

# LOCAL AREA TRAFFIC MANAGEMENT STUDY– HARTNETT PRECINCT

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HDS Australia Pty Ltd

Public Meeting  
Wednesday 27 November 2019

# Aim of Today's Meeting

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- Meet with Council staff and consultants and have an opportunity to personally voice your concerns on an issue on your street and provide suggestions for improvement.
- Form a Resident Traffic Committee (RTC) – Will work with us closely during the study.

# What is LATM and Objectives

Local Area Traffic Management is taking an area or precinct view of traffic related issues that concern residents.

Objectives of the LATM are to:

- Identify traffic related issues that concern local community
- Work with stakeholders to reduce concerns

The LATM may result in physical works, education, working with local business, and referring issues for consideration to the Department of Transport (VicRoads), Victoria Police or other state agencies.

# What are the typical issues?

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Issues often raised are:

- Behaviour of motorists
- Pedestrian and community road safety
- Parking

## Defining LATM

- LATM is concerned with the planning & management of the usage of road space within a local traffic area;
- Often to modify streets and street networks which were originally designed in ways that are now no longer considered appropriate to the needs of residents and users of the local area;
- Can be seen as a tool for traffic calming at local level;
- Involves use of physical devices, street-scaping treatments and other measurements to influence vehicle operation, in order to create safer and more pleasant streets in local area.

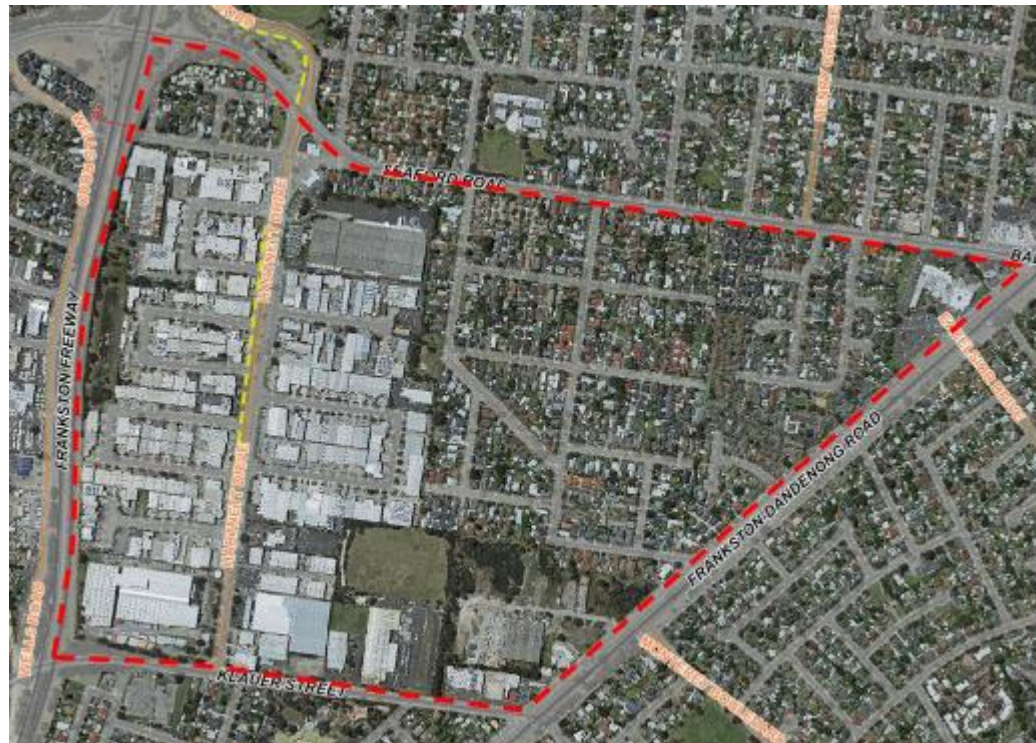
## 3 Es – Engineering, Education, Enforcement

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- Limitations of engineering solution – more appropriate to address some concerns through education and enforcement.

# Hartnett Precinct

Bounded by Seaford Road to the north, Frankston-Dandenong Road to the east, Klauer Street to the south and Frankston Freeway to the west



# Overview of Planning Process

- Desktop Investigation Based on Available Council Documents
- Questionnaire Survey Started (on 15 October 2019)
- Undertook Site Inspections
- Completion of Survey (on 26 November 2019)
- **Public Consultation Sessions & Reviews (27 November 2019)**
- Develop Safety Improvement Options
- Resident Traffic Committee Meeting (in Mid-December)
- Draft Safety Improvement Plan for Council Review (in January 2020)
- Seek Community Feedback on Draft Safety Improvement Plan (in February 2020)
- Final Report for Council Review (in April 2020)
- Council Adoption (in May 2020)



# LATM Devices

## Vertical Deflection Devices

### Speed Humps / Cushions



# LATM Devices

## Horizontal Deflection Devices

### Lane Narrowing / Kerb Outstand



### Slow Point



# LATM Devices

## Horizontal Deflection Devices(cont.)

**Mid-Block Median Treatment**



**Roundabout**



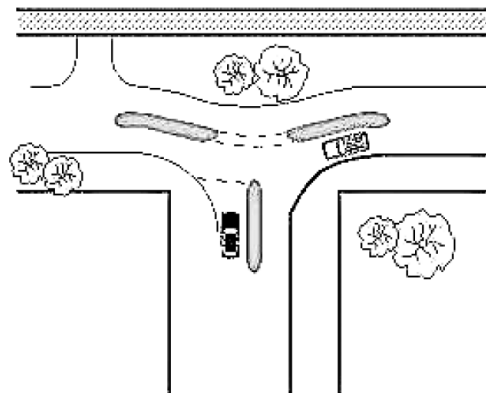
# LATM Devices

## Diversion Devices

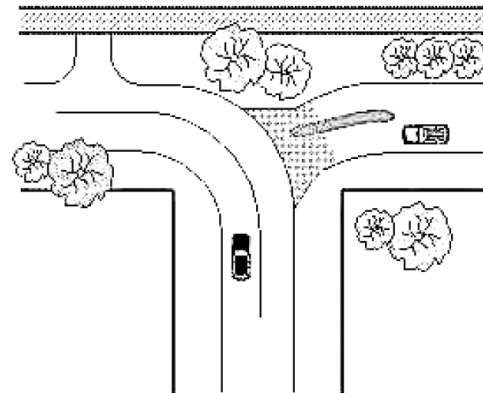
### Road Closure



### Modified-T Intersection



Modified 'T' Junction as a calming device



Modified 'T' Junction to change priority

# LATM Devices Signs, Linemarking and Other Treatments

## Speed Limit and Regulatory Signs



## Prohibited Traffic Movement Signs



No left turn



No trucks



No entry



No U-turn

# LATM Devices

## Signs, Linemarking and Other Treatments (cont.)

### Other Treatments



# Typical LATM in Hartnett Precinct

Hartnett Drive



# Typical LATM in Hartnett Precinct (cont.)

Seaford Road





# Typical LATM in Hartnett Precinct (cont.)

## Residential streets



# Survey results

- Survey closed.
- 70 responses.

## Survey results (cont.)

### Traffic speed:

- 55% of the respondents stated that speeding is not an issue in the area;
- 25% of respondents stated that speeding is a major traffic issue on their streets; and 40% of them stated that speed issues occurred all times during a day.

## Survey results (cont.)

### Traffic volume:

- 50% of respondents stated that traffic volume is not an issue;
- 25% of respondents stated that traffic volume is a major issue on their streets; and 50% of them stated that high volumes of traffic on their streets occurred during peak time.

## Survey results (cont.)

- 55% of respondents stated that there is no issue with heavy vehicles on their streets;
- 80% of respondents stated that there is no issue with pedestrian facilities;
- 85% of respondents stated that there is no issue with bicycle facilities;

## Survey results (cont.)

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### Irresponsible driving:

- 55% of respondents stated that there is an irresponsible driving issue in the area; and
- 40% of respondents stated that the irresponsible driving occurred during night time.

## Survey results (cont.)

- 75% of respondents stated that parking restrictions are not an issue in the area;
- 60% of respondents have a problem with finding available on-street parking during day time;
- 80% of respondents stated that current parking enforcement in place is appropriate;

## Survey results (cont.)

Some repeated issues raised by community:

- Concern with vehicles parked too close to their vehicle crossovers;
- Concern with vehicles parked too close to intersections;
- Difficult to exit in to Seaford Road from side roads during peak hours;
- Concern with the development standards for new infill developments pushing more cars into local streets;



## Survey results (cont.)

- Safety concern with Seaford Road/Hartnett Drive signalised intersection with right turns movement being unprotected;
- Safety concern with Holroyd Street/Fellowes Street/Stawell Street junction;
- Safety concern on Frankston Freeway exit ramps / Seaford Road with long delays and difficulty to find safe gaps to turn onto Seaford Road;
- Concern with too much traffic using local roads especially relating to the Holroyd Street and Barry Street as shortcut routes;

## Survey results (cont.)

- Respondents feel that the traffic speed on Seaford Road is relatively high and quite a number of responses raised concern with lack of safe crossing points near the primary school and kindergarten; and
- Respondents reported hooning behaviour during night time.