

# Community Consultation

- Delivered to all property owners and occupiers in the local area in mid February 2022.
- The material included:
  - An update of the study process.
  - A summary of the proposals.
  - A Questionnaire Survey.
- The questionnaire sought community views on key proposals with 'agree', 'neutral' and 'disagree' options provided.

# Response Rate

- A total **414 responses** received.
- High numbers of responses were received from:
  - Hotham Street – 32 responses (30% response rate)
  - Kangaroo Road – 27 responses (12% response rate)
  - Poath Road – 22 responses
  - Willesden Road – 22 responses (12% response rate)
  - Neerim Road – 18 responses (10% response rate)

# Assessment of Responses

- The community response for the key proposals has been assessed as follows:
  - **Overall** – All responses received from the overall study area.
  - **Street** – Responses from properties within the street with the proposed traffic management device.
  - **Adjacent Properties** – Responses from properties located directly adjacent to the proposed traffic management device.

# Assessment of Responses

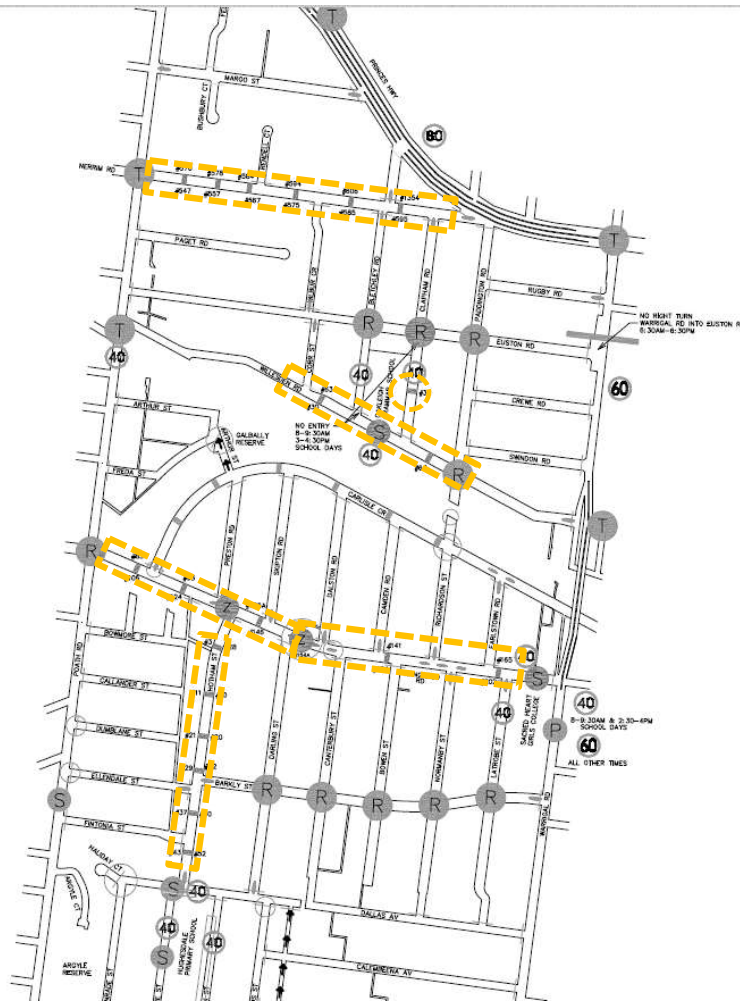
Street Level



Adjacent Property Level



# Traffic Speed Proposals



# Traffic Speed Proposals

Road	Proposal	Overall		Street		Adjacent	
		Agree / Neutral	Disagree	Agree / Neutral	Disagree	Agree / Neutral	Disagree
Kangaroo Rd	5 humps	A: 182 N: 69 <b>251 (61%)</b>	163 (39%)	A: 14 N: 4 <b>18 (67%)</b>	9 (33%)	A: 2 N: 1 <b>3</b>	1
Neerim Rd	6 humps	A: 159 N: 68 <b>227 (55%)</b>	187 (45%)	A: 7 N: 4 <b>11 (61%)</b>	7 (39%)	A: 3 N: 1 <b>4</b>	3
Hotham St	6 humps	A: 166 N: 113 <b>279 (67%)</b>	135 (33%)	A: 19 N: 1 <b>20 (63%)</b>	12 (38%)	A: 15 N: 1 <b>16</b>	9
Willesden Rd	2 humps	A: 218 N: 91 <b>309 (75%)</b>	105 (25%)	A: 17 N: 1 <b>18 (82%)</b>	4 (18%)	A: 4 N: 0 <b>4</b>	0
Clapham Rd	1 hump	A: 193 N: 121 <b>314 (76%)</b>	100 (24%)	A: 9 N: 0 <b>9 (82%)</b>	2 (18%)	A: 2 N: 0 <b>2</b>	0

# Traffic Speed Proposal

- Overall agree/neutral responses were moderate for Kangaroo Road (61%) and Neerim Road (55%). Overall agree/neutral responses were good for Hotham Street (67%), Willesden Road (75%) and Clapham Road (76%).
- Based on our previous experience, workable overall levels for road humps are typically in the 60-70% range.
- Street level agree/neutral responses are all above 60%, with Hotham Street showing the most mixed support.
- Potential that respondents not familiar with 'modified flat top' road humps proposed – this style of hump addresses many concerns with traditional style humps
- **Recommendation:** **Proceed** with all proposals, but stage Willesden Rd & Clapham Rd first to provide example of 'modified flat top' humps in the area.



The map displays the Sacramento, California area, including major roads, highways, and landmarks. Key features include:

- Streets:** Broadway St, Market St, Main St, Sacramento St, and various other local streets.
- Highways:** SR 99, SR 49, and SR 205.
- Landmarks:** Sacramento State University, the Sacramento-San Joaquin River Delta, and the Sacramento-San Joaquin River.
- Orientation:** North is indicated at the top of the map.



# Road Safety Proposals

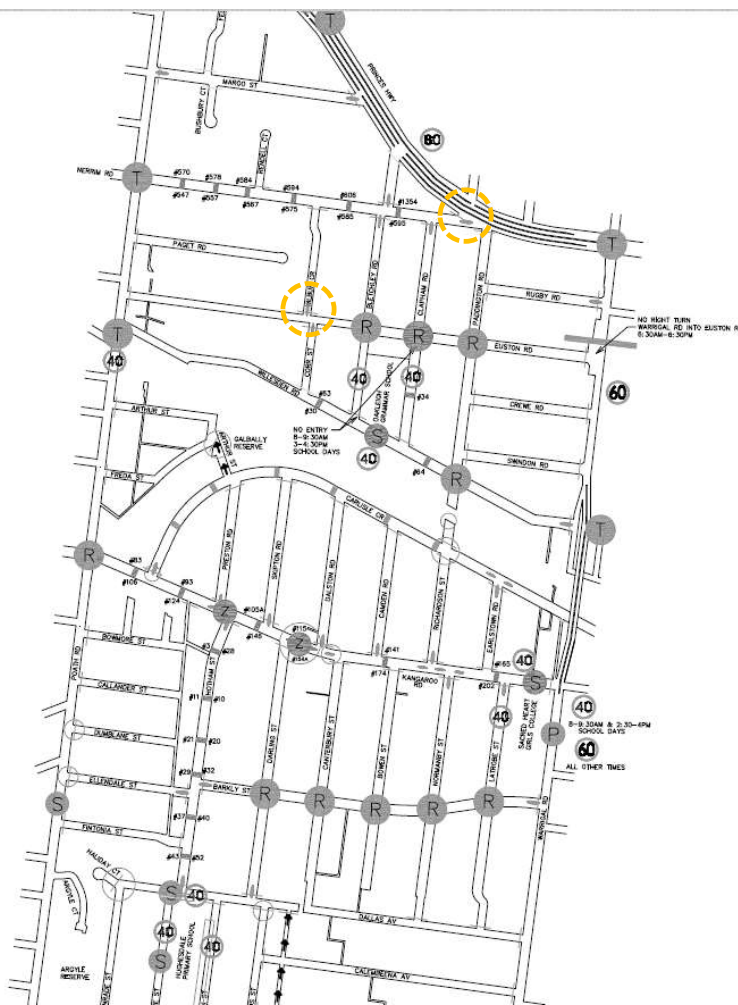
Road	Proposal	Overall		Street		Adjacent Properties	
		Agree / Neutral	Disagree	Agree / Neutral	Disagree	Agree / Neutral	Disagree
Euston Rd / Clapham Rd	Round-about	A: 245 N: 114 <b>359 (87%)</b>	55 (13%)	Euston A: 8 N: 1 <b>9 (56%)</b>	Euston 7 (44%)	0	2
				Clapham A: 9 N: 0 <b>9 (82%)</b>	Clapham 2 (18%)		
Warrigal Rd / Euston Rd	Left Out Only	A: 300 N: 71 <b>371 (90%)</b>	43 (10%)	Euston A: 3 N: 1 <b>4 (80%)</b>	Euston 1 (20%)	A: 1 N: 0 <b>1</b>	0
				Warrigal A: 16 N: 0 <b>16 (100%)</b>	Warrigal 0 (0%)		

- Concern the roundabout will increase crashes.
- Apply left out only should apply at specific times.

# Road Safety Proposals

- Very good levels of agree/neutral responses for both proposals (87-90%).
- Comment from adjacent property (negative) is that a roundabout will increase crashes. Roundabouts result in reduced crashes and reduced severity of crashes.
- Some requests for turn bans to also be placed in Crewe Rd & Swindon Rd. Acknowledge that some vehicle may divert to these street.
- **Recommendation:** **Proceed** with both proposals. Monitor volumes in Crewe Rd & Swindon Rd

# Operational Issues



# Operational Issues

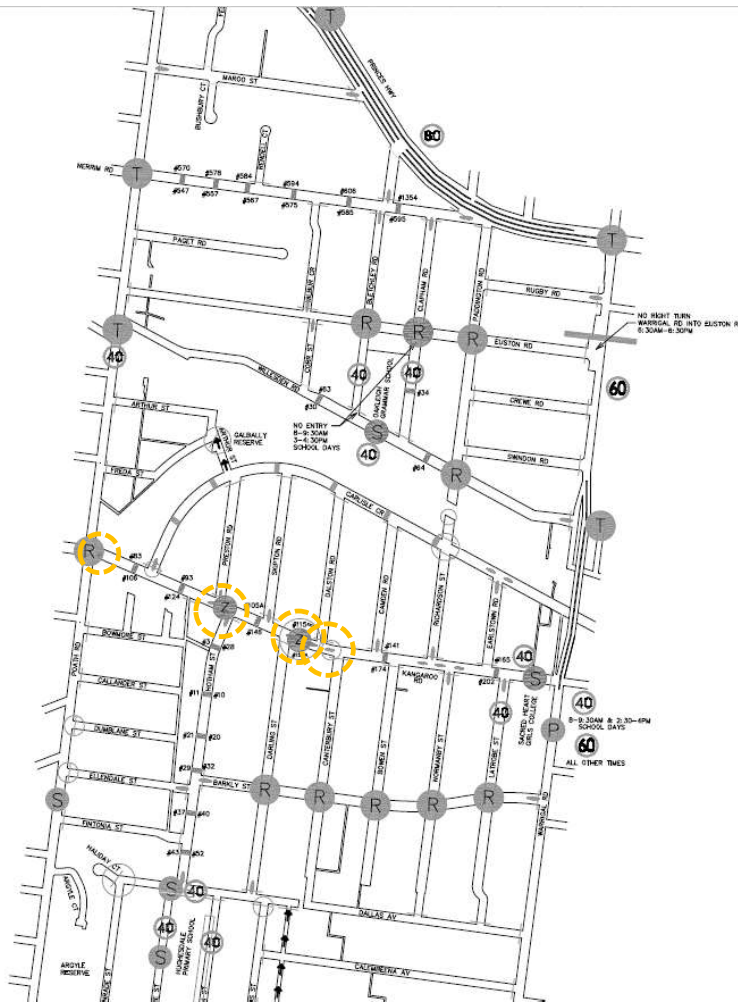
Road	Proposal	Overall		Street		Adjacent Properties	
		Agree / Neutral	Disagree	Agree / Neutral	Disagree	Agree / Neutral	Disagree
Neerim Rd / Service Rd	Realign Intersection	A: 256 N: 110 <b>366 (88%)</b>	48 (12%)	Neerim A: 14 N: 1 <b>15 (83%)</b>	Neerim 3 (17%)	A: 2 N: 1 <b>3</b>	0
				Dand. A: 6 N: 2 <b>8 (100%)</b>	Dand. 0 (0%)		
Corr St / Wilbur Cres	Splitter Islands	A: 201 N: 168 <b>369 (89%)</b>	45 (11%)	Corr 0 (-)	Corr 0 (-)	A: 0 N: 2 <b>2</b>	0
				Wilbur A: 2 N: 0 <b>2 (50%)</b>	Wilbur 2 (50%)		

- Concern that splitter island wont allow for truck movements (i.e. waste collection).

# Operational Issues

- Very good levels of agree/neutral responses for both proposals (88-89%).
- The only negative comment related to the ability of the proposed splitter island on Wilbur Crescent to accommodate waste vehicles.
- The detailed design of the splitter island will consider waste vehicles, with potential for the island to be semi-mountable to accommodate truck movements.
- **Recommendation:** Proceed with both proposals.

# Pedestrian / Cyclists Proposals



# Pedestrian / Cyclists Proposals

Road	Proposal	Overall		Street		Adjacent Properties	
		Agree / Neutral	Disagree	Agree / Neutral	Disagree	Agree / Neutral	Disagree
Kangaroo Rd	Raised Zebra Crossing	A: 237 N: 90 <b>327 (79%)</b>	87 (21%)	A: 15 N: 6 <b>21 (78%)</b>	6 (22%)	A: 1 N: 0 <b>1</b>	1
Kangaroo Rd	Raised Zebra Crossing	A: 260 N: 82 <b>342 (83%)</b>	72 (17%)	A: 18 N: 4 <b>22 (81%)</b>	5 (19%)	A: 0 N: 1 <b>1</b>	1
Kangaroo Rd	Traffic Island Crossing	A: 257 N: 95 <b>352 (85%)</b>	62 (15%)	A: 18 N: 6 <b>24 (89%)</b>	3 (11%)	A: 0 N: 1 <b>1</b>	0
Poath Rd / Kangaroo Rd	Road Hump	A: 203 N: 80 <b>283 (68%)</b>	131 (32%)	A: 13 N: 5 <b>18 (67%)</b>	9 (33%)	A: 0 N: 1 <b>1</b>	1

- **Comments:** Prefer zebra crossing near childcare centre, Concern for crossing near Dalston Road intersection (poor sight dist.).



# Pedestrian & Cyclist Proposals

- Very good levels of agree/neutral responses for the pedestrian crossings on Kangaroo Rd (79-85%).
- Road hump on approach to the Poath Road roundabout had a lower agree/neutral responses (69%).
- There was a request to relocate the crossing to the childcare centre, however, the site has been selected to specifically service the north-south Hotham Street / Preston Road corridor.
- The only negative comment related to sight distance in the vicinity of Dalston Road. The proposed crossing at the existing median island will provide sufficient sight distance.
- **Recommendation:** **Proceed** with all proposals.

# Local Schools



# Local Schools

Location	Overall		Street	
	Agree / Neutral	Disagree	Agree / Neutral	Disagree
Hughesdale Primary	A: 231 N: 139 <b>370 (89%)</b>	44 (11%)	Brine St – 10 (91%) Dallas Av – 7 (70%) Austin St – 8 (89%)	Brine St – 1 (9%) Dallas Av – 3 (30%) Austin St – 1 (11%)
Sacred Heart Girls College	A: 232 N: 141 <b>373 (90%)</b>	41 (10%)	Latrobe St – 7 (78%) Kangaroo Rd – 23 (85%)	Latrobe St – 2 (22%) Kangaroo Rd – 4 (15%)
Oakleigh Grammar	A: 239 N: 131 <b>370 (89%)</b>	44 (11%)	Willesden Rd – 19 (86%) Clapham Rd – 9 (82%) Bletchley Rd – 3 (100%)	Willesden Rd – 3 (14%) Clapham Rd – 2 (18%) Bletchley Rd – 0 (0%)

- **Hughesdale PS** – More speed management, ‘No Stopping’ will make parking issues worse, make streets one-way.
- **Sacred Heart** – Line marking will be insufficient, need school crossing on Latrobe St, upgrade Kangaroo Rd crossing to signals.
- **Oakleigh Grammar** – Speed humps and roundabout will worsen congestions, need to stop parents parking over driveways

# Local Schools

- **Hughesdale Primary**
  - School response concerned by loss of parking and requests additional speed management.
  - 'No Stopping' proposals result in small loss of parking, but will improve traffic flow.
  - Existing traffic speeds within acceptable limits – Council to continue to monitor.
  - Request for one-way streets is difficult, as it would force vehicles out on North Road (arterial).
- **Sacred Heart**
  - School requested pedestrian crossing on Latrobe Street.
  - Has historically been investigated by Council, however, traffic volumes and pedestrian volumes don't warrant a crossing.
- **Oakleigh Grammar**
  - School supportive of changes, as long as road humps don't result in a loss of parking.
- **Recommendation: Proceed** with all proposals.

## Other Requests

- Through the comments section in the questionnaire, we received a number of requests for other locations in the study area.
- A sample of some key requests and our subsequent review is provided in the following slides.
- Some of the requests are recommended to be included on the Traffic Management Plan.

# Other Requests

- **Poath Road / North Road:**
  - Request for 'Keep Clear' on Poath Road for movements into BP.
  - DOT currently investigation a lengthening of the existing turn lane
  - **Recommendation:** Discuss potential for 'Keep Clear' with DOT as part of the lane lengthening project.





# Other Requests

- **Hughes Place:**
  - Request for speed management near playground.
  - **Recommendation:** Install surface treatment and speed cushions to highlight pedestrian area.





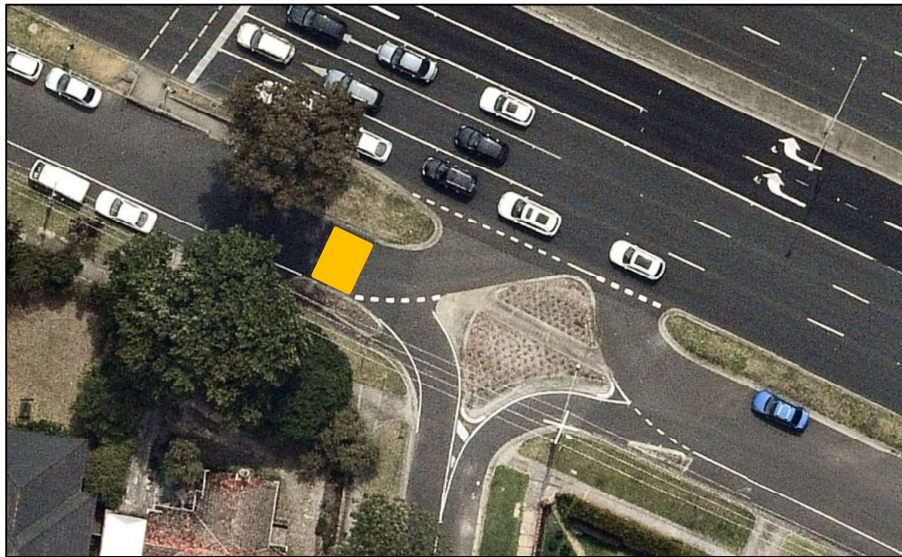
# Other Requests

- **Willesden Road:**

- Requests for additional humps at the eastern and western ends, in addition to the proposed humps.
- Existing 85<sup>th</sup> percentile speeds are below 50km/h.
- **Recommendation:** Continue to monitor and review following implementation of proposed humps in the vicinity of Oakleigh Grammar.

# Other Requests

- **Dandenong Road / Fellows Street:**
  - Issues with operation of the intersection (vehicles not adhering to existing linemarking / controls).
  - **Recommendation:** Road Hump to discourage usage of the service road and manage movements.



# Other Requests

- **Euston Road at Warrigal Road:**
  - Issues with parents from childcare centre parking over driveways.
  - **Recommendation:** Parking bay linemarking

