

Taking it to the streets - Abbotsford

Recommended Local Area Place Making (LAPM) Plan



LEGEND - - - - - Precinct Boundary Route Treatment Intersection Treatment

KEY

- 1 Reduce northbound lanes from 3 to 2 and continue bicycle lane to intersection (subject to VicRoads approval)
- 2 Remove parking on south side between Paterson St and Trenerry Cres 4pm-6.30pm Mon-Fri for traffic clearway
- 3 Remove speed hump
- 4 Upgrade speed hump to full width and reconsider location
- 5 Upgrade existing crossing to raised zebra crossing
- 6 Remove speed hump
- 7 Ban entry from Harper St into laneway behind 106-160 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. Future shared space between Collingwood Town Hall and railway station
- 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 vibraline 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 Relocate existing closure on Albert St to Murray St and provide pedestrian and cyclist access across Murray St at bend
- 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

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1 Johnston St & Nicholson St

Reduce northbound lanes from 3 to 2 and continue bike lane to intersection of Nicholson St and Johnston St

96% liked this idea.

- Complete a missing bike link on Nicholson St to Johnston St
- A reduction in right turn capacity may discourage traffic using Nicholson St
- Any change would be subject to capacity intersection analysis and VicRoads approval.

Advocate VicRoads for safety improvements at the intersection of Johnston Street and Nicholson Street

53% liked this idea.

- Our original proposal to remove the left turn slip lane from Johnston St to Nicholson St received a mixed response, with concern that it would lead to cars queuing further back in Johnston St.
- There was agreement that the existing bus stop is poorly located and unsafe.
- We advocate to VicRoads for safety improvements for pedestrians, bike riders and bus users. This may include relocating the bus stop to the west side of Nicholson St.

2 Johnston St

Remove parking on south side of Johnston St, between Paterson St and Trenerry Cr 4pm-6.30pm Mon-Fri

93% liked this idea.

- The removal of parking improves traffic flow on Johnston St in the vicinity of Trenerry Cr during the afternoon peak.
- This may discourage traffic from using local streets by reducing delays on Johnston St.

- Parking restrictions in Paterson Street would be changed to allow trader and visitor parking during business hours.

3 Outside 220 and 227 Nicholson St

Remove speed humps outside 220 and 227 Nicholson St

- 55% disliked this idea.
- However there is no demonstrable need for the humps as a raised zebra crossing is already located nearby.
- While there was concern that removing speed humps would result in increased vehicle speeds, it is still recommended that the humps be removed and monitored to see if speed actually increases through the area.

4 Outside 190 and 193 Nicholson St

Upgrade existing speed humps outside 190 and 193 Nicholson St to full width and reconsider position

- 60 percent disliked the original proposal to remove the speed humps.
- The spacing of existing traffic treatments along this section of Nicholson Street may benefit from an upgrade and relocation of the humps in this case.

5 Nicholson St, south of Vere St

Upgrade existing crossing to raised zebra crossing outside Mavis the Grocer

94% liked this idea.

- Raising the crossing lowers travel speed and increases the attention of all road users.
- Upgrade lighting, drainage and pedestrian accessibility as required.

6 Outside 181 Nicholson St

Remove speed humps outside 181 Nicholson St

58% liked this idea.

- There is less need for the humps as a raised zebra crossing is proposed nearby.
- Speed shall be monitored through the area, following the removal.

7 Harper St and laneway

Ban entry 7am-9am Mon-Fri from Harper St into laneway behind 106-160 Nicholson St

89% liked this idea.

- Deter motorists from using the narrow laneway behind 106-160 Nicholson St as a shortcut in the peak period.
- Local residents will not be exempt from the ban and will only be able to enter via Gipps St.
- While requests for full time bans were received, evidence shows low traffic volume in the laneway outside the morning peak to warrant a permanent change.
- It is recommended that the proposal proceeds with monitoring.

8 Vere St and Park St

Intersection upgrade with new pedestrian and bike links at Park St and Vere St

89% liked this idea.

- New zebra crossings on Park and Vere streets to connect to Gahan Reserve
- A bike opening on the eastern leg.

9 Vere St

Provide contraflow bike lane on Vere St

89% liked this idea

- This bike link provides an important east-west connection between the bridge over Hoddle St and Nicholson St
- No parking is proposed to be removed.

10 Collingwood Station, Stanton St

Raised pedestrian crossing between Gahan Reserve and railway station, and shared space between Collingwood Town Hall and railway station

100% liked this idea.

- A raised zebra crossing lowers speed and allows pedestrians to have priority to cross Stanton St at all times
- Parking would be converted to pedestrian friendly areas where possible.
- In view of the high costs associated with creating a shared space, more cost effective short term models will be investigated.
- A long term shared space will be considered as part of future planning on the Collingwood Town Hall precinct.

11 Gipps St pedestrian crossing

Upgrade existing crossing on Gipps St near railway bridge to a raised zebra crossing

89% liked this idea

- Raising the crossing lowers travel speed and increases the attention of all road users.
- Upgrade flashing lights, lighting, drainage and pedestrian accessibility as required.

12 Outside 124 and 155 Nicholson St

Upgrade speed hump to full width

90% liked this idea

- Replace the speed humps outside 124 and 155 Nicholson St with a full width hump.

13 Gipps St and Nicholson St

Replace bluestone channel on north-west corner of intersection to widen bike lane

87% liked this idea.

- Maximise the bike lane on the western approach to Gipps St and Nicholson St.

14 Gipps St and Victoria Cr

Raised pedestrian friendly threshold treatment on outside of bend and vibriline on bike lane

100% liked this idea

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14 Gipps St and Victoria Cr

- Raising the eastern entrance to Gipps St provides a new level path for pedestrians to travel north-south
- Thicker audio-tactile line marking warn drivers to stay out of the bike lane and may reduce speeds through the Gipps St-Victoria Cr bend.

15 Victoria Cr, south of Gipps St

Raised pedestrian crossing on Victoria Cr just south of Gipps St

94% liked this idea.

- A zebra crossing allows pedestrians to have priority to cross at all times.
- Raising the crossing lowers travel speed and increases the attention of all road users.
- Some parking may need to be removed to ensure adequate sight lines.

16 Nicholson St, north of Mollison St

Upgrade existing crossing to raised zebra crossing

90% liked this idea

- Raising the crossing lowers travel speed and increases the attention of all road users.
- Upgrade flashing lights, lighting, drainage and pedestrian accessibility as required.

17 Nicholson St and Mollison St

Median island on Nicholson St with left in/left out only at Mollison St (cyclists excepted)

- Proposed to be implemented on a trial basis with monitoring of impact to surrounding streets by traffic redistribution
- Right turns are prevented by a median on Nicholson St, with breaks to allow cyclists to be exempt

- Short-cutting traffic may be reduced but local residents and businesses will need to modify travel
- Opportunities for landscaping, public seats, bike racks and outdoor dining by repurposing up to four parking spaces.

18 Mollison St and Victoria Cr

Raised pedestrian crossing on Mollison St at Victoria Cr

100% liked this idea

- A zebra crossing allows pedestrians to have priority to cross at all times
- Raising the crossing lowers travel speed and increases the attention of all road users.

19 Nicholson St and Langridge St

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

61% liked this idea

- Proposed to be implemented on a trial basis with monitoring of impact to surrounding streets by traffic redistribution.
- Monitor the need for pedestrian crossing on Langridge St.
- Right turns are prevented by a median on Nicholson St, with breaks to allow cyclists to be exempt
- Short-cutting traffic may be reduced but local residents and businesses will need to modify travel

- Raising the crossing on Nicholson St lowers travel speed and increases the attention of all road users
- A zebra crossing allows pedestrians to have priority to cross at all times along the most desirable path
- Opportunities for landscaping.

20 Langridge St and Charles St

Replace painted islands with kerb outstands and new kerb ramps at Langridge St and Charles St

100% liked this idea

- A narrower intersection may reduce speed, improve sight lines and reduce pedestrian crossing distance.

21 Langridge St near Park St

Raised zebra crossing on Langridge St near Park St

92% liked this idea

- A zebra crossing allows pedestrians to have priority to cross at all times along the most desirable path.
- Raising the crossing lowers travel speed and increases the attention of all road users.
- Flashing lights, lighting, drainage and pedestrian accessibility upgrades as required.

22 Murray St and Albert St

Relocate existing road closure on Albert St to Murray St and provide pedestrian and bike rider access across Murray St at bend

94% liked this idea

- The option removes a potential conflict point at this intersection.
- Properties on Albert St, south of Murray St, including the Abbotsford Primary School will only have vehicle access via Victoria St or Princes St.

- Southbound bike riders continuing along Albert St may find it safer to dismount when crossing Murray St.
- A raised pedestrian crossing to be provided across Murray St.

23 Murray St and Church St

Raised threshold treatment on Murray St

70% liked this idea

- Raising the entrance to Murray St may discourage speeding through the intersection and improve giving way to pedestrians and traffic on Church St.

24 Church St and Victoria St

Continue bike lane to Victoria St

90% liked this idea

- Complete a missing bike link on Church St between Princes St and Victoria St
- Any change would be subject to capacity intersection analysis and VicRoads approval.

25 Victoria St and Hoddle St

Advocate VicRoads to increase right turn capacity from Victoria St into Hoddle St

86% liked this idea

- Improving right turn movements from Victoria St may discourage traffic from using local streets
- Any change would be subject to capacity intersection analysis and VicRoads approval.

26 Nicholson St, north of Victoria St

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

88% liked this idea

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26 Nicholson St, north of Victoria St

- The treatment reduces conflict when vehicles are stopped on the northbound bike lane when being parked or illegally double-parking
- New public space is created for seats, landscaping and bike parking
- Existing loading zone and community bus parking relocated north
- Design shall discourage motorists from stopping in front of Hive to drop-off and pick-up passengers.

27 Nicholson St and Victoria St

Reconfigure southbound bike lane on Nicholson St to Victoria St to the kerbside

90% liked this idea

- The treatment provides better separation of bike riders from left turning vehicles through buffers and relocation of a disabled space
- Kerbside bluestone channel to be reduced to maximise space for bike riders
- Traffic signals at Nicholson St/Victoria St would need to be reprogrammed or upgraded for bike riders and pedestrians (subject to capacity intersection analysis and VicRoads approval).

28 Victoria St and Thompson St

No right turn from Victoria St into Thompson St 7am-9am Mon-Fri

100% liked this idea

- The right turn ban is similar to other turn bans along Victoria St and may reduce traffic short-cutting through local streets in the morning peak.
- Local residents and businesses will not be exempt from the turn ban and will need to modify travel during these times.

Projects to advocate to VicRoads

Johnston Street, Hoddle Street and Victoria Street are managed by VicRoads, the state road authority. Another output of our LAPM study will be to provide a priority list of actions for advocacy to VicRoads. These actions include:

Johnston St and Trenergy Cr

We advocate to VicRoads for traffic signals and other improvements at Trenergy Cr and Johnston St to improve the safety of all road users. Recommendations include:

- Immediate safety improvements to reduce the risk to pedestrians and cyclists
- Reduce confusion at the intersection when the centre lane on Johnston Street changes operation during clearway times
- Integrate existing left turn bans into traffic signals to reduce confusion and improve compliance by motorists
- Optimise traffic signal operations to reduce short-cutting traffic using Trenergy Cr.

Johnston St pedestrian crossing

We advocate to VicRoads for improvement to the existing pedestrian crossing under the railway bridge on Johnston St to stop drivers blocking the crossing.

Hoddle St

We advocate to VicRoads for:

- 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 60 km/h.
- Improvement in pedestrian crossing times and responsiveness at all existing crossings, particularly in the east-west direction.