Somerville Area LATM Project FAQ's

MORNINGTON PENINSULA Shire

Why this project, in more detail?

The Somerville local area has several road safety risk factors such as:

- high operating speeds on residential roads, indicated by various crash types -
  - rear-ending
  - emerging from driveways
  - striking parked cars
  - due to loss of control.
- poor gap selection due to high approach speeds
- lack of signage along key collector / local roads
- wide roads without traffic calming which encourages higher vehicle speeds
- the presence of schools and aged care facilities in the area
- shopping, community and sports facilities, encourage active transport as well as additional vehicle movements
- lack of footpaths in some areas.

These factors increase the risk of collisions both vehicle-to-vehicle and those with other road users. Higher vehicle speeds lead to a higher likelihood of a collision resulting in death or serious injury.

What is the Black Spot program?

The Black Spot Program is a Federal Government initiative that aims to improve road safety by targeting locations with a high incidence of crashes or "black spots" on Australia's road network.

We identify eligible sections of road and intersections based on their crash history and risk factors and assess these for their potential to benefit from safety improvements. Projects are then prioritised based on a range of factors, including:

- the severity of crashes
- the number of crashes
- the cost-effectiveness of the proposed safety measures
- The risk (based on Road Safety Audit/Safe Systems Assessment)

Once a section of road or intersection is a high priority, we apply to the Black Spot Program for funding. Applications include a plan of the proposed treatments. Once an application is successful these funds are used to implement the safety improvements.

Funds can only be used for the treatments included in the approved scope i.e. money cannot be used for general road maintenance.

What is a LATM project?

LATM stands for Local Area Traffic Management, which refers to a range of measures designed to improve safety and enhance the liveability of residential neighbourhoods and local streets.

An LATM project typically involves the implementation of a range of traffic calming measures, such as:

- speed humps
- roundabouts

- pedestrian crossings
- changes to signage, road markings, and other street features.

How much funding does this project have?

We received $1.22 million from the Federal Government to cover project planning, design, and construction.

What is the project scope, recommended solutions, and the location of treatments?

The implementation of an area-wide application of treatments to lower vehicle speeds. These include:

- The installation of 40 km/h signage and road markings at all local street access points to the local area. Additional 40 km/h signage will also be installed.
- Speed reduction traffic management treatments throughout the local area including:
  - 17 Raised Safety Platform (midblock)
  - 1 Raised Safety Platform (intersection)

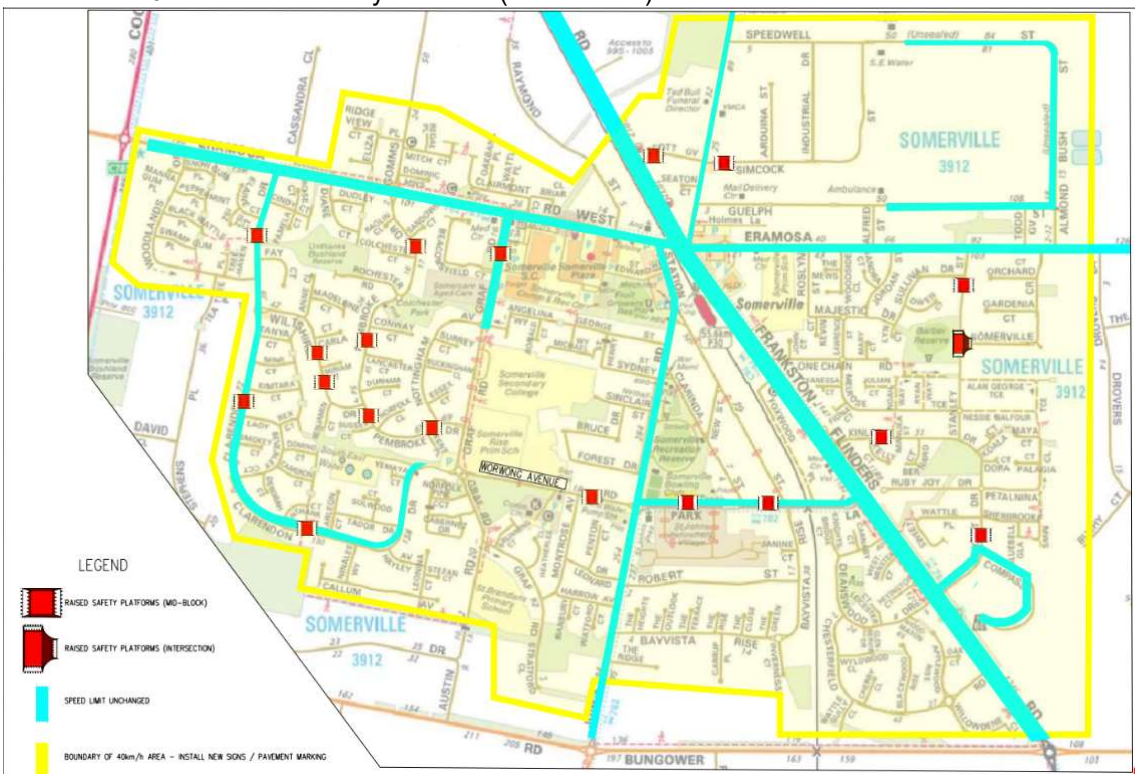

Figure 1 - Note*: Please note that the locations included may be subject to change based on the budget, time and site constraints. The exact treatment types, numbers and locations are yet to be finalised.*

What is a Raised Safety Platform?

Raised Safety Platforms (RSP's) are speed management treatments capable of reducing the maximum comfortable operating speed for a vehicle, thus lowering the overall speed of vehicles

to a Safe System collision speed (i.e. should a collision occur, impact forces are within human tolerances).

At the approach to intersections:

- placing platforms on the approach to an intersection (often referred to as 'Approach Platforms' or 'Raised Stop Bars')
- raising the entire intersection so that motorists ascend on the approach to, and descend on the departure from, the intersection (often referred to as a 'Raised Intersection')

At mid-block locations:

- placing platforms mid-block as a traffic calming device or to improve safety at pedestrian crossings (suitable for local roads and low speed arterial roads).

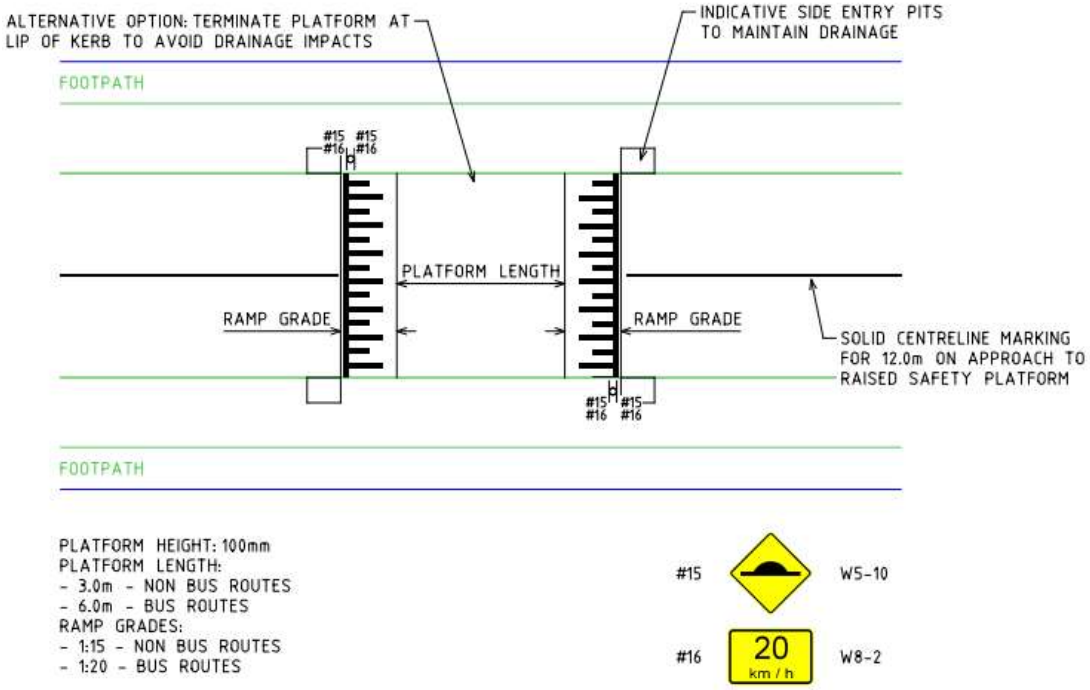

Figure 2 – Raised Safety Platform

What is a Raised Intersection Treatment?

A raised intersection treatment is a traffic calming measure that involves the construction of an asphalt raised platform at the intersection of two or more streets or roads.

Raised intersection treatments are implemented to create a physical barrier that requires drivers to slow down. To help reduce traffic speed and improve safety for pedestrians and other road users.

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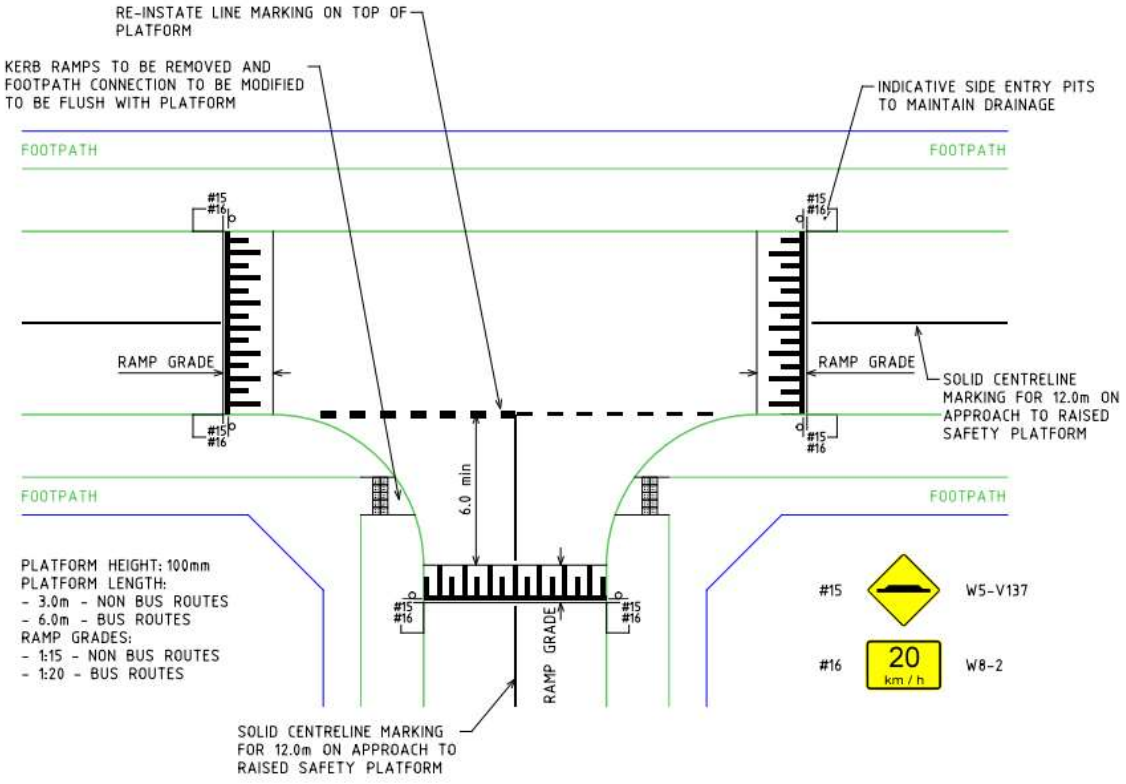


Figure 3 – Raised Safety Platform (Intersection)

Why 40km/h speed limits?

Lower speeds correlate to less crashes and less severe crashes.

We reviewed the area's speed limit based on the Victorian Department of Transport and Planning's Speed Zoning Guidelines which state that *"A 40km/h speed limit may be applied to a local street or network of local streets that are identified as having a significant level of pedestrian and/or bicycle activity or high residential amenity".*

The speed limit reductions are in line with our Mornington Peninsula Towards Zero 2020-2025 road safety strategy.[Towards Zero - Mornington Peninsula Shire]

Why are Eramosa Road West, Eramosa Road East, Frankston-Flinders Road, Park Lane, parts of Clarendon Drive, and Jones Road being kept at 50 or 60km/h speed limit?

These streets receive higher traffic volumes than other streets and make up Somerville's thoroughfare; as such, their current speed limit is deemed appropriate.

Why are you not treating Frankston Flinders Rd or the Frankston Flinders Rd Eramosa Rd roundabout?

These are State managed roads and are out of the scope of our Black Spot funding. We do however advocate to State and Federal Governments to provide funding to identify and implement solutions on State managed roads.
We are currently investigating freight movements in the Western Port Area, including Somerville, in collaboration with the Department of Transport and Planning (DTP). The DTP recently completed pedestrian safety improvements to the roundabout, for further information please see Frankston-Flinders Road, Eramosa Road, and Grant Road pedestrian safety improvements - Transport Victoria

What is the Shire's commitment to improving road safety?

A consistent theme in community feedback is concerns about safety on our roads. As the Mornington Peninsula has a long history of consistently high rates of road trauma, this is understandable. We have one of the highest numbers of road deaths out of Victoria's 79 municipalities (74 deaths, and over 1,500 serious injuries in the past decade). These have devastating and often lifelong impacts on victims and their families.

Although a significant challenge, we're determined to eliminate severe road trauma, as demonstrated by the Shire formally committing to becoming Victoria's first 'Towards Zero' municipality in 2016 and the adoption of our Mornington Peninsula Towards Zero Road Safety Strategy - Mornington Peninsula Shire

The strategy is founded on the principle that human error is inevitable, but no one should be killed or seriously injured on our roads. The ultimate vision is for all journeys to be safe for all road users by 2050, achieving zero deaths and serious injuries.

Additional funding has been secured (approx. 1.6 million) through the Australian Government's Roads to Recovery program to improve road conditions on Eramosa Road East. Separate from the Somerville LATM Black Spot project, these upgrades will include pavement, drainage and traffic safety improvements between Lower Somerville Road and Western Port Highway in Somerville. This project is scheduled for the 2025/26 financial year.

What are the crash statistics in the project area?

Since 1 January 2013, there have been 25 people injured (five seriously) in 20 separate crashes on the Somerville local road network (i.e. excluding the State-managed and Shire-managed arterial roads). The location of these crashes is shown on the below map (Figure 4). Please note this map only includes crashes on local roads.

Figure 4: Crash locations on local roads within the Somerville local area – 1 Jan 2014 to 31 Dec 2023

What is a Safe System approach to road safety?

Mornington Peninsula Shire's road safety strategy is underpinned by the international best-practice Safe System approach to road safety which consists of four pillars:

- Safer Roads – upgrade of roads, intersections and roadsides.
- Safer Speeds – management of vehicle speeds to be within safe limits.
- Safer Road Users – education and enforcement of drivers and other road users.
- Safer Vehicles – improvement of vehicle safety and motorists driving the safest vehicle they can afford.

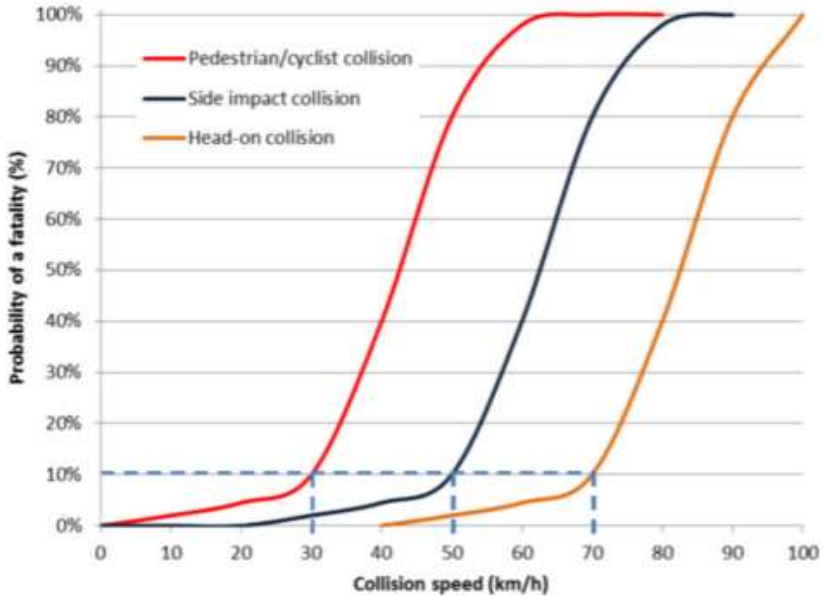
Figure 5: Safe System approach to road safety

Actions and improvements in all four pillars are essential to achieve zero deaths and serious injuries by 2050. Road safety stakeholders such as Mornington Peninsula Shire, Victoria Police, the Victorian Department of Transport & Planning, The Transport Accident Commission implement a range of initiatives across all four pillars.

Notwithstanding the above information about historical crashes, risk is also an important consideration in road safety. The world's best-practice Safe System philosophy recognises that even if a crash hasn't happened in a particular location previously, it doesn't mean that there aren't the same risk factors as locations where crashes have occurred. On this basis, it is important to design a road network to minimise the likelihood of crashes occurring, and to protect road users when crashes do occur so that people aren't killed or seriously injured. Both the 'likelihood' and 'severity' of crashes are strongly influenced by vehicle speeds. Therefore, we need to aim for vehicle speeds that are survivable for the possible collision types that may occur in each part of a road network. n urban areas, the survivable speeds that are most critical to road safety that have a 90% probability of survival are shown below in Figure 6:

Figure 6 – Survivable impact speeds for different crash types

The risk of death increases sharply above the speeds in Figure 6, as shown below in Figure 7.



Source: Jurewicz, Sobhani et al. (2015) and based on Wramborg (2005)

Figure 7 – Relationships between collision speed and probability of death for different collision types

The objective of the Somerville Local Area Traffic Management project is to:

- Provide an overall safe environment for all road users.
- Where the likelihood of crashes is low and the chance of death or serious injury if a crash does occur is near zero.
- To achieve as close to zero deaths or serious injuries as possible.
- Ensure that people can live and spend time in the area safely, healthily and happily.
- To bring this are in line with Mornington Peninsula Shire's Towards Zero commitment.

What is speed management?

Speed management includes:

- Implementation of safe and appropriate speed limits. Evidence shows that there is a direct relationship between speed limit and vehicle speeds
- Increasing compliance with speed limits by supporting and encouraging drivers to travel within the speed limits through vehicle technology, education and enforcement
- Designing roads to achieve safer speeds such as implementing traffic calming measures such as speed humps

Speed management is critical for a safe transport network because:

- Higher speeds increase the probability of crashes occurring due to longer braking distances and drivers having less time to react.
- The speed that a vehicle is travelling when a crash occurs determines how badly people are injured.
- Kinetic energy increases disproportionately with speed. For example, kinetic energy at 50 km/h is 56% higher than kinetic energy at 40 km/h. When a crash occurs, kinetic energy

is transferred to vehicle occupants and other road users involved in the crash. The higher the kinetic energy, the worse the crash outcome.

The above factors mean that a small difference in vehicle speed can make a big difference in road safety risk and road trauma. For example, reducing average vehicle speeds on a road from 50 km/h to 45 km/h is estimated to reduce fatalities by 39% and serious injuries by 32% (Nilsson's Power Model and Elvik).

In addition, Lower vehicle speeds can also have a range of benefits in addition to reducing road trauma, particularly in urban areas, such as:

- creating overall safer environments and neighbourhoods
- encouraging active transport
- improving overall amenity and liveability
- reduce noise.

These aspects are increasingly becoming a key consideration in speed management and implementation of lower speed limits.

Why make speeds 40km/h?

The speed a vehicle travels when in a crash determines how badly people are injured. The faster the speed the more likely it is that people will be more severely injured as illustrated in Figure 7.

40 km/h reduces the risk of collisions that result in death or serious injury.

Lower speed limits, such as 40 km/h in urban areas, have a 'halo' effect by reducing the likelihood and severity of almost all crash types. No other road safety treatment has such a wide-ranging impact on reducing such a wide variety of crash types.

As such, our Mornington Peninsula Towards Zero Road Safety Strategy - Mornington Peninsula Shire envisages 40 km/h speed limits on most residential streets to assist in creating a safe environment. We have implemented Local Area Traffic Management and 40 km/h speed limits in areas of Mornington, Rosebud, Hastings and Dromana. Initial outcomes indicate that crashes have reduced in these areas.

Will my travel time be affected?

The change in travel time due to the proposed 40 km/h speed limit is expected to be minimal, less than 10 seconds added to your average journey time.

What noise is associated with traffic calming treatments?

Mornington Peninsula Shire has installed many Raised Safety Platforms (RSPs) and we haven't received complaints about noise after installation. This includes RSPs within the Somerville LATM area, such as Graf Road and Clarendon Drive.

We have received positive feedback about RSPs and 40 km/h areas and their effects on traffic calming. Other townships on the Peninsula have reported areas feel safer and more pleasant and lower vehicle speeds can have the added benefit of reduced vehicle noise.

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Have you consulted the Emergency Services?

Yes, the Emergency services are consulted about proposed speed limit changes and traffic calming.

How do I report road maintenance issues, i.e. potholes?

There are a range of ways in which you can contact us to ask a question or report a problem:

- use this link to complete a request form on our website - Create Customer Request
- call our Customer Support team on 1300 850 600
- visit one of our Customer Service Centres
- sending us an email via customerservice@mornpen.vic.gov.au

Please see our Contact-Us page (Contact Us - Mornington Peninsula Shire (mornpen.vic.gov.au) for more information.

What are the next steps in the project?

- Detailed design
- Procurement/construction phase by the end of June 2025

NB: *These dates are subject to change*

What if I have any further questions?

If you have any further questions, please log a query at Traffic and Road Safety, send an email to trafficrequests@mornpen.vic.gov.au or call our Traffic and Transport Team on 0359 501 537.

Where can I get regular updates about the project?

Regular project updates are available on the Shire website under Capital Works projects – Somerville: Local Area Traffic Management - Black Spot Project - Mornington Peninsula Shire

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