

Councils Active Transport Infrastructure Program (ATIP)

Introduction/Summary:

The Greater Dandenong Walking Strategy 2015-23 and the Greater Dandenong Cycling Strategy 2016-23 both highlight the importance of active modes of transport, both for travel and leisure. These are beneficial in terms of physical activity, social activity and as sustainable alternatives to private vehicles for some trips.

Councils Active Transport Infrastructure Priority (ATIP) Program is used by Council to prioritise walking and cycling infrastructure projects and requests. As Council receives a large number of requests for walking and cycling infrastructure from the community, Council is unable to deliver every request immediately due to the significant investment required.

To ensure that new infrastructure for walking and cycling is delivered consistently and fairly, the program assesses each potential project based on a variety of factors. This includes, but is not limited to connectivity to key destinations such as schools, reserves and community centres, links to existing infrastructure, anticipated usage and barriers to delivery.

This method of ranking and prioritisation ensures the projects which provide the greatest community benefit are allocated the highest priority for delivery with the available funding.

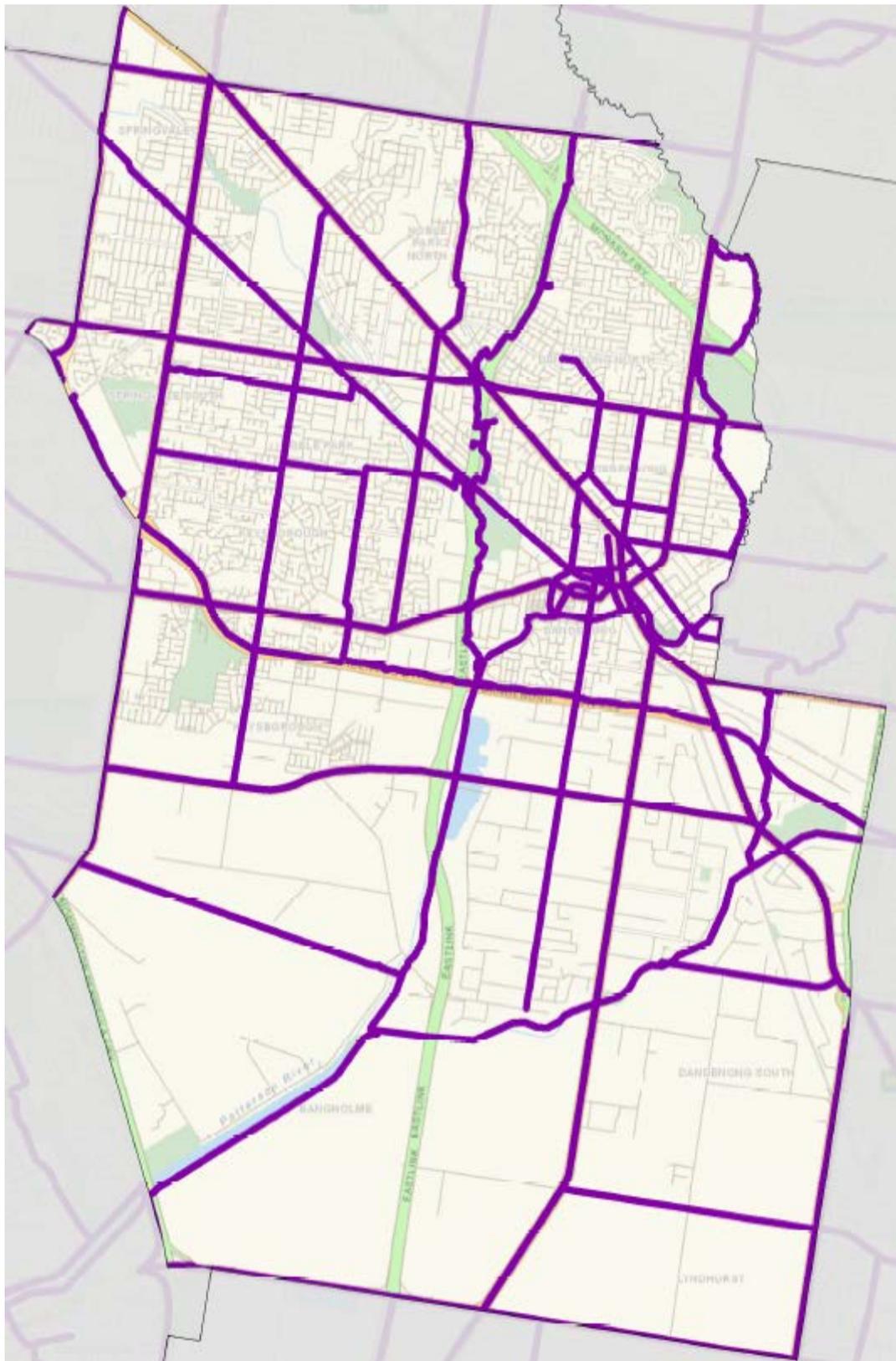
Design:

The design of walking and cycling infrastructure varies significantly depending on the end user in mind. There are many different types of cyclist and the infrastructure required to support them varies significantly. Examples are:

- **“Commuter” Cyclists:**
Generally confident cyclists, looking for high speed direct routes. These cyclists like to use on road cycle lanes and direct paths.
- **“Local Trip” Cyclists:**
Cyclists that are fairly confident, and cycle to local shops and services. These cyclists like direct but safe routes. Convenient and secure cycle parking is important to this user group.
- **“Recreational” Cyclists:**
Less confident cyclists and potentially families cycling, often cycling on the weekend. These cyclists generally only use off road facilities. Amenity and routes which pass interesting destinations are desired.



VicRoads Principal Bicycle Network (Commuter Standard)



Councils Local Area Traffic Management Program (LATM)

Summary:

Road Safety is a significant concern of residents of Greater Dandenong.

Council's traffic engineers frequently investigate road safety concerns raised by residents. Where low cost measures such as signage or line marking can be undertaken to improve road safety, these are generally completed immediately. Where significant cost is associated with treatments, the works are considered within Councils Local Area Traffic Management Program, which allocates funds to the locations where the highest road safety risk is present.

There are currently over 150 locations within the Local Area Traffic Management Program database where a road safety risk has been identified which could be reduced through the installation of road safety infrastructure. These locations have been identified following investigation by Councils engineers in response to resident concerns, inspections and review of accidents.

Councils Local Area Traffic Management Program considers the following criteria when prioritising locations with the greatest road safety risk:

- **Traffic data**
This includes vehicle volumes, speeds and the number of heavy vehicles (trucks) using the street
- **Road design and function**
This includes the existing design and function of the road. i.e. is it a collector road? Is it particularly wide or narrow?
- **Crash statistics**
This includes the number of fatal, serious and other injury accidents to have occurred at the location in the past 5 years.
- **Proximity to activity generators**
This includes the number of activity generators near the street such as schools, parks and shops



Design trends on “Local Streets”:

Local streets are anticipated to play an increased role in terms of social and physical activity, such as street play. Highlighting vehicles are likely to conflict with pedestrians and cyclists on these streets and low speeds are appropriate is key to achieving this.

What does this mean?

- Treatments will highlight that streets are local in nature and discourage through traffic:
- Treatments with surface changes
- Treatments which deter through traffic
- Road “narrowing” of wider roads

Examples of treatments that encourage this include:

- Raised Safety Platforms and threshold treatments (Beau Vorno Avenue – Keysborough, Devira Street - Dandenong North, Bundeena Avenue – Keysborough, Kemp Street and Gove Street, Springvale)
- Alterations to intersections including priority to discourage through traffic (Somerset Drive – Dandenong North)
- Road narrowing around parks / schools (Titcher Road – Noble Park North)

Design trends on “Movement Corridors”:

While many residential streets are considered “local” and low speeds are achievable, other streets are required to accommodate through traffic to enable access to residential areas and nearby centres. Such roads include Corrigan Road and Gladstone Road. These roads were generally constructed with wider road reserves and more space is available. In future, these corridors will become increasingly important for other modes of transport.

What does this mean?

- Treatments will focus on a variety of transport modes and be as easy to understand as possible:
- Marked and dedicated space for cars, bicycles, parking, public transport
- Controlled intersections and crossing points
- Notable changes around parks, schools and other areas of high pedestrian activity

Examples of such treatments include:

- Cycle / parking lanes (Gladstone Road, Browns Road)
- Clarifying the number of traffic lanes, dedicating space for other modes

Road Safety Project Summary

Location: Joy Parade & Henry Street

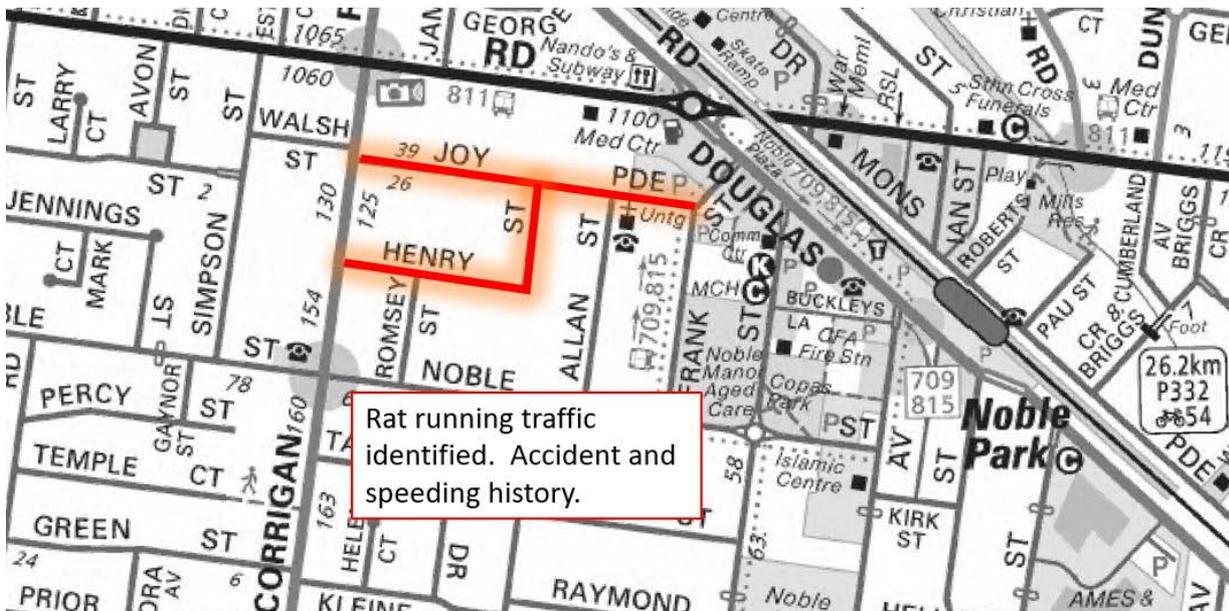
Ward: Paperbark

Issue

Traffic surveys on Joy Parade indicate a significant increase in volumes during peak hours, suggesting that traffic uses this route to avoid congestion on Heatherton Road. A number of minor injury accidents have occurred on Joy Parade in the last 5 years.

Investigation has identified a risk that the use of some treatments on Joy Parade may shift the rat running to other streets, such as Henry Street, which will also be considered as part of the project.

As well as improving road safety, it is anticipated this project will have some benefits for traffic flow within the Noble Park Activity Centre.



Project

Road safety infrastructure will be installed on Joy Parade and Henry Street. The treatments will focus on:

- Discouraging rat running through the introduction of horizontal or vertical displacement, or minor delays on some movements

Potential treatments to achieve this are:

- Raised platforms at intersections
- Modified intersections (potentially with change of priority)

Possible treatment types:



Funding

This location is a priority within Councils Local Area Traffic Management Prioritisation Program.

The Victorian Government (TAC/VicRoads) support treatment at this location and will match funding 1:1 for works.

Contacts

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Road Safety Project Summary

Location: Leonard Avenue & Rich Street

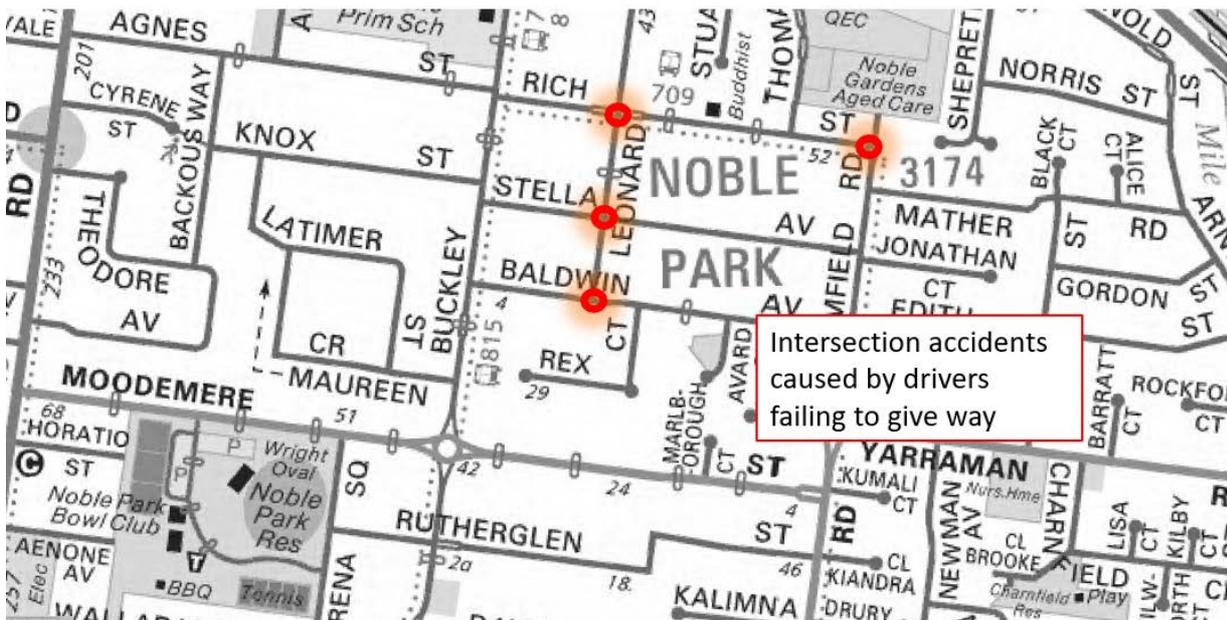
Ward: Paperbark

Issue

A significant number of accidents have occurred at intersections within the residential area to the South of the Noble Park Activity Centre.

Most of these accidents relate to drivers failing to give way at the intersections. Several of these intersections are cross intersections, which can experience such issues as drivers that are not paying attention may be unaware that there is an intersection, or unclear which approaches have priority.

Previous signage and line marking only projects to address these issues have not sufficiently reduce the number of accidents.



Project

Road safety treatments will be installed at the following intersections:

- Leonard Avenue and Rich Street
- Leonard Avenue and Stella Avenue
- Leonard Avenue and Baldwin Avenue
- Rich Street and Bloomfield Road

At all locations, treatments will focus on increasing visibility of the intersection and providing clarity regarding expectations at the intersection.

Potential treatments to achieve this are:

- Blister islands
- Surface treatments (colour changes) on minor arms at the intersections

Possible treatment types:



Funding

This location is a priority within Councils Local Area Traffic Management Prioritisation Program.

The Victorian Government (TAC/VicRoads) support treatment at this location and will match funding 1:1 for works.

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Corrigan Road, Noble Park

Fact Sheet

The line marking project was aimed at providing a number of benefits to users of Corrigan Road, including:

- Reducing excessive traffic speeds (recorded along the whole length of Corrigan Road)
- Providing a safer environment for cyclists and pedestrians
- Improve clarity for drivers as there were locations where it was unclear whether the road was one or two lanes wide (which has led to a number of accidents in the past few years)

Such line marking treatments are common within both Greater Dandenong and neighbouring municipalities. Other roads which have similar widths and volumes to Corrigan Road where such treatments have been successful include Gladstone Road in Dandenong North, Browns Road in Noble Park North and Warren Road in Parkdale. On these roads, safety was improved and there was no significant reduction in travel time for motorists travelling at the speed limit.

Since the installation of the line marking on Corrigan Road, Council has received some positive feedback and some concerns from residents in the area.

Bicycle lane rules for drivers

VicRoads provides a summary of the road rules on their website. The following is the VicRoads summary of the road rules that apply to drivers and bicycle lanes:

If you're driving a car, you're not allowed to drive in a bike lane unless:

- you're driving for 50 metres or less to:
 - enter or leave the road
 - to turn at an intersection
 - overtake a vehicle that's turning right or making a U-turn from the centre of the road
 - avoid an obstruction (e.g. a broken-down vehicle)
 - get from one part of the road to another
 - enter the traffic stream after being parked on the side of the road
 - pick up or drop off passengers (if you're driving a public bus, public minibus or taxi)
- there's a sign indicating that vehicles can use the lane.

You must give way to cyclists already in the bicycle lane.

Contact Council

Council would welcome more feedback from users of Corrigan Road as drivers get used to the treatment.

If you would like to provide feedback or would like to speak to Council's traffic engineers directly regarding the treatment or other traffic issues in the area, please contact: LATM@cgd.vic.gov.au or 8571 5233.

Council roads are regularly monitored by Council's traffic engineers to ensure optimal safety, traffic flow and movement is maintained.

Corrigan Road FAQ

Q. Why was the road formalised into two lanes instead of four?

A. Many sections of Corrigan Road have insufficient width to provide two formalised lanes in each direction. Additionally the road was previously two lane - two way, which is one lane in each direction, however the lanes were wide which encouraged illegal undertaking (ie passing on the left) manoeuvres. Whilst some users formed two lines of traffic travelling in the same direction along certain sections, this was previously not the formal arrangement and the new line marking provides clearer direction on how motorists should travel along this road.

Q. People have identified they rarely, if ever, see cyclists on Corrigan Road. So why was a bicycle lane implemented?

A. Prior to the new marking being installed, cyclists would have found it to be intimidating to ride along the roads, particularly when motorists tried to form two lines of traffic in the same direction. The new marking provides dedicated road space for cyclists and may encourage greater use.

Additionally, this cycle lane is identified in Council's Cycling Strategy 2017-24 and a key route linking facilities on Cheltenham Rd to the Djerring Trail within the rail corridor.

Q. Won't these marking result in extra congestion as turning vehicles may delay through traffic?

A. Experience at other locations where similar line marking treatments have been installed have resulted in minimal additional congestion. The line marking does not generate extra traffic, the same number of vehicles will likely continue to use the road. Further, drivers are permitted to pass to the left of a right turning vehicle, travelling within the parking/cycling lane for up to 50m if it is safe to do so.

Q. Several residents have raised concerns regarding accessing Corrigan Road from side streets?

A. We've received feedback from several residents who have identified it is now easier to exit certain side streets. However, Councils Engineers have been monitoring specific locations, around Moodemere St and Harold Rd, particularly during peak periods. These observations have identified whilst delays do occur, which is expected during peak periods, these delays are not excessive.

Q. Can I drive within the parking / cycle lane to pass a turning vehicle?

A. Yes, you are allowed to drive in a bike lane for up to 50 metres to:

- enter or leave the road
- to turn at an intersection
- overtake a vehicle that's turning right or making a U-turn from the centre of the road
- avoid an obstruction (e.g. a broken-down vehicle)

You must give way to cyclists already in the bicycle lane when entering the bicycle lane.

Q. Can I Park in the cycle lane.

A. Motorists are allowed to park within a bicycle lane unless signs or line markings indicate otherwise.

Q. Are there other locations where similar road markings have been installed and what were the issues raised?

- A. Yes, there are many locations both within Council and across the metropolitan road network where very similar treatments have been used. The issues identified and behaviours observed in the early days since the treatment has been installed are very similar to those experienced elsewhere.

Bicycle Network has provided comments to Council in support of the treatment and concurs the issues being raised are consistent with those raised elsewhere in Melbourne. These concerns generally settle after a few months as drivers become more familiar with the treatment.

Many respondents have identified they previously didn't like Corrigan Road due to the frequent (illegal) undertaking (ie passing on the left) and inappropriate driving behaviours. The line marking should address these issues.

Q. Several residents have identified issues with exiting Wallarano Dr. Is this area being reviewed and if so, what are the observations identifying?

- A. The area between Moodemere St and Kingsclere Av, including Wallarano Dr and Harold Rd, is being closely monitored as this is the where we are receiving the bulk of concerns.

Council's Engineers have been regularly monitoring traffic flows and delays, as well as observing driver behaviour. Whilst some delays were experienced during the intensive school pick-up peak period, most drivers were delayed by less than 2 minutes when exiting the side streets, with very few experiencing delays of more than 3 minutes. When queues did form on Corrigan Road, it was noted this was caused by motorists not attempting to pass the right turning vehicles by driving within in the cycling/parking lanes to do so. It only took one or two drivers not to pass to the left of the turning vehicle for queues to form. This was most likely due to a lack of awareness of the road rules, particularly given the queries we've been receiving from the public.

Council's Engineers are considering several options to address these issues, which include minor modifications to the line marking at the intersection, increasing the space for exiting motorists to turn and merge with through traffic. In addition to this peak time parking restrictions are being considered at specific locations to ensure there is sufficient space for through vehicles to pass right turning vehicles.

It was noted during the inspections these delays only occurred for an intensive 15-20 minute period around the school pick-up time, after which normal traffic conditions returned with minimal delays observed.

Q. How can I provide feedback to Council?

- A. Council welcomes feedback from users of Corrigan Road as drivers get used to the new treatment.

If you would like to provide feedback or would like to speak to Council's traffic engineers directly regarding the treatment or other traffic issues in the area, please contact:

LATM@cgd.vic.gov.au

or

8571 5233

Overview of the Park Masterplan Process

Phase 1 – Inception/ Background Research/ Issues and Opportunities

1. Brief out for Tender
2. Evaluate, Interview and Appoint Consultant Team
3. Project Inception, Meeting with Working Group and Site Meeting
4. Review Background Information
5. Briefing Ward Councillors and other interested Councillors on Project Brief
6. Prepare Community Engagement Strategy
7. Visioning Workshop – Meeting with Working Group
8. Site Analysis (Issues and Opportunities Plan)
9. Briefing Ward Councillors and other interested Councillors on Issues, Opportunities & Consultation Process

Phase 2 –Community and Stakeholder Engagement (Issues and Opportunities)

10. Notification of Consultation to the Community –Issues and Opportunities for the Park (4 weeks)
 - ✓ Article in Greater Dandenong Council News
 - ✓ Meeting(s) with key stakeholders (i.e. Sports Clubs, School, and/or Community Groups)
 - ✓ Advertising Postcard (to residents within an approx. 1km radius of the park)
 - ✓ Posters displayed at the park, libraries, and CGD customer service counters
 - ✓ Advertising Consultation on CGD website + Online Survey
 - ✓ Email Feedback – futureofparks@cgd.vic.gov.au
 - ✓ Park Drop-In Session (typically held on the weekend)
 - ✓ Phone Feedback
11. Consolidate Feedback– Stage1 Consultation Summary Report

Phase 3 – Draft Master Plan Development

12. Preliminary Draft Master Plan – Meeting with Working Group
13. Draft Master Plan
14. Briefing Ward Councillors and other interested Councillors on Draft Master Plan

Phase 4 – Community and Stakeholder Engagement (Draft Master Plan)

15. Notification of Consultation to the Community on Draft Master Plan (4 weeks)
 - ✓ Meeting(s) with key stakeholders (i.e. Sports Clubs, School, or Community Groups)
 - ✓ Letter Box Drop (to residents within an approx. 1km radius of the park)
 - ✓ Posters displayed at the park, libraries, and CGD customer service counters
 - ✓ Advertising Consultation on CGD website + Online Survey
 - ✓ Email Feedback – futureofparks@cgd.vic.gov.au
 - ✓ Park Drop-In Session (typically held on the weekend)
 - ✓ Phone Feedback
16. Consolidate Feedback – Stage2 Consultation Summary Report

Phase 5 – Final Draft Masterplan for Adoption by Council

17. Revised Draft Master Plan – Meeting with Working Group
18. Briefing Ward Councillors and other interested Councillors on Revised Draft Master Plan
19. Final Draft Master Plan
20. Draft Implementation Plan + Opinion of Probable Cost
21. Final Draft Master Plan Report
22. Council Report Prepared for Council Meeting
23. Council Meeting - for the Adoption of the Final Master Plan
24. CGD Website update – Adopted Final Master Plan and Report

Proposed NPAC Redevelopment

Aquatic Strategy

The Greater Dandenong Aquatic Strategy was adopted by Council on 23 September 2019, to guide the future provision of aquatic and leisure facilities in the municipality - with a vision of *"more people, more active, more often"*.

The Strategy recommends the provision of two complementary aquatic and leisure centres, with the Noble Park Aquatic Centre (NPAC) identified as a family friendly facility offering year round services with a focus on leisure, recreation and fitness, sport based use and summer activities.

Consultation Results

Community feedback was sought on the draft Aquatic Strategy from 20 March to 30 May and involved over 570 responses. The following key outcomes were noted for NPAC:

- A preference to retain the existing 50m pool as an 'outdoor' pool (43%), over the potential enclosure of the pool (36% of survey respondents).
- Strong support for the expansion of the indoor pool hall, including dedicated learn to swim pool, redeveloped program pool, spa, sauna, steam and indoor water play.
- Support for a gymnasium.
- Consideration of broader Ross Reserve precinct to ensure a coordinated approach to car parking, lighting, security and access to adjoining facilities.

Recommendation for NPAC

1. That NPAC be redeveloped into the future to include an expanded range of year-round services.
 - a. Proposed improvements / facility components:
 - i. Expanded indoor pool hall:
 - Dedicated learn to swim pool.
 - Enclosure of water play / leisure water.
 - Spa, sauna and steam room.
 - Redeveloped program pool.
 - ii. Health and wellness gymnasium.
 - iii. Enhanced accessible change rooms.
 - b. Retention of 50m pool as an outdoor pool (short to medium term) and reassess the future enclosure of the pool as a long-term option.

The Strategy also recommends a new aquatic and leisure centre at Mills Reserve to replace Dandenong Oasis incorporating a 50m 8 lane pool, warm water pools, learn to swim pool, leisure pool / water play, spa, sauna, steam room, gymnasium, program rooms and more.

Project Cost and Delivery

Estimated project cost: \$20.7 million.

Project timelines will be dependent on funding availability. A staged approach to the facility development may be considered by Council.



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Noble Park Community Action Forum & Noble Park Keysborough Drug Action Forum

Digital Exhibition

The Noble Park Community Action Forum, and the Noble Park Keysborough Community Drug Action Forum have both played a pivotal role in engaging with the wider community and responding to local issues and concerns.

The City of Greater Dandenong are planning a digital exhibition for the new Springvale Library in 2020 to celebrate of the group's significant community work.

Council officers are currently gathering information and would like to meet with people who have interesting items, photographs or stories related to the history of the groups.

If you have any items or stories that may be of interest, please share them with the Council's Heritage Team who are in attendance. The Heritage Team will be creating a register of objects, photographs and stories.

***Please note that Council will be unable to accept any donated items at the event.**