

PENINSULA LINK CORRIDOR: ACTUAL V FORECAST DAILY TRAFFIC

1. Introduction

Peninsula Link opened to traffic on 18 January 2013. This note compares traffic forecasts to actual daily traffic volumes along Peninsula Link, plus at 26 sites on the surrounding road network.

Section 2 compares daily forecast, included in the Frankston Bypass Environmental Effects Statement (EES), with daily traffic volumes recorded in October 2013.

Section 3 compares forecast changes in daily traffic at 26 key locations within the Peninsula Link corridor, with actual changes in traffic.

2. Traffic using Peninsula Link

The EES included traffic forecast for the Peninsula Link, assuming the freeway was open in 2011. Table 1 compares these volumes to actual daily traffic volumes recorded in October 2013 Both the forecast and actual daily traffic volumes, represent weekday traffic clear of public and school holidays.

Location	Forecast	Actual	% Difference
	EES (2011)	October 2013 (1)	
EastLink to Frankston-Dandenong Rd	52,600	58,100	10%
Frankston-Dandenong Rd to Skye Rd	54,500	64,400	18%
Golf Links Rd to Frankston-Flinders Rd	46,300	51,900	12%
Frankston-Flinders Rd to Bungower Rd	41,500	43,600	5%
Mornington-Tyabb Rd to Old Moorooduc Rd	29,900	25,900	-13%

Note: (1) October 2013: Tuesday 22 to Thursday, inclusive

Table 1 Peninsula Link Average Mid Week Daily Traffic (Two-Way): Actual v Forecast

Actual daily traffic volumes are within 20% of forecast.

3. Traffic on the surrounding road network

Late in 2011, LMA provided councils in the Peninsula Link corridor and VicRoads with maps showing forecast changes in daily traffic on roads in the corridor once Peninsula Link was added to the transport network. Changes were shown in six broad ranges, namely: 10 to 20% decrease in traffic; 20 to 30% decrease in traffic; greater than 30% decrease in traffic; 10 to 20% increase in traffic; 20 to 30% increase in traffic; and greater than 30% increase in traffic.

Traffic counts were then collected at the 26 key locations, before and after Peninsula Link opened to traffic, to calculate the actual change in traffic. Figures 1 and 2 provide both the forecast and actual changes in traffic for the northern and southern parts of the corridor respectively.

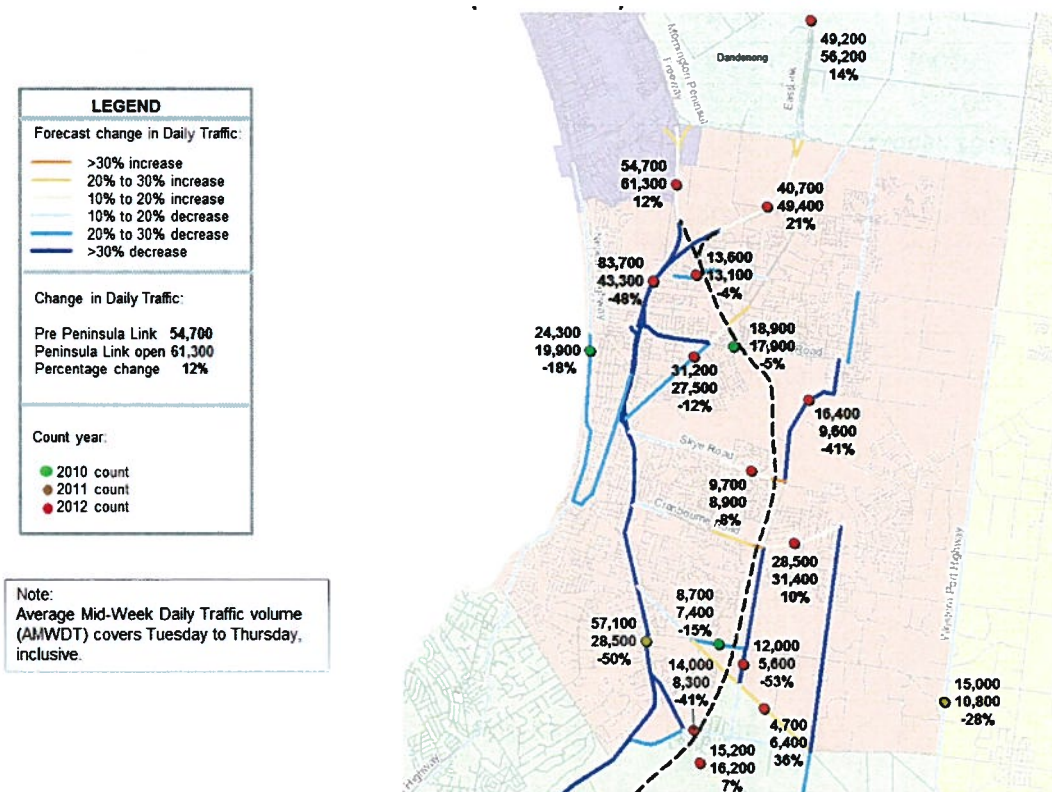


Figure 1 Change in Weekday Traffic on the surrounding road network: Northern

LEGEND	
Forecast change in Daily Traffic:	
—	>30% increase
—	20% to 30% increase
—	10% to 20% increase
—	10% to 20% decrease
—	20% to 30% decrease
—	>30% decrease
Change in Daily Traffic:	
Pre Peninsula Link 54,700	
Peninsula Link open 61,300	
Percentage change 12%	
Count year:	
●	2010 count
●	2011 count
●	2012 count

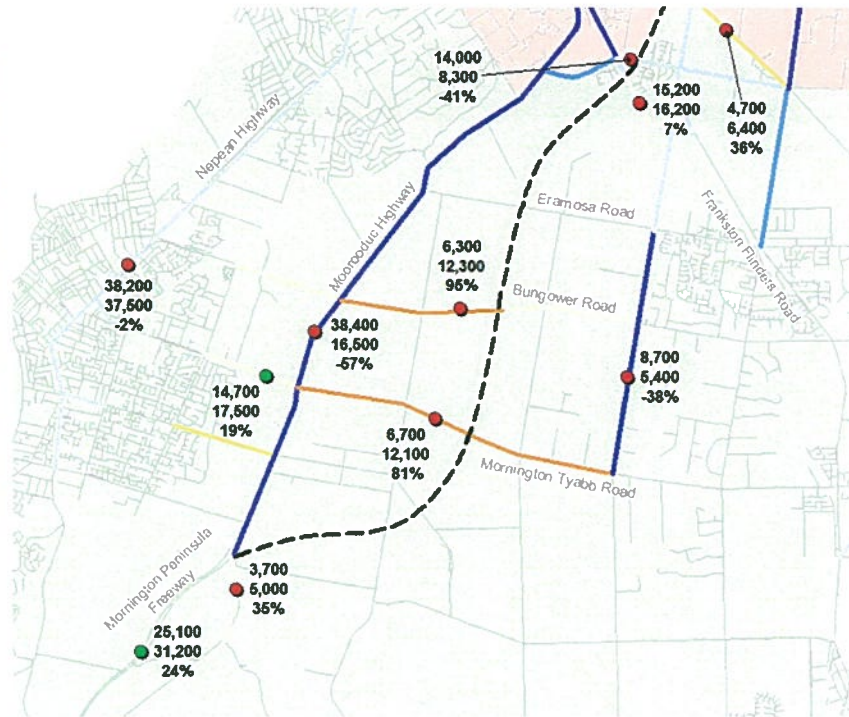


Figure 2 Change in Weekday Traffic on the surrounding road network: Southern

As shown in Figures 1 and 2 actual changes in traffic generally fell with the respective forecast change in traffic range.

CHANGE IN WEEKDAY TRAFFIC AFTER PENINSULA LINK OPENED

Road	Location	Change in Daily Traffic	
		Forecast Change	Actual Change
Mornington Peninsula Fwy	btw Thompson Rd & EastLink	10% to 20% increase	12% increase
EastLink	btw Thompson Rd & Peninsula Fwy	10% to 20% increase	21% increase
Frankston Fwy	btw EastLink and Seaford Rd	>30% decrease	48% decrease
Mornington Peninsula Fwy	btw Old Moorooduc Rd & Nepean Hwy	less than 10%	24% increase
Frankston-Flinders Rd	btw Bartlett St & Robinsons Rd	>30% decrease	50% decrease
Nepean Hwy	btw Seaford Rd & Coates Walk	20% to 30% decrease	18% decrease
Nepean Hwy	btw Tanti Av & Robertson Dr	10% to 20% decrease	2% decrease
Moorooduc Hwy	btw Mornington-Tyabb Rd & Bungower Rd	>30% decrease	57% decrease
Coolart Rd	btw Mornington-Tyabb Rd & Bungower Rd	>30% decrease	38% decrease
Frankston-Flinders Rd	btw Baxter-Tooradin Rd & Mornington Rail Line	10% to 20% increase	7% increase
Frankston-Dandenong Rd	btw Lombard Way & Excelsior Dr	20% to 30% decrease	12% decrease
Mornington-Tyabb Rd	btw Derril Rd and Peninsula Link	>30% increase	81% increase
Bungower Rd	btw Derril Rd and Peninsula Link	>30% increase	95% increase
Baxter-Tooradin Rd	btw Stotts La & Stornoway Dr	10% to 20% decrease	41% decrease
McClelland Dr	btw Darnley Dr & Quarry Rd	>30% decrease	41% decrease
Cranbourne Rd	btw McClelland Dr & Cranhaven Rd	10% to 20% increase	10% increase
Ballarto Rd	btw Aspen Ct & Lyrebird Dr	less than 10%	5% decrease
Lathams Rd	btw Frankston-Gardens Dr & Stephenson Rd	20% to 30% decrease	4% decrease
Skye Rd	btw Inglenook Cr and Carramar Dr	10% to 20% increase	8% decrease
Robinsons Rd	btw Heatherhill Rd & McClelland Dr	20% to 30% decrease	15% decrease
Golf Links Rd	btw McClelland Dr & Warrandyte Rd	20% to 30% increase	36% increase
Old Moorooduc Rd	btw Tuerong Rd & Balnarring Rd	10% to 20% increase	35% increase
Western Port Hwy	btw Robinsons Rd & Victoria Rd	10% to 20% decrease	28% decrease
McClelland Dr	btw Robinsons Rd & Golf Links Rd	>30% decrease	53% decrease
EastLink	btw Greens Rd and Thompson Rd	less than 10%	14% increase
Mornington-Tyabb Rd	btw Moorooduc Hwy & Racecourse Rd	10% to 20% increase	19% increase

Notes:

- (1) Forecast change provided to councils and VicRoads in 2011.
- (2) Peninsula Link opened to traffic at 6.30am on Friday 18 January, 2013.