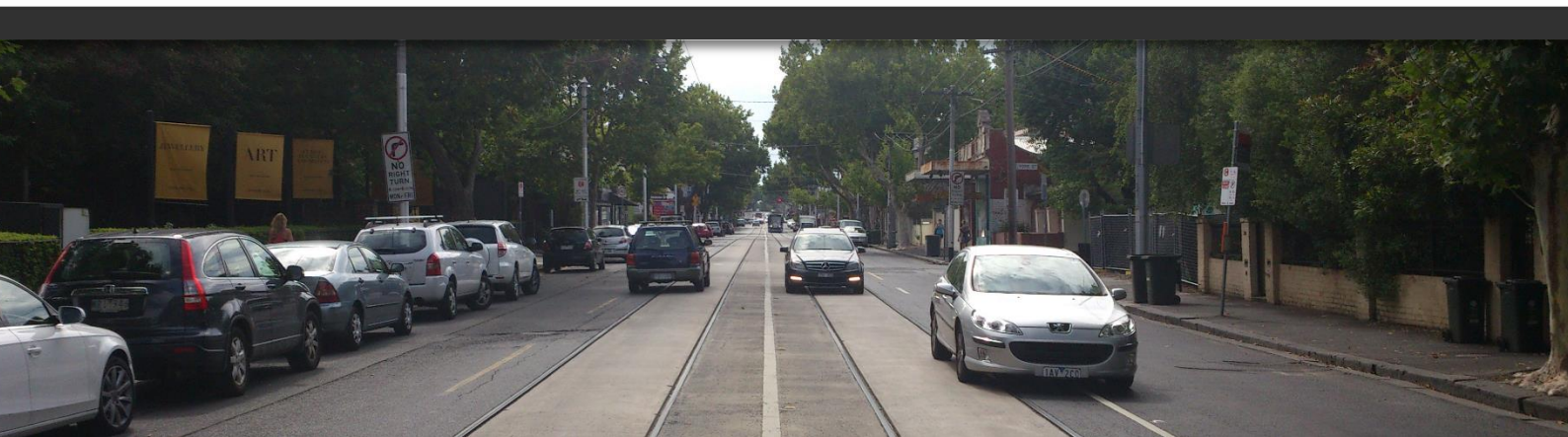


Hawksburn Activity Centre

Transport Assessment – Background and Existing Conditions



14118TIA001F-F.docx

19 February 2015

onemilegrid

ABN: 79 168 115 679

(03) 9939 8250

1/59 Keele Street

COLLINGWOOD, VIC 3066

www.onemilegrid.com.au

DOCUMENT INFORMATION

Prepared For	David Lock Associates		
File Name	14118TIA001F-F.docx	Report Date	19 February 2015
Prepared By	Ross Hill	Authorised By	James Dear
Signature		Signature	

© One Mile Grid Pty Ltd. This document has been prepared by **onemilegrid** for the sole use and benefit of the client as per the terms of engagement. It may not be modified or altered, copied, reproduced, sold or transferred in whole or in part in any format to any person other than by agreement. **onemilegrid** does not assume responsibility or liability to any third party arising out of use or misuse of this document.

CONTENTS

1	INTRODUCTION	5
2	EXISTING CONDITIONS	5
2.1	Overview	5
2.2	Traffic	26
2.3	Parking	26
2.4	Public Transport	26
2.5	Pedestrians	27
2.6	Bicycles	27
2.7	Loading	27
2.8	Crashes	28
3	DOCUMENTATION REVIEW	29
3.1	Stonnington Cycling Strategy	29
3.2	Chapel ReVision Transport Strategy	29
3.3	Sustainable Transport Policy	30
3.4	Inner Melbourne Action Plan	30
3.5	Stonnington Bicycle Parking Report	34

FIGURES

Figure 1	Study Area	6
Figure 2	Road Hierarchy and Traffic Volumes	7
Figure 3	Malvern Road Cross-Section	8
Figure 4	Road Speed Zones	9
Figure 5	Road Restrictions and Traffic Management Devices	10
Figure 6	Pedestrian Facilities	11
Figure 7	Bicycle Facilities	12
Figure 8	Share Car Locations	13
Figure 9	General Parking Restrictions - Weekday	14
Figure 10	Parking Occupancy – Weekday: General	15
Figure 11	Parking Occupancy – Weekday: May Road Car Park and Malvern Road On-Street Parking	16
Figure 12	General Parking Restrictions - Saturday	17
Figure 13	Parking Occupancy – Saturday: General	18
Figure 14	Parking Occupancy – Saturday: May Road Car Park and Malvern Road On-Street Parking	19
Figure 15	Retail Loading Locations	20
Figure 16	SmartRoads Road User Hierarchy Map	21

Figure 17	Crash Locations – Last 5 Calendar Years (2009-2013)	22
Figure 18	TravelSmart Map	23
Figure 19	Public Transport Provision	24
Figure 20	Pedestrian Generators and Desire Lines	25
Figure 21	IMAP – Walking Framework.....	31
Figure 22	IMAP - Regional Bicycle Network	32
Figure 23	IMAP - Potential Public Transport Network Improvements.....	33
Figure 24	Bicycle Parking Report – Recommended additional bicycle parking locations	34

1 INTRODUCTION

Stonnington City Council has identified the Malvern Road – Hawksburn Activity Centre as a priority project, and has appointed a consultant team lead by David Lock Associates to prepare a Structure Plan to guide the future development within the activity centre for the coming 10-20 year period.

onemilegrid has been requested by David Lock Associates to provide transport, traffic and parking input into the Hawksburn Structure Plan.

2 EXISTING CONDITIONS

2.1 Overview

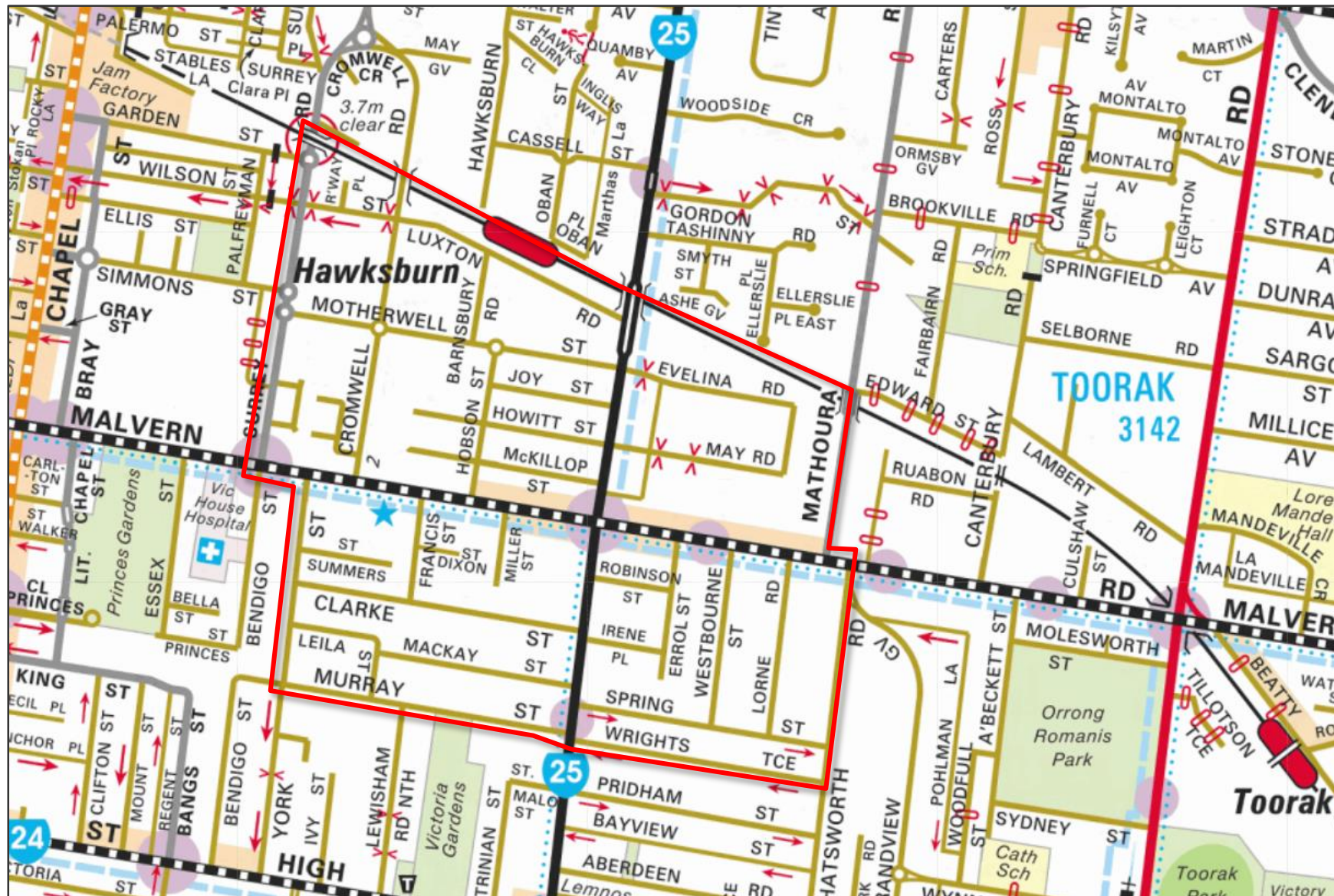
An extensive on-site review of the existing traffic conditions within and immediately surrounding the study areas has been undertaken, with various traffic and parking surveys undertaken, as detailed below:

- SCATS traffic volume data for a one week period in the first week of September 2014, at the intersections of:
 - + Surrey Road/Malvern Road;
 - + Williams Road/Malvern Road; and
 - + Malvern Road near Chatsworth Road.
- Midblock traffic volume and speed surveys for a one week period in the first week of December 2014, at the following locations:
 - + Mathoura Road, north of Malvern Road; and
 - + Chatsworth Road, south of Malvern Road.
- Peak Hour Turning movement counts at the intersection of Malvern Road with Chatsworth Road and Mathoura Road, on Thursday 4th December 2014; and
- Car Park Occupancy surveys of all parking within the study area, on Thursday 4th and Saturday 6th December 2014.

Further traffic volume information for local streets has been provided by Council.

The results of the on-site review, surveys and Council information are illustrated in the following figures.

Figure 1 Study Area



Copyright Melway Publishing



Figure 3 Malvern Road Cross-Section

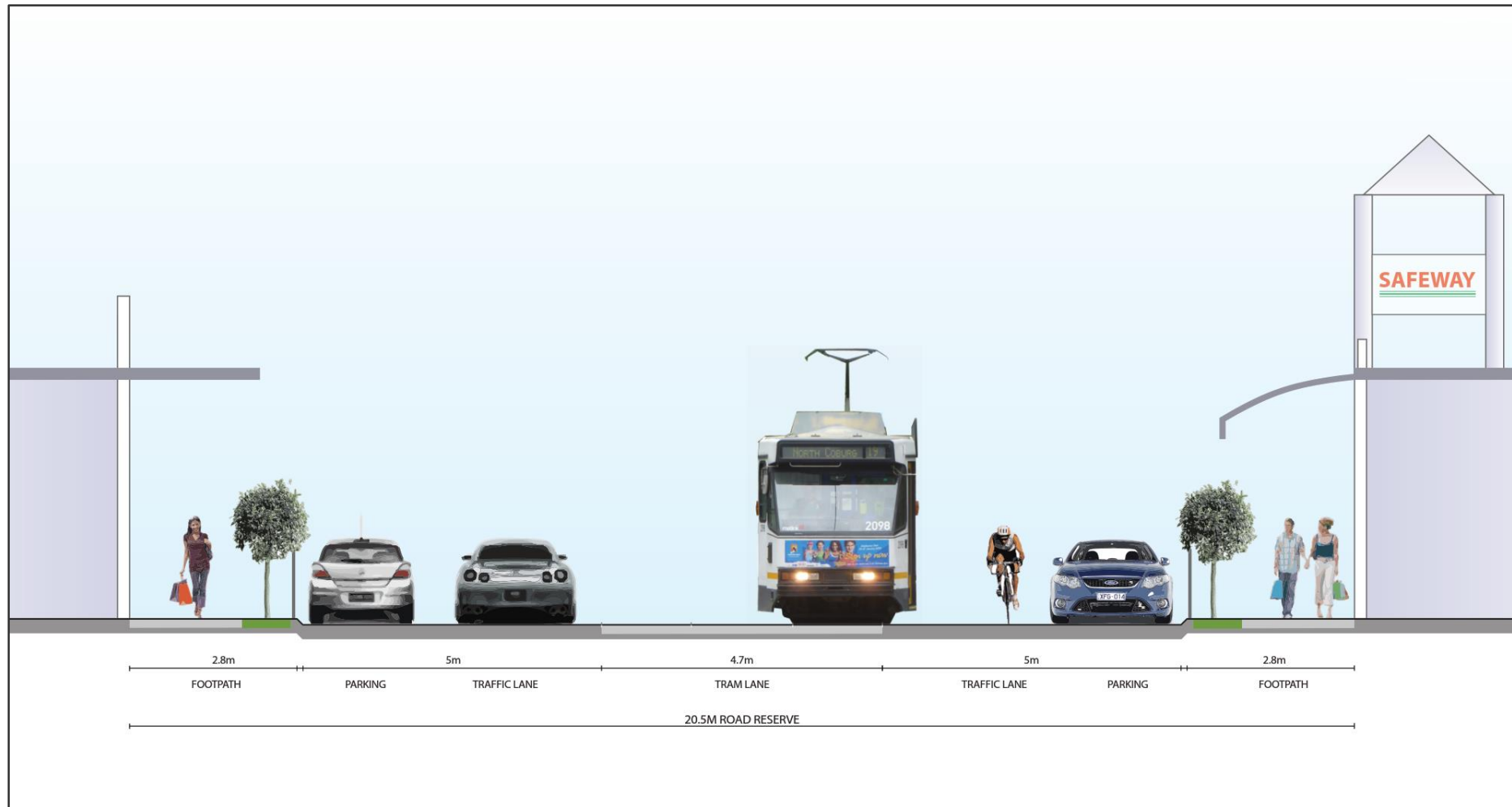


Figure 4 Road Speed Zones

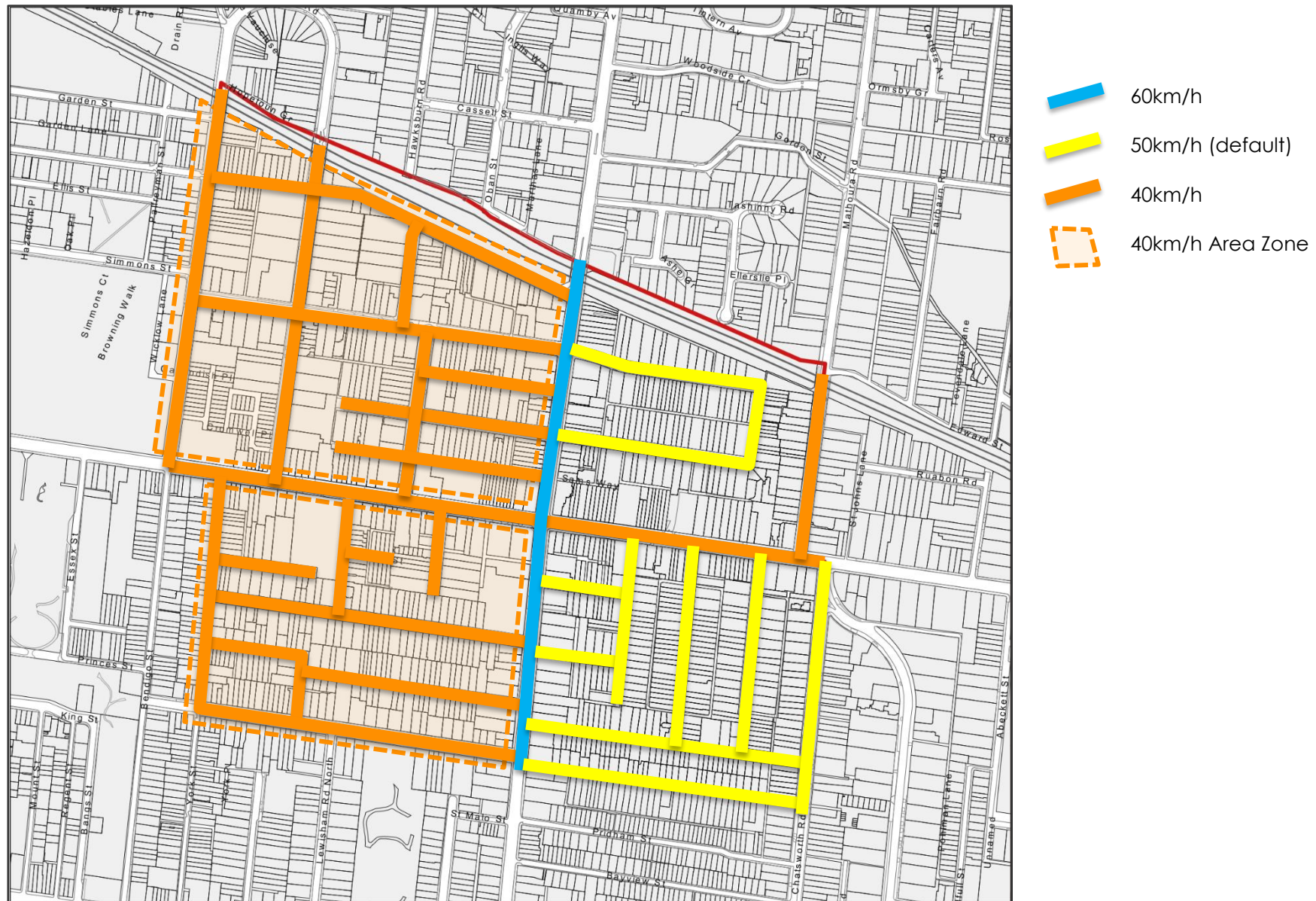
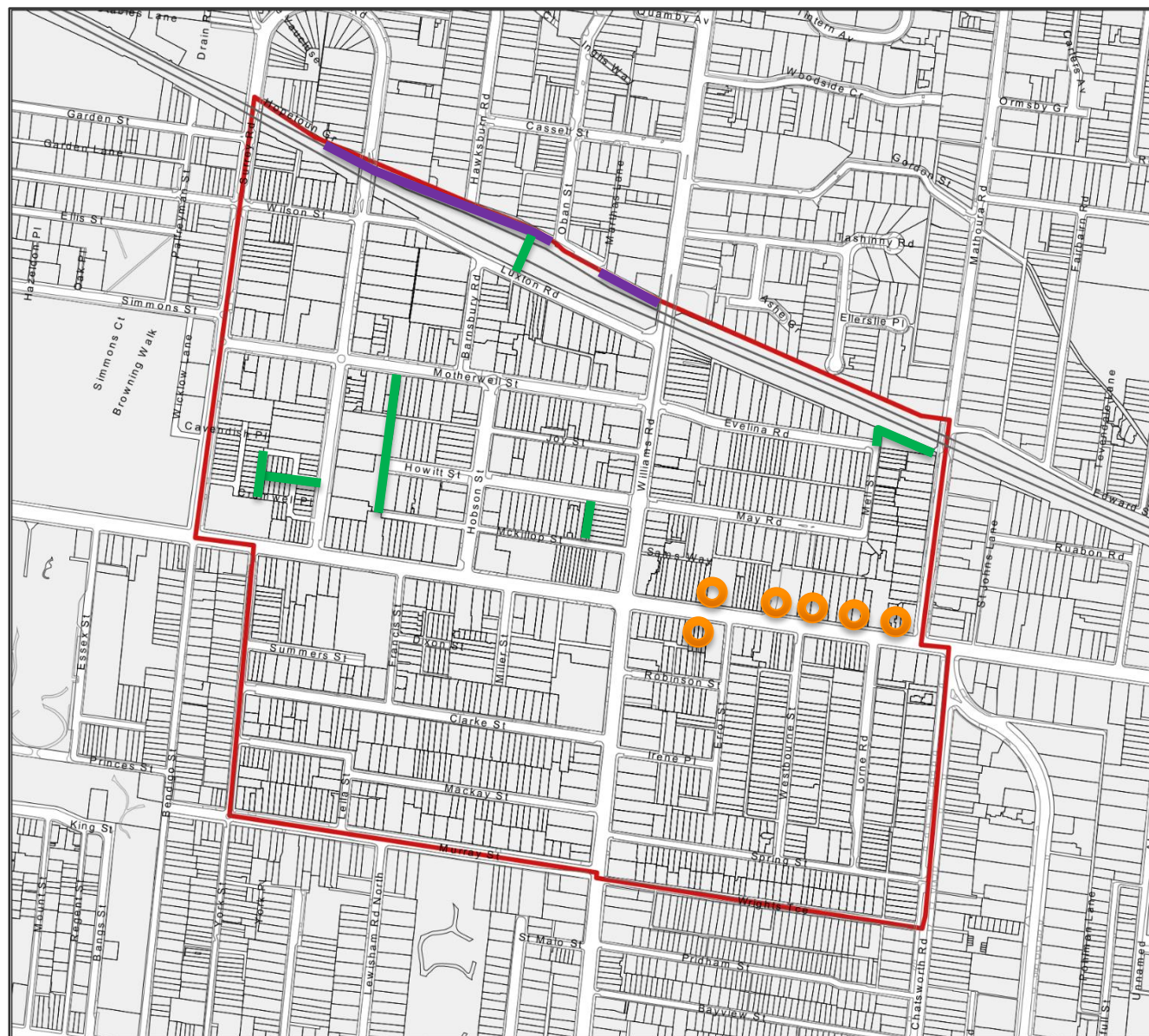







Figure 6 Pedestrian Facilities



Figure 7 Bicycle Facilities

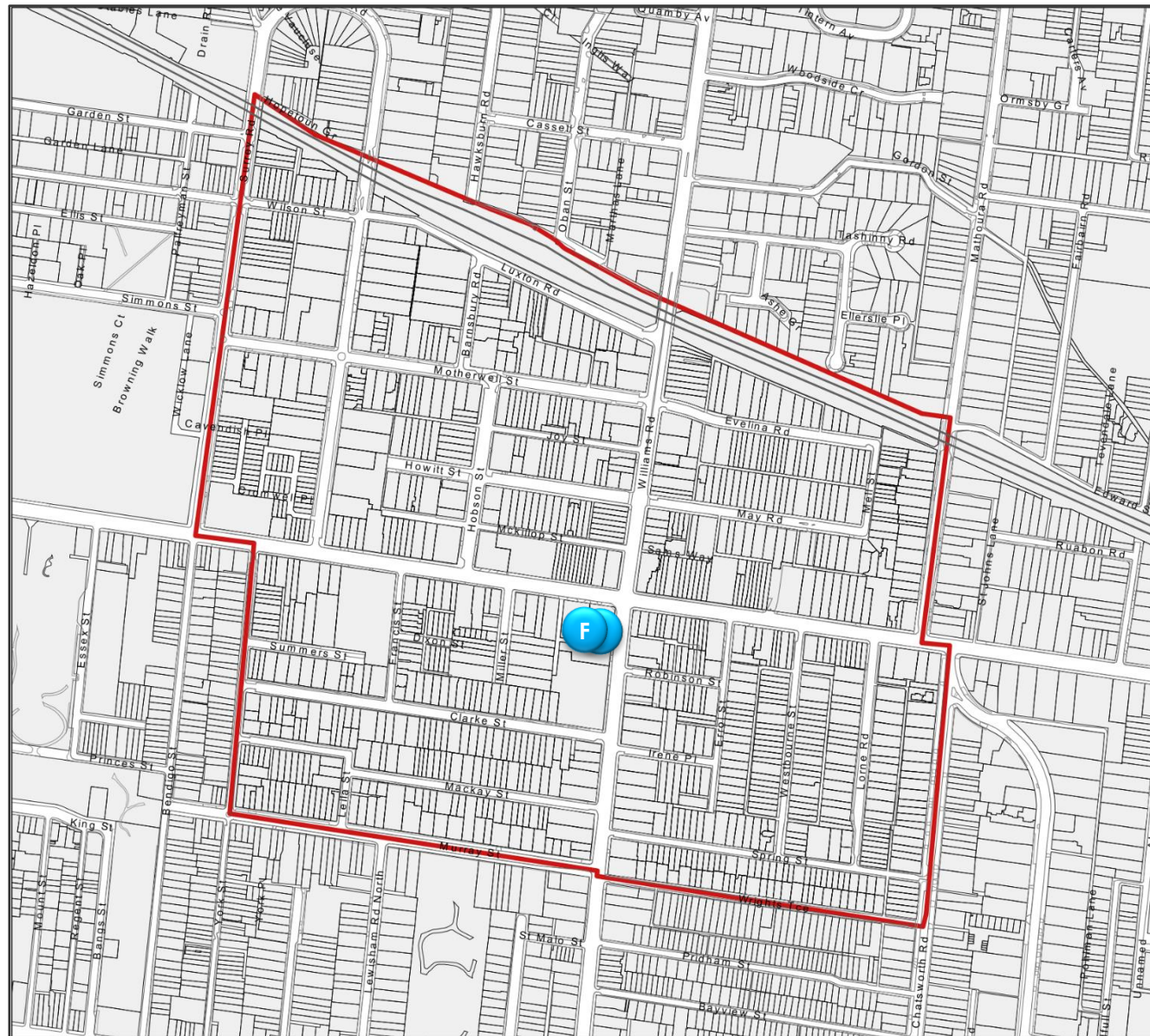


-  Bike Hoop
-  Shared Path¹
-  Bike Link²

¹ Based on the Stonnington Cycling Strategy

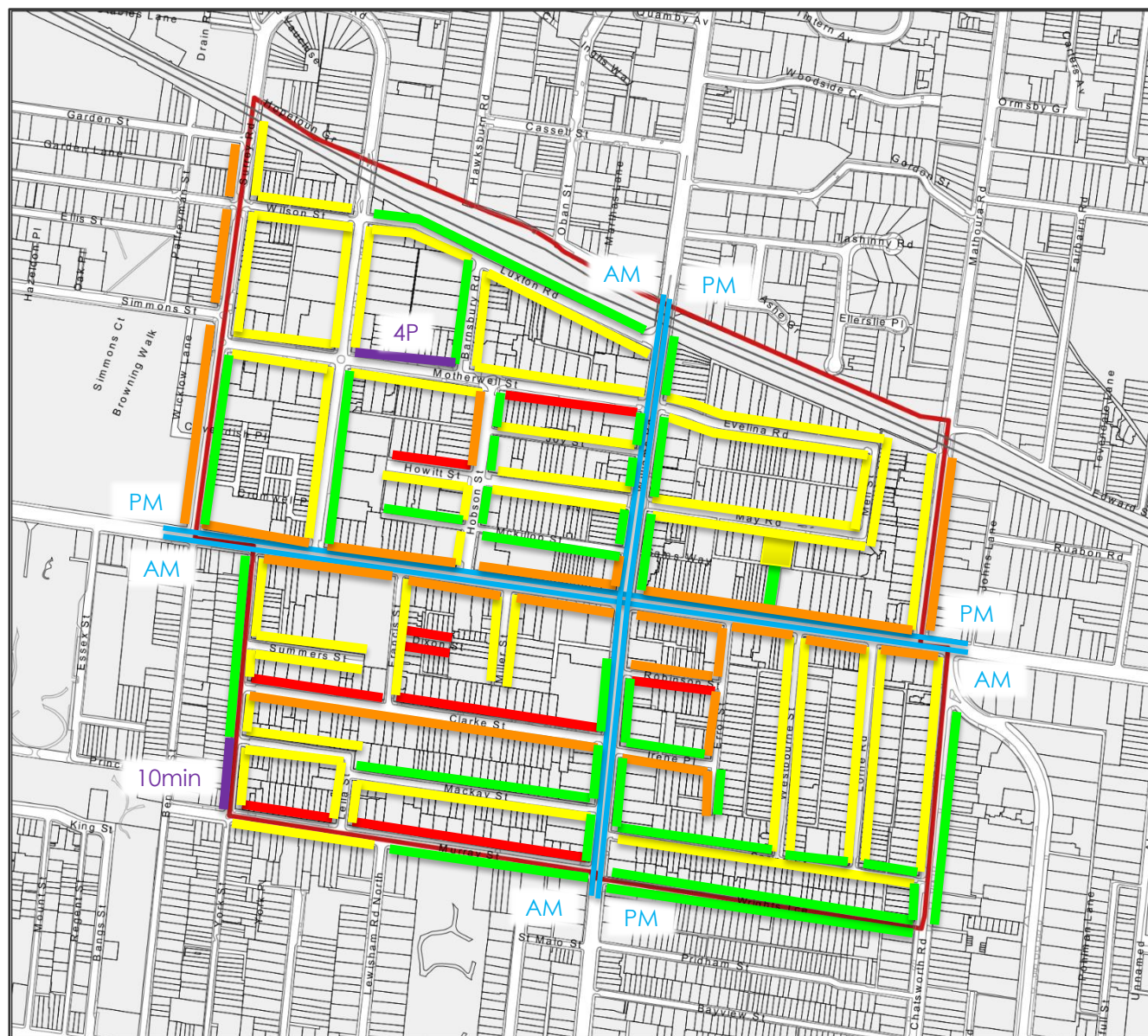
² The Bike Links noted are typically pedestrian links which are not specifically intended for bicycles, though bicycles are not specifically prohibited

Figure 8 Share Car Locations



- F Flexicar
- G Go Get
- G Green Share Car

Figure 9 General Parking Restrictions - Weekday



- Unrestricted
- 1P
- 2P
- Permit
- Clearway (Period)
- PM
- Other (as shown)

Parking restrictions typically apply 9am – 6pm Monday to Friday.

“No Parking” Restrictions for a one hour period apply in a number of locations, as a result of garbage collection requirements.

Figure 10 Parking Occupancy – Weekday: General

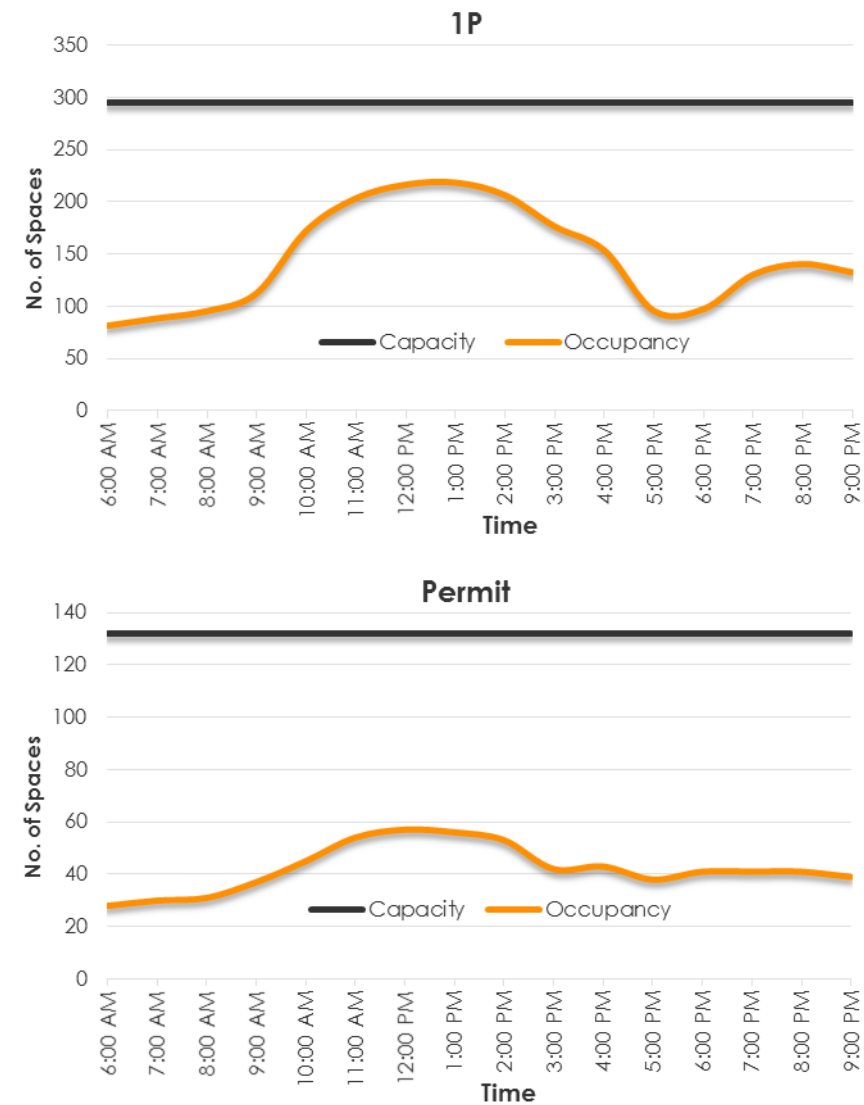
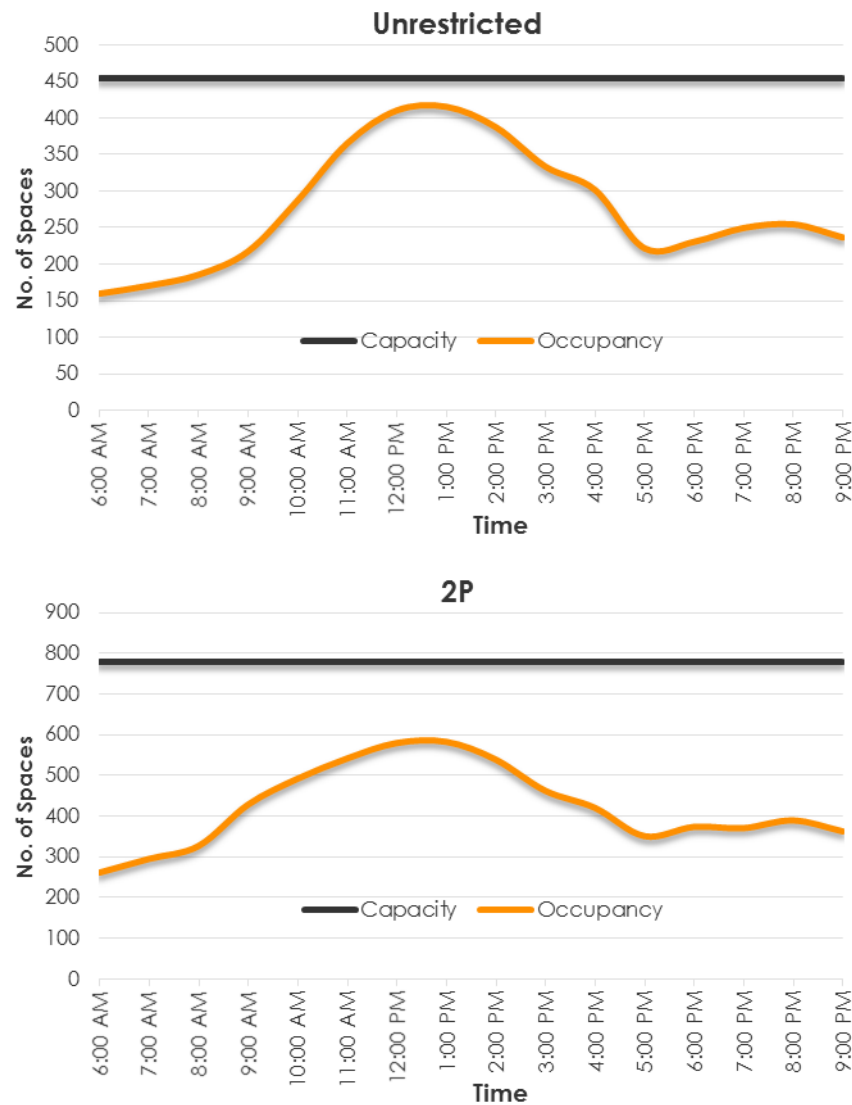


Figure 11 Parking Occupancy – Weekday: May Road Car Park and Malvern Road On-Street Parking

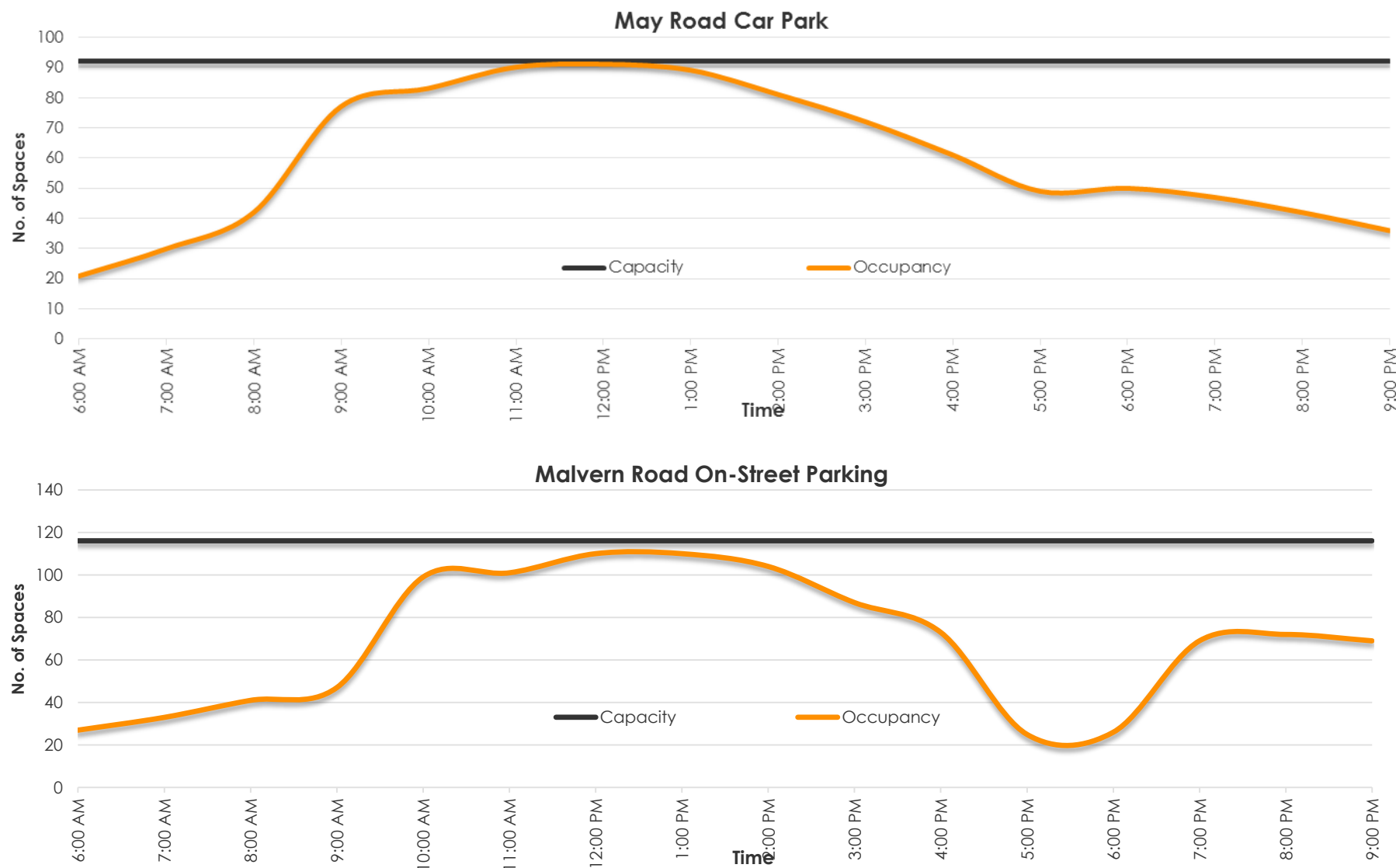
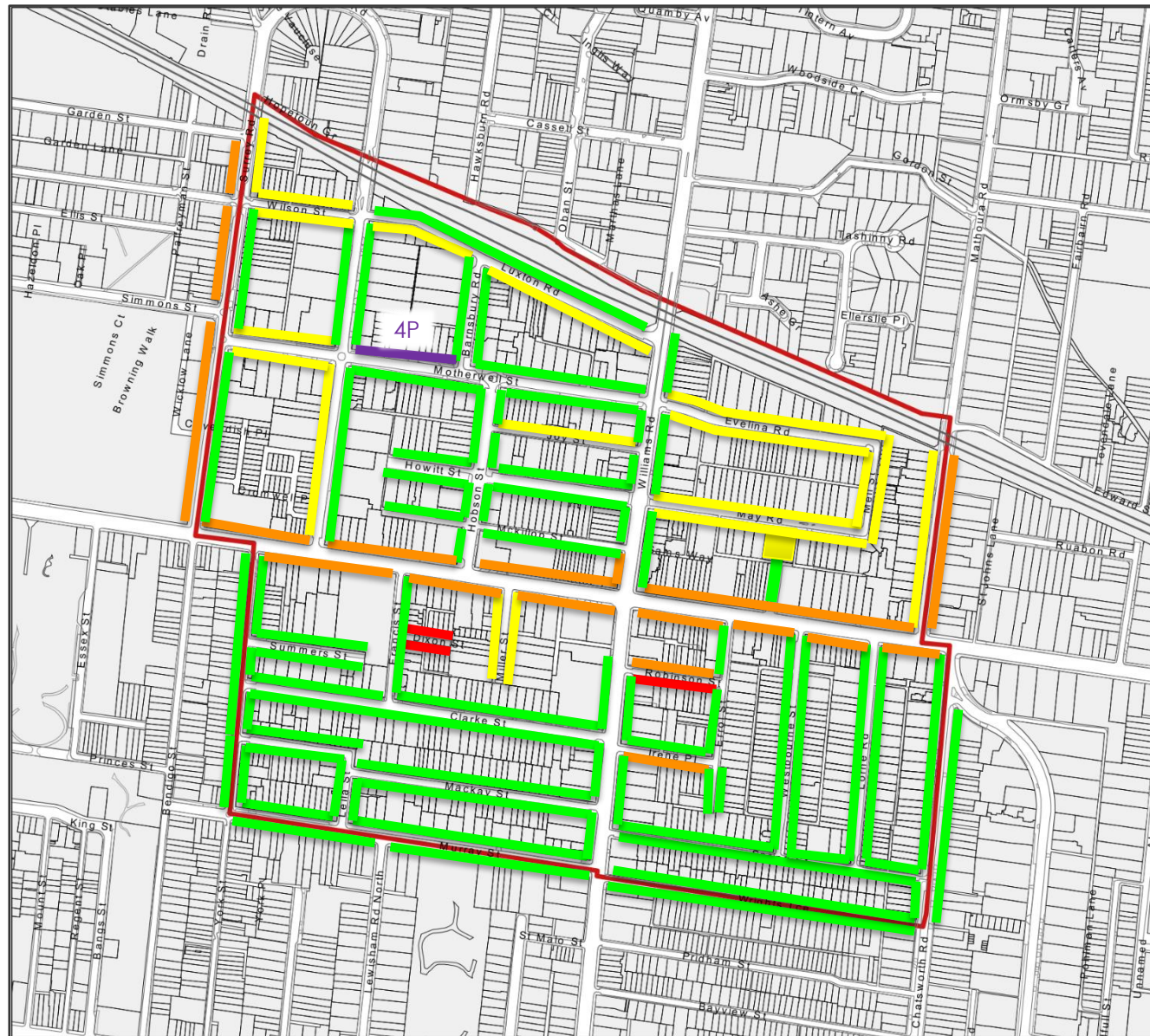


Figure 12 General Parking Restrictions - Saturday



- Unrestricted
- 1P
- 2P
- Permit
- Clearway (Period)
- PM
- Other (as shown)

Parking restrictions typically apply 9am – 1pm Saturday (9am – 6pm in off-street car park).

Figure 13 Parking Occupancy – Saturday: General

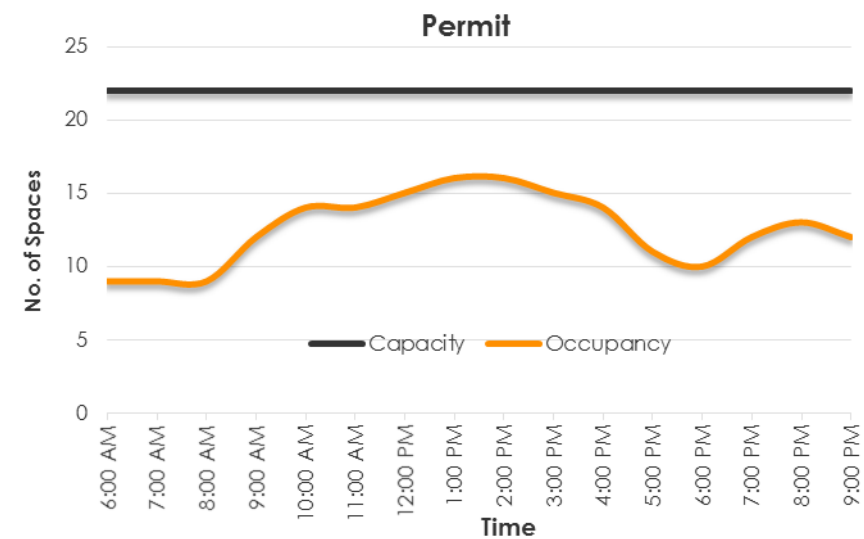
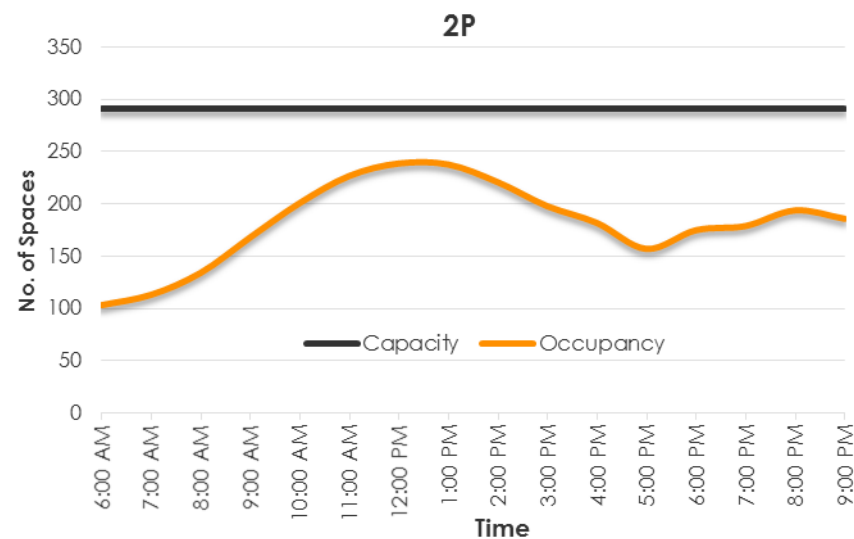
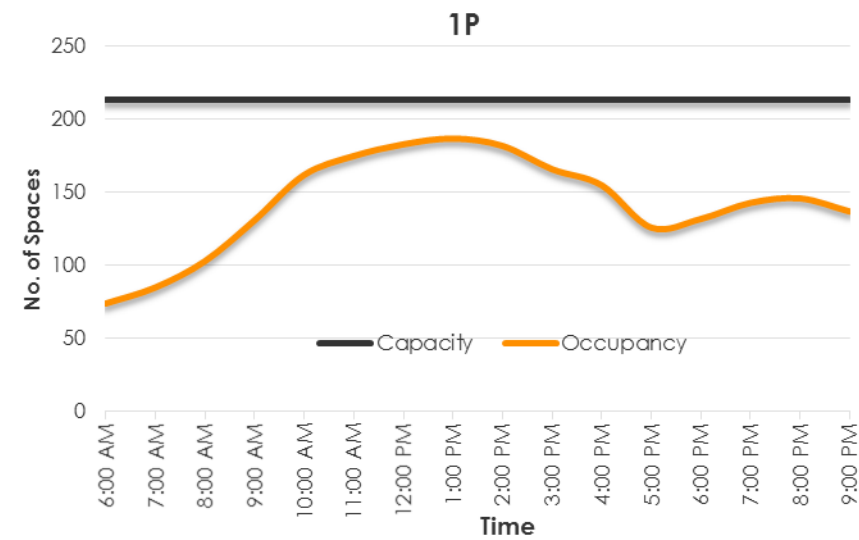
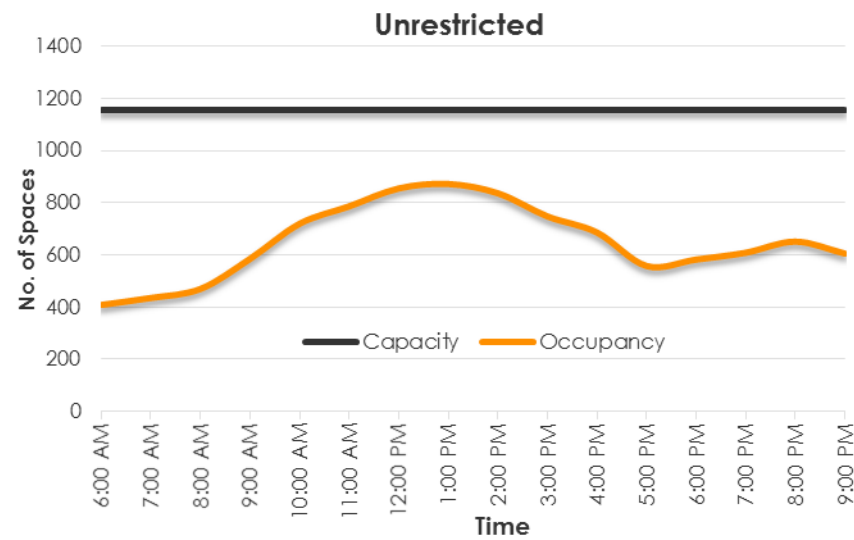


Figure 14 Parking Occupancy – Saturday: May Road Car Park and Malvern Road On-Street Parking

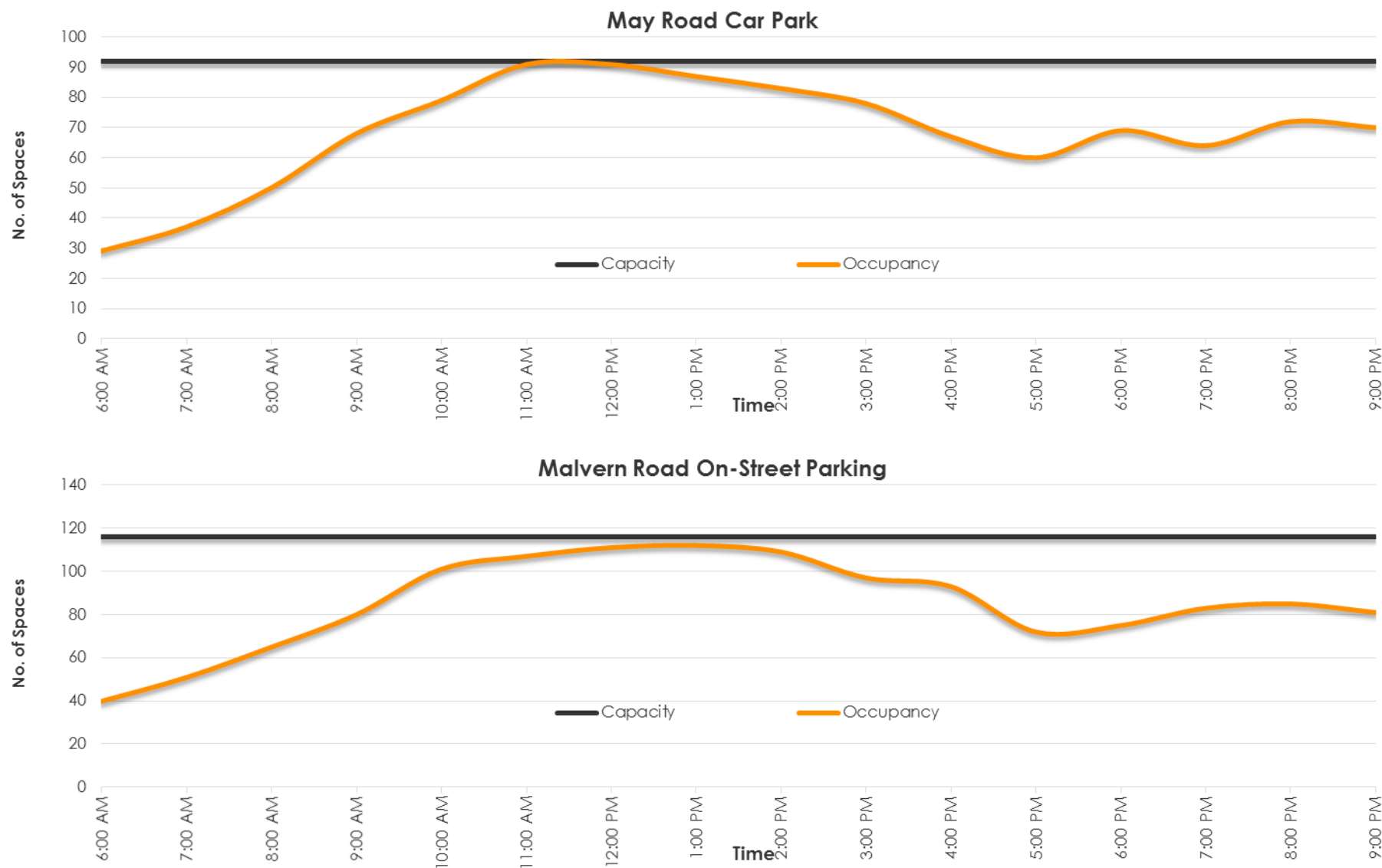


Figure 15 Retail Loading Locations

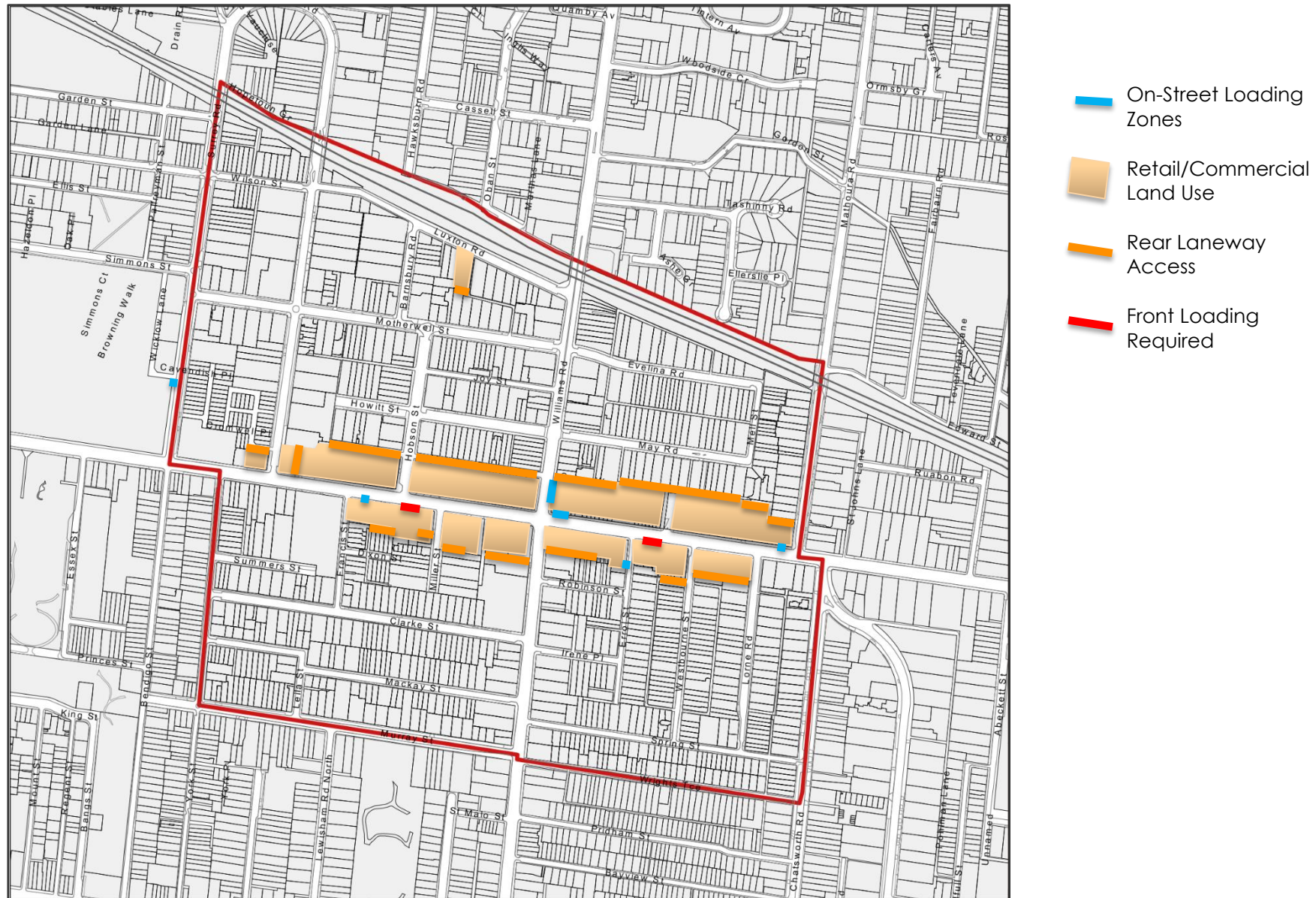


Figure 16 SmartRoads Road User Hierarchy Map

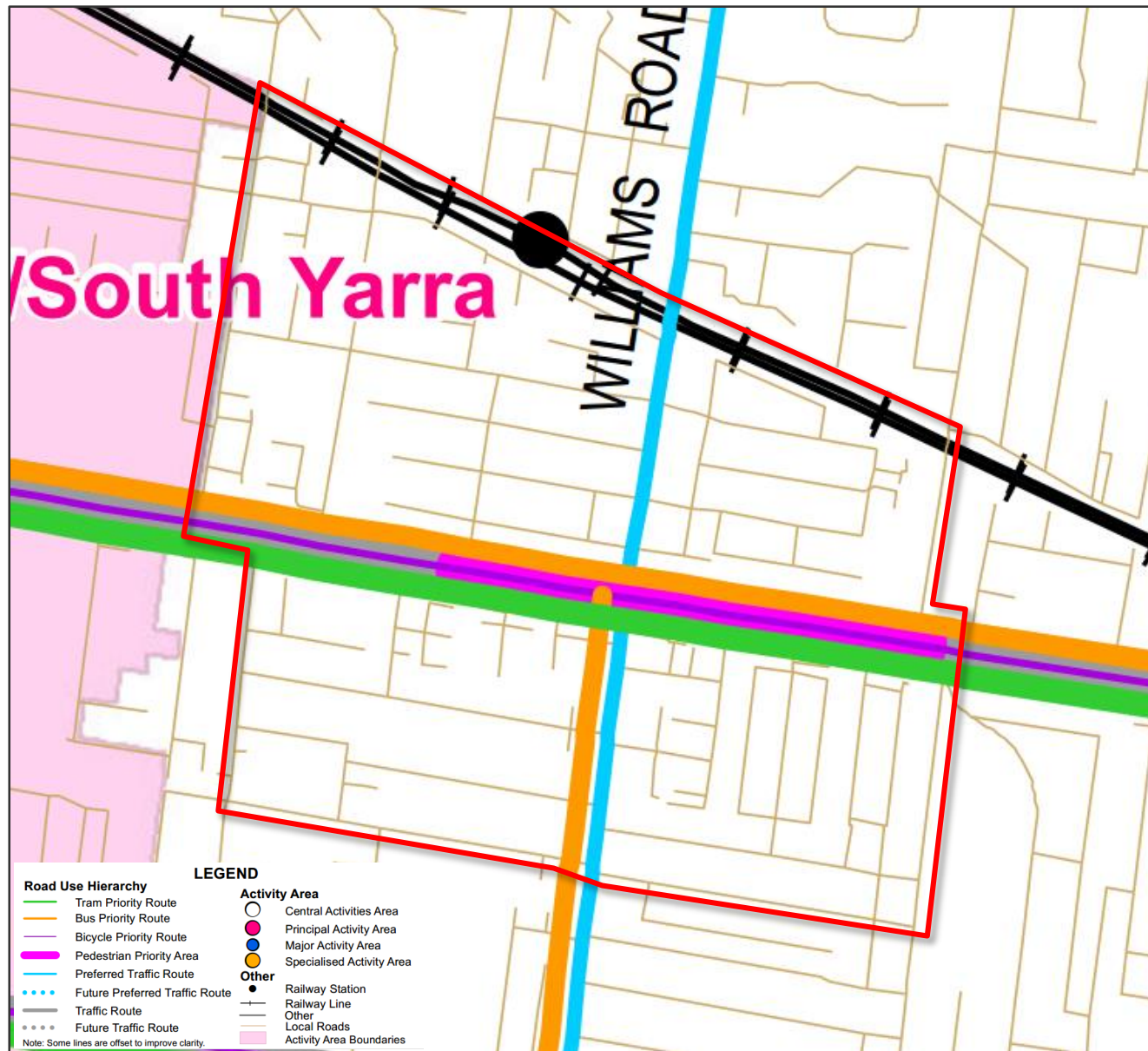


Figure 17 Crash Locations – Last 5 Calendar Years (2009-2013)



- Intersection Crash
- Midblock Crash

Figure 18 TravelSmart Map

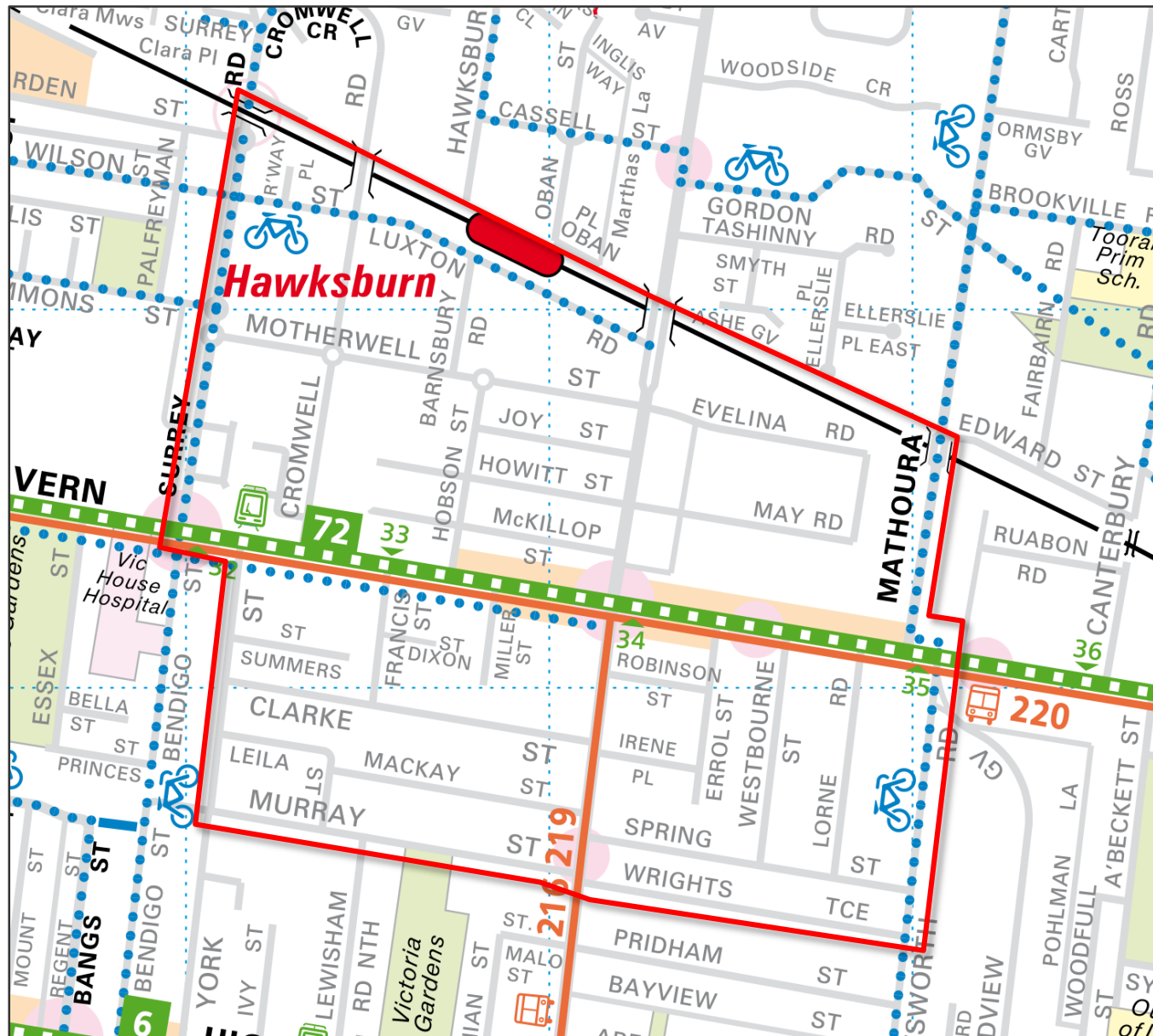
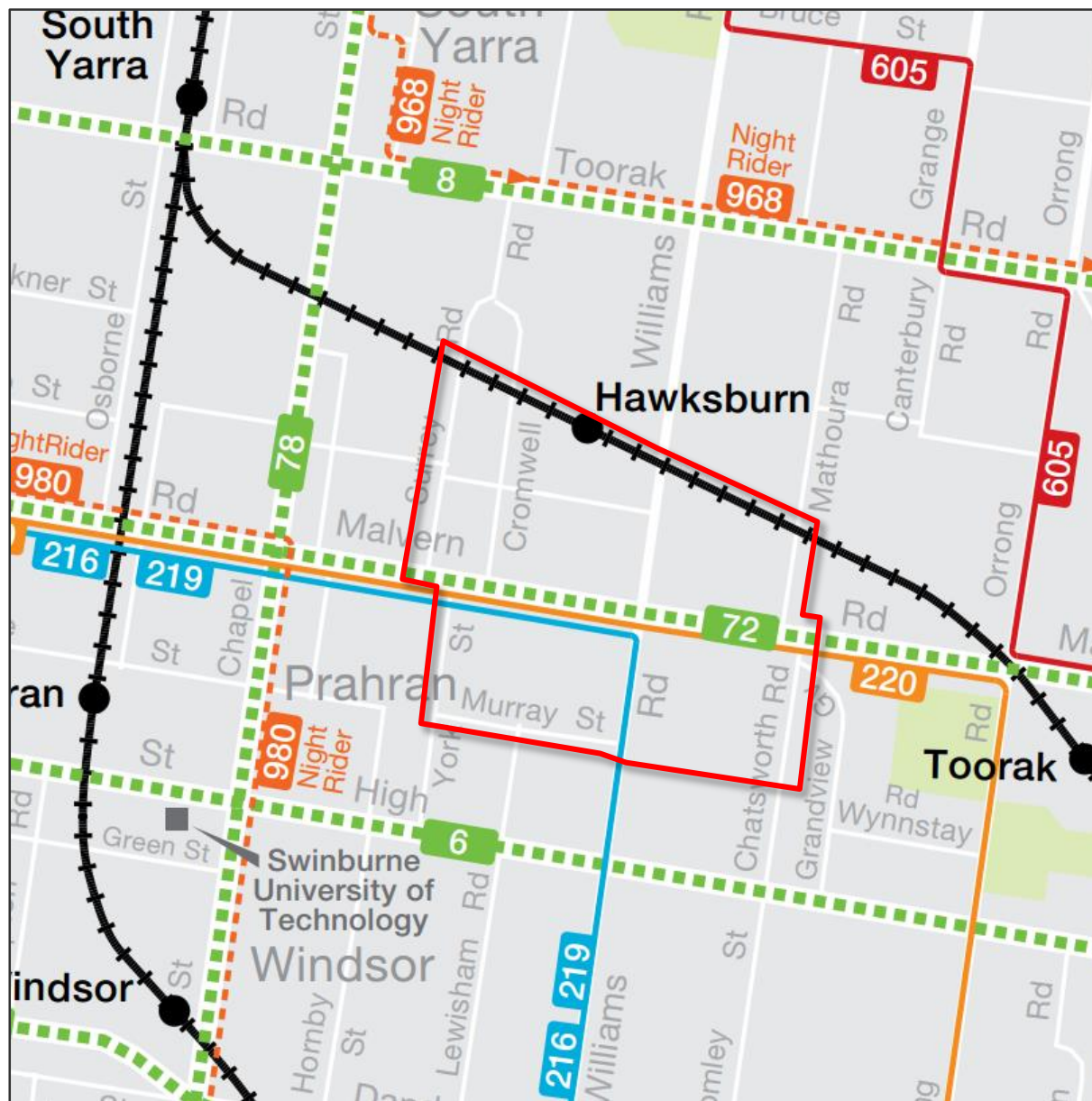


Figure 19 Public Transport Provision



Mode	Route No	Route Description
Train		Cranbourne Line
		Frankston Line
		Pakenham Line
		Stony Point Line
Tram	72	Melbourne University - Camberwell
Bus	216	Caroline Springs - Brighton Beach
	219	Sunshine South - Gardenvale
	220	Sunshine - City - Gardenvale

Figure 20 Pedestrian Generators and Desire Lines



2.2 Traffic

Malvern Road and Williams Road provide obvious barriers, with traffic volumes of in excess of 15,000 vehicles per day, splitting the precinct into four quadrants.

Despite this, traffic speeds are well controlled in the area, particularly the western portion, with area speed limit signage controlling all local roads. It is understood that an expansion of the 40km/h area speed limit is being contemplated to the south eastern quadrant.

Traffic congestion in the area is largely limited to the Malvern Road/Williams Road intersection, with some queuing of traffic observed at the signalised intersection of Malvern Road with Surrey Road, and at the sign controlled intersections of Malvern Road with Mathoura Road and Chatsworth Road.

2.3 Parking

Parking on Malvern Road and within the May Road car park was observed to be highly utilised during observations, which is supported by parking survey information, which suggests that both Malvern Road and the May Road car park are effectively at capacity between approximately 10:00am and 2:00pm on Weekdays and Saturdays.

The surrounding area is well provided for in terms of parking restrictions, with a good mix of unrestricted, permit restrictions and time-restricted parking.

Parking is largely unrestricted on Saturdays (or Sundays).

2.4 Public Transport

Limited usage of public transport was observed in the area outside of the commuter peak periods, although noting that observations were undertaken during Christmas and school holiday periods.

It is noted that a large number of train services express through Hawksburn Station, particularly during peak periods.

2.5 Pedestrians

Pedestrian activity in the area was observed to primarily occur along Malvern Road, and predominantly within the eastern section of the study area. Some pedestrian activity outside of commuter peak periods was observed in the vicinity of Hawksburn Station, although activity in this area is concentrated to peak commuter times.

Limited pedestrian activity was observed traveling between the station and Malvern Road, or through other areas of the precinct, though it is noted that observations occurred largely over the Summer holiday period.

2.6 Bicycles

It is shown above that there is limited bicycle facilities in the area, limited to a few bicycle parking rails on Malvern Road, despite the fact that Malvern Road is nominated as a bicycle priority route. Some bicycle usage was observed during inspections, though due to the time of year (being outside school periods), bicycle usage was expected to be below normal.

A number of bicycles were observed parked on Malvern Road, utilising either the bicycle parking rails provided, or pedestrian fencing or sign poles.

Similarly, a number of bicycles were observed to be parked near Hawksburn Station, utilising street furniture in the area for bicycle parking.

2.7 Loading

The vast majority of retail premises fronting Malvern Road have access to a rear laneway, although the laneway is typically narrow, with limited opportunity for turning or passing vehicles. Consequently, any loading operations via the rear laneway would typically be restricted to small vans and utility vehicles. Observations suggest that loading activity rarely occurs via the rear laneways, with the exception of Woolworths, which has a large formal loading area to the rear, with access assisted via the adjacent car parking area and laneway.

A number of on-street loading areas are provided within the area, predominantly along Malvern Road.

Given the size of the retail premises along Malvern Road, on-street loading and parking areas are expected to accommodate the majority of loading activity.

2.8 Crashes

A total of 31 crash locations (where each intersection, or each length of road between intersections is considered to be a location), were recorded in the precinct, with crashes occurring within the most recent 5 year period. Of note, 12 locations recorded more than one crash, listed below in order of number of crashes:

1. Malvern Road/Williams Road – 5
2. Williams Road/May Road – 5
3. Malvern Road/Surrey Road – 3
4. Williams Road, south of Malvern Road – 3
5. Malvern Road/Chatsworth Road – 3
6. Malvern Road, between York Street and Cromwell Road – 2
7. Malvern Road/Miller Street – 2
8. Malvern Road, between Errol Street and Westbourne Street – 2
9. Malvern Road/Westbourne Street – 2
10. Malvern Road, between Westbourne Street and Lorne Road – 2
11. Malvern Road/Mathoura Road – 2
12. Williams Road/Murray Street/Wrights Terrace – 2

Higher crash rates are typically expected on Arterial Roads, and at or near signalised intersections.

Of the above locations, the crash rate at the intersection of Williams Road and May Road appears to be inflated, though a review of the Crash data identifies that four of the five crashes involved southbound vehicles, and rear-end, side-swipe or overtaking crashes. It is anticipated that these are likely due to traffic congestion from the Malvern Road intersection, and not specific to May Road.

No trends are observable from the remaining crashes.

3 DOCUMENTATION REVIEW

3.1 Stonnington Cycling Strategy

The Cycling Strategy outlines Council's vision for cycling as:

Cycling will be widely undertaken in Stonnington, whether for fun, fitness or travel – providing health, economic, social and environmental benefits to the community. Participation will be encouraged by facilities, programs and services.

Travel throughout Stonnington by bicycle will be easy and safe, supported by a comprehensive network of accessible and convenient paths, laneways and trails that are accompanied by facilities that provide for resting and storing / securing bicycles. It will be particularly easy to access local facilities and gathering places.

The five year aspirational network for Stonnington does not identify any additional bicycle routes through the subject area, although notes that Malvern Road and Williams Road (incorrectly) are on VicRoads Proposed Principal and Priority bicycle network.

It is also noted within the Strategy that the majority of the subject area is within 1km of one or more Major Activity Centres (South Yarra, Toorak Village or Prahran, Windsor).

The Action Plan identifies the following actions within the Hawksburn study area:

- Prepare advocacy material to present to Metro Trains to explore the need and opportunity for the installation of long-stay bicycle parking facilities at all rail stations in Stonnington;
- Liaise with VicRoads regarding the need to provide for improved and safer cyclist travel [on Malvern Road] from Punt Road to Burke Road; and
- Various area wide initiatives to encourage bicycle usage.

3.2 Chapel ReVision Transport Strategy

The following points are noted within the Chapel ReVision Transport Strategy, in relation to the Hawksburn study area.

- As a means of removing non-local traffic from Chapel Street, a preferred traffic route is identified around the Chapel Street area, and includes Williams Road through the study area, and Malvern Road east of Williams Road. To assist traffic movements, intersection treatment and signal priority works are recommended at the Malvern Road and Williams Road intersection. Malvern Road, west of Williams Road is noted as a Local access route.

3.3 Sustainable Transport Policy

The Sustainable Transport Policy provides a number of Principles to guide Council's activities, including the following:

- Deliver Priority;
- Moderate the Impact of Cars;
- Increase Connections;
- Improve Safety;
- Raise Profile;
- Foster Community Involvement;
- Advocate on Behalf of the Community;
- Build Relationships;
- Provide Leadership; and
- Monitor Progress.

It is noted that the priority of transport modes is nominated as follows:

- Walking;
- Cycling;
- Public Transport;
- Commercial vehicles serving local businesses and institutions;
- Multiple-occupancy vehicles; and
- Single-occupancy vehicles.

3.4 Inner Melbourne Action Plan

The Inner Melbourne Action Plan (IMAP) is a collaborative partnership between the Cities of Melbourne, Port Phillip, Stonnington, Yarra and Maribyrnong.

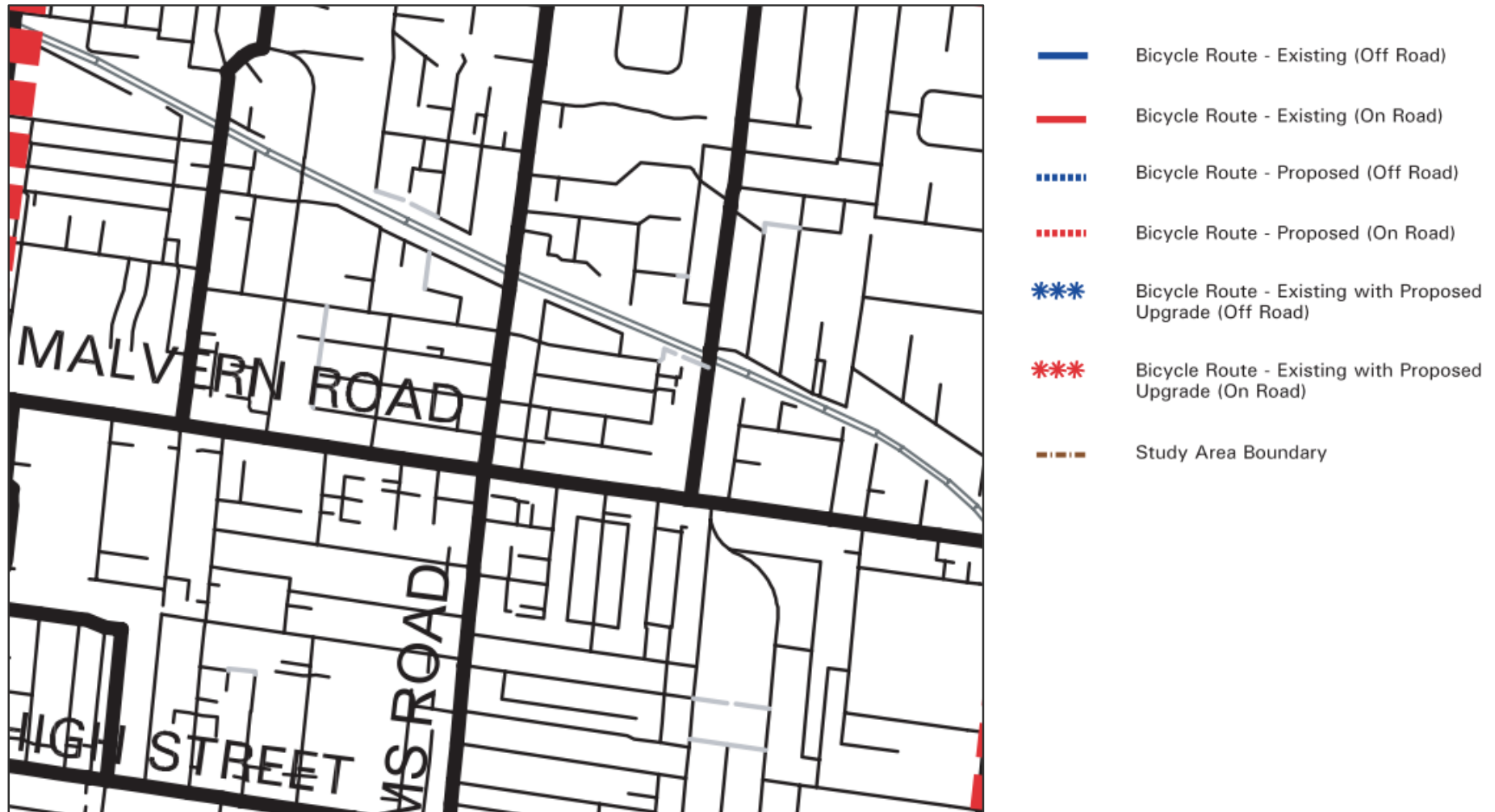
IMAP have developed a number of strategies and Action Plans, including the Walking Framework shown in Figure 21, the Regional Bicycle Network shown in Figure 22, and the Potential Public Transport Network Improvements shown in Figure 23.

Figure 21 IMAP – Walking Framework



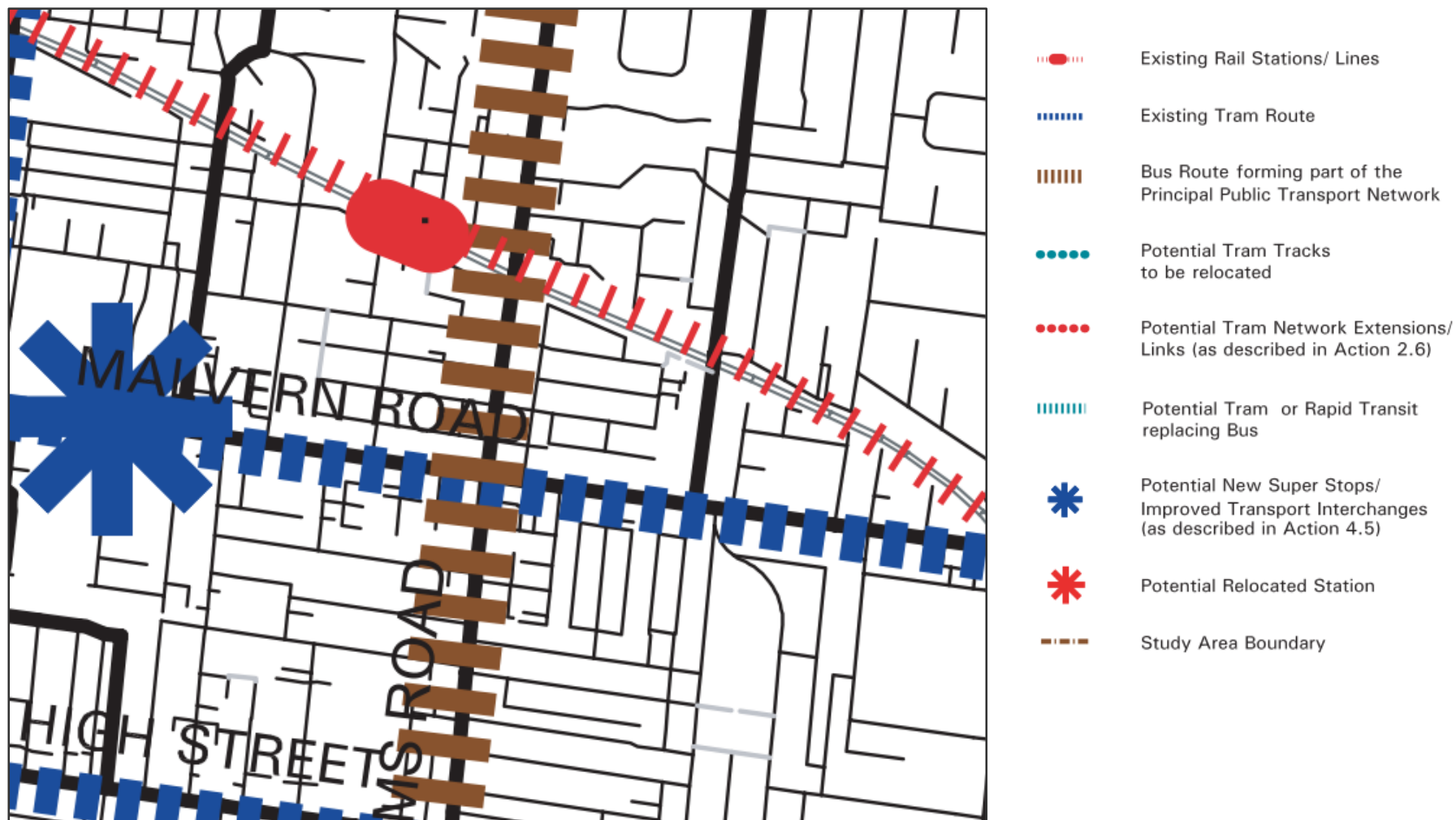
It is shown that Regional Walking Links are proposed on the periphery of the study area, with effectively no internal walking links. It is also noted that the Hawksburn area is not noted as a Pedestrian Priority Area.

Figure 22 IMAP - Regional Bicycle Network



The IMPA Regional Bicycle Network suggests that no bicycle route exist or are proposed through the Hawksburn study area.

Figure 23 IMAP - Potential Public Transport Network Improvements



The above notes the potential new tram super stop location on Malvern Road just beyond the western boundary of the site. Otherwise, all services shown are existing.

IMAP have also produced a Guide to Developing Pedestrian Wayfinding. It is noted that a number of signs are currently located within the study area based on this guide, as indicated in Figure 6.

3.5 Stonnington Bicycle Parking Report

The Stonnington Bicycle Parking Report was prepared in 2010, and identifies that 6 additional bicycle parking spaces should be provided within Hawksburn Village, to supplement the existing 3 rails. The report also identifies that parking rails should be primarily focussed at food outlets where possible. The areas suggested for additional parking spaces are identified in Figure 24.

Figure 24 Bicycle Parking Report – Recommended additional bicycle parking locations

