

2009/2010 AUSLINK AND STATE BLACK SPOT SUBMISSION DETAIL**1. Blue Mountain Drive/Bonneville Way, Currumbine***Concern*

Bonneville Way is the terminating leg of a T intersection with Blue Mountain Way. An analysis of the latest crash data revealed that 5 right angle crashes had occurred at the intersection over the previous five year period., The crash pattern is the same for all crashes with 1casualty crash and 4 property crashes reported.

The Treatment

Install single lane roundabout to reduce the potential for right angle crashes.

2. Canham Way, Greenwood:- Cockman Road to Wanneroo Road*Concern*

Canham Way provides the primary access from Wanneroo Road to the surrounding commercial precinct. The road is 10m wide and is approximately 600m in length. An analysis of the latest crash data revealed that 16 crashes had occurred on Canham Way in the previous 5 year period with the majority of the crashes being driveway related and 2 crashes were Head On crashes.

Treatment

A central median treatment including median islands at both Wanneroo Road and Cockman Road intersections is proposed. The median treatment will consist of a 2m wide red asphalt median approximately 600m in length. Due to the high percentage of commercial vehicles including semi trailers, a flush median treatment will be required to maintain unobstructed access to property crossovers. However strategically located median islands will be further investigated as part of the projects detail design. The aim of the median treatment is to provide improved delineation and separation between opposing traffic flows.

3. Craigie Drive/Eddystone Avenue, Craigie*Concern*

Craigie Drive/Eddystone Avenue is a single lane, 4 leg roundabout. There has been 12 crashes in 5 years, with an over representation of hit object and rear end crashes.

Treatment

Install roundabout pre-deflection on Eddystone Avenue to lower approach speeds.

4. Duffy Terrace, Woodvale:- Whitfords Avenue to Woodvale Drive*Concern*

The existing two lane undivided single carriageway road is 1.3 km in length and straight in alignment. The road cross section consists of a 10m wide kerbed carriageway with marked 1.5m cycle lanes and centreline. The 85th percentile traffic speeds and mean speeds recorded on Duffy Terrace indicate that the majority of

drivers are not complying with the urban speed limit of 50 km/h. An analysis of the latest crash data revealed that 17 crashes had occurred on Duffy Terrace with the majority of these crashes occurring at the intersections with Whitfords Avenue and Woodvale Drive. However several midblock crashes had occurred within this period with 2 crashes relating to parked vehicles.

Treatment

In order to reduce traffic speeds on Duffy Terrace a median treatment including traffic islands with trees is preferred. Based on similar traffic treatments, the streetscape treatment including vertical elements such as trees and reduced lane widths will provide for a slower speed environment than currently exists.

5. Edgewater Drive, Edgewater:- Ocean Reef Road to Wedgewood Drive

Concern

Edgewater Drive is an important local distributor road that links Ocean Reef Road to the commercial and urban areas to the north. There are no intersection islands or central median to control traffic movements within the 500m length between Ocean Reef Road and Wedgewood Drive. There is also a lack of formal pedestrian crossing points within t. The analysis of the latest 5 year crash data confirmed a total of 20 rear end crashes had occurred at the left turn pocket with Ocean Reef Road.

Treatment

Improve entry to left turn pocket at Ocean Reef Road to reduce rear end crashes. Install median treatment to separate opposing traffic, control turning movements and improve pedestrian access.

6. Mullaloo Drive/Dampier Avenue, Mullaloo

Concern

Mullaloo Drive/ Dampier Avenue is a single lane, 4 leg roundabout. There have been 13 crashes in 5 years with an over representation of rear end crashes.

Treatment

Install roundabout pre-deflection on Mullaloo Drive to lower approach speeds.