TRAFFIC IN EPSOM AND MACAULAY ROADS

Division Assets & Services

Presenter Haig Poulson, Principal Engineer Traffic Engineering

Purpose

1. The Planning and Development Committee, on 7 October 2004, considered a report from management regarding traffic management in Epsom Road. This report was prepared in response to a petition with 150 signatories calling on Council to implement effective measures to significantly reduce through traffic using the Epsom Road-Macaulay Road route. The report presented information from both a historical and current perspective, regarding the traffic situation in:

   1.1. Epsom Road, between Smithfield and Kensington/Macaulay Roads; and
   1.2. Macaulay Road, between Kensington and Boundary Roads.

2. The report also discussed the extensive works that have already been implemented, and those planned by Council which have been designed to improve traffic and pedestrian safety as well as reducing the level of through traffic along these roads.

3. The Committee subsequently resolved that management prepare a further report to the new Council addressing traffic implementation measures and further progress on this issue.

Recommendation

4. That the Planning and Environment Committee advocate to VicRoads and Transurban City Link for the introduction of incentives to increase the public’s uptake of peak hour usage of City Link and other arterial roads.

Key Issues

5. In line with Committee’s resolution of 7 October 2004, Engineering Services Group has developed several treatments which could be implemented to discourage commuter traffic using Epsom Road. These treatments, which are addressed later in this report, include:

   5.1. footpath widenings on the north and south sides of Epsom Road, between Westbourne Road and the Stock Route;
   5.2. installation of Pedestrian Operated Traffic Signals in Epsom Road near Westbourne Road; and
   5.3. partial remodel of the Smithfield/Epsom Roads Intersection Traffic Signals.
6. As discussed in the background to this report, these proposals could have the effect of increasing traffic volumes and creating traffic safety and congestion in other local streets within the Cities of Melbourne and Moonee Valley. These local streets are even less equipped to handle increased traffic volumes.

7. Officer-level discussions have taken place with the City of Moonee Valley (CoMV) regarding the treatments proposed for Epsom Road. The CoMV advised that:

7.1. their draft traffic management plan for Kensington, (apart from the City of Melbourne’s proposal to install a fully-controlled right turn from Epsom Road) does not include any measures to actively discourage through traffic usage of their portion of Epsom Road. A copy of this traffic management plan is shown at Attachment 1;

7.2. they would be concerned about any significant shift of through traffic into Racecourse Road or its local streets eg Bellair Street or Eastwood Street; and

7.3. there would be particular concern about any shift of traffic into Racecourse Road as the significant pedestrian activity around the shopping centre is regarded as an area of major risk for pedestrians (compared to Epsom Road) that has seen CoMV implement a number of measures to improve pedestrian safety.

8. In summary, there is little that Council can do to reduce peak hour traffic volumes in Epsom Road without increasing traffic volumes and congestion in other streets even less equipped to handle increased traffic volumes.

Time Frame

9. There is no specific time frame associated with this report.

Relation to Council Policy

10. Council’s actions to date to limit the volume of through traffic using the Epsom-Macaulay Road route are consistent with Section 57.5 of the *Transport Program 2003-2006* through the:

   “...continued protection of residential areas from the adverse impact of through traffic”.

Consultation

11. The Administration, at this juncture, has only consulted VicRoads and the City of Moonee Valley at officer-level

Finance

12. There are no direct financial implications to Council in the recommendation of this report as all works will be processed through the budget cycle, if supported.

Legal

13. Schedules 10 and 11 of the *Local Government Act 1989* set out Council’s powers over roads in its district. There are no legal implications arising from the recommendation in the report.

Sustainability

14. There is no significant sustainability impact
Comments

15. Possible measures that could be implemented to discourage through traffic usage of Epsom Road between Smithfield and Kensington Roads are discussed below:

Footpath widenings on the north and south sides of Epsom Road, between Westbourne Road and the Stock Route

16. This portion of Epsom, which is largely designated as a No Stopping area, is unnecessarily wide with a width ranging from approximately 9.8 to 10.25 metres. The remainder of Epsom Road between Westbourne Road and The Ridgeway had been narrowed in the 1980s to approximately 7.8 metres, when Council constructed a series of footpath widenings at intersections on the south side of the street (with intermittent parking). These works were not extended beyond Westbourne Road at the time because of the redevelopment of the stockyard site north of Epsom Road (Lynch’s Bridge Estate) at the time and the impending redevelopment of the stockyard site south of Epsom Road (Kensington Banks Estate).

17. The resultant narrowing of the carriageway width, as shown on the sketch plan in Attachment 2, would visually reinforce the limited capacity of Epsom Road so as to act as a visual deterrent to through traffic.

18. The total cost of this project, as shown on the sketch in Attachment 2, (including works on the City of Moonee Valley side of the street) has been estimated at $90,000.

Installation of Pedestrian Operated Traffic Signals

19. Engineering Services Group is also investigating the feasibility of installing pedestrian operated signals in Epsom Road, north of Westbourne Road. The installation of such a facility, apart from improving the local community’s access needs may, if used often enough during peak hours, add sufficient delays to frustrate commuters to the point where they select alternatives to this route. The Community Services Group’s Aged Care/Disability Coordinator has advised that several elderly clients residing at a housing facility at 61 Epsom Road (just west of Epsom Road) have expressed concern about the difficulties they experience in crossing Epsom Road. These residents regularly cross Epsom Road and then use Market Street (City of Moonee Valley) to access the Racecourse Road shopping centre to do their shopping and banking.

20. Peak hour surveys conducted by Engineering Services at this location revealed an extremely low level of pedestrian activity at or near the site. VicRoads warrant requirements for pedestrian operated traffic signals require 100 pedestrians crossing within 20 metres of the site for any hour on an average weekday.

21. Engineering Services contend that such a proposal would not be supported by VicRoads. In the unlikely event that the authority did support the proposal, it would more than likely be on condition that the cost of maintenance of the signals is borne by Council. The cost of such a facility, as shown on the sketch at Attachment 3, would be in the order of $200,000.

Partial remodel of the Smithfield/Epsom Roads Intersection Traffic Signals

22. Two possible treatments have been examined as a possible means of reducing through traffic in Epsom Road. A preliminary report on this proposal has been submitted to VicRoads, which is the authority responsible for traffic signals and for Smithfield Road (an Arterial Road under the direct care and management of VicRoads) for comments. The specific treatments examined for this intersection are:
Changes to the linemarking on the north approach to the intersection

22.1. The existing lane configuration on Epsom Road’s northern approach comprises an exclusive right turn lane, a shared through/right turn lane and a shared through and left turn lane.

22.2. The proposal involves the alterations to the configuration of the stand-up lanes on this approach to provide one shared through/left turn lane and a double right turn lane into Smithfield Road.

22.3. The results of the analysis of this proposal revealed that the performance of the intersection remains the same as the existing conditions. This indicates that the existing shared through/right turn lane on the northern approach to the intersection effectively operates as a second right turn lane, ie through traffic avoids using this lane during the peaks. Therefore modifying the lane configurations on the northern approach as described above will not have an impact on reducing through traffic volumes along Epsom Road.

Reduced green signal time for through traffic movements in Epsom Road

22.4. The results of the analysis of this proposal revealed that the reduction of green signal time for the north-south movements along Epsom Road (eg by reducing green time during the AM peak from 19 seconds to 14 seconds and for the PM period from 35 to 30 seconds) and the deletion of the south bound through movement when the north to west right turn phase is running will have the effect of restricting north-south movements. The conclusions of the study were that during both the AM and PM peak periods, reducing the green signal time for north and south bound movements along Epsom Road will result in long delays for north bound vehicles along Epsom Road but will result in no real deterioration in performance for vehicles travelling southbound.

23. It is unlikely that these treatments would have a significant effect on the level of commuter traffic using Epsom Road. Morning peak observations were made of the roads in the north and north-west that feed into Epsom Road eg the Scotia Street-Waverley Street-Lincoln Road route. These streets typically feature wide carriageways with parking on either side (however no vehicles were parked during the survey), no (train) level crossings and a 60 km/h speed limit.

24. Traffic was observed to be free flowing with little or no congestion at intersections until the intersection of Epsom Road at Smithfield Road where there was considerable congestion and delays which increased further on the approach to the Epsom/Macaulay/Kensington Roads intersection and throughout Macaulay Road (which includes two railway level crossings) up to the Boundary Road/Canning Streets intersection. Whereas the overall journey between the intersection of Lincoln/Keilor/Mt Alexander Roads and Epsom Road at Smithfield Road (approximately 5.5 km) took 14 minutes, the travel time along Epsom and Macaulay Roads between Smithfield Rd and the Boundary Road/Canning Street intersection, a distance of approximately 1.7 kilometres ranged between 6-9 minutes.

25. Given the level of delays already tolerated by commuters along the Epsom Road-Macaulay Road route as described, it is considered improbable that the above mentioned proposals would introduce delays of sufficient magnitude as to deter these ‘hard-core’ commuters from using this route during the peaks. However, in the unlikely event that these treatments were successful, they could, as described in the paragraphs under ‘Key Issues’, have the effect of increasing traffic volumes and creating traffic safety and congestion in other local streets within the Cities of Melbourne and Moonee Valley even less equipped to handle increased traffic volumes.
Background

26. The municipal boundary between the Cities of Melbourne and Moonee Valley runs along the centre-line of Macaulay Road (between Kensington and Boundary Roads) and Epsom Road (between Kensington and Langs Roads).

27. Historically, the section of Epsom Road between Smithfield and Kensington Roads, like many other similar roads in the inner metropolitan area, has functioned as an arterial road for traffic from the north and north-west accessing and travelling through the inner city area and Central Business District. While Council has always classified this section of Epsom Road as a local road, the State Government Planning Scheme has designated this section of Epsom Road as a ‘Secondary Arterial Road’. Secondary Arterial Roads are roads designed to supplement the Primary Arterial Roads for through traffic movements. Epsom Road north of Smithfield Road is classified as an ‘Arterial Road’ and is managed by VicRoads under the Road Management Act 2004.

28. The advent of CityLink has not seen the desired traffic reduction in Epsom Road. The need to construct the CityLink project as a Toll Road has resulted in the continued use of the Epsom Road-Macaulay Road route as a by-pass to the arterial road network for traffic destined for the inner city and points beyond. This is primarily due to motorists avoiding the tolls on the Tullamarine Freeway section of CityLink and travelling along alternative routes such as Ascot Vale Road or Epsom Road.

29. The City of Melbourne has, over the years, already implemented a considerable number of traffic management strategies designed to reduce the level of through traffic using the Epsom Road-Macaulay Road (between Kensington Road and Boundary Road) route to by-pass the arterial road network. These include measures such as:

29.1. closure of Canning Street at the Macaulay Road/Boundary Road intersection to all traffic with the exception of the route (No 402) bus service which runs along Macaulay Road;

29.2. footpath widenings on the south side of Epsom Road, between Smithfield and Kensington Roads;

29.3. footpath widenings on both sides of Macaulay Road between Kensington Road and Bellair Street (prior to Council amalgamations when both sides of this section of Macaulay Road came under the City of Melbourne’s jurisdiction);

29.4. implementation of a load limit in Macaulay Road between Kensington/Epsom Road and Stubbs Street. It should be noted that (nine-hour) traffic surveys conducted prior to the implementation of this truck ban indicate that 780 semi-trailers and 659 heavy commercial vehicles travelled through the Macaulay Road Shopping centre. Similar surveys conducted following the implementation of the Load Limit indicated that these volumes have fallen to 13 semi-trailers and 440 heavy commercial vehicles;

29.5. morning peak right-turn restrictions in Macaulay Road at Eastwood Street (to prevent through traffic using the Eastwood Street-Chelmsford Street-Elizabeth Street-Arden Street route to by-pass the traffic queues at the traffic signals in Macaulay Road at Boundary Road;

29.6. implementation of a traffic management scheme that allowed evening peak outbound traffic in Macaulay Road to use the Eastwood Street, (between Macaulay Road and Racecourse Road, now under the jurisdiction of the City of Moonee Valley) -Racecourse Road route as an alternative to Epsom Road;

29.7. successful advocacy for the introduction of a 50km/h speed limit through the Macaulay Road Shopping Centre; and
29.8. support for a full-time 40km/h speed limit in Epsom Road between Kensington Road and Bangalore Street as part of the State Government’s School Speed Zone Program.

30. The following tabulation sets out a historical record of traffic volumes along the sections of Epsom and Macaulay Roads in question:

<table>
<thead>
<tr>
<th>Year</th>
<th>24-hour volume</th>
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<tbody>
<tr>
<td>1979</td>
<td>11,747</td>
</tr>
<tr>
<td>1982</td>
<td>12,038</td>
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<td>1985</td>
<td>13,222</td>
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<td>1987</td>
<td>11,214</td>
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<td>1988</td>
<td>12,050</td>
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<td>1990</td>
<td>11,894</td>
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<tr>
<td>1991</td>
<td>14,533</td>
</tr>
<tr>
<td>1993</td>
<td>11,504</td>
</tr>
<tr>
<td>1997</td>
<td>14,747</td>
</tr>
<tr>
<td>CityLink Opening</td>
<td></td>
</tr>
<tr>
<td>2002</td>
<td>17,020</td>
</tr>
<tr>
<td>2003</td>
<td>16,348</td>
</tr>
<tr>
<td>2004</td>
<td>17,669</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>24-hour volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>1983</td>
<td>15,564</td>
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<tr>
<td>1987</td>
<td>14,744</td>
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<tr>
<td>1990</td>
<td>15,200</td>
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<tr>
<td>1994</td>
<td>14,914</td>
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<tr>
<td>1996</td>
<td>17,163</td>
</tr>
<tr>
<td>CityLink Opening</td>
<td>2002</td>
</tr>
<tr>
<td>2003</td>
<td>16,210</td>
</tr>
</tbody>
</table>

31. As discussed above, it is considered that the major proportion of the vehicles using the Epsom Road-Macaulay Road route are motorists avoiding CityLink tolls.

32. While it is impossible to accurately assess how many vehicles currently using Epsom Road are toll avoiders, the following information and deductions undertaken by the Engineering Services Group could reasonably be used as a basis for estimating the extent of the problem. This process does not take into consideration the origin or destination of motorists using Epsom Road. This is unknown, and is therefore a very coarse guide, but in the light of no information being available to Council about the travel patterns of Epsom Road motorists it is the best estimate that can be provided.

33. In 1997 (pre- CityLink) surveys in Epsom Road indicate that traffic volumes were in the order of 14,700 vehicles per day. This volume however has increased by around 11% to approximately 16,350 vehicles following the opening of CityLink and the introduction of the tolls.

34. The below table is a comparison of before and after CityLink traffic volumes in other nearby streets in the North Melbourne area.

<table>
<thead>
<tr>
<th>Street</th>
<th>24hr Volume Pre- CityLink (Late 1990’S)</th>
<th>24hr Volume Post- CityLink (Post 2002)</th>
<th>% Reduction in traffic volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harker Street</td>
<td>23,979</td>
<td>16,449</td>
<td>31%</td>
</tr>
<tr>
<td>Abbotsford Street</td>
<td>14,146</td>
<td>8,982</td>
<td>36%</td>
</tr>
<tr>
<td>Flemington Road</td>
<td>70,604</td>
<td>48,150</td>
<td>31%</td>
</tr>
</tbody>
</table>
35. Applying a similar trend to that experienced in the North Melbourne area, Epsom Road traffic volumes could have been expected to have decreased by approximately 30% from 14,700 to approximately 10,300 vehicles per day following the opening of CityLink.

36. The approximate 6,000 vehicle difference between the actual post CityLink survey of 16,350 vehicles and the expected post CityLink of 10,300 vehicles could therefore be assumed to be made up of:

36.1. 5000 vehicles that now use Epsom Rd to avoid the CityLink toll; and

36.2. 1000 vehicles that are locally generated by increased development in the general area such as Kensington Banks area.

37. It is also important to recognise that streets such as Harker Street, Abbotsford Street and Flemington Road experienced significant reductions in traffic volumes as the construction of CityLink resulted in a new ‘parallel’ route, albeit a Toll Road, connecting the existing Tullamarine Freeway to the West Gate and South Eastern Freeways. This resulted in a significant reduction in traffic volumes as motorists had a ‘new’ road to use to avoid the congested inner city arterial road network. This was not the case with Pascoe Vale Road-Epsom Road-Macaulay Road route west of Macaulay Road. That is, CityLink did not provide a new road parallel to this route. Rather, the upgrading of Tullamarine Freeway and the introduction of tolls replaced the Freeway with a Tollway and consequently, toll avoiders have increased traffic volumes on existing arterial and local roads.

38. This situation was predicted by Council engineers and was explained to the local community at public meetings held prior to the opening of CityLink.

39. Examination of the peak hour traffic flows as a percentage of the daily 24-hour volumes on Epsom Road, Abbotsford Street, Harker Street and Flemington Road indicates that comparatively, Epsom Road carries a smaller two-way peak hour traffic flow than do the other streets. The Epsom Road morning peak hour volume of 1,038 represents 6% of the 24-hour total whereas the Harker Street morning peak hour volume of 1,469 represents 9% of the 24-hour volume. Arterial roads carrying significant traffic volumes usually carry in the order of 10% of the daily 24-hour traffic volume during the morning peak hour.

40. The lower figure recorded in Epsom Road indicates that the above mentioned traffic management measures installed along Epsom Road and Macaulay Road have been successful in reducing peak hour traffic flows, below what would have been experienced if none of these works had been implemented.

41. The Administration has received suggestions from the local community in Epsom Road of possible measures to mitigate the current level of through traffic using the street. These suggestions have been tabulated and commented on at Attachment 4.

42. Council has also received numerous complaints from the residents of the Kensington Banks Estate about the level of traffic using Estate’s narrow roads to by-pass traffic congestion on the heavily trafficked roads (Smithfield, Epsom and Kensington Roads).

43. Prior to the installation of a morning peak right turn ban from Smithfield Road into Gatehouse Drive in November 2004, traffic surveys revealed that 38% of traffic turning left and right from Smithfield Road into Gatehouse Drive was through traffic, which went on to exit the Estate via Bateman Road or Mercantile Parade. During the evening peak (4.00pm – 7.00pm) 28% of traffic exiting the Estate (onto Smithfield Road from Gatehouse Drive) was through traffic from Macaulay Road and Dynon Road which travels through the Estate to access the Gatehouse Drive/Smithfield Road intersection en route to destinations in the north, north-west and west.
Engineering Services has facilitated extensive public consultation during 2003 and 2004. The following traffic issues have become apparent through the consultation process and traffic surveys:

44.1. many residents who do not live on the streets used by through traffic (Gatehouse Drive, The Crescent, Bateman Road and Mercantile Parade) were strongly opposed to the installation of both ‘Left or Right’ peak hour ‘turn bans’ into the Estate at various locations around the periphery of the Kensington Banks Estate as residents were not prepared to travel longer distances to access their homes as the result of the proposed turning bans; and

44.2. alternative treatment successfully used in many other streets within the municipality is the use of road humps. Residents of Gatehouse Drive and The Crescent have strongly opposed the installation of road humps in their streets because of concerns about possible adverse effect, such as the noise associated with vehicles travelling over the humps and decelerating and accelerating in the vicinity of the humps. Consequently, road humps have only been installed in Bateman Road and the installation of road humps in Mercantile Parade is pending.

45. The lack of consensus from residents is due to the unique nature of the Estate’s road network. The Estate’s road network limits access to the adjoining arterial roads to a small number of streets, namely Gatehouse Drive to the north-west and Hobsons Road, Mercantile Parade to the south east. Consequently, the inconvenience of through traffic movements is only experienced by a relatively limited number of residents abutting Gatehouse Drive, The Crescent, Mercantile Parade and Bateman Road.

46. Having regard to the above mentioned residents concerns about reduced access to the Estate as the result of peak hour turn bans, Council on 3 May 2004 in consultation with the Kensington Banks community, approved the installation of a trial morning peak right turn ban from Smithfield Road into Gatehouse Street, as part of the intersection and traffic signal remodel of the Smithfield Road/Gatehouse Drive intersection as part of the VRC’s Flemington Racecourse redevelopment’s proposal to incorporate a new racecourse access road (Stables Drive) into this intersection.

47. The morning peak right turn ban was implemented on a six month trial basis commencing in November 2004 when the remodelled intersection came into operation. Although feedback from the Kensington Banks community regarding the effectiveness of this restriction (on through traffic) has been positive, residents are still concerned about the level of left turning traffic from Smithfield Road into Gatehouse Drive. That is, traffic from the north and north-west travelling towards the City along Epsom Road turning right into Smithfield Road and then left into Gatehouse Drive to use the Kensington Banks Estate’s narrow local streets to access Kensington Road and then either Dynon Road or Macaulay Road, thereby by-passing the traffic queue in Epsom Road at its intersection with Macaulay/Kensington Roads.

48. In addition to the above mentioned trial right turn ban and the installation of road humps, Council has also implemented the following additional measures designed to improve safety and reduce both the level of through traffic using the local streets within the Kensington Banks Estate:

48.1. reducing green traffic signal time in Hobsons Road at Kensington Road;

48.2. installation of road humps in Bateman Road;

48.3. installation of pedestrian operated traffic signals in Kensington Road between Mercantile Parade and Devon Street to provide a safe link between the Estate and the Holland Park Community Centre; and

48.4. installation of a traffic splitter island in Bateman Road at Hobsons Road to improve road safety conditions at this entry/exit point to the Estate.
49. Further measures planned to be implemented this financial year include the remodelling of the Epsom Road/Macaulay Road/Kensington Road signalised intersection (to improve safety and limit through traffic volumes via fully controlled turning phases). Lack of funding has delayed a plan to install a series of road humps in Mercantile Parade, to deal with speeding vehicles and the above mentioned through traffic problem, until next financial year.

50. In summary, there is little that Council can do to reduce peak hour traffic volumes in Epsom Road without increasing traffic volumes and congestion in other local streets (including those within the City of Moonee Valley) even less equipped to handle increased traffic volumes.

51. The challenge is to increase the attractiveness of CityLink for motorists currently using the Pascoe Vale Road-Epsom Road-Macaulay Road route to avoid paying tolls. Council should therefore advocate for the introduction of further incentives to increase motorists’ uptake of CityLink.

**Attachments:**

1. Draft Traffic Management Plan for Kensington
2. Sketch Plan showing Narrowing of Carriageway
3. Sketch Plan showing Installation of Pedestrian Operated Traffic Signals
4. Suggested Measures from Local Community
Install 90° angle parking in Bellair St (next to the park) & along the north side of Anthony St.

Install road humps in McCracken St & Gordon Cr.

Install painted medians in Parsons St & Robertson St, between Lambeth & Stubbs Sts.

Install road humps in Collett St & Lambeth St.

Install 90° angle parking in Eastwood St, between Racecourse Rd & Parsons St.

Install 60° angle parking and road humps along the north-west side of Melrose St.

Install painted medians in Parsons St & Robertson St, between Lambeth & Stubbs Sts.

Install 40km/h speed limit along the Macaulay Rd shopping strip.

Install Zebra pedestrian crossing & flat-top road hump in Bellair St, south of Wight St.

Install yellow paving on the pedestrian crossing in Macaulay Rd, west of Bellair St.

Install tree islands along Smith St.

Install bicycle lanes & painted median along Stubbs St.

Install bicycle lanes along Macaulay Rd.

Install Zebra pedestrian crossing in Melrose St.

Install yellow paving on the pedestrian crossings at Boundary Rd/Racecourse Rd.

Install flat-top road hump in Bellair St, at Macaulay Rd.

Install Zebra pedestrian crossing in Bellair St, between Racecourse Rd & Parsons St.

Install right turn arrow from Epsom Rd into Kensington Rd, to operate off-peak.

Install 40km/h speed limit along the Macaulay Rd shopping strip.

Install yellow paving on the pedestrian crossing in Macaulay Rd, west of Bellair St.

Install tree islands along Smith St.

Install bicycle lanes & painted median along Stubbs St.

Install bicycle lanes along Macaulay Rd.

Install Zebra pedestrian crossing in Melrose St.

Install yellow paving on the pedestrian crossings at Boundary Rd/Racecourse Rd.

Install flat-top road hump in Bellair St, at Macaulay Rd.

Install Zebra pedestrian crossing in Bellair St, between Racecourse Rd & Parsons St.

Install right turn arrow from Epsom Rd into Kensington Rd, to operate off-peak.

Install 40km/h speed limit along the Macaulay Rd shopping strip.

Install yellow paving on the pedestrian crossing in Macaulay Rd, west of Bellair St.

Install tree islands along Smith St.

Install bicycle lanes & painted median along Stubbs St.

Install bicycle lanes along Macaulay Rd.
## SUGGESTED MEASURES FROM LOCAL COMMUNITY TO REDUCE THROUGH TRAFFIC VOLUMES ALONG THE EPSOM ROAD-MACAULAY ROAD ROUTE

<table>
<thead>
<tr>
<th>Measure</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Changes to the traffic lane configuration in Epsom Road on its south-eastern approach to Smithfield Road i.e. the installation of a single through lane for traffic.</td>
<td>Epsom Road north of Smithfield Road and Smithfield Road are both Arterial Roads (under the recently promulgated Road Management Bill) for which VicRoads is the Highway Authority. VicRoads is also the authority responsible for the installation and operation of traffic signals. Officer-level discussions with a representative from VicRoads indicated that the authority would not support either proposal because of the negative impact each would have on traffic queues in Smithfield and Epsom Roads. Engineering Services would be concerned about any increase in traffic queues in Smithfield Road or Epsom Road north of Smithfield Road as this could potentially result in increased through traffic using the relatively narrow (as little as 8 metres wide) local streets in the Kensington Banks Estate to avoid traffic delays on busier roads. The City of Melbourne has been receiving a steady stream of complaints from residents of the Estate about, inter alia the current level of through traffic, which often travels through the Estate during the morning peak to by-pass traffic queues in Smithfield Road at Epsom Road and Epsom Road at Macaulay Road.</td>
</tr>
<tr>
<td>- Alterations to the phasing of the traffic signals in Smithfield Road on the north-eastern approach to Epsom Road to only allow right turns into Epsom Road during every second signal cycle.</td>
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</tr>
</tbody>
</table>
| **Removal of the fully-controlled right turn from Smithfield Road into Epsom Road.** | The City of Melbourne cannot support a proposal to alter the operation of the traffic signals at the Smithfield Road/Epsom Road intersection by removing the fully-controlled right turn (arrow) phase from Smithfield Road into Epsom Road (south to east).

Controlled right turn phases such as this (like those at many other locations throughout the municipality and indeed the metropolitan area) are installed to overcome recurring traffic accidents. This controlled right turn phase operates for 15-17% of the 110 second cycle time of the signal operation at this intersection, and is designed to only allow up to 4 cars to make this turn during the operation of the green arrow.

It should be noted that the City of Melbourne’s experience indicates that the replacement of a fully-controlled right turn facility with a partially-controlled right turn facility would increase the volumes of right turns at this intersection. The installation of (uncontrolled) filter right turns would result in increased vehicle crashes and also lead to increased risks to pedestrians. |
| --- |
| **Installation of road humps along Epsom Road.** | Road humps have been used extensively in the City of Melbourne to reduce vehicular speeds and through traffic volumes using local streets.

These road humps have been installed in streets for which Council has delegated power under the Road Safety Act 1986 to install Major Traffic Control Items such as road humps.

This delegation does not extend to Epsom Road which has, inter alia been specifically excluded from VicRoads list of delegated Major Traffic Control Items.

It should also be noted that the traffic conditions along this section of Epsom Road do not meet VicRoads guidelines (*Traffic Engineering Manual Vol. 1 1999*) for the installation of road humps. The guidelines specify that these devices are suitable only for locations where traffic volumes are less than 4000 between 7.00am and 7.00pm. This portion of Epsom Road carries approximately 12600 during this period.

Officer level discussions with VicRoads revealed that its volume criterion has been set out of concern about the possible ‘shift’ of traffic (deterred by the road humps) to surrounding roads that do not have the capacity to absorb such potential increases in traffic levels and also out of concern about negative impacts on local amenity as the result the level of noise |
| Installation of traffic lights in Epsom Road between Westbourne and Bayswater Roads. | The installation of traffic (pedestrian operated) signals requires the consent of VicRoads as such facilities are again deemed a Major Traffic Control Item under the Road Safety Act 1986 and VicRoads approval is based on certain warrant criterion being met. This criterion requires that for any hour on an average weekday:

- The number of pedestrians crossing within 20 metres of the proposed site exceeds 100, and
- The number of vehicles which pedestrians have to cross exceeds 500 on an undivided road such as Epsom Road.

It is unlikely that this location would generate sufficient pedestrian numbers to meet VicRoads warrants for the installation of pedestrian operated traffic signals. |
| Abandon the proposal to fully-control the right from Epsom Road into Kensington Road at the Epsom/ Macaulay/ Kensington Roads signals. | Council has funded improvements to the traffic signals at the intersection of Epsom/Macaulay/Kensington Roads. These proposed improvements include the installation of a fully-controlled right-turn from Epsom Road into Kensington Road, operative outside of peak hours.

This proposal has been developed following complaints from the local community about the safety of right turns from Epsom Road into Kensington Road arising from the unusual ‘Y’ configuration of the Epsom/ Macaulay/ Kensington Roads intersection. As the result of the roads not intersecting at 90º, it is not possible to determine which roads make up the continuing route and which road forms the terminating route. Sight distance for motorists turning right from Epsom Road into Kensington Road is also restricted by the alignment of Macaulay Road and right turning vehicles from Macaulay Road. There is further confusion as motorists approaching the intersection from Macaulay Road wishing to turn right into Epsom Road (and facing the conventional green signal display) could be led to believe that they have to give way to Kensington Road traffic. The City of Melbourne is proposing to carry out traffic signal improvements at this intersection.

The traffic signal remodel proposed by Council will provide a clearer indication to motorists of priority at the intersection by use of arrow displays rather than the conventional three aspect (circular) traffic lights. The signal arrangement will provide each approach with left and right arrow aspects to indicate that no filtering is required.

The City of Melbourne is conscious of local residents concerns about any consequent increase in traffic levels in Epsom Road and will ensure that any revised signal arrangement at this intersection will not promote increased right turning opportunities. |
from Epsom Road into Kensington Road to avoid attracting further through traffic into Epsom Road during the peak periods. Having regard to the:

- Arterial nature of Epsom Road,
- Likely negative impact of extended queuing in Epsom Road on the adjacent Kensington Banks Estate, i.e. increased through traffic from the north and north-west diverting away from Epsom Road and into the Estate’s narrow roads to access Kensington Road and beyond, (compounding an existing through traffic problem that is causing serious concern in the local community),

The City of Melbourne is proposing that the fully-controlled right-turn operate outside of peak hours, i.e. 10.00am - 3.30pm and 7.00pm – 7.00am Monday to Friday and all day Saturdays and Sundays when the safety risk to motorists is greater due higher vehicular speeds.

The proposed traffic signal improvements will not impact on the current 'all walk' pedestrian phase at this intersection.
FINANCE ATTACHMENT

TRAFFIC IN EPSOM AND MACAULAY ROADS

There are no direct financial implications arising from the recommendation in this report.

Joe Groher
Manager Financial Services
LEGAL ATTACHMENT

TRAFFIC IN EPSOM AND MACAULAY ROADS

No legal implications arise directly from the recommendation contained in this report. Council’s powers over roads and traffic in its district are contained in Schedule 10 and 11 of the Local Government Act 1989.

Instrument of Delegation

On 16 December 2004 the Council resolved to delegate to the Planning and Environment Committee the power, duties and functions directly relating or ancillary to Transport Planning Traffic and Parking.

Alison Lyon
Manager Legal & Governance