Annual Road Operations
Traffic Signal Route Review
Stakeholder and Community Consultation Summary
2014/2015
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Executive Summary

What is the purpose of a Traffic Signal Route Review

VicRoads funds an annual route review program to identify ways to improve the operation of traffic signals as part of a congestion management program.

It is estimated that more than $19 million in ongoing travel time savings to road users were achieved through the review of more than 340 sites in 2013 – 2014. The review led to improved efficiency on a number of routes, reduced congestion and improved traffic flow at critical locations in Melbourne.

The 2014 – 15 Traffic Signal Route Review is focusing on over 30 routes where travel demands have changed.

Community Consultation

As a part of the 2014/15 review, eight routes were selected for public consultation to assist VicRoads identify problem sites. The community consultation was undertaken from 2 February 2015 to 8 March 2015. This is the first time that VicRoads has undertaken public consultation on traffic signal operations. It is clear that the community appreciated the opportunity to provide comment as many took the opportunity to comment on issues outside traffic signal operations.

The consultation featured an interactive map, another first for VicRoads, that allowed participants to ‘drop a pin’ to identify specific locations of concern within the eight routes.

Who got involved?

In total, almost 12,000 people visited the consultation hub.

Around 3,500 participants visited the mapping area of the consultation hub. There were 306 pins with comments dropped on the map across the eight selected routes with a further 507 pins dropped outside of the selected routes.

The discussion forum had 7,687 unique visitors: 3062 (40%) of those visitors were informed (clicked on elements in the forum); and 174 (2%) were engaged (made comments).

What did the community tell us?

The percentage of comments on each of the selected eight routes was as follows:

- Plenty Road (north of McKimmies Road to The Lakes), Mill Park (31%)
- Williamstown Road (Geelong Road to Hudsons Road), Spotswood/Yarraville (26%)
- Dandenong Road, (Chapel Street to Huntingdale Road), Caulfield (10%)
- Station Street/Tram Road (Doncaster Road to Highbury Road), Box Hill (8%)
- Centre/Police Roads (Hampton Street to Eastlink), Springvale/Clayton/Bentleigh (8%)
- Latrobe Terrace (Church Street to Fyans Street), Geelong West (8%)
- High Street (Glenferrie Road to Punt Road), Armadale (6%)
- Mickleham Road (Tullamarine Freeway to Deviation Road), Westmeadows (3%)

The Plenty Road route had by far the largest number of issues with almost one third of the comments (31%) focussed in this area. The Williamstown Road route followed with just over one quarter of the comments (26%). While the difference in comments is only five per cent, overall participation on the Plenty Road route was substantially greater with 900 participants voting on comments compared to only 100 on the Dandenong Road route.

Mickleham Road had the lowest number of issues with only 3% of the comments posted in this area.

The next steps

The community feedback and analysis in this report will be considered in conjunction with operational and technical data. It will also be considered in line with SmartRoads principles which manage competing interests for limited road space by giving priority use of the road to different transport modes at particular times of the day.

Summaries of the community consultation will be available on the consultation hub in early May with the annual route review program to be completed by the end of June 2015.
1 Introduction

1.1 Background

VicRoads funds an annual route review program to identify ways to improve the operation of traffic signals as part of a congestion management program. It specifically focuses on routes where travel demands have changed.

The purpose of the program is to complete 10-12 route reviews and another 150 isolated site reviews annually. Reviews may lead to signalised changes (phasings, increasing cycle lengths, lagging or leading optimisation, etc) that provide network improvements. Other findings may highlight the need to make further improvements that require works (i.e. additional lane on road, additional traffic light hardware) and are provided to VicRoads regional offices for consideration.

Route reviews for 2013/2014 provided a number of network improvements which resulted in travel time improvements, overall network operation improvements and an increase in through-put at targeted intersections.

Funding for the Traffic Signal Route Review increased for 2014-2015. This larger program allowed VicRoads to review around 600-650 traffic light sites.

1.2 Rationale

As Victoria’s population increases, so does the competition for limited road space. It is estimated that more than $19 million in ongoing travel time savings to road users were achieved through the review of more than 340 sites in 2013 – 2014. This review led to improved efficiency of a number of routes, reduced congestion and improved traffic flow at critical locations in Melbourne.

For example, the peak-hour wait to exit the end of the West Gate Freeway at Kings Way in Southbank was decreased by 10 to 12 minutes, with queues shrinking from up to 2.2 kilometres in length to just 500 metres.

In the suburbs, the outbound queue from Doncaster Road onto the Eastern Freeway in Balwyn North has been cut from 600 to 100 metres long, with motorists who previously had to sit through up to six phases of the lights now able to get onto the freeway within one phase.

Figure 1: Doncaster Road onto the Eastern Freeway, Balwyn North

Figure 2: Infographic demonstrating 2014 Traffic signal improvements, Doncaster Road, Doncaster
1.3 Scope
The 2014 – 15 Traffic Signal Route Review is focusing on over 30 routes where travel demands have changed. As a part of the program for 2014/15, eight of these routes were selected for public consultation. These are:

- Dandenong Road, (Chapel Street to Huntingdale Road), Caulfield
- Centre/Police Roads (Hampton Street to Eastlink), Springvale/Clayton/Bentleigh
- High Street (Glenferrie Road to Punt Road), Armadale
- Williamstown Road (Geelong Road to Hudsons Road), Spotswood/Yarraville
- Mickleham Road (Tullamarine Freeway to Deviation Road), Westmeadows
- Plenty Road (north of McKimmies Road to The Lakes), Mill Park
- Station Street/Tram Road (Doncaster Road to Highbury Road), Box Hill
- Latrobe Terrace (Church Street to Fyans Street), Geelong West

Please refer to Appendix 1 for the rationale to support the selection of each of these routes.

There was no funding allocated as part of the Traffic Signal Route Review for works that require physical changes to arterial roads, such as road widening, additional lanes and railway crossing grade separations.

Community discussion around infrastructure changes has been included in this report in order to capture this important information. However, please note that these may be recommended for future funding commitments but are not the intention of the traffic signal route review.

1.4 Community Consultation
VicRoads conducted community engagement from 2 February 2015 to 8 March 2015. During this period, community members were invited to share their concerns and issues with traffic signals on the specified routes and to identify locations where a traffic signal review would be beneficial.

This report provides a summary of the key findings from the community consultation.

This was the first time that VicRoads has undertaken public consultation on traffic signal operations. It is clear that the community appreciated the opportunity to provide comment as many took the opportunity to comment on issues outside traffic signal operations.

1.5 Process
The community feedback will be considered in conjunction with operational and technical data to identify opportunities for improvement.

The review will be conducted in line with the SmartRoads principles. SmartRoads is an approach that manages competing interests for limited road space by giving priority use of the road to different transport modes at particular times of the day.

It recognises the increasing importance of public transport, walking and cycling as transport modes and uses a set of guiding principles to establish the priority use of roads by transport mode, time of day, and place of activity. For further information on SmartRoads and to view road use hierarchy maps for council areas, go to: www.vicroads.vic.gov.au/traffic-and-road-use/traffic-management/smartroads.
2 Community Consultation Overview

2.1 Consultation Approach

The purpose of the community consultation was to:

- Identify specific community traffic light ‘hot spots’ on eight specific routes
- Identify areas/routes with traffic light issues outside of the specified eight for possible future review

The community consultation comprised an online community consultation hub to facilitate broad community participation. The online hub featured an embedded interactive map of the eight routes under review. Participants were also asked to contribute to a discussion forum to identify areas that would benefit from a future review.

2.2 Interactive map

Participants were able to select a route and then identify specific locations of concern with a pin on the interactive map. The pins were coded by road user types: traffic; tram & bus; pedestrian or cycling issues/suggestions.

Participants were able to zoom in to specific locations to see greater street detail, view other people’s comments and respond directly to comments via ‘like’ and ‘dislike’ buttons. It also featured a live activity feed which allowed participants to view the latest activity.

The map allowed easy identification of locations that had clusters of issues and also provided qualitative data through the associated comments.

306 pins were dropped across the eight selected routes. A further 507 pins were dropped outside of the selected routes. These comments have been collated and form part of the analysis to identify areas for future review.

Figure 3: Consultation map with participant comment
2.3 Discussion forum
An online discussion forum was used to ask participants to identify areas with traffic light issues outside of the specified eight for possible future review.

The analysis of the online discussion forum will be reported in an extension of this report at a later date.

2.4 Letting people know
The consultation was promoted by VicRoads through a range of mediums:

- Face-to-face meetings and emails to key stakeholders (RACV, Transdev, Yarra Trams, Public Transport Victoria, Bicycle Victoria, Department of Transport, Planning and Local Infrastructure, MAV, local councils, Victoria Walks and Vision Australia) encouraging participation and promotion through their networks.
- Social media posts on VicRoads Facebook (reached 4,900 people) and Twitter (43,000 followers) accounts.
- An article on the VicRoads intranet, VNet
- Article on the Victorian Government website promoting the consultation hub.
- Media release distributed on 2 February 2015.

Media Coverage

- A major article in The Age 1 January 2015, ‘VicRoads’ sweetener cuts jams’ reporting the time savings from the previous year’s review and announcing the 2014 – 2015 review. (Refer Appendix 2)
- A two minute report on Channel 7 News positively demonstrating the time savings of the 2013 – 2014 review.
- Short articles in the Maribyrnong leader, 3 March 2015 and the Surfcoast Times, 5 March 2015

Promotion by stakeholders

- An article featured in RACV’s eNews 11 February 2015 resulting in over 10,000 clicks on the link to the Traffic Signal Route Review consultation.
- An article in Bicycle Network Victoria’s Member Newsletter.
3 Participants

In total, around 12,000 people visited the consultation hub.

Around 3,500 participants visited the mapping area of the consultation hub. There were 306 pins with comments dropped on the map across the eight selected routes with a further 507 pins dropped outside of the selected routes.

The discussion forum had 7,687 unique visitors: 3062 (40%) of those visitors were informed (clicked on elements in the forum); and 174 (2%) were engaged (made comments).

Figure 5: Participation breakdown

Figure 6: A word cloud generated from comments posted representing the most commonly used words.
4 Summary of findings

4.1 Participation across eight routes

Around 3,500 participants visited the mapping area of the consultation hub. There were 306 pins with comments identifying areas of concern dropped on the map across the eight selected routes.

The percentage of comments on each of the selected eight routes was as follows:

- Dandenong Road, (Chapel Street to Huntingdale Road), Caulfield (10%)
- Centre/Police Roads (Hampton Street to Eastlink), Springvale/Clayton/Bentleigh (8%)
- High Street (Glenferrie Road to Punt Road), Armadale (6%)
- Williamstown Road (Geelong Road to Hudsons Road), Spotswood/Yarraville (26%)
- Mickleham Road (Tullamarine Freeway to Deviation Road), Westmeadows (3%)
- Plenty Road (north of McKimmies Road to The Lakes), Mill Park (31%)
- Station Street/Tram Road (Doncaster Road to Highbury Road), Box Hill (8%)
- Latrobe Terrace (Church Street to Fyans Street), Geelong West (8%)

Plenty Road has by far the largest number of issues with almost one third of the comments (31%) focussed in this area. Williamstown Road follows with just over one quarter of the comments (26%). It is noteworthy that while the number of comments only differs by 5% there is a huge difference in the number of votes on the comments with Dandenong Road having around 100 votes and Plenty Road approaching 900 votes. The voting facility allows participants to agree or disagree with a forum comment. In this case almost all of the votes were in agreement with the various comments.

Mickleham Road had the lowest number of issues with only 3% of the comments posted in this area.

The issues on each route are broken down in Section 4.2.
4.2 Issues by type and transport mode

Summary of issues by type

Issues have been categorised as operational or infrastructure with operational issues referring to the operation of traffic signals and infrastructure issues/suggestions referring to aspects that require a change to structure such as widening the road, adding another lane, adding a cycling path, etc.

As discussed earlier in this report, the purpose of this review is to improve traffic signal operation to assist in managing congestion not to address infrastructure issues. Discussion around infrastructure changes has been included in this report to ensure this important information is captured and will be used to inform future business planning.

Infrastructure and operational issues are relatively proportional across the routes except for the Dandenong Road and Mickleham Road routes. The Dandenong Road route had more than three times the number of operational issues to infrastructure issues mainly relating to the Chapel Street, Koornang Road and Poath Road intersections. There were significantly more infrastructure issues on Mickleham Road than operational issues. These predominantly focused on the entrance to and exit from the Tullamarine Freeway.

![Figure 8: Comments by type (infrastructure/operational)](image-url)
Summary of issues by transport mode

Issues have been further categorised according to the mode of transport: traffic; tram/bus; cycling; or pedestrian. As would be expected the highest proportion of issues across all routes were traffic issues. Plenty Road had almost 120 comments relating to traffic issues, almost four times higher than the Station Road route which is next in line with 30 comments relating to traffic issues. The issues on the Plenty Road route focused on general frustration with the lack of synchronisation of the traffic lights with the McDonalds road intersection being reported as the largest issue for participants.

The Latrobe Terrace and Williamstown Road routes had the largest number of cycling issues with the majority of these relating to the danger for cyclists and the lack of a dedicated cycling lane. The High Street route also had a proportionally large number of cycling issues again relating to the need for a cycling lane.
Traffic Route Summaries

This section provides stand-alone summaries of the feedback from the consultation for each of the eight traffic routes. The summaries are presented as infographics with maps, symbols, key statistics and participant comments to facilitate an easy analysis of the key issues on each route.
VicRoads conducts an annual traffic signal route review to identify ways to improve the operation of traffic lights. In February 2015, we asked the community to identify their concerns on eight selected routes in greater Melbourne and Geelong.

- Around 3,500 people reviewed the map
- 306 comments were posted on the eight selected routes
- A further 507 comments were posted for other areas outside these routes.

**Latrobe Terrace, West Geelong** *(Between Church Street and Fyans Street)*

This route was selected for review due to recent truck restrictions on a number of streets in Geelong’s City Centre, which may have affected the operation and efficiency of this route.

**Traffic Signals**
The Myers Street intersection was the greatest concern with comments focussed on the time it takes to get through the intersection. Another major concern was the lights at Ryrie/Aberdeen Street turning green before those at Gordon Avenue causing traffic to bunch. Other intersections that received one or two comments were: Aberdeen Street, Fyans Street, McKillop and Noble Street.

**Cycling**
Cyclists are clearly a significant issue on this major carriageway. One comment suggesting banning cyclists from the Terrace received 62 ‘likes’ with a corresponding eight ‘dislikes’. A number of participants who were cyclists indicated they didn’t feel safe riding on this route.

“Turning right from Latrobe Terrace onto Myers Street, the green arrow often only lets three cars around per cycle.”

“Why provide right hand turn lane for six cars, but only allow three to four cars to turn per cycle of the green arrow.”

“Get rid of the U turn arrows Southbound at Myers Street.”

“Why isn’t there a left turn arrow from Latrobe Terrace (travelling west) into Myers Street.”

“Cycling should be banned from this road as it is a major carriageway through Geelong.”

“There is no safe place for cyclists between Kilgour Street and just before the Church Street exit.”

**Who participated?**
23 people voted on a comment
92 comments posted

**Next steps**
Feedback will be considered in conjunction with operational and technical data to identify opportunities for improvement. We will post outcomes of the review on the consultation hub: consult.vicroads.vic.gov.au/traffic-signal-reviews by the end of June 2015.
VicRoads conducts an annual traffic signal route review to identify ways to improve the operation of traffic lights. In February 2015, we asked the community to identify their concerns on eight selected routes in greater Melbourne and Geelong.

### Mickleham Road, Westmeadows (Tullamarine Freeway to Deviation Road)

This route was selected as redevelopment in the area has changed its operation and efficiency. Road users are currently experiencing heavy, local congestion at the Tullamarine Freeway.

**Traffic Signals**
There was some concern about the traffic congestion at the Broadmeadows intersection during peak periods in the morning and evening. Participants suggested either improving the traffic signalling or adding an extra lane on Mickleham Road.

**Infrastructure**
A number of participants commented that both the entry and exit ramps connecting Mickleham Road to the Tullamarine Freeway were too short.

- “Traffic congestion in the AM peak extends northwards from Camp Road for significant distances.”
- “Evening traffic is heavily congested from Broadmeadows Road onto Mickleham Road.”
- “Mickleham Road requires two lanes to enter the Tullamarine Freeway.”
- “Entry ramp to Tull freeway from Mickleham Road needs to be extended beyond Gladstone Park Drive to reduce congestion on Mickleham Road.”
- “Freeway exit is way too short and needs to be extended as it is very hazardous during peak times.”

**Who participated?**
Around 3,500 people reviewed the map
- 306 comments were posted on the eight selected routes
- A further 507 comments were posted for other areas outside these routes.

**People voted on a comment**

13 comments posted

16 people voted on a comment

**Next steps**
Feedback will be considered in conjunction with operational and technical data to identify opportunities for improvement. We will post outcomes of the review on the consultation hub: consult.vicroads.vic.gov.au/traffic-signal-reviews by the end of June 2015.
VicRoads conducts an annual traffic signal route review to identify ways to improve the operation of traffic lights. In February 2015, we asked the community to identify their concerns on eight selected routes in greater Melbourne and Geelong.

- Around 3,500 people reviewed the map
- 306 comments were posted on the eight selected routes
- A further 507 comments were posted for other areas outside these routes.

Station Street/Tram Road, Box Hill (Doncaster Road to Highbury Road)

This route was selected in response to stakeholder feedback. As a result of increasing road traffic demand, the operation of this route has changed since its last full review in 2006.

Traffic Signals

Considerable frustration was expressed about the Doncaster Road and Williamsons Road intersection, specifically regarding turning right from Williamsons Road into Doncaster Road.

The coordination of the traffic signals at the Highbury Road/Station Street and Doncaster Road/Tram Road intersections were issues for a number of participants.

Cycling

Cycling issues on this route largely related to the lack of a dedicated cycle lane and the very heavy traffic.

- “I use this route to travel from the Main Yarra Trail to work at Deakin University and the whole route is unsafe due to a propensity by motorists to speed, and leave no space for cyclists.”
- “Station Street is not safe for cycling due to lack of cycle path or lane and very heavy traffic. There is no good alternative North South route for cyclists in this region.”
- “The lights at this intersection (Doncaster Road/Tram Road) need a big review. They are slow, cumbersome and don’t take into account the surrounding traffic lights.”
- “The right hand turn lane from Williamsons Road to Doncaster Road needs more time.”
- “Turning right from this intersection (Williamsons Road/Doncaster Road) is a nightmare because approximately five cars get through.”
- “Turning right from Williamsons Road into Doncaster Road, only a handful of cars get through during am/pm peak times and weekends.”
- “Timing of light cycle needs to be checked, often longer time allocated to Highbury through traffic.”

Who participated?

- 37 people voted on a comment
- 112 comments posted

Next steps

Feedback will be considered in conjunction with operational and technical data to identify opportunities for improvement. We will post outcomes of the review on the consultation hub: consult.vicroads.vic.gov.au/traffic-signal-reviews by the end of June 2015.
2015 Traffic Signal Route Review Consultation

VicRoads conducts an annual traffic signal route review to identify ways to improve the operation of traffic lights. In February 2015, we asked the community to identify their concerns on eight selected routes in greater Melbourne and Geelong.

- Around 3,500 people reviewed the map
- 306 comments were posted on the eight selected routes
- A further 507 comments were posted for other areas outside these routes.

**Dandenong Road, Caulfield** (Chapel Street to Huntingdale Road)

This route was selected for review as a new traffic signal has been located in Chadstone and this may have affected the efficiency of this route.

**Traffic Signals**
The Chapel Street and Dandenong Road intersection had the greatest number of comments (5) with 13 participants voting on the comments. The major issue is that cars are unable to get across the intersection and cause blockages. Congestion is also an issue at the Koornang Road intersection.

**Cycling**
Cyclists expressed problems with the Poath Road and Dandenong Road intersection with cars not waiting for cyclists to cross, the light at Chapel Street not detecting bicycles and the condition of the road in parts.

**Pedestrian**
Pedestrians had an issue with the time provided in one light sequence for pedestrians to cross the Chapel Street intersection.

**Who participated?**

- 44 people voted on a comment
- 105 comments posted

**Next steps**
Feedback will be considered in conjunction with operational and technical data to identify opportunities for improvement.

We will post outcomes of the review on the consultation hub: consult.vicroads.vic.gov.au/traffic-signal-reviews by the end of June 2015.
VicRoads conducts an annual traffic signal route review to identify ways to improve the operation of traffic lights. In February 2015, we asked the community to identify their concerns on eight selected routes in greater Melbourne and Geelong.

- Around 3,500 people reviewed the map
- 306 comments were posted on the eight selected routes
- A further 507 comments were posted for other areas outside these routes.

High Street, Armadale (Glenferrie Road to Punt Road)

High Street is a SmartRoads Tram Priority Route with Pedestrian Priority at local strip shopping along the corridor. GPS travel data alerted VicRoads to congestion on this route.

Traffic Signals

A number of participants indicated the Williams Road intersection was an issue. There is no right turning arrow into High Street and the right turn onto Williams Road leads to cars blocking the intersection with the tram having to wait several light cycles to cross. Another key issue for this route is the short cycle time of the tram traffic light resulting in the tram having to wait several cycles to cross.

Cycling

A number of participants commented that riding along High Street is dangerous. It needs a cycling lane or an alternate route provided for cyclists.

Tram

There were issues for trams at a number of intersections along this route with participants suggesting tram priority phases would be beneficial.

Who participated?

26 comments posted

49 people voted on a comment

Next steps

Feedback will be considered in conjunction with operational and technical data to identify opportunities for improvement.

We will post outcomes of the review on the consultation hub: consult.vicroads.vic.gov.au/traffic-signal-reviews by the end of June 2015.
Plenty Road, Mill Park (North of McKimmies Road to The Lakes Boulevard)

This route was selected as new developments, traffic signal sites and increased traffic volumes have changed the traffic conditions on Plenty Rd. The route is used as a bus route.

Traffic Signals
The Plenty Road route is clearly the most problematic with around 1,000 people participating in the discussion. The comments displayed a significant degree of frustration and emotion.

There was general frustration with the lack of synchronisation of the traffic lights along the route with the McDonalds Road intersection being the largest issue for participants. Other intersections that were key issues for participants were: Bridge Inn (out of area); Bush Boulevard; Childs Road; and McKimmies Road.

Cycling
There were a number of comments about improving public transport and cycling/ pedestrian access on this route to lessen the reliance on cars.

“Extend the tram line all the way to McDonalds Road, then more people would catch public transport.”

“Buses should be running every 10–15 minutes at peak times... to get people to schools, nearby workplaces and train stations.”

“Who participated?”

873 comments posted
131 people voted on a comment

Next steps
Feedback will be considered in conjunction with operational and technical data to identify opportunities for improvement. We will post outcomes of the review on the consultation hub: consult.vicroads.vic.gov.au/traffic-signal-reviews by the end of June 2015.
VicRoads conducts an annual traffic signal route review to identify ways to improve the operation of traffic lights. In February 2015, we asked the community to identify their concerns on eight selected routes in greater Melbourne and Geelong.

**Williamstown Road, Spotswood/Yarraville** (Geelong Road to Hudsons Road)

This route was selected to review to address congestion hotspots identified through GPS travel data.

### Traffic Signals

Traffic issues on the Williamstown Road route related to general congestion, difficult turns, trucks and traffic using this route as a short cut. Participants identified issues at 26 intersections.

The Westgate Freeway and Williamstown Road and Melbourne Road intersections received the largest number of comments.

Other intersections of concern were The Avenue, Francis Street and Thomas Street intersections.

### Cycling

Cycling issues focused on the Federation Trail intersection.

- "The end of Federation rail pushes you onto Williamstown Road at Benbow Street. There is no bike infrastructure whatsoever. How do you get from the Federation Trail to the next bike lane when you are heading into town?"
- "End to end routes need to be completed! It is very difficult and unsafe to ride from one area to another currently."
- "Trucks, parked cars and lack of bike paths on Williamstown Road make cycling here challenging."
- "Having a single southbound lane to turn left onto Westgate freeway ramp is crazy and is a major traffic jam point."
- "In the am peak or any time the on ramp signals are on, traffic often banks back onto Williamstown Road, causing delays to southbound traffic."
- "Danger due to trucks at speed running amber/red signal on right turn."
- "The tail-back to Newport and the last minute cutting across multiple lanes, often blocking all North-bound traffic for one turn of lights, all combine to make this intersection seriously unpleasant." (The Avenue intersection)
- "The Avenue has become a rat run. We residents find it very difficult to gain access to the freeway during morning peak hour."

### Who participated?

- Around 3,500 people reviewed the map
- 306 comments were posted on the eight selected routes
- A further 507 comments were posted for other areas outside these routes.

**89 people voted on a comment**

**95 comments posted**

### Next steps

Feedback will be considered in conjunction with operational and technical data to identify opportunities for improvement. We will post outcomes of the review on the consultation hub: consult.vicroads.vic.gov.au/traffic-signal-reviews by the end of June 2015.
VicRoads conducts an annual traffic signal route review to identify ways to improve the operation of traffic lights. In February 2015, we asked the community to identify their concerns on eight selected routes in greater Melbourne and Geelong.

Centre/Police Roads, Springvale/Clayton/Bentleigh (Hampton Street to Eastlink)

This route was selected for review as new traffic lights have been installed along the route since its last review in 2006 which may have changed its efficiency.

Traffic Signals

One of the key operational issues on the Centre Road route was the Springvale Road intersection with comments focussing on the number of light changes it takes to cross the intersection and the bank up of cars.

The Centre Road/Nepean Highway intersection was also an issue for a number of participants and long delays at the level crossing at Centre Road were noted by a number of participants.

Concern was expressed in general about the coordination of traffic lights along the Nepean Highway.

Cycling

Cyclists were concerned about the lack of a cycling lane along the route. The Hampton Street intersection was specifically noted as Hampton Street has a cycling lane which disappears at the Centre Road intersection.

Who participated?

Around 3,500 people reviewed the map

306 comments were posted on the eight selected routes

A further 507 comments were posted for other areas outside these routes.

Next steps

Feedback will be considered in conjunction with operational and technical data to identify opportunities for improvement.

We will post outcomes of the review on the consultation hub: consult.vicroads.vic.gov.au/traffic-signal-reviews by the end of June 2015.
5 Next Steps

The community feedback and analysis in this report will be considered in conjunction with operational and technical data. It will also be considered in line with SmartRoads principles which manage competing interests for limited road space by giving priority use of the road to different transport modes at particular times of the day.

The annual route review program will be completed in mid-June 2015.

Stage two of the reporting will be provided in the second half of the year and will summarise the data relating to the routes where a traffic signal review would be beneficial in the future. This will help inform the routes to be chosen for review in 2015–2016.
Appendix 1:

2015 Route Information

Dandenong Road, 
(Chapel Street to Huntingdale Road)
Dandenong Road is preferred traffic route for those travelling from the eastern suburbs of Melbourne. Over 70,000 vehicles use this route per day. Dandenong Road is a SmartRoads Public Transport Priority route with tram and bus priority. This route was last reviewed in 2007/2008 but has since had a new traffic signal site located in Chadstone which could have potentially changed the efficiency of this route.

Centre/Police Roads 
(Hampton to Eastlink)
GPS travel data alerted VicRoads to the congestion hotspots on this route. This route is a designated SmartRoads Bus Priority Route. New traffic signals have been installed along the route since its last review in 2006.

High Street 
(Glenferrie Road to Punt Road)
High Street is a SmartRoads Tram Priority Route with Pedestrian Priority at local strip shopping along the corridor. GPS travel data alerted VicRoads to the congestion on this route. A full review of this route was last carried out in 2006.

Williamstown Road 
(Geelong Road to Hudsons Road)
VicRoads was alerted to the congestion hotspots on Williamstown Road through GPS travel data. The operation of this SmartRoads Bus Priority Route was last reviewed in 2006.

Mickleham Road 
(Tullamarine Fwy to Deviation Road)
Mickleham Road is a preferred SmartRoads Traffic Route and Bus Priority Route. With redevelopment in the area, the operation and efficiency of the route has changed. Road users are currently experiencing heavy local congestion at the Tullamarine Freeway.

Plenty Road 
(north of McKimmies Road to The Lakes)
New developments, traffic signal sites and increasing traffic volumes have changed the traffic conditions on Plenty Road. This route is used as a significant bus route. VicRoads received a recommendation to review this route by one of its stakeholders.

Station Street/Tram Road 
(Doncaster Road to Highbury Road)
Station Street/Tram Road is a SmartRoads Bus Priority Route and includes a major activity centre at Box Hill. VicRoads selected the route for a 2014/2015 review from a stakeholder recommendation. With increasing traffic demand, the operation of this route has changed since its last full review in 2006.

Latrobe Terrace 
(Church Street to Fyans Street)
GPS travel data alerted VicRoads to the congestion hotspots on this route. Latrobe Terrace is a SmartRoads designated Traffic Route. With recent truck restrictions set in place on a number of streets in Geelong’s City Centre, the operation and efficiency of this route may have been changed. This review will consider how Latrobe Terrace can benefit the wider network and be used by more vehicles through-out the day.
Appendix 2:

The Age, 1 January 2015

VicRoads’ sweetener cuts jams

Age, Melbourne by Adam Carey 01 Jan 2015

Transport Traffic light review

Melbourne motorists enjoying their best run of recent times on the city’s half-empty roads might wish the journey was always so smooth. If that is you, VicRoads wants to grant your Christmas wish.

In 2015, the state’s roads authority plans to review 650 to 700 traffic-light sites on some of the most congested arterial roads to see which ones it can reprogram to get traffic flowing more freely.

Perhaps you have already noticed that what was once a horror bottleneck on your daily commute has opened up, saving you time and frustration on the road.

Eleven chronically jammed roads and intersections had their traffic signal phases tweaked in 2014 to get vehicles moving, with some startling results.

In recent months the peak-hour wait to exit the end of the West Gate Freeway at Kings Way in Southbank has been slashed by 10 to 12 minutes.

In the CBD, six minutes has been shaved from travel times in King Street in the evening peak, and traffic lights have been adjusted in Spencer Street to relieve serious pedestrian congestion.

In the suburbs, the outbound queue from Doncaster Road onto the Eastern Freeway in Balwyn North has been cut from 600 to 100 metres long, with motorists who previously had to sit through six phases of the lights now able to get onto the freeway within one phase.

The review by VicRoads is being driven by a scathing report, released by the state’s Auditor General in June, that found the authority was failing to make the most of the IT intelligence it has at hand to ease congestion.

In response, the authority has allocated $2.5 million this financial year to review traffic signals more than double the previous year’s $1.2 million budget - at up to 700 sites.

In January it will open an ‘online consultation hub’ in which members of the public will be able to inform the authority of congestion trouble spots that could be improved.

VicRoads will also announce in January a list of the next eight congested arterials where it next hopes to improve traffic flow in 2015 by tweaking traffic lights.

The list includes Dandenong Road between Oakleigh and Windsor, Centre and Police roads between Brighton and Mulgrave, High Street between Armadale, and Punt and Williamstown roads between Spotswood and Yarraville.

VicRoads director of road operations Dean Zabrieszach said the traffic light tweaks had led to "a smoother run for drivers . . . frustrated with long queues . . . during the morning and afternoon peak".