



Local Area Traffic Management

Chirnside Park LATM Zone

Community Engagement Feedback Report

May 2025

Project background

CONTEXT

Planning and development practices in the Shire have traditionally focused on supporting car travel, reflecting the lifestyles and societal norms of the time. Some of the early suburbs, such as Chirnside Park, were developed during a period when footpaths were not required by the prevailing Planning Scheme, resulting to a network of roads that do not provide safe opportunities for walking or other modes of travel. While this suited past trends, our collective experience over the last decade have underscored the importance of enhancing walkability and adopting a more holistic and sustainable approach to transport.

The Yarra Ranges Integrated Transport Strategy 2020-2040 (the “ITS”) outlines the framework for transport planning and decision-making in the Shire for the next 20 years. It’s the product of extensive collaboration between the community, Yarra Ranges Council (YRC), and other stakeholders, and captures the community’s aspirations for transport in the Shire.

An important action item identified in the ITS is the implementation of area **wide local area traffic management (LATM) tools** to better manage the use of road space in residential streets.

THE STUDY

An area wide LATM plan would provide the framework for prioritising and delivering traffic calming treatments on local roads. It is a strategic investigation of traffic and transport issues in a local area and aims to create safer and more enjoyable local neighbourhoods by slowing traffic down, where appropriate, to reduce their negative impacts to our communities.

LATM differs from Council’s day-to-day street-level traffic management by focusing on transport management on a broader level. While immediate, site-specific solutions are necessary and will continue to be an important aspect of transport management in our Shire, a proactive strategy can aid in coordinating solutions and preventing issues from recurring.

LATMs are in line with Council’s Action Plan and the Yarra Ranges’ Integrated Transport Strategy which outline our commitment to nurture healthy and active communities supported by safe, enjoyable, and connected infrastructure.

PROCESS

Yarra Ranges has been subdivided into fifteen (15) LATM zones to manage the planning and delivery of area wide LATM studies across the Shire. The zones were determined based on similarities in traffic and transport characteristics and population distribution. Figure 1 provides an overview of the LATM development process.

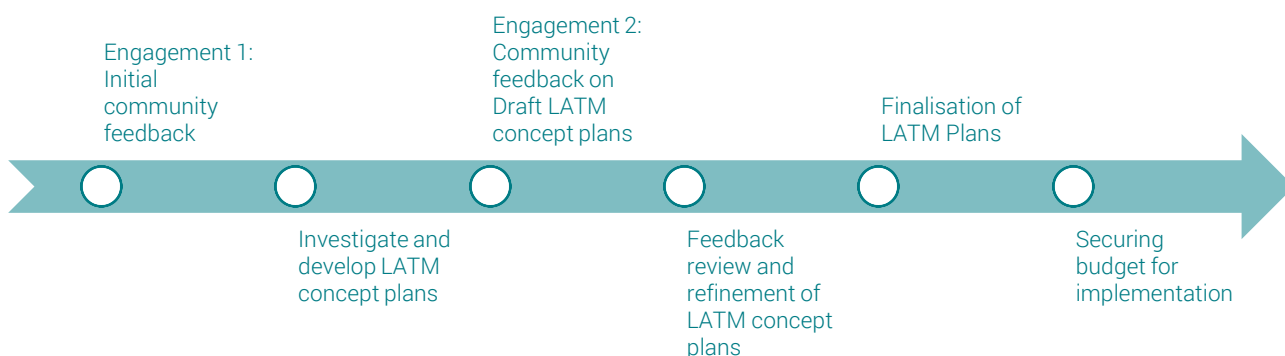


Figure 1. LATM process

Two rounds of community engagement will be held for this project:

- first to gather initial community feedback to understand existing traffic and transport issues
- second, to seek community feedback on the LATM plans that will be developed based on information gathered from the first engagement.

How we engaged

The first round of community engagement for the Chirnside Park LATM was held from 13 March to 22 April 2025. Information about the project objectives was made available to the public and feedback from the community was sought over six weeks. The community engagement sought to answer two questions:

- What can we do to make it easier for you to walk and cycle in your local neighbourhood?
- Where can we make these improvements?

This section outlines the engagement activities undertaken and describes the communication and promotion channels used by Council to encourage community participation. Figure 2 shows the location of engagement activities and posters for this round of engagement.

 Online Engagement	Interactive map 193 comments 632 page visitors 90 unique contributors	Engagement was primarily done online via the Shaping Yarra Ranges page – YRC's Online engagement platform. Project information, schedule of activities, and frequently asked questions (FAQs) were published on the project webpage which can be accessed at Creating safer roads and paths - Chirnside Park Shaping Yarra Ranges. Contributors provided feedback by dropping pins in the interactive map and leaving their comments about what Council can do to improve walking and cycling.
 Email notifications and newsletters	Delivered to over 11,240 recipients	Word about the project and ongoing engagement was publicised via e-mail notifications and electronic newsletters. These were delivered across different dates to different user groups • Notifications – Shaping page followers with nominated subject area interests • YRC Local e-Newsletter – 3 editions: 21 March, 4 April and 17 April
 Pop-ups and community outreach	Over 50 in-person feedback received from six community pop-ups	Council officers went out to the community during the following periods • Sunday 16 March 2025, 10:00am to 2:00pm ◦ Celebrate Mooroolbark Festival • Sunday 30 March 2025, 10:00am to 2:00pm ◦ Cire Community Market • Thursday, 10 April 2025, 10:00am to 1:00pm ◦ Belsay Reserve Chirnside Urban Park • Cire Community Hub, 9.00am-5.00pm on: ◦ Wednesday 19 March 2025 ◦ Thursday 27 March 2025 ◦ Tuesday 1 April 2025
 Social media	Reached over 21,600 users, translating to 230 link clicks	A social media ad ran on Facebook and Instagram, encouraging the community to head to the Shaping Yarra Ranges page to provide feedback about the project. The ad ran for the entire duration of the engagement period.
 Static posters	Over 190 webpage visitors accessed the project website via poster QR codes	Static posters placed across 13 parks and shops all around Chirnside Park.
 Community groups		Notifications and emails sent out to different networks to seek feedback and support in disseminating information. Soft copies of posters also shared to these groups to assist in dissemination.

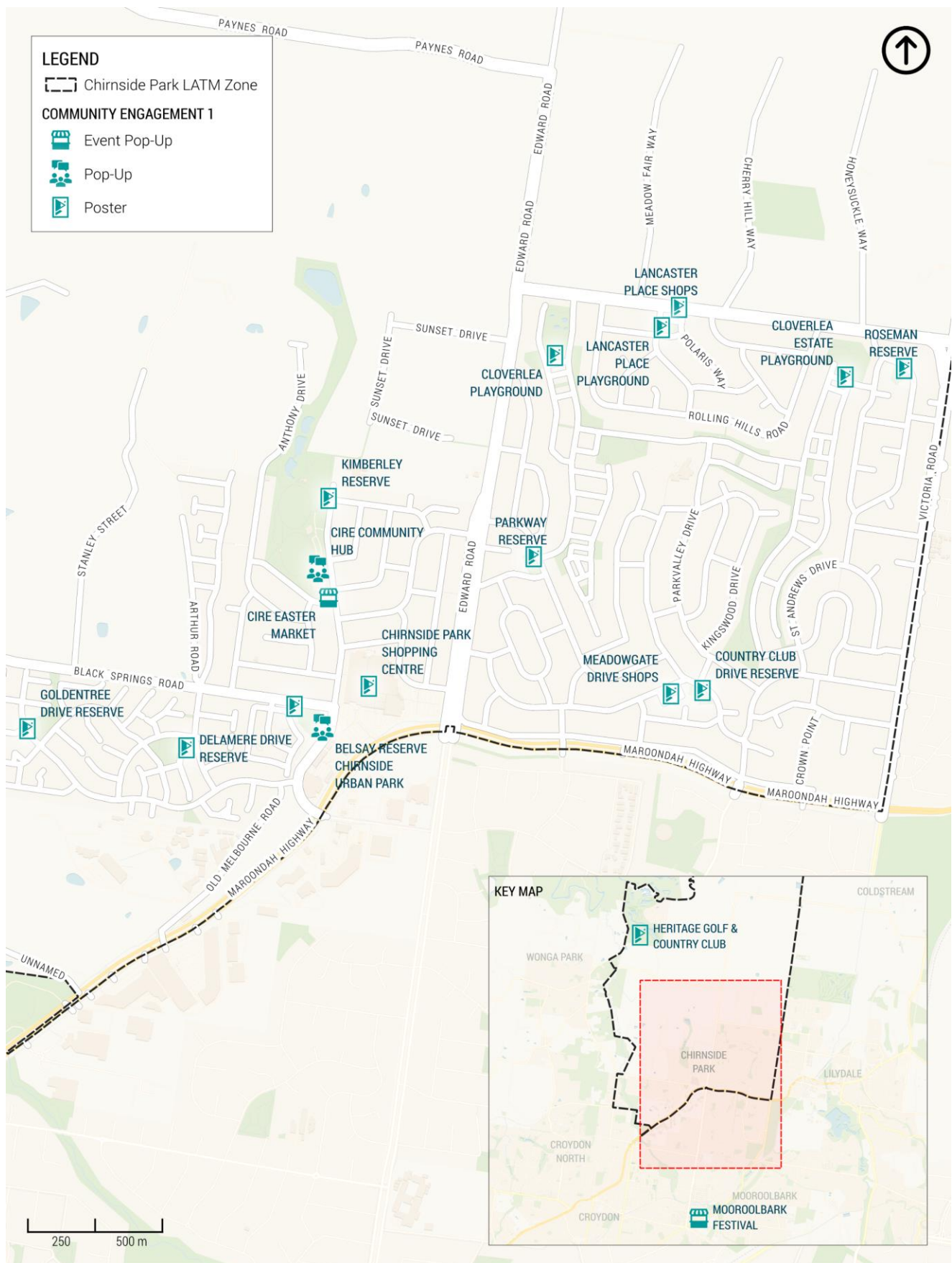
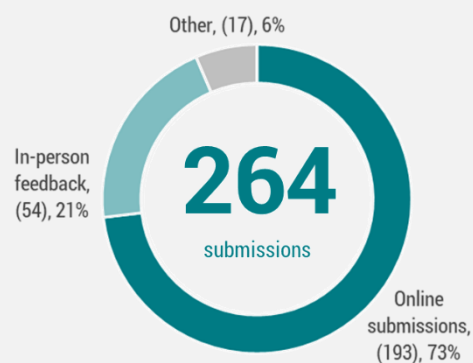


Figure 2. Location of pop-ups and posters for Community Engagement 1

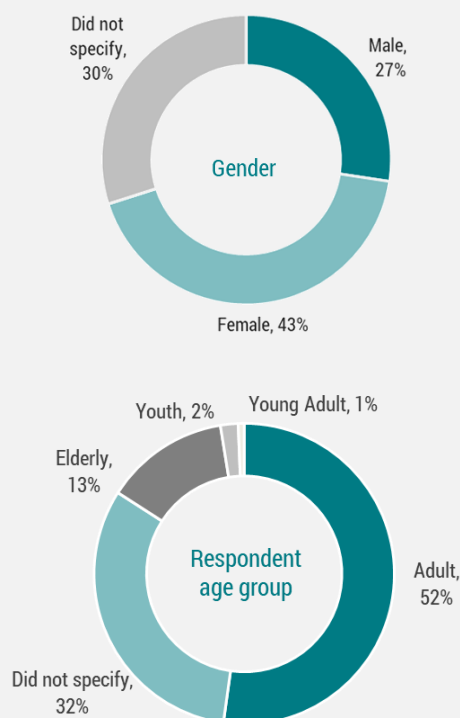
Who we heard from

A total of **256** comments were received across all platforms.

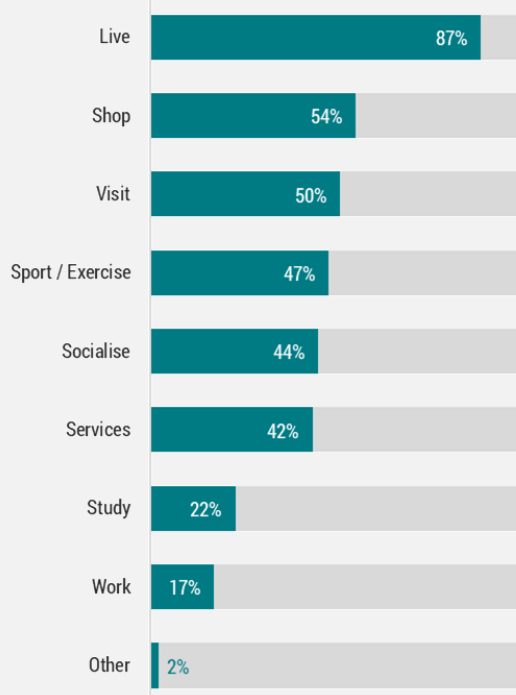
- 193 comments pinned on the online engagement map
- 54 in-person feedback received during community pop-ups and outreach
- 17 comments received via e-mail, phone call, social media comments



Respondent demographics



Connection to Chirnside Park



Notes

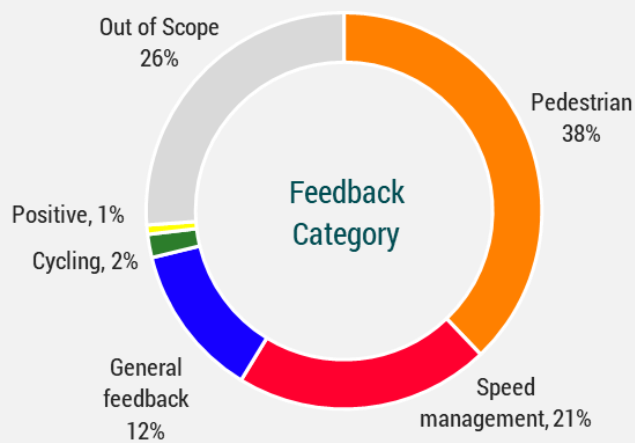
- Percentages reported are based on the total number of respondents who provided information on the optional questions. This data encompasses online and in-person engagement.
- Respondent age groups have been categorised as follows:
 - Youth Aged 0-14 years
 - Young Adult Aged 15-24 years
 - Adult Aged 25-64 years
 - Elderly Aged 65 years and over

What we heard

Out of the 264 total submissions, 195 (74%) relate specifically to transport and traffic management.

The rest of the feedback relate to issues and concerns that were either not related to the project scope, or outside the influence of Council (privately-owned properties, facilities and infrastructure owned or managed by the Department of Transport and Planning (DTP)).

These comments will be endorsed to the relevant Council departments or external authorities for their investigation and action.



Key themes

Feedback received from the community revolved around several key themes which reflect a strong community interest in improving safety, accessibility, and the overall quality of paths and connections.

1. Safe and connected routes for pedestrians and cyclists

Footpaths and crossings: Many comments emphasised the need for more footpaths and pedestrian crossings particularly on routes to schools, parks, and the shopping centre.

Comments highlighted the importance of paths and crossing facilities to provide safe and continuous routes to access key places. Many comments drew on personal experiences and personal observations, citing concerns for the more vulnerable members of the community such as children and the elderly.

Notable areas mentioned include Kimberley Drive, Black Springs Road, Village Green, Harvest Drive, Edward Road, Vista Drive, View Point Drive and El Centro.

Cycling paths: A few requests for dedicated bike paths and safer cycling routes were noted, such as a bike path or a shared path along Black Springs Road and Switchback Road. Cycling route connections to Lilydale was also requested.

2. Traffic calming and road safety

Speed management: Numerous comments called for speed humps, reduced speed limits, and other traffic calming measures to address speeding vehicles, especially in residential areas and around schools and bus stops. Comments have cited speeding vehicles as a key deterrent to allowing their children to walk to school and walking around the neighbourhood in general.

Specific streets mentioned include Kimberley Drive, Locksley Road, Botanica Drive, Edward Road, Black Springs Road, and Vista Drive.

Dangerous intersections: Several intersections were identified by commenters as hazardous, with suggestions for improvements such as traffic lights, roundabouts, and better lane management. Notable intersections include Kimberley Drive, Billanook Drive and intersections with Maroondah Highway.

3. On-street parking management

Issues with on-street parking, especially near bends and intersections, were frequently raised. Commenters pointed out safety issues due to limited visibility, which puts drivers, pedestrians, and cyclists all at risk. On-street parking has also been reported to cause congestion and safety, particularly for areas that allow parking on both sides of the street. Some have noted concerns about the risk of head-on collisions at bends

with on-street parking on both sides which severely limits sight lines. There are suggestions for designated parking bays and restrictions to improve visibility and traffic flow. Specific areas mentioned include Botanica Drive, Kimberley Drive and Locksley Road.

4. Accessibility

There are multiple mentions of the need for better pram and wheelchair access, including ramps and smoother transitions between footpaths and roads.

Particular attention is brought to paths along Kimberley Drive, as they provide access and connections to several high-activity areas such as the Chirnside Park Primary School, Kimberley Reserve, the community hub, childcare centres, the Chirnside Park Shopping Centre, and the popular Belsay Reserve Chirnside Urban Park Playground.

5. Maintenance and upgrades

Some comments also call for better maintenance of existing footpaths, roads, and public spaces, including addressing issues like potholes and overgrown vegetation.

The table below provides an overview of the range of topics (key themes) from the LATM feedback received during the engagement period.

Key themes	Pedestrian	General feedback	Speed management	Cycling	What's working well?
Footpaths	44	1	0	0	1
Safe crossing	38	1	1	0	0
Speeding	1	2	22	0	0
Treatment	0	4	17	0	0
Connectivity	14	3	0	2	1
Parking	3	12	4	0	0
Safety	2	8	9	0	0
Visibility	2	6	11	0	0
On street parking	3	8	3	0	0
Traffic calming	1	2	10	0	0
Design	2	3	5	0	0
Accessibility	6	1	0	0	0
Safer speeds	0	0	6	0	0
Enforcement	0	2	3	0	0
Congestion	0	4	0	0	0
Traffic management	0	2	1	0	0
Lane management	0	2	1	0	0
Speed management	2	1	0	0	0
Traffic signals	0	1	1	0	0
Shared paths	0	0	0	2	0
Speed limit	0	0	1	0	0
Cycling	0	0	0	1	0
Circulation	0	0	1	0	0

Note: A comment can fall under more than one theme. The total number of items for each category (column) may be greater the number of comments received in that particular category.

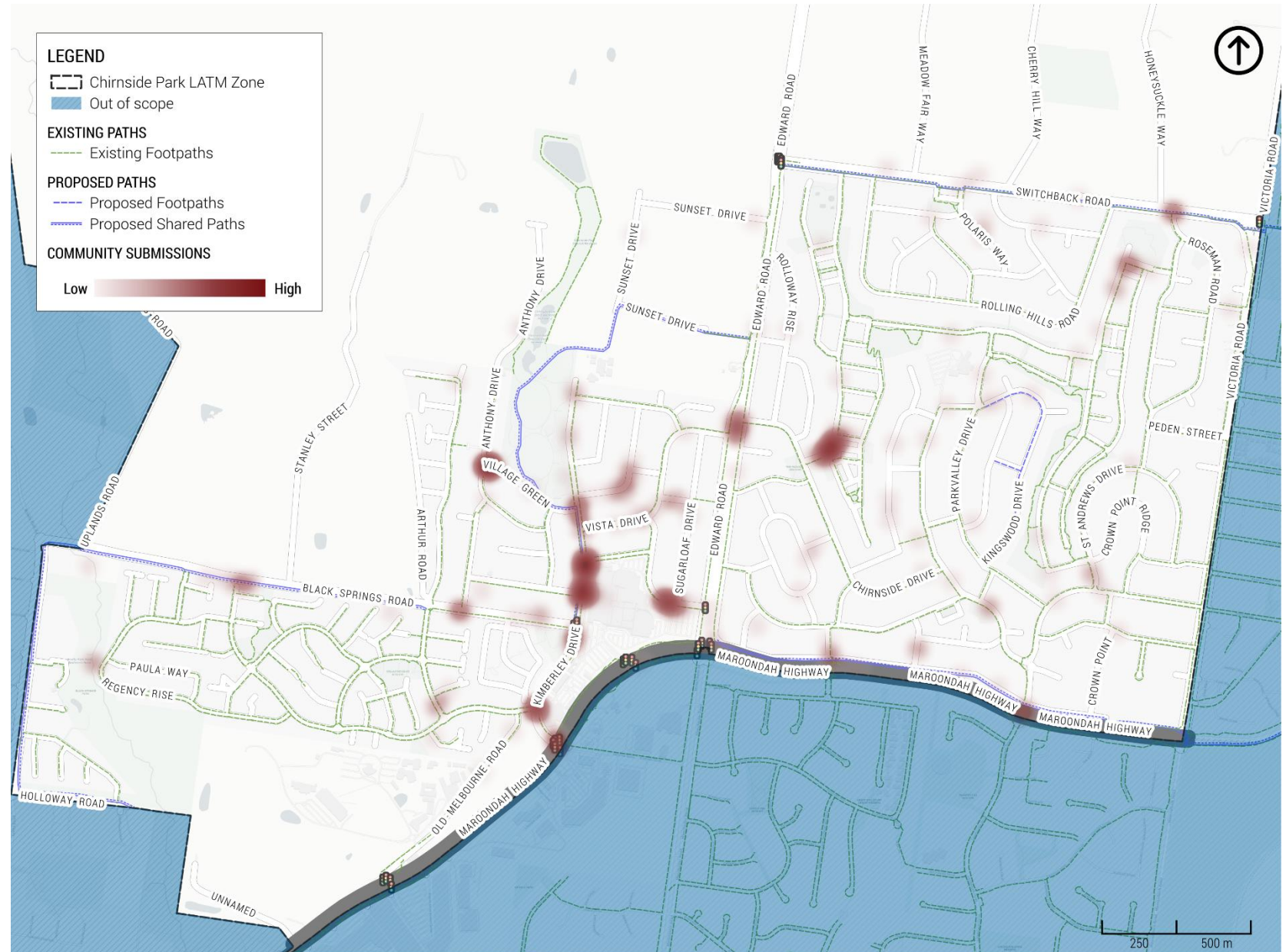
Locations identified by the community

The map on the right provides an overview of the areas that the community has provided feedback on.

A list of the most reported roads is provided below.

Number of comments identifying the following roads as areas of concern

Kimberley Drive	30
Black Springs Road	11
Maroondah Highway	10
Locksley Road	10
Botanica Drive	10
Edward Road	9
View Point Drive	7
Vista Drive	7
Harvest Drive	7
Village Green	7
Switchback Road	6
Country Club Drive	5
Billanook Way	4
Kingswood Drive	4
Anthony Drive	4
El Centro	4
St Andrews Drive	3
Sheppards Lane	3
Huntingdale Drive	3
Grandvalley Drive	3
Polaris Way	3



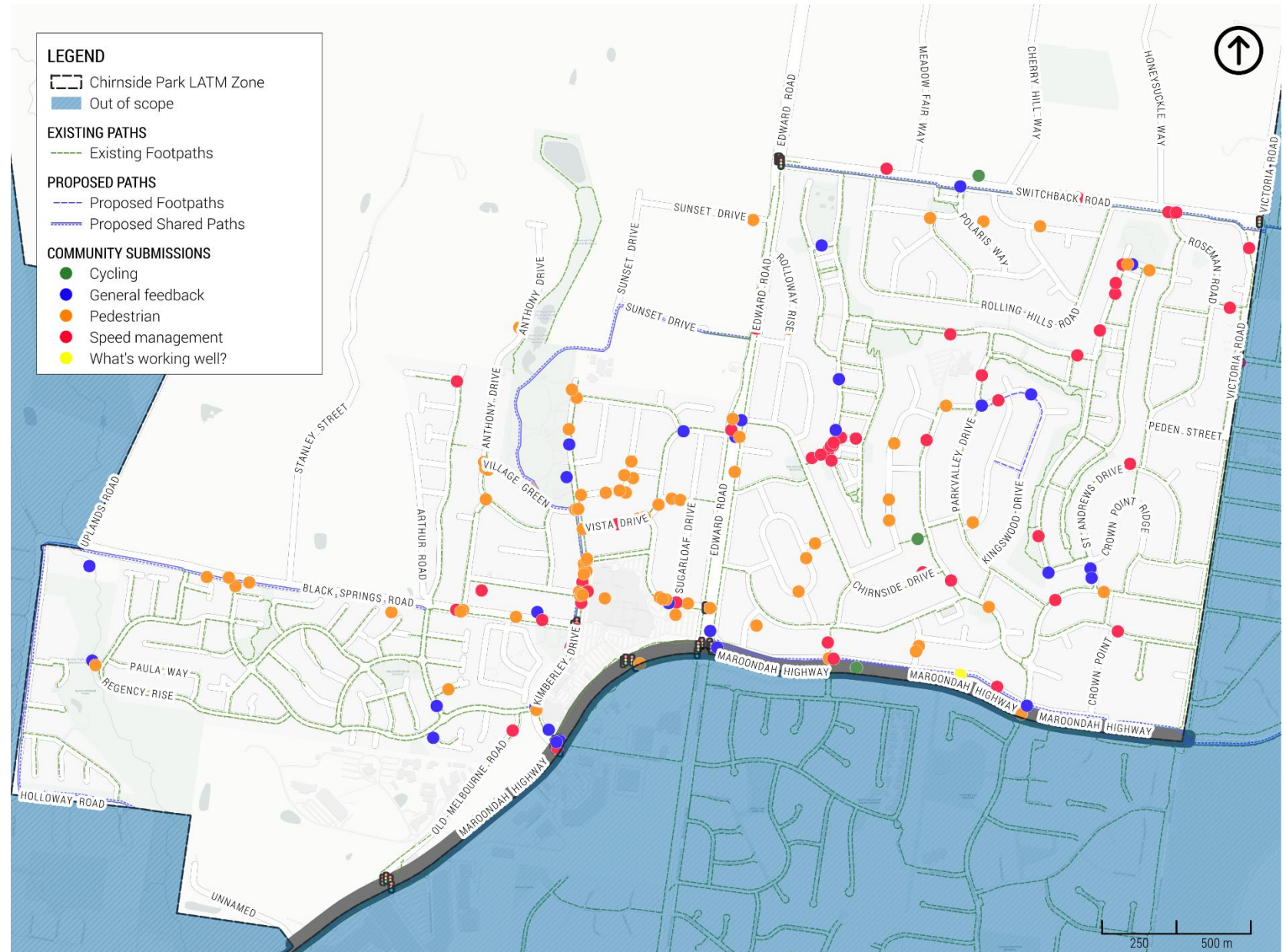
Feedback categories

The map on the right shows the feedback location and associated comment categories.

As shown, majority of comments received (across all channels – online, in-person, and phone/email) relate to pedestrian and walking issues.

This is followed by speed management and general feedback.

Cycling concerns and positive feedback only had five and two submissions, respectively.

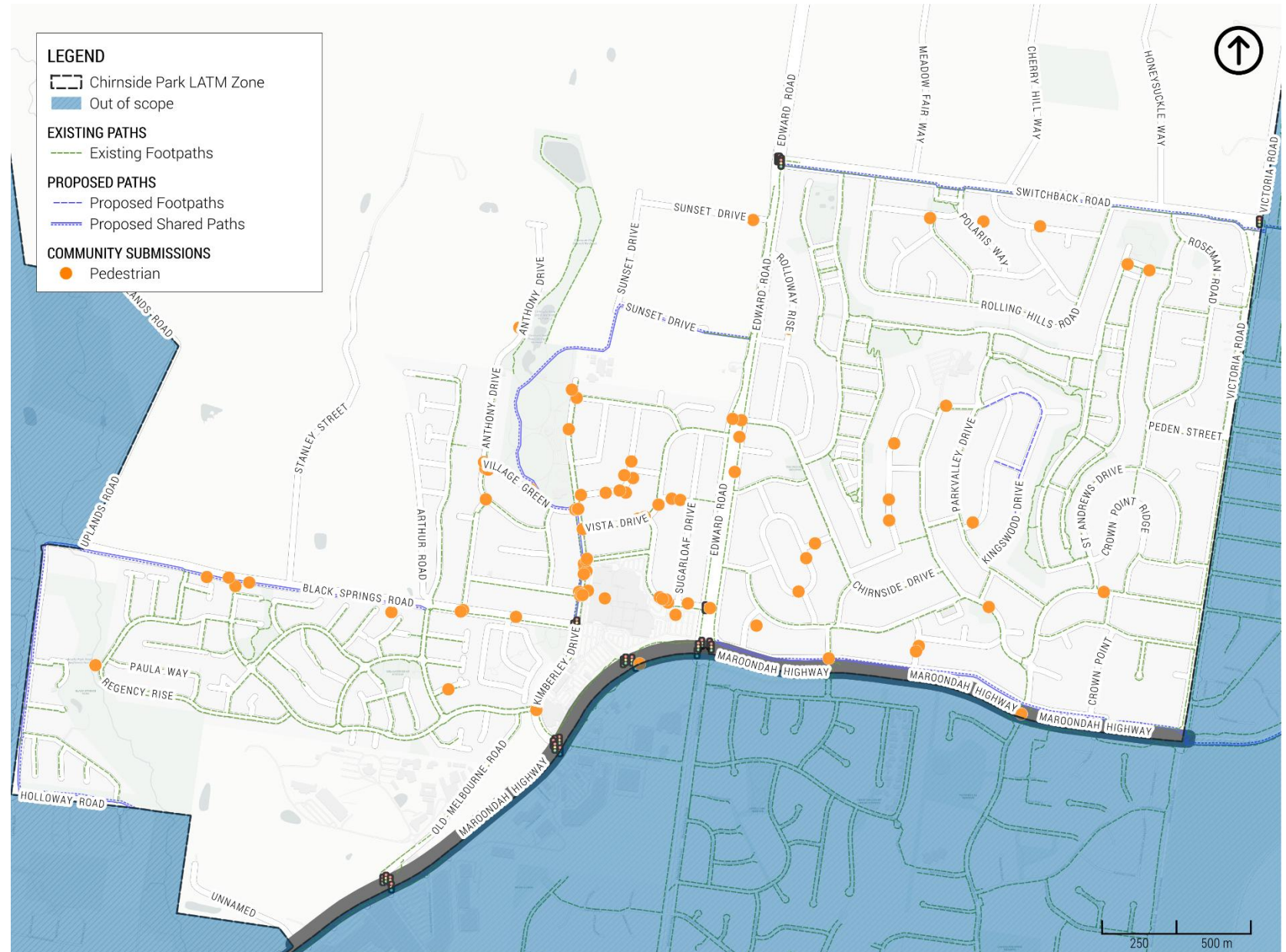


Pedestrian

Comments pertaining to pedestrian experience, suggestions for new/improved connections and safe crossing opportunities make up majority of the submissions received.

As shown on the map, Kimberley Drive and adjoining streets received a high number of comments.

To the east of Edward Road, residents have left comments requesting for footpaths on streets which currently do not have any.



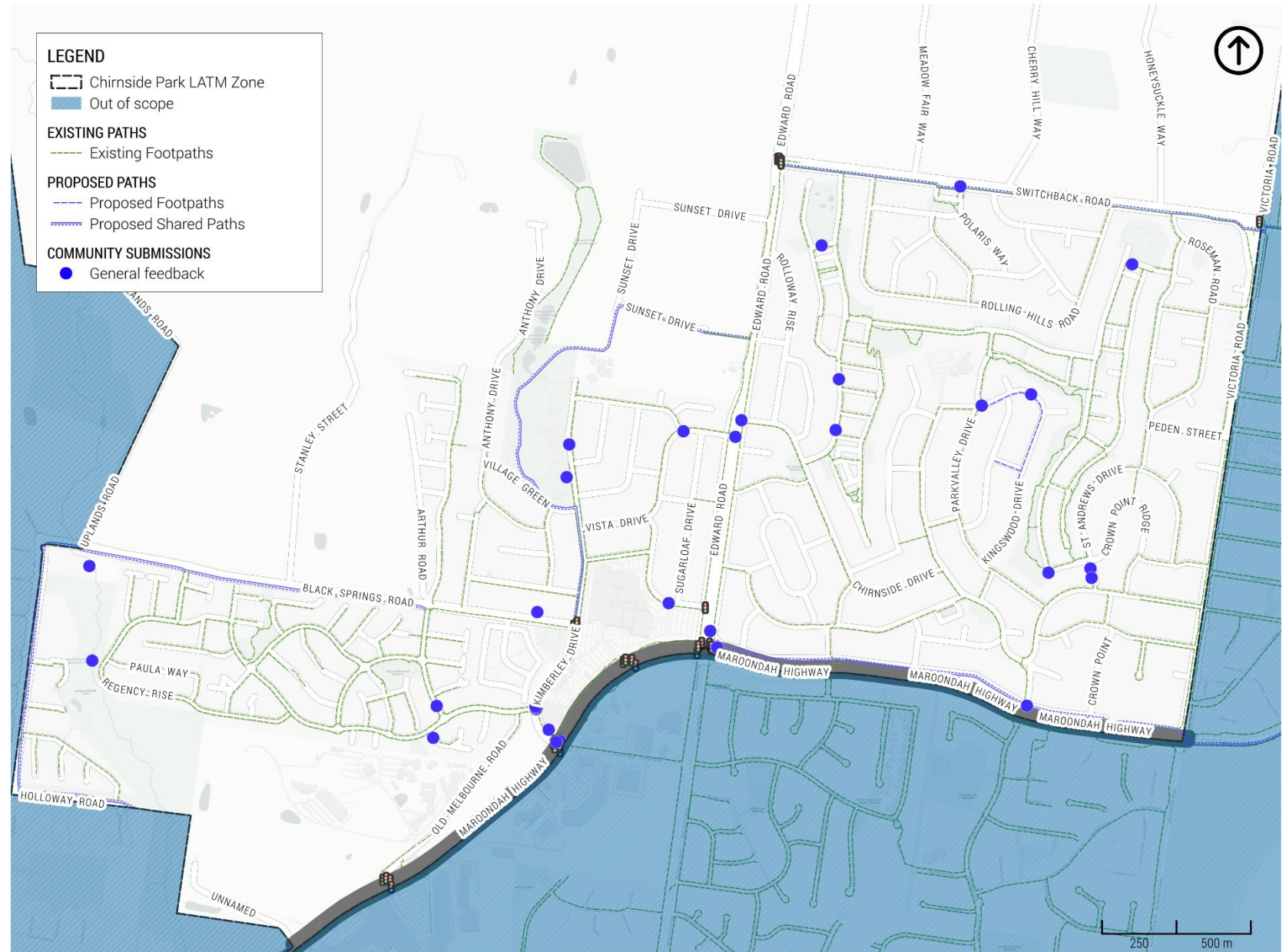
General feedback

Uncategorised feedback generally revolved around on-street parking management and safety and visibility issues.

The community raised concerns about road and intersection design and safety issues on crests that had limited sight lines, which was sometimes compounded by on-street parking.

Comments have suggested restricting on-street parking in some streets to improve safety and traffic flow.

Suggestions to review intersection design and road markings to optimise traffic flow at intersections with Maroondah Highway was also raised in several comments, with others citing the need for better enforcement to ensure compliance of road rules (obeying lights, traveling on the correct lane, merging and turning).



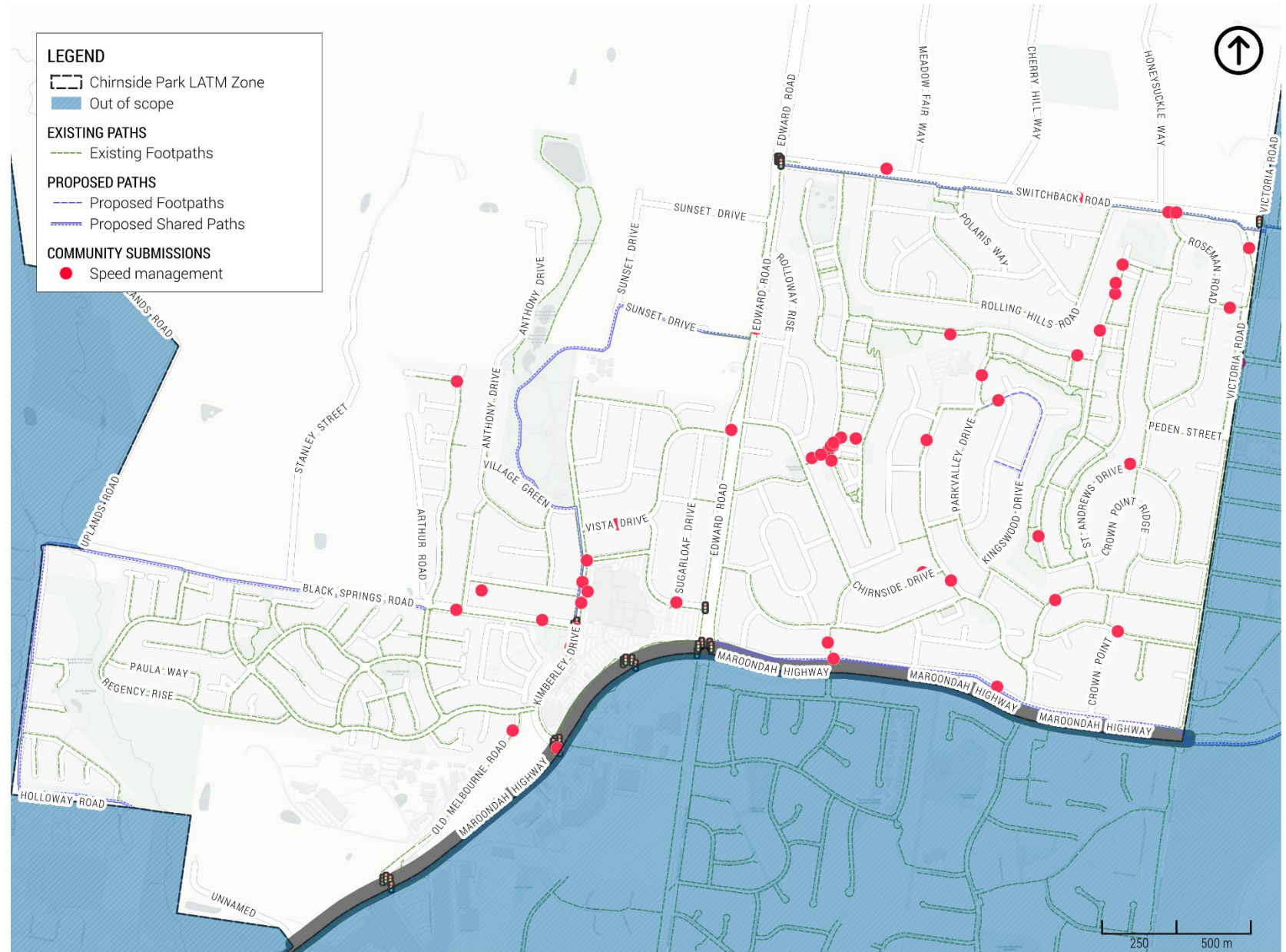
Speed management

We received a significant number of comments relating to requests for speed management, speed limit review, and traffic calming.

Clusters of comments stand out in the map, highlighting areas of concern raised by the community.

The speed management comments were linked to calls for improved safety and safe crossing opportunities for members of the community.

Safety of families and children walking were noted as a key point of concern for many of the comments.

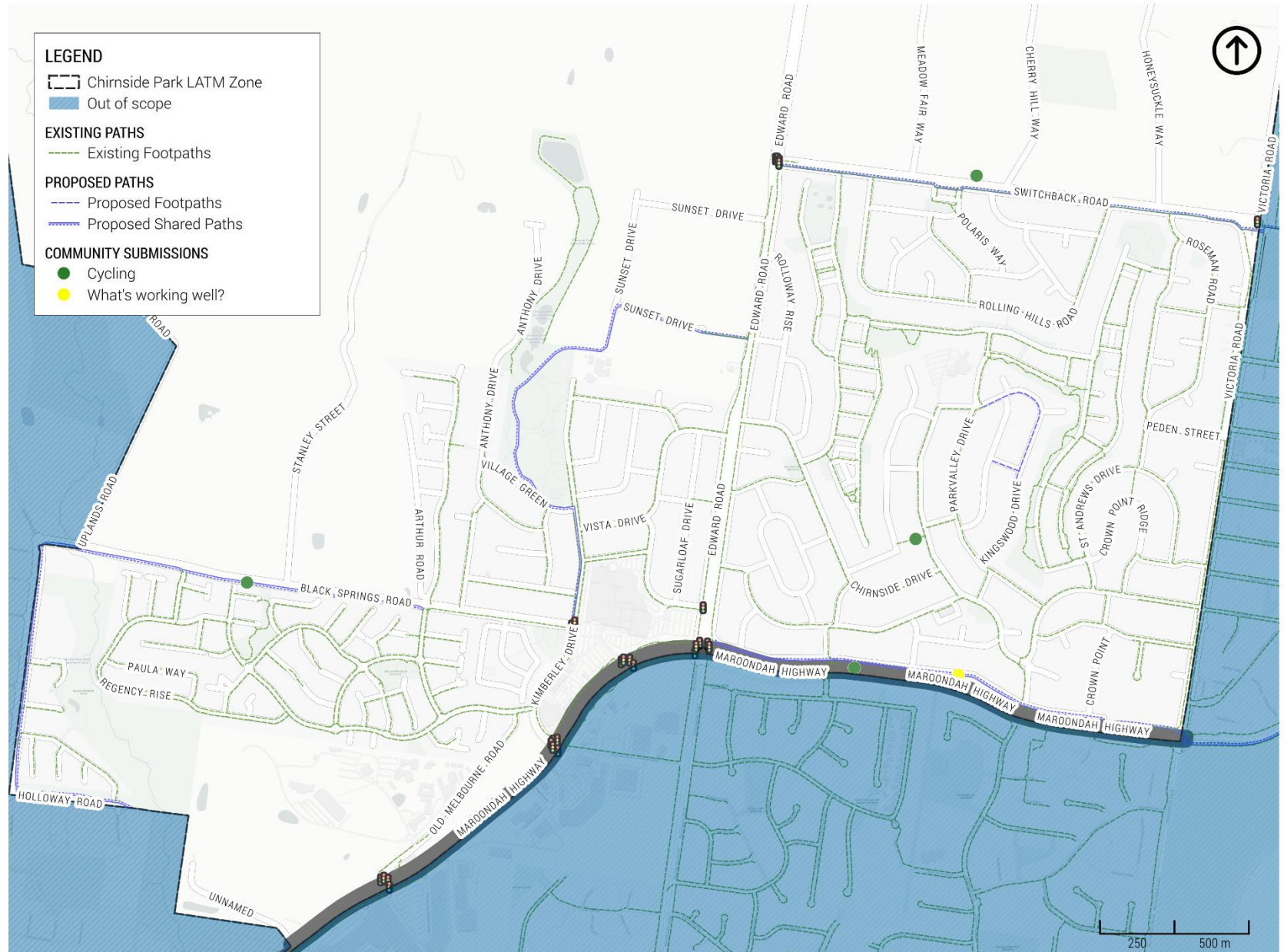


Cycling and What's working well

Comments related to cycling provided suggestions to improve cycling infrastructure and connections to Lilydale and Wonga Park.

Several comments also pointed out the need for pump tracks, skate parts and other facilities to help kids gain skills and confidence to ride bikes.

Positive feedback acknowledged Council's efforts in going out and engaging with the community. Some residents indicated that they are satisfied that most roads and destinations have footpaths.



Other feedback received

The community engagement attracted feedback relating to other aspects of council services, along with concerns that fall under the authority of organisations that are external to Council. These include comments about:

- Council services outside of transport, such as maintenance of infrastructure, paths, and roads; the frequency of waste collection in the area; and requests for additional bins at parks.

Several requests for more recreational trails and shared paths were received, as well as suggestions to activate old parks and the bare green spaces north of Kimberley Reserve and south of the new Belsay Reserve Chirnside Urban Park. Bike pump tracks were a popular suggestion from youth and parents, as they currently need to travel to other cities to access these facilities.

Other comments relate to development planning and urban design, community safety concerns (off-lead dogs, better lighting on streets and parks), and calls for better accessibility for parks and paths.

- Provision of accessible paths and car parking within Chirnside Park Shopping Centre, as well as requests for bicycle parking and locker facilities to encourage alternative modes of travel to the centre.
- Enforcement of road rules and speed limits, which is under the authority of Victoria Police.
- Improvements to Maroondah Highway, which is an arterial road managed by the Department of Transport and Planning Road. Key themes from the comments include:
 - road safety concerns and suggestions for intersection layout improvements
 - requests for better cycling connectivity and provision of shared use paths
 - suggestions for grade-separated pedestrian crossings over the highway
 - traffic light cycle and signal timing review to address congestion
 - provision of slip lanes to access local roads
 - bus services, bus routes, location and design of bus stops

These comments have been compiled and will be endorsed to the relevant departments and external organisation for their investigation and action.

Next steps

Feedback received during the first community engagement has provided valuable insight about how the community uses local roads and paths. It provided greater clarity of local community concerns about walking and cycling within their neighbourhood, and also highlighted key walking and bike riding corridors that are important to the community.

Council will analyse the feedback received, together with other traffic data that we have access to, and investigate these sites to determine the most appropriate solutions for the area.

Concept plans will be developed for these solutions and the community will have the opportunity to provide feedback on the concept plans once they become available.