

CHEDDAR ROAD

Local Area Place Making Project



Phase 2 Engagement Summary
July 2020

Prepared by Darebin City Council

Cheddar Local Area Place-Making Project

Stage 2 - Engagement Summary Report

Summary: Cheddar Road Local Area Place Making Project

In 2018, Darebin City Council (Council) commenced an investigation for the Cheddar Road Local Area Place making Project, following a number of road safety concerns raised by the community and supported by traffic and collision data. In February and March 2018, Council undertook an area wide consultation for the area (Stage 1).

In 2019, GTA Consultants were engaged by Council to investigate and undertake an independent assessment of the issues raised during consultation, with the aim of proposing road safety improvements and sustainable transport upgrades in response.

The second round of community engagement was undertaken from 22 June to 20 July 2020. The purpose of this stage of community engagement was to seek feedback on the draft proposals and present the key objectives for the area, based on the feedback received during Stage 1 consultation, where issues and opportunities were identified by the community.

Community Engagement Process

For this second round of engagement, Council curated a range of platforms for the community to be informed and contribute to the future of the streets. These included:

- A letter box drop to approximately 8,500 households in the area inviting residents to provide feedback.
- Your Say page with links to all documents and a question forum moderated by Council.
- Online Survey open from 22 June to 20 July 2020.
- Dedicated email address CheddarLAPM@darebin.vic.gov.au and phone number to contact us to provide feedback or ask further questions
- Direct phone calls to the CALD and senior citizens group representatives in the area, with information material translated into Chinese language and shared with relevant community group representatives. Additionally, direct emails were sent to Your Community Health officers to promote the consultation in their community circles.
- Direct emails to Darebin Reference Groups including Women's Advisory Committee, Community Safety Reference Group, Darebin Disability Advisory Committee, Active and Healthy Ageing Board, Aboriginal and Torres Strait Advisory Committee and Sexuality, Sex and Gender Diversity Committee.
- Information included in Council e-newsletters including, Sustainability News, Disability Access Newsletter, Older and Active Newsletter, Darebin Loves Bikes and What's On for Families
- Where residents with limited internet availability have requested, a physical copy of the consultation material and survey was delivered to their houses and their feedback was collected.
- Information was also promoted through Council's social media channels.

The survey was created in a way that allowed for participants that were 'unsure' or 'did not' support the proposed treatments to provide comments. Participants were not asked to comment if they 'agreed' with the proposal. This can be seen through most feedback being information about why a proposal was not supported or a participant was unsure.

Breakdown of Consultation Participants

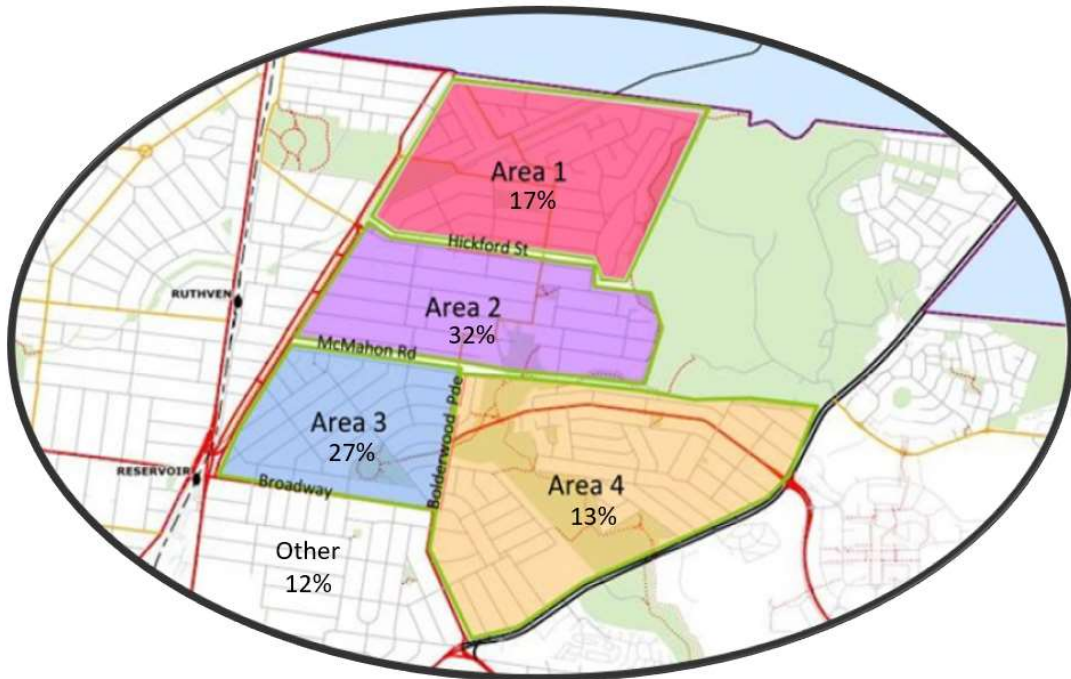
- Over 1,700 people visited the Your Say page during the second round of engagement.
- Over 200 online surveys were completed.

- 20 participants provided feedback by email and direct mail.
- 24 participants asked a question on the Your Say page.

Online Survey

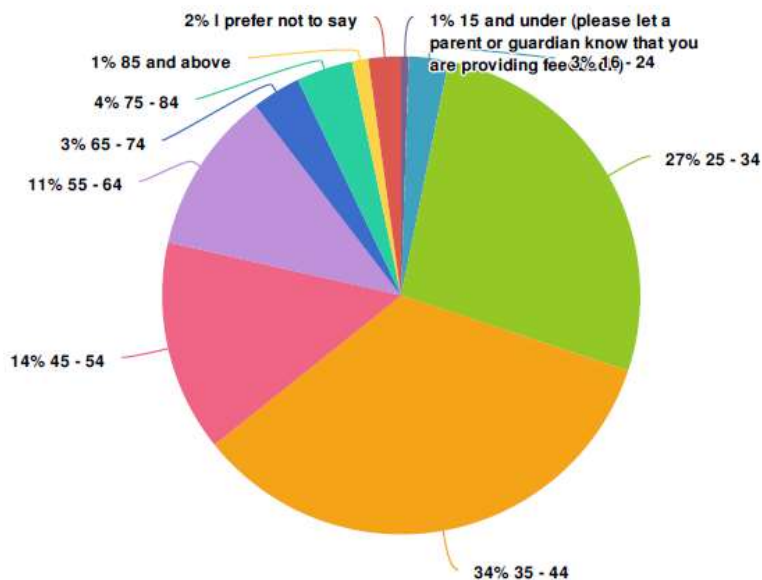
The online survey was open to the public for four weeks between 22 June and 20 July 2020. The survey was designed to allow participants to review and provide feedback on the proposed draft plans. A total of 210 responses were collected.

Participants lived in the following areas:



*The area shown as Other in the above figure refers to anywhere other than in areas 1-4.

Over 50% of participants were between the ages of 25-44 years.



48% of survey participants indicated that they either 'strongly agree' or 'agree' that '*The Cheddar Road Local Area Place Making Project will improve the safety of the road environment and encourage lower traffic speeds for residents to walk and ride to their local parks, schools and shops.*'

53% of responses indicated that they either 'strongly agree' or 'agree' that the statement '*to make it safer for pedestrians to cross the streets to access local destinations such as parks, schools, public transport and shops*' guided the development of the concept designs.

It is noted that there was limited representation from people who walk and ride as their preferred primary mode of transport with only 9% that chose cycling and 14% that chose walking.

Area 1 – Tunaley Parade to the north side of Hickford Street

A total of 71 responses were received for the proposed streetscape improvements. The response to the treatments can be summarised as follows:

Treatment	Yes	No	Unsure
San Leandro Drive (Burbank Drive west to Burbank Drive east): 'Platform' Speed Cushions (x2)	61.9	22.2	15.9
Intersection of San Leandro Drive and Burbank Drive: Raised Entry Threshold	62.5	20.3	17.2
Raised Pedestrian Crossing (pedestrian access to San Leandro Reserve)	64.5	19.4	16.1
Bridgeton Street: Road closure (south end) at San Leandro Drive	39.3	37.7	23.0
Roff Street: Raised Pedestrian Crossing at San Leandro Drive	63.5	19.0	17.5
Darebin Boulevard at Don Street intersection: Raised Entry Threshold with kerb realignment on Don Street at Darebin Boulevard and Platform Speed Cushions either side of the intersection.	64.1	20.3	15.6
Don Street: 'Platform' Speed Cushions (x3)	62.5	25.0	12.5
Darebin Boulevard at Ayr Street intersection: 'Platform' Speed Cushion and Raised Pedestrian Crossing	65.1	23.8	11.1
Aberdeen Street at Hickford Street intersection: Raised Pedestrian Crossing on Aberdeen Street (adjacent Dunstan Reserve)	72.6	19.4	8.1
Cheddar / Dole intersection treatment: Cheddar Road and Dole Avenue intersection signals and shared path realignment.	68.3	20.6	11.1

General feedback from the community relating to Area 1 can be summarised as:

Access - Road closure

There were comments regarding inconvenience with the proposed road closure at the south end of Bridgeton Street at San Leandro Drive.

Congestion/Traffic Displacement – Ayr Street

There were comments that the proposed platform speed cushions would result in congestion on local streets and displace traffic to the surrounding streets instead, specifically Ayr Street.

Nuisance - Platform Speed Cushions

There were comments that platform speed cushions could be uncomfortable for vehicles when travelling over them. Similarly, some expressed concern at the level of noise that could result from speed cushions when vehicles passing over them.

Waste of money/Do nothing

There was a good level of support for Cheddar Road and Dole Avenue intersection signals and shared path realignment, and only 22% did not support the proposed changes. The following comments were also expressed in the responses:

- Right hand turn into Dole Avenue is not necessary as there aren't any issues
- Reason for bike rails when there is a bike track
- Reasons for relocation of recently planted small trees
- Current setup is enough and proposed changes will not have a considerable impact.

Some comments also expressed that traffic treatments in Don Street are not necessary as traffic volumes mainly consist of residential movement, not rat-running.

Inconvenience

Some feedback expressed inconvenience to bike users at Cheddar Road and Dole Avenue with following comments:

- The proposed new location of shared path crossover is closer to Cheddar Road and there is little stopping space between turning cars and shared path
- The shared path users will no longer have a priority when crossing and it would be more dangerous
- What will the priority be for the new crosswalk across Cheddar Road? How will that operate?

Suggestions for improvements:

1. Some residents have requested a road closure at the south end of Gourock Street and Darebin Boulevard.
2. For the intersection of Keon parade, Tunaley Parade and Cheddar Road, residents have asked for traffic signal timing changes for a better flow of traffic for Cheddar Road and Tunaley Parade.
3. For the intersection of Tunaley Parade and Burbank Drive residents have mentioned the unsafe crossing for school kids at this location.
4. Residents identified a section of Darebin Boulevard between Manoel Avenue and Ayr Street lacks footpath on both sides which is not convenient for residents.
5. A request for an additional raised treatment near the front of the Keon Park Children's Hub to support parents and their families access the facility was received.

Area 2 – South side of Hickford Street to the north side of McMahon Road

A total of 100 responses were received for the proposed streetscape improvements. The response to the treatments can be summarised as follows:

Treatment	Yes	No	Unsure
Intersection Invermay Street and St Vigeons Road and Mais Street: Raised Flat-Top Safety Platform with Zebra Crossings on east and south sides	68.1	26.6	5.3
Intersection Borrie Street and Miranda Road: Raised Intersection Platform	67.7	26.9	5.4
Cheddar Road at St Vigeons Road: Median Island to allow Left-in / Left-out Only	31.5	61.8	6.7
Cheddar Road opposite St Vigeons Road (median gap): One-way flow (west to east)	30.1	60.2	9.7
Cheddar Road at Purinuan Road: Median Island to allow Left-in / Left-out Only	30.8	63.7	5.5
Cheddar Road opposite Purinuan Road (median gap): One-way flow (east to west)	31.2	61.3	7.5
Cheddar Road at Crookston Road: Median Island to allow Left-in / Left-out Only	31.5	57.6	10.9
Cheddar Road opposite Crookston Road (median gap): One-way flow (west to east)	29.3	57.6	13.0

General feedback from the community relating to Area 2 can be summarised as:

Inconvenience – left-in / left-out and median changes at Cheddar Road

A significant number of comments expressed objection to the proposed traffic flow changes in the Cheddar Road median openings between St Vigeons Road and Crookston Road, and the left-in / left-out changes where the following three intersecting streets join Cheddar Road:

- St Vigeons Road
- Purinuan Road
- Crookston Road

The main theme of these comments was that the proposed changes will make journey times longer and cause additional inconvenience when exiting and entering Cheddar Road. There were also comments showing concern about road safety for drivers needing to join Cheddar Road (southbound), changing lanes and then slowing down to turn right through the median opening.

Congestion/Traffic Displacement – Hickford Street, Borrie Street, Rathcown Road and New Street

There were comments that proposed treatments along Cheddar Road will displace the traffic into other streets within the area such as Hickford Street, Borrie Street, Rathcown Road and New Street.

Do nothing

Some participants said that we should do nothing.

Safety – Borrie / Miranda, crossing Cheddar Road and Bike Riders

There were some comments regarding safety concerns, especially at the intersection of Miranda Road and Borrie Street. The concern was that the current median islands which clearly indicate it is an intersection are proposed for removal..

Suggestions for improvements:

1. A regular request that kept coming up through this engagement process was for a crossing of Cheddar Road for pedestrians. The location varied slightly but a consistent narrative of wanting to walk to Ruthven Station from the Cheddar LAPM area was heard.
2. It has been heard that provisions for people riding bikes at the left-in / left-out treatments on intersecting streets with Cheddar Road to safely cross into the central median and use the shared path was desired.

Area 3 – South side of McMahon Road, west of Boldrewood Parade, Broadway

A total of 106 responses were received for the proposed streetscape improvements. The response to the treatments can be summarised as follows:

Treatment	Yes	No	Unsure
Intersection Strathmerton Street and Fordham Road: Partial Road closure (except cyclists)	38.3	42.6	19.1
Intersection Strathmerton Street and Orrong Avenue: Raised Safety Platform. Kerb realignment on the southeast approach	71.3	16.0	12.8
Cuthbert Road (Cheddar Road to Strathmerton Street): 'Platform' Speed Cushions (x10)	68.5	27.2	4.3
Cuthbert Road (at Strathmerton Street): Raised Entry Threshold Example of a Raised Entry Threshold	73.4	16.0	10.6
Boldrewood Parade: Raised Pedestrian Crossing (pedestrian access to Arch Gibson Reserve)	80.9	14.9	4.3
Strathmerton Street, south of Evans Crescent: Raised Pedestrian Crossing Facility (pedestrian and cyclist access to Reservoir Leisure Centre).	75.3	17.2	7.5
Cheddar Road at Carrol Street: Median Island to allow Left-in / Left-out Only	34.4	48.4	17.2
Cheddar Road opposite Carrol Street: One-way flow (east to west)	30.9	50.0	19.1

General feedback from the community relating to Area 3 can be summarised as:Inconvenience – Cheddar Road at Carrol Street

Several comments related to the proposed left-in / left-out and one way median opening treatment at Cheddar Road and Carrol Street intersection.

The concerns were due to inconvenience for people to travel to areas north along Cheddar Road. Some responses mentioned that, at the intersection Cheddar Road/High Street, vehicles can't make a u- turn and come back up Cheddar Road and that an alternative route would be Broadway to reach the northbound lanes of Cheddar Road.

Noise – Cuthbert Road

Some comments were from residents on Cuthbert Road who are concerned about noise from the proposed treatments.

Congestion/Traffic Displacement

A number of comments related to concerns about traffic displacement from the proposed road closure at the southern leg of the Strathmarton Street and Fordham Street roundabout. Some mentioned that this will displace more traffic to Fordham Street including heavy vehicles.

Some residents mentioned that Palm Avenue is one of the key streets which takes traffic as part of rat-running route of Palm Avenue, Orrong Avenue and Strathmarton Street. There was also concern about traffic using Orange Avenue to access Cheddar Road instead of Carrol Street.

Area 4 – East of Boldrewood Parade to Plenty Road

A total of 51 responses were received for the proposed streetscape improvements. The response to the treatments can be summarised as follows:

Treatment	Yes	No	Unsure
Green Avenue (Stymie Street to Maryborough Avenue): 'Platform' Speed Cushions (x6)	61.7	25.5	12.8
Green Avenue at Maryborough Avenue: Raised Entry Threshold Example of a Raised Entry Threshold	72.3	14.9	12.8
Green Avenue, east of Link Street: Green Avenue, east of Link Street: Raised Pedestrian Crossing (pedestrian access to Link Street Park)	66.0	14.9	19.1
Flag Street (Stymie Street to Niblick Street): 'Platform' Speed Cushions (x5)	61.7	27.7	10.6
Niblick Street: Raised Pedestrian Crossing (pedestrian access to Kingsbury Primary School)	76.1	13.0	10.9
Bradshaw Street (Niblick Street to Plenty Road): 'Platform' Speed Cushions (x4)	59.6	23.4	17.0
Bradshaw Street at Plenty Road: Raised Entry Threshold	59.6	19.1	21.3
Scott Grove: 'Platform' Speed Cushions (x9)	60.9	23.9	15.2
Scott Grove at Plenty Road: Raised Entry Threshold	63.8	21.3	14.9
Scott Grove: Raised Pedestrian Crossing near property number 106	60.9	19.6	19.6
Keats Avenue (Scott Avenue to Plenty Road): 'Platform' Speed Cushions (x4)	55.3	25.5	19.1
Keats Avenue at Plenty Road: Raised Entry Threshold Example of a Raised Entry Threshold	57.4	23.4	19.1
Browning Street (Scott Avenue to Plenty Road): 'Platform' Speed Cushions (x4)	54.3	23.9	21.7
Browning Street at Plenty Road: Raised Entry Threshold	59.6	21.3	19.1
Browning Street east of Whittier Street: Raised Pedestrian Crossing (pedestrian access to Judith Scott Memorial Park)	68.1	14.9	17.0

General feedback from the community relating to Area 3 can be summarised as:

Parking

Several comments related to issues with people attending La Trobe University and parking in local streets all day.

Safety – Plenty Road and Gisborne Crescent

There were several comments about the proposed raised platforms on side roads that connect to Plenty Road. As the traffic speed is so high, respondents were worried about slowing down to make the turn safely and comfortably if a raised treatment were to be installed.

Suggestions for improvements:

1. Some comments related to the lack of a pedestrian crossing point at the following locations:
 - Boldrewood Parade north of Dunne Street
 - East side of the roundabout at the intersection of Boldrewood Parade and Dunne Street
 - Boldrewood Parade north of Broadway
2. It has been heard from residents of Gisborne Crescent that have significant safety concerns about vehicles travelling quickly around the bend near the existing traffic island.

Next step recommendations

Area 1:

It is recommended that all treatments proposed in Area 1 are progressed with additional treatments. The specific concerns outlined in the previous section are addresses below:

The purpose of road closure at the south end of Bridgeton Street is to improve safety for the high proportion of older residents in this area.

- The change would prohibit rat-running where drivers may be looking to avoid queues on Burbank Drive. Additionally, 37.7% of people that responded to the survey did not support the proposal and only 43% of those responses were from people who live in area 1.
- The road closure is recommended to be installed as a 12-month trial with feedback to be requested from residents after the trail period about how it's going for them before a decision is made about whether the closure is to be made permanent.

Platform speed cushions and other road safety treatments proposed on Darebin Boulevard and Don Street aim to improve road safety by reducing vehicle speeds.

- It is not expected that traffic conditions will change substantially in Ayr Street from traffic avoiding Darebin Boulevard and Don Street so the requested inclusion of treatments on Ayr Street is not supported.
- Platform Speed cushions will be designed and installed in accordance to current Victorian guidelines and Australian Standards. Residents may experience some vehicular noise however it will be of a short duration and within acceptable limits. Installing speed humps is a proven way of effectively reducing the speed of traffic and promoting a safer road environment.
- Vehicle speeds have been recorded as high through Don Street and to improve road safety it is recommended to retain the proposed raised treatments along Don Street.

Cheddar Road and Dole Avenue intersection will support a safe crossing for people between the Donath and Dole reserves and improve the safety of how the shared path crosses Dole Avenue.

- The realignment of the shared path and right turn lane on Cheddar Road are safety features of the traffic signal design.
- The design uses the highest order of road safety device for assisting people to cross the road and the design that looks to relocate the small trees will have a positive impact on road safety as we have heard from others through the survey that they are blocking visibility of oncoming vehicles at the moment.
- There is a significant safety risk for people on the shared path that crosses Dole Avenue when drivers turn quickly from Cheddar Road. Realigning the path and incorporating this into the signalised intersection removes this risk.
- In the proposal, path users will be controlled by the traffic signals and will be able to cross Dole Avenue when traffic is traveling on Cheddar Road north and south. The path users will be stopped when the traffic is turning onto Cheddar road from Dole Avenue. This is a significant safety improvement but we acknowledge there will be some delays along that path.

Traffic lights at the intersection of Keon Parade, Tunaley Parade and Cheddar Road have previously been reviewed and optimised to the maximum efficiency by the Department of Transport. Further traffic light improvements aren't possible at this location.

In addition to the proposed treatments outlined in the survey, it is recommended to include the following treatments to address the additional feedback through the engagement process:

A road closure at the south end of Gourrock Street at Darebin Boulevard

This would improve safety without detrimental impacts on the nearby streets. It is recommended a 12-month trial with feedback to be requested from residents after the trail period, before a decision is made about whether the closure is to be made permanent.

A raised pedestrian crossing for Burbank Drive at Tunaley Parade.

This treatment will allow pedestrians, including school children, to cross Burbank Drive at Tunaley Parade with a more prominent position on the road and the raised feature will allow a slower vehicle speed, which will reduce the injury risk if there was a collision involving a pedestrian.

A footpath on Darebin Boulevard

There is a gap in the walking network along Darebin Boulevard and providing a footpath would improve accessibility for residents. The side of the road that will be chosen to have the footpath is to be determined through further investigation and direct engagement with the properties of Darebin Boulevard.

A wombat crossing near Keon Park Children's Hub

This suggestion was checked against the information available relating to vehicle speed, which is a good indicator of road safety. Vehicle speeds were high and to support safe access for all to the Keon Park Children's Hub, an additional raised zebra crossing (wombat crossing) has been included in the concept plans.

Area 2:

It is recommended that all treatments proposed in Area 2 are progressed with additional treatments. The specific concerns outlined in the previous section are addressed below:

Left-in / left-out and median changes at Cheddar Road are the key to addressing the concerns of rat-running through the Cheddar LAPM area.

- The low support received from the survey responses regarding these treatments has been acknowledged. However, it is important to understand that through the feedback received from residents in the previous round of consultation, we have been told that rat running and non-local traffic in the area is one of the main concerns of the residents.
- It is important to understand that the proposed traffic treatments along Cheddar Road will have the most impact on rat running on residential streets and keeping the traffic localised or on roads designated for higher traffic volumes within the area. Without these treatments, non-local traffic will continue to move through the area and road conditions, safety and amenity are unlikely to change.
- To support the safety of left-turns a speed reduction to 50km/h for Cheddar Road between High Street and Keon Parade has been included.

Hickford Street, Borrie Street and New Street may see an acceptable increase in traffic volumes.

- These streets are classified as collector roads in Council's road hierarchy. A collector road is expected to carry up to 8000 vehicles per day
- Borrie Street, next to Reservoir Views Primary School, has a speed limit of 40km/h and traffic information from 2017, before the level crossing removal project started, shows approximately 5600 vehicles per day travelling on Borrie Street.
- This is within acceptable limits for a collector road and will remain so even if all of the traffic heading to Cheddar Road along Carol Street chose to use Borrie Street instead.

The concept proposal at the Borrie Street and Miranda Road intersection is a raised intersection, not just paint, which will effectively slow down all traffic travelling through the intersection. Through the design phases consideration can be given to whether the traffic islands are retained as part of the final design. .

In addition to the proposed treatments outlined in the survey, it is recommended to include the following treatments to address the additional feedback through the engagement process:

Pedestrian crossing on Cheddar Road

The most appropriate and strategically aligned location for a crossing is on the Streets for People corridor of Crookston Road. It had been planned to engage the community separately on this item though as it was clearly heard from the community about the desire for a crossing through this process, a new crossing has been included

on Cheddar Road in the concept plans. As this will not impact the road network operations and will improve access it is recommended to include the treatment. If this is included, further design work and community engagement will be completed to ensure the right design is developed.

Area 3:

It is recommended that all treatments proposed in Area 3 are progressed with additional treatments. The specific concerns outlined in the previous section are addressed below:

The concept proposal for Cheddar Road and Carrol Street is in response to a significant safety risk.

- Similar to the response for the proposed changes at the medians and intersection streets in Area 2, the changes will be the most effective way of improving safety and deterring non-local traffic from residential streets.

Platform speed cushions will be designed and installed in accordance to current Victorian guidelines and Australian Standards.

- Residents may experience some vehicular noise however it will be of a short duration and within acceptable limits.
- Installing speed humps is a proven way of effectively reducing the speed of traffic and promoting a safer road environment.

The proposed changes to the intersection of Strathmerton Street and Fordham Street will deter traffic currently choosing this local area to rat-run.

- As a result of closing access to vehicles going southbound, vehicles may go to Fordham Road or more likely they would need to find other alternative way along the main or collector road network.
- As this partial road closure is a significant change to the roundabout, it is recommended implementing the change as a trial for 12 months using a low cost. The recommendation is for feedback will be collected at the end of the 12-month trial to see how it is working before a decision is made about making the treatment permanently.

In addition to the proposed treatments outlined in the survey, it is recommended to include the following treatments to address the additional feedback through the engagement process:

Raised treatments mid-way along Palm Avenue and Orange Avenue to lower vehicle speeds and improve safety.

After carefully considering the feedback and accessing the alternatives for people wanting to move through the area. These treatments are recommended to protect the amenity and alleviate potential speeding in those streets. It is recommended that immediately affected residents are notified about the change to the concept plans and will be given an opportunity to contribute through the remaining design stages.

Area 4:

It is recommended that all treatments proposed in Area 2 are progressed with additional treatments. The specific concerns outlined in the previous section are addressed below:

Regarding parking concerns related to students attending La Trobe University, parking was outside of the scope of this consultation.

It is recommended leaving the raised pedestrian crossing points at the side roads that connect to Plenty Road as they provide essential protection for people walking.

In addition to the proposed treatments outlined in the survey, it is recommended to include the following treatments to address the additional feedback through the engagement process:

Refuge islands on Boldrewood Parade will improve safety for people crossing the road.

An additional refuge island on Boldrewood Parade north of Dunne Street is a good idea as it will improve access to the bus route on Whitelaw Street and to the Darebin Creek Reserve.

An additional refuge island on Boldrewood Parade north of Broadway is a good idea as it will improve access to the bus route, Reservoir Leisure Centre and Reservoir East Primary School.

Improved pedestrian access across the eastern side of the Boldrewood Parade and Dunne Street roundabout.

Design work has been prepared for the roundabout of Boldrewood Parade and Dunne Street. This design will promote lower vehicle speeds and improves pedestrian access throughout including at the eastern end of the roundabout.

Raised treatment on Gisborne Crescent to improve safety.

It has been confirmed that there is poor visibility around the bend and Gisborne Crescent is a direct route to Broadway and Boldrewood Parade that is likely to be used for traffic using local streets to rat-run.

General:

In addition to the recommendations for Areas 1 to 4, the following changes are also recommended:

- Cheddar Road from 60km/h to 50km/h and
- Implement an area wide 40km/h speed zone across the whole Cheddar LAPM.

Proposed changes to Cheddar LAPM draft concept plan:

