

## **Proposed Submission:**

Glen Waverley Uniting Church is concerned about two key matters reflected in the Monash Strategy document that relate to traffic flows and pedestrian safety that may need to be revisited and enhanced, as some of the key assumptions indicated to us by the consultants may not be correct.

### **Traffic Flow:**

The strategy says that the Kingsway, Bogong ave corner will become a key part of the ring road strategy of the plan. The ring road purpose is to discourage drivers from using the Kingsway retail strip as a "shortcut" for through traffic, and by implementing a Ring road, reducing parking to two middle strips and widening the pedestrian path so as to make only a single lane through that retail strip, this will discourage drivers.

### **Specific Concern:**

There is a flawed assumption that this will remove the large traffic congestion at the Kingsway/Bogong Ave roundabout because the reduced lane will force more drivers to block any through traffic while they wait for limited parking opportunities. Currently, at least there are effectively two lanes and vehicles can pass on some occasions. This approach will not cause the shoppers to go alternative ways, and the road congestion will continuously stretch through the roundabout and down Kingsway in a southerly direction. It may well increase congestion to the extent that the Ring road will be blocked back to Southdown ave by drivers also trying to get into the Library parking. The same applies in the northerly direction from Coleman Parade to Railway Parade. This will also add significant pressure on our church car park, which is already severely impact by the parking restrictions at the southern end of the shopping precinct. Frequently for funerals, weddings and worship as well as weekday activities, the church has to find ways to remove shoppers who find our unsupervised and risk free car park easier than the "managed" council parking.

### **Please consider the following:**

A way to stop this congestion would be to remove all the parking in the retail strip. By making this stretch of Kingsway a proper mall, with limited or no traffic access and parking, would make the design more consistent with the strategy. This could be achieved by the removal all shopper parking along the Kingsway to Coleman parade. The central parking area could be retained as COMMERCIAL vehicle parking only, for deliveries to the stores. (Like Bourke street mall) The planned increased parking in other areas should be sufficient for shoppers if the strategy is correct and if they are developed at the same

time. This will ensure that no vehicle congestion will stretch south, down Kingsway and north to Coleman parade corner.

### **Pedestrian Safety:**

The strategy of the Bogong Ave Ring road makes no provision for increased pedestrian traffic crossing Bogong Ave from Myrtle Street through to Kingsway. There is no "Ring Road safe" crossing area provided until a pedestrian gets to the roundabout at the Kingsway/Bogong ave corner. This will mean people using the multi story car park and any other retail or commercial outlets in Bogong Ave/Myrtle street will need to travel east across the southern end of the mall to get to the Library, the council chambers, the Hotels, State Govt offices and of particular concern to us, to our church safely. If the development density as per the strategy occurs, this lack of safe crossings will be aggravated by the increased pedestrian traffic along Bogong Ave and could lead to pedestrian injury.

Increasing the development on the south side of Bogong Avenue, opposite the car park, and increasing ring road traffic, will increase current concerns about pedestrians crossing Bogong Ave.

### **Specific Concern:**

Our church complex on the corner of Kingsway/Bogong ave has over **4500 people visits monthly**, so any of these people parking in the multi story car park are at risk when crossing Bogong Ave, as they are now. Over **500** of these people visits, are children under the age of 12 (with parents) attending playgroups, music sessions and worship services. It is human nature they will not walk up to the roundabout corner to cross. As per the councils own strategy document statistics, most of these guests are non-English speaking, or have English as a second language, and so an "assumed" pedestrian behaviour cannot be assumed.

### **Please consider the following:**

The strategy needs to include some form of safe pedestrian crossing along Bogong Ave towards Myrtle street, including the frontage of the multi story car park, in a form that will not impede the Ring Road design.