

Mount Eliza Woodlands LATM FAQ



Mornington
Peninsula Shire

What is the project scope?

The Shire investigated road safety within the Mount Eliza Woodlands area 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 LATM project aims to reduce vehicle speeds, in turn reducing the likelihood and severity of crashes throughout the area. This is in line with the Council adopted 'Towards Zero Road Safety Strategy'.

The LATM treatment will include speed-reducing treatments, including raised safety platforms (RSPs), associated lighting changes, road linemarking and signage.

The treatments include:

- Walkers Road: four new RSPs
- Mather Road: four new RSPs, wide centerline at five curves
- Millbank Drive: one new RSP
- Bellbird Road: four new RSPs, wide centerline at two curves
- Winona Road: three new RSPs, wide centerline at one curve
- Allison Road: one new RSP
- Canadian Bay Road: one new RSP.

These treatments will address the high vehicle speeds, road topography (including bends and undulation), poor sight lines and a lack of pedestrian facilities.

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

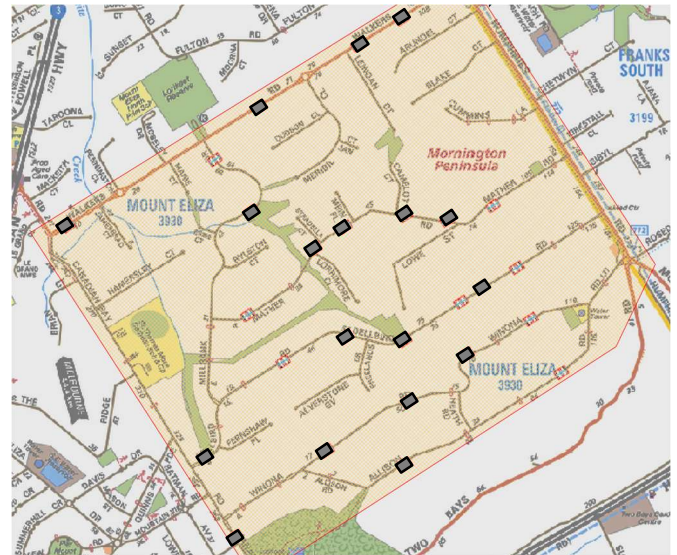


Figure 1. LATM Map

How is the project being funded?

We have received \$945,000 through the Safer Local Roads and Streets Program to deliver this project. Launched in July 2023, the four-year program funded by the Transport Accident Commission (TAC) and Department of Transport and Planning (DTP), works with Victorian councils to plan, design and deliver safety improvements on high-risk local roads and areas.

Local governments manage 87% of Victoria's road network, with crashes on these roads accounting for 40% of serious injury claims through the TAC. This shows that a large share of road trauma happens on the local streets we use every day. The program gives councils access to funding and support to deliver safety upgrades on local roads.

What consultation has been undertaken?

Initial notification letters were distributed to all owners and occupiers within the Woodlands area (bound by Canadian Bay Road, Allison Road, Walkers Road and Humphries Road) on 5 July 2024, followed by a community consultation session at Mount Eliza Community Hall. Feedback was received via phone, email, and in-person attendance during this consultation.

After preliminary designs were developed, a second round of consultation was conducted in April and May 2025 in the same catchment area, which included three optional drop-in sessions, an interactive map survey, and additional opportunities to provide feedback via phone and email. The invitation was sent via mail, and the Shire's social media.

Council is currently undertaking a third and final round of consultation on the proposed plans, again to all properties within the Woodlands area. This notification was sent via mail.

What are the current vehicle speeds?

The posted speed limit on Walkers Road, Millbank Drive, Mather Road, Bellbird Road, Winona Road and Allison Road is 50km/h. Traffic Counts and Compass IOT data both support that there is significant speeding occurring throughout these roads in the Woodlands area.

A summary of the Compass IOT data and Traffic Count data, analysing the full road alignment, is provided below in Table 1.

Road	Median 85th (Traffic Count)	85th (Compass IOT – 1 May 24 to 1 May 26)
Allison Road	62.0	55.0
Winona Road	60.0	56.2
Bellbird Road	65.0	62.4

Mather Road	56.8	58.4
Millbank Drive	60.1	51.9
Walkers Road	64.0	62.6

What is the crash history?

The following is a summary of reported crashes and does not include bingles or other accidents which are not reported to the Police or DTP.

- 1 x 174 'Out of Control on Carriageway' Other Injury Crash at Mather Rd in 2012
- 1 x 121 'Side-On Collision' Serious Injury Crash at Walkers Rd in 2013
- 1 x 160 'Vehicle Collides with Vehicle Parked' Serious Injury Crash at Bellbird Rd in 2014
- 1 x 113 'Right Near (Intersection)' Other Injury Crash at Bellbird Rd in 2014
- 1 x 181 'Off Right Bend Into Object/Parked Vehicle' Other Injury Crash at Bellbird Rd in 2014
- 1 x 183 'Off Left Bend Into Object/Parked Vehicle' Other Injury Crash at Allison Rd in 2012
- 1 x 183 'Off Left Bend Into Object/Parked Vehicle' Other Injury Crash at Mather Rd in 2016
- 1 x 121 'Side-On Collision' Serious Injury Crash at Bellbird Rd in 2024

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

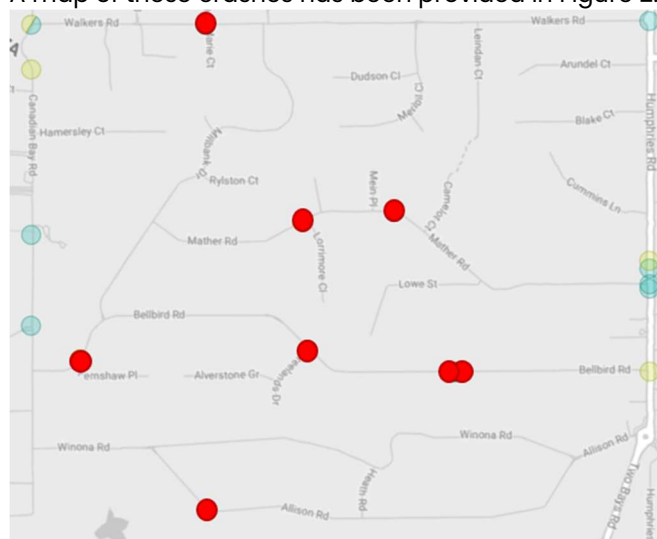


Figure 2. Crash Map of Mount Eliza Woodlands

In addition, residents have reported high-speed crashes on some curves where drivers have left the carriageway and crashed into fences and/or power poles. One resident also provided the council with photos of several crashes at his property on a curve in the road. These crashes are unlikely to have been recorded in the official crash record.

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.

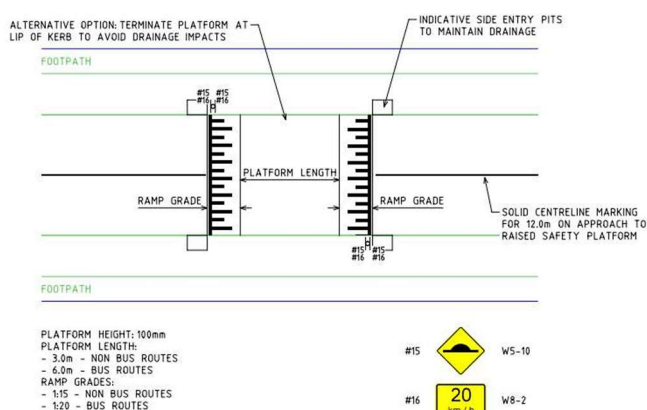


Figure 3. Raised Safety Platform Example

What determines the placement of Raised Safety Platforms?

To be effective, LATM treatments require RSPs to be placed at regular intervals along a length. This ensures that vehicle speeds are consistently lowered throughout the length.

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 evenly as practicable across the network, while remaining generally 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.

Please see below a summary of the minimum and average spacing of RSPs (along roads with more than one RSP proposed):

Road	Lowest RSP Spacing	Average RSP Spacing
Walkers	199 m	314 m
Mather	148 m	209 m
Bellbird	121 m	191 m
Winona	117 m	230 m
Allison	215 m	250 m

The average spacing provides a realistic representation of the user experience when travelling along the length. The average offsets being higher than the 145m minimum recommendation (from traffic engineering guidance) demonstrates that a lower number of RSPs has been provided than recommended. This demonstrates that the Shire have been conservative in the number of RSPs included in the project.

Why aren't footpaths proposed?

This project is funded through the Safer Local Roads and Streets (SLRSP) 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.

The footpaths in the Woodlands area are not on the PPN, as they do not provide a wider community benefit. As such the only way they can be constructed is via a Special Charge Scheme at this time.

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>

Why aren't speed signs proposed?

Speed limit signs are not required on local streets where a default 50 km/h urban speed limit already applies.

Speed limit signage alone is generally less effective at reducing vehicle speeds than physical traffic-calming measures such as raised platforms and other vertical deflections.

Contemporary road safety research indicates that signage, when used in isolation, is unlikely to resolve entrenched speeding issues and therefore should be considered a supporting measure rather than a primary treatment.

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.

When installed in a series, raised platforms typically promote consistently lower travel speeds along the

route, rather than just localised speed reductions at a single point.

The loud impacts sometimes associated with speed humps are generally linked to heavy vehicles traversing devices at higher speeds.

Where treatments are placed in sequence, drivers are less likely to accelerate between devices or attempt to "make up time," which reduces the likelihood of these higher noise events.

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 20 seconds when travelling through the full length of the Woodlands 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.

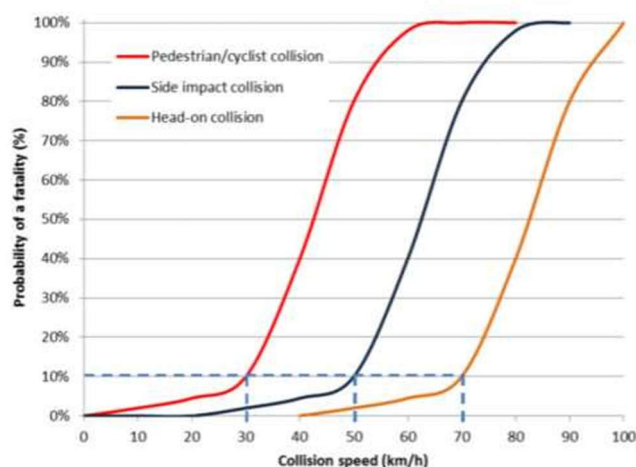


Figure 6. Relationships between collision speed and probability of death for different collision types.

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 17th June 2026