Level Crossing Removal Program

BENEFIT MANAGEMENT PLAN
Part 2: Reporting and responsibilities

Benefit 1: Improved productivity from more reliable and efficient transport networks

KPI 1:		**Network efficiency**
Measure 1:		Travel time in minutes from specified origin to destination during a specified time period through the level crossing which is directly attributable to the level crossing removal.
	Baseline	Existing conditions
	Target	100% of sites will have an improvement in travel time following removal of level crossings. Specific details of origin and destinations to be determined in Project Proposals.
	Interim target	100% of sites with construction completed by the end of 2018 have improved travel time
	Source	Travel time surveys
Measure 2:		Increased vehicle, pedestrian and cyclist throughput per hour in a defined area around the level crossing
	Baseline	Existing conditions
	Target	100% of sites will have increased throughput of vehicles, cyclists or pedestrians following removal of level crossings
	Interim target	100% of sites with construction completed by the end of 2018 have increased throughput of vehicles, cyclists or pedestrians
	Source	Vehicle, pedestrian and/or cyclist counts
Reporting	Forum	Cabinet
	Start date	2017
	Frequency	Annually
	End date	2023
Responsibility for reporting	Name	Kevin Devlin
	Position	CEO
	Organisation	Level Crossing Removal Authority

KPI 2:		**Reliability of travel times on the road and rail network**
Measure 1:		Standard deviation of travel times from specified origin to destination during specified time period through the level crossing which are directly attributable to the level crossing removal
	Baseline	Existing conditions
	Target	100% of sites with boom gate closures of more than 25% of the AM peak will have an improvement to the reliability of travel time following removal of level crossings. Specific details of origin and destinations and time periods to be determined in project proposals.
	Interim target	100% of sites completed by 2018 with boom gate closures of more than 25% of the AM peak will have an improvement to the reliability of travel time
	Source	Travel time surveys
Measure 2:		Average variability in train punctuality directly attributable to the level crossing
	Baseline	Existing conditions
	Target	100% of sites will have an elimination of passenger waiting minutes as a result of signal faults at the level crossing following removal of level crossings
	Interim target	100% of sites completed by 2018 will have an elimination of Passenger Weighted Minutes as a result of signal faults at the level crossing
	Source	MTM signal fault data
Reporting	Forum	Cabinet
	Start date	2017
	Frequency	Annually

	End date	2023
Responsibility for reporting	Name	Kevin Devlin
	Position	CEO
	Organisation	Level Crossing Removal Authority

KPI 3:	**Public transport network improvements**	
Measure 1:	Percentage of the line with level crossing removed as a result of the LXRP	
	Baseline	Existing conditions
	Target	Dandenong: 100%, Pakenham: 55%, Cranbourne: 73%, Glen Waverley: 33%, Belgrave: 44%, Lilydale: 44%, Hurstbridge: 13%, South Morang: 11%, Upfield: 13%, Craigieburn: 29%, Sunbury: 38%, Altona Loop: 17%, Williamstown: 25%, Werribee: 27%
	Interim target	100% of the rail line between Caulfield and Dandenong grade separated by 2018
	Source	LXRA
Measure 2:	Road based public transport service punctuality in a defined area around the level crossing	
	Baseline	Existing conditions
	Target	100% of sites with road based public transport will have improved punctuality of road based public transport (i.e. an increase in the number of services that are on time or not as late) following removal of level crossings
	Interim target	100% of sites with road based public transport completed by 2018 will have improved punctuality of road based public transport
	Source	PTV
Reporting	Forum	Cabinet
	Start date	2017
	Frequency	Annually
	End date	2023
Responsibility for reporting	Name	Kevin Devlin
	Position	CEO
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KPI 4:	**Economic productivity**	
Measure 1:	Access to labour markets for National Employment Clusters that are constrained by the level crossing	
	Baseline	Existing conditions
	Target	100% of National Employment Clusters will have improved access to labour markets following the removal of level crossings
	Source	2021 VITM modelling results
Reporting	Forum	Cabinet
	Start date	2023
	Frequency	Once
	End date	2023
Responsibility for reporting	Name	Kevin Devlin
	Position	CEO
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Benefit 2: Better Connected, liveable and thriving communities

KPI 1:	**Local area amenity**	
Measure 1:	Percentage of community members satisfied with local amenity as a result of the level crossing removal	
	Baseline	Existing conditions
	Target	At least 60% of survey respondents at each site are satisfied with the changes as a result of the level crossing removal
	Interim target	At least 60% of survey respondents at each site are satisfied with the changes as a result of the level crossing removal completed by 2018 - to be assessed within 12 months of construction completion
	Source	Community surveys
Reporting	Forum	Cabinet
	Start date	2017
	Frequency	Annually
	End date	2023
Responsibility for reporting	Name	Kevin Devlin
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KPI 2:	**Infill land development around rail corridors**	
Measure 1:	Integrated development opportunities in a defined area around the level crossing as a result of the level crossing removal	
	Baseline	Existing conditions
	Target	All sites identified with integrated development opportunities at the Project Proposal stage will achieve an increase in residential units and/or let-able retail/business floor space
	Source	Planning permits approved within rail corridors
Reporting	Forum	Cabinet
	Start date	2022
	Frequency	Once
	End date	2023
Responsibility for reporting	Name	Kevin Devlin
	Position	CEO
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KPI 3:	Access to jobs, education and services	
Measure 1:	Average time to access employment from different locations as a direct result of the level crossing removal	
	Baseline	Existing conditions
	Target	100% of sites will improve access to jobs, education and services. Site specific reduced average time, to access these areas following removal of level crossing to be determined in project proposals
	Source	2021 VITM modelling results
Measure 2:	Access to local activity centre and major services within a specified number of minutes as a direct result of the level crossing removal	
	Baseline	Existing conditions
	Target	100% of sites will improved access to local activity centres and major services. Site specific travel time to be improved following removal of level crossing to be determined in project proposals
	Source	2021 VITM modelling results
Reporting	Forum	Cabinet
	Start date	2022
	Frequency	Annually
	End date	2023
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KPI 4:	Public transport intermodal connectivity	
Measure 1:	Distance and travel time between collection and drop off points in a defined area around the level crossing that are directly attributable to the level crossing removal	
	Baseline	Existing conditions
	Target	100% of sites have reduced distance and/or travel time between collection and drop off points
	Interim target	100% of sites completed by 2018 have reduced distance and/or travel time between collection and drop off points
	Source	Project proposal design plans
Reporting	Forum	Cabinet
	Start date	2016
	Frequency	Annually
	End date	2023
Responsibility for reporting	Name	Kevin Devlin
	Position	CEO
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Benefit 3: Safer communities

KPI 1:	**Frequency and severity of incidents**	
Measure 1:	Number of near miss incidents, fatal and serious injury crashes in a defined area around the level crossing as a result of works undertaken as part of the level crossing removal	
	Baseline	Existing conditions
	Target	100% of sites have zero crashes and near miss incidents involving trains as a result of the level crossing removal and no negative safety outcomes as a result of the level crossing removal works.
	Interim target	100% of sites completed by 2018 have zero crashes and near miss incidents involving trains and 100% of sites have no negative safety outcomes, to be assessed 3 years after completion of construction
	Source	RCIS, ONRSR
Reporting	Forum	Cabinet
	Start date	2019
	Frequency	Annually
	End date	2023
Responsibility for reporting	Name	Kevin Devlin
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KPI 2:	**Reduce exposure to risk**	
Measure 1:	Improved ALCAM risk score at the level crossing	
	Baseline	Existing conditions
	Target	100% of sites have an ALCAM risk score of zero
	Interim target	100% of site completed by 2018 have an ALCAM risk score of zero
	Source	VicTrack ALCAM
Reporting	Forum	Cabinet
	Start date	2016
	Frequency	Annually
	End date	2023
Responsibility for reporting	Name	Kevin Devlin
	Position	CEO
	Organisation	Level Crossing Removal Authority

Responsibility for delivering the benefits

| Kevin Devlin | CEO Level Crossing Removal Authority | 06/01/2016 |