LEVEL CROSSING REMOVAL AUTHORITY

FRANKSTON LINE

Traffic monitoring and modelling

WHY WE UNDERTAKE TRAFFIC MONITORING AND MODELLING

We undertake traffic monitoring and modelling to understand current traffic issues and to ensure that the project doesn't have an adverse impact on traffic and, ideally, reduces congestion. We look at how different design options for each of the eight sites will impact traffic conditions in the immediate and wider area.

We also conduct traffic monitoring and modelling to investigate whether or not suggestions made by the community are feasible. For example, the community's request to extend McLeod Rd to Nepean Highway and also connect Station Street with a bridge over Patterson River would require brand new sections of road. If these were to be built, we need to ensure that they will operate effectively and don't have a negative impact on the wider road network.

We are looking at how different design options for each of the eight sites will impact traffic conditions in the immediate and wider area.

We are undertaking a range of technical and non-technical investigations, including traffic monitoring and modelling.

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Translation service
For languages other than English, please call 9280 0780

Please contact us if you would like this information in an accessible format.

WHAT IS INVOLVED IN TRAFFIC MONITORING AND MODELLING?

Traffic monitoring involves collecting data on:

- Traffic volumes
- Vehicle queue lengths
- Boom gate down time
- Pedestrian and cyclist volumes

This information is sourced from existing reports from local councils and VicRoads, including data from VicRoad's traffic light system. We also obtain data through observation which can entail manually counting cars, using automatic traffic counters or installing video cameras at strategic locations.

Once all of the data is collated, traffic modelling, or traffic data analysis, is then carried out to understand how the road network will operate when the project is completed. An office-based task, traffic modelling is first performed at a high level and then at a localised, intersection-specific level.

The purpose of the high level modelling is to understand how the traffic flows across the broader road network around the Frankston line. At this stage of modelling we can see how the removal of a level crossing will impact the wider road network and then work to ensure that this area can handle the redistribution of traffic.

The second, localised level of traffic modelling analyses how traffic operates at a particular intersection, including how traffic light timing works and the lane layout required to get traffic to flow in optimal time. To perform this analysis, a specialised computer software package is used.

Traffic monitoring and modelling for the Frankston line project started in late 2015 and will continue as we gather more information and further refine the design options for each of the eight level crossing removals along the Frankston line. We have engaged civil engineers with expertise in traffic engineering and management to perform this investigation with us.

For more information on the project, please contact the Frankston Project Team on 1800 762 667 or email contact@levelcrossings.vic.gov.au.

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Automatic traffic counter

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