

Here are a few projects that have been delivered in previous years...

CITY OF GREATER BENDIGO – BACK CREEK SHARED PATH

TAC Grant Funding: \$100,000

Total Project Cost: \$350,000

Issue:

Missing links and crossing gaps impact cyclists and pedestrians currently moving to / from central Bendigo and nearby suburbs and those moving around the vicinity of Back Creek. The existing shared path also forms part of popular cycling routes to access La Trobe University and the Bendigo Hospital Precinct. In particular, the current crossing of Mclvor Highway presents a major barrier for cyclists and pedestrians who use this trail network.

Solution:

The TAC funding allowed the project to be extended to include the full link between Mundy St (major on-road route into the Bendigo CBD) and the existing off-road path in Baxter Street which connects to the Bendigo Creek Trail. This will include the underpass of the Mclvor Highway.



MILDURA RURAL CITY COUNCIL – SPEED REDUCING ROUNDABOUT AT SHARED GATEWAY

TAC Grant Funding: \$18,870

Total Project Cost: \$37,740



Issue:

Eighth Street and Pine Avenue is located at the beginning of the 40km/h shared zone and is currently controlled only by Give Way signs. The intersection immediately proceeds the main CBD Bus terminal and CBD shopping precinct.

A traffic count revealed 31% of vehicles were exceeding the posted 40km/h speed limit with a mean exceeding speed of 45.67km/h, this is most likely due to the transition from the 50km/h limit to the 40km/h area and the lack speed reduction infrastructure (apart from the speedsign).

Solution:

The Installation of roundabout and speed cushions on all approaches to slow traffic entering CBD shopping precinct.

CITY OF YARRA – STEWART STREET SHARED ZONE

TAC Grant Funding: \$100,000

Total Project Cost: \$350,000



Issue:

A study revealed the need for a Shared Zone to be installed on Stewart Street in Richmond. Due to the lack of pedestrian infrastructure on Stewart Street, pedestrians were exposed to higher than desirable vehicle speeds. It is essential that a high quality pedestrian facility that regulates vehicle speeds and complies fully with design guidelines is provided given the level of vulnerable road users on Stewart Street.

Solution:

The Shared Zone is 70 meters in length and caters for the pedestrian areas around the entrance to Richmond Station.

Key to this project is the provision of a street environment that does not feel or function like a traditional road where motor vehicles have priority. To achieve this, the design includes thresholds treatments, pavement patterns, landscaping (vertical garden) at the station entrance and urban design features to differentiate the Shared Zone from the connecting local roads. In line with the Victorian road rules, the speed limit in the Shared Zone will be reduced to 20km/h and will be supported by a 20km/h design speed.

CITY OF PORT PHILLIP – NELSON STREET & PARK STREET WOMBAT CROSSING

TAC Grant Funding: \$100,000

Total Project Cost: \$346,500

Issue:

The Roundabout of Nelson Road and Mountain Street, South Melbourne is used by a high volume of pedestrians. Given the existing roundabout design and conditions vehicles are able to pass through without having to slow down as much as is considered safe and are less attentive to vulnerable road users such as Cyclists and pedestrians.

Solution:

This project seeks to proactively address safety concerns and design flaws further reducing risk of vulnerable road users through Infrastructure - traffic calming/speed reduction & crossings.



LGG Application Checklist

THE FOLLOWING CHECKLIST HAS BEEN COLLATED VIA ADVICE PROVIDED FROM LAST YEAR'S ASSESSMENT PANEL

- Clearly explain the road safety issue. If it's crash based, show data. If it's a proactive treatment (risk based), justify the risk rating using data or other methods (speeds, pedestrian/cyclist numbers, vehicle numbers, existing conditions Road Safety Audits, risk assessments, consultant reports, research reports, etc).

- Add attachments to justify your project.

- Think speed management and/or separation.

- Try something innovative, but show us that you've thought about the project risks (delivery risks, community acceptance, other) and ways to mitigate those risks.

- Make sure your budget figures add up. Don't ask for more than the guidelines allow, or more than you need.

- Try to think of ways to keep costs down and tell us what they are.

- Spell out how your proposal aligns with the [Towards Zero - Safe System](#) approach to road safety.

- If you're not sure of the best approach to address your concern, or you don't have enough information to put an application together, consider applying for up to \$30,000 (fully funded by the TAC) to do analysis and come up with your approach to addressing the issue.

- Concentrate on one good funding submission. Councils will not be funded for more than one project per year.
