

# Bright Strategic Traffic Assessment

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Project Summary and  
Recommendations Report

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## REVISION RECORD

Date	Version	Revision description
29 June 2022	1.0	Document creation
19 July 2022	1.1	Updated summary and recommendations
13 December	1.2	For noting at M(12) – 13 December 2022

## 1. Purpose

The objective of this document is to provide a summary of the Bright Strategic Traffic Assessment report undertaken by OneMileGrid in 2022 - outlining the scope of works, process undertaken and the recommendations with associated actions.

## 2. Background

Bright is one of the main towns within the Alpine Shire government area, with a permanent population of approximately 2,500 residents. The town's major industry is tourism, due to the proximity to Mount Buffalo National Park, the Mount Hotham and Falls Creek ski fields, as well as the Ovens River.

Due to both an increase in tourism as well as residential and commercial growth across Bright and the surrounds, pressure is growing on the existing road network and parking supply. Of note, Gavan Street, which serves as both the main through road between Bright and surrounding townships, as well as part of the town's main commercial shopping strip is at the epicentre of this pressure.

With increasing visitation, and development pressure within the township, it is key to renegotiate the competing demand of Gavan Street as a traffic corridor and as a destination with use of surrounding streets and parking facilities.

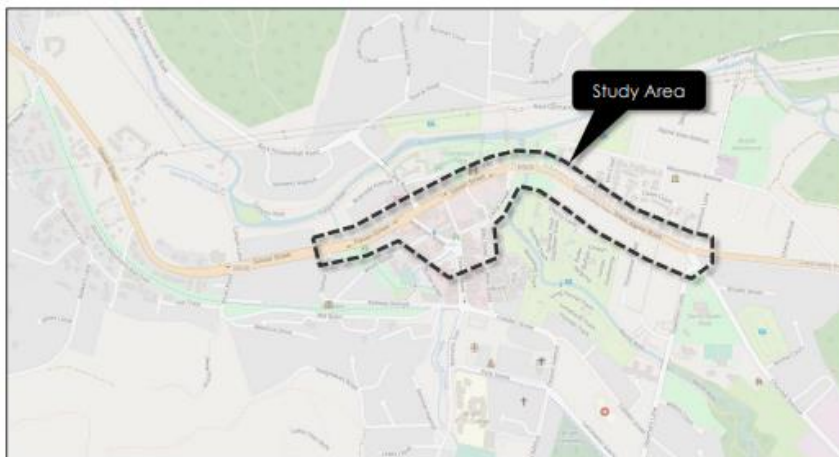
The Bright Strategic Traffic Assessment sought to investigate the effects of traffic and car parking demands on the town with respect to amenity, safety, and operation.

A thorough review of the existing conditions would also more clearly define the traffic and car parking issues (if any), with proposed solutions and any recommended upgrades.

## 3. Scope

### Study Area

The study area for the Bright Strategic Traffic Assessment is shown below, and comprises the central portions of Bright township, generally between Station Street in the west and Churchill Avenue in the east.



### Project Scope

- Background Analysis of study area
- Traffic and Parking Surveys
- Stakeholder Interviews
- Identify existing issues, constraints or opportunities within the study area including:
  - Pedestrian and cyclist infrastructure necessary to support active transport mode share;
  - Locations that offer poor pedestrian amenity or safety;
  - Car parking utilisation;
  - Intersection performance;
  - Locations which become highly congested;
  - Locations with high-incidences, or high-risk, of crashes;
  - Roads sections which are above or below environmental capacity;
- Analysis and Report of findings
- Recommendations Report

## 4. Process Undertaken

January 2022	Site Inspection Background Information Review Site Observations (18 - 20 January) Commission Traffic Surveys and Tube Counters (20 -26 January) Three additional Tube Counters (20 January - 9 February)
February 2022	Stakeholder Interviews: <ul style="list-style-type: none"><li>▪ Country Fire Authority (CFA)</li><li>▪ State Emergency Service (SES)</li><li>▪ HVP Plantations</li><li>▪ Alpine Cycling Club</li><li>▪ Chamber of Commerce</li><li>▪ Ambulance Victoria</li></ul>
March / April 2022	Review of Findings
May 2022	Draft Report
June 2022	Final Report and Recommendations

## 5. Key Findings

### Road Network Characteristics

Within the scope area there are:

1. 3 arterial roads (12,000 to 18,000 capacity per day)
2. 5 collector roads (7,000 capacity per day)
3. One access road (3,000 capacity per day)

### **Crash History**

- 5 crashes recorded since 2017 (2 cyclist / 3 vehicle)
- No fatalities
- Study does not indicate any locations of high incidences of crash behaviour
- Average vehicle speeds of 30km/h in most lower-order roads in an acceptable speed to avoid serious injuries or fatalities

### **Cycling Facilities**

Limited on road cycling facilities and a lack of clear, direct off-road connections within the Township.

Primary routes in and out of the study area comprise:

- Gavan Street
- The MMRT and Railway Avenue
- Star Road and Back Porepunkah Road
- Cobden Street; and
- Anderson Street and Ireland Street.

The Regional Roads Victoria (RRV) Strategy and Alpine Shire Council Cycling Strategy both highlight actions to be undertaken to improve cycling safety and recommendations from this report should be cross referenced with these documents to identify and prioritise actions.

### **Recommendations:**

Upgrades to on-road cycling facilities on Gavan Street, Ireland Street, and Anderson Street will assist with conveying the legitimacy of cycling activity on these key roads.

Consideration should be given to establishing an alternative east-west connection that provides for improved connection around the path network. This could include Wood Street and Camp Street, which provide for low traffic speeds and relatively low traffic volumes. (It is noted that Camp Street is to be upgraded as part of the Bicycle Infrastructure Improvements project).

Cycling safety measures (e.g. sharrow line marking) should be implemented along these links to ensure all cyclists feel safe.

### **Logging Activity**

The presence of logging vehicles on areas of high pedestrian and parking activity, particularly on Ireland Street is undesirable.

#### **Recommendation:**

It would be preferable to encourage logging operators to utilise alternative access routes to access Gavan Street such as Railway Avenue / Station Street to the West, therefore it is recommended to upgrade the top roundabout to allow for a left turning movement of B-double logging trucks. This upgrade would be dependent on the removal of the elm tree on the corner of Railway Avenue and Bakers Gully Road.

Alternatively, logging vehicles could be removed altogether from southern Bright by utilising alternative exits from plantation areas.

### **Movement and Place Framework (Department of Transport 2019)**

Three main principles underline the DoT's approach to transport planning within the movement and place framework.

1. People First – We put transport users at the centre of everything we do;
2. Outcomes Focused – We focus on outcomes that deliver more choice, connections and confidence in our travel; and
3. One System – We think as one system, not individual projects or modes.

The design of the bulk of the streets in Bright (including Anderson Street, Barnard Street, Howitt Lane, Camp Street and Ireland Street) is generally appropriate for their function, and they appear to operate well.

Gavan Street is presently designated an "Activity Street & Boulevard" function with a higher General Traffic than Place function. This does not reflect the regional significance of Bright as a tourism destination during peak periods, where a higher Place function is warranted.

### **Car Parking**

#### **On street parking:**

265 parking spaces

#### *Weekdays:*

During the study period occupancy ranged from 49% to 76%

Peak period – 201 spaces occupied / 64 available

#### *Weekends:*

During the study period occupancy ranged from 54% to 70%

Peak period – 186 spaces occupied / 79 available

(it is noted that Gavan Street on street parking were at or approaching capacity during peak times).

### Off Street parking:

299 parking spaces

#### *Weekdays:*

Peak period – 151 spaces / 78 available

During the study period occupancy ranged from 49% to 66% capacity.

(it is noted that Woolworths car park was at generally 68% to 73% occupancy through the day)

#### *Weekends:*

Peak period – 142 spaces / 87 available

During the study period occupancy ranged from 40% to 62% capacity.

(it is noted that Woolworths car park was at generally 55% to 60% occupancy through the day)

Demands within the Activity Centre are relatively high during the early afternoon peak periods, with most on-street parking fully occupied within the central areas.

Off-street parking opportunities are limited, and wayfinding signage could be improved, which can contribute to additional traffic circulating for parking.

The 2018 Car Parking Plan adopted by council highlights the issues faced within the study area and identifies short and long term actions that will be considered in this report.

### **Recommendation:**

Additional off-street parking locations have been identified in the Bright Car Parking Plan at Star Road Reserve (Star Road / Toorak Road) and Rotaract Park (Back Germantown Road). It is recommended these are implemented as per the Car Parking Plan with appropriate wayfinding signage.

### **Traffic Volumes**

Activity within Bright, and the associated traffic volumes, are variable throughout the year, with traffic volumes across the summer holiday period and on long weekends considerably higher than off-peak periods.

Traffic volumes across the network do not exceed capacity having regard to the function and cross-section of each road. Daily volumes are all less than 70% of typical daily capacity, even during peak holiday periods:

Ireland Street	7,000	69% capacity
Anderson Street	7,000	60% capacity
Camp Street	7,000	33% capacity
Barnard Street	3,000	42% capacity
Star Road	7,000	59% capacity



Back Porepunkah Road	7,000	16% capacity
Gavan Street (Prices Lane)	12,000	70% capacity
Gavan Street (East of Barnard Street)		36% capacity
Delany Avenue	18,000	36% capacity

### **Intersections**

#### *Performance Parameters*

Degree of Saturation (DoS - ratio of traffic volume making a movement compared to maximum capacity for that movement)

Level of Service (LoS - ratio of average travel speed to desired speed)

#### *Findings*

Peak-hour intersection modelling suggests that all intersections are operating under 'excellent' conditions (DoS - minimal delays and LoS - traffic flows at or above the posted speed limit) with only modest queueing and delays, and no upgrades or interventions are warranted on a capacity basis.

Some level of congestion and queueing is desirable in an Activity Centre context to assist with traffic calming. This ensures that vehicle speeds remain relatively low, leading to better pedestrian amenity, and reduced likelihood and severity of crashes, among other benefits

All intersections are generally designed appropriately, providing appropriate sight distances, suitably catering for design vehicles, and with no trends of crash history.

#### **Recommendation:**

The planned improvements to the Camp Street / Gavan Street intersection will provide for improved safety by assisting with reducing vehicle speeds, improving pedestrian connection, and improving sight distance. It is recommended that this work be pursued as a priority.

### **Pedestrian Movements**

Delays to pedestrians within the study area are generally minimal, with slow vehicle speeds generally allowing pedestrians to safely and conveniently cross Gavan Street during peak periods, and lower traffic volumes in off-peak periods providing ample gaps.

Observations onsite suggested that delays for pedestrians were generally less than 20 seconds, which suggests very good performance based on Movement & Place definitions.

**Recommendation:**

Implementation of continuous footpath treatments across side-road intersections with Gavan Street (including Barnard Street, Howitt lane and Camp Street as a priority) will improve pedestrian amenity and assist with lowering turning vehicle speeds and emphasising a driver's obligation to give way to pedestrians when entering a side road. This will not adversely affect Gavan Street traffic, or its role as a traffic route of municipal significance.

This is also identified in the Car Parking Plan.

**Origin-Destination Data**

Origin-destination Data identifies the route of traffic into the scope area and route of traffic out of the scope area (four routes in total).

The data suggests that traffic entering Bright is relatively evenly distributed across multiple destinations (dispersal ranging from 25% to 43%), indicating that through-traffic is not a contributor to perceived traffic issues.

Noting that daily and peak-hour traffic remains comfortably within capacity, there is little justification as a result for establishing an Alternative Route or Bypass at this stage.

**Recommendations:**

Should traffic volumes increase from that surveyed during the summer peak (e.g., due to ongoing residential development or tourism increases) then it would require growth of approximately 50% on Gavan Street until an Alternative Route or Bypass may be warranted.

High-level modelling undertaken for the Bright Western Gateway suggests residential development in this area may contribute approximately 1,350 additional vehicle movements into central Bright. Allowing for a further 2% annual growth rate, the nominal 12,000 vpd capacity on central Gavan Street may be exceeded in 11 years.

**Future Surveys**

Traffic surveys and site observations were undertaken in periods subject to no restriction on travel or trading due to Covid-19 containment measures, however there are likely still some latent impacts that may impact "typical" travel behaviour.

**Recommendation:**

It is recommended that further surveys and analysis be undertaken on a 12-18 month basis to ensure that the conclusions drawn are based on suitable data.

## 6. Actions

Recommendation	Action	Timeframe (yrs)		
		0-2	2-6	6+
<i>Cycling Facilities</i> - Upgrades to on-road cycling facilities on Gavan Street, Ireland Street, and Anderson Street will assist with conveying the legitimacy of cycling activity on these key roads.	As per Cycle Safety Strategy			
<i>Cycling Facilities</i> - safety measures (e.g., sharrow line marking) should be implemented along these links to ensure all cyclists feel safe.	As per RRV Cycle Safety Project and Cycle Safety Strategy			
<i>Emergency Services</i> – Communicate to operators to consider prioritising use of Hawthorn Lane / Cobden Street / Railway Avenue to bypass slow-moving traffic along Gavan Street in peak periods.	Quick win			
<i>Parking</i> – Erect two signs on Howitt Lane and two signs at Camp Street.	As per Car Parking Plan			
<i>Parking</i> - Formalise off-street parking locations at Star Road Reserve (Star Road / Toorak Road) and Rotaract Park (Back Germantown Road). It is recommended these are implemented as per the Car Parking Plan with appropriate wayfinding signage.	As per Car Parking Plan			
<i>Traffic Volumes</i> - Should traffic volumes increase from that surveyed during the summer peak (e.g. due to ongoing residential development or tourism increases) then it would require growth of approximately 50% on Gavan Street until an Alternative Route or Bypass may be warranted.	To be reviewed in next survey			
<i>Surveying</i> - It is recommended that further surveys and analysis be undertaken on a 12-18 month basis to ensure that the conclusions drawn are based on suitable data.	Ongoing			

Recommendation	Action	Timeframe (yrs)		
		0-2	2-6	6+
<i>Intersections</i> – Secure funding for the planned improvements to the Camp Street / Gavan Street intersection will provide for improved safety by assisting with reducing vehicle speeds, improving pedestrian connection, and improving sight distance.	External funding required			
<i>Footpaths</i> – Review and design of continuous footpath treatments across side-road intersections with Gavan Street (including Barnard Street, Howitt lane and Camp Street as a priority) to improve pedestrian amenity and assist with lowering turning vehicle speeds and emphasising a driver’s obligation to give way to pedestrians when entering a side road.	To be reviewed as part of Car Parking Plan <i>Pedestrian Improvements</i>			
<i>Cycling Facilities</i> - Establish an alternative east-west connection that provides for improved connection around the path network.	To be reviewed as part of Car Parking Plan <i>Cycling Improvements</i>			
<i>Logging</i> - Upgrade the Railway Avenue / Station Street roundabout to allow for a left turning movement of B-double logging trucks (dependent on the removal of the elm tree on the corner of Railway Avenue and Bakers Gully Road) and encourage logging operators to utilise this route.	To be reviewed with relevant stakeholders			

## 7. Supporting documents

Bright Strategic Traffic Assessment – June 2022.