Project report:

MORNINGTON PENINSULA SHIRE
PENINSULA DRIVESAFE: TARGETING HIGH CRASH RISKS ON LOCAL ROADS

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SUMMARY

To reduce the consistently high level of road trauma that occurs in the Mornington Peninsula Shire a targeted approach to high crash risk areas through reducing speed limits has been developed. The local rural road network and residential streets have been selected as priority targets with proposed speed limit reductions. Research identifies significant crash reductions can be achieved by lower speed limits. To demonstrate the road safety benefits of this project a comprehensive evaluation will be undertaken by the ARRB (Australian Road Research Board).
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1. ROAD SAFETY ISSUE

Using VicRoads latest breakdown of the crash statistics over the last 5 year period 2004-08, the highest crash risk categories have been identified in the Mornington Peninsula Shire (MPS). Local rural roads and residential streets are the two categories that have been selected as the priority focus due to the high crash risk and legal responsibility that Council has to ensure these roads are safe.

Rural roads

The first target is the high crash risk on lower standard Local rural roads where a default 100 km/h speed limit applies i.e. excluding VicRoads arterial roads. The crash statistics on these roads in the 2004-08, 5 year period were 165 casualty crashes including 8 fatalities and 84 Serious Injury (SI) crashes which equates to a $33 Million community cost.

These crashes on rural roads occur randomly across the entire Shire rural road network and comprise of over 60% loss of control crash types with half of those “run off roads” crashing into trees. The Shire’s Local rural roads have much lower standards than compared to main roads, highways & freeways but still have the same 100 speed zones. Refer to Table 1 for details on significant crash types on local rural roads.

Table 1

<table>
<thead>
<tr>
<th>Significant Crash Types</th>
<th>Casualty Crash Statistics - Local Rural Roads 2004-08</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss of control crashes</td>
<td>105 (Includes Hit pole 10)</td>
</tr>
<tr>
<td>Intersection crashes</td>
<td>34</td>
</tr>
<tr>
<td>Motorcyclist crashes</td>
<td>24</td>
</tr>
<tr>
<td>Includes (Hit tree 51)</td>
<td></td>
</tr>
</tbody>
</table>

Features that make these rural roads high risk and contribute to the high crash rates include for example;
- narrow seal widths
- poor shoulders
- close roadside hazards like trees
- increasing traffic volumes through more visitors to wineries etc.
Figure 1  Local rural roads -100 km/h speed limit

The road standards of some local roads have been improved through the Blackspot and MPSRAP programs however, in most cases the speed limits are still 100 km/h and not set to match the road standard which if done, would reduce the crash risk to a more acceptable level.

Residential streets

The second target is the high crash risk on residential streets where a default 50 km/h speed limit applies. The predominate and very concerning crash type trends are the high level of pedestrian and cyclists crashes with also a high incidence of loss of control crash type.

On all Local residential streets in the last 5 year period there were 268 casualty crashes including 116 crashes in which persons were seriously injured which equates to $46 Million community cost. Refer to Table 2 for details of significant crash types on residential streets.

Table 2

<table>
<thead>
<tr>
<th>Significant Crash Types</th>
<th>Casualty Crash Statistics- Residential Streets 2004-08</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection crashes</td>
<td>Loss of Control crashes</td>
</tr>
<tr>
<td>57</td>
<td>112</td>
</tr>
<tr>
<td>Pedestrian crashes</td>
<td>Cyclists crashes</td>
</tr>
<tr>
<td>39</td>
<td>26</td>
</tr>
</tbody>
</table>

The Shire's Local residential street network has many factors that contribute to the high crash rates including for example;
- long straight and wide streets that encourage higher travel speeds
- low standard of road alignments (curved and hilly) with restricted sight distances
- highly vegetated nature strips with also restricted sight distances
- insufficient footpaths for pedestrians, young cyclists and the increasing use of access scooters.
- many high crash risk cross road intersections
Many Local Area Traffic Management (LATM) projects have been undertaken throughout the Shire in response to residents concerns over safety and speeding in residential streets which have been effective in reducing crashes by up to 40% as was the case in the Mt Eliza west LATM scheme. However, latest crash statistics show that there are still unacceptably high crash numbers even with this level of reductions already achieved. The example of Mt Eliza west LATM scheme area had 12 injury crashes in the 3 year period prior to the treatments being installed and in similar period since their completion the crashes have reduced to 7 but, this is still unacceptably high.

Initially 10 residential precincts across the Shire have been identified for consideration as target areas with high occurrence of crashes which in the 2004-08, 5 year period had a total of 76 casualty crashes including 33 SI crashes which equates to a $13 Million community cost. The worst identified residential area is the Eastbourne Rd designated area with 20 casualty crashes including 6 crashes where pedestrians and cyclists were injured.

2. RATIONALE FOR PROJECT

Peninsula DriveSafe

Under the Safe System approach adopted in the Peninsula DriveSafe strategy the most cost effective measure that can lead to a significant reduction in road trauma is to set lower speed limits on roads where there are relative low road safety standards and high risks are determined. Evidence in Australian trials and areas where lower speed limits are established with subsequent small reductions in vehicle travel speeds they have gained a reduction in crashes.

Consequently, this project has been developed to target the highest crash risk rural and residential areas that are suitable for implementing lower speed limits. This speed reduction approach will support Council’s other road safety programs that are ongoing by the MPS in both these areas.
Shire wide trial

In a previous project to develop a shire wide trial of speed limit reductions across all speed zones, a proposal was presented to State Government for approval. Minister Pallas advised that a targeted approach to speed limit reductions was more appropriate. Encouraged by the enthusiastic support displayed from Councillors during the workshop for the lower speed limit trial and taking the lead from the State Governments advice, an alternative new approach to reduce the Shire’s high level of road trauma by targeting high crash risks on local roads through reduced speed limits was imitated.

Following the trial project, encouragement has also come from leading road safety experts and agencies to continue to tackle the high level of road trauma in the MPS;

- Mr Eric Howard, Strategic Road Safety Advisory Consultant & former General Manager Road Safety, VicRoads
- Professor Brian Fildes, MUARC
- Dr Bruce Corben, MUARC
- Mr David Healy, former Manager Road Safety, TAC
- Mr Kevin Casey, Superintendent Victoria Police, Road Safety Strategic Services Division

Other Council road safety programs

The Council’s other road safety programs have also been very active on all fronts including an extremely productive Blackspot program, LATM treatments and the award winning MPSRAP (MPS Road Assessment program). All of these programs have been, and will continue to be, instrumental in rolling out numerous road safety improvements on the local road network however, even with the significant road safety gains resulting already from these treatments, the overall crash numbers are still unacceptably high across the whole network.

Through more recent innovations in road safety risk assessment tools and increasing evidence based research that identifies and supports that reducing speed limits will gain significant reductions in crashes, it is the next step necessary to achieve higher road safety standards and lower the crash risks on the local road network. Establishing appropriate speed limits to match the road safety standards is consistent with the Peninsula Drive Safe and the State Governments road safety strategy, Arrive Alive that are based on the Safe System approach promoting safer travel speeds.

Research

Research shows that lower travel speeds will reduce crashes and particularly make it safer for vulnerable road users like pedestrians and cyclists.
Elvik & Vaa (2004) published research of before and after speed limit reduction evaluations;

- for a 10 km/h reduction in the speed limit at 50 km/h there is a typical mean speed reduction of 2.75 km/h in travel speeds i.e. an approximately 5% reduction.
- similarly for a 10 km/h reduction in the speed limit at 100 km/h there is a typical mean speed reduction of 4.75 km/h in travel speeds i.e. an approximately 5% reduction.

Subsequent results from this research and recent speed reduction demonstrations have shown that for every 5% reduction in travel speeds there is an approximate 15% reduction in casualty crashes.

External agencies

There is considerable focus by many State road authorities on reducing road trauma and crash risk management with speed management reviews at the forefront of current projects. There is ongoing change occurring across Australia to the methods that State road authorities are developing for setting speed limits to achieve better balances between mobility and road safety. VicRoads support for the proposal for a targeted approach to high crash risks on the MPS local road network through speed limit reductions is indicative of this recent trend.

An opportunity has developed where all relevant stakeholders including VicRoads, Victoria Police and TAC are supporting the initiative to demonstrate that a targeted approach to speed limit reduction will reduce road trauma.

3. GOAL

The aim of the targeted approach to reduce speed limits on local rural roads and residential streets in the Shire is to reduce crashes.

Research indicates that a 15% reduction in casualty crashes can be gained for a 10 km/h reduction in speed limits. Ultimately, the aim across the Shire’s rural and residential areas is to gain a 15% reduction in crashes through speed limit reductions which would equate to over a 5 year period;

65 less casualty crashes
30 less seriously injured people

This would equate to community savings in cost terms to approximately $12Million in a 5 year period.

This goal is derived from advice from MUARC, ARRB and road safety experts and is based on the Elvik & Vaa (2004) published research of before and after speed limit reduction evaluations.

Also, an equally important goal is to gain community awareness and acceptance of the speed limit reductions to gain road safety benefits.
4. PROJECT DESCRIPTION

Targeting high crash risks on Local roads is focused on two (2) areas, both Local rural roads and residential streets in the Shire. High crash rates have been identified in the default 100 km/h speed limits on the rural seal road network and the default 50 km/h speed limits on residential streets.

Local rural roads

The MPS is the responsible road authority for local rural roads. Thirty four (34) rural roads with 100 speed zones have been selected to assess for speed limit reductions. To assist with the community awareness and evaluation programs the rural roads have been grouped into 2 areas; the northern and southern rural areas which allows for staging of the implementation.

For each rural road a comprehensive assessment & approval process is being undertaken to determine the recommended speed limit reductions. Both crash statistics and risk scores are considered with other VicRoads parameters in the speed zone assessments.

The optimal speed limits for various rural road standards are illustrated in the following photographs:

Figure 3  100 km/h speed limit standard

Figure 4  90 km/h speed limit standard
Considering consultation with various stakeholders and the need for an effective evaluation program the proposal is to implement speed limit reductions on initially twenty five (25) rural roads in 2 stages. This includes also, the selection of a sample of nine (9) “control roads” to assist with the evaluation program. The control roads are proposed to have speed limit changes changed following the completion of the evaluation program. (Refer to the “Project Evaluation” section in this report for further explanation of control roads.)

The first stage proposal for rural roads is to commence with the northern rural area of the Shire and focus on 13 of the 25 roads as the priority targets with high crash risks. Following a speed limit assessment process a proposal has been developed for ten (10) roads to be reduced by 10 km/h to 90 km/h and three (3) roads to be reduced by 20 km/h to 80 km/h on roads that have a significantly low road safety standard.

Subsequently, the remaining 12 rural roads in the southern rural area of the Shire with 100 speed limits will be selected in the second stage for speed limit reductions. The proposed speed limit reductions for all rural roads are listed in Table 3.

Table 3

<table>
<thead>
<tr>
<th>Local Rural Roads</th>
<th>Crash No. (2004-08)</th>
<th>Speed zone length (km)</th>
<th>Daily Traffic Volume</th>
<th>Proposed Speed Limit (km/h)</th>
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<tr>
<td>Stage 1. Northern Rural Area</td>
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</tr>
<tr>
<td>Sandy Point Rd</td>
<td>0</td>
<td>3.3</td>
<td>1,736</td>
<td>90</td>
</tr>
<tr>
<td>Coolart Rd extension</td>
<td>1</td>
<td>1.6</td>
<td>602</td>
<td>90</td>
</tr>
<tr>
<td>Myers Rd</td>
<td>8</td>
<td>7.6</td>
<td>992</td>
<td>80</td>
</tr>
<tr>
<td>Davies Rd</td>
<td>2</td>
<td>2.0</td>
<td>90</td>
<td></td>
</tr>
<tr>
<td>Denham Rd</td>
<td>0</td>
<td>2.1</td>
<td>477</td>
<td>90</td>
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<tr>
<td>Graydens-Loders Rds</td>
<td>22</td>
<td>9.0</td>
<td>3,718</td>
<td>90</td>
</tr>
<tr>
<td>Derril Rd (Loders Rd -M/Tyabb Rd)</td>
<td>0</td>
<td>0.7</td>
<td>1810</td>
<td>90</td>
</tr>
<tr>
<td>Derril Rd (M/Tyabb-Eramosa Rd)</td>
<td>7</td>
<td>3.6</td>
<td>504</td>
<td>80</td>
</tr>
<tr>
<td>Tuerong Rd</td>
<td>0</td>
<td>0.7</td>
<td>233</td>
<td>90</td>
</tr>
<tr>
<td>Tyabb Tooradin Rd</td>
<td>23</td>
<td>4.2</td>
<td>3,827</td>
<td>90</td>
</tr>
<tr>
<td>Whitneys -Lumeah Rds</td>
<td>1</td>
<td>2.1</td>
<td>595</td>
<td>80</td>
</tr>
<tr>
<td>McKirdys Rd</td>
<td>11</td>
<td>2.1</td>
<td>348</td>
<td>90</td>
</tr>
<tr>
<td>Bungower Rd (Frankston Flinders Rd to</td>
<td>11</td>
<td>3.8</td>
<td>1,808</td>
<td>90</td>
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</table>
Tyabb Tooradin Rd)  

### Control roads

<table>
<thead>
<tr>
<th>Road</th>
<th>Length</th>
<th>Speed</th>
<th>Population</th>
<th>Zone</th>
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</thead>
<tbody>
<tr>
<td>South Beach Rd</td>
<td>3</td>
<td>3.6</td>
<td>1,859</td>
<td>90</td>
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<tr>
<td>Hodgins Rd</td>
<td>9</td>
<td>3.4</td>
<td>2,248</td>
<td>80</td>
</tr>
<tr>
<td>O’Neils Rd</td>
<td>10</td>
<td>2.0</td>
<td>1,190</td>
<td>80</td>
</tr>
<tr>
<td>Lower Somerville Rd</td>
<td>1</td>
<td>2.1</td>
<td>485</td>
<td>90</td>
</tr>
<tr>
<td>Eramosa Rd East</td>
<td>16</td>
<td>2.8</td>
<td>3,955</td>
<td>90</td>
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</tbody>
</table>

### Stage 2. Southern Rural Area

<table>
<thead>
<tr>
<th>Road</th>
<th>Length</th>
<th>Speed</th>
<th>Population</th>
<th>Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Browns Rd (Dundas Rd-Truemans Rd)</td>
<td>18</td>
<td>3.3</td>
<td>9,549</td>
<td>90</td>
</tr>
<tr>
<td>Browns Rd (Truemans Rd-Boneo Rd)</td>
<td>2</td>
<td>2.5</td>
<td>10,573</td>
<td>90</td>
</tr>
<tr>
<td>Browns Rd (Boneo Rd-Jetty Rd)</td>
<td>11</td>
<td>3.1</td>
<td>2,955</td>
<td>90</td>
</tr>
<tr>
<td>Browns Rd (Jetty Rd-Purves Rd)</td>
<td>3</td>
<td>2.7</td>
<td>1,918</td>
<td>90</td>
</tr>
<tr>
<td>Sandy Rd</td>
<td>5</td>
<td>2.0</td>
<td></td>
<td>90</td>
</tr>
<tr>
<td>Old Cape Schanck Rd</td>
<td>1</td>
<td>1.4</td>
<td>2,502</td>
<td>90</td>
</tr>
<tr>
<td>Baldrys Rd</td>
<td>4</td>
<td>4.3</td>
<td>559</td>
<td>90</td>
</tr>
<tr>
<td>Main Creek Rd</td>
<td>6</td>
<td>6.2</td>
<td>673</td>
<td>80</td>
</tr>
<tr>
<td>Shoreham Rd</td>
<td>4</td>
<td>4.2</td>
<td>989</td>
<td>90</td>
</tr>
<tr>
<td>Pt Leo Rd</td>
<td>7</td>
<td>5.1</td>
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<td>Meakins Rd</td>
<td>0</td>
<td>3.6</td>
<td>165</td>
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<td>Old Moorooduc Rd</td>
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<td>Boundary Rd</td>
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<td>Stanleys Rd</td>
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<td>845</td>
<td>90</td>
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<tr>
<td>Merricks Beach Rd</td>
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<td>1,169</td>
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</table>

### Control roads

<table>
<thead>
<tr>
<th>Road</th>
<th>Length</th>
<th>Speed</th>
<th>Population</th>
<th>Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truemans Rd</td>
<td>2</td>
<td>5.7</td>
<td>2,316</td>
<td>90</td>
</tr>
<tr>
<td>Limestone Rd</td>
<td>0</td>
<td>1.7</td>
<td>2,418</td>
<td>90</td>
</tr>
<tr>
<td>Shands Rd</td>
<td>3</td>
<td>2.0</td>
<td>627</td>
<td>80</td>
</tr>
<tr>
<td>Tubbarubba Rd</td>
<td>1</td>
<td>4.8</td>
<td>836</td>
<td>90</td>
</tr>
</tbody>
</table>

Refer to Maps in Appendix;  
- “Proposed speed zones”  
- “Number of speed zone reductions from 100 default – Rural Areas”

### Residential areas

The recommended proposal is for a speed limit reduction from 50 km/h default to 40 km/h Area speed limits in potentially up to 10 residential precincts throughout townships in the Shire.

To initiate the implementation, one high crash residential precinct has been selected in Rosebud. It is the Eastbourne Rd residential area bounded by Eastbourne Rd, Jetty Rd, Point Nepean Rd and Boneo Rd that includes 39 streets.

A comprehensive assessment and approval process is being undertaken to determine that a 40 km/h Area speed limit is appropriate reduction of the
speed limit, taking into account the existing LATM treatments and other VicRoads speed zone assessment parameters. All the residential streets within the Eastbourne Rd designated residential area currently with a 50 km/h default speed limit are included in the assessment.

There are 33 access points to this precinct from the bordering arterial roads that are proposed to be all signed with 40 km/h Area speed limit signs & on the reverse side End Area speed limit signs.

Following the completion of the Eastbourne residential area potentially up to 9 further residential areas throughout townships in the Shire initially identified with high crash occurrences will be considered through a process of consultation with all stakeholders and Councillors.

Staging the introduction of the residential area speed limits also allows for progressive evaluation to ensure the most effective program is being undertaken and to assist with subsequent proposals for residential areas.

Refer to Maps in the Appendix;
- Residential Areas - Target areas
- Residential Area Target – Eastbourne Rd Area

5. PROJECT EVALUATION

To fulfil the requirement for a comprehensive evaluation of the speed limit reduction demonstration the proposal is to engage the ARRB to undertake the evaluation program.

The key aims of a proposed evaluation program for speed limit reductions on both local rural roads with default 100 km/h speed zones and residential streets with default 50 km/h zones are;

- To assess community acceptability to reductions in speed limits
- To assess travel speed reductions
- To determine the safety benefits and crash reductions

A comprehensive impact and outcome evaluation program is proposed to be developed by ARRB which will include development of appropriate methods for assessing travel speed reductions and community perceptions. ARRB will provide the guidance and analysis in conjunction with the MPS assisting with speed data collection and community surveys.

More specifically with the travel speed evaluation sampling is proposed both before and after the implementation of the speed limit reductions. Travel speed surveys at both 6 & 12 month intervals following the speed limit changes are proposed to evaluate longer term effects. To give an early feed back on results a preliminary sample survey of residents and travel speeds is
proposed at the completion of Stage 1 which includes local rural roads in the northern rural area of the MPS and residential streets in the designated Eastbourne Rd residential area.

To ensure greater confidence with the observed changes caused by the speed limit reductions it is necessary to select a sample of matched paired control roads in the rural areas that initially will not have speed limit changes however will be also surveyed for travel speeds. After the evaluation program it is proposed the rural control roads will also have reduced speed limits implemented. There are 9 rural roads proposed as control roads in addition to the shire wide total of 25 rural roads proposed for speed limit reductions.

The proposed 90km/h rural control roads include;
- Lower Somerville Rd
- Eramosa Rd East
- South Beach Rd
- Tubbarubba Rd
- Truemans Rd
- Limestone Rd

The proposed 80km/h rural control roads include;
- O’Neils Rd
- Hodgins Rd
- Shands Rd

In the residential areas the control roads are proposed outside the designated residential areas and will not be reduced after the evaluation as the speed limit changes are on an area basis unlike rural roads that are individual roads.

The other important evaluation aim to assess the level of community acceptance and key issues will be undertaken through questionnaires to the community.

6. COMMUNICATION

Strategy

An essential action of the project is to develop a comprehensive communication strategy that effectively promotes the road safety benefits of a targeted approach to high crash risk areas through speed limit reductions.

A program is proposed to use the latest web based communications in addition to traditional media channels. For example:

- Peninsula Wide
- Newspapers
- Radio
- Displays at customer service locations
- Brochure /letter drop to residents
- Peninsula DriveSafe web page
- Peninsula DriveSafe Facebook site
- Peninsula DriveSafe Twitter site

**Community**

Engagement with community and residents groups will also be undertaken. Community awareness of these high risk areas and the associated high level of road trauma that is occurring on our own local roads and streets is critical to gain the maximum benefit of this project. Recent residents groups that have already approached Council on road safety issues will be encouraged to participate in the project.

**Councillors**

It is recommended that a Councillor working group be formed to assist with the community engagement and develop communication strategies. The Councillors will also be consulted with to select which residential areas with high crash risk are to be included in the project.

**External agencies**

Support for the project is already established from VicRoads and Victoria Police. Liaison will continue with both these agencies to obtain the necessary approvals for the speed limit reductions and the ongoing traffic management.

**Consultation issues**

Proposing changes to speed limit reductions creates community interest and inevitably results in some resistance and varied concerns due to lack of understanding and awareness of the road safety benefits and the minimal impacts to mobility that result.

The reduction in travel times have been previously presented during the “Shire wide trial” project and the results of these showed only minimal reductions in trip times even when long trips across the shire were undertaken based on lower speed limits.

A concern over potential for increased speeding penalties being issued is also raised. The Council’s liaison with Victoria Police will ensure consistent and appropriate speed management practices are undertaken on roads that will have reduced speed limits. Generally there is minimal enforcement on the majority of local roads to be changed and to assist drivers there will be extensive awareness campaigns of the speed limit reductions and the road safety benefits of travelling at safer travel speeds.

A range of issues will be surveyed in the evaluation program to assist in the assessment of the project.
7. FINANCIAL & PROJECT SCHEDULE

Financial

Refer to Table 4 below for budget and funding details.

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<th>PROVIDER</th>
<th>ITEM</th>
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<td>UMS</td>
<td>Supply &amp; install speed signs- Residential areas</td>
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<td>VicRoads</td>
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<td>Victoria Police</td>
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<td><strong>TOTAL COST</strong></td>
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Project schedule

A project schedule will be primarily based on the final funding arrangements however the commencement of the implementation of the project is subject to the establishment of Council support. The TAC offer for funding assistance is based in the 2009/10 however this maybe rolled over 2010/11. A submission for funding is also proposed to the Council’s 2011/12 capital works program.

8. IMPLEMENTATION ACTIONS

To facilitate the implementation of the project the following key actions are required:

- Council support for project
- VicRoads approval of speed limit reductions
- Victoria Police support
- Funding approval from TAC & Council
- Communication strategy development
- Evaluation program development
- Speed limit signage program

9. ROLES & RESPONSIBILITIES

The MPS is the project manager through its Traffic & Road Safety team. Key project personnel with responsibilities include;

-Mr Robin Tiffany, Road Safety Coordinator
  -Project development
  -Communication strategy

-Mr Doug Bradbrook, Traffic & Road Safety Strategist
  -Project development
  -Funding applications
  -Initiation of project implementation
  -Evaluation

-Mr Ross Gregory, Team Leader Traffic & Road Safety
  -Project implementation
  -Evaluation

External agencies;

VicRoads Metro SE Region:
-Mr Alex Brigo, Team Leader Traffic Operations
- Speed limit reduction approvals
  - Mr Joe Rasulo, Senior Traffic & Transport Engineer
  - Assessment of speed limit reductions
  - Liaison for speed limit reductions project development

**Victoria Police:**
- Shayne Pannell, Inspector Mornington Peninsula Region
  - Mornington Peninsula TMU liaison
- David Collins, Sergeant, Hastings TMU
  - Liaison and compliance monitoring
- Kevin Casey, Superintendent, Road Safety Strategic Services Division
  - Liaison & strategic support

**TAC:**
- Samantha Cockfield, Manager Road Safety

**ARRB:**
- Chris Jurewicz, Senior Research Engineer
- Victoria Pyta, Behavioural Scientist

10. **APPENDIX**

Maps:

- Proposed speed zones Local rural roads
- Number of speed zone reductions from 100 default – Rural Areas
- Residential Areas- Target areas
- Residential Area Target – Eastbourne Rd Area
Map - Proposed speed zones Local rural roads

Map - Number of speed zone reductions from 100 default – Rural Areas
Map - Residential Areas- Target areas

Map - Residential Area Target –Eastbourne Rd Area