

Hastings Structure Plan

Transport Planning Recommendations

Planisphere

9 May 2008

Hastings Structure Plan

Prepared for
Planisphere

Prepared by

Maunsell Australia Pty Ltd
Level 9, 8 Exhibition Street, Melbourne VIC 3000, Australia
T +61 3 9653 1234 F +61 3 9654 7117 www.maunsell.com
ABN 20 093 846 925

9 May 2008

© Maunsell Australia Pty Ltd 2008

The information contained in this document produced by Maunsell Australia Pty Ltd is solely for the use of the Client identified on the cover sheet for the purpose for which it has been prepared and Maunsell Australia Pty Ltd undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

All rights reserved. No section or element of this document may be removed from this document, reproduced, electronically stored or transmitted in any form without the written permission of Maunsell Australia Pty Ltd.

Quality Information

Document Hastings Structure Plan

Ref

Date 9 May 2008

Prepared by Elaine Brick

Reviewed by Stephen Pelosi

Revision History

Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
	22/04/2008			

Table of Contents

1.0	Traffic Management	1		
2.0	Parking	3		
	2.1	Parking Utilisation	5	
		2.1.1	On-Street Parking	5
		2.1.2	Off-Street Parking	5
	2.2	Parking Recommendations	7	
3.0	Walking	7		
4.0	Cycling	9		
5.0	Public Transport	11		

1.0 Traffic Management

The Hastings Traffic Management Strategy (2003) identified a number of improvements to the Town Centre road network to improve traffic circulation and safety for all road users. Although the strategy was prepared before plans for expansion of the Port of Hastings were investigated, many of the recommendations remain relevant and important. Development of the Port of Hastings will not change the structure of access routes into the Activity Centre as Marine Parade and Frankston-Flinders Road/High Street will continue as the main transport arteries into Hastings.

In terms of traffic management, the key issues that are likely to be experienced in Hastings are increased traffic volumes and the impacts of this in terms of road safety and Town Centre access. Many of the recommendations made in the Traffic Management Strategy were aimed at reducing the impact of increased traffic in the Town Centre, mainly through the promotion of the Ring Road concept and changing the role of High Street from one of through traffic to a more localised function with reduced speeds and greater priority for pedestrians.

A number of the Traffic Management Strategy recommendations have been implemented to date, such as the relocation of pedestrian crossings on High Street to better reflect pedestrian desire lines. Table 1 below summarises the remaining recommendations to be delivered by Council and indicates whether these are still relevant in light of the proposed Town Centre Structure Plan.

Table 1: Recommendations of Traffic Management Strategy yet to be implemented

SCHEME	RETAIN	RELEVANCE TO STRUCTURE PLAN
Implement two lane ring road through signage and priority treatments at intersections	Yes	To encourage alternative traffic routes to High Street, therefore improving pedestrian amenity on High Street.
Modified T-intersection at the corner of Queen Street and Elizabeth Street and the corner of Queens Street and Church Street	Yes	These improvements will reinforce the Ring Road and therefore reduce traffic flows on High Street, a central objective of the Structure Plan.
Closure of Alfred Street and provision of additional angle parking	Yes, subject to further investigation	The closure of Alfred Street to allow the expansion of KMart will not adversely affect traffic flow within the Town Centre. However, the provision of additional angle parking needs to be investigated in further detail to reconcile with plans for landscaping also.
Roundabout at the junction of High Street and Queen Street	Yes	This junction experiences high traffic volumes such that exiting from Queen Street is becoming more difficult. A roundabout here, or some junction control is required to improve safety.
Roundabout at the junction of Church and Victoria Street	Yes	This is an existing black spot location which needs to be addressed.
A raised median on High Street between Queen and King Streets	No	This measure will not provide any benefit in the near future

In addition to the aforementioned outstanding schemes, the following traffic management tasks should be prioritised to support the Hasting Structure Plan:

- Outside the Activity Centre, the Frankston-Flinders Road dominates the local traffic network. This dominance will be consolidated when it is upgraded as part of the Port of Hastings Strategy. The possible re-routing of the Frankston-Flinders Road, as part of this upgrade, will further downplay the role of Marine Parade as an entry to the Activity Centre from the north. This will not serve the Activity Centre well. The Marine Parade entry needs to be better signed and managed to ensure it remains an important access route into the town.
- Make High Street speed limits consistent through the Town Centre and reduce to 40km/hr;
- The rights of way servicing the rear of the south side High Street shops and providing access to the Safeway/KMart car parks require resurfacing and line marking improvements to provide safe and clear access to all users.
- The Shire is currently considering a proposal to expand K Mart to the west. This would require the closure of the southern section of Albert Street. It is recommended that in order to reduce vehicle movements along High Street, access from Alfred Street should be landscaped for pedestrians and cyclists only, connecting KMart to High Street. The supermarket car parks would then be accessed from both Queen Street and Victoria Street and would be in line with the promotion of the Ring Road car park access strategy.

Figure 1: Intersection of High Street and Queen Street



- Make further improvements at the intersection of High Street and Marine Parade including a zebra crossing aligned with the natural pedestrian path and town.
- Develop and implement an integrated signage strategy for traffic movement between the Activity Centre and the foreshore, from Marine Parade into the Activity Centre and from the Frankston/Flinders Road to High Street.
- The roles of Marine Parade in the north and Reid Parade in the south will need to be strengthened. Both roads provide excellent access into the Activity Centre yet key intersections are poorly signed or need improved management.

Figure 2: High Street Speed Limits

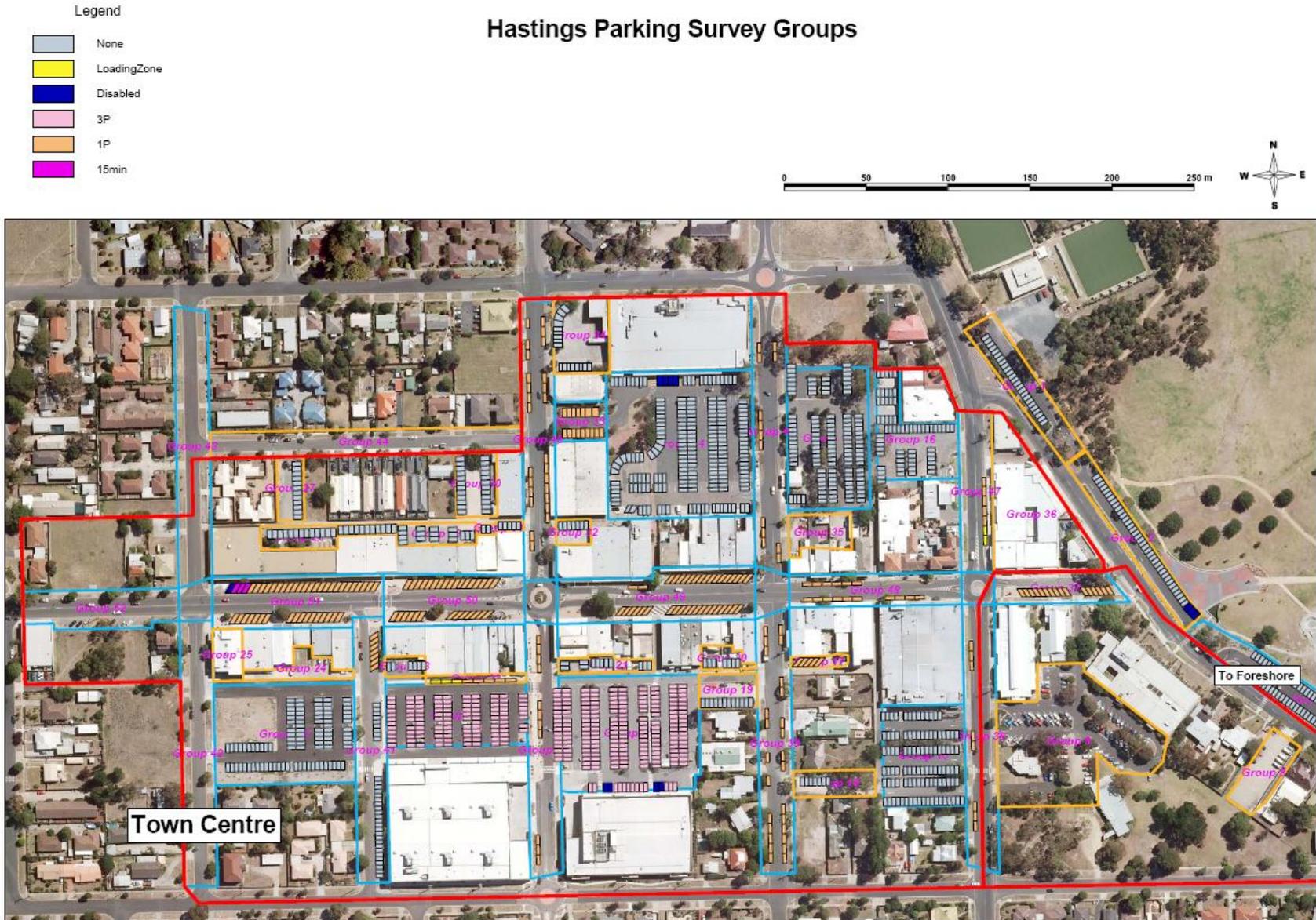


2.0 Parking

A parking occupancy and turnover survey of Hastings Town Centre was completed by Council on December 13th and 14th 2007 on an hourly basis from 9am to 5pm. Results of the survey have been analysed by Maunsell to identify any parking issues currently experienced in the town. However, it should be noted that because the surveys were completed so close to Christmas, it was felt that there may be some bias in the survey which results in higher occupancies being accounted for. In order to investigate the likelihood of this bias Maunsell completed a survey of all Town Centre car parks on February 28th at midday. This survey revealed that on average occupancy of Town Centre car parks was 15% less than the December results. It is therefore important to note that the indicated occupancies are slightly higher than average.

Existing parking restrictions and spatial categories used for the survey are indicated in Figure 3.

Figure 3: Hastings parking restrictions



2.1 Parking Utilisation

2.1.1 On-Street Parking

There are 272 on-street parking spaces in Hastings Town Centre which includes a combination of angled and parallel parking. Overall, peak demand for on-street parking was at 12pm when 66% of parking spaces were occupied. This would have resulted in 92 spare on-street parking spaces in the town, predominantly on more peripheral street such as Salmon Street and Queen Street. Nevertheless, these are still a convenient walking distance from the Town Centre.

Highest demand for on-street parking is on High Street between Queen and Salmon Street where on average 80% of cars stay for less than one hour. This clearly justifies Council's recent introduction of 15 minute restricted parking. However, this also highlights the opportunity to convert a large proportion of the remaining 2 hour parking restrictions to one hour. Turnover of parking was lowest on Queen Street (zone 42) south of High Street, where 66% of cars stayed longer than four hours in unrestricted bays.

2.1.2 Off-Street Parking

Over 1,200 off-street parking spaces are available in Hastings. The majority of these spaces are incorporated within the large off-street car parks which serve the major supermarkets, Coles, Safeway and KMart.

Peak demand for off-street parking was at 12pm when 64% of parking bays are occupied. As highlighted in Figure 4 below, a number of car parks at this time experienced over 90% capacity; these include the KMart car park and a number of other private off-street car parks. However, it should also be noted that at this time, the adjacent overflow car park at KMart is only 30% full, leaving almost 70 spaces available.

The majority of off-street parking in Hastings is unrestricted as illustrated in Figure 3, however, the following evidence would support some adjustment to existing restrictions:

- 28% of cars in the 3 hour restricted KMart car park (zone 12) stayed more than 4 hours;
- 35% of cars in the KMart overspill car park (zone 13, 3 hour restricted) stayed more than 4 hours;
- 42% of cars stay less than an hour in the Coles car park (zone 14) which has a capacity of 204 spaces; and
- 44% of cars stay less than an hour in the Safeway carpark (zone 11) which has a capacity of 212 spaces.

Generally speaking, there is also a high turnover of off-street parking in Hastings such that Council may wish to reduce time restrictions to 2 hour limits in some car parks. In addition, it is apparent that employees/traders are parking in 3 hour restricted parking spaces for long periods of time. A designated long term parking zone should be introduced for these parking needs. This will also ensure that more parking is available for shoppers and short term visitors where required.

Figure 4: Weekday parking occupancy in Hastings Town Centre at 12.30pm



Figure 5: Blockbusters car park



2.2 Parking Recommendations

- Additional 2 hour parking spaces on High Street should be converted to 1 hour restrictions to reflect demand and to ensure high turnover;
- Conversion of angle to parallel parking on High Street is supported as a longer term measure to improve safety for all road users with other measures such as extra kerbside activity and improved pedestrian amenity ensuring that the 'village character' is maintained;
- Signage of parking restrictions in the Coles carpark remains inadequate. This is reflected in turnover data for the carpark which suggests that 19% of vehicles stay in the carpark for longer than four hours;
- The provision of loading bays, taxi bays and spaces for people with mobility impairments currently appear to be sufficient in both on and off street car parks;
- Although time restrictions on High Street have been reviewed to allow for short term parking (two minute and fifteen minutes), there is potential to reduce the existing predominance of two hour limits to one hour. This is supported by turnover data for High Street which highlights that over 80% of cars are parked for less than one hour;
- Car parks to the rear of IGA and Blockbuster require upgrading with landscaping / canopy trees and line marking.
- Upgrade the car park to the rear of Blockbusters with improved access for Heavy Goods Vehicles.

3.0 Walking

Walking as a mode of transport needs to be given high priority. This is especially the case in Hastings which has the highest concentration of households without cars in the Mornington Peninsula Shire. In addition, Hastings has broadly dispersed schools and facilities and limited bus services. Consequently, numerous walking trips are likely to be made by necessity, such as to the train station, to High Street or to school. In addition, considering the scope for increased green field residential development in Hastings, it is likely that there will be an increase in demand for good walking amenity. The following recommendations are proposed with regards walking environment improvements:

- The possible re-routing of Frankston – Flinders Road may encourage more traffic to use this route to access Hastings as opposed to Marine Parade, thereby increasing traffic on High Street. It is therefore essential that the recommendations of the Hastings Traffic Management Strategy are implemented to reinforce the role of the Ring Road;

- The Flinders Road and High Street junction roundabout experiences high volumes of traffic as well as pedestrian crossings, particularly to access the schools west of the Town Centre. Vehicles leave the junction at high speed putting pedestrians in danger. This crossing will become increasingly important as the west of Hastings experiences further growth. In the long term, with increased traffic volumes, signalisation of this junction may be required. However, in the short term it is important that pedestrian safety at the junction is a priority. This can be done by:
 - Providing pedestrian refuges on all arms as well as connecting paths;
 - Introducing tactile paving on all arms;
 - Improving signage on approaches to the roundabout to force driver to reduce speeds;
 - Introducing a pedestrian priority crossing (zebra) on the northern side of the junction to improve safety for school children.
- The High Street footpaths are relatively narrow. There is adequate width in the road reserve (especially if angled parking was changed to parallel) to widen these footpaths so that persons on scooters and kerb side cafes can be better accommodated. This will become more important as the population ages and the Activity Centre development intensifies.
- The informal pedestrian desire lines (such as the lanes connecting Coles and Safeway to High Street) need to be upgraded including lighting, landscaping and in the long term active frontages;

Figure 6 Marine mosaics on High Street



- Creating pedestrian path and signage links to public transport services including the train station will also promote pedestrian activity and improve safety. Designated pedestrian routes to and from the train station to the Activity Centre should include well lit, well maintained paths and easily visible signage (including distance in metres) from the Town Centre to the train station.
- Pedestrian path widening along Victoria Street between High Street and Elizabeth Street has created a good level of amenity and provides access to a number of important services are located on Victoria Street north of High Street. Victoria Street south of the Safeway and K Mart car parks has been dedicated to loading bays thus cannot provide an optimal pedestrian environment. For this reason, King Street south of High Street should be encouraged as the main pedestrian route on the south side.
- The southern footpath on High Street east of Salmon Street should be widened and aligned with the natural pedestrian path and town – foreshore desire line and connected to a pedestrian crossing with flashing lights across Marine Parade and the adjacent car park.

Figure 7: Intersection of High Street and Marine Parade



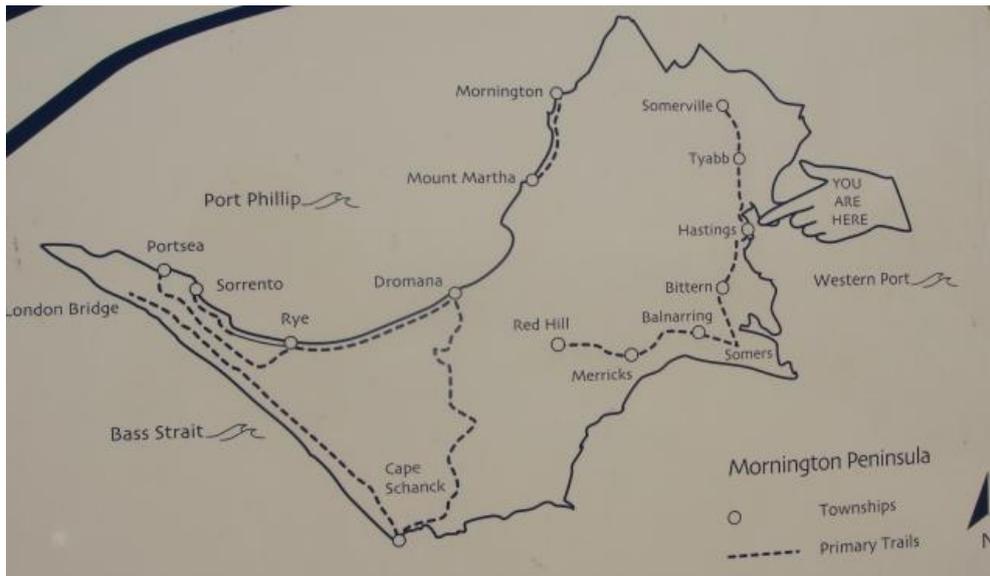
- Marine Parade should have a raised 'table' with a paved surface at this location.
- Urban design features, such as the marine themed mosaics, reinforce the link between the Town Centre and the foreshore and should be extended further west into High Street.
- Due to Hastings' ageing population there is a high demand (as perceived during community consultation) for a better support network for mobility scooters. This might include battery recharge stations and designated parking as well as improved access along key routes, such as dropped kerbs and widened footpaths. A detailed investigation into upgrades required is recommended.
- Recommendations for all improvements to the pedestrian network should be incorporated into the development of a Footpath Construction Strategy by Mornington Peninsula Shire Council.

4.0 Cycling

Hastings is fortunate to be an important node on a regional cycling network in Mornington Peninsula. There are strong north-south off-road cycle links to the town which form part of the Western Port Cycle Trail, a 27km long shared used path from Somerville to Somers.

From a regional perspective Hastings, the foreshore in particular, benefits from strong cycle links. In addition to the trail there are a number of off-road shared paths through the town. These are unsealed and narrow in parts with poor lighting but do offer cyclists a safe alternative to the otherwise busy roads. These facilities lie parallel to Hodgins Road and High Street west of the Frankston-Flinders Road. The paths, especially in the latter case, are a valuable resource in connecting to schools and residential areas to the west of the town. These routes offer the main east-west bike link but opportunities to extend the High Street bike lanes further into the Town Centre would not currently be recommended due to the danger posed to cyclists by reversing cars in angle parking spaces.

Figure 8 Western Port Bike Trail



With full implementation of traffic management measures proposed in the *Hastings Traffic Management Strategy* High Street would also be safer for cyclists making it an advisory route for Town Centre access. This would reflect existing cyclist desire lines for Town Centre access.

Other opportunities for improvement of the cycling network are as follows:

- Hastings is an important node on a regional cycling network in Mornington Peninsula however, there are no obvious cycle links to the Activity Centre off the Westernport Bay Trail. This could be achieved with improved signage for cyclists of the trail and promotion of Hodgins Road and/or King Street as the main Town Centre access routes;
- Improved connectivity of the Western Port Cycle Trail at the Pelican Centre needs to be achieved through directional signage as it is currently difficult to decipher how to continue on the trail from there;

Figure 9: Bike trail ends abruptly at the Pelican Centre



- Increase cycle parking facilities in the Town Centre, especially on High Street and the train station;

5.0 Public Transport

Car ownership and traffic flows to and within the Mornington Peninsula are increasing steadily, resulting in proposals for additional road infrastructure such as the Frankston Bypass and Rye Bypass. In order to curb excessive growth in traffic flows and to secure access for the whole community, especially considering increasing petrol prices, improvements to the existing public transport network need to be considered now. This is also important considering that most additional rail transport envisaged in the *Port of Hastings Land Use and Transport Strategy* will be north of the Hastings Activity Centre thus will not lead to major changes at the Hastings Railway Station. The following recommendations are proposed:

- Existing amenities at Hastings Train Station should be upgraded. This includes: opportunities for multi modal interchange, parking, kiss 'n' ride, pedestrian access, bike storage facilities, lighting and signage. At a minimum, bus and rail services should be centralised by including a bus stop at train station and ensuring timetables for both services are integrated.
- Any plans to develop the station should be within the context of developing the whole station site for to maximise potential for more transit oriented development to improve the profile of public transport in the town;
- Improved access to the train station from High Street should occur either by formalising the existing unsealed paths or relocating the station platforms closer to High Street.
- Increase rail service frequencies and investigate the potential of bus services that link both sides of the Peninsula.
- Encourage higher density residential development within the activity centre and close to the station to encourage public transport use.
- Ensure future development of the road network, particularly in residential estates complies with the Public Transport and Land Use Guidelines prepared by the Department of Infrastructure.
- Ongoing support for community transport services should be maintained, including Dial-A-Bus, to cater for communities isolated from the public transport network or with mobility impairments.

Figure 10: Hastings Train Station

