

Forest Street Active Transport Corridor



Community Consultation Summary Report

August 2024

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Community Consultation

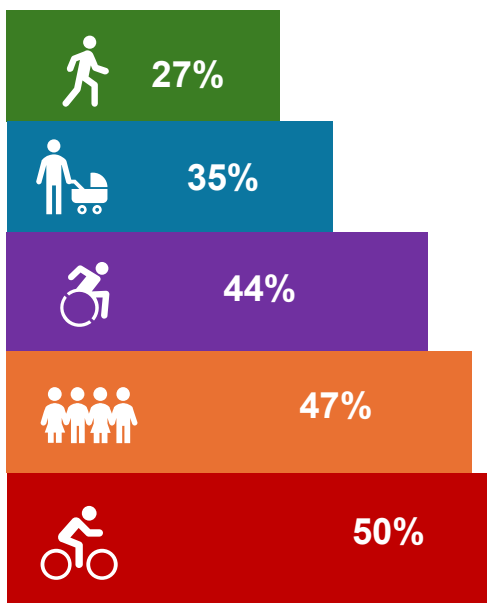
Earlier this year, City of Ballarat asked the **Forest Street community** to provide **their knowledge** of existing conditions for people walking, riding a bike, riding mobility scooters or otherwise moving around Forest Street without a car, and the improvements they might like to see.

This document **summarises** the community's insights and thoughts on how we might change **Forest Street** into a safe and enjoyable street **for everyone**.

For more information about the Forest Street project, or to contact us about it, go to:

<https://mysay.ballarat.vic.gov.au/forest-street-upgrade>

We asked how easy it was to move around Forest Street **now**. Survey participants said ease of movement was **poor for**:



Between **December 2023** and **April 2024**, we received feedback from:



104 completed MySay surveys.



59 comments pinned to the MySay map.



Conversations with **3** schools.

Of the survey participants:



44% thought the availability of shade was poor.



75% thought rest areas were lacking.



59% said bike separation from cars was poor.

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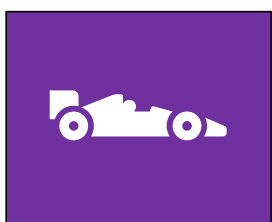
142 comments were provided via the MySay map and free text box in the survey. Comments were grouped into themes. The major themes are presented here.



Footpath condition, lack of footpaths and maintenance were mentioned in 28 percent of comments. Comments included accounts of broken and uneven pavement; missing pram ramps causing accessibility problems and leaf litter and acorns creating slippery conditions.



Safe crossing availability along Forest Street and its side streets was a concern for 18 percent of commenters. Safe crossing opportunities at schools was a common theme, as well as at busy roads and roundabouts.



Car speeds (15 percent) and car **behaviour** (16 percent) was a major theme. Car behaviour comments centred on school times with double parking, U-turns and reversing across lanes mentioned for creating dangerous and inconvenient conditions for school children crossing the road and residents exiting properties and side roads.



Roundabouts (11 percent) are seen as a barrier to safe travel with pedestrians and cyclists finding them difficult to move through. All three roundabouts received comment with the Norman Street roundabout seen as particularly large, busy, and problematic.



The **road shoulders** and lack of safe cycling infrastructure was a common theme. A protected or clearly marked **bicycle lane** was suggested by 13 percent of commenters with a further 13 percent suggesting improvements to the road condition including **sealing** of the shoulders.

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A selection of community comments

Could we add another school crossing at the Mount Rowan school?

Definitely a fully separate bike lane would make it safer for people on bikes, pedestrians and make it better for drivers.

Poor street lighting - which makes it unsafe at night.

More trees along both sides of the street like at the Grammar end of Forest Street.

Managing school traffic.

A dedicated bicycle lane and pedestrian crossings at frequent intervals.

Forest Street is currently the best North/South alternative to cycling on Gillies Street, but the overall quality is very poor, with things like large potholes and loose gravel on the road shoulders, and no marked bike lanes. Outside school times traffic is too fast for the area. Would love to see more traffic calming and accommodations for non-vehicle traffic.

Leaves build up on the nature strip and gutters making them slippery for pedestrians. There are blocked drains causing road flooding every year. The carparking becomes inaccessible/unsafe to access.

Fixing the potholes and repairing uneven pavement slabs would be wonderful. Everything else is great.

Reduce car traffic outside Ballarat Grammar and Mount Rowan to allow the development of 'school streets'.

Key

- Forest Street
- Schools
- Shops
- Parks
- Kindergartens



The Phoenix | 25 Armstrong Street South, Ballarat, VIC 3350
City of Ballarat | PO Box 655, Ballarat, VIC, 3353

☎ 03 5320 5500 🌐 ballarat.vic.gov.au

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