

## 4.3 OTHER

### 4.3.1 Response to Notice of Motion No. 71 – Springvale North-East Quadrant

File Id:

Responsible Officer:

Director Business, Engineering & Major Projects

Attachments:

Springvale North-East Quadrant  
Congestion and Road Safety Issues Discussion  
Paper May 2020

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### Report Summary

This report provides a response to Notice of Motion 71 relating to congestion and road safety issues around Lindsay Williams Crossing and the North-East Quadrant of Springvale.

It outlines a plan for continuing advocacy in this space, supported by the findings of a recent community engagement exercise in the area.

The advocacy focuses on the facilitation of a project to install signals at the intersection between Virginia Street and Springvale Road.

### Recommendation Summary

This report recommends a letter be sent to the Department of Transport (DoT), the Premier, relevant Ministers and local MP's requesting:

- urgent consideration of the installation of signals at the intersection of Virginia Street and Springvale Road, and
- Department of Transport Officers work with Council on the reintroduction of the left turn from Springvale Road into Lightwood Road.

The recommendations also seek to provide supporting information with the letter, and to update residents and businesses in the area regarding the progress.

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#### 4.3.1 Response to Notice of Motion No. 71 – Springvale North-East Quadrant (Cont.)

### Background

Notice of Motion 71 was passed by Council in July 2019 relating to ongoing issues in the area to the North-East of the Springvale Activity Centre.

The preamble highlighted that since the upgrade of Springvale Railway station, growing numbers of residents have found it highly difficult to exit the quadrant north-east of Springvale Railway Station. This is due to the lack of signalisation. Residents can only choose to exit this residential area via:

- right turn into the busy Lightwood Road (with no signalisation)
- right turn into the busy Springvale Road (with no signalisation)

This presents serious safety risks, particularly during peak times. A recent fatality at the intersection of Rosalie Street and Springvale Road has highlighted the importance of gaining a better understanding of road safety and traffic issues in this precinct.

The Notice of Motion:

- Council commences advocacy to State and Federal Governments seeking funding to address the current and expected future traffic issues in the Springvale north-east quadrant;
- the Mayor writes to local Members of Parliament and the State Minister for Roads seeking funding support; and
- a report be presented to Council no later than 30 September 2019 that outlines an evidence base for advocacy of this issue to VicRoads and Victorian MPs, including;
  - a population growth forecast;
  - traffic analyses;
  - traffic growth forecasts;
  - surveys of local residents about their experiences; and
  - recommended options and estimated costs to remediate issues.

Letters have since been sent to local Members of Parliament and the State Minister for Roads and some discussions between officers and the DoT have been held. These discussions have been informed by analysis of current and forecast traffic issues in the area.

The completion of this report was delayed to allow for consultation to take place with the local community.

### Proposal

This report seeks to progress advocacy further following a recent community engagement exercise.

This public engagement involved a letter to residents which provided a link to an online survey. The letter was sent to 623 properties and 71 responses were received.

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#### 4.3.1 Response to Notice of Motion No. 71 – Springvale North-East Quadrant (Cont.)

The survey respondents provided some information regarding their travel patterns, the issues they experience, and their views on a number of potential projects in the area.

Key findings are:

- The data confirms that many residents wanting to travel north on Springvale Road use Lindsay Williams Crossing to avoid the unsafe intersections at Virginia Street and Rosalie Street
- Most respondents are frustrated by congestion in the area
- The signalisation of Virginia Street is a very popular proposal
- Residents are divided over the introduction of a turn ban at Lindsay Williams Crossing, and several believe turn bans would just be ignored

This report proposes that the findings from this engagement exercise form the basis on further advocacy relating to the congestion and road safety issues in the area.

A Discussion Paper providing some background to the issues and the outcomes of the survey has been prepared and is attached to this report.

Two projects are recommended by the analysis and also supported by the community.

These are:

- Signalisation of the intersection between Virginia Street and Springvale Road
- Reintroduction of the left turn from Springvale Road into Lightwood Road

The signalisation of Virginia Street and Springvale Road is a project that is likely to cost around one million dollars.

The reintroduction of the left turn from Springvale Road into Lightwood Road may cost less, though this is a complex intersection with heavy pedestrian and bus movement. If civil works are required to facilitate this alteration, Council may be able to assist through the delivery of a future stage of the Springvale Boulevard Project, which is anticipated to impact this intersection in the foreseeable future.

It is proposed that advocacy around this issue be recorded in further detail on Council's website. It is proposed that all residents and businesses that responded to the survey are provided with an update and advised that they can follow the progress of the advocacy on Council's website.

#### **Community Plan 'Imagine 2030' and Council Plan 2017-21 – Strategic Objectives, Strategies and Plans**

After consultation with the Greater Dandenong community on what kind of future they wanted to see for themselves and the City in 2030, the result was the Greater Dandenong Community Plan 'Imagine 2030'. This report is consistent with the following community visions:

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#### **4.3.1 Response to Notice of Motion No. 71 – Springvale North-East Quadrant (Cont.)**

##### **Community Plan 'Imagine 2030'**

###### People

- *Pride* – Best place best people

###### Place

- *Sense of Place* – One city many neighbourhoods
- *Safety in Streets and Places* – Feeling and being safe
- *Appearance of Places* – Places and buildings
- *Travel and Transport* – Easy to get around

###### Opportunity

- *Leadership by the Council* – The leading Council

##### **Council Plan 2017-21**

The Council Plan describes the kind of future the Council is working for, and how Council will do this over four years. This report is consistent with the following goals:

###### People

- A vibrant, connected and safe community
- A creative city that respects and embraces diversity

###### Place

- A healthy, liveable and sustainable city
- A city planned for the future

###### Opportunity

- A diverse and growing economy
- An open and effective Council

##### **Related Council Policies**

- Greater Dandenong Road Safety Strategy
- Springvale Structure Plan

##### **Victorian Charter of Human Rights and Responsibilities**

All matters relevant to the Victorian Human Rights Charter have been considered in the preparation of this report and are consistent with the standards set by the Charter.

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#### **4.3.1 Response to Notice of Motion No. 71 – Springvale North-East Quadrant (Cont.)**

### **Financial Implications**

There are no financial implications associated with this report.

### **Consultation**

A community engagement exercise was undertaken as part of this project. The methodology used to undertake this engagement was selected in accordance with Council's Community Engagement Planning Framework.

The consultation was undertaken using a letter drop with a link to an online survey. Residents that preferred to complete a hard copy of the survey (2) were provided with a hard copy and postage paid envelope.

The letter drop was sent to all properties within the affected area that can only access the surrounding road network via Virginia Street, Rosalie Street or Lindsay Williams Crossing. This covered 623 properties, and 71 responses to the survey were received.

### **Conclusion**

The community engagement exercise undertaken relating to congestion and road safety affecting the North-East Quadrant of Springvale provides useful data to support Council's advocacy position for a number of projects in the area targeted at addressing these issues.

This report recommends a methodology for progressing Council's advocacy based on the findings of this exercise.

### **Recommendation**

**That:**

- (a) a letter be sent to the Regional Director of Department of Transport, copied to the Premier and the Minister for Road Safety and relevant local members (Meng Heang Tak MP, and Martin Pakula MP), requesting:**
  - (i) urgent consideration of the installation of signals at the intersection of Virginia Street and Springvale Road,**
  - (ii) Department of Transport Officers work with Council on the reintroduction of the left turn from Springvale Road into Lightwood Road, and**
  - (iii) the Department of Transport provide an update on the above issues which can be provided to residents in the area;**
- (b) the attached Discussion Paper be provided to Department of Transport for their reference;**

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**4.3.1 Response to Notice of Motion No. 71 – Springvale North-East Quadrant (Cont.)**

- (c) the letter and Discussion Paper are placed on the advocacy page of Council's Website; and
- (d) letters are sent to all residents and businesses who responded to the survey:
  - (i) thanking them for their contribution, and
  - (ii) advising that they can keep track of the progress via our website.

**MINUTE 1454**

Moved by: Cr Sean O'Reilly  
Seconded by: Cr Youhorn Chea

**That:**

- (a) a letter be sent to the Regional Director of Department of Transport, copied to the Premier and the Minister for Road Safety and relevant local members (Meng Heang Tak MP, and Martin Pakula MP), requesting:
  - (i) urgent consideration of the installation of signals at the intersection of Virginia Street and Springvale Road,
  - (ii) Department of Transport Officers work with Council on the reintroduction of the left turn from Springvale Road into Lightwood Road, and
  - (iii) the Department of Transport provide an update on the above issues which can be provided to residents in the area;
- (b) the attached Discussion Paper be provided to Department of Transport for their reference;
- (c) the letter and Discussion Paper are placed on the advocacy page of Council's Website; and
- (d) letters are sent to all residents and businesses who responded to the survey:
  - (i) thanking them for their contribution, and
  - (ii) advising that they can keep track of the progress via our website.

**CARRIED**

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**4.3.1 Response to Notice of Motion No. 71 – Springvale North-East Quadrant (Cont.)**

**OTHER**

**RESPONSE TO NOTICE OF MOTION NO. 71 – SPRINGVALE NORTH-EAST  
QUADRANT**

**ATTACHMENT 1**

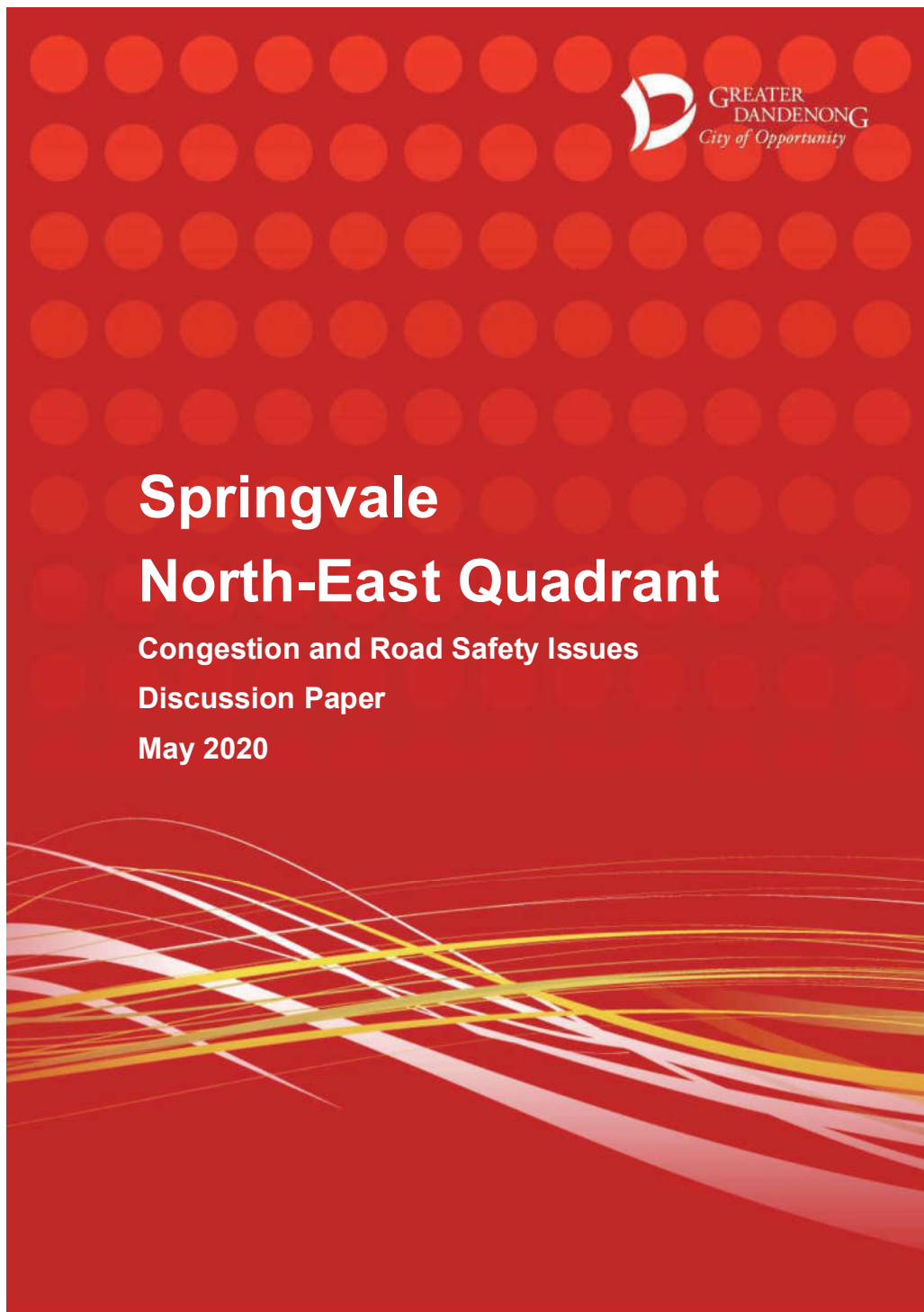
**SPRINGVALE NORTH-EAST QUADRANT  
CONGESTION AND ROAD SAFETY ISSUES  
DISCUSSION PAPER MAY 2020**

**PAGES 13 (including cover)**

*If the details of the attachment are unclear please contact Governance on 8571 5235.*

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**4.3.1 Response to Notice of Motion No. 71 – Springvale North-East Quadrant (Cont.)**





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**4.3.1 Response to Notice of Motion No. 71 – Springvale North-East Quadrant (Cont.)**



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## Issues: Congestion and Road Safety

The Springvale North East Quadrant has been adversely affected by changes to the surrounding road network, with both congestion and road safety having a significant impact on residents and users of the area.

Congestion on the Lindsay Williams Crossing is causing significant delays at peak times during the day. This is primarily caused by the large volumes of traffic using the crossing, including a high number of vehicles turning right at the intersection on Lightwood Road from the Lindsay Williams Crossing. Some of these drivers chose this route because alternative routes to Springvale are unsafe with uncontrolled turns onto the arterial road. The intersections between Springvale Road and Virginia Street and Rosalie Street have been subject to a number of crashes in recent years, including a fatality at Rosalie Street in 2018.

The main reason for much of these issues may be attributed to the “incomplete” nature of the road network in the area. To be more specific, critical road network improvements anticipated at the time of the construction of the Lindsay Williams Crossing, have yet to occur.

The main parties affected by the traffic issues in this area are:

- A large proportion of residents within the “North East Quadrant” of the Springvale Activity Centre area (highlighted on the aerial map below)
- Traffic generated by the properties on Sandown Road
- Through traffic travelling south-east bound from Springvale Road (northern leg) and heading for Lightwood Road



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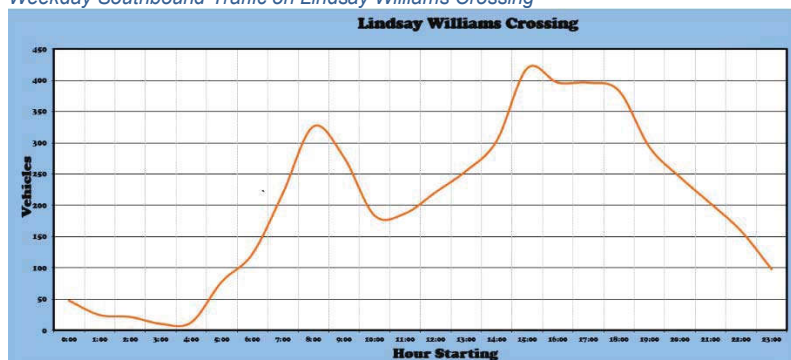


The Lindsay Williams Crossing carries around 6,000 vehicles per day, with over 4,500 of these heading southbound.

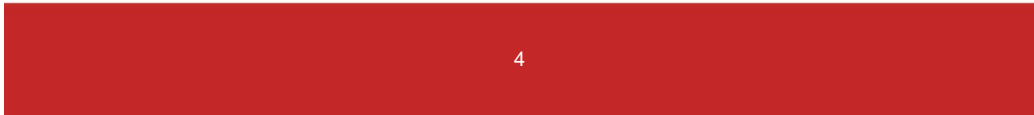
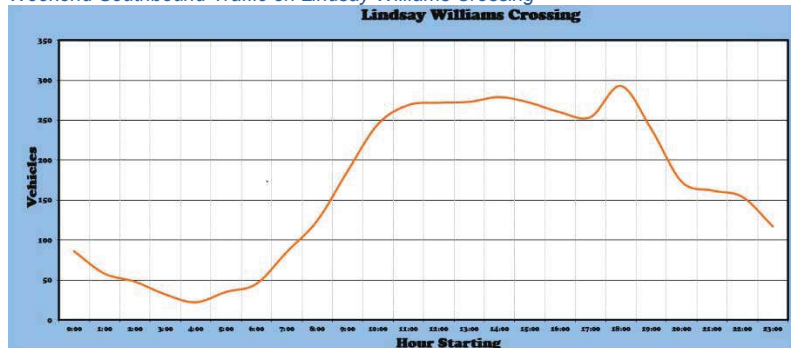
There is a clear peak in the afternoon / evening for southbound traffic. This peak is the worst recorded period of congestion, reaching approximately 400v/h from around school exit time until 6pm. (This may be seen from the graph below.)

During weekends, volumes are not as high, and are consistent around 270v/h across most of the day. Congestion is present during the weekends, however not as pronounced as during the weekday am and pm peaks.

*Weekday Southbound Traffic on Lindsay Williams Crossing*



*Weekend Southbound Traffic on Lindsay Williams Crossing*



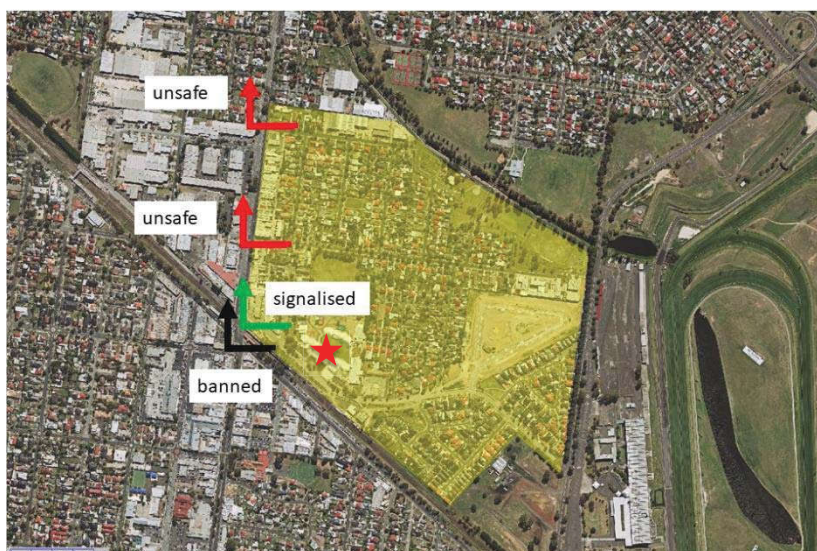
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## Background: The Springvale Level Crossing Removal Project

The Springvale Level Crossing was removed via grade separation by the Victorian State Government in 2014. This significantly altered the structure of the road network, and as a result a comprehensive traffic assessment was undertaken by the level crossing removal project team to inform this. The Lindsay Williams Crossing was constructed at this time. Prior to the grade separation, traffic leaving the predominantly residential area highlighted in the aerial map below, did so as indicated hereafter:

### Road Network Prior to Level Crossing Removal:



#### Residents in the “North East Quadrant” of the Springvale Activity Centre area

Prior to the grade separation, residents in the North East Quadrant could access Springvale Road to head north via a signalised intersection at Sandown Road. The traffic volumes from assessments, suggested this was significantly preferable when compared to the non-signalised intersections at Virginia Street and Rosalie Street (This was particularly so during peaks, where this right-turn manoeuvre onto Springvale Road would be difficult and unsafe – waiting for an acceptable gap in southbound multi-lane traffic).

#### The Springvale Park Special Development School on Sandown Road ★

The location of the school is illustrated by the red star on the aerial maps.



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Prior to the level crossing removal, traffic seeking to access as well as depart from the school would also utilise the signals at the Sandown Road/Springvale Road intersection.

**Through traffic south-east bound from Springvale Road (north) to Lightwood Road**

The left turn from Springvale Road into Lightwood Road was permitted for traffic seeking to head east along Lightwood Road.

**Interim Scenario immediately after level crossing removal (current):**



**Residents in the “North East Quadrant” of the Springvale Activity Centre area**

Residents seeking a “safe” (signalised) access onto Springvale Road to head north are now required to use the Lindsay Williams Crossing. They turn right into Lightwood Road; then at the signals (Lightwood Rd/Springvale Rd intersection) turn right on to Springvale Road. This generates a high right turn demand at the Lindsay Williams Crossing and Lightwood Road (a primary cause of the congestion).

**The Springvale Park Special Development School on Sandown Road ★**

Those accessing the school are also affected by the same issue as residents. Due to the left turn restriction at the Springvale Road / Lightwood Road intersection, through traffic on Sandown Road has significantly increased, as anticipated.

**Through traffic south-east bound from Springvale Road (north) to Lightwood Road**

This traffic must now use Sandown Road and the Lindsay Williams Crossing to access Lightwood Road. This generates left turn demand at the Lindsay Williams

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Crossing and Lightwood Road. This turn alone does not generate significant congestion, as gaps in the traffic along Lightwood Road enabling the turn, are frequent, even during peaks.

**Anticipated “Ultimate” Scenario – modelled as part of the Level Crossing removal**

The traffic modelling undertaken as part of the Level Crossing Removal Project anticipated signals would be installed at Virginia Street and Springvale Road.

It was anticipated this may be delivered by developers in the North West Quadrant of Springvale Activity Centre to support development.



**Residents in the “North East Quadrant” of the Springvale Activity Centre area**

Residents seeking a “safe” (signalised) access onto Springvale Road to head north would conveniently be able to use the signals at Virginia Street.

**The Springvale Park Special Development School on Sandown Road ★**

Due to the restriction to the left turn at Springvale Road into Lightwood Road, through traffic on Sandown Road would remain high. A proportion of traffic would use Virginia Street; however, some congestion would still be likely during the afternoon pick up and drop off period.

**Through traffic south-east bound from Springvale Road (north) to Lightwood Road**

Traffic volumes undertaking this manoeuvre would be expected to remain relatively high, however the reduced congestion at the Lindsay Williams Crossing and Lightwood Road would result in reduced delay to those making this movement.

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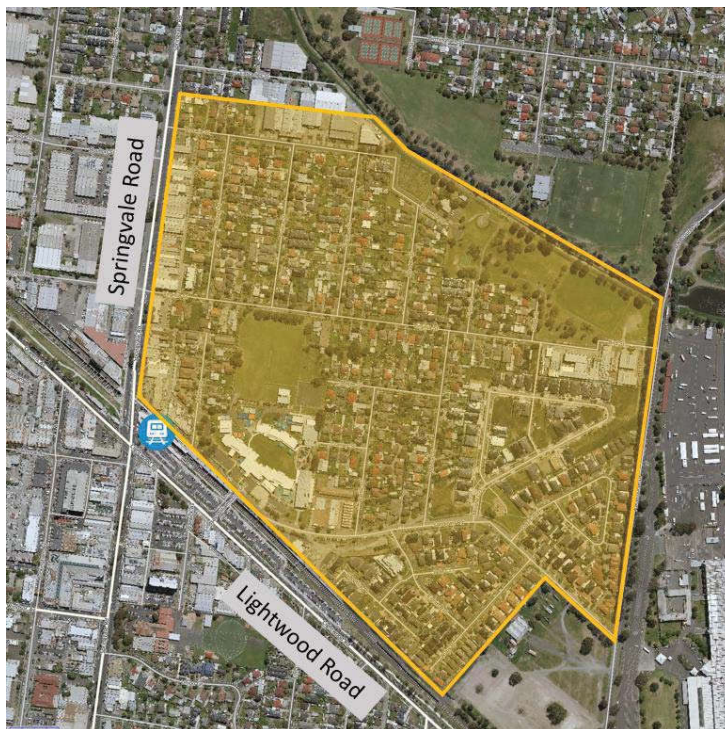
**4.3.1 Response to Notice of Motion No. 71 – Springvale North-East Quadrant (Cont.)**



## Community Engagement

Council has undertaken a survey of residents within the area.

A letter and survey link was sent to 623 properties in the area, and 71 responses were received. The survey gathered information about travel patterns, issues experienced and sought views on potential options.

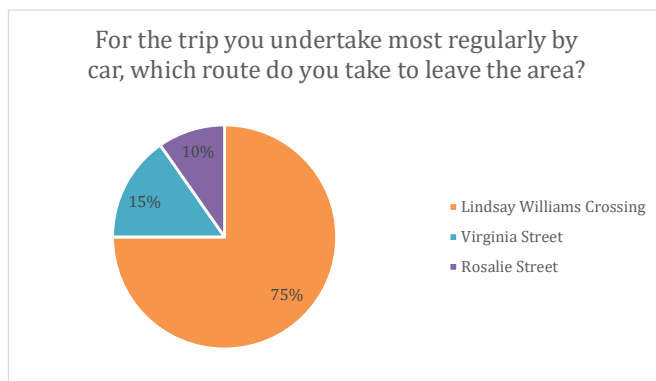
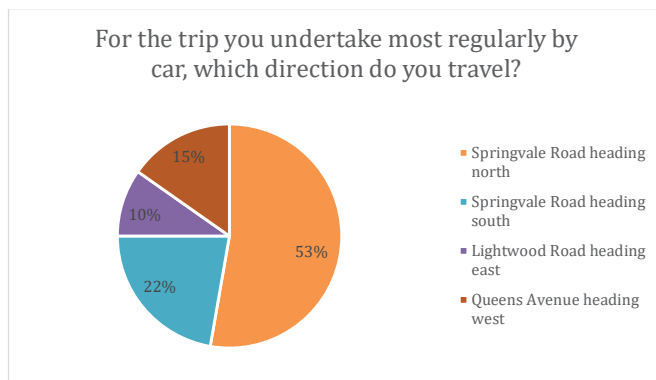


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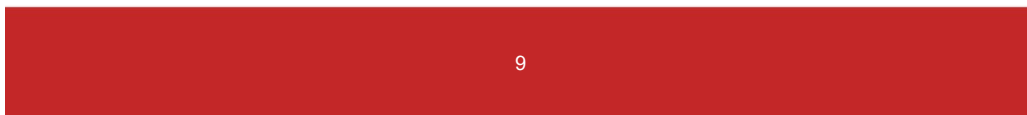


**Survey Results**

A key travel pattern identified by the survey is that the most common direction of travel from the area is to the north along Springvale Road. However, most residents do not use the most direct route to access Springvale Road due to safety concerns. Instead they use Lindsay Williams Crossing, which is where most of the congestion is experienced.



90% of those responding experience congestion issues on the network. Over 60% also have concerns about road safety.





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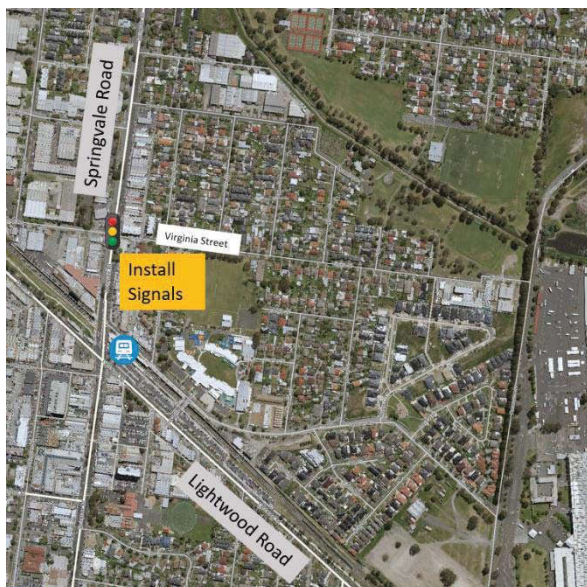
#### Option Testing

Three potential projects which may address some of the issues experienced were tested with the survey respondents. These were:

- Signalisation of Virginia Street
- Reintroduction of the left turn from Springvale Road into Lightwood Road
- A right turn ban from Lindsay Williams Crossing into Lightwood Road

Respondents were asked whether the potential project would impact them directly, and what effect they believe it would have on congestion and road safety.

#### Signalisation of Virginia Street



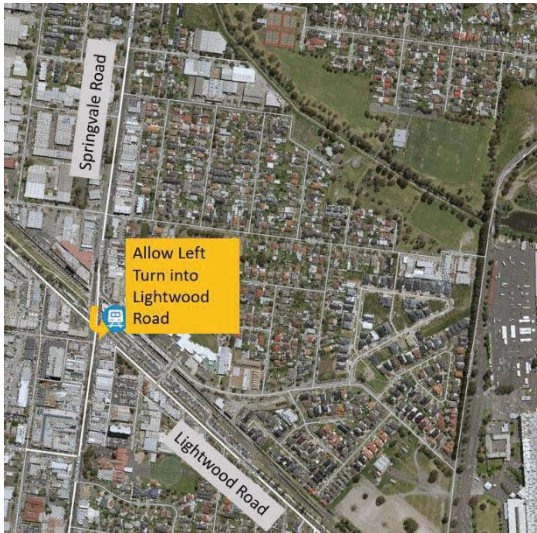
This was the most supported option. 79% of those who completed the survey believed this option would benefit them directly. The majority of those responding believed this project would both reduce congestion and improve road safety.

Comments from residents regarding this proposal highlighted they currently do not consider this intersection, or the intersection between Springvale Road and Rosalie Street to be safe.

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**Reintroduction of the left turn from Springvale Road into Lightwood Road**



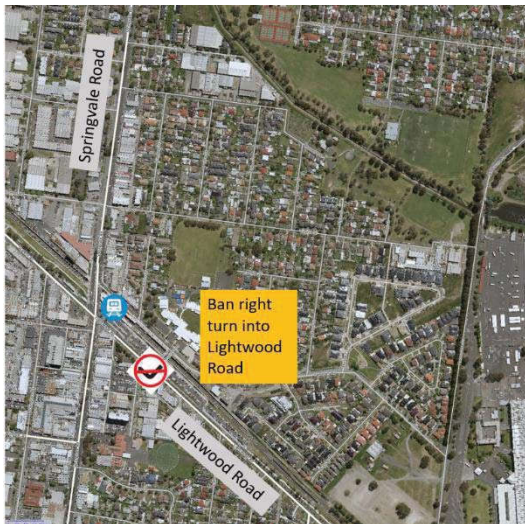
This option was also supported by those completing the survey. Respondents felt it would reduce congestion, though this project would also not have the road safety benefits which the signalisation of Virginia Street would have. Over half (54%) of survey responses felt this project would impact them directly.

Some of the comments received around this option highlighted the importance of pedestrian safety at this intersection, as it is already a difficult intersection for pedestrians.

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**A right turn ban from Lindsay Williams Crossing into Lightwood Road**



While some respondents acknowledged this option might reduce congestion during peak periods, the majority of those in the area did not support this option. Most thought it would increase congestion, and potentially encourage unsafe U-turns on Lightwood Road, as drivers might not continue to the roundabout further along the street.

Several respondents do not believe signs would be sufficient to enforce such a turn ban, and most drivers would make the manoeuvre anyway.