
Officers' Reports



Local Traffic Management Program Annual Review 2019

City Planning and Infrastructure

City and Asset Planning

Keri New

ITEM:7.1.

Ward: NA

Purpose of Report: To advise Council on the outcomes of the Local Traffic Management Program annual review and seek endorsement of the project priority listing.

Council Plan Reference

1. People Driven
- 1.3 A City with an accessible and well connected transport network

Executive Summary

The Local Traffic Management (LTM) Program provides Council with a process for assessing and prioritising the installation of traffic management treatments as a street-based scheme or at targeted isolated locations. The street and isolated locations listed in the program are reviewed annually.

The LTM program annual review has determined that there are four streets meeting the minimum intervention level within the LTM program and 11 isolated locations that would benefit from being treated with speed deterrent devices.

Background

Council continues to experience strong community demand for measures to slow traffic and improve the safety and amenity in residential streets. Speed limits alone do not control traffic speeds and the street environment needs to reflect the appropriate traffic speed for that road.

Council can influence the speed environment through the construction of traffic calming devices such as roundabouts, flat top humps, speed cushions etc. The demand for traffic calming devices in residential streets across Casey exceeds the capacity for Council to fund the works immediately. Council therefore adopted an LTM program in 2001 to prioritise the installation of traffic calming devices. The program is reviewed on an annual basis and has undergone several refinements in assessment criteria over time.

Assessment Criteria

Various factors are used to assess each street listed in the LTM program. The criteria are scored for the typical traffic conditions relating to a local street, access street and collector road as it is expected each type of road would have different tolerances or operating conditions.

Assessment Criteria:

- Classification - Local to Collector.
- Traffic Volume, vehicles per day.
- Traffic Volume, peak hour – High peak hour volumes can indicate “rat run” problems.
- 85th percentile speed – Gives indication of typical traffic speeds.
- Commercial Vehicle Content – Can indicate problems with through traffic.
- Education Facilities – Makes allowance for presence of pedestrians and vulnerable road users.
- Activity Generators – Makes allowance for presence of pedestrians and vulnerable road users.
- Accident Statistics – Reported casualty accidents for past five years (data updated annually).
- Road Geometry – Subjective assessment of the effects of the horizontal and vertical alignment.
- Network Impact Criteria – Subjective assessment of transference issues and network delivery impacts.

The collision history as assessed in the LTM program considers all reported casualty collisions along the road as recorded in the VicRoads Road Crash Information System. This is consistent across all roads assessed under the LTM program.

The current weighting of each assessment criteria is described below.

	Weighting	Max Score	Weighted Score
Accident Stats	3.0	20	60
Speed	3.0	20	60
Volume	1.0	20	20
Peak Volume	0.5	10	5
Educational Facilities	0.5	10	5
Heavy Vehicles	0.5	10	5
Activity Generators	0.5	10	5
Alignment – Vertical	0.5	10	5
Alignment – Horizontal	0.5	10	5
		Max Rank	170

Street Schemes recommended to proceed to design and consultation phase

The following four street scheme projects have met the intervention level scores and are recommended to proceed to the design and consultation phase based on their assessment score reflected through recent traffic surveys and relevant crash statistics.

A brief description of each of the candidate street scheme projects that have been identified as top priorities as part of this annual review are:

- Viewgrand Drive, Berwick

Viewgrand Drive operates as a collector road which runs between Soldiers Road at the northern end and Grices Road at the southern end. The 85th percentile speed for Viewgrand Drive is 59.7 km/hr in a 50km/hr speed zone. There have been three injury collision accidents in the past five-year period. Educational facility includes The Chase Primary School and there is a bus service operating through part of Viewgrand Drive.

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- Norfolk Drive, Narre Warren

Norfolk Drive functions as a collector road which runs from Narre Warren-Cranbourne Road to Fleetwood Drive. The 85th percentile speed for Norfolk Drive is 60 km/hr in a 50 km/hr speed zone. There have been two injury accidents in the past five-year period, one of which was classified as a serious injury collision. There is an existing medical clinic and a major active reserve along Norfolk Drive.

- Campbell Drive, Hampton Park

Campbell Drive operates as a primary north-south collector road running between Cairns Road and Fordholm Road. The road houses the Hampton Park Secondary College together with the Cairns Road Recreation Reserve. The 85th percentile speed along Campbell Drive 56 km/hr in a 50 km/hr speed zone. There have been two injury collision accidents on Campbell Parade in the past five-year period.

- Elliott Parade, Lynbrook

Elliot Parade operates as a collector road which runs from the South Gippsland Highway at the northern end to Aylmer Road at the southern end. Speeds in the street are significantly high, with the 85th percentile speed being 57.1 km/hr in a 50 km/hr speed zone. There have been two injury collision accidents on Elliot Parade over the past five-year period. The Aylmer Road Reserve is located at the southern end of the road.

Isolated Schemes recommended to progress to design and consultation phase

There is often a strong community demand for traffic calming measures to be installed associated with a specific section or location on a road. This is typically associated with either ongoing speed concerns or loss of control incidents occurring at these locations, but which may not be reflective of the road as a whole.

Often these locations could be improved through the installation of an additional treatment to reduce the spacing between existing devices, the installation of one or two treatments near a particular pedestrian generator or to reduce speeds in a location recording continuing loss of control incidents.

The LTM program criteria has been developed to provide a process for assessing and prioritising the installation of traffic management treatments as a street based scheme and as such these isolated or short segments in the network do not score highly against the broader network issues and hence there is a benefit in being able to consider treatments at these locations separate to the broader program.

The following 11 isolated projects are recommended to proceed to the functional design and consultation phase based on higher speeds, relevant crash statistics/property damage incidents.

- Ryelands Drive, Narre Warren (between Coachwood Road and Sandalwood Drive West)
- Golf Links Road, Narre Warren (at the approaches to Parry Drive intersection)
- Mountainview Boulevard, Cranbourne North (approaching Glasscocks Road intersection)
- Scotsdale Drive, Cranbourne East (on the approaches to the bend adjacent to # 74)
- Hallam North Road, Narre Warren North (north of the roundabout intersection of Ebeli Close)
- Courtenay Avenue, Cranbourne North (on the approaches to the bend adjacent to # 117)
- Sweeney Drive, Narre Warren (adjacent to # 11)
- Sydney Parkinson Avenue, Endeavour Hills (on approaches to the bend adjacent to # 77)
- Ormond Road, Narre Warren South (west of Coral Drive roundabout intersection)
- Seebeck Drive, Narre Warren South (at the drainage reserve, west of Baringa Park Drive)
- Lawson Way, Endeavour Hills (on the approaches to the two bends)

LTM Program Updates

The LTM projects constructed in 2018-19 were:

- Harmer Road, Hallam (street scheme)
- James Cook Drive, Endeavour Hills (Safe Travel in Local Streets Match Funded)
- Chevron Avenue, Cranbourne South (street scheme)
- Cheshunt Drive, Hallam (street scheme)
- Berwick Springs Promenade / Robinswood Parade, Narre Warren South (intersection treatment)

The LTM projects programmed for delivery in 2019-20 are:

- Frawley Road (Safe Travel in Local Streets Match Funded) approx total \$466,010
- Kidds Road, Hallam (Safe Travel in Local Streets Match Funded) approx total \$185,000
- Raisell Road, Cranbourne West (isolated scheme) \$18,000
- Fairhaven Boulevard and Kulkami Way, Cranbourne West (isolated scheme) \$20,000
- Kennington Park Drive, Endeavour Hills (isolated scheme) \$10,000
- Majestic Boulevard, Cranbourne (isolated scheme) \$36,000
- Clarendon Street, Cranbourne (street scheme) \$70,000

The LTM projects endorsed by Council to the Capital Works Program and subject to the availability of future funding are:

- Joseph Banks Crescent, Endeavour Hills (isolated scheme) \$145,000
- Elanora Way and Parkes Way, Hampton Park (isolated scheme) \$36,000
- Clive Street, Hampton Park (isolated scheme) \$95,000
- Berwick Springs Promenade, Narre Warren South at intersections of Lillias Crescent and The Esplanade (intersection upgrade works) \$240,000
- Edrington Park Drive, Berwick (street based scheme) \$100,000
- Mossgiel Park Drive, Endeavour Hills (street based scheme) \$40,000
- David Collins Drive, Endeavour Hills (street based scheme) \$150,000
- Darling Way, Narre Warren (street based scheme) \$130,000
- Silky Oak Drive, Cranbourne (isolated treatment) \$30,000
- Springhill Drive, Cranbourne (isolated treatment) \$30,000
- Paterson Drive, Lynbrook (isolated treatment) \$40,000
- Skyline Way, Berwick (isolated treatment) \$40,000
- Peel Street, Berwick (isolated treatment) \$20,000
- Cunningham Drive, Endeavour Hills (isolated treatment) \$25,000

As reported at the Council Meeting on 16 July 2019, the street scheme proposed for Beaumont Road, Berwick has been deferred at this time following feedback received at the consultation stage. Further consultation on a revised scheme will be considered for this location.

Financial Implications

At this time, no cost estimates have been undertaken for the four proposed street-based schemes and 11 proposed isolated schemes. The costs for each project will be identified as part of detailed design for each scheme and will be reported to Council following the conclusion of the detailed design and consultation phase of each project.

Officer Direct or Indirect Interest

No Council officers involved in the preparation of this report have a direct or indirect interest in matters for consideration.

Conclusion

There is strong community demand for LTM treatments. The LTM program assessment is the most appropriate way of prioritising the need for traffic calming measures in local roads.

A recommendation is provided to refer four street schemes and 11 isolated schemes to the design and consultation phase of the LTM program.

Attachments

Nil

Recommendation

- 1. That the following streets progress to the functional layout and consultation stage of the Local Traffic Management program as a street-based scheme.**
 - **Viewgrand Drive, Berwick**
 - **Norfolk Drive, Narre Warren**
 - **Campbell Drive, Hampton Park**
 - **Elliott Parade, Lynbrook**

- 2. That the following streets progress to the functional layout and consultation stage of the Local Traffic Management program for further consideration of an isolated traffic management scheme.**
 - **Ryelands Drive, Narre Warren (section between Coachwood Road and Sandalwood Drive)**
 - **Golf Links Road, Narre Warren (on the approaches to Parry Drive)**
 - **Mountainview Boulevard, Cranbourne North (approaching Glasscocks Road intersection)**
 - **Scotsdale Drive, Cranbourne East (on the approaches to the bend adjacent to # 74)**
 - **Hallam North Road, Narre Warren North (north of the roundabout intersection of Ebeli Close)**
 - **Courtenay Avenue, Cranbourne North (on the approaches to the bend adjacent to # 117)**
 - **Sweeney Drive, Narre Warren (adjacent to # 11)**
 - **Sydney Parkinson Avenue, Endeavour Hills (on approaches to the bend adjacent to # 77)**
 - **Ormond Road, Hampton Park (west of Coral Drive roundabout intersection)**
 - **Seebeck Drive, Narre Warren South (at the drainage reserve, west of Baringa Park Drive)**
 - **Lawson Way, Endeavour Hills (on the approaches to the two bends)**