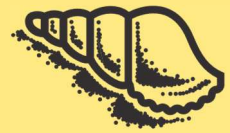


Mornington LATM FAQ



Mornington
Peninsula Shire

What is the project scope?

The Shire investigated road safety within the Mornington Area, bounded by Bentons Road, Dunns Road, Mornington-Tyabb Road and Nepean Highway, in response to community concerns. The investigation included crash history, community feedback and vehicle speed data, which all supported the reported road safety risk.

The Local Area Traffic Management (LATM) project will deliver reduce vehicle speeds, in turn reducing the likelihood and severity of crashes throughout the area. This is in line with the Council's adopted 'Towards Zero Road Safety Strategy'.

The LATM treatment will include a local are speed limit reduction to 40km/h, and speed-reducing treatments, including raised safety platforms (RSPs), raised zebra crossings, central island infrastructure, and associated lighting, linemarking and signage changes.

The treatments include:

- Wood Street: one new RSP
- Yullies Road: one new RSP
- Moomba Street: one new RSP
- Seaview Avenue: one new RSP
- Bayview Road: two new RSPs
- Oakland Street: two new RSPs
- Alameda Avenue: two new RSPs
- Van Ness Avenue: three new RSPs
- Eric Crescent: two new RSPs
- Benambra Street: one new RSP
- Kiandra Street: one new raised zebra crossing
- Karina Street: one new RSP
- Dunns Road: one new RSP and one new raised zebra crossing with footpath connection
- Civic Reserve: one new Watts Profile hump
- Maxwell & Weber: Traffic islands

A map of the treatment locations has been provided in Figure 1.

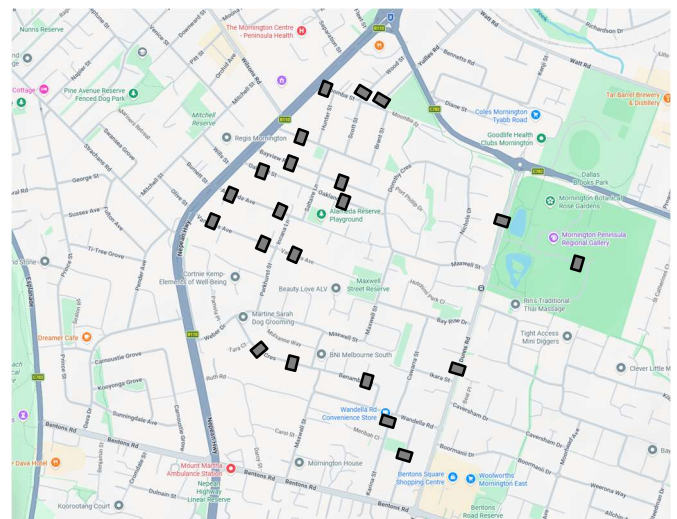


Figure 1. Raised Treatment Map

Please note that the above map does not feature the traffic islands on Maxwell & Weber. Please see page 21 of the Detailed Designs for further information.

The changes to speed limits include:

- 50km/h speed limits reduced to 40km/h for the area between Nepean Highway, Mornington-Tyabb Road, Bentons Road and Dunns Road
- Reducing the 50km/h sections of Dunns Road and Bentons Road to 40km/h, and
- Reducing the 60km/h sections of Dunns Road and Bentons Road to 50km/h

A map of these changes is available in Figure 2.

These treatments and speed limit reductions will help to achieve safe system vehicle speeds throughout the local area and subsequently improve road safety for all users, including drivers, pedestrians, cyclists and other vulnerable road users.

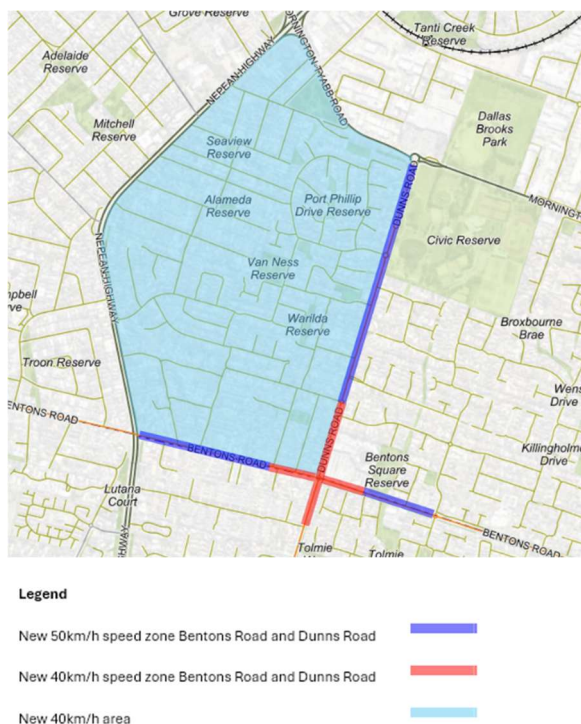


Figure 2. Speed limit reductions.

How is the project being funded?

We have received \$847,200 through the Federal BlackSpot Program to deliver this project. These funds can only be used for the treatments included in the approved project scope, meaning that funding cannot be redirected for general road maintenance.

The BlackSpot Program is a Federal Government Initiative that aims to improve road safety by targeting locations with a high incidence of crashes on Australia's road network. We identify eligible sections of road or areas based on crash history and risk factors, and assess these for their potential to benefit from safety improvements.

What consultation has been undertaken?

Initial notification letters were distributed to all owners and occupiers within the Mornington Area (bounded by Mornington-Tyabb Road, Dunns Road, Bentons Road and Nepean Highway) in March of 2025, where residents were advised the Shire were developing a BlackSpot application for the area and residents were

welcome to attend one of three in person consultation sessions, provide feedback over the phone or via email, or through the interactive map on the website.

In August of 2025, once BlackSpot funding was secured the Shire distributed a second letter to all residents within the impacted area including an invitation to a drop in session, the opportunity to provide feedback via phone or email correspondence.

In November of 2025 a letter was sent to provide an update to all impacted residents, which included a link to the detailed designs and QR code to the website for further information.

Finally, in June of 2026 all residents were sent a construction notification from the Shire advising of upcoming works commencing in June 2026, re-circulating the link to the website for further information and providing contact information to direct any queries.

What is the crash history?

The following is a summary of reported crashes within the area bound by Dunns Road, Mornington-Tyabb Road, Nepean Highway and Bentons Road and does not include bingles or other accidents which are not reported to the Police or DTP.

- 1 x 160 'On Path' Other Injury Crash at Bayview Road in 2023
- 1 x 173 'Run-Off-Road' Serious Injury Crash at Van Ness Avenue in 2022
- 1 x 107 'Pedestrian' Other Injury Crash at Van Ness Avenue in 2021
- 1 x 169 'On Path' Other Injury Crash at Wood Street in 2021
- 1 x 147 'Manoeuvring' Other Injury Crash at Wood Street in 2019
- 1 x 100 'Pedestrian' Serious Injury Crash at Kiandra Street in 2019
- 1 x 171 'Run-Off-Road' Serious Injury Crash at Alameda Avenue in 2013

A map of these crashes has been provided in Figure 2.

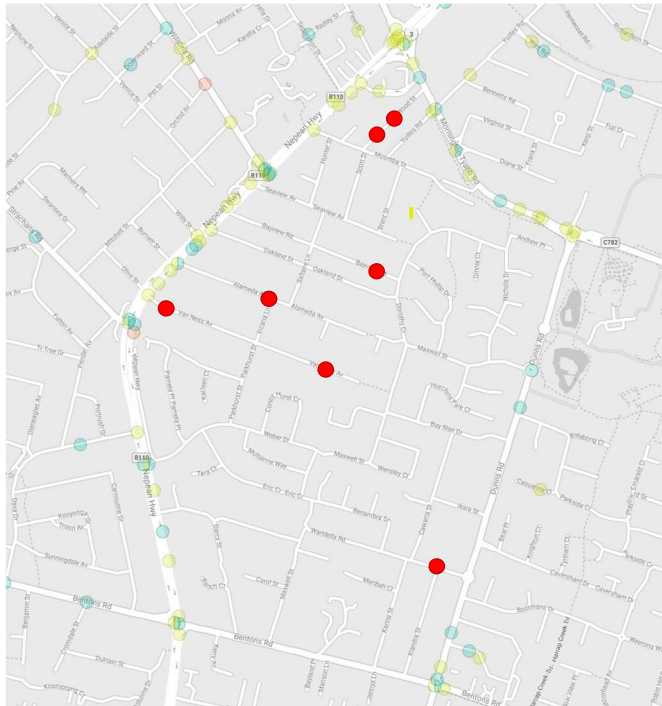


Figure 2. Crash Map

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).

Platforms can either be placed on the approach to an intersection (often referred to as 'Approach Platforms') or at mid-block locations as a traffic calming device or to improve safety at pedestrian crossings. Please see the example RSP below in Figure 3.

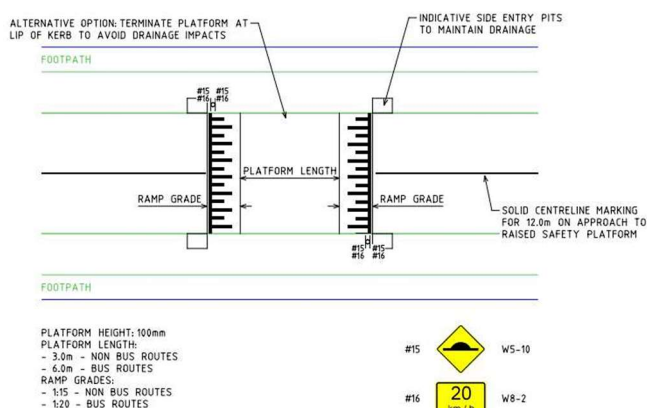


Figure 3. Raised Safety Platform Example

What determines the placement of Raised Safety Platforms?

Ideally, LATM treatments such as RSPs should be placed at regular intervals along a length. This ensures that vehicle speeds are consistently lowered throughout the length. However, platforms still provide a localised safe system aligned with benefits when placed in isolation.

In practice, there are several constraints that influence the placement of RSPs, including available funding, the location and number of property driveways, existing drainage and service infrastructure, street lighting, horizontal curves and road grades. These factors can cause some variation in spacing, meaning that certain platforms are positioned slightly closer together and others further apart.

Within these constraints, the proposed RSPs have been distributed as optimally as practicable across the area, while remaining consistent with relevant engineering guidance and accommodating local site conditions. This balances technical requirements with on-ground realities to achieve an effective and implementable traffic calming scheme.

Why aren't footpaths proposed?

This project is funded through the BlackSpot program, and this funding cannot be used toward footpaths.

Footpaths can be funded by Council or through Special Charge Schemes. When funding is made available by Council to construct footpaths, they are built in priority order based on the Principal Pedestrian Network (PPN) as part of the Pedestrian Access Strategy.

Requests for other new footpaths to be added to the PPN can be submitted via Council's website:

<https://shape.mornpen.vic.gov.au/pedestrian-access-strategy>

Will driveways be impacted?

No raised safety platforms (RSPs) will be installed across private driveways. While the current plans are indicative of RSP placement, all devices will be offset

from private accessways and positioned in proximity to the light pole references shown on the design plans.

Will there be noise impacts?

To date, the Shire have implemented numerous similar Local Area Traffic Management (LATM) and Road Safety Program (RSP) across the Shire without complaint and has yet to need to rectify any installations due to generated noise.

Moderate traffic noise impacts are not, on their own, considered a sufficient reason to remove traffic calming infrastructure, as this would effectively preclude the use of raised platforms in residential areas, contrary to their core purpose of improving road safety in these environments.

The loud impacts sometimes associated with speed humps are generally linked to heavy vehicles traversing devices at higher speeds. Commercial trucks and other heavy vehicles are often discouraged from using routes that incorporate multiple traffic calming devices along their length, resulting in less road noise.

What will the impacts be to travel time?

Travel times are expected to increase by no more than 25 seconds when travelling through the full length of the Mornington area.

Have you consulted the Emergency Services?

Yes the Emergency services were consulted about the LATM project.

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.

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 4. 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, and 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. In urban areas, the survivable speeds that are most critical to road safety, which have a 90% probability of survival are shown below in Figure 5:



Figure 5. Survivable impact speeds for different crash types.

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

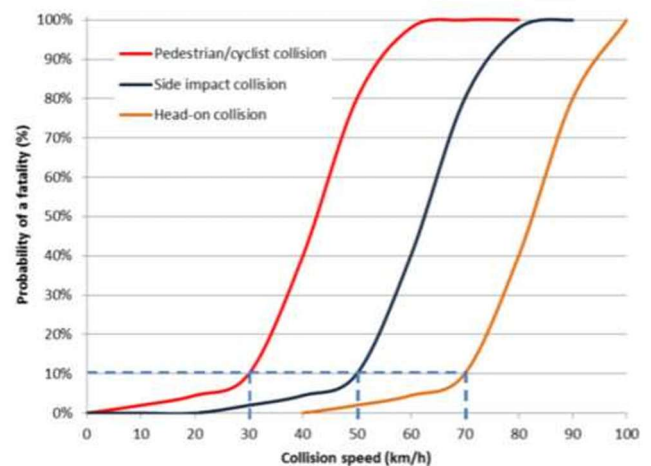


Figure 6. Relationships between collision speed and probability of death for different collision types.

The objective of a Local Area Traffic Management project is to:

- Provide an overall safe environment for all road users
- Keep the likelihood of crashes low and the chance of death or serious injury if a crash does occur near zero
- 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
- Bring the area in line with the Mornington Peninsula Shire's Toward Zero commitment.

Updated on 23rd June 2026