



DRAFT LATM PLAN

SKYE PRECINCT

LOCAL AREA TRAFFIC MANAGEMENT STUDY

DRAFT LATM PLAN SKYE PRECINCT

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1 INTRODUCTION

SALT has been engaged by Frankston City Council to undertake a Local Area Traffic Management (LATM) study for the Belvedere Precinct. The study will aim to identify and address traffic and road issues within the precinct.

The following report provides a draft LATM plan to address the concerns raised during the first stage of the LATM plan, also conducted by SALT, which consisted of an existing condition assessment of the study area (21480TREP01F01 – Existing Conditions Report). This assessment collated relevant background information, traffic data community consultation surveys and an on-site investigation, and should be read in conjunction with the Draft LATM plan outlined within this report.

1.1 STUDY AREA

The area selected for this study is the Skye precinct in Skye, Victoria, 3977. The area is bound by Hall Road to the north, Western Port Highway to the east, Ballarto Road to the south, and McCormicks Road to the west.

The extent of the study area is generally shown in Figure 1.

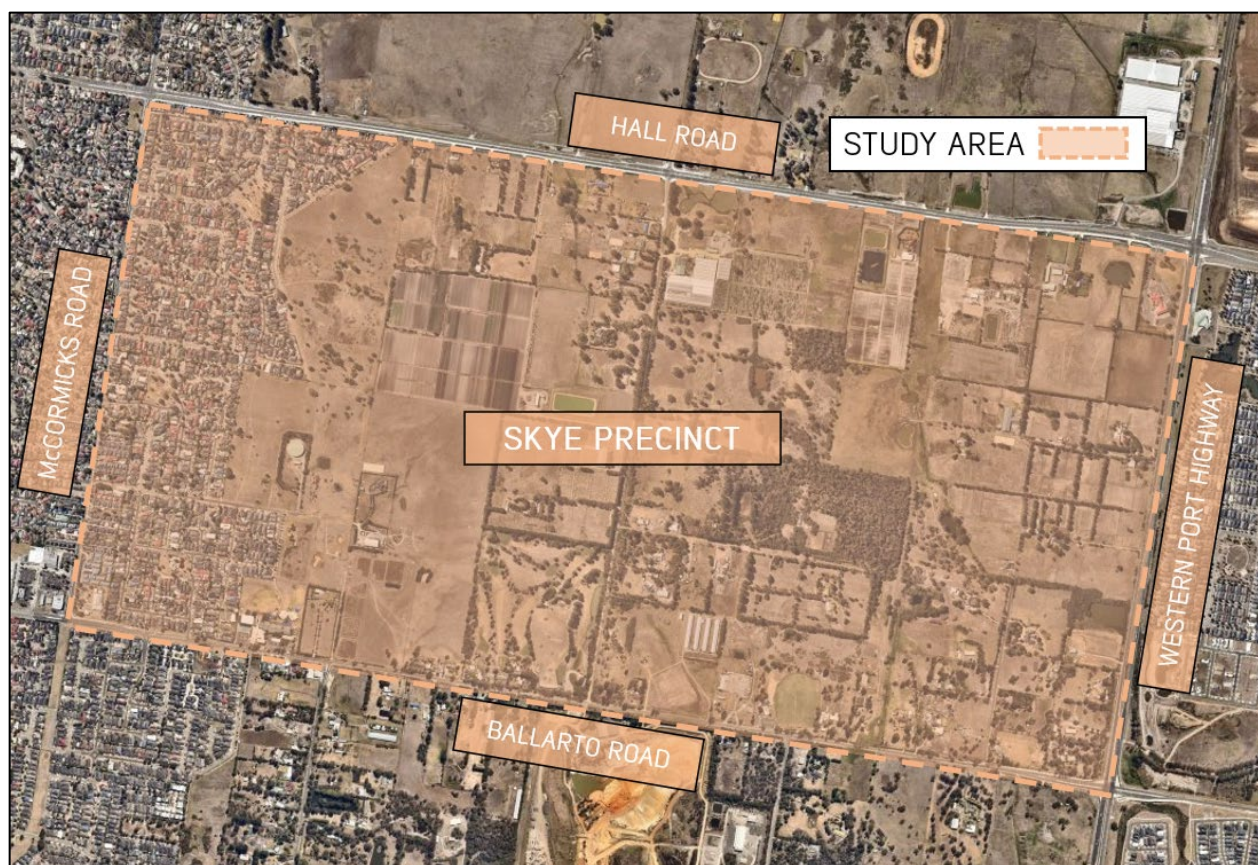


Figure 1 Study Area (source: Nearmap)

1.2 EXISTING LATM MEASURES

The existing traffic management devices implemented in the local area by Council are shown below in Figure 2 and Figure 3.

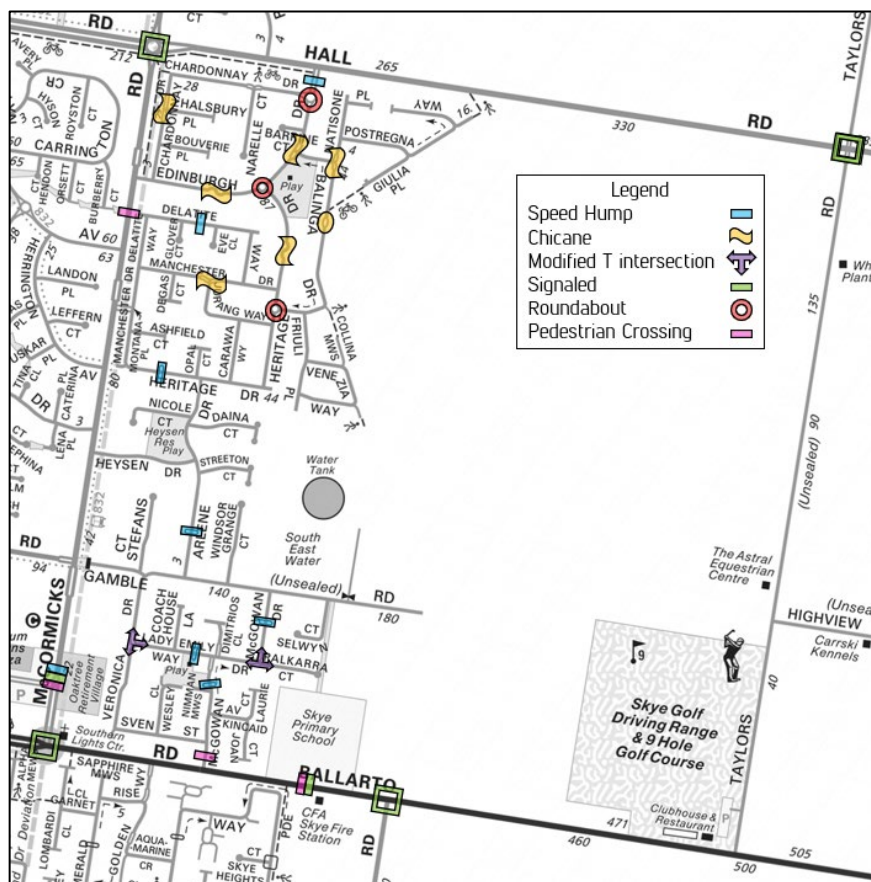


Figure 2 Existing LATM (west section) (source: Melway online)

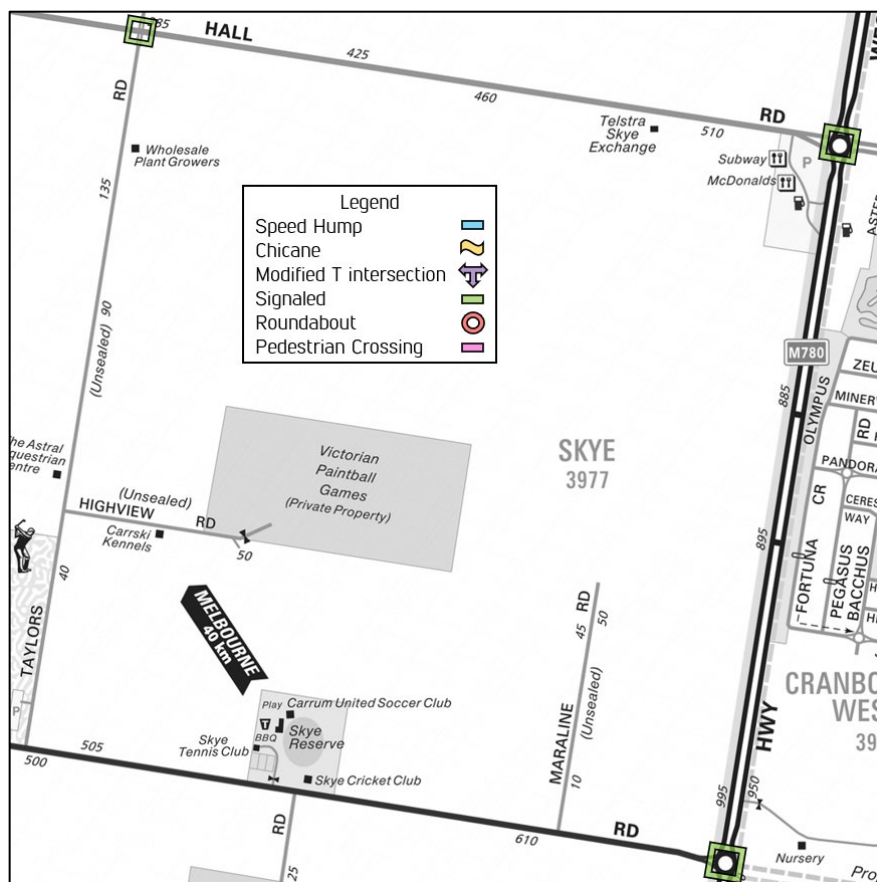


Figure 3 Existing LATM (east section) (source: Melway online)

2 SCOPE OF WORKS

2.1 OVERVIEW

The Local Area Traffic Management (LATM) measures proposed in the following sections are informed by SALT's understanding of the study area as set out within the existing conditions assessment (24693TREP01F01 – Existing Conditions Report) and the principles of the Austroads Guide to Local Area Traffic Management.

It is imperative to understand that the scope of an LATM plan cannot directly impose measures on arterial roads managed by Department of Transport (VicRoads), as any works associated with maintenance or improvements to these roads cannot be undertaken by Council. However, an LATM plan does consider these roads at all stages and endeavours to accommodate the needs of the local community wherever possible. Within the study area there are three (3) roads under the jurisdiction of the Department of Transport and Planning (DTP), these roads are Hall Road, Ballarto Road, and Western Port Highway, all of which are on the perimeter of the study area.

Similarly, although car parking issues can be highlighted by an LATM study, directly fixing parking supply issues is not the main intent of an LATM study. However, parking access can be addressed and where possible, car parking provision improvements can sometimes be made indirectly.

2.2 COMPLIMENTARY PROJECTS

SALT is aware of the following planned/approved projects in the Skye Precinct that may have an effect on the outcomes of this Draft LATM plan:

- Edinburgh Drive Chicane reconstruction, and Edinburgh / Heritage Drive Roundabout reconstruction
- Taylors Road Speed reduction approval and signage installation
- Department of Transport and Planning pavement rehabilitation works

3 OVERVIEW OF POTENTIAL LATM TREATMENTS

In order to guide decisions concerning implementation of certain measures, it is important to have a thorough understanding of the potential treatments available to address issues throughout the study area.

The following sections comprise descriptions of several LATM treatments that are considered appropriate for the context of the Skye Precinct. The sections will also provide the respective advantages and disadvantages of each treatment.

It is noted that these treatments may be considered individually or in combination with one another and that on long stretches of road, it is best to implement a number of treatments to maintain the same profile throughout.

3.1 CHICANE

A standard chicane is a section of road that forms a short S-shaped turn, which forces drivers to turn slightly right and left, requiring vehicles to reduce speed.

Figure 4 provides an example of a chicane treatment.



Figure 4 Example of chicane (source: Nearmap)

Advantages:

- Reduce vehicle speeds;
- Prevent drivers from overtaking others;
- Provide a refuge for pedestrians and cyclists crossing the street;
- Flexibility in design allows buses and commercial traffic to be accommodated; and
- Visually enhance the street through landscaping and reduce the 'gun barrel' effect on long straight roads.

Disadvantages:

- Prohibit or limit access and movement from driveways;
- Reduce on-street parking adjacent to the islands;
- Can create a squeeze point for cyclists if not appropriately catered for in the design;
- May require kerb and footpath realignment in narrow streets;
- Ineffective at reducing through traffic; and
- Relatively expensive to install and maintain.

3.2 CENTRAL BLISTER

A centre blister is a concrete island positioned at the centreline (median) of a street with a wide oval plan shape that narrows the lanes, diverts the angle of traffic flow into and out of the device and can be used to provide pedestrians with a refuge.

Figure 5 provides an example of a centre blister LATM treatment.



Figure 5 Example of centre blister island (source: Nearmap)

Advantages:

- Reduce vehicle speeds;
- Prevent drivers from overtaking others;
- Provide a refuge for pedestrians and cyclists crossing the street;
- Flexibility in design allows buses and commercial traffic to be accommodated; and
- Visually enhance the street through landscaping and reduce the 'gun barrel' effect on long straight roads.

Disadvantages:

- Prohibit or limit access and movement from driveways;
- Reduce on-street parking adjacent to the islands;
- Can create a squeeze point for cyclists if not appropriately catered for in the design;
- May require kerb and footpath realignment in narrow streets;
- Ineffective at reducing through traffic; and
- Relatively expensive to install and maintain.

3.3 MODIFIED T-INTERSECTION

Modified T-intersections are used to effect a change in the vehicle travel path, thereby slowing traffic via deflection of traffic movements and/or reassignment of priority.

Figure 6 provides an example of a modified T-intersection.



Figure 6 Example of a modified T-intersection (source: Nearmap)

Advantages:

- Control traffic movements and improve traffic flow;
- Reduce vehicle speeds at the treatment point;
- Facilitate safe pedestrian crossing;
- Remove/reduce the number of vehicle conflict points;
- Can lower vehicle speeds along the length of the street when installed in a series; and
- Can accommodate buses and heavy vehicles.

Disadvantages:

- Relatively expensive devices;
- Can create squeeze points for cyclists if not appropriately catered for in the design;
- Reduce the availability of on-street parking opportunities.

3.4 SPEED HUMP

A speed hump is a speed reduction device in the form of a raised curved profile extending across the roadway. Speed humps are typically 70mm to 120mm high, with a total length of three to four metres. This can extend to 6 metres to accommodate buses more comfortably. AustRoads' recommended speed hump spacing is between 80-120m apart.

Figure 7 provides an example of a speed hump.



Figure 7 Example of a speed hump (source: Nearmap)

Advantages:

- Significantly reduce vehicle speeds in the vicinity of the device;
- Can significantly reduce road crashes;
- Relatively inexpensive to install and maintain;
- Discourage through traffic;
- Regulate speeds over the entire length of a street when used in a series; and
- Can be designed to limit discomfort to cyclists.

Disadvantages:

- Traffic noise may increase just before and just after the device due to braking, acceleration and the vertical displacement of vehicles;
- Can divert traffic to nearby streets without LATM measures;
- Can be uncomfortable for vehicle passengers and cyclists; and
- May adversely affect access for buses, commercial vehicles and emergency vehicles.

3.5 RAISED PEDESTRIAN (WOMBAT) CROSSING

Raised pedestrian (Wombat) crossings are generally in the form of a flat-top speed hump with a pedestrian crossing on the raised flat surface, giving priority to pedestrians. The minimum length including ramps is 6m and the desirable height of the platform is 100mm.

Figure 8 provides an example of a wombat crossing treatment.

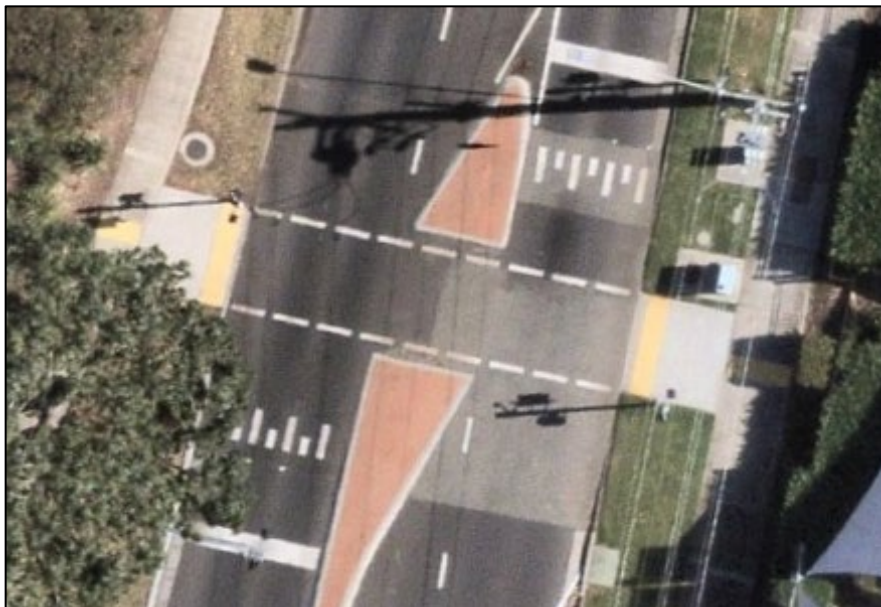


Figure 8 Example of a raised pedestrian crossing (source: Nearmap)

Advantages:

- Significantly reduce vehicle speeds in the vicinity of the device;
- Can significantly reduce road crashes;
- Relatively inexpensive to install and maintain;
- Discourage through traffic;
- Reduce vehicle-pedestrian conflicts; and
- Provide designated crossing place for pedestrians.

Disadvantages:

- Traffic noise may increase just before and just after the device due to braking, acceleration and the vertical displacement of vehicles;
- Can divert traffic to nearby streets without LATM measures;
- Can be uncomfortable for vehicle passengers and cyclists; and
- May adversely affect access for buses, commercial vehicles and emergency vehicles.

3.6 RAISED TREATMENT

A raised treatment is a raised section of roadway approximately 90mm to 100mm high, ramped up from the normal level of the street with a platform extending over more than a standard car length (at least 6m but typically more). Raised sections of roadway can be located at mid-block locations, or they can cover an intersection between two roadways.

Figure 9, Figure 10 and Figure 11 provide examples of various raised treatments.



Figure 9 Example of a raised treatment at an intersection (Souce: Google Maps Streetview)



Figure 10 Example of a raised treatment at a roundabout (source: Google Maps Streetview)

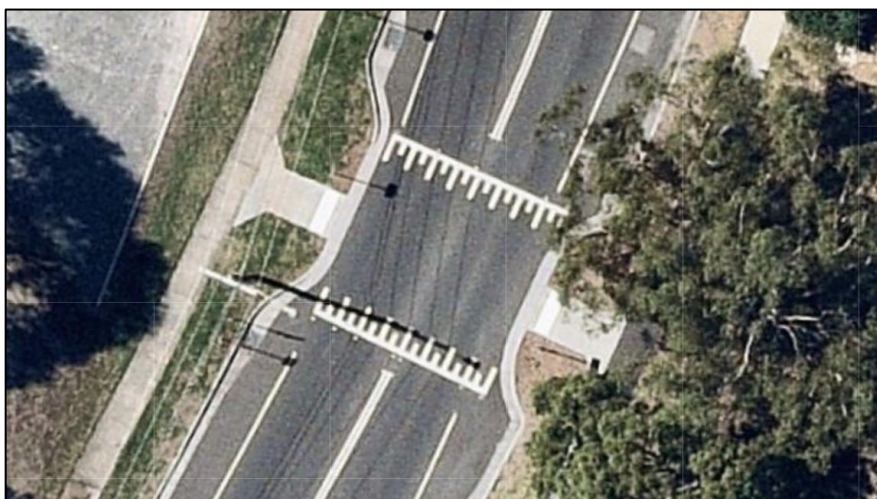


Figure 11 Example of a raised treatment at a pedestrian crossing point, with vehicle priority (source: Nearmap)

Advantages:

- Significantly reduce vehicle speeds in the vicinity of the device;
- May discourage through traffic;
- Can be used as form of threshold treatment;
- Can highlight the presence of an intersection; and
- Can regulate speeds over the entire length of the street when used in a series.

Disadvantages:

- Traffic noise may increase just before and just after the device due to braking, acceleration and the vertical displacement of vehicles;
- Can divert traffic to nearby streets without LATM measures;
- Can be uncomfortable for vehicle passengers and cyclists;
- May adversely affect access for buses, commercial vehicles and emergency vehicles; and
- Require care that ramp markings are not confused with intersection control markings when located at an intersection.

3.7 LEFT-IN / LEFT-OUT

A left-in / left-out treatment is typically represented by a raised island at an intersection, which aims to obstruct right-turn and through movements to and from the intersection, street or driveway.

Figure 12 provides an example of a left-in / left-out treatment.



Figure 12 Example of a left-in / left-out treatment (source: Nearmap)

Advantages:

- Reduce traffic volume;
- Reduce the number of conflict points;
- Provide a refuge for pedestrians and cyclists;
- Reinforce the need for drivers crossing the dividing line to give way; and
- Provide greater landscaping opportunities.

Disadvantages:

- Restrict access to local streets and/or driveways;
- May create a squeeze point for cyclists;
- Divert traffic to other local streets without the same restriction; and

- Drivers may not comply if an appropriate designed median island is not incorporated.

3.8 ROAD CLOSURES

A full road closure is the closure of a street to traffic. It serves as a means of eliminating through traffic from a street or simplifying an intersection layout to reduce the possible number of conflict points and the consequent crash risk.

Figure 13 provides an example of a full road closure.



Figure 13 Example of a full road closure (from Google Maps Streetview)

Advantages:

- Reduce traffic volume;
- Remove / reduce the number of conflict points when employed at an intersection;
- Increase pedestrian safety;
- Remove non-local traffic;
- Can accommodate pedestrian, cyclist and/or bus access; and
- Provide landscaping opportunities.

Disadvantages:

- May restrict or reduce accessibility for local residents;
- May divert traffic to other adjacent local streets without closures, resulting in increased traffic volumes in those streets;
- May restrict access for emergency services;
- May increase travel times for some road users; and
- May reduce the availability of on-street parking.

3.9 SURFACE TREATMENTS

Surface treatments or threshold treatments (when used at an intersection or a driveway) are coloured and/or textured road surface treatments that contrast with the adjacent roadway. Surface treatments aim to alert drivers that they are entering a driving environment that is different from the one they have just left, through the use of visual and/or tactile clues.

Figure 14 provides an example of a surface treatment.

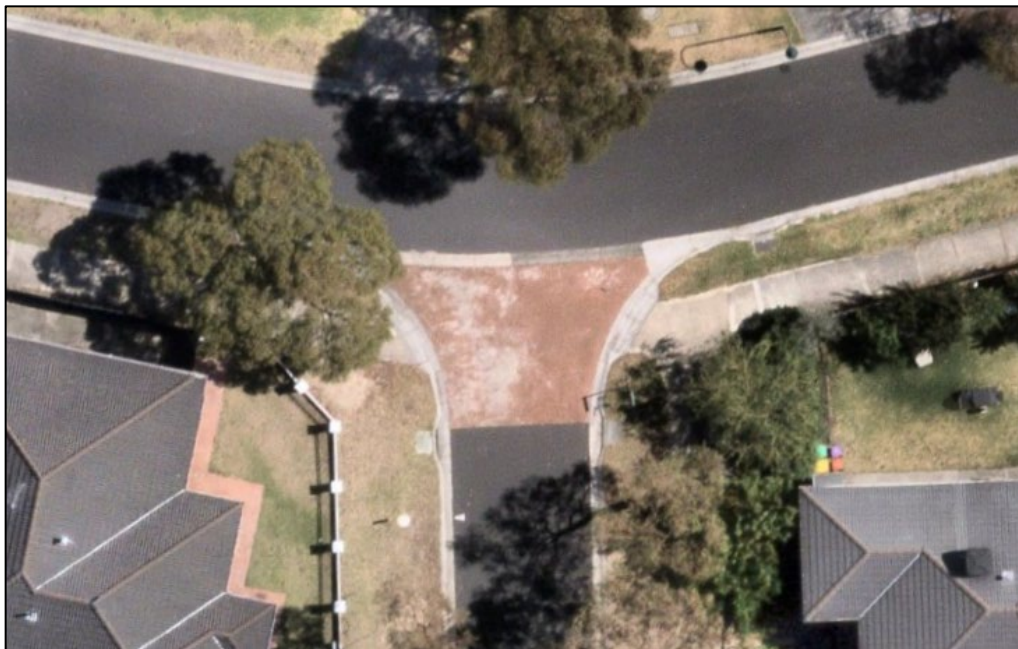


Figure 14 Example of a surface treatment (source: Nearmap)

Advantages:

- Reduce approach speeds to an intersection;
- Highlight the presence of an intersection;
- Provide separation between residential areas from areas of non-residential use; and
- Alert the driver that they are entering into a local area.

Disadvantages:

- Increased maintenance requirements;
- Texturing may create stability problems for cyclists, motorcyclists and pedestrians;
- Turning traffic from and into the low speed local areas may be more likely to affect traffic flow on the connecting roads;
- Vehicle priority may be unclear to pedestrians in some circumstances; and
- Effectiveness is limited unless complemented by other devices in the street.

3.10 OTHER TREATMENT OPTIONS

Other treatment options that could be implemented are straight-forward. The following treatments improve safety of both pedestrians, cyclists and drivers and/or define priority on sections of the roadway. Such treatments include:

- Speed limit reductions;
- Changes to parking restrictions;
- Signage and line marking changes to improve clarity of communication.

4 PROPOSED LATM MEASURES AND RECOMMENDATIONS

A number of proposed LATM measures have been recommended by SALT to address the main traffic issues identified from the traffic data, site observations and community consultation data.

4.1 KEY ISSUES

Issues have been identified through: community consultation via a questionnaire survey; community meetings; Engage Frankston!, site observations; and analysis of the existing conditions via recent and existing tube count surveys provided by Frankston Council and VicRoads crash data. The following key issues were identified to guide the formulation of appropriate recommendations:

- **Speeding:** particularly along McCormicks Road, Edinburgh Drive, Heritage Drive, and Heysen Drive;
- **Irresponsible driving (hooning):** particularly along Taylors Road, Edinburgh Drive, and Arlene Drive;
- **Parking issues:** along McCormicks Road, on-street parking causing access issues for through vehicles, and a lack of formal parking on many residential streets;
- **Traffic volume issues:** along McCormicks Road and connecting residential roads;
- **Truck and heavy vehicle traffic:** particularly down McCormicks Road, Arlene Drive, and McGowan Drive;
- **Pedestrian safety/facilities:** lack of pedestrian crossings along McGowan Drive and Ballarto Road;
- **Bicycle safety/facilities:** Insufficient bike lanes and crossings throughout the study area, particularly along Ballarto Road;
- **Intersection safety:** particularly at the intersection of the McCormicks Road – Heysen Drive due to severe congestion and visibility issues;
- **Other issues:** visibility issues, signage issues.

4.2 ENGINEERING INVESTIGATIONS

Investigations were made into community concerns to confirm issues identified.

For issues such as speeding, irresponsible driving, traffic volumes and heavy vehicle traffic issues, intersection safety (stemming from congestion), it was appropriate to analyse tube count survey data, crash data, alongside community feedback to confirm the issue.

For issues such as parking concerns, pedestrian and bicycle safety/infrastructure required inspection of street environments within the study area.

Section 0 discusses the proposed treatments for these issues.

4.3 OBJECTIVES

The objectives of the proposed plan are as follows:

- Speed calming on local streets that have environments that are conducive to high speeds;
- Increase and improve pedestrian and cycling facilities to improve levels of accessibility for active road users;
- Address issues regarding parking and access issues;
- Maximise the benefits of available funding, with priority given to locations with higher demand and higher level of community concerns; and
- Maintain adequate levels of accessibility for local residents, public transport, businesses and emergency services.

4.4 PLAN OF PROPOSED LATM TREATMENTS

The proposed LATM measures consider a range of traffic management treatments intended to address the key concerns outlined above. The draft proposed LATM plan is shown below in Appendix 1.

A plan of the draft proposed LATM treatments, overlaid with the existing LATM treatments, can be viewed in Error! Reference source not found..

4.5 DISCUSSION OF PROPOSED LATM TREATMENTS

The following sections provide a summary of all the individual treatments included in the initial traffic management plan, the locations of each proposed LATM treatment can be seen in Appendix 1:

note: the exact locations of treatments are indicative and are subject to change.

4.5.1 ARLENE DRIVE

Arlene Drive is a long, straight road measuring approx. 475m. It generally trends in a north-south direction and has one (1) existing LATM measure in the form of a speed hump at No. 14.

During the community engagement period and initially Traffic Committee meetings, multiple concerns were raised regarding speeding. The characteristics of this road are conducive to speeding.

As such, it is proposed to install a speed hump at No. 34 to slow traffic along the road.

4.5.2 EDINBURGH DRIVE

Edinburgh Drive is a long, curved road measuring approx. 600m. It generally trends in a west-north direction and has a number of existing LATM treatments with two (2) chicanes, two (2) roundabouts, and one (1) speed hump. It is acknowledged that the roundabout at the intersection of Edinburgh and Heritage and the chicane in front of No. 17 (as shown in Figure 15 and Figure 16) are scheduled to be reconstructed into a speed hump and a raised T-intersection respectively.

During the community engagement period and initial Traffic Committee meeting, multiple concerns were raised regarding speeding, irresponsible driving, incorrect use of existing traffic controls, and pedestrian safety. Additionally, tube count data from 2023 onwards indicates that Edinburgh Drive is used as a rat run to avoid McCormicks Road during peak hours. As such, it is proposed to install two (2) additional speed humps at either end of Edinburgh Drive, at No. 12 and one at No. 50. Multiple speed humps will significantly slow traffic to address the speeding and irresponsible driving issues, as well as make rat running less desirable.

Additionally, the proposed raised intersection at Edinburgh / Heritage Drive will significantly slow drivers, allowing for safer pedestrian crossing opportunities.



Figure 15 Existing chicane to be replaced with a speed hump (source: Nearnmap)

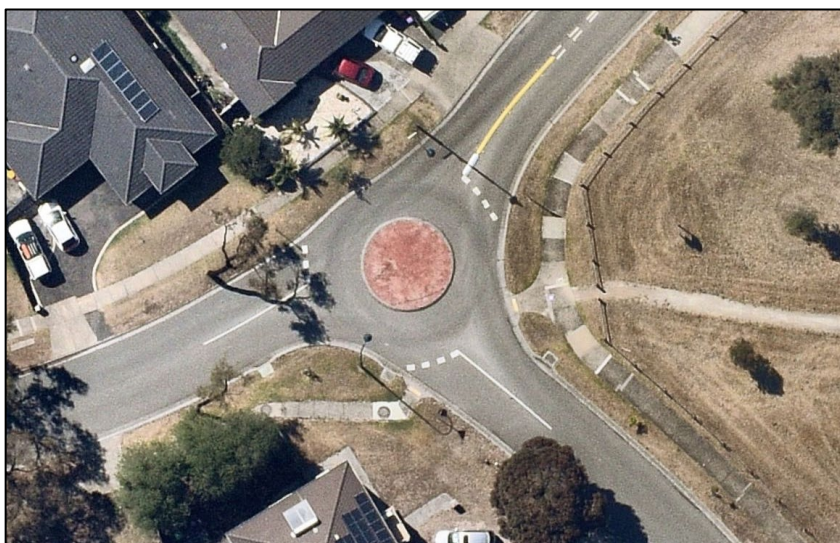


Figure 16 Edinburgh / Heritage Drive existing roundabout to be replaced with a raised intersection (source: Nearmap)

4.5.3 GAMBLE ROAD

Gamble Road is long straight road generally trending from west-east and measuring approx. 730m, the road currently transitions into unsealed surface and into undeveloped land. There are currently no LATM treatments.

During the community engagement period multiple concerns were raised regarding irresponsible driving. Due to the characteristics of this road,

As such, it is proposed to install two (2) speed humps, one at No. 136 and the other at No. 148. These speed humps aim to address the irresponsible driving issues by reducing speeds.

4.5.4 HERITAGE DRIVE

Heritage Drive is a long local access road with a sharp right-angled bend, it measures approx. 800m and has a number of existing LATM treatments with one (1) chicane and two (2) roundabouts.

During the community engagement, multiple concerns were raised regarding speeding and visibility. While the tube count data did not show an overall trend of speeding, there are instances of hooning or speeding outside of peak hours, and the visibility issues are likely due to the sharp bend in the road that occurs at No. 45, as seen in Figure 17.

As such, it is proposed to install two (2) consecutive speed humps at the either side of the right-angled bend along Heritage Drive (at No. 36 and No. 45). Consecutive speed humps in these locations will significantly slow traffic approaching the sharp bend, which will simultaneously address the speeding and approach visibility issues associated with the bend.

Additionally, it is proposed to reconstruct the existing chicane (outside No. 82) into a speed hump as a more effective solution to speeding along the straights of Heritage Drive.



Figure 17 Right-angled bend along Heritage Drive, facing east (Google Maps Streetview)

4.5.5 HEYSEN DRIVE

Heysen Drive is a short straight local access road that connects to McCormicks Road, it measures approx. 250m and has no existing LATM treatments.

During the community engagement and initial Traffic Committee meeting, multiple concerns were raised regarding speeding and visibility issues. While the tube count data did not show a trend of speeding among road users, there are instances of speeding outside of peak hours, to address this it is proposed to install one (1) speed hump at No. 12 to reduce speeds along Heysen Drive.

Additionally, during the Resident Traffic Committee meeting, concerns were raised regarding visibility and intersection safety when approaching McCormicks Road. This issue was determined to be due to cars parked on both sides of Heysen Road close to the McCormicks / Heysen intersection. As such, it is proposed to install 'No Stopping' restrictions on both sides of the entrance to Heysen Drive (from McCormicks Road – Crossover #2 Heysen Drive) to assist with easing congestion near the intersection.

Regarding the visibility issues at the intersection of McCormicks Road and Heysen Drive, this is presumed to be caused by the overgrowth of a tree on property No. 64 as shown in Figure 18, whilst not a traffic concern, we would recommend maintenance on the tree to comply with Frankston Council Tree Maintenance policy.



Figure 18 Tree blocking sight lines at intersection of Heysen Drive and McCormicks Road



Figure 19 Approximate location of proposed 'No Stopping' signage

4.5.6 MANCHESTER DRIVE

Manchester Drive is a long local access road with a sharp right-angled bend similar to Heritage drive. It measures approx. 550m and has an existing LATM treatment in the form of one (1) chicane.

During the community engagement, concerns were raised regarding speeding along Manchester Drive. The characteristics of this road are conducive to speeding.

As such, it is proposed to install two (2) consecutive speed humps at No. 5 and at No. 19. Multiple speed humps will significantly slow traffic to address the speeding issues, as well as make rat running less desirable.

4.5.7 MCCORMICKS ROAD

McCormicks Road is a long, straight major road that borders the Skye precinct, the approx. 1.6km section of road between Hall and Ballarto Road is subject to the Skye LATM study. McCormicks road generally trends in a north-south direction, has a carriageway width of approx. 10.5m, and has four (4) existing LATM treatments, including two (2) signalised intersections, one (1) pedestrian crossing, and one (1) raised, signalised pedestrian crossing.

McCormicks Road is largely considered a 'hotspot' for traffic issues, during the community engagement period and initial Traffic Committee meeting, McCormicks Road recorded the highest number of responses and concerns from residents across the study area. These concerns included speeding, honing and irresponsible driving, major parking issues, congestion and traffic volume issues, lack of signage, maintenance issues, pedestrian safety issues, intersection safety issues, and heavy vehicle volume issues.

Although there are concerns around nearly every issue focused on in this study, given the nature of McCormicks Road as a major collector road and how it sits within the study area, it is unfeasible to apply most typical LATM treatments (such as speed humps, chicanes, etc) without disrupting the function of the road.

The tube count surveys undertaken on McCormicks Road in both 2018 and 2024 indicate that the 85th percentile speed is slightly above the posted limit of 60km/h, at 65.9 and 63.6 respectively, additionally, the characteristics of the road are conducive to speeding and/hooning. Tube count data from 2018 and 2024 indicate that 4.2% and 6.5% of road users are heavy vehicles, for McCormicks Road these were predominantly Six Axle Articulated (ART6) and are classified as long heavy vehicles. Given McCormicks Road is a major road this percentage of heavy vehicle usage is not considered unusual.

As such, it is proposed that the southern section of McCormicks Road be subject to 'No Stopping' parking restrictions to allow vehicles to safely pass these restrictions are proposed from Ballarto Road to the southern boundary of No. 22. To address the intersection safety at McCormicks Road and Heysen Drive, it is proposed that a dedicated right-turn channel lane be provided for north bound traffic turning into Heysen Road.

Additionally, during the Resident Traffic Committee meeting, it was discussed that long-term parking along McCormicks Road was causing visibility issues for residents, as such it is proposed to install '2P 9AM-5PM Mon-Fri' restrictions on the west side of McCormicks Road between No. 51 and No. 61, restrictions at these times aim to relocate long-term parking to utilise appropriate car parking, reducing visibility issues for local residents.

The locations of parking restrictions are shown in Figure 19.



Figure 20 Approximate location of proposed 'No Stopping' signage.

4.5.8 MCGOWAN DRIVE

McGowan Drive is a long local access road with two (2) right-angled bends, it measures approx. 530m and trends in a north-south direction. The existing LATM treatments along McGowan Drive include two (2) speed humps and one (1) pedestrian crossing.

During the community engagement, multiple concerns were raised regarding pedestrian safety, traffic and heavy vehicle volumes, and visibility issues. Due to the concerns relation to traffic and heavy vehicle volume, Frankston City Council commissioned additional tube counts on McGowan Drive, the results of these counts did not indicate a significant level of weekday average volume. The visibility issues are stated to be caused by a road crest along the Gamble Road end of McGowan Drive.

As such, to address the pedestrian safety issues, it is proposed to upgrade the existing pedestrian crossing into a raised pedestrian crossing. To address the visibility issue, it is proposed to install a 'Crest' sign to communicate to drivers that oncoming cars may not be able to see them.

4.5.9 NATISONE PLACE

Natisone Place is a short road with a right-angled bend that terminates to a cul-de-sac, it measures approx. 180m and has no existing LATM treatments.

During the community engagement and initial Traffic Committee meeting, concerns were raised regarding visibility at the right-angled bend. After investigation, these visibility issues likely stem from cars parked in proximity of the bend.

As such, it is proposed to install 'No Stopping' parking restrictions along both sides the bend to maintain adequate sight distance when approaching. Figure 20 shows the proposed location of the signage.



Figure 21 Approximate locations of 'No Stopping' signage along the bend (source: Nearthmap)

4.5.10 PALKARRA COURT

Palkarra Court is a short straight court measuring approx. 130m, it generally trends in an east-west direction. There are no existing LATM treatments along Palkarra Court.

During the community engagement and initial Traffic Committee meeting, concerns were raised regarding parking and street congestion issues. After investigation, it is determined that the likely cause of these concerns is the width of Palkarra Court, measuring approx. 5m. This narrow road causes difficulty for passing cars when cars are parked on both sides of the street.

As such, it is proposed to install 'Staggered Parking' signs along Palkarra Court, these restrictions will indicate to residents/visitors to not park parallel to a car across the street, allowing for safer passing for vehicles.

Additionally, during the Resident Traffic Committee meeting, it was raised that vehicles are parked on the bend at the intersection of McGowan Drive and Palkarra Court, it is proposed to install 'No Stopping' restrictions on both sides of the bend of McGowan Drive and Palkarra Court.

4.5.11 POSTREGNA WAY

Postregna Way is a long, curved road measuring approx. 450m, with no existing LATM treatments.

During the community engagement, a concern was raised regarding pedestrian safety in the form of an unfinished footpath to the north of Postregna Way connection to Hall Road as shown in Figure 21.

As such, it is recommended to connect the footpaths, creating a seamless and more enjoyable experience from residents that choose to walk and cycle.



Figure 22 Unfinished footpath connecting Postregna Way and Hall Road (source: Nearmap)

4.5.12 SELWYN COURT

Selwyn Court is a short court approx. 150m in length, it has a right-angled bend and terminates into a cul-de-sac.

During the Resident Traffic Committee meeting, concerns were raised regarding peak hour congestion and visibility due to Skye Primary School pick-up / drop-off. Given the nature of courts and having to enter and exit the same road, this is considered a safety issue not only for through traffic, but also children and pedestrians.

As such, it is proposed to install 'No Stopping 8-9:30AM 2:30-4:30PM Mon-Fri' restrictions on the east side of Selwyn Court to reduce parked vehicles. Allowing better visibility and safer passage for through traffic.

4.5.13 SVEN STREET

Sven Street is a short, straight road measuring approx. 220m and trending in an east-west direction. There are no existing LATM treatments along Sven Street.

During the community engagement, multiple concerns were raised regarding speeding. The characteristics of this road are conducive to speeding.

As such, it is proposed to install a speed hump at No. 4 to slow traffic along the road.

4.5.14 TAYLORS ROAD

Taylor's Road is long, straight road connecting Hall and Ballarto Road. It measures approx. 1.6km and generally trends in a north-south direction. The road is currently unsurfaced and the intersection of Taylor's / Ballarto road is currently under construction. There are no existing LATM treatments besides a large gate installed in the centre of the road, this gate is intended to limit rat running for trucks and other heavy vehicles, however it has been noted that the gate is rarely closed, thus failing to achieve its intended purpose.

During the community engagement period, multiple concerns were raised by residents of Taylor's Road regarding honing and irresponsible driving. Given the road is un-signed in a non-urban setting, the default speed limit is therefore 100km/h. It is understood that the Department of Transport has recently approved a reduction in the posted speed limit to 50km/h, and appropriate signage has recently been installed.

Additionally, concerns around intersection safety at Taylor's / Hall Road were raised. After following up the resident, the concern was determined to be that drivers were incorrectly 'cutting' the corner of the intersection.

As such, it is proposed to add a splitter island at the mouth of Taylor's Road as shown in Figure 22



Figure 23 Approximate location of proposed splitter island (source: Nearmap)

4.5.15 VENEZIA WAY

Venezia Way is a short road with two (2) sharp bends, it measures approx. 320m and has no existing LATM treatments.

During the community engagement period, multiple concerns were raised by residents regarding parking and visibility issues, particularly approaching the two (2) bends. After investigation, it is determined that the likely cause of these concerns is the roads width (measuring approx. 5m) and the angle of the bends, as seen in Figure 23.

As such, it is proposed to install 'No Stopping' signage on both sides of both bends to allow for maximum visibility and maintain adequate sight distance when approaching as shown in figure 24.



Figure 24 Sharp bend on Venezia Way (source: Street view)



Figure 25 Approximate location of proposed 'No Stopping' signage

4.5.16 VERONICA DRIVE

Veronica Drive is a long, straight road measuring approx. 380m, it generally trends in a north-south direction. There is currently one (1) existing LATM treatment in the form of a modified T-intersection at Veronica Drive / Lady Emily Way.

During the community engagement and initial Traffic Committee meeting, multiple concerns were raised regarding speeding and irresponsible driving. The characteristics of Veronica Drive are conducive to speeding.

As such, it is proposed to install two (2) consecutive speed humps at No. 8 and No. 30. These speed humps will significantly slow traffic to address the speeding and irresponsible driving issues, as well as slow traffic entering Sven Street, Lady Emily Way, and Gamble Road.

4.5.17 WESLEY CLOSE

Wesley Close is a short road that generally trends in a north-south direction, it measures approx. 120m and has no existing LATM treatments,

During the community engagement, concerns were raised by residents regarding parking and signage issues. Similarly, to Palkarra Court, the likely cause of these concerns is the width of the carriageway (approx. 5m).

As such, it is proposed to install a 'Staggered Parking' sign at the mouth of Wesley Close. These restrictions will indicate to residents/visitors to not park parallel to a car across the street, allowing for safer passing for vehicles.

4.5.18 BALLARTO ROAD

Ballarto Road is long, straight road bordering the boundary of the Skye Precinct and generally trends in an east-west direction. It is under the jurisdiction of the Department of Transport and Planning and as such, any LATM treatments or recommendations must be presented to and approved by DTP.

During the community engagement period and initial Traffic Committee meeting, multiple concerns were raised regarding road, pedestrian, and cyclist safety and infrastructure. These concerns referenced road potholes, a lack

of adequate cyclist infrastructure, and unsafe/uneven pedestrian footpaths, particularly in between Skye Primary School and McCormicks Road.

As such, it is proposed to install Shared User Path from Skye Primary School to Western Port Freeway (implemented through FCC Bike Riding Strategy and PDP), and upgrade Shared User Path from asphalt to concrete between McGowan Drive and Skye Primary School (Implemented through FCC Footpath Renewal Program).

APPENDIX 1 DRAFT LATM PLAN MAP

APPENDIX 2 LATM PLAN OVERLAYED WITH EXISTING TREATMENTS

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