

REVITALISING CENTRAL DANDENONG SITE 11 – 15

TRAFFIC AND MOVEMENT Q&A

Document prepared by



What plans and strategies are informing the traffic management approach in the Capital Alliance project?

The Master Plan for Revitalising Central Dandenong (RCD) sites 11 to 15 provides high-level strategic direction with the aim of informing the evolution of the Foster Street and its surrounds. Transport input included in the Master Plan relates to overarching movement and access principles that seek to guide the design of the precinct.

At a subsequent stage, a detailed assessment of the specific impact of each stage of development on the transport networks will be carried out through a Transport Impact Assessment. This ensures that the transport network conditions at the time of each development (in 5, 10 or 20 years' time) can be appropriately included in the assessment.

How has parking in the redevelopment site been considered?

An evidence-based approach and the learnings from best-practice case studies was used to determine the most appropriate amount of parking to meet the development needs without having a significant negative impact on the surrounding road network.

In this instance, the local context has been carefully considered and note that the site is:

- Highly accessible by public transport – with 24 bus routes and a train services in three directions all within 300m of the development
- Served by highly frequent bus and train services – there are trains every 10 minutes seven days a week and over 9,000 bus services every week at the site
- Located within Central Dandenong which has a Walk Score above 92 – and is considered a “walker’s paradise”
- Surrounded by a large reservoir of publicly accessible car parking – there are currently over 700 car parking spaces within 100m of the development site. Council has recently invested in building 226 additional parking spaces for employees in Central Dandenong with a price of less than \$2 per day. Currently around 90% of these spaces are available
- In an area with limited spare capacity on the road network – providing additional parking will increase peak hour traffic congestion.

Many community members are concerned about parking congestion on Thomas Street and Foster Street were raised by community members at the March consultation. How will the master plan mitigate future parking issues and demand?

There are 24 line-marked spaces in Foster Street and around eight spaces that are not line-marked. The number of spaces in Foster Street could be increased by around 10% if they were all line marked and used efficiently.

There are 55 line-marked spaces in Thomas Street between Foster and Walker Streets. Council's data shows that parking spaces are available in this area at all times of the day. If they become busier, the parking restrictions can be updated to ensure availability at all times.

Overall car parking spaces in these two locations constitute 0.7% of all parking in Central Dandenong.

The Master Plan proposes to add parking spaces which would amount to around 5% of the total public parking in Central Dandenong.

On-street car parking availability can be an issue in some nearby areas during peak periods when demand for parking is high. In Thomas and Foster Streets this is typically in the evenings. At these times there are no parking controls to regulate use of the parking spaces, and the public multideck parking facilities in Thomas and Walker Street both have ample availability at no cost to users.

Capital Alliance do not have powers to control or manage on-street car parking along Foster Street as this is a Council or VicRoads owned asset and responsibility

This planned development for Revitalising Central Dandenong Sites 11-15 will lead to more people trying to bypass Dandenong via Hammond Road and Webster Street which are already congested. How will traffic congestion in the area be managed?

VicRoads data shows that Hammond Road and Webster Street are not currently congested. For the vast majority of the week both streets operate under free-flow conditions. Traffic congestion is considered to occur when traffic volumes exceed the capacity of the road. This typically means that vehicles waiting at a stop signal, will view an entire green signal phase without being able to pass through the intersection, and thus having to wait at the next stop signal.

When traffic congestion occurs, it discourages through traffic from using the congested roads. A lack of traffic congestion at most times of the day, results in significant volumes of through traffic using roads in Central Dandenong.

Through traffic is encouraged to bypass Central Dandenong through use of Dandenong Southern Bypass, EastLink, Monash Freeway and South Gippsland Freeway.

Key infrastructure improvements have been committed to improve the efficiency of vehicle movements along Webster Street and Hammond Road including the Webster Street level crossing removal. While not directly relevant to the Foster Street development, this investment will divert through traffic away from Central Dandenong.

The master plan documents refer to an increase in cycling and pedestrian activity, but minimal details are provided on whether new bike lanes will be included as part of the redevelopment. Can you please explain what cycling upgrades will take place, and how these will connect to existing networks?

The Master Plan aims to maximise the transport choices available for those accessing Central Dandenong. VicRoads has previously identified key cycling corridors along Railway Parade, Foster Street and Lonsdale Street to provide a continuous bicycle network that links up with regional bicycle routes including the EastLink Trail and the Dandenong Creek Trail.

The role of the Master Plan is to set out these aspirations. The detailed design and delivery of the bicycle infrastructure will be outlined in subsequent project phases and will be subject to Council and VicRoads approval as the relevant road managers.

Currently, the master plan includes a separate bicycle path along Foster Street that connects with the Djerring trail. Curran Lane (the laneway where the new Little India will be located) also provides direct access to the existing separated bicycle path on Walker Street that links to Cheltenham Road and Lonsdale Street-Princes Highway.