

7.1 CHEDDAR AREA LOCAL AREA PLACE MAKING PROJECT ROUND 2 CONSULTATION SUMMARY

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EXECUTIVE SUMMARY

This report outlines the key findings from the second round of community consultation on the Cheddar Local Area Place-Making Project (Cheddar LAPM) and seeks Council's endorsement of the concept plans.

Draft concept plans were developed and released for a second round of community consultation between 22 June and 20 July 2020.

If implemented, the draft concept plans would reduce the number of people being injured on Darebin's roads and make the area less attractive for non-local traffic to use residential roads as a through-route.

The draft concept plans include a safety treatment for the median opening of Cheddar Road at Carrol Street. This site has seen 8 collisions where people have been injured in the last 5 years. Three of those collisions have resulted in one or more people being seriously injured and required them to stay in hospital for at least one night.

This location has been a safety problem for many years with previous attempts to improve safety being unsuccessful partly because of community concern about other drawbacks of some safety treatments. The safety treatment proposed for Carrol Street median opening will cause some minor delays for some residents but will address this significant safety problem.

Blackspot grant funding of \$347,000 has recently been confirmed from the Federal Government for the works at Cheddar Road and Carrol Street.

There were over 1,700 visits to the 'Your Say' webpage and 210 responses were received with mainly supportive responses for most treatments.

The concept designs included as **Appendix A** propose interventions that would be constructed over time. Priority treatments are planned to be those with the most influence to prevent injuries to the Darebin community.

Opportunities for additional external funding will continue to be explored, with funding for further design stages and construction of most of the proposals being referred to consideration in future years budgets.

Recommendation

That Council:

- (1) Endorses the Cheddar Local Area Place-Making concept designs attached as **Appendix A**.
- (2) Makes the Cheddar Local Area Place-Making concept designs (**Appendix A**) and Stage 2 Engagement Summary Report (**Appendix D**) publicly available via the Darebin website.
- (3) Thanks the community for its participation in the Cheddar Local Area Place-Making community consultation.

BACKGROUND / KEY INFORMATION

Work has been progressing on the Cheddar Local Area Place-Making Project (Cheddar LAPM) that seeks to reduce the number of people being injured on Darebin's roads and improve local access in northeast Reservoir. The Cheddar LAPM area is shown in figure 3 of the discussion section of this report.

The main issues identified in the first round of engagement included non-local traffic using residential streets, road safety concerns and congestion. Parking was also raised as a concern though was not in the scope of this project. (Officers acknowledge there is a general relationship between on-street parking and traffic speed.)

In reflection of the feedback about parking in the first round of engagement, the treatment types throughout the Cheddar LAPM draft concept plans also looked to reduce the impacts on on-street parking where possible. The draft concept plans were endorsed at the ordinary Council Meeting on 9 June 2020 Council meeting, to be used for a second round of community consultation.

The draft concept designs did not include any treatments on the road network under the care and responsibility of the Department of Transport. A crossing of Cheddar Road for people walking and riding between High Street and Hickford Street was also not included as it was originally viewed as needing an independent engagement process.

The second round of consultation went for 4 weeks and ended on 20 July 2020, with substantial input from the community. There were over 1,700 visits to the 'Your Say' webpage and 210 responses were received with mainly supportive responses for most treatments. The individual letters to each owner and occupier, and all of the reach-out activities including use of known contacts through Darebin's vulnerable communities, returned a reasonable level of response to the survey.

Some treatments that would ultimately make the journey of some people longer by car did not receive a majority of support. These treatment locations are:

- at the intersecting roads where there are median openings at Cheddar Road; and
- on Strathmerton Street at Fordham Road and Bridgeton Street at San Leandro Drive.

It is acknowledged that there was a low level of support for the changes at Cheddar Road and through the medians mainly due to additional travel time.

In the last 5 years these four median openings have collectively experienced 14 collisions, with 4 people seriously injured, mainly due to drivers' mis-judging gaps or not stopping properly for the vehicles on Cheddar Road. Based on collision data for the last 5 years, these medians include the least safe location to drive in Darebin, which is the intersection of Cheddar Road and Carrol Street.

In addition to the treatments presented to the community in the draft concept plans, survey respondents suggested many changes. In response to this community feedback, 13 new treatments including a crossing of Cheddar Road near Crookston Road are recommended to be included in the concept plans. **Appendix B** shows all 80 items that were consulted on and the 13 additional treatments recommended for inclusion in the Cheddar LAPM concept plans. **Appendix A** shows all treatments together as the Cheddar LAPM concept plans being recommended for adoption.

A speed limit change for Cheddar Road from 60km/h to 50km/h and area wide speed reduction of the Cheddar LAPM area to 40km/h is also recommended to improve safety and access. These changes will be prioritised against other speed limit reduction tasks for the City of Darebin.

Previous Council Resolution

At the ordinary Council Meeting on 9 June 2020, Council resolved

That Council:

- 1) *Notes the progress of traffic safety improvements work near schools.*
- 2) *Endorses the draft concept designs for the Cheddar Road Local Area Place-making and seeks community feedback on these draft proposals.*
- 3) *Recognises the impact of the COVID-19 restrictions may have on consultation processes and that officers will therefore make an extra effort to ensure an effective communication strategy (including letters) is developed to enable all affected residents in the Cheddar Road Local Area to be appropriate informed and consulted about the draft proposal.*

COMMUNICATIONS AND ENGAGEMENT

Consultation Results

The second round of consultation was from 20 June until 22 July 2020. A summary of the consultation findings is included in the discussion section of this report, with the full Cheddar LAPM Engagement Report attached as **Appendix D**.

Information below is typically about how people generally perceived the project along with information about people who contributed to the survey.

47.4% of survey respondents 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. 12% indicated that they neither agreed nor disagreed.

54.1% 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. 18.2% indicated that they neither agreed nor disagreed.

There was limited representation from people who walk and ride as their preferred primary mode of transport with only 10% that chose cycling and 12% that chose walking.

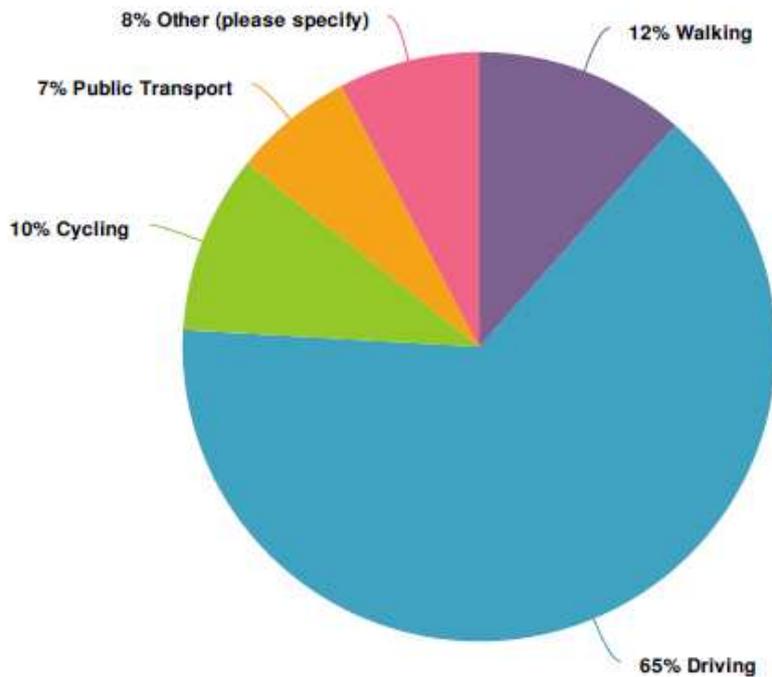


Figure 1: Representation by preferred mode of transport

The Cheddar LAPM area census data below shows that the total number of people who:

- cycle to work – 15
- walk to work – 47
- catch public transport to work – 1353
- drive to work – 4309.

This shows that people who travel to work using public transport were underrepresented in the survey responses. These people would also need to walk, ride or drive to catch their preferred mode of public transport. The census data also shows that there are 715 households (8%) without a car.

Other significant statistics about the survey and participants:

- There was relatively equal representation from male and female participants.
- The majority (61%) of people were aged between 25 and 44 years old.
- 18% of participants indicated that they spoke a language other than English at home.
- 12% of responses were not from within the Cheddar LAPM area.
- There were 51 responses about area 4, which received the lowest amount of feedback.

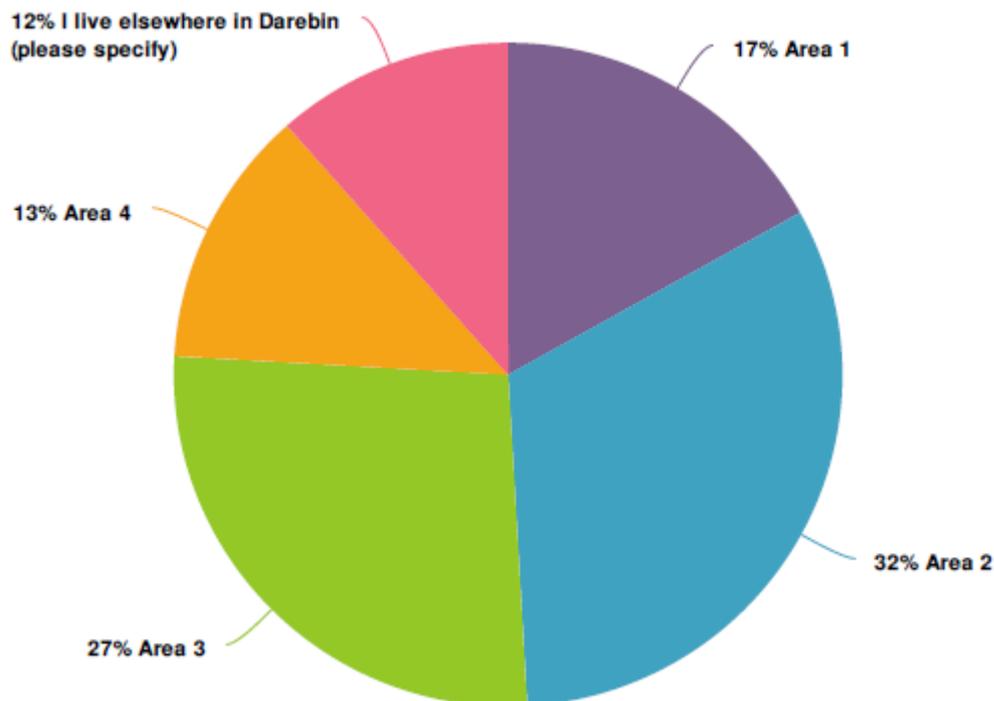


Figure 2: Percentage of responses from which area 1 – 4.

How we engaged the community

Extra effort was made to reach out to the community during the Covid-19 pandemic response. Restrictions on trade and movement meant face to face discussions in groups were not possible. The second round of engagement with local residents and businesses to receive feedback on the draft concept plans included the following:

- A letter in the mail was sent to approximately 8,500 properties inviting residents to provide feedback
- A dedicated Your Say page with the summary of round 1 engagement and draft concept plans available to view and download at www.yoursaydarebin.com.au/cheddarlapm
- An online survey on the dedicated project page
- Dedicated email address CheddarLAPM@darebin.vic.gov.au and phone number to contact us to provide feedback or ask further questions
- Targeted communications with culturally and linguistically diverse (CALD) community groups in the area and users of community spaces in the precinct. Phone calls were made to the CALD and senior citizens group representatives and information material was 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
- Emails sent for information to go in e-newsletters to promote the Cheddar LAPM consultation including, Sustainability News, Disability Access Newsletter, Older and Active Newsletter, Darebin Loves Bikes and What's on for Families

- Collaboration with council's community development officer who works closely with residents in the Cheddar LAPM study area to promote the consultation material with community members. An email was sent to Reservoir Neighbourhood House to share the Cheddar LAPM consultation within their social circles
- Contact was made with Council's place manager within Cheddar LAPM study area to share and promote the information with businesses for feedback
- 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
- Direct emails have been sent to emergency service providers, Public Transport Victoria and bus route operators.

Communications

A comprehensive communications and engagement plan for the Cheddar LAPM project was developed with support of the Community Engagement and Communications teams. The communications materials ensured that the impact of the proposals was clear, including any changes to parking arrangements and also any removal of vegetation and trees.

Due to the current Covid-19 pandemic and restrictions on the size of gatherings, the community engagement took place without face to face events. However, we ensured to reach out to community and stakeholder groups, so we were able to contact those most vulnerable.

ANALYSIS

Alignment to Council Plan / Council policy

Goal 3 - A liveable city

The Cheddar LAPM project closely aligns with the expected outcomes of several Council policies/strategies, including the Darebin Transport Strategy, Walking Strategy, Safe Travel Strategy, Darebin Cycling Strategy, Breathing Space Streetscape Strategy, and Climate Emergency Plan.

Environmental Sustainability Considerations

Cheddar Road Local Area Place-Making Project focuses on vulnerable road users and improving conditions in the street environment to increase the number of participants in active travel, while minimising the use and impact of vehicles.

Where possible, passive irrigation and water sensitive urban design principles may be applied to road safety treatments, along with landscaping.

Climate Emergency

These works contribute to addressing the Climate Emergency by creating safer road infrastructure in local streets, to support the use of sustainable modes of transport such as walking and cycling and helps to lower the number of cars. This will reduce traffic and greenhouse gas emissions.

These projects have a clear alignment with Key direction 4 of the *Climate Emergency Plan 2017-2022*, in particular Objective 1 "Reduce the number of private vehicle kilometres travelled in Darebin by increasing the share of public transport use, walking and cycling", and Key direction 7 to reduce the heat island effect, by increasing tree cover.

Four mature Desert Ash trees, which are non-native and an invasive species, with some dead wood are proposed to be removed as part of the Cheddar / Dole Avenue intersection changes.

A habitat assessment was undertaken by Officers in response to a request from a resident, which confirmed the removal of these four mature trees is unlikely to impact upon the survival of any species. A copy of the habitat assessment is attached as an **Appendix C**. Up to 23 other small trees recently installed would also be required to be relocated to places nearby so they can be retained for community enjoyment.

Equity, Inclusion and Wellbeing Considerations

An Equity, Inclusion & Wellbeing Planning Audit assessment was completed for Cheddar LAPM and based on the advice from the equity and diversity teams following items were considered:

- Cheddar LAPM consultation is advertised through paper format to the residents
- Variety of communication methods used to provide feedback
- 4 weeks consultation period provided
- Reaching to broader CALD communities, vulnerable users and businesses
- Plain and accessible language during consultation
- Printed copies of the consultation materials offered.

Cultural Considerations

Cultural and creative responses to Cheddar Road Local Area Place-Making Project has been considered through the engagement process, and at the design point of the process. For example, in this area there are some CALD groups from Chinese community who could not get together due to Covid-19 restrictions. Therefore, advertising material was translated into Chinese language and passed on to their group representative via an email to be circulated to the members.

There may be opportunities to include culture through the design development stages of the project if the project is endorsed by Council to progress.

Economic Development Considerations

With lower traffic speeds and improved road safety, this will encourage more walking, wheeling and riding trips locally to support businesses. There is an option of progressing the design development work and construction delivery using suppliers sourced locally as the project progresses.

Financial and Resource Implications

Once endorsed, the functional design, detailed design and construction work as proposed in the Cheddar LAPM concept designs will be prioritised against works of similar nature and delivered over many years, subject to Council's available budget. It may take longer than 10 years to deliver these works. State Government safer roads and annual Federal Government Blackspot grant funding applications will continue to be prepared to assist in funding the delivery of the proposals if adopted.

Confirmation has been received from the Federal Government that the treatment at Cheddar Road and Carrol Street has been successful through the Blackspot program and has been granted \$347,000 for delivery.

Delivery strategy

There are 93 proposed treatments that have been identified to address the concerns of the community.

Traditional installation methods would bring the total installation cost to approximately \$6 million dollars, which is expected to extend beyond a 10-year period. To achieve more change with limited resources, the following actions are recommended to speed up the delivery program:

- Prioritisation of treatments to ensure those that will have most effect on safety and the ability of people to walk, wheel or ride are done first.
- Recycled rubber technology is being explored for the raised platform treatments to reduce the overall delivery cost and the impact on the environment. Ongoing maintenance cost, safety performance and amenity impacts will be considered before deciding on material type.
- Applying for grant funding wherever possible.

The Cheddar Road at Dole Avenue intersection traffic signals is a project that was nominated and endorsed for delivery in the current financial year budget in the Walking Detailed Design and Construction program (2020/21).

The proposed treatments will have negligible impact on refuse collection costs.

Legal and Risk Implications

Overall improvements in Cheddar LAPM project are expected to reduce safety risk, including by slowing traffic and reducing traffic volumes through local streets. Road improvement designs are done to required standards.

There is a risk that some people who do not agree that there is a safety problem or with the recommended approach will be concerned. Project delivery will be supported with communications to explain safety, need and community benefit.

Operational Impacts

A copy of the concept plans was shared with the road maintenance and waste collection teams at the Operations Centre to obtain feedback on how the proposal may impact their service delivery. The approach recommended to improve road safety by using traffic management devices is common and with only minor access changes. It has been confirmed that there will be no additional cost for waste collection and reasonable costs for maintenance expected only.

The road maintenance project along sections of Cheddar Road, including through the intersection of Dole Avenue has been planned for the 2020/21 financial year. Officers have been working for months to make possible the co-delivery of the maintenance project and the intersection traffic signals of Cheddar Road and Dole Avenue. If endorsed as part of the concept plans, the combining these two significant projects will significantly minimise cost and disruption.

DISCUSSION

During the first round of community engagement, participants were asked to identify key issues that impacted their movement through and enjoyment of the area.

The Cheddar LAPM draft concept plans were developed to address key community feedback and technical issues within the local area, including slowing down traffic, improving safety and making it less attractive for non-local traffic.

During the second round of community engagement, participants were asked to provide their opinion on the draft concept proposals and to provide feedback if they chose 'no' or 'unsure' to any of the questions. This helped us understand what the community wanted if they didn't support the proposal, but it also meant that we rarely received written feedback from people that supported the project.

The feedback consisted of 210 survey responses, 20 emails and 24 questions asked on the Your Say page. A summary of the second round of community engagement is provided in **Appendix D**.

The responses for each area were considered, with some reoccurring themes that have been explained in detail in the individual sections below. There were also suggestions from the community that have merit and some of which are regarded as higher priority than other interventions. These treatments have been included in the updated concept plans:

- Crossing for pedestrians on Cheddar Road near Crookston Road
- Crossing for pedestrians on Boldrewood Parade near Broadway
- Raised intersection at Invermay and Banff Streets with pedestrian priority crossing
- Raised pedestrian crossing on Burbank Drive at Tunaley Parade
- Road closure at the south end of Gourock Street at Darebin Boulevard
- Raised platform speed hump on Rathcown Road between Black Street and Box Street
- Raised platform speed hump near the bend in Gisborne Crescent
- Raised platform speed humps in Palm Avenue and Orange Avenue
- Refuge island on Boldrewood Parade near Whitelaw Street
- New footpath on a section of Darebin Boulevard
- Raised pedestrian crossing (wombat crossing) on Dole Avenue outside Keon Park Children's Hub
- Roundabout upgrade at the intersection of Boldrewood Parade and Dunne Street.

In order to better understand the separate themes of the feedback in the various parts of the Cheddar LAPM, and where the feedback was coming from, the area was divided into 4 parts as shown in Figure 3 below:

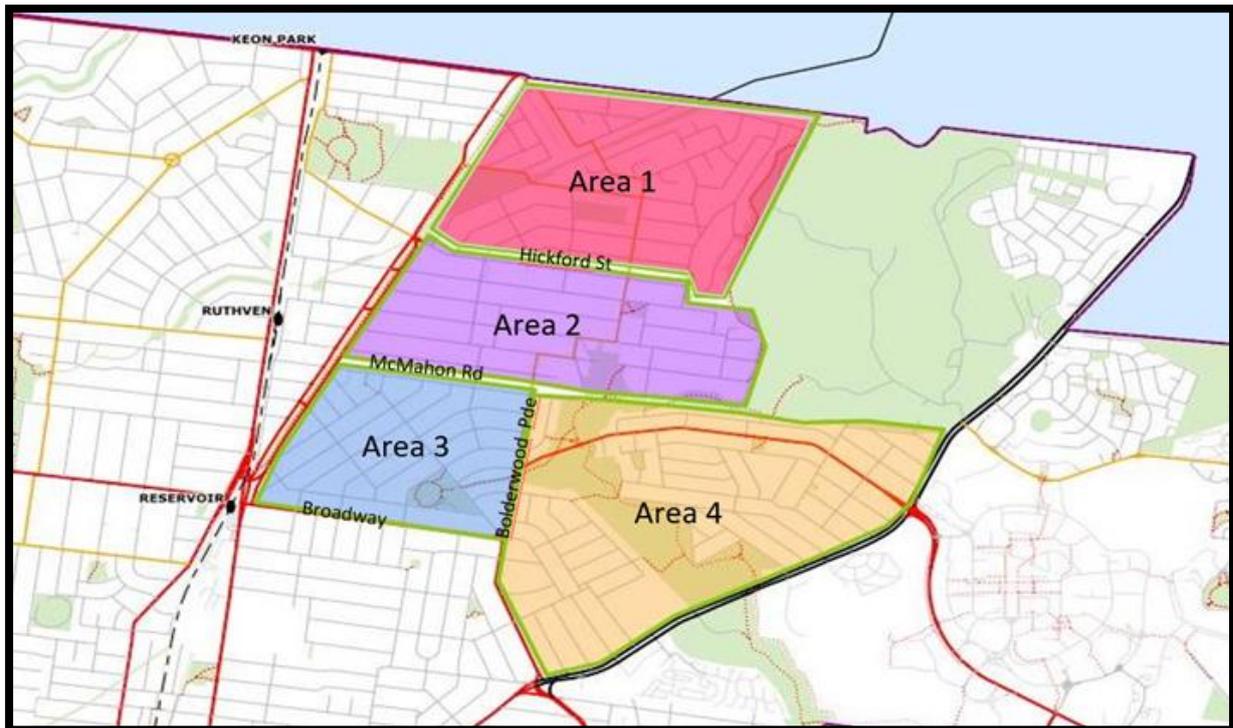


Figure 3: Cheddar LAMP consultation areas 1-4.

Key Themes and Response for each area 1-4

Area 1:

Access - Road closure

Some survey response comments expressed concern regarding inconvenience with the proposed road closure at the south end of Bridgeton Street at San Leandro Drive. Additionally, some residents have requested a road closure at the south end of Gourcock Street at Darebin Boulevard.

Response

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 also prohibit rat-running where drivers may be looking to avoid queues on Burbank Drive. A route review that compared not having the closure to if the closure was installed is that 2 minutes driving time may be added onto a journey for people that live in Bridgeton Street. This additional driving time is considered minor compared to the possible improved safety benefits for older members of the community that live nearby.

38% 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. This means that people that do not live in the area would prefer for the road to stay open. This is possibly due to those drivers wanting to retain a way to access the back of the queue on Tunaley Parade to exit the area via the lights at Keon Parade.

Road closure at the south end of Bridgeton Street is recommended to be installed as a 12-month trial with feedback to be requested from residents after the trial period about how it's going for them before a decision is made about whether the closure is to be made permanent.

A road closure at the south end of Gourock Street at Darebin Boulevard would improve safety without detrimental impacts on the nearby streets. It is recommended that a 12-month trial with feedback to be requested from residents after the trial period about how it's going for them before a decision is made about whether the closure is to be made permanent.

As a road closure at the southern end of Gourock Street is a new item that hasn't been discussed directly with the community, it is recommended updating the concept plans to include this treatment and notify the affected properties of the change as a trial.

Congestion/Traffic Displacement – Ayr Street

Some respondents provided comments about their concern with the proposed platform speed cushions on Darebin Boulevard and Don Street resulting in congestion on local streets and displace traffic to the surrounding streets instead, specifically Ayr Street.

Response

Raised platform speed humps or other road safety treatments are proposed on Darebin Boulevard and Don Street to improve the road safety by reducing vehicle speeds.

It is expected that traffic conditions will not change substantially in Ayr Street from traffic avoiding Darebin Boulevard and Don Street and therefore additional treatments on Ayr Street are not recommended.

Nuisance - Platform Speed Cushions

Some respondents expressed concerns about raised platform speed humps could be uncomfortable for vehicles when travelling over them. Similarly, some expressed the level of noise that could result from vehicles passing over them.

Response

Raised platform speed humps 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.

Waste of money/Do nothing

1. Cheddar Road and Dole Avenue signalised intersection

Although there was a good level of support for Cheddar Road and Dole Avenue intersection signals and shared path realignment, in the survey 21% did not support the proposed changes.

The following comments were 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 change will not have a considerable impact.

Response

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 devices 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. We have heard from others through the survey that the small trees are currently blocking visibility of oncoming vehicles.

2. Don Street speed reduction treatments

Traffic treatments in Don Street are not necessary as traffic volumes mainly consist of residential not rat-running.

Response

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.

Inconvenience

1. Some survey responses 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?

Response

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 acknowledging there will be some delays along that path.

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.

Response

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.

3. For the intersection of Tunaley Parade and Burbank Drive residents have mentioned the unsafe crossing for school kids at this location.

Response

A raised pedestrian crossing has been included in the draft concept plans for Burbank Drive at Tunaley Parade. No additional consultation is recommended for this type of treatment due to the high safety benefits and low negative impact it would have on the surrounding street network. Directly impacted properties would be engaged through the next stages of design if the concept plans are adopted.

4. A section of Darebin Boulevard between Manoel Avenue and Ayr Street lacks footpath on both sides which is not convenient for residents.

Response

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.

Other

A request has been received for an additional raised crossing point near the front of the Keon Park Children's Hub to support parents and their families access the facility.

Response

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:

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

A significant number of survey participants expressed their 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 within area 2:

- St Vigeons Road
- Purinuan Road
- Crookston Road

The one-way traffic flow within the central median of Cheddar Road and left-in / left-of treatments in area 2 averaged 60.5% of responses not supporting the proposed changes. The main concern is that the proposed changes will make journey times longer and cause additional inconvenience when exiting and entering to and from Cheddar Road. There were also responses concerned about road safety for drivers needing to join Cheddar Road (southbound), changing lanes and then slowing down to turn right through the median opening.

Response

The low support received from the survey responses regarding these treatments has been considered. However, there is a consistently high collision rate at these intersections where people are getting hurt.

It is also important to note that through the feedback received from residents in the previous round of consultation, rat running and non-local traffic in the area is one of the main concerns.

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 would continue to move through the area and road conditions, safety and amenity are unlikely to change.

It is recommended to retain these items in the concept designs. A speed reduction application will be progressed to change the speed limit on Cheddar Road between High Street and Keon Parade from 60km/h to 50km/h.

The road network with road names and locations of treatments that were consulted on and the additional treatments are shown in **Appendix B**. The layout at St Vigeons Road is included in Figure 4 below for reference.



Figure 4: Consulted on treatment at St Vigeons Road and Cheddar Road

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

Some residents have expressed concerns that proposed treatments along Cheddar Road will displace the traffic into other local streets within the area such as Hickford Street, Borrie Street, Rathcoun Road and New Street.

Response

Hickford Street, Borrie Street, Rathcoun Road and New Street may see an increase in traffic volumes. However, it is important to note that Hickford Street, Borrie Street and New Street 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 Carrol Street chose to use Borrie Street instead.

Distribution of benefits and impacts

The proposals at Cheddar Road where the median openings currently cross the wide central median will have an overall positive impact on the safety and amenity of the area, including by keeping out rat-runners. Carrol Street alone currently has approximately 1,200 vehicles per day that leave the area to cross the median. With the changes in place almost all of those

vehicles will no longer use Carrol Street to access Cheddar Road and instead will find a more convenient route, which will be safer.

It is expected that there may be up to 50% reduction of non-local traffic on the residential streets of the Cheddar LAMP area once the changes are implemented. The streets that will benefit most are those aligned with Cheddar Road central medians, Carrol Street, Crookston Road, Purinuan Road and St Vigeons Road. However, within the local area there may be some streets that experience additional traffic. In most cases these are small volumes changes. The exception is the collector road network that includes Borrie Street and Hickford Street though changes will still be within limits considered acceptable for collector roads.

It is clear that there are some areas within Cheddar LAMP that are going to have improved amenity and others may see additional traffic.

It is acknowledged that these treatments along Cheddar Road will cause inconvenience to some local residents however it has been noted that some people that responded to the round 2 consultation survey and live in the area are looking forward to the change.

Do nothing

Some participants said that we should do nothing. This may be because their experience is different to those that have been calling for change or because the traffic conditions have momentarily changed due to the Covid-19 restrictions.

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

1. During consultation it has been heard that safety was a concern, 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 to be replaced with a contrasting paint, making the intersection even less visible.

Response

The concept proposal at the Borrie Street and Miranda Road intersection is a raised intersection, not just paint. Through design development consideration could be given to retaining the traffic islands as they may support safe driver behaviour and improve visibility at the intersection.

2. 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 LAMP area was heard.

Response

The most appropriate and strategically aligned location for a crossing is on the Streets for People corridor of Crookston Road. Originally it was proposed to engage the community separately on this item, however, 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.

3. Some participants of the survey provided feedback about the shared user path along Cheddar Road and access to it for bike riders. Items they requested included;
- 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.
 - The safety of people riding bikes along the shared path at the Purinuan Road median opening of Cheddar Road was also identified as an ongoing risk when vehicles are turning right from Cheddar Road.
 - Lighting for path users along the Cheddar Road shared path median to improve safety was also identified.

Response

Through the design process, pedestrian and bike rider access will be carefully considered to ensure the safety of these vulnerable road user types.

- When accessing the Cheddar Road median from Crookston Road, Purinuan Road and St Vigeons Road.
- The realignment of the shared path across the median opening of Cheddar Road that aligns with Purinuan Road has been included in the concept plans.
- Lighting would be considered in future planning for safety, access and landscape improvements for the Northern Pipe Trail shared user path (Cheddar Road).

Area 3:

Inconvenience – Cheddar Road at Carrol Street

Several residents in the survey responses expressed concerns related to the proposed left-in / left-out and one way median opening treatment at Cheddar Road and Carrol Street intersection.

The average percentage of responses that did not support the changes at Cheddar Road and Carrol Street is 49% and 18% were unsure.

The concerns were due to inconvenience to their 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.

Response

Similar to the response for the proposed changes at the medians and intersecting streets in area 2, the changes will be the most effective way of reducing the number of people being injured on Darebin's roads and deterring non-local traffic from residential streets. These treatments are recommended to be retained in the concept plans.

Noise – Cuthbert Road

Some residents from Cuthbert Road are concerned about noise from the proposed treatments.

Response

Raised platform speed humps 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.

Congestion/Traffic Displacement

1. A number of respondents expressed traffic displacement related concerns for a 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. There was 43% of responses that did not support the proposal.

Response

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. For example, if drivers choose to turn left onto Fordham Road, they will get to Boldrewood Parade and need to make a right-hand turn, which is not a convenient for small or heavy vehicles to do. If drivers turn right and go south, they will get to Cuthbert Rd, which will have new traffic devices on it and then they have to turn right again at Strathmerton Street to re-join, which is also not a convenient option for either type of vehicles.

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 treatment. 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.

2. 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.

Response

After carefully considering the feedback and assessing the alternatives for people wanting to move through the area, it is recommended to place a raised platform speed hump mid-way along Palm Avenue and Orange Avenue to protect the amenity and alleviate potential speeding in those streets. Immediately affected residents will be notified about the change to the concept plans and will be given an opportunity to contribute through the remaining design stages.

Area 4:

Inconvenience – lack of crossings Boldrewood Parade

Some residents have expressed concerns related to lack of pedestrian crossing points 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

Response

Providing an additional refuge island on Boldrewood Parade north of Dunne Street is a good idea. This will improve access to the bus route on Whitelaw Street and to the Darebin Creek Reserve. This will result in the road area currently used for up to 8 parking spaces being changed for a safe place to cross Boldrewood Parade.

For the east of Boldrewood Parade, there is already a design improvement plan for the roundabout of Boldrewood Parade and Dunne Street which will look at improving pedestrian access at the eastern end of the roundabout.

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. It is proposed to raise the crossing here also to improve safety for people crossing. This proposal will need to allow for buses and is likely to convert road space currently used for up to 6 on-street car parking to a safe place for pedestrians to cross Boldrewood Parade.

All of these items are recommended to be included in the concept plans for the area. Immediately affected properties would be engaged directly through the next design stages in endorsed.

Parking

Concerns were raised in several responses about people attending La Trobe University parking in their streets all day.

Response

Parking was outside of the scope of this consultation.

Safety – Plenty Road and Gisborne Crescent

1. There were many people who were concerned about raised platforms on side roads that connected to Plenty Road. As the traffic speed is so high, they were worried about slowing down to make the turn safely and comfortably if a raised treatment were to be installed.

Response

After assessing the location, 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.

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.

Response

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.

The solution of providing a raised treatment on Gisborne Crescent near the existing traffic island is recommended to be included in the concept designs. As this is a change to the plans that were originally consulted on, it is recommended to send a notification to the nearby properties and involve them in the future stages of design to ensure a solution meets the expectations of the community.

Additional Items

The suggestions from the community that are supported and are expected to enhance the project:

- Crossing for pedestrians on Cheddar Road near Crookston Road
- Crossing for pedestrians on Boldrewood Parade near Broadway
- Raised intersection at Invermay and Banff Streets with pedestrian priority crossing
- Raised pedestrian crossing on Burbank Drive at Tunaley Parade
- Road closure at the south end of Gourock Street at Darebin Boulevard
- Raised platform speed hump on Rathcown Road between Black Street and Box Street
- Raised platform speed hump near the bend in Gisborne Crescent
- Raised platform speed humps in Palm Avenue and Orange Avenue
- Refuge island on Boldrewood Parade near Whitelaw Street
- New footpath on a section of Darebin Boulevard
- Raised pedestrian crossing (wombat crossing) on Dole Avenue outside Keon Park Children's Hub
- Roundabout upgrade at the intersection of Boldrewood Parade and Dunne Street.

The above safety treatments have been included in the concept plans for Council to consider.

Safer Speeds

To support safety along Cheddar Road and local streets of this area, speed limit changes in the residential streets as well as along Cheddar Road will be prioritised. It is recommended to change Cheddar Road from 60km/h to 50km/h and to implement an area wide 40km/h area across the whole Cheddar LAPM.

This may take 12 months or longer to implement due to the time it takes to make an application and for the Department of Transport to provide a response.

OPTIONS FOR CONSIDERATION**Option 1 (recommended):**

That council adopt the changes made to the concept plans as a result of community feedback and endorses the final concept plans for delivery in future years.

Option 2 (not recommended)

Not endorse the final draft concept designs, this will result in failure to improve the road safety in the Cheddar LAPM study area and nothing would change.

Option 3 (not recommended)

Only endorse part of the concept plan that will have a direct impact on the least safe location on Cheddar Road at Carrol Street and the strategically important new traffic signals at Cheddar Road and Dole Avenue intersection.

IMPLEMENTATION STRATEGY**Details**

- Following endorsement, the Cheddar LAPM concept designs will be prioritised against works of similar nature and delivered over many years, subject to Council's available budget.
- Darebin will continue to apply for State Government safer roads and annual Federal Government Blackspot grant funding applications to assist in funding the delivery of the proposals.

Communication

If the concept designs are endorsed at the Council meeting on 7 September 2020 the following actions will be taken:

- Those that participated in the survey and chose to register for updates will be advised of the decision.
- A letter will also be sent to all owners and occupiers that received an invitation to participate in the survey (8500 addresses).
- A copy of the letter will be forwarded to all of the community groups and organisations that we reached out to with our request to respond to the survey.
- The endorsed concept plans and the community engagement summary report will be uploaded onto the YourSay/CheddarLAPM web page.

The above actions will be designed carefully with the support of the Communications team. Careful attention will be given to the detail about the long-term roll-out of this project that is likely to take over 10 years.

Timeline

Council endorses final concept designs (7 September 2020)

Cheddar / Dole traffic signals will progress with the maintenance work along Cheddar Road in early 2021.

Carrol Street crossing modifications at Cheddar Road to be delivered in late 2020/21 financial year using 100% Federal Government Blackspot funding.

Design work will commence on the crossing of Boldrewood Parade in the 2020/21 financial year, ready for delivery in future years depending on funding.

Further design and construction work to be prioritised and delivered with consideration to availability of funding over many years. Full delivery of the concept designs will take over 10 years.

RELATED DOCUMENTS

- Darebin Transport Strategy
- Walking Strategy
- Safe Travel Strategy
- Breathing Space – Darebin Open Space Strategy

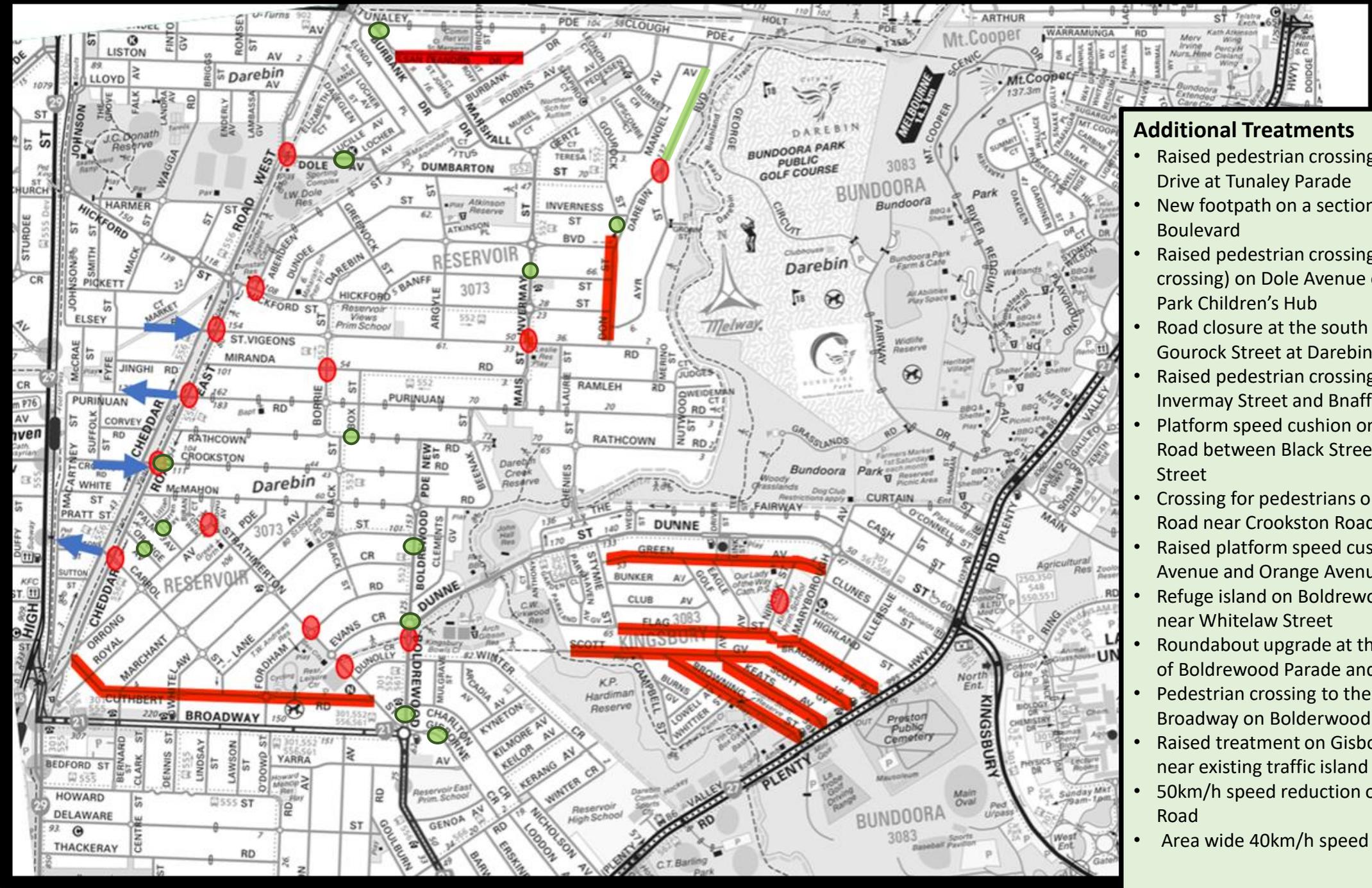
Attachments

- Final Concept Designs Cheddar Road LAPM (**Appendix A**)
- Final Locality Plan with Additional Treatment Locations (**Appendix B**)
- Cheddar Road Habitat Assessment (**Appendix C**)
- Stage 2 Engagement Summary Cheddar Local Area Place-making Project (**Appendix D**)

DISCLOSURE OF INTEREST

Section 130 of the *Local Government Act 2020* requires members of Council staff and persons engaged under contract to provide advice to Council to disclose any direct or indirect interest in a matter to which the advice relates.

The Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.



- ### Additional Treatments
- Raised pedestrian crossing on Burbank Drive at Tunaley Parade
 - New footpath on a section of Darebin Boulevard
 - Raised pedestrian crossing (wombat crossing) on Dole Avenue outside Keon Park Children's Hub
 - Road closure at the south end of Gourock Street at Darebin Boulevard
 - Raised pedestrian crossing near Invermay Street and Bnaff Street
 - Platform speed cushion on Rathcown Road between Black Street and Box Street
 - Crossing for pedestrians on Cheddar Road near Crookston Road
 - Raised platform speed cushion in Palm Avenue and Orange Avenue
 - Refuge island on Boldrewood Parade near Whitelaw Street
 - Roundabout upgrade at the intersection of Boldrewood Parade and Dunne Street
 - Pedestrian crossing to the north of Broadway on Bolderwood Parade
 - Raised treatment on Gisborne Crescent near existing traffic island
 - 50km/h speed reduction on Cheddar Road
 - Area wide 40km/h speed limit