

Rye/Tootgarook Road Safety Upgrades FAQ's



What is the Black Spot program?

The Black Spot Program is a federal government initiative that aims to improve road safety in places with high incidences of crashes also known as "black spots". Local councils request funding for areas based on criteria such as crash history, traffic volumes, and the potential for safety improvements.

The Department of Transport and Planning (DTP) assess these requests and allocate funding for safety improvements. Once provided, these funds can only go towards the improvements / area specified and cannot be used for other works.

Why Rye / Tootgarook?

Through our [Mornington Peninsula Towards Zero Road Safety Strategy \(2020-2025\)](#) we aim to create a safe road system for the community and to reduce road trauma. We assess crash history across the Peninsula and the crash statistics in Rye and Tootgarook prompted an application for Black Spot program funding.

The program's criteria for funding require a crash statistics analysis for a specified **5-year period** to determine which areas have the highest number of crashes, injuries, and fatalities. This allows DTP to prioritise locations based on their severity and potential for safety improvements.

This funding was granted to provide an area wide speed limit review and traffic management treatments at high-risk locations. We have previously undertaken similar programs in Dromana, Rosebud and Hastings.

What do the crash statistics show?

We analysed the 16 recorded crashes in the area (excluding Pt Nepean Rd, Truemans Rd, Browns Rd and Dundas St) between **2015 – 2019**, and found:

Crash Type	Number of crashes	
	At intersections	On local streets
T-Bone	5	1
Run-off road	2	4
Head-on		1
Rear-end		1
Pedestrian crash		1
Bicycle-car crash	1	

Table 1: Crash data from 2015 – 2019

Crashes have continued to happen in this area (see the below table) supporting the need for changes.

Crash Type	Number of crashes	
	At intersections	On local streets
T-Bone	7	
Run-off road	1	1

Table 2: Crash data from 2020 – 2022

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How are we going to reduce the risk of ongoing crashes and improve safety?

In delivering this project we will introduce a speed limit of 40 km/h for most local streets and introduce traffic calming treatments for high-risk intersections. These measures will reduce both the likelihood of a crash occurring and reduce the severity should a crash occur.

What are the benefits of implementing a 40km/h area wide speed limit?

To reduce severity of crashes: Lower speeds reduce the severity of crashes that occur. At lower speeds, there is less kinetic energy involved in collisions, which means there is less damage to vehicles and less chance of serious injury or death for people involved in crashes.

Alignment with Department of Transport & Planning [Speed Zoning Policy](#) which states: 40 km/h speed limits are to be used in areas of high pedestrian and cyclist activity to manage the risk to pedestrians and cyclists crossing the road. A 40km/h speed limit may also enhance residential amenity in local streets.

Why are Alma, Field and Weeroona Streets staying at 50km/h?

Factors including:

- function of the road within the road network
- road characteristics and extent
- nature of abutting development

influence what is considered an appropriate speed limit for each road.

Alma, Field and Weerona Streets are an important local route for traffic and carry higher volumes of vehicles. We reviewed the neighbourhood and in line with the Speed Zoning Guidelines, 50km/h is considered the appropriate speed for these streets. In conjunction with planned traffic calming treatments at high-risk intersections along this route.

What are the benefits of implementing traffic calming treatments?

- **Improved safety:** Traffic calming measures help reduce the number and severity of accidents, making streets safer for pedestrians, cyclists, and motorists.
- **Getting us out of cars:** Creating a safer and more pleasant roads for pedestrians and cyclists, can encourage more people to walk or cycle. Possibly reducing traffic congestion and emissions and improving public health.
- **Supports our Road Improvement Strategy:** The intersection of Hygeia & Bimble Streets was identified as a high priority for road safety improvements under the [Road Improvement Strategy](#).
- **Supports our Towards Zero Strategy:** [Mornington Peninsula Towards Zero Road Safety Strategy](#) (2020-2025) is a five-year plan on the broader journey to zero deaths and serious injuries by 2050. Implementation of speed calming treatments and an area wide speed reduction helps in reducing road trauma and deaths.