



7 August 2018

LOCAL TRAFFIC MANAGEMENT PROGRAM ANNUAL REVIEW 2018

ITEM 6.9

Trevor Griffin

Various
Council Plan Reference: 7.3

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.

Executive Summary

1. 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.
2. The streets and isolated locations listed in the program are reviewed annually.
3. The LTM program annual review has determined that there are five (5) streets meeting the minimum intervention level within the LTM program and six (6) 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.

Refer to Attachment A for the outline of each Traffic Program and where the LTM Program sits within these programs.

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 (5) 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.

A number of roads listed within the LTM Program Priority listing display high vehicle speeds but continue to score low in the final assessment score due to relatively low scoring in the remaining assessment criteria included in the assessment. Previously the 85th percentile speed had a 2.5 weighting within the final assessment score, this weighting has now been revised to 3.0 to better reflect the contribution speed has to safety within the road environment.

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 progress to design and consultation phase

The following five (5) 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 assessed to meet the minimum intervention level are:

- Beaumont Road, Berwick (LTM Score: 78.1)

Beaumont Road functions as a semi-rural local road and is situated north of the Lyall Road/Inglis Road intersection. There has been one serious injury collision in the past five-year period. The 85th percentile speed for Edrington Park Drive is 75.2 km/hr in the 50 km/hr speed zone.

- Edrington Park Drive, Berwick (LTM Score: 58.6)

Edrington Park Drive functions as a local road and is situated between Melville Park Drive and Bryn Mawr Boulevard. There has been one serious injury collision in the past five-year period. The 85th percentile speed for Edrington Park Drive is 54.2 km/hr in the 50 km/hr speed zone. The road carries a large amount of school peak traffic from the primary and secondary schools in the area.

- Mossgiel Park Drive, Endeavour Hills (LTM Score: 53.2)

Mossgiel Park Drive serves as a collector road which connects from Heatherton Road and continues north onto Gleneagles Drive. There have been two injury collisions in the past five-year period one of which was classified as a serious injury collision. The 85th percentile speed for Clive Street is 60.4 km/hr in a 50 km/hr speed zone. St Paul Apostle North Primary School fronts the northern section of Mossgiel Park Drive.

- David Collins Drive, Endeavour Hills (LTM Score: 50.1)

David Collins Drive serves as a collector road which connects to James Cook Drive at both ends of the street. There have been two injury collisions in the past five-year period. The 85th percentile speed for David Collins Drive is 61.0 km/hr in a 50 km/hr speed zone. Nearby activity generators and educational facilities include Frog Hollow Reserve, Southern Cross Primary School and David Collins Early Childhood Development Centre.

- Darling Way, Narre Warren (LTM Score: 50.1)

Darling Way serves as a collector road which connects to Saxonwood Drive at its northern end and Fleetwood Drive at its southern end. There have been two injury collisions in the past five-year period. The 85th percentile speed for Clive Street is 58.3 km/hr in a 50 km/hr speed zone. Currently the 834 & 835 bus routes operate along Darling Way.

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 of 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 six (6) isolated projects are recommended to proceed to the design and consultation phase based on higher speeds, relevant crash statistics/property damage incidents.

- Silky Oak Drive, Cranbourne (between Robusta Avenue & Majestic Boulevard)
- Springhill Drive, Cranbourne (between Black Wattle Way & the bend)
- Paterson Drive, Lynbrook (on the approaches to Lynbrook Primary School)
- Skyline Way, Berwick (on the approaches to the bend adjacent #106)
- Peel Street, Berwick (South of the supervised school crossing)
- Cunningham Drive, Endeavour Hills (North of the supervised school crossing)

2017/18 LTM Program Updates

The LTM projects constructed in 2017-18 were:

- Coral Drive, Hallam (street scheme)
- Emily Drive, Narre Warren (street scheme)
- Princes Domain Drive & Albert Road, Hallam (street scheme)
- Settlers Run, Botanic Ridge (isolated scheme)
- Melville Park Drive, Berwick outside Fiddlers Green (isolated scheme)
- Berwick Springs Promenade (intersection treatment) (Stage 1)
- Cherryhills Drive (bend near #90), Cranbourne (isolated scheme)
- Bottlebrush Drive (on approach to the Chestnut Drive intersection), Doveton (isolated scheme)
- Lawless Drive (bend between Kellet Street and Kurrajong Court), Cranbourne North (isolated scheme)

The LTM projects programmed for delivery in 2018-19 are:

- Berwick Springs Promenade (Robinswood Parade intersection treatment)
- Harmer Road, Hallam (street scheme)
- James Cook Drive, Endeavour Hills (street scheme)

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

- Chevron Avenue, Cranbourne South (street scheme)
- Clarendon Street, Cranbourne (street scheme)
- Joseph Banks Crescent, Endeavour Hills (isolated scheme)
- Fairhaven Boulevard & Kulkami Way, Cranbourne (isolated scheme)
- Kennington Park Drive, Endeavour Hills (isolated scheme)
- Elanora Way, Hampton Park (isolated scheme)
- Majestic Boulevard, Cranbourne (isolated scheme)
- Raisell Road, Cranbourne West (isolated scheme)

The schemes for Clive Street, Hampton Park and Cheshunt Drive, Hallam, are being reported to Council on the outcomes of the detailed design and community consultation phase at its meeting on 7 August 2018 Council seeking endorsement by Council for referral to the Capital Works Program.

As reported at the Council meeting on 3 July 2018, the isolated scheme proposed in Circle Drive South, Cranbourne, has been deferred at this time following the feedback received at the consultation stage and the location will be re-assessed in 2018/19.

Safe Travel in Local Streets Program

The Victorian Government is providing Local Government Areas (LGA) with the opportunity to apply for road safety improvement funding to reduce risk in local streets. The Safe Travel in Local Streets program is funded through the Victorian Government's Towards Zero Road Safety Strategy and Action Plan 2016-2020. The program is a 50:50 contribution arrangement between LGA's and State Government for the overall delivery of projects.

Sites identified for delivery via match funding under Council's Local Traffic Management Program and VicRoads Safe Travel in Local Streets Program are:

- James Cook Drive, Endeavour Hills (2018/19)
- Frawley Road/Paperbark Street/Box Street route between Dandenong and Hallam
- (2019/20)

Financial Implications

At this time, no cost estimates have been undertaken for the five (5) proposed street-based schemes and six (6) 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 still remains strong community demand for LTM treatments. The LTM program assessment is considered to be the most appropriate way of prioritising the need for traffic calming measures in local roads.

A recommendation is provided to refer five (5) street schemes and six (6) isolated schemes, to the consultation and design phase of the LTM program.



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.**
 - Beaumont Road, Berwick
 - Edrington Park Drive, Berwick
 - Mossgiel Park Drive, Endeavour Hills
 - David Collins Drive, Endeavour Hills
 - Darling Way, Narre Warren.

- 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.**
 - Silky Oak Drive (between Robusta Avenue and Majestic Boulevard), Cranbourne
 - Springhill Drive (between Black Wattle Way & the bend), Cranbourne
 - Paterson Drive (on the approaches to Lynbrook Primary School), Lynbrook
 - Skyline Way (on the approaches to the bend adjacent #106), Berwick
 - Peel Street (South of the supervised school crossing), Berwick
 - Cunningham Drive (North of the supervised school crossing), Endeavour Hills.



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ATTACHMENT A

Traffic Programs

Traffic Programs

Program	Details	Status
Metropolitan Bus Shelter Program	<ul style="list-style-type: none"> A program to improve bus stops through the provision of glass bus shelters. The program is funded and managed by Public Transport Victoria (PTV) in conjunction with the City of Casey. PTV seeks advice from Council on candidate sites for installation of the new shelters. 	Priority listing provided to PTV for the 2018/19 financial year
Linking Paths Program	<ul style="list-style-type: none"> A program to provide linking footpaths between major activity centres and residential areas. The program prioritises locations based on safety, access, pedestrian generators, recreation links and strategic significance and whether alternative routes are available. 	Annual Report to Council in July
Pedestrian Crossing Prioritisation Program	<ul style="list-style-type: none"> A program to provide a structured approach to the determination of the relative need for pedestrian crossing facilities. Projects are assessed the locations of greatest need for pedestrian facilities and then prioritises these across the municipality. 	Annual Report to Council in July
Grey Spot Program	<ul style="list-style-type: none"> A proactive risk reduction program targeted at undertaking low cost treatments to reduce hazards within the road environment. Projects are assessed under set criteria in order to determine their relative delivery priority. 	Annual Report to Council in July
Local Traffic Management Program	<ul style="list-style-type: none"> A program of physical measures to slow traffic and improve the safety and amenity in residential streets. The demand for traffic calming devices in residential streets exceeds the capacity for Council to fund the works immediately. Council adopted a LTM program in 2001 to prioritise the installation of traffic calming devices. 	Annual Report to Council in August
Blackspot Program	<ul style="list-style-type: none"> A program targeted to address casualty crashes at specific locations (Black Spot) and lengths of roads (Black Length) Council submits through VicRoads an application for funding of proposed treatments. Local road treatments are considered for funding under the Federal Government Black Spot Program, Arterial road projects are considered under the State Government Black Spot Program. 	Annual Report presented to Council in final quarter of each calendar year
School Crossings Program	<ul style="list-style-type: none"> A program that assesses locations throughout the school year in preparation for the funding subsidy application to VicRoads. VicRoads require surveys to be undertaken of existing sites to show continued compliance with the funding program criteria. New schools are also considered as part of this funding application. 	Annual Report to Council (by Safer Communities Department) at end of calendar year