Logo, company name

Description automatically generated [](https://frankston.mysocialpinpoint.com/mccormickslatm#/sidebar/tab/survey)**Draft Local Area Traffic Management Plan –   
McCormicks Precinct Survey Questionnaire**

Please review the draft LATM plan and information sheet, then complete this survey online via Social Pinpoint at [frankston.mysocialpinpoint.com/McCormicks](http://frankston.mysocialpinpoint.com/LATM)LATM (or by scanning the QR code). Alternatively the completed hard copy can be returned to Frankston City Council’s Engineering Services Department using the enclosed Reply Paid envelope, or scan and email to [EngServices@frankston.vic.gov.au](mailto:EngServices@frankston.vic.gov.au) by **Friday 30 July 2021.**

**Contact details** (optional): Address: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Name: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Phone No. / or Email: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**What street do you live in? (required)** \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

| ***#*** | ***Street / Location*** | ***Recommended Treatment*** | ***Issue / Reasons*** | ***Do you support this recommendation? (tick one)*** | | |
| --- | --- | --- | --- | --- | --- | --- |
| ***Yes*** | ***No*** | ***N/A*** |
| 1 | William Road (#14, #24, #47) | Flat top speed humps | High 85th %ile speeds (60.1 km/h) and ‘rat running’ |  |  |  |
| 2 | Protea Street (#12, #57) | Flat top speed hump near #12 and raised slow point near #57 | Community complaints / feedback of ‘rat-running’ to avoid Cadles Road. |  |  |  |
| 3 | Luscombe Avenue (#23,#32,#50R,#64) | Flat top speed humps | High 85th %ile speeds (52.9 km/h) and ‘rat running’ |  |  |  |
| 4 | William Road (#80) | Indented parking in front of Aged Care Centre | Large amount of vehicles parking on naturestrip |  |  |  |
| 5 | Cadles Road (opposite #69) | Yellow bus-bay line marking at existing bus stops | Vehicles parking in ‘bus zone’ restricts access to kerbside stops |  |  |  |
| 6 | Cadles Road (opposite #71) | Alter existing supervised school crossings to ‘raised’ crossings (e.g. school crossing with speed bump) | Reduce speeds and improve pedestrian safety around school crossing points |  |  |  |
| 7 | Hall Road / McCormicks Road | Note only: Works by state government (MRPV) associated with the duplication of Hall Road | | | | |
| 8 | Hall Road |
| 9 | Rangeview Drive (#8, #19) | Flat top speed humps | High 85th %ile speeds (53.5 km/h) |  |  |  |
| 10 | Brunnings Road (#10, #82) | Flat top speed humps | High 85th %ile speeds (55.8 km/h) |  |  |  |
| 11 | Brunnings Road (Carrum Downs Secondary College) | Alter existing supervised school crossings to ‘raised’ crossings (e.g. school crossing with speed bump) and potentially relocate towards McCormicks Road | Reduce speeds and improve pedestrian safety around school crossing points. To better align with pedestrian desire lines (currently underutilised) |  |  |  |
| 12 | McCormicks Road / Brunnings Road | Bollards, improved warning and alignment signage, and improved road pavement within roundabout. | High instance of property damage crashes occurring, especially on school corner and in wet conditions. |  |  |  |
| 13 | McCormicks Road (Carrum Downs Secondary College) | Electronic 40km/h during school times signage (upgrade to existing) | To improve compliance with school time speed limit restrictions |  |  |  |
| 14 | Cadles Road (#119, #122) | Yellow bus-bay line marking at existing bus stops | Vehicles parking in ‘bus zone’ restricts access to kerbside stops |  |  |  |
| 15 | Cadles Road (#103A) | Alter existing supervised school crossings to ‘raised’ crossings (e.g. school crossing with speed bump) | Reduce speeds and improve pedestrian safety around school crossing points |  |  |  |
| 16 | Herbert Road (#21) | Flat top speed hump | High 85th %ile speeds (52.2 km/h) |  |  |  |
| 17 | Carrum Woods Drive/Elstar Drive | Realign the intersection priorities and convert to ‘slow point’ | Community complaints / feedback of confusing intersection and vehicles failing to give way |  |  |  |
| 18 | Carrum Woods Drive/Black Wattle Way | Splitter island and pedestrian refuge | Improve safety through reduced speeds and ‘corner cutting’ |  |  |  |
| 19 | Sherbourne Drive/Wendel Court | Realign the intersection priorities and convert to ‘slow point’ | Community complaints / feedback of confusing intersection and vehicles failing to give way |  |  |  |
| 20 | Herbert Road / Wedge Road | Convert existing T-intersection to a roundabout | To improve vehicular safety and provide pedestrian refuge opportunities crossing Wedge Road |  |  |  |
| 21 | Frankston - Dandenong Road (at William Road and Luscombe Avenue) | Raised pedestrian safety platforms | To improve pedestrian priority and reduce speeds of vehicles entering William Rd and Luscombe Ave |  |  |  |
| 22 | McCormicks Road, south of Van Haaster Grove | Pedestrian refuge including right-turn lane into Van Haaster Grove | Improve pedestrian safety and amenity |  |  |  |
| 23 | McCormicks Road, south of Stable Grove | Pedestrian refuge | Improve pedestrian safety and amenity |  |  |  |
| 24 | McCormicks Road, south of St Johns Wood | Pedestrian refuge | Improve pedestrian safety and amenity |  |  |  |
| 25 | Pinewood Drive (#5R, #17)and Hillview Drive (#13) | Flat top speed humps | High instances of ‘rat-running’ during peak periods avoiding Cadles Road and McCormicks Road |  |  |  |
| 26 | Cadles Road (in front of Banyan Fields PS) | Indented and DDA compliant parking spaces for people with disabilities (x2) on north and eastern frontages of Banyan Fields Primary School. | To improve DDA access and compliance with standards, for people with disabilities accessing Banyan Fields Primary School. |  |  |  |
| 27 | Wedge Road / Cadles Road | Implement pedestrian safety improvements at the existing roundabout including ‘raised’ wombat pedestrian crossings on all approaches. | To reduced speeds through the existing roundabout and improve pedestrian safety and priority. |  |  |  |
| N/A | 90 degree bends in Study Area | Line marking at 90 degree bends including reflectors (RRPM’s) and no stopping signage. | Safety concerns re speeds and corner cutting around corners |  |  |  |

***If you answered no to any of the above recommendations, Do you have any other comments or feedback to provide on the draft   
please state below why: recommended LATM plan?***

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***Privacy****Frankston City Council is committed to protecting your privacy. You can choose to respond to this consultation survey anonymously, however you are required to specify your street for your survey to be considered. Any information you provide in your survey response will be shared with Ratio Consultants and used for completing this study. Public reports regarding the project will include aggregate responses and not identify individuals. Your personal information will only be used and disclosed as authorised by law. For further information about how Council handles personal information, or to request access to your personal information, see www.frankston.vic.gov.au or contact Council’s privacy officer on 1300 322 322.*