

PROJECT SUMMARY

The draft detailed design is available for viewing on Council's website at www.maroondah.vic.gov.au/LincolnRoadUpgrade. This includes the following plans:

1. Civil Design - Layout plans extract (combined stages 1 and 2);
2. Civil Design - Linemarking plans extract (combined stages 1 and 2);
3. Civil Design (Stage 1 – draft detailed design);
4. Civil Design (Stage 2 – draft detailed design);
5. Footpath Design – North side, Newman Road to Hull Road (“five ways” roundabout);
6. Lighting Design – Stage 1;
7. Lighting Design – Stage 2;
8. Landscape Design – Stage 1;
9. Landscape Design – Stage 2;
10. Traffic Signal Plan;
11. Vegetation removal plan;
12. Waste collection plan.

Key Elements of the Works:

- Renewal of the existing road surface and pavement;
- On road bicycle lanes from Dorset Road to Hull Road;
- Widening of bicycle lanes opposite side roads to allow vehicles to overtake right turning vehicles. Bicycles will have priority in these locations;
- Rationalisation of service road entry and exit points to reduce conflict points;
- Protection of existing landscaping regions and provision of additional landscaping areas;
- Formalisation of parking and vehicle turnaround areas;
- Construction of missing lengths within footpath network;
- Pedestrian operated signals near between Mount View Parade and Allendale Road;
- Construction of localised sections of kerb and channel along Lincoln Road;
- Sealing of entrance/exits to service roads to minimise gravel washout into main thoroughfare. This will also include the construction of vehicle crossings at the edge of the roadway for approximately 5m (not for the full length from the roadway to the property boundary).

Footpath Construction Newman Road to Hull Road (“Five-ways” roundabout)

The construction of this component of the works is a provisional item, subject to funding from Yarra Ranges Council.

The draft detailed design of the footpath is still subject to review from Yarra Ranges Engineers. Should change to the alignment of the footpath be requested, abutting properties will be consulted with.

Key Changes since the Traffic Functional Design

Service Roads

Council will seal all services roads as part of the works. This will be a basic asphalt seal over the existing crushed rock roadway, and will not include any road widening, reshaping or construction of additional kerb and channel.

A table drain will be constructed along the property boundary side of the service road located between Todd Court and Lionel Court to drain the service road. This will be like the existing table drain located along the service road between Lionel Court and Abraham Drive.

A speed hump will be provided in the following service road segments:

- Paul Street to East Court
- East Court to Todd Court
- Todd Court to Lionel Crescent

As part of the rationalisation of service road entry and exit points to reduce conflict points, the following changes have been made:

- The service road entrance outside 85 and 87 Lincoln Road will be closed and a turnaround area provided for these properties.
- The partial service road shown on the previous design between Dornoch Court and Wickham Road has been removed and replaced with vehicle crossings for the individual properties.
- A one-way service road has been provided for access to 112-116 Lincoln Road, and individual vehicle crossings will be removed. Gravel paths will be provided for residents to move their waste bins to Lincoln Road.

Street Light Design

As part of the previous consultation, Council identified that street lighting upgrades would be examined further as part of the detailed design process. It is noted that several respondents to the initial consultation raised concerns with the existing level of lighting on Lincoln Road.

Along the main carriageway, the existing lighting is generally lower wattage lighting at intersections, with several intersections have no existing light. Along the service roads and footpaths there is generally a lower wattage light on every second or third power pole.

A review of the street lighting has been completed, and the corresponding lighting designs are available on Council's website. The proposed lighting upgrades are as follows:

1. Main Carriageway – Provision of a higher wattage light on all intersections (including service roads and side streets) and additional lighting at the pedestrian operated signals.
2. Service Roads and Footpaths – Provision of a lower wattage light on all existing power poles.

Landscaping Works and Parking

Lincoln Road is one of largest intact areas of native vegetation in Maroondah, with the road reserve containing in excess of 4500 trees, including just over 50 different species of vegetation, some of them rare in the municipality. The vegetation also provides habitat for a large population of native animals. The proposed works, including restrictions to the current adhoc vehicle access through the vegetated sections of the road reservation will aid vegetation preservation and rehabilitation by minimising physical impact to vegetation and preventing compaction of the soil over the tree roots which has a negative impact on tree health.

A landscape design has been prepared as part of the detailed design. The landscape design provides infill planting where service roads accesses are being removed or are being better defined by the use of kerb and channel or a concrete edge strip. Water Sensitive Urban Design (WSUD) elements have been incorporated into the design in the form of passive water infiltration beds.

As part of the works, greater protection will be provided to the landscaping regions around the service roads and property accesses. **This will be provided by the use of bollards to define the boundaries of services roads and to define vehicle crossings. These works will be similar to the works undertaken in the section of Lincoln Road from Dorset Road to Croydon Road and will provide designated combined parking and turn around areas in front of each property for properties directly accessing the main carriageway of Lincoln Road.**

Tree Removal

The detailed design process has identified trees and vegetation that will require removal due to the proposed road upgrade works.

Reasons for the proposed tree removals include:

- To provide adequate sight lines at intersections;
- Regrading of embankments at intersections;
- To meet required safety clear zones along Lincoln Road;
- Alterations to table drains;
- Drainage upgrades;
- Road widening for right turn lane at Paul Street;
- Road widening at intersections or service road entrance/exits;
- Construction of footpath connection (and associated retaining wall) to pedestrian refuge near Paul Street.

Maroondah City Council's Engineering Services Team will be submitting planning applications with both Maroondah City Council and Yarra Ranges Council for this tree removal

Use of Kerb

The intent of the original concept design was to maintain the existing table drains along Lincoln Road where possible, and to use kerb as required by sight constraints.

The areas where kerb has proposed has been reviewed as part of the detailed design process, and is shown on the draft detailed design.

Reasons for the use of kerb include:

- Through the traffic signals near Mt View Parade and Allendale Road;
- To redirect overland stormwater flows between Abraham Drive and Dornoch Court;
- Where road widenings are in proximity to embankments, restricting the use of table drains.

Carparking off Paul Street

The gravel carparking region located off Paul Street will be sealed and linemarked as part of the works.

Waste Collection Plan

The Waste collection plan shows the proposed location for residents to place their bins for collection.