

# Monash Tennis Centre: Feedback Report 5

*Traffic management community consultation 2021*

## PROJECT BACKGROUND

Monash Council is delivering an 18-court public tennis facility at the Glen Waverley Sports Hub, with \$21m funding from State Government.

The new tennis centre will replace the existing 23-court tennis centre in Boroondara, currently located on land needed for North East Link. The Monash Tennis Centre will be a community-focused tennis facility, supporting club, local and regional tennis.

The tennis facility will be located on the site of the current driving range and off lead dog park at the Glen Waverley Golf Course.

## SUMMARY OF ENGAGEMENT

The engagement took place during the development stage of the Glen Waverley Tennis Centre that will provide 18 courts for community clubs and public use. The tennis centre will be built on the reserve adjoining the Glen Waverley Golf Course, which is currently used for a golf driving range and public open space.

The project provides the opportunity to make improvements to the Jells Road and Waverley Road intersection to meet the existing and future needs of this sporting and recreational precinct. The precinct is home to the Waverley Women's Sports Centre, Jells Park, Glen Waverley Golf Course and the future Monash Tennis Centre on land adjoining the golf course. The investigation included traffic capacity, road safety, bicycle and pedestrian access and parking issues.

This feedback will help inform the traffic modelling for the intersection and development of a conceptual plan for submission to the Department of Transport.

## ENGAGEMENT RESULTS

### Summary of Feedback

A survey and social map were available online on the 'Tennis in Monash' page of the Shape Monash engagement platform. The survey was aimed at the local community based around the intersection of Jells Road and Waverley Road.

A letter was delivered to 505 households inviting participation in the survey. Registration was required to participate, in order to limit the responses to one per survey-taker. Hard copies of the survey were offered to residents without computer access.

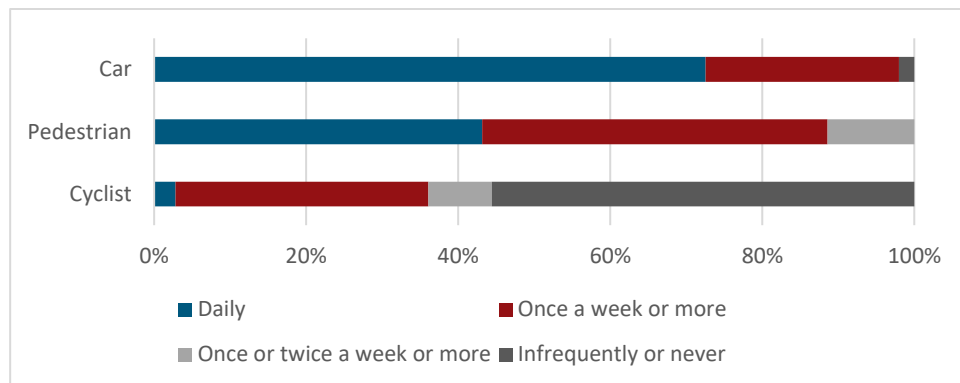
### *Survey Respondent profile*

There were 51 respondents in total. Of those that provided their gender, 17 (33%) were women and 32 (63%) were men. Most respondents live in close proximity to the intersection (94%), with the remainder reporting travelling to or through the area frequently.

### Survey Response data analysis

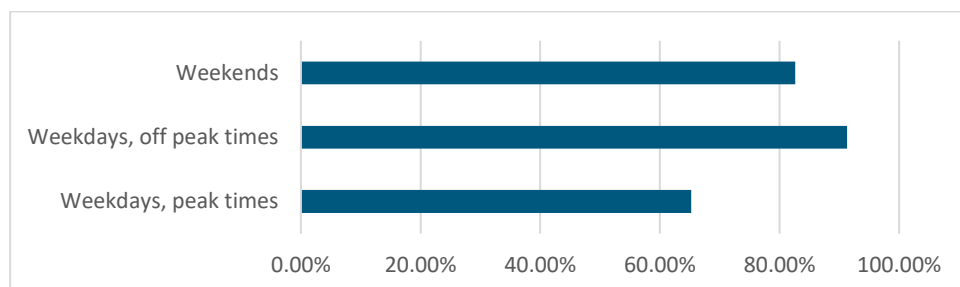
#### **How often do you travel through or near the intersection of Waverley Road and Jells Road?**

The majority of respondents travelled through the intersection by car every day (73%) and most also walked there either daily (43%) or at least weekly (46%).



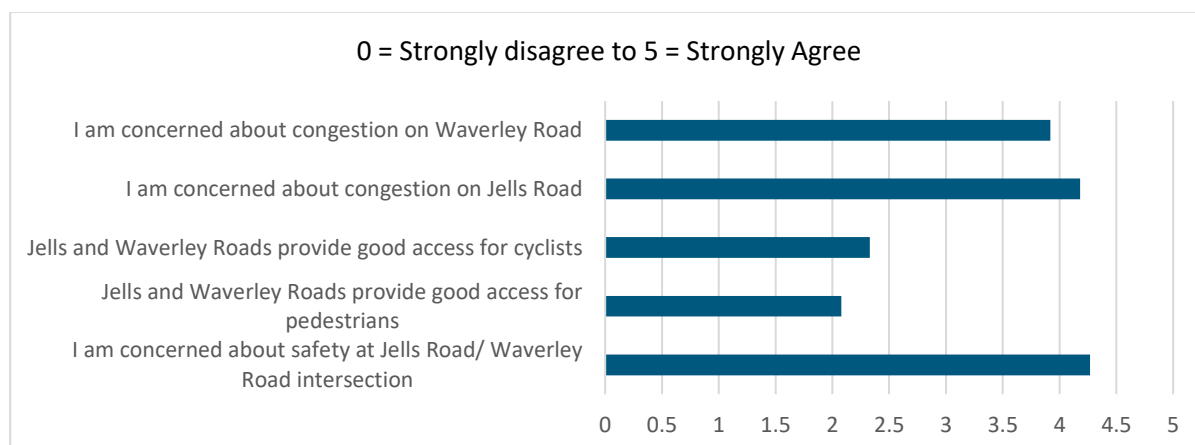
#### **When do you usually travel through or near the intersection?**

Respondents used the intersection at all times, but used it least during weekday peak times.



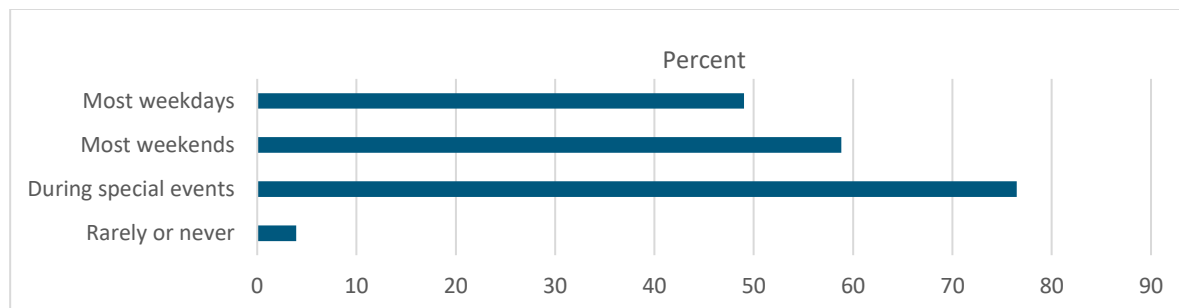
#### **To what extent do you agree or disagree with the following statements about your street?**

Strongest agreement was on safety concerns and congestion on both roads.



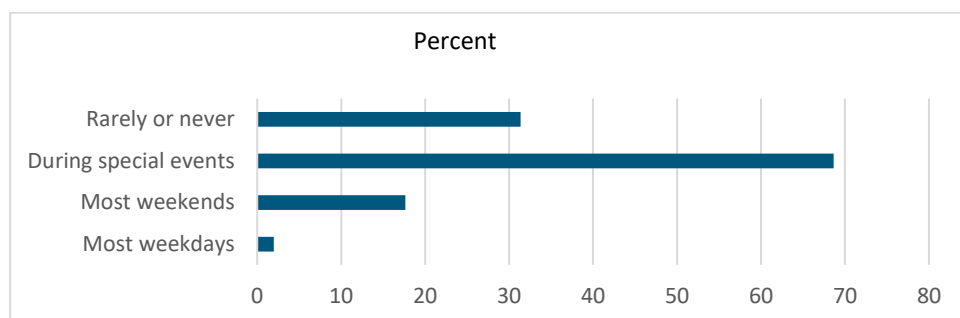
***How frequently do you personally experience congestion in the vicinity of Jells Road and Waverley Road?***

The most congestion was experienced during special events and on weekends.



***How frequently do you experience parking problems in your street?***

Parking is problematic for most people during special events, and for a small proportion of respondents (18%) on weekends.



***Please tell us about your concerns with Jells Road and Waverley Road, including specific locations and problems where possible?***

The majority of concerns were with safety, followed by issues caused by traffic congestion, and drainage. The table below provides a summary of comments.

Safety concerns include accidents, near misses, speed and other dangerous driving to enter or exit the intersection; concerns about pedestrian and cyclist access, crossing and mingling with cars, especially on weekends.

*"The intersection is unsafe and a potential death trap. I personally have seen a number of near misses with both vehicles and pedestrians."*

*"The intersection of the road coming out of Jells Park and turning into Jells Road, or alternatively Waverley Road, is often subject to near-miss car accidents. People are taking risks at the intersection because the traffic gets so thick."*

*"No safe crossing for children to get over Jells Road into the softball diamonds and netball courts."*

*"Pedestrians crossing Jells Road from nearby Strickland Drive do so dangerously during sporting events (due to high traffic). It is a matter of time before fatality happens."*

Both were exacerbated by issues with visibility and stationary or parked cars obscuring the line of sight.

*"When turning out of Strickland Drive on to Jells Road, when there are many cars parked due to sports events being held, visibility is very poor due to these parked cars. "*

*"It is already a VERY dangerous corner with cars coming down Jells Road trying to turn right into the road that leads to Jells Park and the golf course not easily able to see the traffic coming down Waverley Road and going around into Jells Road. There is almost a blind spot here!"*

*"Cars parked right up to the edge (and sometimes overlapping) the driveway, obscure traffic in both directions."*

*"Very difficult to see oncoming traffic to reverse out of our driveway in a sedan on weekends when parking is full (many SUVs)."*

The traffic congestion at certain times causes problems with traffic movement, access to residents' properties, and parking issues.

*"Foot and car traffic associated with sporting events (ie normal weekend and weeknight softball and netball) and the access and use of Jells Park picnic grounds usually results in difficulty for residents to access roads to our homes. Our driveway has regularly been parked in and over during events and there is frequently no visitor parking for residents."*

*"On weekends there are many cars parked along our street as overflow parking from Jells Road due to games at the baseball/softball fields. It can be difficult to find a park at the bottom end of Strickland, around the immediate vicinity of my home. During special events (such as Monash Carols), it is impossible to find a carpark around the immediate vicinity of my home."*

*"The corner of Jells and Waverley roads does have some congestion issues during popular summer days in Jells Park as cars on Jells road turn right into Waverley road and also as cars exit Jells Park and turn right back onto Waverley road at the intersection. The roundabout at Waverley Road and Gallaghers Road is congested during the morning peak and you don't want to be caught on the steep part of Waverley Road during congested periods."*

Problems caused by slow drainage or flooding after heavy rain were also mentioned by three people.

*"The poor road sewage/drainage at the corner of Jells and Waverley Roads, and at the bottom of the hill on Jells Road near Strickland Road, creates high safety risk zones with frequent flooding and many accidents in a busy area. Local police or SES need to redirect traffic every winter."*

Another issue of concern was the lack of connectivity between bike trails for cyclists.

*"Cyclists regularly use Jells Road and Waverley Road to access the regional cycling trails, and use Strickland Drive to connect to the Scotchman's Creek Trail to the city. There is a lack of connectivity between these two trails, and Jells Road and Waverley Road present a major barrier."*

Table 1. Issues

Safety			Congestion			Drainage
Accidents and dangerous driving	Visibility	Safety for pedestrians and cyclists	Traffic flow	Access issues	Issues caused when demand for parking is high	
22%	12%	20%	33%	2%	8%	3%

**Please provide any ideas to improve the area, including the specific locations where possible.**

The majority of suggestions were to improve traffic flows in the areas. Suggestions included traffic lights, roundabout or a bigger intersection/slip lane.

*“Entrance into the new tennis courts and current golf course needs to be widened and have some form of traffic control, eg: traffic lights or roundabout.”*

*“Adequate traffic control measures such as traffic lights need to be implemented with a red light camera.”*

*“Moving the slip lane further east, past the properties in Waverley Road, would reduce the risk to the lower end residents, many of whom are elderly.”*

*“Build a large roundabout at the intersection of Jells Road, Waverley Road, Jells Park and the new tennis centre. I prefer a large roundabout instead of traffic lights.”*

Other suggestions were for alternative access points, or to improve traffic flows at other congestion points as an alternative, and provide better cycle access.

*“A possible solution is to make the road along the golf course and softball centre one-way, with cars going out through the Jells Park entrance further up the hill.”*

*“Maybe create entry from Petronella Drive or Ferntree Gully Road?”*

*“Entrance/ exit to Jells Park should be moved away from the bend and up Jells Road - this will solve safety issue. Problem associated with variable traffic will still continue.”*

*“Upgrade of roundabout at Waverley Road and View Mount/Gallaghers Roads to provide for high traffic volumes and safe access for pedestrians and cyclists.”*

Suggestions to improve safety were for a pedestrian crossing and various ways to reduce speed.

*“A pedestrian crossing on Jells Road at gate into Jells Park almost opposite end of Strickland Drive would be very useful. There is a large amount of foot traffic through this gate.”*

*“(An) alternative would be to put pedestrian walkways underground or an overpass when needing to cross. eg: Underground or overpass pathway crossing along Waverley Road at the entrance to the new centre and another further down when crossing from left to right near the sports centre.”*

*“Some measures to reduce the speed of vehicles using the slip lane. ie: Rumble strips, speed humps etc, would reduce the risk to both pedestrians and vehicles exiting the golf course.”*

Suggestions to relieve parking issues were for parking or local traffic restrictions and increase parking for sport.

*“Resident Permit parking only on Jells Road on weekends. One-hour zones on Jells and Waverley Roads with two hours in neighbouring backstreets on weekends. Encourage more parking IN the grounds of sporting precinct rather than local streets.”*

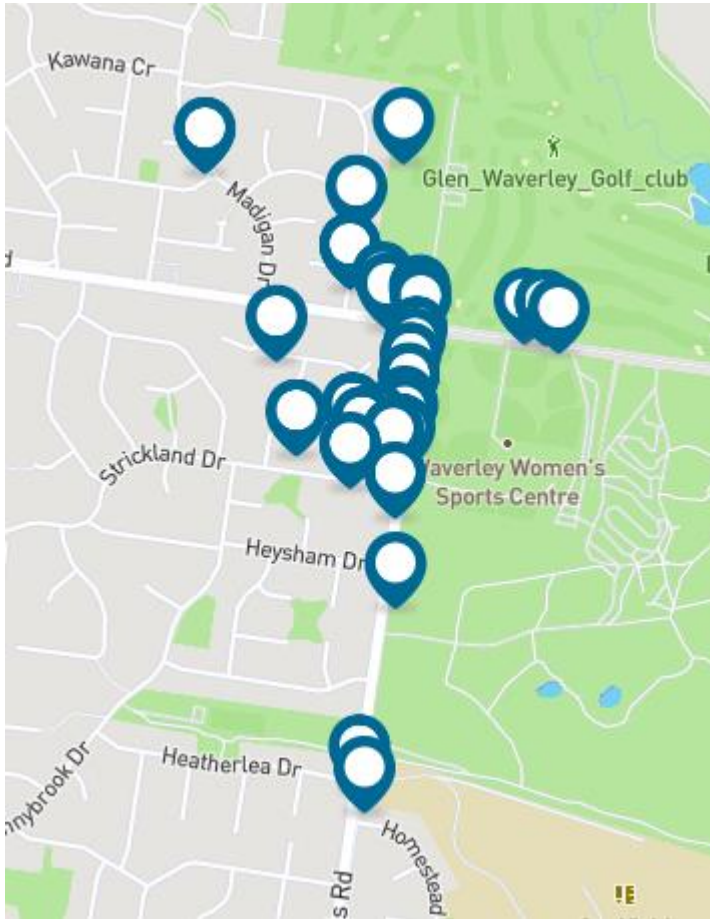
*“Please consider a Permit System on weekends and public holidays between the intersection and Darlington Avenue and surrounds.”*

*“Currently, there is no incentive to STOP parking in residential streets. I'd suggest VFL Park-like parking restrictions invoked to look after the best interests of the residents. Provide parking passes to residents for their visitors to display if parked on the street and then have the Council ACTIVELY enforce the parking restrictions on sporting days and other times.”*

Improve traffic flow				
Traffic lights		Larger intersection or roundabout	One-way traffic or alternative access point	Improve traffic flow at other congestion points instead
14%		12%	12%	12%
Improve safety		Relieve parking issues		Drainage
Pedestrian crossing	Speed reduction	Parking and/or local traffic restrictions	Increase parking for sport	
19%	5%	11%	5%	5%

## Parking issues – map-based results

Respondents were able to expand their information about parking issues by dropping a pin on a map and describing the particular parking issues in that exact location. Thirty pins were dropped on the map.



Although the map was intended to describe parking issues, the majority of responses were about the traffic issues and concerns with the Tennis Centre project in general. As the comments are mostly repeats of those on the survey, they have not been analysed separately.

## NEXT STEPS

This feedback will help inform the traffic modelling for the intersection and development of a conceptual plan for submission to the Department of Transport.