



Keysborough South Transport Study

Updated July 2021





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Keysborough South Travel Study

Keysborough South is a growing residential area within the City of Greater Dandenong.

The development of this new estate is reaching completion. A study has been undertaken to investigate transport and travel in the area to determine the appropriateness of the transport network and identify opportunities to improve the quality of life for residents in the area.

The Keysborough South Study Area includes properties located between Springvale Road to the west, Cheltenham Road to the north, Hutton Road to the south and the industrial area to the east.

This report has been updated in July 2021 to confirm a number of completed projects and provide an update on a number of topical issues.

Council undertook a study of the Keysborough South area to investigate:

- Current performance of the transport network in terms of:
 - Congestion
 - Road Safety
- Current issues and opportunities associated with community travel behaviours in terms of:
 - Congestion
 - Road Safety
 - Walking and Cycling
- Other opportunities which can improve travel outcomes

This study involved:

- A travel survey sent to approximately 5,300 households
- 37 key streets surveyed with traffic counts
- 10 detailed intersection counts
- An independent traffic consultant's review of development plans and current network performance

The survey had a fantastic response with 671 households providing information on their travel behaviours and highlighting specific issues.

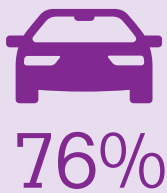


Image: Study Area

Council undertook a study of the Keysborough South area



Some interesting findings included:



Most days **76% of residents drive a car** for transport, **13% of respondents were a passenger in a car**, whilst **8% caught a bus** and **2% walk**.



Many residents would **consider taking a bus** if it provided a decent travel time to their desired destinations.



Less people cycle than in other areas due to the long distances to destinations.



A very high proportion of residents **leave for work around 8am**.

1 in 5

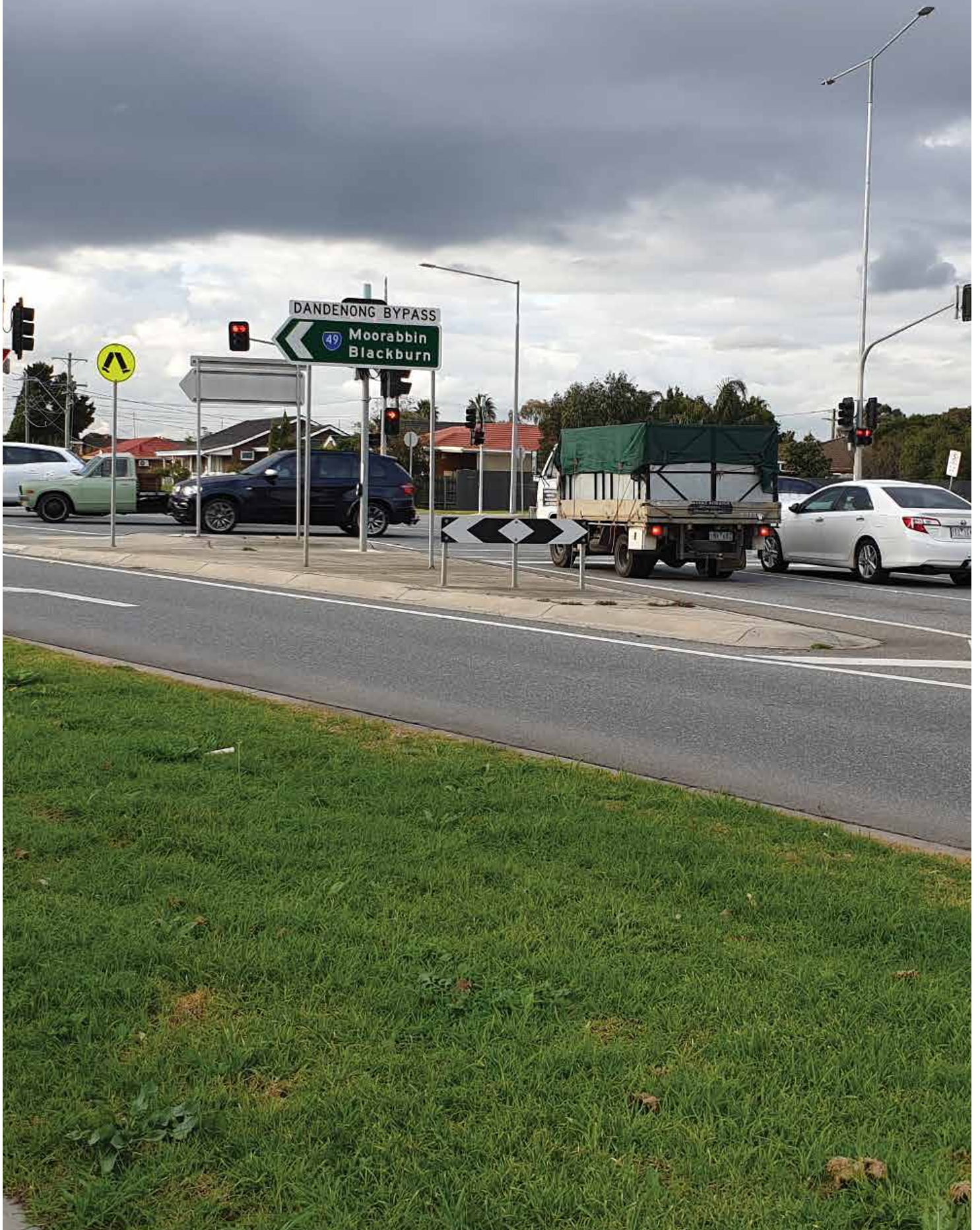


When the transport networks were originally designed, there was a significant underestimate in the number of residents that are accessing the train network, with **more than one in five trips going to a train station**.



For the most part, residents are travelling to **Melbourne CBD, Dandenong and Monash employment precincts** for work or education.

The majority of key intersections performed well during the peak commuting periods



Congestion

We all want to be able to move about as quickly and efficiently as possible. We want to maximise our time doing the things we enjoy and minimise the time stuck in traffic. However, Melbourne is growing, and the cost of installing, upgrading and maintaining infrastructure is increasing rapidly. This means we need to use the infrastructure we have as efficiently as possible. Some of our transport networks are under great pressure and both our roads and public transport services can become congested. Keysborough South is no different.



Where are the current hotspots?

The majority of key intersections performed well during the peak commuting periods.

The following intersections experienced the most congestion:

- Cheltenham Road / Chapel Road / Corrigan Rd (AM and PM Peak)
- Dandenong Bypass / Chapel Road (AM and PM Peak)
- Springvale Road / Keylana Drive (AM Peak)
- Cheltenham Road / Perry Road / Kingsclere Avenue (PM Peak)
- Cheltenham Road / Chandler Road (AM and PM Peak)

How can congestion be addressed?

There are a number of ways to reduce congestion, including:

1. Upgrading infrastructure
2. Improvements to other transport services
3. Travelling at different times
4. Travelling via different routes

Infrastructure is generally the responsibility of Council and the Victorian Government. The Victorian Government (VicRoads / Department of Transport) is responsible for the arterial roads such as Springvale Road, Dandenong Bypass, Cheltenham Road and Hutton Road. Council is responsible for the local roads.

Transport services such as public transport are generally provided by the Victorian Government. Some other services such as car sharing can be set up by residents and businesses in the area.

Decisions around where and when to travel are made by users of the area, however Council can assist by providing information and advice about the travel options available.

The data provided by residents as part of the Keysborough South Travel Survey has been used to assist in understanding what projects might be most beneficial, and what information may be of most use to residents.

Congestion on Chapel Road

Is Chapel Road congested?

Yes, but observations and data collected on Chapel Road indicates this only affects travel times significantly for short periods during the day.

The consultants engaged to provide advice regarding the Keysborough South Transport Study were asked to undertake a comprehensive study into Chapel Road in particular. Their findings highlighted congestion was primarily caused by the performance of the traffic signals at the Dandenong Bypass.

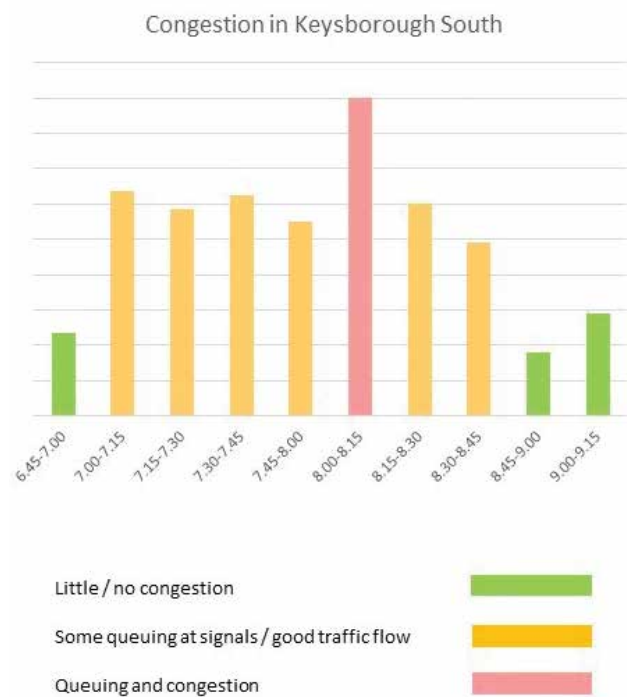


Chart highlighting a short peak period in the morning

Can the signals be improved?

Council has frequently advocated to the Department of Transport, who manage these signals, to review their operation. They have been able to occasionally make minor adjustment to the signals to improve capacity, however, have not supported any significant changes which could compromise through-movements on the Dandenong Bypass.

Management of signals throughout the periods of Covid-19 restrictions has been particularly challenging. While traffic volumes have decreased for extended periods, the times of travel and directions of travel have been irregular, and some sets of traffic signals have performed poorly as a result.

In the Victorian Government's 2021 budget, an amount of \$340 million over four years, was announced to install 'smart' technology to reduce congestion. This includes real time traffic signage, CCTV and pedestrian detectors as well as a greater number of staff responding to congestion matters on a 24-7 basis.

The signals at Chapel Road and the Dandenong Bypass will receive CCTV cameras for live monitoring and pedestrian detectors to safely reduce the impact pedestrians have on green-time for vehicles. Over time, this should enable the Department of Transport to both significantly improve everyday performance of the signals and respond to any incidents or variations in volumes.



Pedestrian detector technology

Did Covid-19 restrictions impact traffic volumes on Chapel Road?

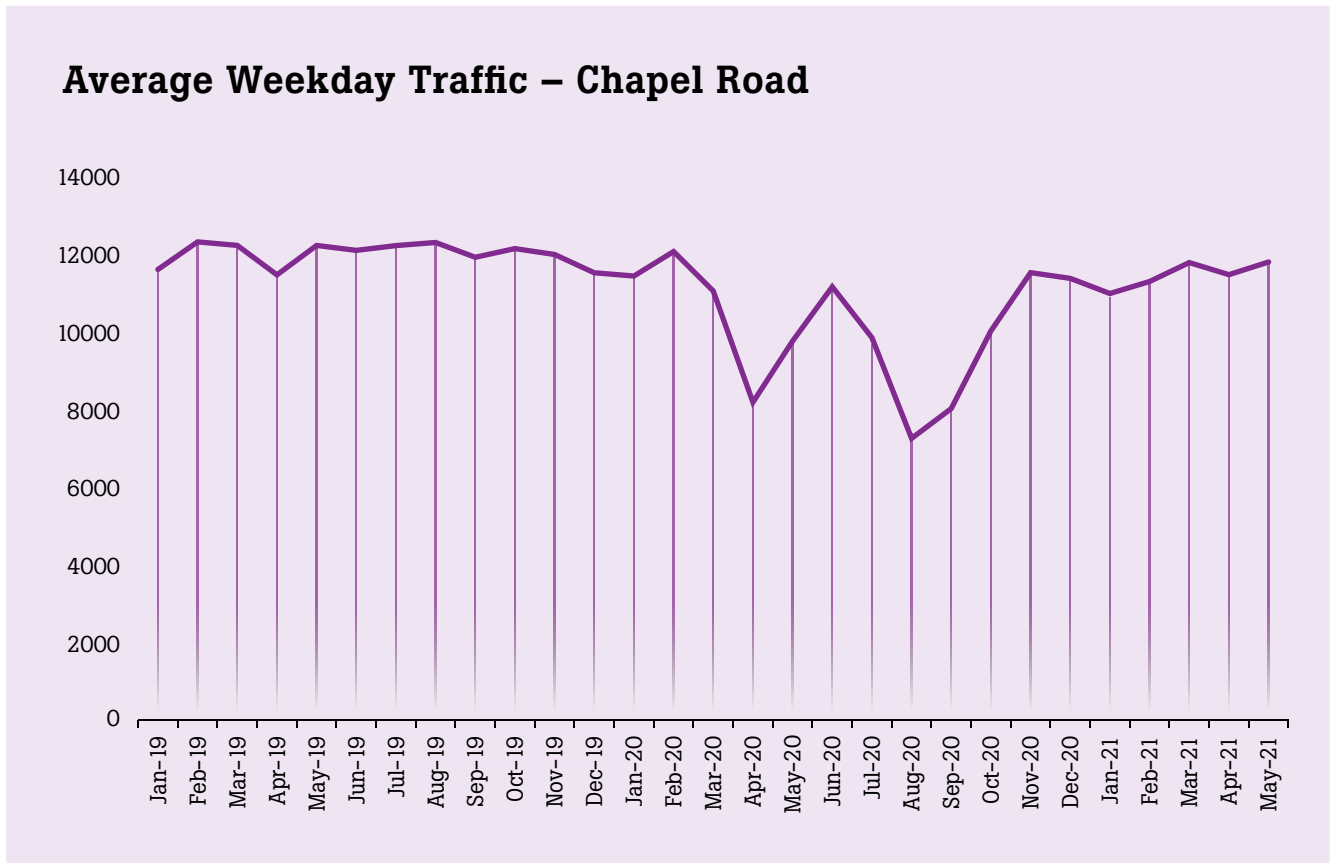
Traffic volumes on Chapel Road reduced significantly during the restrictions imposed during the Covid-19 pandemic. This was most pronounced during the lockdowns around Easter and the third quarter of 2020. In 2021 traffic volumes have almost reached pre-pandemic levels but have not consistently reached this level yet.

Traffic volumes are likely to fluctuate and be inconsistent for some time to come.

What about when the Keysborough Estate fully develops. Will congestion get worse?

There are a number of factors which are anticipated to change traffic volumes on Chapel Road. There are still a few areas of the estate which are developing and new housing will continue to be built for the next few years. There are also imminent changes to the road network nearby which will affect traffic flows, such as the Mordialloc Freeway project.

Traffic engineering assessments have shown once new development goes in there will be a moderate amount of additional traffic on Chapel Road. Once this occurs, the only infrastructure anticipated to cause notable congestion is still the signalised intersection with the Dandenong Bypass. All other parts of the road network are not expected to reach capacity.



Intelematics INSIGHT travel data for Chapel Road showing reductions in traffic during Covid-19 restrictions

Will the Mordialloc Freeway make much difference?

The traffic modelling undertaken by the Victorian Government to estimate the impacts of the Freeway demonstrates with a high level of certainty, that traffic in the area will alter significantly. The Mordialloc Freeway will:

- Become a new and more direct route for many residents within the Keysborough South area meaning less residents will head towards the Dandenong Bypass
- Reduce traffic volumes on Springvale Road in particular, meaning Keysborough South residents will potentially use Springvale Road to leave the estate.

The Mordialloc Freeway is anticipated to open in late 2021.



The Mordialloc Freeway will become a new and more direct route for many residents within the Keysborough South area...





Map showing land set aside for future interchange

Why do Perry Road and Chapel Road have different designs?

Residents may have noticed the intersections between Perry Road and the Bypass, and Chapel Road and the Bypass, look very different. The Perry Road intersection is in a large open area, and in the case of Chapel Road, the space is very restricted.

This is because in future, the Dandenong Bypass is anticipated to be upgraded to the Dandenong Freeway.

When this happens, the intersections with Chapel Road and Chandler Road will be closed and the intersection with Perry Road will be converted to an interchange. The land for this was set aside many years ago.

There are currently no plans Council is aware of for this project to be undertaken any time soon, and we do not anticipate this occurring for many years.

What about the extension of Villiers Road into Tatterson Park?

The road through Tatterson Park, linking Villiers Road to Springers Leisure Centre has been constructed. Council has constructed this road to ensure it was in place prior to the Keysborough South Community Hub opening. This road will provide a key access route to the Hub for residents living on the other side of Tatterson Park.

It is anticipated peak periods for traffic associated with the Hub will not overlap with the busiest periods for other traffic on the roads, and the Hub will not impact congestion in the area. High volumes of through-traffic on the new road are not anticipated. The road does not form a direct route for common trips and traffic calming is installed along its length.

Due to the proximity of Villiers Road to Dandenong Bypass, Council will be monitoring this intersection to determine if right turn movements in to Villiers Road impact traffic flow on Chapel Road. If this causes an issue, then Council will consider the installation of "Keep Clear" line marking. However, based on the anticipated traffic associated with the Hub, we do not believe this will be required.



Keep Clear road markings

? Did you know?

"Keep Clear" markings on the road are only installed to help traffic making a right turn in to a side road. They are not installed to help traffic turning out of side roads. When these markings are installed to help traffic turning out of a side road, they lead to an increase in serious traffic accidents. This is because traffic can be encouraged to make unsafe manoeuvres when exiting the side road and turning right.

Residents have requested "Keep Clear" markings at a number of locations to assist with the right turn out of side streets such as Sunnyvale Crescent and Fabian Court. These are not supported by road safety experts as this is an unsafe place to install them.

Some Potential Infrastructure Projects

The Mordialloc Freeway

Details: The Mordialloc Freeway will link the Mornington Peninsula Freeway and the Dingley Bypass, with a freeway standard road, reducing congestion of the surrounding network.

How will it help? Once complete, the freeway extension is expected to relieve congestion in Keysborough South by reducing vehicles on Springvale Road and the Dandenong Bypass. The volumes on Springvale Road are anticipated to drop by 15,000–20,000 per day. This will allow for easier access onto Springvale Road.

✓ **Benefit:** High

💰 **Cost:** High

📅 **Status:** Funded by the Victorian Government and due to be completed in 2021.



Intersection upgrades – Cheltenham Road / Chapel Road / Corrigan Road

Details: Intersection upgrades which could be undertaken include providing a left turn slip lane from Chapel Road and increasing the length of the left turn lane from Cheltenham Road into Chapel Road.

These turn lanes are anticipated to have minimal impact on actual operation but improve conditions for drivers making this turn.

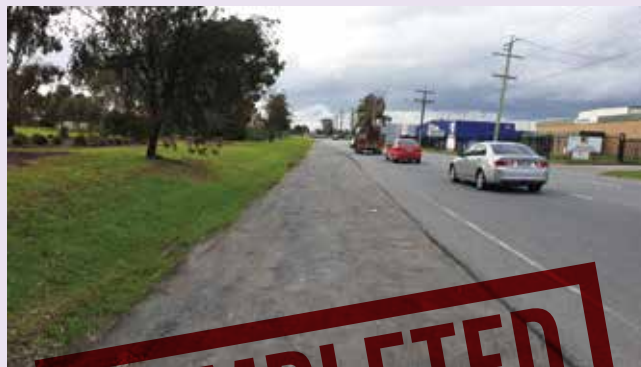
How will it help? If undertaken these works may reduce queue lengths at the intersection and reduce rat running on Sunnyvale Crescent.

✓ **Benefit:** Medium

💰 **Cost:** High

📅 **Status:** Unfunded. Considered a low priority upgrade to the arterial road network.

Upgrades to Chandler Road near Cheltenham Road



Details: Chandler Road, between Cheltenham Road and the Dandenong Bypass, is currently a single lane in each direction. Northbound, this becomes very congested, and cars drive over a gravel shoulder to avoid the congestion. This project will construct a section of the shoulder to allow extended queueing lanes at the intersection with Cheltenham Road.

How will it help? These works should reduce queuing and also mitigate some issues associated with the use of the shoulder, such as dust and damage.

✓ **Benefit:** Medium

💰 **Cost:** Medium

📅 **Status:** Funded by Council and supported by the Victorian Government. Due for completion in mid 2020.

Increase queueing storage on Chapel Road at the Dandenong Bypass

Details: While Chapel Road has relatively lengthy turning lanes at the intersection with the Dandenong Bypass, lengthening these would provide some additional storage for queueing vehicles. This intersection has been assessed in detail to determine whether significant improvements could be made, however any works which may assist traffic exiting Chapel Road would have detrimental impact on traffic on the Bypass and traffic entering Chapel Road.

How will it help? The additional storage may ease congestion slightly in the AM peak period, as the likelihood of the queues extending to the roundabout with Church Road would be decreased. The changes would not affect how much traffic is able to get through the signals on each green light.

✓ **Benefit:** Low

💰 **Cost:** Medium

📅 **Status:** Unfunded

Some Potential Improvements to Transport Services

New Keysborough South Bus Route

Details: Details regarding this bus route are yet to be finalised. This will be delivered by the Victorian Government. Council believes the Keysborough South Community should be consulted – so the Department of Transport can make informed decisions around the potential route.

The data provided by residents as part of the Keysborough Travel Survey and Council's Local Bus Network Survey; will assist Council in advocating for a route which is as beneficial to the community as possible.

Key findings from these surveys highlight a large proportion of trips from Keysborough South are heading to stations, and a reliable and quick bus service accessing stations is likely to attract users. Existing bus users had some great suggestions and ideas around routes as well as what would encourage them and others to use the bus more.

Council engaged a consultant to analyse the data from the Keysborough Travel Survey and Local Bus Network Survey to provide some high-level recommendations on what is believed to be most beneficial to the community. You can read this report on our website on the same page as the Keysborough South Travel Study.

How will it help? A shift by commuters to public transport not only leads to reduced congestion on the roads, it can also have health benefits and other social benefits for public transport users as trips often include an increase in walking and social interaction.

✔ **Benefit:** High

💰 **Cost:** Medium

🔄 **Status:** The Victorian Government has committed to delivering this route. Council believe the Keysborough South Community should be consulted regarding this route to ensure the best outcome. Council has also provided some information to the Department of Transport including results from the Keysborough South Travel Survey and Local Bus Network Survey, to assist them in developing a route.

🔍 Did you know?

The average car in Keysborough South has just 1.15 people in it.

Car Pooling

Details: Car pooling is a service where a driver picks up passengers from nearby that have a stop along their route or near their destination. This means the passengers do not need to drive. Usually the driver will receive a small incentive to cover a portion of their travel costs from passengers whilst the passengers save money on their commute by not driving themselves and bearing the full cost.

Given one in five residents are travelling to a train station there is likely to be a large potential for car pooling to succeed for residents in Keysborough South. This will save residents time and money and reduce demand on parking at the train stations.

14% of residents surveyed indicated they were interested in car pooling.

While car pooling can be as simple as speaking to your neighbours, many people do not like having to deal with payment. There are several online services and apps which can help with this and make coordinating the service much simpler.

How will it help? Car pooling not only reduces congestion, but can also save money for commuters.

✔ **Benefit:** Medium

💰 **Cost:** Low

🔄 **Status:** Residents can already pursue this option further, however if desired, Council can assist with promoting services and awareness.

Some Potential Improvements to Transport Services

Car Sharing



Details: Car sharing is an excellent way for a household to avoid needing to buy a second or third car but still have the flexibility of having access to an additional car.

Instead of owning a car, users sign up to a car share provider. The car share provider provides the car, fuel, insurance, registration and maintenance costs. The car is based in a dedicated car space so users can find it.

Users book a car out and pay based on hourly and distance rates. If you only need an additional car for occasional use this provides significant savings by avoiding the ongoing costs of having to buy, register and maintain your own car.

For residents interested in using a car share service, you should sign up to your preferred car share provider (e.g. GoGet, Flexicar, etc.) and let them know you are interested in having a share car available in your area.

How will it help? Car sharing can reduce the need to own additional vehicles which may only be used occasionally.

✓ **Benefit:** Low

💰 **Cost:** Low

🔄 **Status:** If enough residents request a Car Share pod on the website of a company like GoGet, then they will look at providing one. Council will provide appropriate on street space to ensure that potential users are aware of the service and can access it as easily as possible.

Parking



Details: In some locations, parking contributes to congestion. The average Keysborough South household owns 2.14 cars, with 85% of cars parked within private property. This means there is likely to be significant volumes of cars parking on street in some locations.

Council is responsible for installing and enforcing parking restrictions on street, and does so in accordance with the Greater Dandenong Municipal Parking Strategy 2017-27.

For residential streets, this means if parking is causing safety concerns, Council's traffic engineers will make any necessary changes to reduce road safety risk.

Where restrictions don't affect safety, but residents feel they would be beneficial, Council can consider these. Such restrictions are only made after consultation with the affected community. Residents receive a survey asking whether they support or do not support the proposed restrictions. Changes are only made if a clear majority of those responding to the survey are in support of the proposed change.

You can read more about Council's Parking Strategy on greaterdandenong.com

🔍 Did you know?

Research has shown cars parking on street often make streets safer. This is because parked cars narrow the road, causing through traffic to travel at a slower speed. These slower speeds lead to a reduction in both the frequency and severity of accidents.

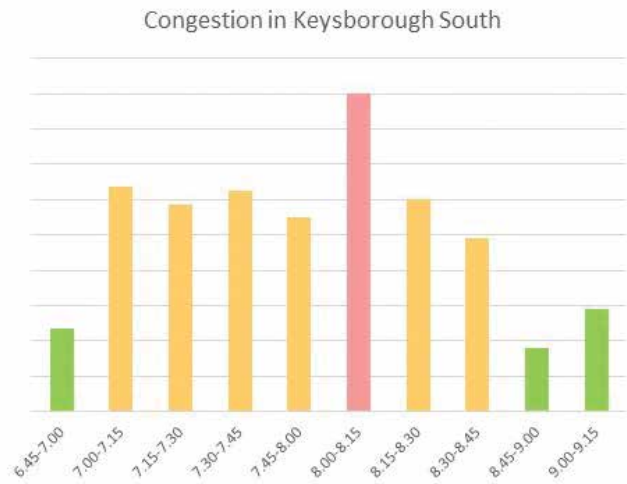
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Planning your trip

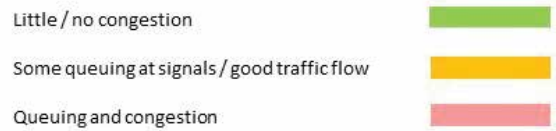
By planning your trip, you can avoid the worst congestion and significantly reduce your travel times. The Keysborough South Travel Survey outlined where and when residents are travelling. The following information is aimed at outlining what residents could expect if they altered their travel plans slightly.

What time do you leave in the morning?

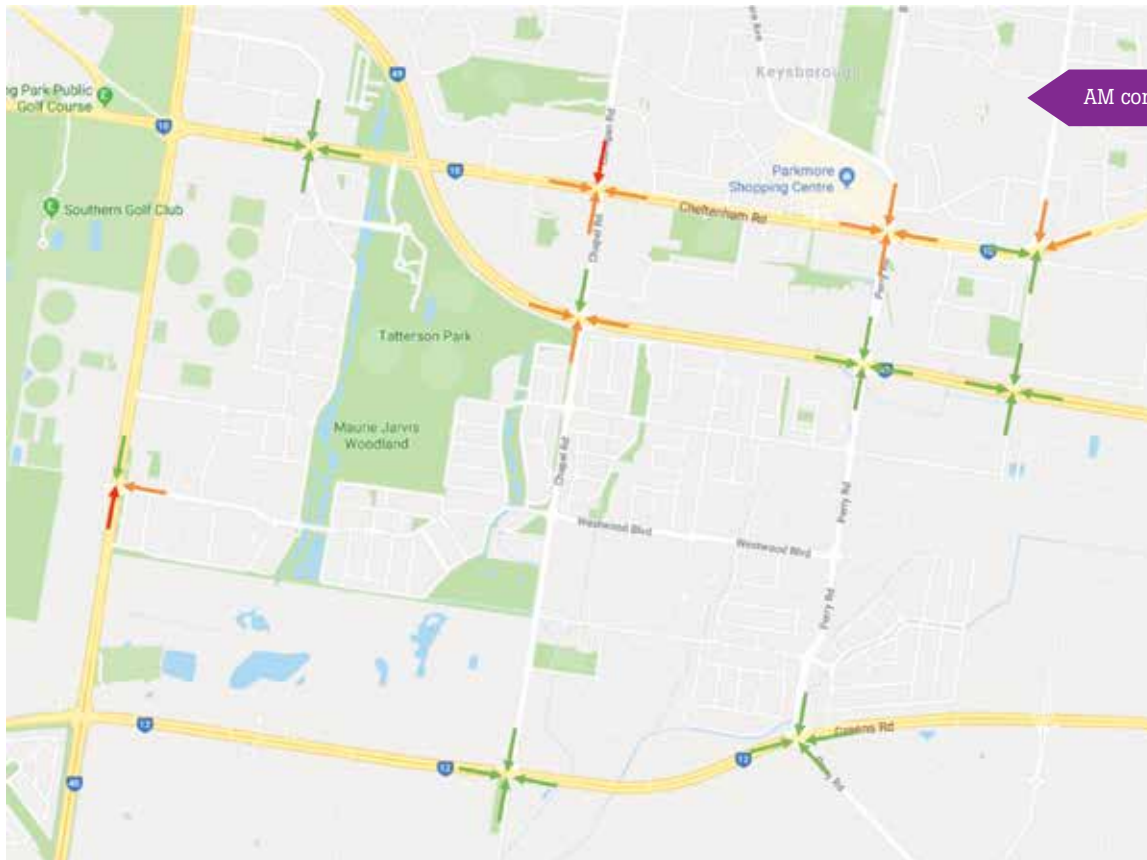


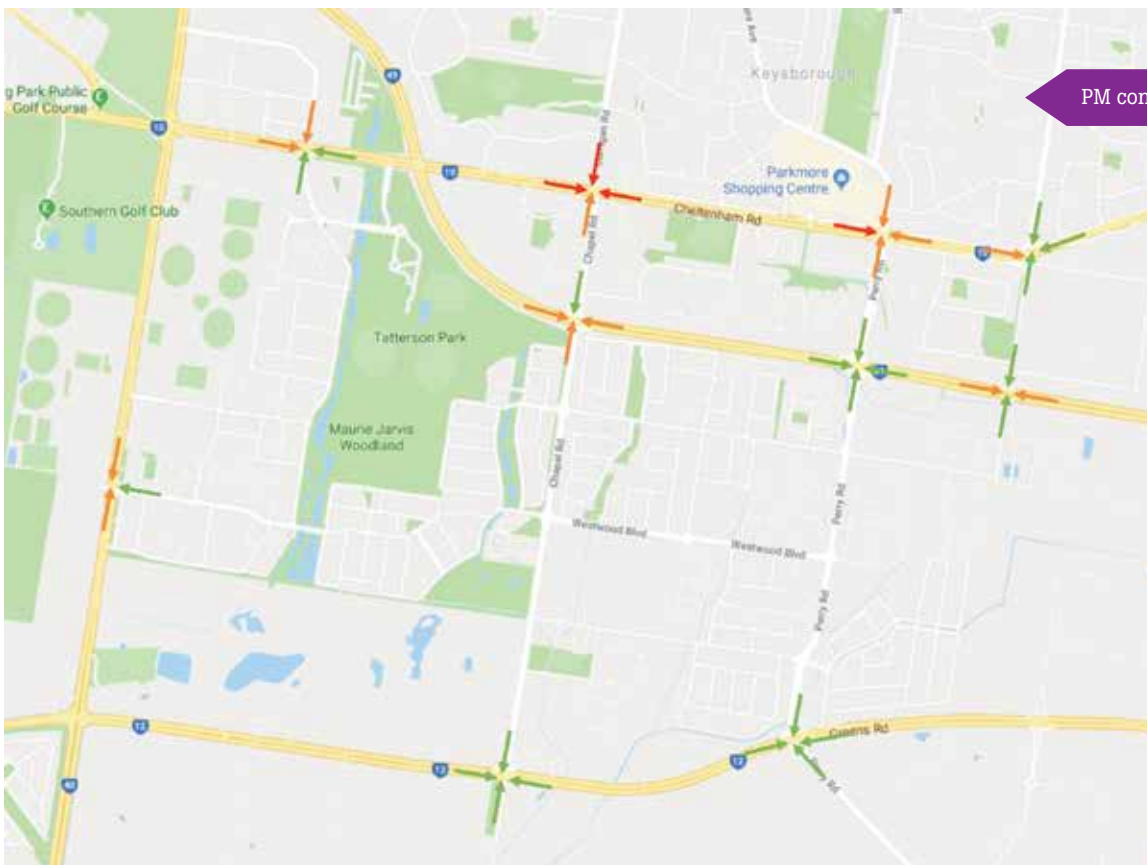
i Fun fact

Have you noticed how much quicker it is to travel in school holidays? There is only a 5% reduction in the amount of traffic on the road, however this slight reduction can significantly reduce congestion.



Maps of intersection capacity





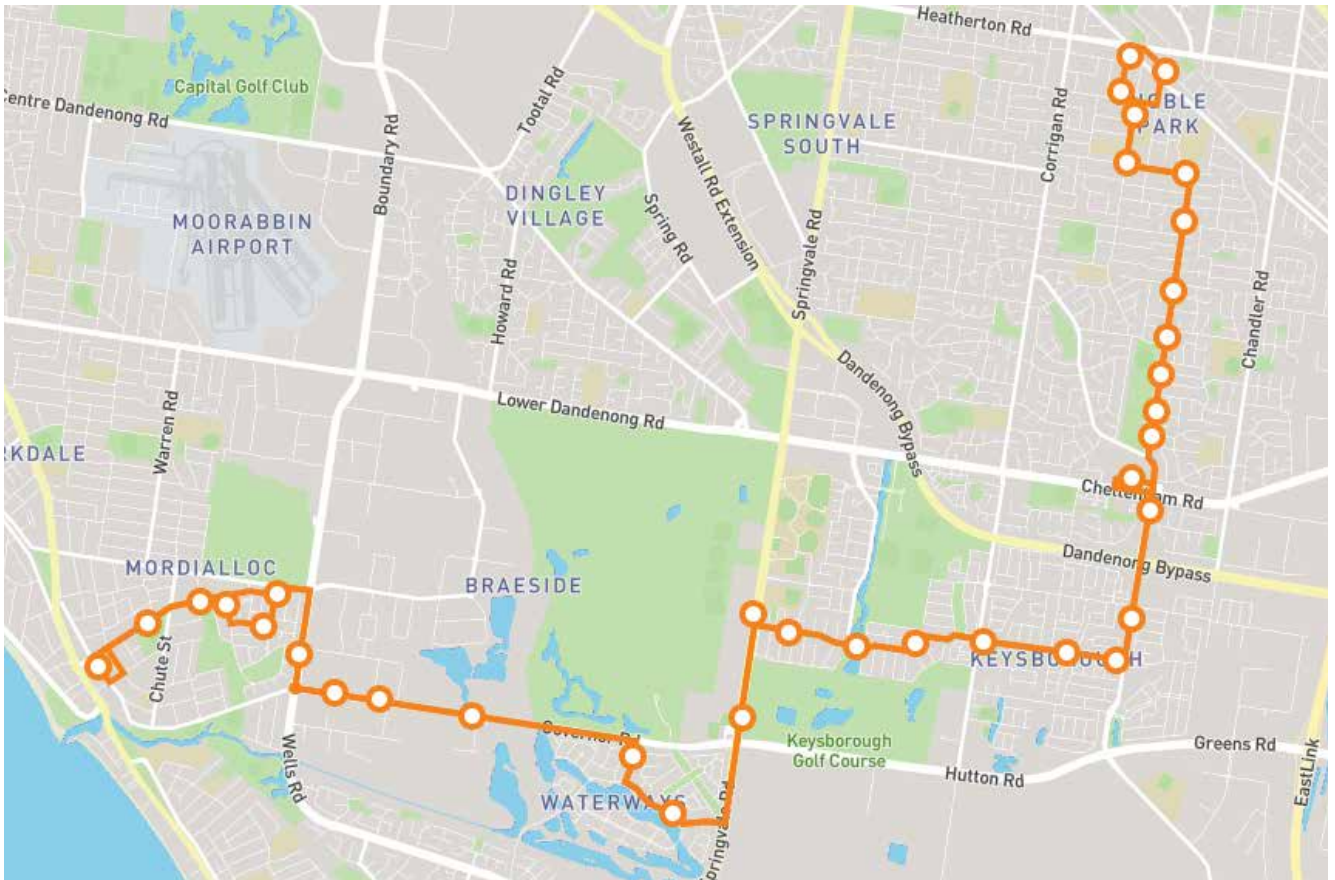
These maps are based on intersection analysis data and provide an indicator of what to expect at an intersection based on the direction you approach it from.

Green	Amber	Red
There is capacity	There is some capacity left	There is minimal capacity
Delays of 20-40s.	Delays of 40-50s.	Delays may exceed 60s in some cases
You will generally get through the intersection on the next change of lights.	You may need to wait till the second set of signals to get through the intersection.	You may need to wait for a few signal changes to get through the intersection.

Using public transport enables people to fit a little more activity into their daily life...



Maps of 709 bus



Public transport

There are many benefits to catching public transport, including the bus, such as:

Reduced costs and stress

Buses provide the freedom of mobility without the inconvenience of needing to find and/or pay for parking. By not driving you avoid the rising costs associated with driving a car.

Incidental physical activity

Using public transport also enables people to fit a little more activity into their daily life by walking or cycling to and from stations or stops.

The 709 bus provides access to Noble Park and Mordialloc train stations and Parkmore shopping centre. From these locations you can catch the train or many other bus services to get to your destination.



Did you know?

A public bus can carry approximately 70 people. This is the equivalent of 60 cars in Keysborough South, yet a bus only uses the same space as only 3 cars on the road.

Walking and Cycling

Walking and cycling are about so much more than not using a car.

Greater Dandenong aims to increase the number of people walking and cycling by providing and promoting opportunities to use active transport for recreation, health and transport. The Greater Dandenong Walking Strategy 2015–23 and Cycling Strategy 2016–23 provide guidance on how Council aims to achieve these opportunities. You can find out more on the Greater Dandenong website greaterdandenong.com

Schools can take part in the Walk to School initiative in October. This initiative is run by VicHealth to encourage Victorian primary school kids to walk, ride or scoot to and from school. This is an excellent opportunity for parents to try other options to drop-off and pick-up their children and avoid being stuck in their car outside the school.



The Walking and Cycling Mindset

There are so many reasons to walk or cycle.

Some of the health benefits of walking and cycling are:

Burn calories

Walking can help you burn calories. Burning calories can help you maintain or lose weight. Your actual calorie burn will depend on several factors, including walking speed, distance covered, terrain (you'll burn more calories walking uphill than you'll burn on a flat surface) and your weight.

Weight loss

If you're looking to shed some weight, cycling is a very efficient way to burn calories. Riding a bike for 30 minutes at a time can burn anywhere between 200–400 calories (depending on the users weight).

Strengthen the heart

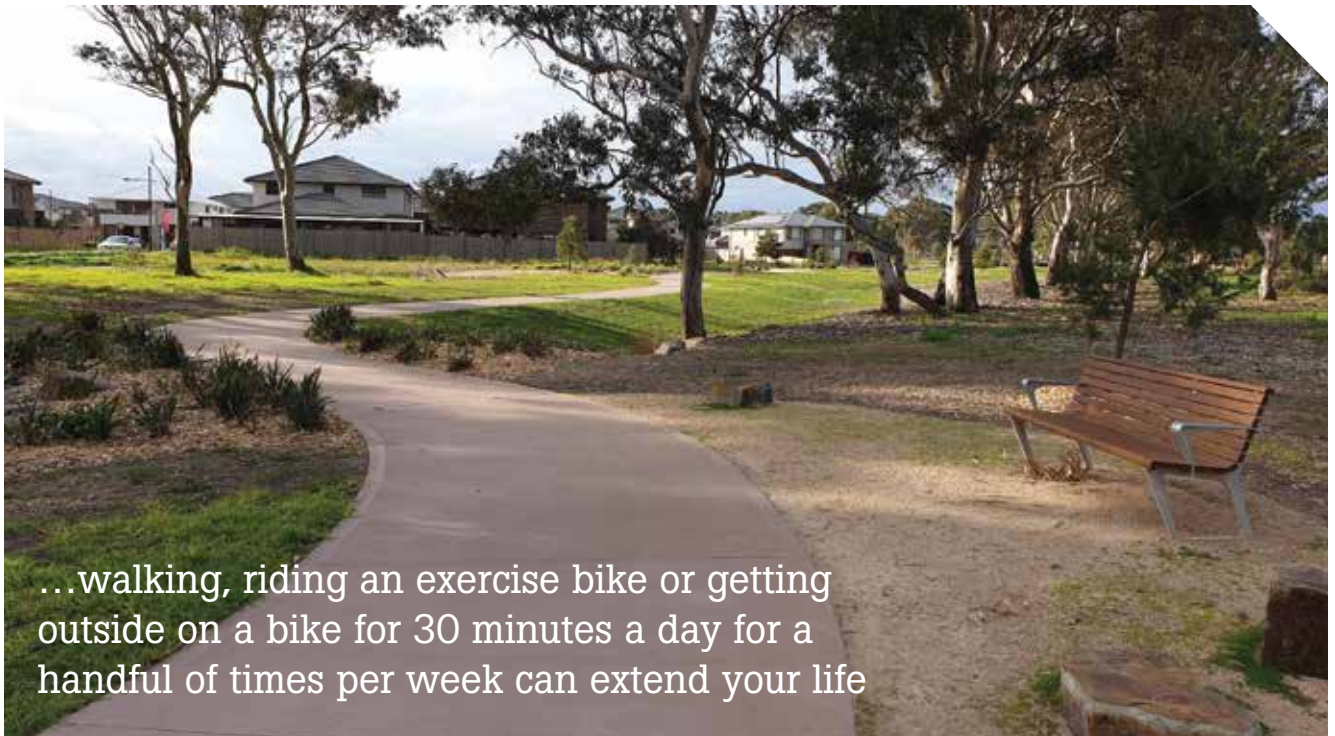
Cardio exercise can lower high blood pressure, regulate blood sugar, and prevent heart attacks. Not to mention, it's a great way to lose weight. Hopping on a bike is an exceptional way to work your body because it will help your heart become more efficient at pumping blood. It also works hard to increase the good cholesterol and lower the bad cholesterol in your body. To put it simply, walking, riding an exercise bike or getting outside on a bike for 30 minutes a day for a handful of times per week can extend your life.

Can help lower your blood sugar

Taking a short walk after eating may help lower your blood sugar. A small study found that taking a 15-minute walk three times a day (after breakfast, lunch, and dinner) improved blood sugar levels more than taking a 45-minute walk at another point during the day. More research is needed to confirm these findings, though. Consider making a post-meal walk a regular part of your routine. It can also help you fit exercise in throughout the day.

Eases joint pain

Running, jogging, and many team sports and classes can be hard on your joints because of the amount of impact involved. Cycling is an exceptional way to get your heart rate up without putting excess stress on those precious joints. In fact, a bike puts even less stress on the back, hips, knees and ankles than walking. Proper form on the bike means your knee should bend just slightly on the down pedal stroke. If it's too bent or too straight, you'll need to adjust that saddle.



...walking, riding an exercise bike or getting outside on a bike for 30 minutes a day for a handful of times per week can extend your life

Boosts immune function

Walking may reduce your risk for developing a cold or the flu. One study tracked 1,000 adults during flu season. Those who walked at a moderate pace for 30–45 minutes a day had 43 percent fewer sick days and fewer upper respiratory tract infections overall. Symptoms are lessened if active people become sick compared to adults in the study who were sedentary.

Boost your energy

Going for a walk when you're tired may be a more effective energy boost than grabbing a cup of coffee. Walking increases oxygen flow through the body. It can also increase levels of cortisol, epinephrine, and norepinephrine. Those are the hormones that help elevate energy levels.

Improve your mood

Walking can help improve your mental health. Studies show it can help reduce anxiety, depression, and a negative mood. It can also boost self-esteem and reduce symptoms of social withdrawal. To experience these benefits, aim for 30 minutes of brisk walking or other moderate intensity exercise three days a week. You can also break it up into three 10-minute walks.

Extend your life

Walking at a faster pace could extend your life. Researchers found walking at an average pace compared to a slow pace resulted in a 20 percent reduced risk of death, however walking at a brisk or fast pace (at least 5–6 kms per hour) reduced the risk by 24 percent. The study looked at the association of walking at a faster pace with factors like overall causes of death, cardiovascular disease, and death from cancer.

Tone your legs

Walking can strengthen the muscles in your legs. To build up more strength, walk in a hilly area or on a treadmill with an incline or find routes with stairs. Also trade off walking with other cross-training activities like cycling or jogging. You can also perform resistance exercises like squats, lunges and leg curls to further tone and strengthen your leg muscles.

Creative thinking

Walking may help clear your head and help you think creatively. A study which included four experiments compared people trying to think of new ideas while they were walking or sitting. Researchers found participants did better while walking, particularly while walking outdoors.

Active transport infrastructure

Keysborough South has been planned with an extensive internal network of walking and cycling facilities. This network is not yet complete as the estate is still in progress. Paths are provided by developers as part of an agreed Development Plan.

Most roads in the area have footpaths on both sides, and there is already a number of cycle paths and lanes within the area.

A number of key locations where new paths will be built by developers as new houses are created include;

- Finalising the paths alongside Perry Road
- Finalising the paths alongside Chapel Road
- Around the wetland area near Talisker Street, linking to Burnham Crescent to the east and the shopping centre to the west

Council's Active Transport Infrastructure Program

If there are any locations where infrastructure is not provided by developers, however additional infrastructure would be beneficial, this can be funded by Council.

Council's Active Transport Infrastructure Program (ATIP) delivers new walking and cycling infrastructure across the municipality. The program funds any infrastructure which might encourage people to walk or cycle, such as new footpaths, shared paths, cycle lanes and bicycle parking.

There are many locations in the municipality where new infrastructure would benefit the community, so the program also prioritises the available budget to the locations where the greatest benefit is anticipated to be realised.

The Active Transport Infrastructure Program includes a number of potential projects within the study area, some of which are anticipated to be installed in the near future.



Map of existing cycling routes

Some Potential Infrastructure Projects

Signalisation of Chapel Road and Homeleigh Road



Details: The new Keysborough South Primary School will be constructed on the corner of Chapel Road and Homeleigh Road. The intersection at this location was originally slated to become a roundabout, however traffic signals are now proposed to be installed at this location. A school crossing supervisor is also proposed to operate at this location once the school opens.

How will it help? While signals can cause some delay for traffic, they are easier and safer for pedestrians. By installing signals, it is hoped more families and children will walk to school. As well as health benefits, this should also reduce the number of parents driving to the school and therefore reduce congestion.

✓ **Benefit:** High

💰 **Cost:** High

🔄 **Status:** Funded by Council. Anticipated to be delivered in 2019.

Additional footpath connections on Chapel Road

Details: Additional footpaths will be installed on Chapel Road, so people using the signals at Homeleigh Road can easily walk to a number of locations within Keysborough South, including the wetlands and Pencil Park.

How will it help? The additional paths will improve access to the traffic signals at Chapel Road and Homeleigh Road, making the walk to school and other local destinations as easy as possible.

✓ **Benefit:** High

💰 **Cost:** Medium

🔄 **Status:** Funded through Council's Active Transport Infrastructure Program. Anticipated to be delivered in 2019.

Improved crossing facilities on Chapel Road near Tyers Lane

Details: Ongoing development including the opening of Keysborough Gardens Primary School has increased the number of pedestrians using Chapel Road. While safe crossing points such as signals are installed at some location, one busy location is near Tyers Lane where pedestrians cross Chapel Road to access the Wetlands and Pencil Park.

The installation of pedestrian signals or a zebra crossing is not supported due to impact on traffic on Chapel Road, however improved protection for pedestrians is recommended. The most likely treatment here is the installation of a refuge island in the middle of the road, so pedestrians can cross the road a lane/direction at a time. Consideration will be given to raising the road at this location to reduce speeds and discourage truck traffic.

✓ **Benefit:** High

💰 **Cost:** Low

🔄 **Status:** Project is within Council's Active Transport Infrastructure Program and is a relatively high priority. Anticipated to be delivered in the next few years.

Signalised crossing on Perry Road

Details: Perry Road is one of the busier roads within Keysborough South, and due to higher traffic volumes and speeds can be a barrier to walking around the estate, particularly during peak periods. Residents currently cross at the roundabouts in the area, which include refuge islands when crossing the road. The provision of a signalised crossing may make it easier for residents to cross Perry Road.

How will it help? As Keysborough South reaches full build out, the pedestrian network should provide an excellent opportunity for residents to walk to and from local destinations. An improved crossing would enhance this network, improve safety and hopefully encourage more residents to get active.

✓ **Benefit:** Medium

💰 **Cost:** Medium

🔄 **Status:** Considered within Council's Active Transport Infrastructure Program. Not currently amongst the highest priorities for funding in the next two years, however likely to be considered for funding in a few years time.

Road Safety

Road safety is a key concern for the residents of Greater Dandenong. Injuries and deaths caused by road crashes result in devastating social, emotional, physical and financial consequences within our community.

Council's Road Safety Strategy 2016-22 acknowledges Council's role in providing a safe travel environment for residents and visitors and commits to implement activities which aim to reduce the incidence and severity of road crashes.

In and around Keysborough South there have been 162 injury crashes reported in the five year period (2014-2018). There have been no fatalities.

The majority of crashes have occurred on arterial roads and arterial road intersections managed by the Department of Transport / VicRoads.



Improving road safety requires a collaborative approach between numerous stakeholders, including the community. Improvements to both road infrastructure and road user behaviour are required to achieve a safer outcome. These improvements can be loosely categorised into engineering, education and enforcement.



Map of crash locations 2014-2018

Who does what?

Engineering

The City of Greater Dandenong is responsible for the management of local roads. Some road safety treatments on the local roads, such as traffic signals and speed limits, also require approval from the Department of Transport / VicRoads.

Arterial roads within the City of Greater Dandenong are managed by the Department of Transport / VicRoads.

Education

There are a number of road safety education programs delivered throughout Victoria. Funding for these programs is often provided by the State Government, through VicRoads and the Transport Accident Commission (TAC). Programs are delivered by a wide range of people including government employees and community members. Assistance with the delivery of these programs within the south east region is provided by RoadSafe South East. RoadSafe South East is a community road safety group, of which the City of Greater Dandenong is a member.

Do you want to know about safety around schools? Council's website has a page which provides road safety advice to parents and drivers. greaterdandenong.com/schoolroadsafety

Enforcement

The enforcement of illegal behaviour relating to road safety such as speeding is primarily the responsibility of Victoria Police. The Department of Justice and the Department of Transport / VicRoads are also able to enforce some road safety regulations.

With the exception of enforcing parking restrictions, Council is not responsible for the enforcement of illegal behaviour in relation to road safety.

Requesting enforcement or reporting a crime has never been easier. If you witness hooning, why not visit the Crimestoppers website, where you can report it online.



Council's Local Area Traffic Management Program



Council's Local Area Traffic Management (LATM) Program funds the installation of traffic management devices (e.g. speed humps, line marking and traffic islands) to reduce speeds along a road to increase road safety. These treatments can discourage or prevent speeding, hooning and rat-running.

Council's LATM Program delivers these traffic calming treatments. From 2018/19 to 2020/21 the TAC has been providing additional funding for this program allowing Council to increase the number of projects being delivered.

To ensure the available budgets are allocated effectively, we prioritise the installation of any traffic calming treatments based on the level of risk to road users. This level of risk is calculated taking into account the following factors:

- Traffic volume
- Traffic speeds
- Road geometry
- The percentage of heavy vehicles using the street
- Activity generators in the area such as schools, playgrounds and shops
- The causality crash history at the site over the past five years
- The intended function of the road (i.e. whether the road is a local street, or a street between local streets and arterial roads)

Consultation is undertaken with residents along a road on which a LATM project is being considered. This allows directly impacted residents to raise any concerns they may have regarding the proposed works before they occur so they can be addressed.

Truck traffic on Perry Road and Chapel Road

Historically, Perry Road has carried large volumes of trucks, as it was a common route between the Dandenong South Industrial Area and arterial roads like Cheltenham Road. The construction of EastLink and the Dandenong Bypass affected this, and truck volumes dropped significantly as the Keysborough South Estate was developed.

Smaller vans and moving trucks are common on most collector roads within metropolitan Melbourne, and typically do not present significantly increased road safety risk to other users on the road.

Larger articulated vehicles typically only travel on residential collector roads to access larger retail stores such as supermarkets. These stores typically schedule deliveries outside of peak traffic periods and in low numbers, this type of travel does not present a significantly elevated road safety risk or abnormal amenity impact.

Council's assessments into truck traffic on local streets are focussed on determining whether these streets are used as a "rat run" by trucks which are not undertaking local trips.



Traffic tube counter

Are trucks unsafe?

The increased driver height in larger trucks typically means they have a very good view of what is ahead, and as a result trucks are rarely involved in crashes with pedestrians or at intersections. However, visibility of vehicles to the rear and of cyclists can be compromised; larger trucks can impact visibility for other drivers on the road; and car drivers surveyed often list trucks as a source of frustration, which means large volumes of trucks during busy peak periods can increase risk.

The primary reason Council works hard to reduce truck traffic in residential areas at other times is amenity. We want our local streets to be as pleasant an environment as possible, so residents feel comfortable when out and about in their streets.

This is one of the reasons raised platforms were included when traffic calming was installed on Perry Road recently. Vertical displacement is an effective method of discouraging truck traffic.

What does the data say?

Council regularly collects traffic data on Chapel Road and Perry Road, and has traffic classification data records on these roads in 2018, 2019, 2020 and 2021. Some key findings from these surveys are:

- Since the development of the Keysborough South Estate, Perry Road has typically carried around 250 larger trucks per day. This suggests some truck through-traffic is present – and at a level more than is desirable. This volume dropped by around 30 to 50 trucks per day following the installation of traffic calming treatments in 2020.
- On Chapel Road, the number of large trucks per day increased from around 100 to 120 after the traffic calming on Perry Road was installed, suggesting some traffic may have shifted to avoid Perry Road. Other than this shift, truck volumes on Chapel Road are not higher than on other residential collector roads in the municipality.

- A significant temporary increase in truck traffic was observed in late 2020 and very early 2021 on Chapel Road. This not only affected the section of Chapel Road through Keysborough South, but also Corrigan Road and Chapel Road south of Hutton Road. This was associated with a significant development site.

Are B-doubles using these roads?

The short answer is No. B-doubles and very large trucks require permits to travel on local roads and Council does not permit travel by these vehicles on either Chapel Road or Perry Road. These vehicles are also fitted with GPS tracking devices to ensure they stick to their permitted route. Illegal non-compliance is very infrequent.

Are trucks using these roads to avoid Eastlink?

If they are, it isn't many. The cost for a heavy vehicle to travel on EastLink between Greens Road and the Dandenong Bypass is \$1.73 (inc. GST). This is tax deductible and in the case of most freight and logistics companies, paid for in bulk by the company. EastLink provides a faster option at minimal cost for almost all truck trips.

There is likely to be some truck use of Perry Road due to habit, where truck drivers were using the road before the construction of the residential estate and EastLink.



The B-double network around Keysborough South



Mordialloc Freeway artists impression at Springvale Road

Will the Mordialloc Freeway have an impact?

The Mordialloc Freeway, once complete, is likely to have a significant impact on the amount of traffic, including truck traffic, using the area. The traffic modelling undertaken by the Victorian Government suggests traffic volumes and trucks in particular are likely to reduce on Springvale Road, the Dandenong Bypass, EastLink and Hutton Road, as well as some local roads such as Worsley Road and Perry Road to the south of Hutton Road.

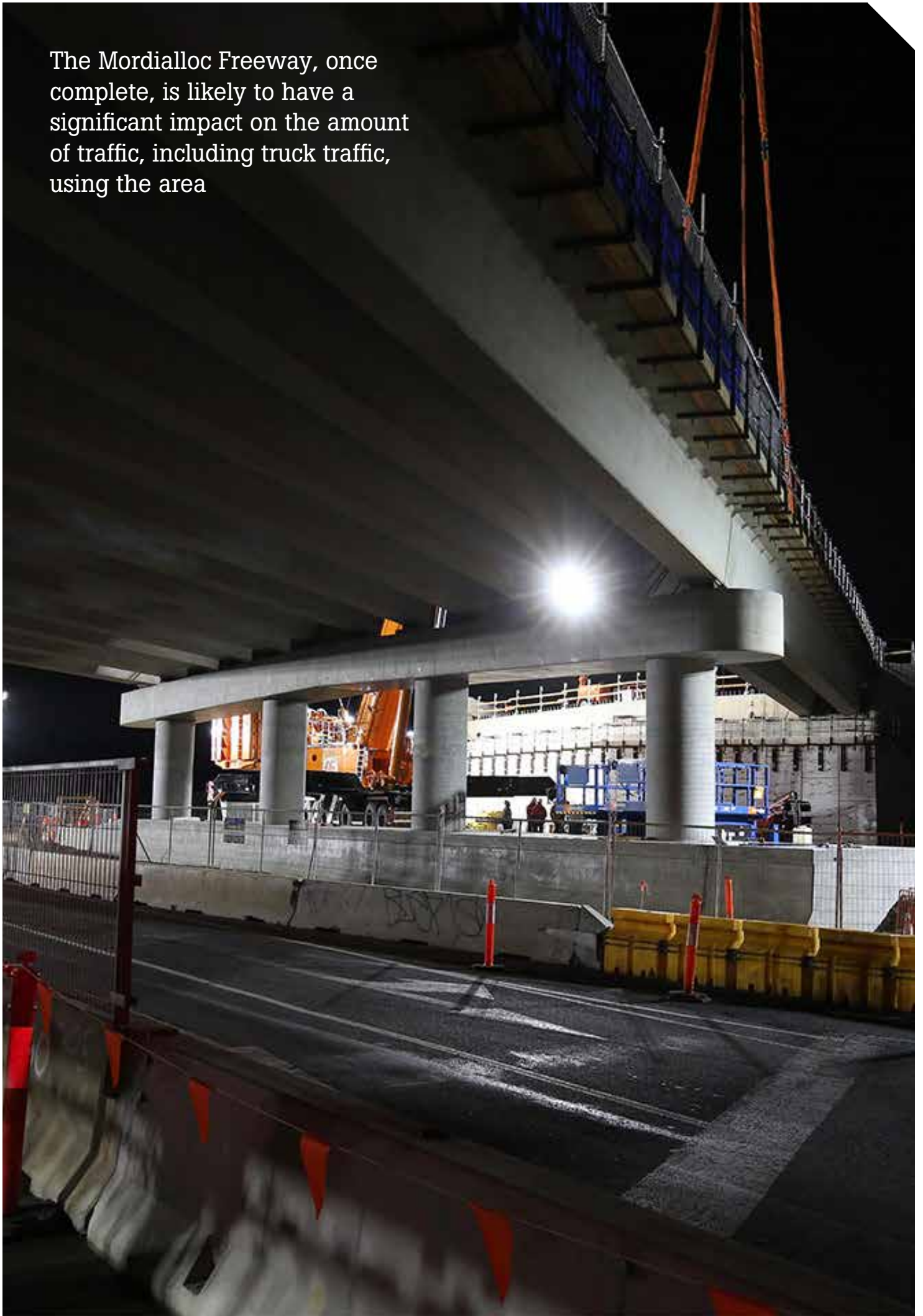
What further measures could Council undertake to reduce truck traffic?

The most effective measures Council can undertake to control truck traffic are through the installation of infrastructure such as traffic calming devices with vertical displacement. We anticipate Perry Road truck volumes will continue to decrease following the installation of traffic calming in 2020. On Chapel Road, measures which incorporate vertical displacement may be installed in future. You can read about potential traffic calming on Chapel Road and the upgrade of a pedestrian crossing point in the Road Safety and Walking and Cycling sections of this report.

These projects are considered within Council's Local Area Traffic Management and Active Transport Infrastructure Prioritisation Programs, which allocate funding to the locations within the municipality where the priority is highest. At this time, there are other locations within the municipality where funding is considered a higher priority (generally due to greater road safety risk). You can see a list of top priorities on Council's website under Road Safety.

Council will continue to monitor traffic on Chapel Road and priorities will change if truck volumes significantly increase or decrease (as anticipated when the Mordialloc Freeway opens).

The Mordialloc Freeway, once complete, is likely to have a significant impact on the amount of traffic, including truck traffic, using the area



Some Potential Infrastructure Projects

Traffic Calming on Perry Road

Details: There have been a number of accidents on Perry Road over the last 5 years. Traffic data has highlighted speeds and volume of heavy vehicles are higher than desirable for a residential area. Information from residents has helped identify some behavioural issues at the roundabout with Tyers Lane.

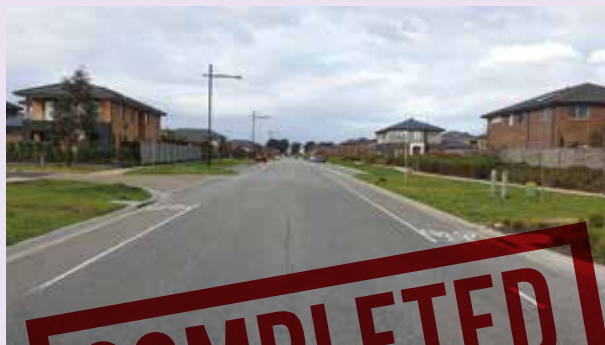
Any treatments proposed on Perry Road are likely to include some vertical displacement, as this should deter trucks from using the route. Treatments will also consider vehicles entering Perry Road from Hutton Road and the Dandenong Bypass are often travelling at higher speeds.

✔ **Benefit:** High

💰 **Cost:** Medium

🔄 **Status:** Funded within Council's Local Area Traffic Management Program. Perry Road ranks highly on this program and works are anticipated in late 2019 following consultation with residents.

Traffic Calming on Church Road and Westwood Boulevard



Details: Church Road and Westwood Boulevard are long, straight and wide streets running through Keysborough South. High vehicle speeds have been observed on these roads, which run past several parks.

Any treatments proposed will focus on highlighting these are residential streets, and drivers should be aware pedestrian activity is likely. Treatments may be combined with improved crossing facilities on these streets, as pedestrian access between the parks and reserves on either side of the road could be improved.

✔ **Benefit:** High

💰 **Cost:** Medium

🔄 **Status:** Funded within Council's Local Area Traffic Management Program. These rank highly on this program and works are anticipated in late 2019 following consultation with residents.

Traffic Calming on Lake View Boulevard

Details: Lake View Boulevard is a long residential road running alongside Tatterson Park. High traffic speeds have been observed on this road, in close proximity to locations where there is high pedestrian activity. Drivers exiting Cheltenham Road retain high speeds into the residential area.

Any traffic calming proposed will focus on reducing vehicle speeds entering the Keysborough South area from Cheltenham Road.

✔ **Benefit:** High

💰 **Cost:** Medium

🔄 **Status:** Proposed within Councils Local Area Traffic Management Program and ranks relatively highly. Anticipated to be considered for funding within the next year or two.

Traffic Calming on Princeton Drive

Details: High traffic speeds have been observed on Princeton Drive. This particularly relates to traffic entering the residential area from Springvale Road.

Any treatments on Princeton Drive will focus on reducing vehicle speeds as they enter Princeton Drive from Springvale Road.

✔ **Benefit:** High

💰 **Cost:** Medium

🔄 **Status:** Proposed within Council's Local Area Traffic Management Program and ranks relatively highly. Anticipated to be considered for funding within the next year or two.

Traffic Calming on Sunnyvale Crescent

Details: While traffic volumes on Sunnyvale Crescent are lower than many other roads in the area, there is evidence some drivers are using this road as a rat run to avoid the traffic signals at Cheltenham Road and Chapel Road. This rat running increased when the Dandenong Bypass was constructed.

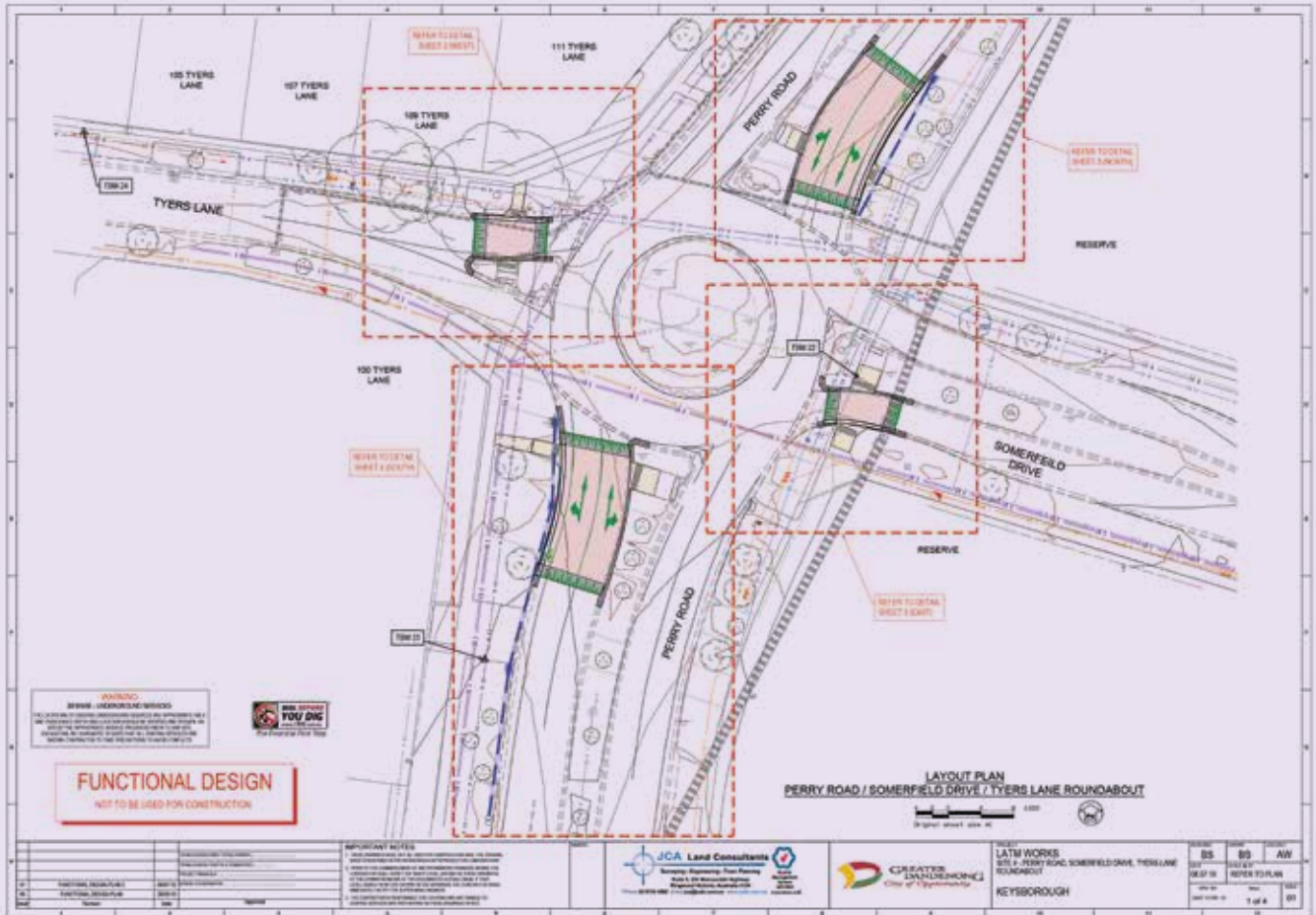
Any traffic calming proposed on Sunnyvale Crescent would likely include either vertical or horizontal displacement to discourage non-local traffic from using this route.

✔ **Benefit:** High

💰 **Cost:** Medium

🔄 **Status:** Proposed within Councils Local Area Traffic Management Program and ranks relatively highly. Anticipated to be considered for funding within the next year or two.

Some Potential Infrastructure Projects



Design plans for traffic calming from a nearby project

Traffic Calming On Chapel Road

Details: While there have been very few accidents on Chapel Road over the last 5 years traffic data has highlighted some higher speeds and heavy vehicles. An increasing number of pedestrians and cyclists are using this street. There are now two schools on the street generating potentially higher pedestrian volumes.

Any treatments proposed on Chapel Road are likely to include some vertical displacement, as this should deter trucks from using the route. Treatments will also consider vehicles entering Chapel Road from the Dandenong Bypass which are often travelling at higher speeds. Vehicle speeds at the southern end of Chapel Road are lower where two sets of traffic signals are present. As a result, treatment are more likely in the section between the Bypass and Tyers Lane.

✔ **Benefit:** Medium

💰 **Cost:** Medium

⚠ **Status:** This project is within Council's Local Area Traffic Management Program, but there are several other projects considered a higher priority. The top priorities within this program can be found on Council's Website under 'Road Safety'.



What Council will be doing...

Based on the findings of this Keysborough South transport study:

Council will:

- Deliver infrastructure in accordance with the:
 - Local Area Traffic Management Program
 - Active Transport Infrastructure Program
- Advocate to Department of Transport, state and federal governments for:
 - Improvements to Cheltenham Road, Corrigan Road and Chapel Road intersection
 - Improvements to public transport
 - Including best route for the new bus service along Chapel Road
 - Major transport network improvements which will relieve congestion
 - Red light and speed cameras along Dandenong Bypass

Continue to:

- Work with schools to address road safety and reduce congestion
- Liaise with Victoria Police
- Work with VicRoads to investigate road safety and congestion improvements
- Manage parking in accordance with the Municipal Parking Strategy
- Develop policies that support sustainability and improved transport options
- Listen to resident feedback



What you can do...

Do you think something is missing?

If there are local transport projects you think would be beneficial which are not included in this report then please contact Council's transport engineers to discuss.

We are always looking for new ways to improve things for our residents and businesses.

You can contact us on:

Phone: 8571 1000
Email: council@cgd.vic.gov.au
Postal address: PO Box 200
Dandenong, Victoria 3175
Australia

Other top tips for staying involved:

- Consider your current travel methods and try options presented in this report which could improve your commute
- Report any speeding and hooning issues to CrimeStoppers
- Provide feedback on the new bus route proposal when it is out for consultation
- Advise your ward councillors if there are any projects or programs identified in this report which should be given higher priority and/or funding
- Contact your State MP to indicate your support for major projects identified in this report
- Contact Department of Transport and Public Transport Victoria to request improvements to public transport
- Continue to provide feedback to Council on projects, policies and strategy consultations
- Stay up to date with changes on Council's website greaterdandenong.com





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