedestrian operated signals east of McCracken Street.

Other Council Projects - Information

As part of Council's ongoing operations, there are a number of other traffic projects under development.

These projects have been shown on the Traffic Management Plan for information purposes, and to show how they coordinate with the LATM proposals.

A summary of the other projects currently under development by Council is provided below:

9. **Hoffmans Road / Forrester Street** – Proposed implementation of pedestrian and bicycle refuge at the intersection of Hoffmans Road and Forrester Street, and sharrows along Forrester Street.

Note: these projects are being developed separately to the LATM study.

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Community Survey – Draft Traffic Management Plan



Please complete the survey below to provide feedback on the Draft Traffic Management Plan for the Buckley Park LATM study. Responses are due by **Friday, 1st April, 2016**.

Contact Information

Name: _____

Address: _____

Email: _____

Phone No.: _____

1. Overall do you support the Draft Traffic Management Plan?

Support in full Support in part Do not support

Please indicate if you support (yes) or do not support (no) the following treatments (refer to attached traffic management plan)

Cooper Street

A. Install flat top road humps at the following locations:

- i. Outside #9 and #10 Cooper Street Yes No
- ii. Outside #43 and #44 Cooper Street Yes No
- iii. Outside #66 Cooper Street Yes No
- iv. Outside #76 Cooper Street Yes No
- v. Outside #141 and #142 Cooper Street Yes No
- vi. Raise existing school crossing adjacent to school Yes No

R. Install zebra crossing (subject to VicRoads approval) on the western approach of Cooper Street to:

- i. Spencer Street Yes No
- ii. Market Street Yes No

S. Realign northern pedestrian island at Market Street to improve crossing Yes No

Hedderwick Street

B. Install Watts Profile road humps at the following locations:

- i. Outside #5 Hedderwick Street Yes No
- ii. Outside #32 and #43 Hedderwick Street Yes No
- iii. Outside #58 and #71 Hedderwick Street Yes No
- iv. Outside #92 and #109 Hedderwick Street Yes No
- v. Outside #112 and #133 Hedderwick Street Yes No

N. Relinemark hold lines at the intersection of:

- i. Hedderwick Street and Market Street Yes No

ii. Hedderwick Street and Forrester Street Yes No

McCracken Street

F. Install Watts Profile road humps at the following locations:

- i. Outside #8 McCracken Street Yes No
- ii. Outside #113 McCracken Street Yes No

Roberts Street

C. Install Watts Profile road humps at the following locations:

- i. Outside #12A and #15 Roberts Street Yes No
- ii. Outside #44 and #45 Roberts Street Yes No
- iii. Outside #73 and #76 Roberts Street Yes No
- iv. Outside #112 and #115 Roberts Street Yes No
- v. Outside #143B and #144 Roberts Street Yes No

H. Install 'Stop' signs on both sides of the Roberts Street approaches to:

- i. Spencer Street Yes No
- ii. Market Street Yes No
- iii. Forrester Street Yes No

Market Street

M. Intersection of Bradshaw Street and Market Street:

- i. Flatten out Bradshaw Street approach ramps and remove 'piano key' linemarking Yes No
- ii. Remove solid line around inside of raised intersection Yes No

Adjust pram ramp alignment at:

- W.** Market Street / Collins Street Yes No
- X.** Market Street / Hedderwick Street Yes No

King Street

D. Install Watts Profile road hump:

- i. Outside #63 and #64 King Street Yes No
- ii. Outside #50 and #49 King Street Yes No
- iii. Outside #46 and #45 King Street Yes No
- iv. Outside #26 and #31 King Street Yes No
- v. Outside #16 and #19 King Street Yes No
- vi. Outside #2 and #5 King Street Yes No

Braemar Street

E. Install Watts Profile road hump:

- i. Outside #52 and #15 Braemar Street Yes No

Threshold Treatments

G. Install threshold treatments at the following locations (subject to VicRoads approval):

- i. Hedderwick Street at Keilor Road Yes No
- ii. Woolley Street at Lincoln Road Yes No

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- iii. McCracken Street at Buckley Street
- iv. Hedderwick Street at Buckley Street
- v. Forrester Street at Hoffmans Road
- vi. Mary Street at Hoffmans Road
- vii. Spencer Street at Hoffmans Road
- viii. Market Street at Hoffmans Road

Yes No

Yes No

Yes No

Yes No

Yes No

Yes No

Q. King Street and Collins Street approaches Yes No

Other Streets

P. Install 'Stop' sign and linemarking at Forrester Street at Elder Parade Yes No

V. Construct pram ramps at McCarron Parade and Thomson Street Yes No

Bus Improvements

X. Review roundabout design at Woolley Street and McCracken Street, and Mary Street and Cooper Street Yes No

Y. Modify kerbing at Lincoln Road and Woolley Street Yes No

School Improvements

Z. Install one-way operation in carpark north of Buckley Park Secondary College Yes No

W. Install threshold treatments with green pavement in bicycle lanes at:

- i. Deakin Street and Keilor Road
- ii. McCracken Street and Keilor Road

Yes No

Yes No

Sight Distance

I. Remove 1 (one) space north of Forrester Street on the eastern side of Hoffmans Road Yes No

J. Remove 1 (one) space south of Spencer Street on the eastern side of Hoffmans Road Yes No

K. Remove 1 (one) space north of Woolley Street on the western side of Lincoln Road Yes No

Install 'No Stopping' signage on:

L. The western side of Hedderwick Street north of Buckley Street Yes No

O. Hedderwick Street at Jacka Street Yes No

Please use the space below to provide any specific feedback regarding the Draft Traffic Management Plan.

Thank you for your time.

Please provide any additional comments to support your opinions below.

The personal information requested on this form is being collected by Council to assist with the development of the Buckley Park Local Area Traffic Management Study, and will be used solely by Council for the primary purpose or directly related purposes. The respondent understands that the personal information provided is for the Buckley Park Local Area Traffic Management Study and they may apply to Council for access and/or amendment of the information

