

KEYSBOROUGH SOUTH ROAD SAFETY FORUM
 10 July 2018, 7.33pm-8.56pm
 South Eastern Masonic Centre, Keysborough South



MINUTES

Attendees:

Councillors:

Mayor Youhorn Chea (Chair and Lightwood Ward Councillor), Cr Matthew Kirwan (Red Gum Ward Councillor), Cr Roz Blades (Paperbark Ward Councillor), Cr Heang Tak (Paperbark Ward Councillor),

Victoria Police:

Acting Senior Sergeant Hafiz Mayar (Unit Commander, Southern Metro Highway Patrol – Division 3)

Council Officers:

Martin Halden (Senior Engineer Transport), Lisa Roberts (Manager Governance), Jo Thorn (Mayor & Councillors Executive Assistant)

Community Members:

23 attended

Business:

Formal business started at 7.33pm

Speaker	Comments
Mayor Youhorn Chea	Welcome to everyone here tonight to the Keysborough South Road Safety Forum. I would like to welcome my fellow Councillors for Paperbark Ward, Cr Roz Blades and Cr Heang Tak and Red Gum Ward, Cr Matthew Kirwan. Welcome also to the Acting Senior Sergeant Hafiz Mayar from Victoria Police and Council's Senior Transport Engineer Martin Halden. I will hand over to Cr Kirwan to open up the forum and outline the agenda.
Cr Matthew Kirwan	Thanks Youhorn, I would just like to note Cr Angela Long's apology. She is attending a RoadSafe Committee meeting tonight. Also Cr Jim Memeti is an apology and I received a late apology from VicRoads representatives. Martin Halden, Council's Senior Engineer Transport, will provide a brief presentation on Council's responsibilities and then Martin and VicPol will take questions.
Martin Halden	<p>There are a number of things to consider in relation to road safety in Keysborough South including:</p> <ul style="list-style-type: none"> • the differing roles between Council, VicRoads and Victoria Police • the difference between "hooning" and "speeding" • the many types of engineering treatments that can be used by Council to address road safety issues depending on what is required and locations, including rough costs and funding sources • details about how Council prioritises its funding to address road safety • the latest traffic data within Keysborough South and what road safety issues Council officers are aware of • what sites in Keysborough South are most likely to see funding for road safety treatments first - notably, Perry Road, Lake View Boulevard and Westwood Boulevard were within this, though based on current funding levels it is likely to be 3-5 years before these are the highest priorities. <p>If any of you would like any further information after the forum, you are more than welcome to contact me directly – you can take one of my business cards with you.</p>
Cr Matthew Kirwan	Could I just remind everyone to complete their registration details on the sheets provided at the entrance. I'll now handover to the Mayor to take questions and answers.

Speaker	Statement/Question	Response By	Response
Resident	I am a representative of the Keysborough South Action Group and in 18 months' time a brand new school will be opening and many, many children will be struggling to cross Church Road near Chapel Road. We are talking about 400-500 children crossing Perry Road to Tyers Lane, Westwood Road, Church Road and Chapel Road – five major roads in Keysborough South that carry high volumes of traffic. How is that going to work? The Department of Education says to talk to the architects who say top talk to VicRoads who say to talk to Council. I want to make sure that these developments are on Council's radar.	Martin Halden	Council are in discussions with those developing the school as well as VicRoads to ensure that provisions are in place around the school. There is still a lot of work to do, but it is highly likely that adjacent to the school there will be good facilities. Slightly further away such as Church Road and Perry Road will need to be monitored as soon as the school is open.
Resident	Why can't we have school crossings and supervisors installed now?	Martin Halden	Unfortunately, we don't secure funding until infrastructure is in place and traffic figures and statistics tell us that certain treatments and actions are warranted.
Resident	VicRoads makes plans based on demographic and population numbers. Why can't Council do that?	Martin Halden	Council and VicRoads use very similar data to plan and forecast infrastructure. VicRoads provide subsidies and warrants for school crossing supervisors and generally only provide these based on actual traffic counts
Resident	In regard to traffic travelling south on Perry Road and into Tyers Lane, my husband travels down there every morning and nearly gets cleaned up. 3-5 years is too long to wait for funding to improve that area like a pedestrian signalised crossing.	Martin Halden	Council's data supports the claim that this location has some of the highest speeds on Perry Road. This is certainly a location where Council would like to improve road safety. However, there are other locations in the municipality where the road safety risk is greater and this is supported by data. Other locations will be treated first.
Resident	There is a roundabout on James and David Streets in Dandenong that effectively slows the traffic right down. Why can't you put something like that in at junctions in Keysborough South?	Martin Halden	We look at all possible measures that could suit different locations. Traffic in the two areas is different and traffic treatments need to consider those differences. In that case that was a particularly dangerous intersection as it was a black spot. Such treatments may be suitable for Perry Road, though treatments which also improve crossing facilities may also be considered.
Resident	Does there have to be a fatal accident at a location for funding to be secured for improvements?	Martin Halden	No. Council's funding for treatments considers a wide range of factors such as speeds, volumes, road geometry and proximity to schools etc. Other funding streams such as the Federal Blackspot program only treat locations with a history of accidents.

Speaker	Statement/Question	Response By	Response
Cr Matthew Kirwan	There was a question about Perry Road and Tyers Lane earlier. Is the proximity to the park and the fact the children use it as an access way considered and does it give it a higher rating?	Martin Halden	Yes all factors are considered. In order to obtain matched funding from the State Government for funding we need to be fairly rigorous and consistent with the information we provide to them.
Resident	In relation to velocity and speed treatments on Chapel Road, who is responsible?	Martin Halden	The road is managed by Council, yet there are a number of things which Council cannot do without VicRoads approval, such as alter speed limits.
Resident	There is a lot of aggression demonstrated constantly on the corner of Chapel and Church Roads between cars and pedestrians. There have been many accidents involving pedestrians and there is always a lot of accident debris that indicates many accidents take place there. Peak hour is the worst. People constantly speed up to catch the lights because they are not synced with other intersections in the area.	Acting Senior Sergeant Hafiz Mayar	We will check and monitor this corner and make some observations and also target it for speed checks.
Resident	When VicPol collects data on accidents, do they only collect data when an accident involves injury? What if the CFA is called out? Can VicPol tap into CFA data?	Acting Senior Sergeant Hafiz Mayar	I don't think VicPol can tap into CFA data but I will check. Generally, if there is no injury and traffic is not interrupted, police do not get called out to an accident scene and that is then not logged. You can always call the police about an accident that has occurred and then that call will be logged.
Resident	I live near Perry Road and Westwood Boulevard and it is difficult to get out of our estate and also there are no crossings in the area so it is particularly difficult to cross after getting off a bus. Can more crossings be considered?	Martin Halden	We are looking into alternative crossing locations. Traffic volumes need to be considered when doing this. If road safety treatments were to go in, this would definitely be considered.
Resident	Will there be school crossing supervisors when the new school(s) open?	Martin Halden	It is highly likely that supervisors will be in place adjacent to the school. Further from the school, they may not be in place from Day 1.
Resident	We still don't have a paved footpath along Chapel Road between Keylana Drive and Tyers Lane. When is that likely to occur?	Martin Halden	This depends on when adjacent sites develop, as they are responsible for funding the infrastructure. Temporary arrangements will be considered if required to support the school.
Resident	There seems to be many trucks that are not necessary to the area like tip trucks, learning vehicles, etc. Can you put a truck ban on roads at certain times?	Martin Halden	Such bans require VicRoads approval. While the estate is still being built, these are unlikely to be supported, but if these volumes continued, then this could be considered.

Speaker	Statement/Question	Response By	Response
Resident	Perry and Chandler Roads are main traffic routes for trucks coming from Mulgrave and accessing the southern and bayside areas. These are normal industrial routes. I have done about 50 runs through the area at different times of the day and have seen all types of trucks up and down these stretches. What is necessary to address how these trucks use residential networks as major industrial routes? The reasons seem to be financial and because of bad decisions made by Council.	Cr Matthew Kirwan	Wasn't there a long term plan to enlarge Perry Road near the Dandenong Bypass?
<i>Resident</i>	<i>Perry and Chandler Roads are main traffic routes for trucks coming from Mulgrave and accessing the southern and bayside areas. These are normal industrial routes. I have done about 50 runs through the area at different times of the day and have seen all types of trucks up and down these stretches. What is necessary to address how these trucks use residential networks as major industrial routes? The reasons seem to be financial and because of bad decisions made by Council.</i>	Martin Halden	Yes and that is shown in the Melways. It would be part of a very long term plan to upgrade the Dandenong Bypass to a Freeway. This is unlikely to be constructed for a long time. With regards to the trucks, the Development Plan for the area was implemented the way it was because suitable alternatives for trucks are available. Council would be open to works on Perry Road that deter trucks to continue to be implemented.
Resident	Is there any possibility of extending Chandler Road south through the industrial estates to provide an alternative truck route to Perry Rd?	Martin Halden	It is not in the Masterplan but I'm sure Council would be open to further investigation.
Resident	Is there any traffic calming treatment in the area that has a greater priority than Perry Road?	Martin Halden	The priorities can change based on data we collect, but at this point in time, Perry Road is one of the higher priorities in Keysborough South. There are other locations not far away such as elsewhere in Keysborough that are higher priority, like Sunnyvale Crescent.
		Cr Matthew Kirwan	3-5 years is not a finite time. Councillors can decide to change for the speed at which scheduled works occur depending on the amount of budget allocated. Sometimes population increases will cause congestion which will cause traffic to slow down naturally.
		Martin Halden	Council is fairly open about the traffic management priority rankings and they can change depending on circumstances.
Resident	There is a really dangerous intersection on the Dandenong Bypass. What kinds of strategies and operations do you have to combat speeding there?	Acting Senior Sergeant Hafiz Mayar	It is ongoing work. We have had a number of operations in the area over the last seven years but there are no operations currently in Keysborough South. Any intelligence from the public is welcome. Please call CRIMESTOPPERS on 1800 333 000 with any information you may see.

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Resident	I rang the police recently about a road incident where some kids were drunk and driving and was advised the police could not get to it. In instances like that, should we record details and what number is the best to call?	Acting Senior Sergeant Hafiz Mayar	Any details are always useful. For emergency situation you should always call Triple 000. For past incidents you should always call CRIMESTOPPERS on 1800 333 000 and provide any intelligence you can.
Resident	What are VicPol's response times?	Acting Senior Sergeant Hafiz Mayar	That always depends on priorities and resources available.
Resident	Is there and data available on near misses at high speeds?	Martin Halden	The majority of near misses, and even minor accidents where authorities are not informed are not recorded and therefore data is not available.
Resident	Has Council sought advocacy for the Dandenong Bypass and people going through red lights along it?	Acting Senior Sergeant Hafiz Mayar	We need to get intelligence about this and collect data.
Resident	We have red light cameras on some intersections but people break the law where there are no cameras. They think they will not get caught if they are not seen. We need more red lights and more cameras at intersections across Greater Dandenong. You see people breaking this law where there are no cameras all the time.		Again, we need to get intelligence and collect data.
Resident	There is a bad spot on the Dandenong Bypass where people are overtaking cars on the left at the last set of lights before you get to Chandler Road, particularly between 7.30am-9.30am.	Acting Senior Sergeant Hafiz Mayar	We will note that location and monitor it and will pass the information onto VicRoads as well.
Speaker	Comments		
Cr Matthew Kirwan	Please do not hesitate to take one of Martin Halden's business cards and contact him with any inquiries and remember to leave your details on the registration form.		
Mayor Youhorn Chea	Thank you for your attendance tonight.		

Formal meeting closed at 8.56pm – followed by informal conversations and supper.