

OAKOVER VILLAGE TRANSPORT STUDY

Update on Transport Plan November 2015

Proposed Oakover Village Transport Plan Update

We recently sent you a survey asking your views on a plan to improve transport in Oakover Village in the area between **Gilbert Road, Miller Street, Bell Street and the South Morang railway line in Preston.**

Changes have been made to the Transport Plan based on the feedback received through the survey.

What Your Neighbourhood Told Us

112 surveys were returned (a 10% return rate). On average the whole plan was rated 3.75, with 1 being "Do not support" and 5 being "Strongly support".

Feedback on Stage 1 Works

- The raised thresholds on Oakover Road at Etnam Street, Carthew Grove, Devon Street and Erin Street had a support rate of 89%.
- The works at the corner of Showers Street at the railway crossing had 93% support.
- Kerb build-outs on Miller Street at Bracken Avenue had 76% support.

Turn bans received a mixed response.

- The partial closure of Austral Avenue at Bell Street had 54% support overall, and 89% support from Austral Avenue respondents.
- The PM turn ban from Oakover Road into Newman Street had 78% support.
- The St Georges Road into Showers Street west PM turn ban had 70% support.

The main concerns were that residents in adjacent streets would be impacted by traffic taking alternative routes.

Feedback on Stage 2 Works

- The works in Stage 2 were generally supported by more than 75% of those who responded.
- The slow points (chicanes) on Stott Street, Stokes Street, Penola Street and Davies Street had more than 70% support.
- 14 people provided comments that they would prefer speed humps to chicanes.

New Development or Third Party Works

- Works with new development or third party works had over 90% support.

Response to Community Feedback

Given the overall support from the community, we propose to go ahead with the majority of items, but start with a 12 month trial of the turn bans and partial closure of Austral Avenue from Bell Street. This can be trialled using signage, rather than a physical closure.

We understand there are some concerns over the wider impacts of a turn ban from Austral Avenue at Bell Street. It is expected that drivers currently using Austral Avenue will instead use Gilbert Road, or continue to Bell Street to access St Georges Road rather than travel an extra 200m to use adjacent roads such as Erin Street.

Other Stage 1 works will be retained within the plan. The Miller Street kerb build-outs will be designed to maximise safety and access for all in the area.



UPDATED OAKOVER VILLAGE TRANSPORT PLAN

In Progress

- Planting between indented parking on Oakover Road between Erin Street and Austral Avenue (Installation pending)

Stage 1 treatments (Budget allocated for 2015/16)

- Austral Avenue**
- A left turn ban Bell Street into Austral Avenue. (12 month trial)
- Oakover Road**
- A right turn ban from Oakover Road into Newman Street (4.30 pm - 6.30 pm) (12 month trial)
 - Provide raised threshold across Etnam Street at Oakover Road
 - Provide raised threshold across Carthew Street at Oakover Road
 - Provide raised threshold across Devon Street at Oakover Road
 - Provide raised threshold across Erin Street at Oakover Road
- Miller Street**
- Kerb outstands on Miller Street at Devon Street and Bracken Avenue
- Area treatments**
- A left turn ban from St Georges Road into Showers Street west (4.30 pm - 6.30 pm) (12 month trial)
 - Pedestrian improvements at railway crossing and Showers Street
 - Proposed Great Western Shimmy route via Devon Street and Austral Avenue

- With New Development or Third Party Works**
- Pedestrian links through to development sites
 - Footpath upgrades and crossings near key sites
 - Upgrade Oakover Road/ St Georges Road intersection (dependent on traffic assessment)
 - Improve pedestrian crossing at Oakover Road and Gilbert Road

- Stage 2 treatments (Subject to the effectiveness of Stage 1 or new development):**
- Austral Avenue**
- No entry from Bell Street into Austral Avenue, partial closure to allow for exit only
 - Traffic management on Austral Avenue
 - Raised intersection on Austral Avenue at Stott Street
- Oakover Road**
- Raised intersection on Oakover Road at Austral Avenue
- Miller Street**
- Kerb outstands on Miller Street at Hobson Street, Carthew Grove, Mitchell and Davies Street
 - Develop a plan to improve the intersection of Miller Street and Gilbert Road by redesigning the intersection and improving pedestrian crossings
 - Cycle lanes on Miller Street
- Area treatments**
- Speed humps on Scotia Street
 - Speed humps on Erin Street
 - Traffic management on Stott Street
 - Traffic management on Stokes Street
 - Traffic management on Penola Street
 - Traffic management on Davies Street
 - Etnam Street - create pocket park
 - Investigate shared path on Devon Street and Oakover Road linking to school
 - Seek to reduce speed limit to 40km/h on local streets



Raised Intersection Traffic Management Kerb Outstands Speed Humps Raised Threshold



Next Steps

We will undertake a full review of the impacts of the Stage 1 works 12 months after implementation, and can then consider changes to turn bans and further works to address vehicles taking alternate routes.

Stage 2 will be implemented once Stage 1 is completed and evaluated. Treatments will be prioritised against other works across the municipality. Given the expressed desire for speed humps instead of chicanes, the decision on the type of traffic management for each street will be determined through further consultation with the relevant street/s prior to Stage 2.

The works with new development or by third parties are indicative and will need to be finalised as part of a broader transport plan, as envisaged by Planning Scheme Amendment C136, once there is greater certainty in the area's development.

Further Comments on the Transport Plan?

The Oakover Village Transport Plan will be presented to Council on the *23rd of November, 2015 at 7pm*. You are invited to attend this Council meeting if you would like to present your views on these plans during public question time, before the Transport Plan is considered for adoption by Council.

Consultation on detailed designs for each of the adopted treatments will be undertaken with those in close proximity to the works.

Great Western Shimmy Cycle Wayfinding

Council resolved to fund a Great Western Shimmy cycle wayfinding route from Arthurton Road, Northcote to Edwardes Street, Reservoir within the 2015/2016 Council budget.

The proposed route uses Bracken Avenue, Devon Street and Oakover Road to Austral Avenue, crossing Bell Street at the pedestrian signals. Details of this route are still to be confirmed, but within the Oakover Precinct it is likely to consist of cycle symbols and wayfinding signage. It is not expected to change parking or traffic conditions. This is planned for delivery in 2015/16.

Transport Plan Objectives

The Transport Plan has been developed on an area wide basis to minimise impacts on nearby streets.

The objectives of the transport plan are to:

- Reduce the potential for crashes
- Improve safety by reducing traffic speeds in local streets
- Discourage through traffic
- Address concerns while maintaining accessibility for locals, businesses and emergency services
- Maximise safety with available funding

Developing the Transport Plan

To access a copy of the previous brochure and survey, a summary of the survey responses, and reports providing the context of the transport plan visit:

<http://yoursaydarebin.com.au/projects/oakover-village-project>

CONTACT US

274 Gower Street, Preston
PO Box 91, Preston, Vic 3072
T 8470 8888 F 8470 8877
E mailbox@darebin.vic.gov.au
darebin.vic.gov.au



**National Relay
Service**

TTY dial 133 677 or
Speak & Listen
1300 555 727
or iprelay.com.au
then enter
03 8470 8888



**Speak your
language**

T 8470 8470
العربية Italiano
繁體中文 Македонски
Ελληνικά Soomali
हिंदी Tiếng Việt