The background features a large, abstract graphic composed of overlapping, semi-transparent shapes in various shades of green and yellow. A prominent feature is a curved, textured band that resembles a road surface or a series of overlapping layers, curving across the middle of the page.

Springvale Junction

Community Consultation Summary Report

Fri, 22 Jul 2016

Springvale Junction Improvement Project

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1. Background

Springvale Junction is the intersection of Princes Highway (Dandenong Road), Springvale Road, Centre Road and Police Road in Springvale, Melbourne. It is one of Australia's most complex intersections, and the worst accident black spot in Victoria.

The structure of the intersection currently incorporates six approach roads, which lead to 29 possible turning movements for drivers. Crashes on this junction are caused mainly by drivers being confused and failing to give way to oncoming traffic when turning right.

There were 58 casualty crashes at Springvale Junction between 1 July 2010 and 30 June 2015.

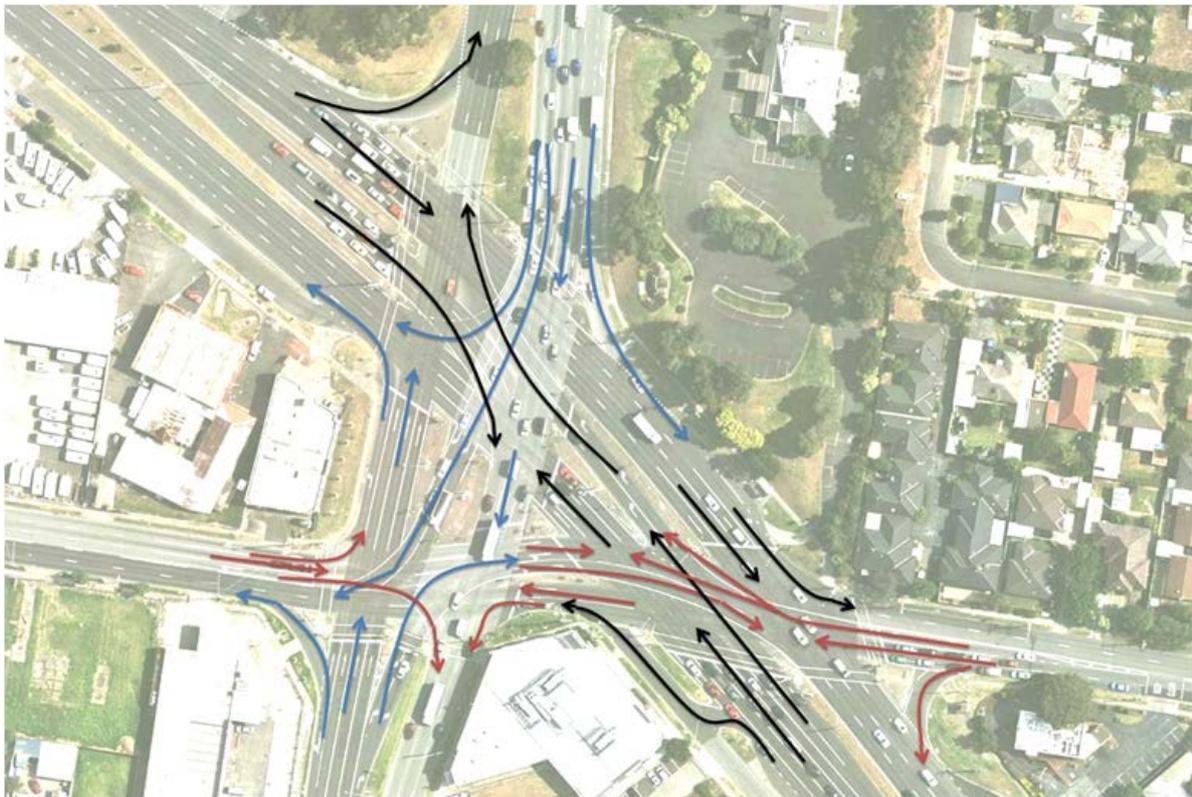


Figure 1 Current movements allowed at Springvale Junction

VicRoads is working with the community and key stakeholders to identify options to improve the safety of Springvale Junction.

This report summarises the information collected from community workshops and an online consultation over the period 24/11/2015 to 31/1/2016.

2. Community consultation

Thank you to everyone who participated in this consultation by attending one of our community workshops or participated in the online consultation. We received a lot of useful feedback which is summarised in the following sections of this report.

2.1. Community workshops

The community workshops were promoted using the local leader newspapers, VicRoads website, social media, and letter box drops. The following table indicates the dates of the community workshops, their location and attendance numbers.

Date	Time	Venue	Attendance
24/11/2015	10:30am – 12:30pm	Springvale Town Hall	35 attended
24/11/2015	6:30pm – 8:30pm	Springvale Town Hall	18 attended
25/11/2015	6:30pm – 8:30pm	Mulgrave Community Centre	32 attended

Table 1 Details of community workshops

2.2. Online community consultation

The online community consultation was promoted using the local leader newspapers, VicRoads website, and social media. The consultation ran for approximately 6 weeks over the period 14/12/2015 – 31/1/2016. During this time:

- 2,521 people visited at least 1 of the consultation pages
- 981 people visited multiple pages
- 56 people provided feedback.

2.3. Information collected

The same information was collected from the community workshops and the online consultation as detailed below.

2.3.1. Community experience with Springvale Junction

Springvale Junction has 29 possible turning movements that the community can experience. In order to capture information on this experience, participants were first asked to nominate one of the 6 possible approach roads to the junction, then a particular turning movement, and then describe their experience with that turning movement. Participants could nominate as many turning movements as they felt appropriate.

Participants were also asked a more general question relating to the overall impact that Springvale Junction had on their life.

2.3.2. Community aspirations for the future of Springvale Junction

The community were asked to provide their views on the various approaches to improving Springvale Junction (see Appendix 1) that VicRoads had assessed during the preliminary study. Participants allocated one of the following ratings to each of the approaches:

- Great
- Good
- I can live with it
- Poor
- Unacceptable

Participants were also asked for their ideas on how to improve Springvale Junction and other comments that they may wish to contribute to the study.

2.3.3. Community feedback on the consultation

To obtain feedback on the consultation itself, all attendees at the community workshops were invited to complete a workshop evaluation form. Completed evaluation forms were received from 65% of participants. The following feedback was obtained:

- 100% agreement with the statement “Everyone had equal opportunity to express their views”.
- 98% agreement with the statement “Overall the workshop was effective”.

Some of the positive comments included:

“Enjoyed the experience and appreciated the opportunity to provide feedback”.

“Happy with all ideas and paperwork put forward to us. It was great for us to understand, that helps a lot”.

“Good initiative by VicRoads. Notification of the workshop was handed out in time”.

“Very pleased that after 30 years or more it’s finally being looked at”.

Some suggestions on how to improve the workshops included:

“More time for the activity sessions. Give others a chance to think and evaluate what has been said”.

“VicRoads representatives need to speak slowly and clearly when reporting back our comments from the feedback stations”.

3. Outcomes

3.1. Experience comments

The comments provided by participants relating to their experience with Springvale Junction were grouped into categories; firstly by the approach road and secondly by the type of issue.

The approach roads included Princes Highway North West approach, Princes Highway South East approach, Springvale Road North approach, Springvale Road South approach, Centre Road West approach, Police Road East approach.

The issue types include safety, lane/intersection capacity, signal time, lane choice, rat running, signal phasing, avoidance of the intersection and other. The most common areas of concern identified by attendees were safety, signal time, lane/intersection capacity and lane choice.

In total there were 385 experience comments received, covering 695 issues. See Figure 2 below.

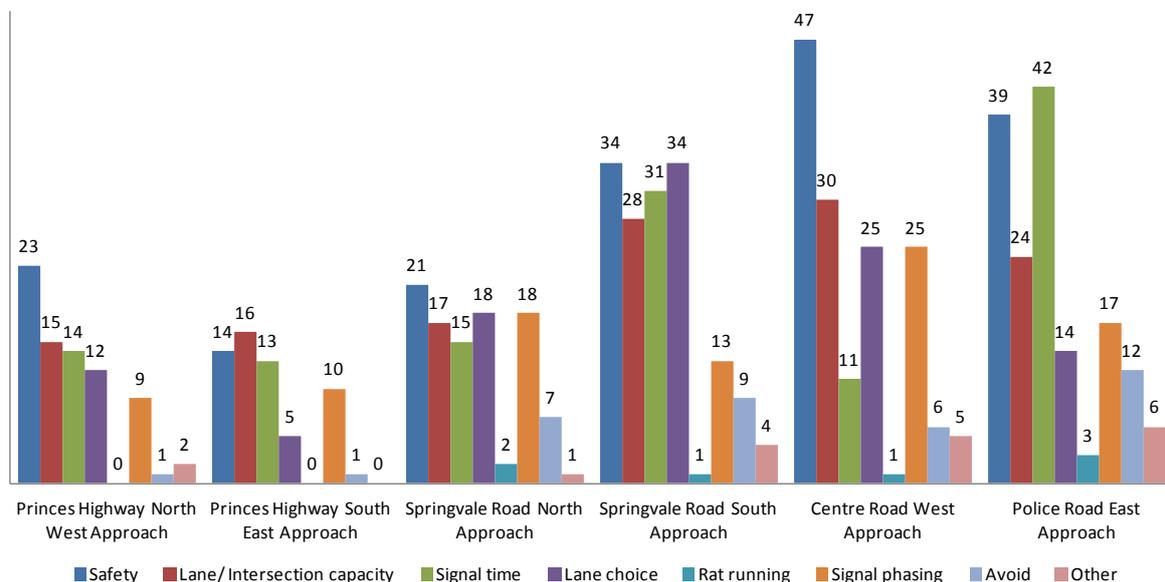


Figure 2 Experience comments grouped by approach road and issue type

3.2. Areas of community concern

While there was general concern expressed about the safety of Springvale Junction, there were a number of specific areas of concern that were mentioned repeatedly. These areas of concern are listed below:

- When turning left from Princes Highway outbound into Springvale Road:
 - the left turn line marking is missing,
 - three green metal boxes block sight lines, raising concerns for pedestrian safety.
- Cars travelling along Princes Highway outbound or turning left from Springvale Road (possibly wanting to turn left into Police Road) often turn into the indented bus stop thinking that it is an additional traffic lane.
- The Police Road approach is extremely slippery when wet and the line markings are almost nonexistent when it's dark or raining.
- Cars travelling along Princes Highway inbound wishing to turn right into Police Road often do a U-turn from the right turn lane for Springvale Road. There is no sign to prohibit this movement and cars that perform this U-turn often fail to give way to traffic turning left from Springvale Road.
- Many motorists get confused when intending to travel between Centre Road and Police Road. Drivers that misjudge the direction and travel in a straight line can end up on the wrong side of the road.
- Cars turning right into Princes Highway outbound from either Centre road or Springvale Road often fail to give way to pedestrians crossing the highway.
- There is no pedestrian crossing marked on the service road of the Princes Highway inbound approach.
- The left turn lane from Centre Road to Springvale Road is shared with through traffic. When this lane is blocked by through traffic, some drivers have been observed driving in the wrong lane and even on the opposite side of the road to overtake these vehicles and make the left turn.

At the time of writing this report (July 2016), VicRoads had already completed some enhancements to Springvale Junction that address a number of the concerns mentioned above. See Appendix 1 for details.

Further and more substantial safety improvements are anticipated as an outcome of the Springvale Junction Improvement Project.

3.3. Possible safety approaches for Springvale Junction

In VicRoads preliminary investigation of Springvale Junction, a number of alternative approaches that could be taken to improve the safety of the Junction were investigated. The relative benefits and issues associated with each of these approaches were presented at the community workshops, and were also available for the online consultation. It was explained that the final solution may be based on one of these approaches, or a combination of them, or may end up being something completely different as a result of the consultation findings. The information provided during the consultation on each of these safety approaches is outlined below.

3.3.1. Overpass / underpass

It may be possible to separate the Princes Highway through Springvale Junction using an overpass or underpass. The image below is an artist's impression of Princes Highway as an underpass.



Figure 3 Artist's impression of an underpass

Benefits

- Free-flowing traffic along the Princes Hwy
- Significant improvement in safety

Issues

- Although highway users would see benefits, there would be few safety benefits to others as a complex intersection would still exist
- There'd be fewer entrances to the Princes Hwy
- We'd need to buy land and demolish buildings to make room in this built-up area
- Construction over several years and very costly

3.3.2. Preventing unsafe right turns

This approach would prevent drivers from turning right at locations that have been identified as high risk. The image below shows an example of how the unsafe right turn from Centre Road into Princes Highway could be prevented.

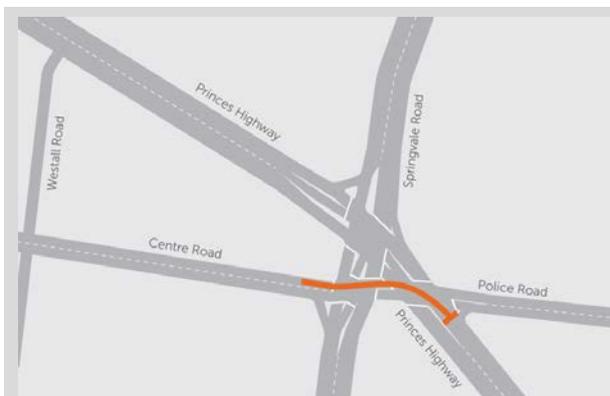


Figure 4 Preventing an unsafe right turn

Benefits

- There'd be less crashes caused by right turns
- Traffic would move more quickly through the junction
- Could be put in place quickly and is relatively low cost

Issues

- There'd be fewer route options using the junction
- Some drivers would need to use alternate routes, displacing traffic elsewhere

3.3.3. Redirecting a right turn using a “U” turn

This approach would introduce controlled U-turns on the junction to replace existing right turns. The image below shows an example of how right turns could be redirected to U-turns.



Figure 5 Redirecting a right turn using a "U" turn

Benefits

- Improved junction performance and more reliable journeys through the junction
- Improved safety on high risk right turns

Issues

- This approach requires some changes in driver behavior
- This approach would be moderately expensive due to construction costs and traffic signal installation.

3.3.4. Speed limit reductions

This approach would reduce speed limits on some of the approaching roads to Springvale Junction. The image below shows the current speed limits on the approach roads.



Figure 6 Speed limits at Springvale Junction

Benefits

- Could be put in place quickly
- Relatively inexpensive
- A lower speed limit would reduce the impact of crashes

Issues

- Many crash areas are already at low speed limits, so this change may not tackle the cause of these incidents
- Lowering the speed limit wouldn't improve traffic flow

3.3.5. Roundabout

In this approach a roundabout would replace the current junction.



Figure 7 Sign depicting a roundabout

Benefits

- Reduced junction approach speeds
- Crash collision angles on roundabouts are smaller, avoiding more dangerous head-on and side-impact (t-bone) collisions

Issues

- Reduced speeds could cause a traffic bottleneck
- Would be a complex roundabout, reducing the safety benefits
- Would require considerable cost and land acquisition

3.3.6. Minor road closure

In this approach, one or both of the minor roads that intersect with Springvale Junction could be closed. The diagram below shows the closure of both Centre Road and Police Road.

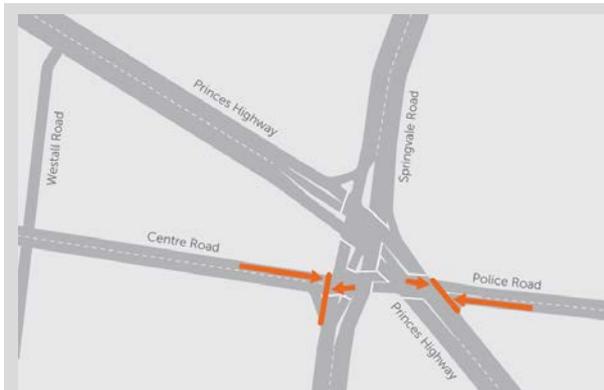


Figure 8 Closure of Centre Rd and Police Rd

Benefits

- Reduces complexity of the junction, so drivers would be less likely to crash
- Improves traffic flow by reducing traffic through the intersection
- Low-cost approach

Issues

- Huge impact on nearby traffic – approximately 22,000 vehicles would need redirecting
- Some drivers would need to use alternate routes, increasing congestion elsewhere

3.4. Community acceptance of the safety approaches

A comparison of the acceptability of the various safety approaches, based on the views expressed by the community, is provided in the charts below.

Figure 9 below compares the level of community acceptance of each of the six safety approaches. An approach is considered acceptable if it was rated as either “Great”, “Good” or “Can live with it” by the community. For example 26% of workshop participants considered “Road closure” to be an acceptable approach to improving the safety of Springvale Junction.

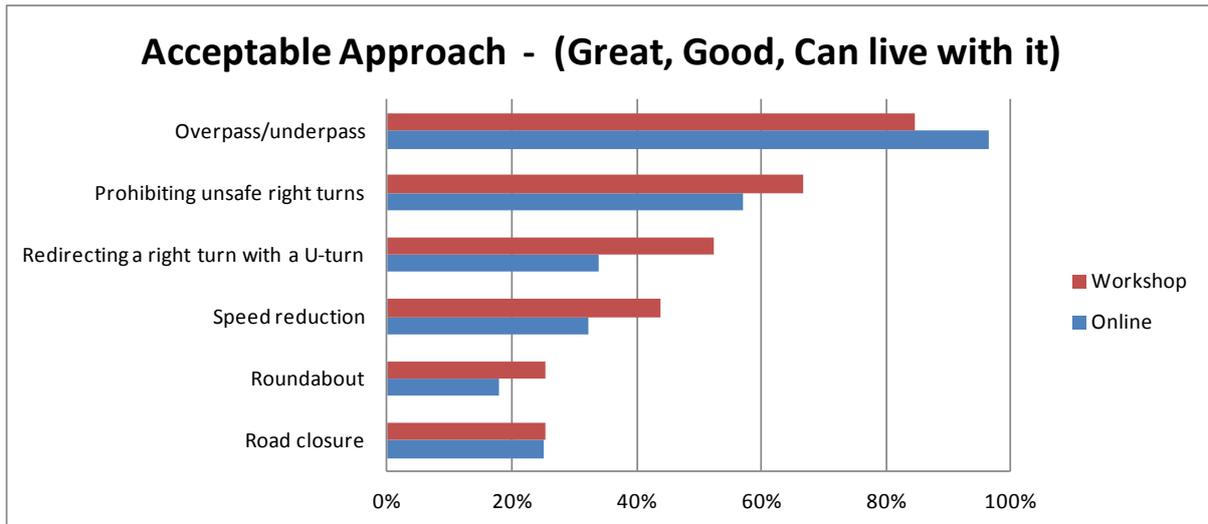


Figure 9 Percentage of participants who consider an approach to be acceptable

Figure 10 below shows for each of the six safety approaches, the percentage of participants who considered it to be a “Poor” approach to improving the safety of Springvale Junction. For example 22% of workshop participants considered “Road closure” to be a “Poor” approach.

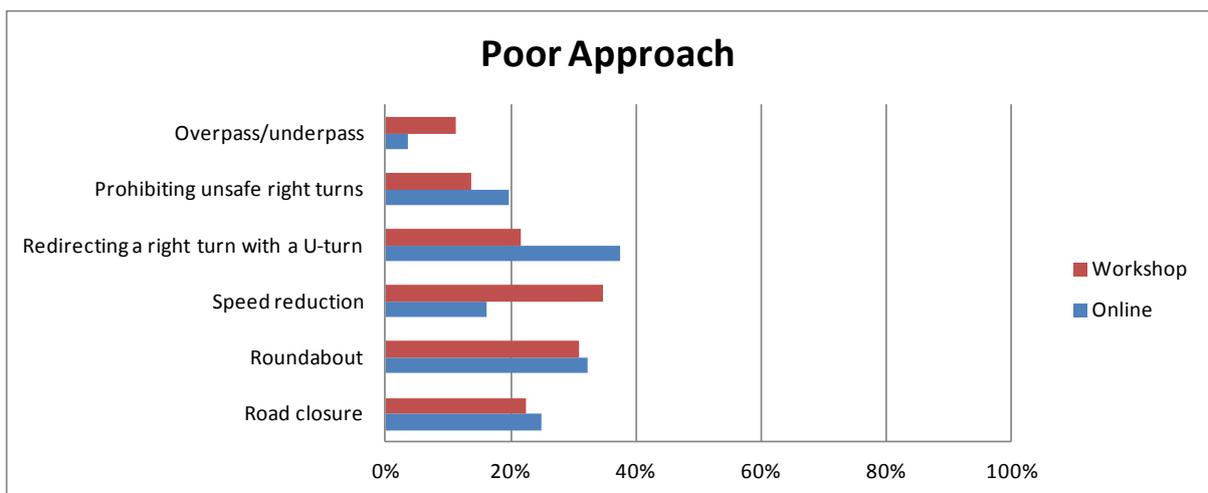


Figure 10 Percentage of participants who consider an approach to be poor

Figure 11 below shows for each of the six safety approaches, the percentage of participants who considered it to be an “Unacceptable” approach to improving the safety of Springvale Junction. For example 52% of workshop participants considered “Road closure” to be an “Unacceptable” approach.

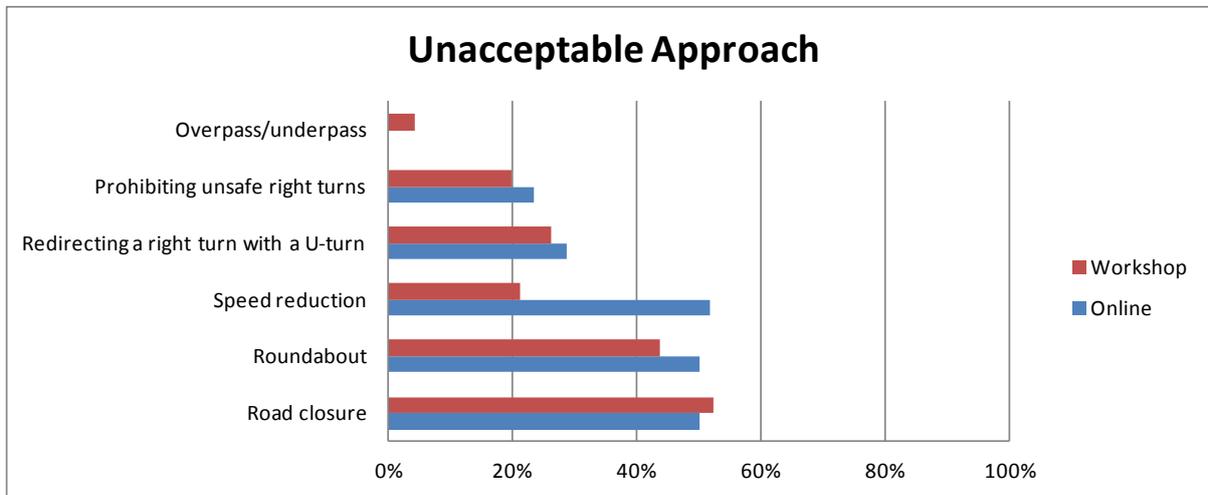


Figure 11 Percentage of participants who consider an approach to be unacceptable

3.5. Other feedback

We have received a significant number of comments and ideas for improving Springvale Junction.

There were a number of alternative suggestions for an overpass/underpass that involved Springvale Road, Centre Road, or Police Road rather than Princes Highway.

There were also a number of suggestions involving the enhancement of some of the local streets such as road widening and installation of traffic lights to enable traffic to be redirected away from Springvale Junction.

Redirecting traffic to Westall Road was also frequently mentioned.

Amongst the most frequent comments and suggestions were; improved signage and line markings, changes to the signal phasing, additional street lighting, changes to the turning lane and slip lane configuration, and the installation of red light cameras.

4. Next steps

We will use the information received from the community to help develop a proposed improvement option for Springvale Junction. This option will be designed to best respond to the interests of all key stakeholders.

We're planning to have our proposed improvement option ready to discuss with the community towards the end of 2016. Consultation will again involve community workshops and an online consultation.

Following this consultation the improvement option will be finalised and form the basis of a business case that will be submitted to the Victorian Government for approval and funding.

Appendix 1 Safety enhancements completed

The following enhancements to Springvale Junction have already been implemented in response to the safety concerns expressed by the community. (Status at July 2016)

Raised pavement markers have been re-installed in the middle of the intersection, and some line marking works have already taken place to assist drivers with navigation through the junction. Some improved signage has been installed where the community has identified a need.



Figure 12 New line marking at bus stop to avoid confusion



Figure 13 New sign to re-enforce no right turn from Princes Hwy to Police Rd



Figure 14 Pedestrian crossing on Springvale Rd southbound turning left into Princes Hwy

Four zebra pedestrian crossings have been installed at locations where the community has expressed safety concerns.

These include:

- Princes Hwy outbound turning left into Springvale Rd
- Princes Hwy inbound turning left into Centre Rd
- Springvale Road southbound turning left into Princes Hwy
- Springvale Rd northbound turning left into Centre Road

Further and more substantial safety improvements are anticipated as an outcome of the Springvale Junction Improvement Project.