

## Transport

# Road Safety & Traffic Integration Priorities

## ***Context:***

### ***A deficient and discontinuous road network***

The Whittlesea Strategic Transport Infrastructure Study (WSTIS) 2002, a joint project involving the former Department of Infrastructure (now the Department of Transport), VicRoads and the City of Whittlesea, states that the existing road network in the City of Whittlesea is characterised by “Deficiencies in the north-south arterial roads, discontinuities in some east-west arterials, limited connectivity to the Hume corridor, the discontinuous Metropolitan Ring Road and rural roads in the north of the municipality.”

Since then the State Government has undertaken additional studies (Metropolitan Transport Plan 2004 and Meeting our Transport Challenges Statement May 2006 that affirm in a general sense the conclusions and directions arising from the WSTIS .

Specific deficiencies relating to Cooper Street, Edgars Road, Childs Road, McDonalds Road, Findon Road, Dalton Road and Plenty Road are identified amongst others. Deficiencies in the existing widely spaced road network are being exacerbated by rapid growth occurring within the twin growth areas.

The WSTIS recommends a number of priority road projects necessary to establish an integrated, efficient transport network.

**The following Fact Sheets outline these Road Safety Priorities and Traffic and Transport Integration Priorities and the means to address them.**

# Transport

## Road Safety & Traffic Integration Priorities

### ***Fact Sheet: Plenty Road – Road Safety and Traffic Integration Improvements***

#### **Our Municipality**

The City of Whittlesea is located 20km north of Melbourne. It is a large municipality covering an area of 490 square km of both urban and rural land and has a current population of over 134,000. The City includes the suburbs of Bundoora, Donnybrook, Doreen, Eden Park, Epping, Humevale, Kinglake West, Lalor, Mernda, Mill Park, South Morang, Thomastown and Whittlesea. The City of Whittlesea is a designated growth area and is experiencing a sustained period of rapid urban growth, particularly on the urban fringe. Since 2001 around 16,000 people have moved in to the municipality and over 9,500 extra dwellings have come on line. This growth is predicted to remain strong for the next 25 years or more with a projected increase in our population to 240,000 by 2031.

The municipality faces the distinctive challenges of balancing the dynamics of urban areas, rural areas, rapid growth, social disadvantage and high demand for services. The City has one of the most culturally diverse populations, with over 48% of residents coming from non-English speaking backgrounds. Whittlesea has also the fourth highest population of Indigenous people in metropolitan Melbourne. The City of Whittlesea is characterised by pockets of high socio-economic disadvantage, ranking the sixth most disadvantaged on the SEIFA Index of Disadvantage and the fourth most disadvantaged on the Index of Education and Occupation.

To accommodate this growth, diversity and high service demand, the City requires practical responses that balance community development, economic growth and environmental wellbeing. The Council believes this can only be achieved in partnership with the State and Federal Government.

Repeated State Government studies have found that the existing road network in the City of Whittlesea is characterised by deficiencies and discontinuities in arterial roads and limited connectivity to the Hume corridor as well as the discontinuous Metropolitan Ring Road and rural roads in the north of the municipality.

#### **The Need**

Plenty Road is the main road servicing the Plenty Valley growth corridor. The 2006 census indicates that over 19,000 people currently live in the corridor. In the short to medium term, there will be an estimated population of 36,000 persons. In the longer term a population approaching 73,000 people is expected.

Currently, Plenty Road carries nearly 25,000 vehicles per day in South Morang, decreasing to 8,500 vehicles per day north of Mernda. At full development, these volumes are expected to double and confirm a need for a duplicated roadway. The commercial vehicle volume (which includes logging trucks) is excessive at 40%, even for an arterial road.

The moving five year crash totals since 1993-1998 have steadily increased. For the last full five years (2000-2005) of recorded data, three deaths and 115 injuries have occurred on Plenty Road north of South Morang.

The mix of traffic and increasing traffic volume means that platooning has become a major issue. Operational issues associated with reduced speeds because of developer associated roadworks, increased turning vehicle conflicts as a consequence of increasing traffic and new intersections and existing rural intersection safety issues compound the performance of this road. VicRoads and Council have been working collaboratively on a functional design for Plenty Road involving a four lane duplicated roadway from South Morang to Mernda that can ultimately be widened to a six lane divided road.

In addition to the removal of operational deficiencies, duplication from Gordons Road to Bridge Inn Road will provide greater opportunity for uninterrupted traffic flow and restricted right turns from side roads and driveways to nominated points of entry. This will increase road capacity and significantly improve general traffic and pedestrian safety.

However, this is a longer term option that does not address immediate issues.

### The Proposal

Council's preferred solution is the duplication of Plenty Road but recognises that this may take some time to complete. In the short term, funding for overtaking lanes was sought, however because of the undulating topography and location of intersections, suitable locations for overtaking lanes are severely restricted.

In recognition of these limitations, Council, over the last three years has been pursuing a cheaper and in engineering terms a more realistic option, involving the provision of two departure lanes at existing roundabouts and two lane approaches/departures from new roundabouts along Plenty Road. This principle has been supported by VicRoads for developer funded roundabouts but not for the most recently State Government funded roundabout at Arthurs Creek Road and Plenty Road. Candidate intersections involve the existing roundabouts at Plenty Road / Bridge Inn Road and Plenty Road / Donnybrook Road and now the new roundabout at Plenty Road/Arthurs Creek Road.

With trucks negotiating roundabouts at lower speeds, other vehicles have a safer overtaking environment near roundabouts and driving is safer generally at these locations for overtaking compared to the traditional high speed environment within overtaking lanes.

An application was submitted to VicRoads for a new roundabout at Plenty Road / Wallan Road in August 2004. This application remains critical as the Y-intersection is adjacent to a primary school and Church and suffers congestion and confusion with respect to vehicle priorities. Pedestrians and cyclists are exposed to major conflicts when attempting to negotiate the intersection. Pedestrians choose to avoid the intersection for safety reasons and although a roundabout is proposed it will have good sight lines and allow quality pedestrian crossing facilities to be included in the proposal.

In the context of this information, Council is seeking funds to:

- Install a two lane roundabout at Plenty Road/Wallan Road; and
- Provide a two lane roundabout treatment at the existing roundabouts at Plenty Road / Bridge Inn Road, Plenty Road / Donnybrook Road and Plenty Road/Arthurs Creek Road.

### Cost

Subject to detailed design requirements to be undertaken by VicRoads.

### State Government Policy Alignment

#### Arrive alive 2008 – 2017

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#### Linking Melbourne:

##### **Strategy 2: Managing Congestion**

##### **2.2 Make existing roads operate better**

“The Victorian Government aims to ensure the most effective use is made of the limited arterial road space available...”

##### **Strategy 3: Metropolitan Growth**

##### **Strategy 3.1: Improve outer metropolitan arterial roads**

“Through Smart Growth Committees (including the growth area of Whittlesea) determine the long term requirements for transport infrastructure and services in growth areas”.

#### Meeting our Transport Challenges

##### **Action 1 Delivery for the Future**

“\$10.5B into a major program of transport projects over the next 10 years...”

##### **Action 6 Building Better Road Connections**

“The Government will provide \$1.2B over ten years to deliver a major program of arterial road projects across Melbourne's outer suburbs...”

##### **Action 9: Creating accessible, connected communities**

“The Government will invest \$710 million over 10 years in a range of projects to promote better urban planning, improve access to Victoria's transport network, create better community connections ...”

# Transport

## Road Safety & Traffic Integration Priorities

### ***Fact Sheet: Epping Road Duplication from Memorial Avenue to Craigieburn Road East***

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The municipality faces the distinctive challenges of balancing the dynamics of urban areas, rural areas, rapid growth, social disadvantage and high demand for services. The City has one of the most culturally diverse populations, with over 48% of residents coming from non-English speaking backgrounds. Whittlesea has also the fourth highest population of Indigenous people in metropolitan Melbourne. The City of Whittlesea is characterised by pockets of high socio-economic disadvantage, ranking the sixth most disadvantaged on the SEIFA Index of Disadvantage and the fourth most disadvantaged on the Index of Education and Occupation.

To accommodate this growth, diversity and high service demand, the City requires practical responses that balance community development, economic growth and environmental wellbeing. The Council believes this can only be achieved in partnership with the State and Federal Government.

Repeated State Government studies have found that the existing road network in the City of Whittlesea is characterised by deficiencies and discontinuities in arterial roads and limited connectivity to the Hume corridor as well as the discontinuous Metropolitan Ring Road and rural roads in the north of the municipality.

#### **The Need**

Epping Road is a declared arterial road. It provides a strategic north-south road link from inner Melbourne through to Wallan, running parallel to the Hume Highway/Freeway, Melbourne-Sydney rail line and the Merri Creek. Epping Road is the main road servicing the growth corridor comprised of Epping, and Epping North. This corridor includes the existing Epping town centre, which has 'Transit City' status. The current population within the developing Epping North area is just over 1,000 people. It has been expanding by about 150 persons per year since 2001. In 20 years, an estimated population approaching 40,000 people is expected.

Epping Road and the section of High Street between Memorial Avenue and O'Herns Road in this northerly portion of Epping, currently carries between 17,000 and 13,000 vehicles per day and progressively decreases to approximately 8,000 vehicles per day near Bridge Inn Road in Wollert. At full land use development, these volumes are predicted to return to this level, assuming that the E6 and Edgars Road are constructed. If the E6 is not constructed at that time then the traffic volumes on Epping Road are likely to increase to about 30,000 vehicles per day in Epping and 20,000 vehicles per day in Wollert.

With the aggressive rate of current land use development, new intersections are being created that exacerbate the differing road construction standards. Epping Road was constructed to a rural standard whereas the new intersections, some with traffic signals, are being constructed to an urban standard. The changing and varying demands upon road users are increasing vehicle conflicts.

Epping Road in Epping North is a 'construction zone' associated with abutting land use developments. Reduced speeds, increased turning vehicle conflicts and intersection safety issues render this road and access to this road relatively unsafe.

In the past, the City of Whittlesea sought isolated road improvements to resolve intersection 'Blackspot' sites.

The need for these isolated improvements is now overwhelmed by the need for a general upgrade of Epping Road through to Craigieburn Road East.

Duplication from Memorial Avenue, McDonalds Road, through to Craigieburn Road East will provide greater opportunity for uninterrupted traffic flow with restricted right turns from side roads and driveways to nominated points of entry and build in road capacity and significantly improved road safety.

One death and 50 injuries have occurred over this length of road in the 5 years to the end of 2005.

### **The Proposal**

Council is seeking the duplication of Epping Road from Memorial Avenue and Epping to Craigieburn Road East in Wollert involving a four lane divided roadway over a distance of 4 kilometres.

The existing road reserve will need widening over most of that length. Arrangements are being made to acquire the necessary land as part of the planning permit process as development applications are received.

### **Cost**

Subject to detailed design and costing to be undertaken by VicRoads.

### **State Government Policy Alignment**

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#### **Linking Melbourne:**

##### **Strategy 2: Managing Congestion**

##### **2.2 Make existing roads operate better**

"The Victorian Government aims to ensure the most effective use is made of the limited arterial road space available..."

#### **Strategy 3: Metropolitan Growth**

##### **Strategy 3.1: Improve outer metropolitan arterial roads**

"Through Smart Growth Committees (including the growth area of Whittlesea) determine the long term requirements for transport infrastructure and services in growth areas".

#### **Meeting our Transport Challenges**

##### **Action 1 Delivery for the Future**

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## Transport

# Road Safety & Traffic Integration Priorities

## ***Fact Sheet: Edgars Road Duplication from Cooper Street to O'Herns Road***

### **Our Municipality**

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The municipality faces the distinctive challenges of balancing the dynamics of urban areas, rural areas, rapid growth, social disadvantage and high demand for services. The City has one of the most culturally diverse populations, with over 48% of residents coming from non-English speaking backgrounds. Whittlesea has also the fourth highest population of Indigenous people in metropolitan Melbourne. The City of Whittlesea is characterised by pockets of high socio-economic disadvantage, ranking the sixth most disadvantaged on the SEIFA Index of Disadvantage and the fourth most disadvantaged on the Index of Education and Occupation.

To accommodate this growth, diversity and high service demand, the City requires practical responses that balance community development, economic growth and environmental wellbeing. The Council believes this can only be achieved in partnership with the State and Federal Government.

Repeated State Government studies have found that the existing road network in the City of Whittlesea is characterised by deficiencies and discontinuities in arterial roads and limited connectivity to the Hume corridor as well as the discontinuous Metropolitan Ring Road and rural roads in the north of the municipality.

### **The Need**

Edgars Road is a declared arterial road providing a significant role linking Mahoneys Road and the Metropolitan Ring Road in the south of the City with the road network serving the growing commercial, industrial and residential areas of Epping and Epping North.

In Epping - Epping North, Edgars Road will form a major transport spine into and through the Epping 'Transit City', Cooper Street Employment Area and the VicUrban 'Aurora' development.

The Whittlesea Strategic Transport Infrastructure Study, a joint study supported by the former Department of Infrastructure (now Department of Transport), VicRoads and the City of Whittlesea in April 2002, identified Edgars Road as needing to be a high standard four lane divided arterial road. VicRoads subsequently built the Childs Road - Cooper Street section in 2005, as a four lane divided road.

Developers will construct the first carriageway of Edgars Road north of Cooper Street. The second carriageway is expected to be provided by VicRoads when the need arises.

With the establishment of significant developments such as the Melbourne Wholesale Fruit and Vegetable Market in 2010 and the currently expanding medical precinct near The Northern Hospital, the rate of development is expected to increase substantially over the next few years.

If the construction of Edgars Road remains reliant on developers, a 'piece meal' approach to the creation of a connected arterial road link and wider road network is likely. The early construction of Edgars Road to O'Herns Road will provide the necessary arterial road network connectivity and allow for a more convenient bypass of the already congested High Street/Cooper Street intersection in the centre of the Epping Transit City.

The extension will also ensure a better outcome in terms of road safety and access management objectives, irrespective of the timing and location of individual developments if extended to O'Herns Road, Edgars Road will support significant, important employment growth opportunities in the Cooper Street precinct and establish a gateway to the VicUrban Aurora development.

In turn, this link will relieve pressure from Epping Road and provide the opportunity to establish additional bus services to link new residents to the Northern Hospital and Epping Plaza Shopping Centre.

### **Our Proposal**

Council is seeking the advanced construction of Edgars Road from Cooper Street to O'Herns Road. This would involve a two lane two way roadway, over a distance of 3 kilometres.

To facilitate the early construction of Edgars Road, Council would be prepared to enter into a pay back scheme to return \$4.1M. This would entail the State Government providing funds for the work and Council making agreed periodic payments.

### **Cost**

Construction of Edgars Road from Cooper Street to O'Herns Road has been estimated to cost \$6.17M, however more detailed cost estimates would need to be prepared by VicRoads if the above payback scheme is agreed upon.

### **State Government Policy Alignment**

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## Transport

# Road Safety & Traffic Integration Priorities

## ***Fact Sheet: East-West Arterial Pair Findon Road and McDonalds Road***

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Repeated State Government studies have found that the existing road network in the City of Whittlesea is characterised by deficiencies and discontinuities in arterial roads and limited connectivity to the Hume corridor as well as the discontinuous Metropolitan Ring Road and rural roads in the north of the municipality.

### **The Need**

The Whittlesea Strategic Transport Infrastructure Study (WSTIS), a joint study supported by the former Department of Infrastructure (now Department of Transport), VicRoads and the City of Whittlesea dated April 2002, identified Findon Road as the designated arterial road to serve the east-west corridor in the middle section of the municipality. The report did not quantify traffic volumes, but the subsequent transport modelling undertaken by the City of Whittlesea in 2004 revealed that the likely ultimate traffic volume in this east-west corridor would range between 40,000 vehicles per day and 55,000 vehicles per day.

The veracity of the predicted volumes is sound. They have been tested through the planning process associated with the inclusion of strategic development plans for the Cooper Street Employment Area and Epping North East in the Whittlesea Planning Scheme in 2005 and 2006 respectively.

This volume range implies that the east-west corridor requires a minimum of six traffic lanes and eight lanes in the westerly section beyond the E6 limited access arterial road, to ensure an acceptable level of road network safety and efficiency.

As McDonalds Road also provides direct access into the expanding Plenty Valley Town Centre, it is expected that in addition to the traffic modelled, marked variations on segments of the road network are expected to reflect more localised traffic movements for some higher order traffic generating developments such as the 50,000sq.m. Westfield Plenty Valley Shopping Centre which opened in May 2008.

Findon Road is currently an undeclared road terminating near The Lakes Boulevard in South Morang. The unmade section of Findon Road between The Lakes Boulevard and Plenty Road (Melway Map 183 C9-F11) is expected to be carrying

up to 23,000 vehicles per day and further east beyond Plenty Road, around 40,000 vehicles per day. When Council has constructed the missing link to Plenty Road, it is intended that Findon Road will become a declared arterial road under the management of VicRoads.

At that time, McDonalds Road, which is currently the declared arterial road, will be declared a municipal road and management responsibility will revert to the City of Whittlesea.

McDonalds Road will continue to carry a significant portion of through traffic and will maintain a role providing for regional traffic movements. With the twin 'Transit City' nodes of Epping and South Morang acting as anchors to this road, it also provides an important commercial function for the northern metropolitan region. It is expected to continue to carry up to 25,000 vehicles per day when the municipality's population peaks.

The standard of construction of McDonalds Road is classed as rural and its general condition reduces driver and pedestrian safety. The road formation lacks public lighting, footpaths, kerb and channel, underground drainage and shoulders. Side road intersections are controlled by Statcon signage. A number of children's crossings and pedestrian operated traffic signals permit limited pedestrian crossing movements. The separation distances between these facilities are excessive and leave bus public transport users stranded on narrow unlit edges waiting for gaps in forced traffic flow conditions. Queuing over several kilometres occurs on a daily basis in each of the peak traffic periods.

Bus movements occur along and across McDonalds Road and are severely restricted by the forced traffic flow conditions during peak traffic periods. Side road vehicle actuation has been provided at one collector road intersection (Derby Drive, Epping) but this does not accommodate turning requirements at other intersections.

This interim solution accommodates side road bus movements but impedes the operation of buses travelling along McDonalds Road as well as for the proposed 'yellow' orbital SmartBus scheduled for implementation in a few years.

## **The Proposal**

Council, through the use of development contributions, has facilitated the progressive construction of Findon Road to within approximately 1.5 km of Plenty Road. This small section to Plenty Road and the further section from Plenty Road across the Plenty River to Kurrak Road in the Shire of Nillumbik, needs to be completed to establish a continuous east-west arterial road link and enable the downgrading of McDonalds Road to suit existing and significant land-use development proposals in South Morang.

This project complements the current VicRoads project duplicating Plenty Road from Centenary Drive to Gordons Road. Both arterial roads form the framework for the road network serving South Morang and the Plenty Valley growth corridor.

The traffic warrant threshold for duplication of McDonalds Road has already been exceeded and the need for duplication will remain, even with the completion of Findon Road. McDonalds Road requires immediate duplication to four traffic lanes between High Street, Epping and Civic Drive South Morang. As a SmartBus route, additional bus priority measures will also be required. These could take the form of jump lanes rather than bus lanes given the limited road reservation width.

A series of signalised intersections is required to accommodate and control side road access at the higher order local roads and to afford pedestrian access across the road and to bus stops.

McDonalds Road from High Street, Epping to Civic Drive in South Morang, is not subject to improvement through the application of development contributions, so improvements need to be funded by Local, State and/or Federal Government.

## **Cost**

The section of Findon Road from Williamsons Road to Plenty Road is estimated to cost approximately \$11M. The estimate includes approximately \$5M for land acquisition. Council has provided funding to enable investigatory and design work.

Developer contributions are expected to contribute towards the cost of land acquisition and construction, however a significant funding gap remains.

Council is requesting the State Government provides \$8.5M towards the cost of this project.

The section from Plenty Road to Gorge Road is subject to cost estimates to be undertaken by VicRoads.

The four lane divided construction of McDonalds Road is subject to the provision of detailed costing and to VicRoads and Council deliberations.

## State Government Policy Alignment

### **Arrive alive 2008 – 2017**

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### **Linking Melbourne:**

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#### **Strategy 3.1: Improve outer metropolitan arterial roads**

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### **Meeting our Transport Challenges**

#### **Action 1 Delivery for the Future**

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“The Government will provide \$1.2B over ten years to deliver a major program of arterial road projects across Melbourne’s outer suburbs...”

#### **Action 10 Building a safer, more secure network**

“The Government will continue to give rail and road safety and security the highest priority by investing \$1.1B over 10 years in new projects...”

### **A Plan for Melbourne’s Growth Areas**

More Timely Infrastructure Provision  
Whittlesea Growth Area Plan

## Federal Government Policy/Program Alignment

### **Department of Transport and Regional Services**

Regional Partnerships Programme  
Roads to Recovery ...AUSLINK

## Transport

# Road Safety & Traffic Integration Priorities

## ***Fact Sheet: E6 Corridor Construction from Metropolitan Ring Road to Bridge Inn Road***

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### **The Need**

The identification of the City of Whittlesea as a growth municipality and its transport network characteristics involving rural roads serving urban traffic demands and limited public transport services, means that the transport network is under extreme pressure.

Even if all the identified public transport improvements were provided in the short term, 90% of all trips are still likely to occur via private motor vehicle. As a consequence, a new and improved road network is vital to the safety, wellbeing and social functionality of the community.

Currently, the arterial road network in the north-south direction relies on High Street/Epping Road and Plenty Road. Both suffer excessive congestion and increased road risks and capacity issues will persist even after those roads are upgraded. The addition of the future E6 route to reduce traffic load from these two roads and relieve the pressure on Edgars Road and Dalton Road further south, is necessary.

The E6 will provide a local and regional function and at peak municipal population is expected to carry between 10,000-15,000 vehicles per day in the northern section and near the Metropolitan Ring Road over 40,000 vehicles per day.

Council was successful in obtaining nearly \$1M through the Federal Government's AusLink, A National Land Transport Plan to assist with the construction of a divided four lane road from Findon Road to Harvest Home Road and a single two lane road from Harvest Home Road to Bridge Inn Road. The total project cost is estimated at \$17M, of which Council is required to fund up to \$9M. The remaining \$8M is to be provided by land use developers and \$980K Grant funds.

A condition of the Federal Government funding is that the project must be completed by June 2012.

This means Council is required to cover the cash flow shortfall arising within the next five years as development contributions are planned to be received over a 10-20 year time period.

It is estimated that at the time the project is completed Council will have \$2.3M from developer contributions, which is \$5.1M short of the final amount required. Council's short term exposure is likely to be in the order of \$14M.

It is on this basis that Federal Funds be used for a reduced length of the E6 Roadway (Findon to Harvest Home) as a single carriageway. The duplication of this section and subsequently the construction of the southern section of the E6 from the Metropolitan Ring Road to Findon Road will need to be a State Government priority for future funding .

Importantly however, the connection of the E6 to the Metropolitan Ring Road will deliver the opportunity for orbital travel as an alternative to north-south travel. As the road network to the south of the Metropolitan Ring Road is already congested, orbital travel around Melbourne is an attractive alternative.

### **The Proposal**

There are two aspects to this proposal. Council requires immediate assistance to offset the significant exposure likely in the next five years for the northern section of the E6. Following this is the need to complete the road extension to the Metropolitan Ring Road.

The first stage of funding will be directed at environment, cultural and heritage studies, planning scheme amendments, land acquisition and construction.

### **Cost**

Council has a shortfall of \$14M and as this road has an identified regional function, a contribution from the State Government is appropriate. Council is proposing the State Government fully fund the project and that Council enter into a pay back scheme of \$7M in five years and the remaining \$7M in 10 years time. The second phase, involving construction between the Metropolitan Ring Road and Findon

Road is subject to cost estimates to be undertaken by VicRoads.

### **State Government Policy Alignment**

#### **Linking Melbourne:**

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#### **Strategy 3: Metropolitan Growth**

#### **Strategy 3.1: Improve outer metropolitan arterial roads**

"Through Smart Growth Committees (including the growth area of Whittlesea) determine the long term requirements for transport infrastructure and services in growth areas".

#### **Meeting our Transport Challenges**

#### **Action 1 Delivery for the Future**

"\$10.5B into a major program of transport projects over the next 10 years..."

#### **Action 6 Building Better Road Connections**

"The Government will provide \$1.2B over ten years to deliver a major program of arterial road projects across Melbourne's outer suburbs..."

#### **Action 9: Creating accessible, connected communities**

"The Government will invest \$710 million over 10 years in a range of projects to promote better urban planning, improve access to Victoria's transport network, create better community connections ..."

## Transport

# Road Safety & Traffic Integration Priorities

## ***Fact Sheet: Childs Road / Dalton Road Intersection Signals***

### **Our Municipality**

The City of Whittlesea is located 20km north of Melbourne. It is a large municipality covering an area of 490 square km of both urban and rural land and has a current population of over 134,000. The City includes the suburbs of Bundoora, Donnybrook, Doreen, Eden Park, Epping, Humevale, Kinglake West, Lalor, Mernda, Mill Park, South Morang, Thomastown and Whittlesea. The City of Whittlesea is a designated growth area and is experiencing a sustained period of rapid urban growth, particularly on the urban fringe. Since 2001 around 16,000 people have moved in to the municipality and over 9,500 extra dwellings have come on line. This growth is predicted to remain strong for the next 25 years or more with a projected increase in our population to 240,000 by 2031.

The municipality faces the distinctive challenges of balancing the dynamics of urban areas, rural areas, rapid growth, social disadvantage and high demand for services. The City has one of the most culturally diverse populations, with over 48% of residents coming from non-English speaking backgrounds. Whittlesea has also the fourth highest population of Indigenous people in metropolitan Melbourne. The City of Whittlesea is characterised by pockets of high socio-economic disadvantage, ranking the sixth most disadvantaged on the SEIFA Index of Disadvantage and the fourth most disadvantaged on the Index of Education and Occupation.

To accommodate this growth, diversity and high service demand, the City requires practical responses that balance community development, economic growth and environmental wellbeing. The Council believes this can only be achieved in partnership with the State and Federal Government.

Repeated State Government studies have found that the existing road network in the City of Whittlesea is characterised by deficiencies and discontinuities in arterial roads and limited connectivity to the Hume corridor as well as the discontinuous Metropolitan Ring Road and rural roads in the north of the municipality.

### **The Need**

The Childs Road/Dalton Road intersection is the junction of two arterial roads each carrying around 30,000 vehicles per day. The intersection is controlled by a two lane roundabout and has three children's crossings and one signalised pedestrian crossing on its approaches.

Significant queuing occurs during each peak period and at the school end time. Queues extend back on all legs and that queue along Childs Road (eastwards) interferes with traffic flow across the Childs Road bridge over the Darebin Creek.

Queuing at the pedestrian facilities also blocks the roundabout for circulating traffic, further reducing its efficiency.

Given the excessive demand, significant queuing and the complexity of operation, the intersection is challenging to road users. This reflected in its road crash record where the intersection continually records injury accidents. Five road crashes have occurred in the last five years.

### **Proposal**

The proposal is to install traffic signals at this intersection.

### **Cost**

Subject to detailed design requirements to be undertaken by VicRoads; the estimated cost is approximately \$3.0M.

## State Government Policy Alignment

### **Arrive alive 2008 – 2017**

"arrive alive 2008-2017 is the Victorian Government's new 10 year road safety strategy. It's designed to keep Victoria at the forefront of Australian and international efforts to reduce road trauma, to deliver further major improvement to our road transport system, and to improve safety for all Victorian road users."

### **Linking Melbourne:**

#### ***Strategy 2: Managing Congestion***

#### ***2.2 Make existing roads operate better***

"The Victorian Government aims to ensure the most effective use is made of the limited arterial road space available..."

### **Meeting our Transport Challenges**

#### ***Action 1 Delivery for the Future***

"\$10.5B into a major program of transport projects over the next 10 years..."

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#### ***Action 9: Creating accessible, connected communities***

"The Government will invest \$710 million over 10 years in a range of projects to promote better urban planning, improve access to Victoria's transport network, create better community connections ..."

## Federal Government Policy Alignment

### **Department of Transport and Regional Services**

National Road Safety Strategy 2001 – 2010

National Road Action Plan 2007 and 2008

#### ***Safer Roads and Roadsides***

#### ***High Impact action***

"Maintain and increase the current level of investment in black spot and other safety-targeted road programs"

#### **Supporting actions**

"Increase the use of cost effective measures to improve safety at intersection.."

# Transport

## Road Safety & Traffic Integration Priorities

### ***Fact Sheet: Childs Road Four Lane Duplication Across the Darebin Creek Bridge***

#### **Our Municipality**

The City of Whittlesea is located 20km north of Melbourne. It is a large municipality covering an area of 490 square km of both urban and rural land and has a current population of over 134,000. The City includes the suburbs of Bundoora, Donnybrook, Doreen, Eden Park, Epping, Humevale, Kinglake West, Lalor, Mernda, Mill Park, South Morang, Thomastown and Whittlesea. The City of Whittlesea is a designated growth area and is experiencing a sustained period of rapid urban growth, particularly on the urban fringe. Since 2001 around 16,000 people have moved in to the municipality and over 9,500 extra dwellings have come on line. This growth is predicted to remain strong for the next 25 years or more with a projected increase in our population to 240,000 by 2031.

The municipality faces the distinctive challenges of balancing the dynamics of urban areas, rural areas, rapid growth, social disadvantage and high demand for services. The City has one of the most culturally diverse populations, with over 48% of residents coming from non-English speaking backgrounds. Whittlesea has also the fourth highest population of Indigenous people in metropolitan Melbourne. The City of Whittlesea is characterised by pockets of high socio-economic disadvantage, ranking the sixth most disadvantaged on the SEIFA Index of Disadvantage and the fourth most disadvantaged on the Index of Education and Occupation.

To accommodate this growth, diversity and high service demand, the City requires practical responses that balance community development, economic growth and environmental wellbeing. The Council believes this can only be achieved in partnership with the State and Federal Government.

Repeated State Government studies have found that the existing road network in the City of Whittlesea is characterised by deficiencies and discontinuities in arterial roads and limited connectivity to the Hume corridor as well as the discontinuous Metropolitan Ring Road and rural roads in the north of the municipality.

#### **The Need**

Childs Road is a major east-west arterial road linking Mill Park with Epping. It is a duplicated four lane divided road from Plenty Road to Dalton Road with the exception of the section across the E6 Reservation and the Darebin Creek.

At the Creek, it is a two lane road with significant collector road intersections, controlled by a single lane roundabout.

Nearly 30,000 vehicles per day use the road, which is normally the benchmark threshold level for providing a six lane divided road. During peak periods traffic flow is very unstable, and significant queuing can occur very quickly, increasing commuter risks.

#### **The Proposal**

The proposal is to duplicate the 850 metre, two lane, two way section to provide a continuous four lane divided road from Plenty Road, Mill Park to Dalton Road, Epping, including a new bridge crossing over Darebin Creek.

#### **Cost**

Subject to detailed design requirements to be undertaken by VicRoads.

## State Government Policy Alignment

### **Arrive alive 2008 - 2017**

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#### **Linking Melbourne:**

##### ***Strategy 2: Managing Congestion***

##### ***2.2 Make existing roads operate better***

"The Victorian Government aims to ensure the most effective use is made of the limited arterial road space available..."

#### **Meeting our Transport Challenges**

##### ***Action 1 Delivery for the Future***

"\$10.5B into a major program of transport projects over the next 10 years..."

##### ***Action 6 Building Better Road Connections***

"The Government will provide \$1.2B over ten years to deliver a major program of arterial road projects across Melbourne's outer suburbs..."

# Transport

## Road Safety & Traffic Integration Priorities

### ***Fact Sheet: Cooper Street Re-alignment and Widening From Dalton Road to High Street***

#### **Our Municipality**

The City of Whittlesea is located 20km north of Melbourne. It is a large municipality covering an area of 490 square km of both urban and rural land and has a current population of over 134,000. The City includes the suburbs of Bundoora, Donnybrook, Doreen, Eden Park, Epping, Humevale, Kinglake West, Lalor, Mernda, Mill Park, South Morang, Thomastown and Whittlesea. The City of Whittlesea is a designated growth area and is experiencing a sustained period of rapid urban growth, particularly on the urban fringe. Since 2001 around 16,000 people have moved in to the municipality and over 9,500 extra dwellings have come on line. This growth is predicted to remain strong for the next 25 years or more with a projected increase in our population to 240,000 by 2031.

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To accommodate this growth, diversity and high service demand, the City requires practical responses that balance community development, economic growth and environmental wellbeing. The Council believes this can only be achieved in partnership with the State and Federal Government.

Repeated State Government studies have found that the existing road network in the City of Whittlesea is characterised by deficiencies and discontinuities in arterial roads and limited connectivity to the Hume corridor as well as the discontinuous Metropolitan Ring Road and rural roads in the north of the municipality.

#### **The Need**

The Epping region of the City of Whittlesea is characterised by the confluence of a number of discontinuous arterial roads. This discontinuity causes high volumes of turning traffic at intersections and through traffic movements in residential areas as commuters seek to avoid bottlenecks.

The Cooper Street – Dalton Road link is one such link where road capacity and intersection control is poor.

Additional pressures occur in the form of inter-modal public transport functions being centred upon this section of Cooper Street. 11 indented bus bays were installed in June/July 2008 on both sides of the road adjacent to Epping Railway Station. These indented bus bays remove stationary buses from the through traffic lanes but the parking and unparking continues to cause vehicle queuing through the area and affects the sight lines and safety level at the nearby signalised pedestrian crossing.

Cooper Street, between High Street and Dalton Road, is a two lane road with a single lane roundabout at a collector road; Davisson Street and 'Give Way' control at Dalton Road. Cooper Street carries nearly 20,000 vehicles per day. The remainder of the route (west of high street) involves a four lane divided road with provision for expansion to a six lane divided road.

There are significant differences in capacity and side road, crossroad and property access demands between the section to the west of High Street compared to the section east of High Street. Access to the adjacent Epping rail station car parks for park and ride commuters is also poor in terms of capacity and safety.

## The Proposal

A four lane divided road and improved alignment will provide road safety and capacity benefits as well as improve access to the intermodal public transport interchange.

## Cost

Subject to detailed design requirements to be undertaken by VicRoads.

## State Government Policy Alignment

### **Arrive alive 2008 – 2017**

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### **Linking Melbourne:**

#### **Strategy 2: Managing Congestion**

##### **2.2 Make existing roads operate better**

"The Victorian Government aims to ensure the most effective use is made of the limited arterial road space available..."

### **Strategy 3: Metropolitan Growth**

#### **Strategy 3.1: Improve outer metropolitan arterial roads**

"Through Smart Growth Committees (including the growth area of Whittlesea) determine the long term requirements for transport infrastructure and services in growth areas".

### **Meeting our Transport Challenges**

#### **Action 1 Delivery for the Future**

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## Transport

# Road Safety & Traffic Integration Priorities

## ***Fact Sheet: Plenty Road / Gordons Road Traffic Signals***

### **Our Municipality**

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Repeated State Government studies have found that the existing road network in the City of Whittlesea is characterised by deficiencies and discontinuities in arterial roads and limited connectivity to the Hume corridor as well as the discontinuous Metropolitan Ring Road and rural roads in the north of the municipality.

### **The Need**

Gordons Road is located at the northern extremity of the recent Plenty Road duplication project but was not included in this project. Since its connection through to Plenty Road from the Mill Park Lakes Estate in mid 2006, Gordons Road has experienced a significant increase in traffic volume. Currently, 'Stop' signs control this crossroad intersection. The sight visibility approaching the stop sign along the western leg of Gordons Road is restricted because of the vertical and horizontal alignment of Gordons Road and the gap selection is inherently dangerous. There is no slip lane on Plenty Road for northbound traffic exiting Plenty Road and turning left into Gordons Road. Safety is a significant concern.

The current traffic volume along Plenty Road past Gordons Road is 15,000 vehicles per day (vpd). The traffic volume on Gordons Road has increased markedly following its connection to a wider residential component of the suburb of South Morang and its provision as a through road. It currently carries 5,000 vehicles per day.

Before mid 2006 and the new road connectivity, the crash history of the site was low however the site now qualifies as a 'Black Spot' as there have been seven casualty crashes in 2007.

### **Proposal**

Council is seeking the installation of traffic signals at this intersection.

### **Cost**

Subject to cost estimates to be undertaken by VicRoads.

## State Government Policy Alignment

### **Arrive alive 2008 – 2017**

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### **Linking Melbourne:**

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## Federal Government Policy/Program Alignment

### **Department of Transport and Regional Services**

Regional Partnerships Programme

Roads to Recovery ...AUSLINK

### **National Road Safety Strategy 2001 – 2010**

National Road Safety Action Plan 2007 - 2008