

McCormicks Precinct LATM Study

Proposed Local Area Traffic Management Plan, July 2021



Speed Humps

Purpose:

- The standard measure of speeding vehicles in a street is the recorded 85th percentile speed, or the speed that 85% of vehicles travel at or below. Where 85th percentile speeds exceed the speed limit, interventions are often required.
- The installation of speed humps can also discourage non-local through traffic, better known as 'rat-running'.

Recommended Types:

- **Flat-top speed humps** provide a traffic calming effect, requiring drivers to slow down on the approach. When placed at regular intervals, they are effective in reducing overall speeds along a stretch of road.



- **Raised slow points** also add an additional benefit of narrowing the road width to allow one vehicle at a time. These treatments are only suitable for low traffic streets (less than 1,000 vehicles per day).



Note: Speed humps and other 'deflection' devices must be located near street lighting to ensure they are visible at night

'90-Degree Bends'

Issue:

- There are a large number of 90 degree bends within the local street network. There were a lot of reports made about vehicles parking on bends and cutting corners, creating a road safety hazard.

Recommended Treatment:

- Implement a program of line marking, parking restrictions and delineation (e.g. reflectors) on all 90 degree bends within the study area.

Raised School and Pedestrian Priority Crossings

Purpose:

- A common theme during community engagement was the safety of existing pedestrian crossings and lack of safe crossing points in general.
- Reduced speeds and increased priority at high-demand pedestrian crossing points improves overall safety.

Recommended treatments:

- At both Banyan Fields Primary School and Carrum Downs Secondary College, implement **raised supervised school crossings** (with the exception of McCormicks Road which is a major road).



- At the intersections of William Road and Luscombe Avenue, implement **raised pedestrian safety platforms** to provide pedestrian priority and reduce entry speeds.



Bus Stop Improvements

Key Issues:

- Bus stops are poorly defined and vehicles park too close to the 'bus flag' which affects access.

Proposed treatments:

- Implement 'yellow' bus bay line marking at key bus stops along Cadles Road, and on other roads as required in the future.



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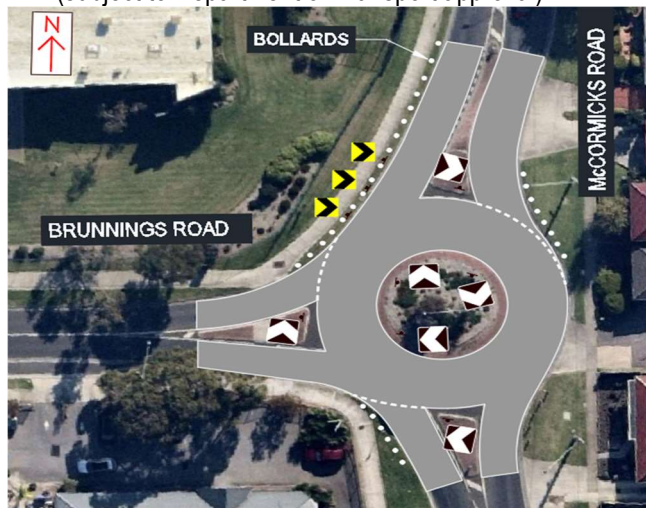
McCormicks Road / Brunnings Road Roundabout

Key Issues:

- Repetitive crashes recorded at the roundabout where vehicles have lost control, resulting in property damage, in particular during wet conditions
- Concerns for pedestrian safety around the school

Proposed treatments:

- Immediate improvements include bollards, chevron hazard alignment signage and resurfacing the road pavement
- Implement electronic 40km/h speed limit signage to improve compliance with school time restrictions (subject to Department of Transport approval)



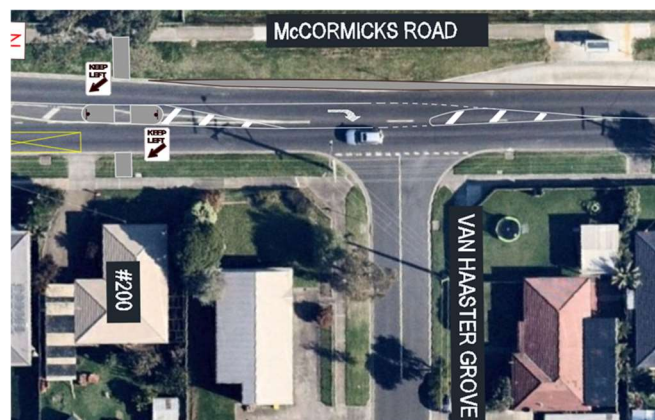
McCormicks Road

Key Issues:

- Lack of safe pedestrian crossings and high traffic volumes.

Proposed treatments:

- Implementation of three pedestrian refuge crossings located near each of the bus stops along McCormicks Road. Includes a right-turn lane into Van Haaster Grove



Wedge Road

Key Issues:

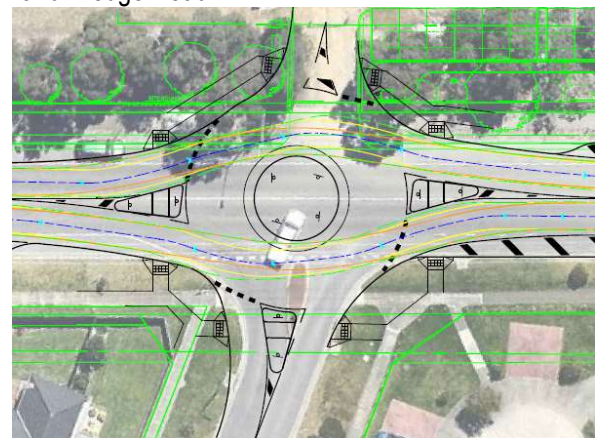
- Pedestrian safety crossing Wedge Road between the study area and Carrum Downs Recreation Reserve.
- High speeds and traffic volumes.

Proposed treatments:

- Pedestrian safety improvements (raised 'wombat' crossings on all approaches) to the intersection of Cadles Road and Wedge Road



- A new roundabout at the intersection of Herbert Road and Wedge Road.



Hall Road Duplication

- Works are being completed Major Road Projects Victoria (State Government).
- Works include duplication of Hall Road east of McCormicks Road, traffic signals at Hall Road and McCormicks Road and left-in / left-out only at Rangeview Drive
- Project objectives include to "reduce traffic volumes along McCormicks Road"

If you would like further information on treatment types shown on the draft recommended LATM plan, please contact Ben Krastins at Ratio Consultants (ben.krastins@ratio.com.au) or 9429 3111, or Isuru Thilakarathne, Strategic Infrastructure Engineer at Frankston City Council on 1300 322 322.