



LOCAL AREA TRAFFIC MANAGEMENT STUDY

CAPE PATERSON LOCAL AREA TRAFFIC MANAGEMENT STUDY

CAPE PATERSON LATM STUDY

5 AUGUST 2026

CAPE PATERSON LATM STUDY

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SOURCE: NEARMAP (REPRODUCED WITH PERMISSION)

FIGURE 2: AERIAL PHOTO OF STUDY AREA

2 BACKGROUND

Cape Paterson is a seaside village located near the town of Wonthaggi, about 130 kilometres south-east of Melbourne via the South Gippsland and Bass Highways, in the Bass Coast Shire. It is known for its beaches and is a popular summer holiday destination. Based on 2021 census data, it had a usual population of 718 and the majority of dwellings (624 of 1088) at the time were unoccupied.

The northwest portion of the township is also known as the Cape Paterson Eco Village, a subdivision that was developed from 2015 to 2022. The Eco Village includes 230 dwellings.

3 EXISTING CONDITIONS

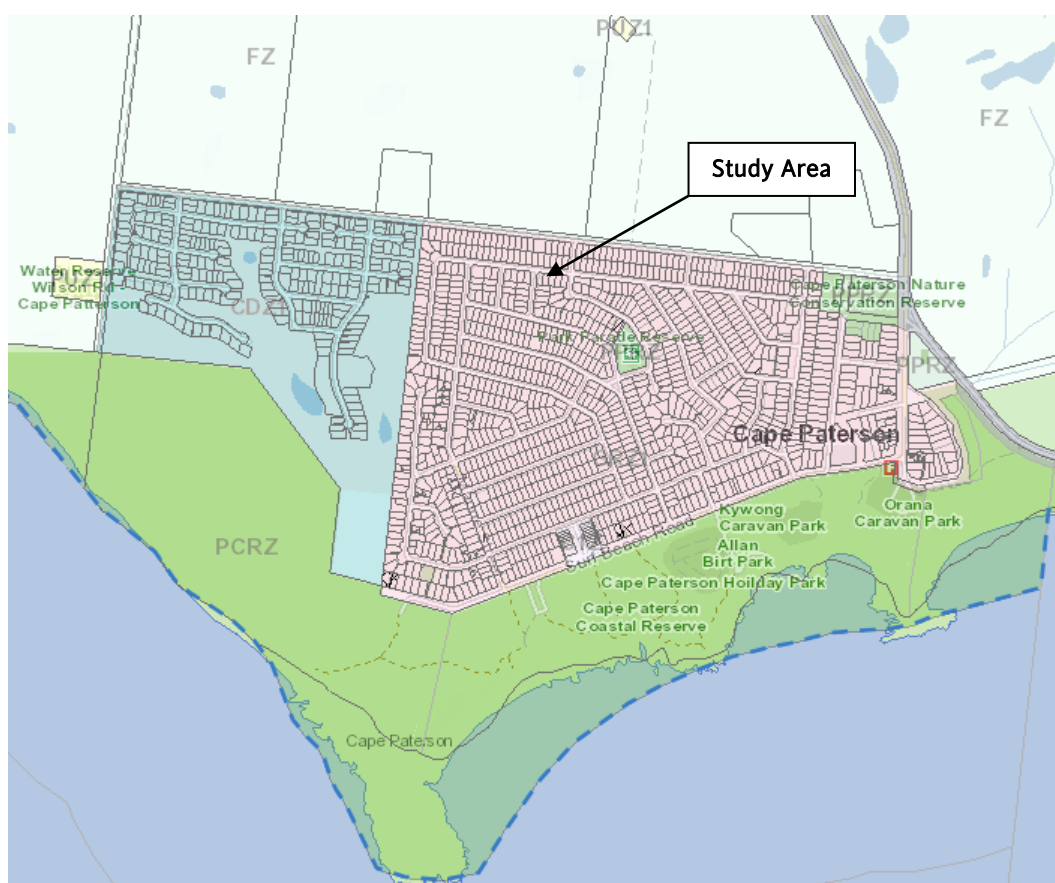
3.1 LAND USE

The study area comprises predominantly residential dwellings with a small number of commercial properties along Market Place.

The original township is predominantly zoned as General Residential (GRZ), with about 20 properties in land zoned as commercial (C1Z). The commercial area includes only hospitality, real estate and convenience businesses and most residents need to travel to Wonthaggi or Inverloch for other services.

The Eco Village to the north west is zoned as Comprehensive Development (CDZ).

A zoning map of the study area is provided in **Figure 3**.



SOURCE: VICPLAN

FIGURE 3: ZONING MAP

3.2 ROAD NETWORK

Council's *Register for Public Roads* provides the basis for identifying the road hierarchy in the study area, as shown in **Figure 4**.

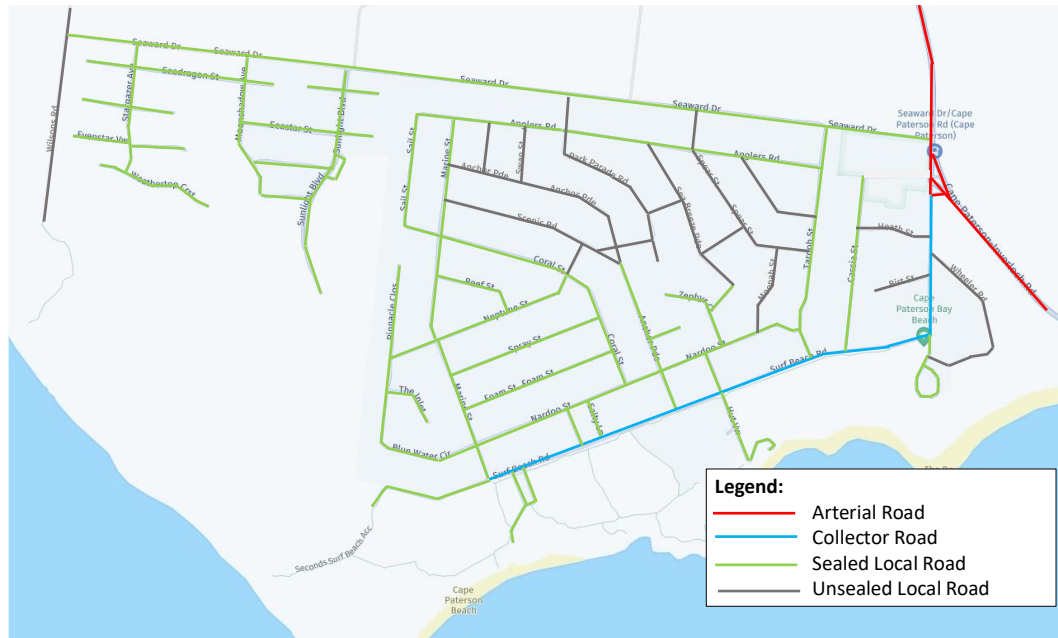


FIGURE 4: ROAD HIERARCHY

3.2.1 Department of Transport and Planning Roads

Arterial Roads

Cape Paterson Road (between Seaward Drive and Cape Paterson-Inverloch Road) is an arterial road under the control and management of the Department of Transport and Planning (DTP). It forms part of Route C435 and its primary function is to facilitate traffic movements between Wonthaggi, Cape Paterson, and Inverloch. It has a posted speed limit of 60km/h.

Council typically does not undertake work on DTP-maintained roads; however, it can advocate to DTP for work to be undertaken.

3.2.2 Council Roads

Collector Roads

Collector roads typically provide connections between arterial roads/major council roads and local access streets, and accommodate bus routes. The following collector roads are located within the study area:

- *Cape Paterson Road (between Cape Paterson-Inverloch Road and Surf Beach Road)* – provides a north-south link between Wonthaggi and Cape Paterson. It provides a traffic lane in each direction and is subject to a posted speed limit of 50km/h.
- *Surf Beach Road (between Marine Street and Cape Paterson Road)* – provides an east-west link at the southern end of the township, and also provides access to the car parks serving the beaches. It provides a traffic lane in each direction and is subject to the default urban speed limit of 50 km/h.

Local Access Streets

All other roads within the study area are local access streets. Local streets provide access to land use and facilitate pedestrian and bicycle movements.

The default 50km/h urban speed limit currently applies to local streets within the study area, except Wheeler Road in the southeast corner of the study area which has a posted speed limit of 20km/h.

While Seaward Drive is classed as a Local Access Street, it has a considerable length of approximately 2km from Cape Paterson Road to Wilsons Road, and functions similarly to a collector road. It serves as the primary access from the Eco Village in and out of Cape Paterson.

3.3 TRAFFIC MANAGEMENT AND CALMING TREATMENTS

The existing traffic management and road safety treatments in the study area are shown in **Figure 5**.



FIGURE 5: EXISTING LOCAL STREET TRAFFIC MANAGEMENT TREATMENTS

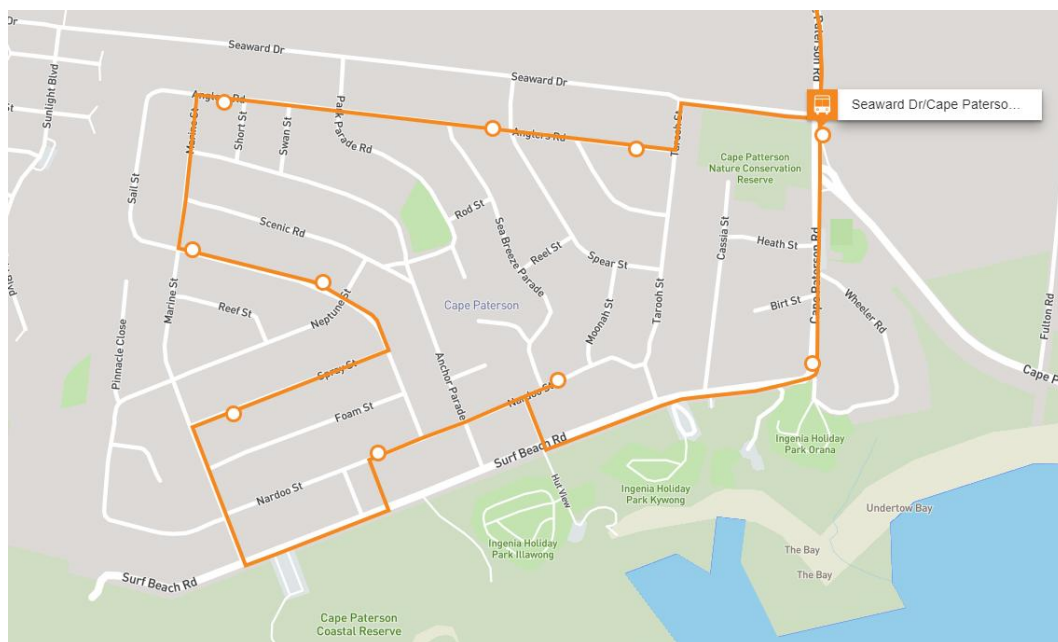
The intersection of Seaward Drive and Tarooh Street is a T-intersection with modified priority. Instead of the continuing road (Seaward Drive) having priority over the terminating leg (Tarooh Street), the western leg of Seaward Drive is Stop controlled, requiring vehicles to give way to traffic travelling between Tarooh Street and the eastern leg of Seaward Drive. In addition, westbound movements from Seaward Drive (east) to Seaward Drive (west) are banned through 'No Right Turn' signs. Vehicles wishing to continue west along Seaward Drive instead have to turn right at Anglers Road and then rejoin Seaward Drive via Spear Street or Park Parade Road.

The intersections of Anglers Road with Spear Street and Marine Street with Blue Water Circle and Nardoo Street are left-right staggered T-intersections rather than typical cross-intersections.

There are midblock speed management devices on Anglers Road and Tarrooh Street in the form of one lane speed humps, while (as discussed previously) the posted speed limit on Wheeler Road is 20km/h.

3.4 PUBLIC TRANSPORT ROUTES

The public transport route in the study area is shown in **Figure 6**.



SOURCE: PTV

FIGURE 6: PUBLIC TRANSPORT ROUTES

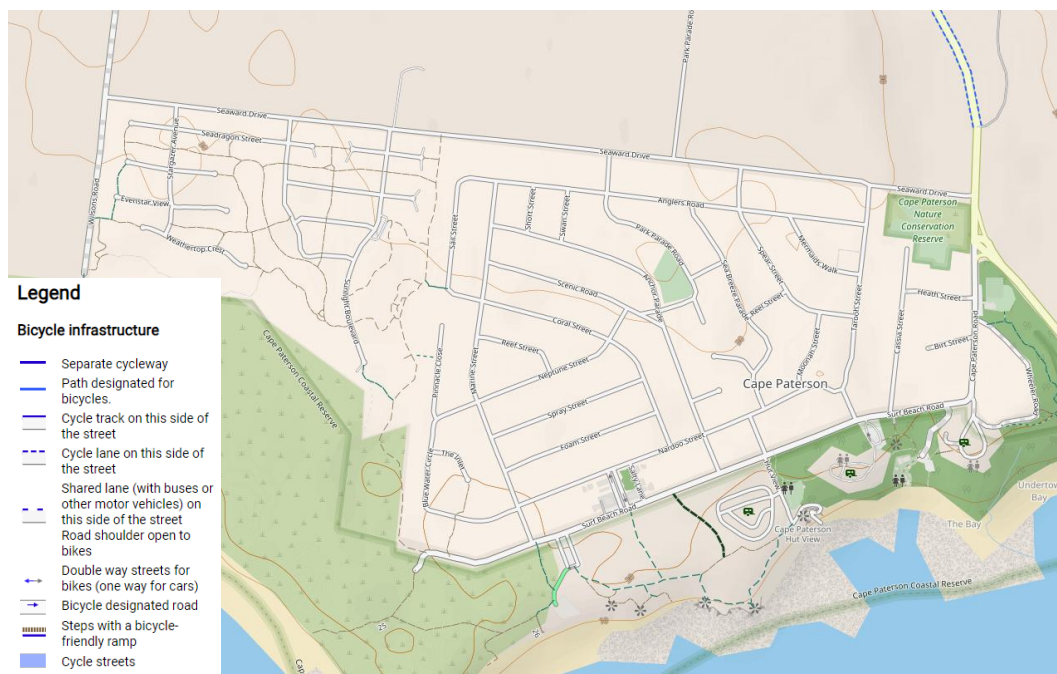
As shown in **Figure 6**, the Wonthaggi – Cape Paterson bus route operates on a loop which includes Cape Paterson Road, Anglers Road, Marine Street, Coral Street, Spray Street, Surf Beach Road, Nardoo Street, and Stuart Street. Bus stops are located on Cape Paterson Road, Anglers Road, Coral Street, Spray Street, and Nardoo Street.

3.5 ACTIVE TRANSPORT

3.5.1 Cycling Routes

As indicated in **Figure 7**, none of the roads within the study area are designated cycling routes nor is there any on-road cycling infrastructure provided. This is consistent with the road hierarchy within the study area which comprises mostly of local access streets, which would be expected to provide low-traffic, low-speed environments for cyclists.

There is an extensive shared pedestrian and cyclist path network throughout the Eco Village which is currently predominantly unsealed; however, some sections have been constructed as concrete paths. Connectivity to the old village is provided via a footpath section at the western end of Coral Street and an unsealed path section at the western end of Surf Beach Road.



SOURCE: CYCLESOSM.ORG

FIGURE 7: BICYCLE NETWORK

3.5.2 Pedestrian Routes

The current footpath network within the study area is shown Figure 8. Within the old township, footpaths are mainly limited to the southern section around Surf Beach Road and Nardoo Street. Footpaths are also provided along Marine Street and Cape Paterson Road.

Within the Eco Village, footpaths are provided on most roads and the footpath network will continue to be extended as further development occurs.



FIGURE 8: CURRENT FOOTPATH NETWORK

3.6 EXISTING TRAFFIC DATA

Traffic volume, classification and speed data was collected at 24 locations within the study area as shown in **Figure 9** and includes:

- Daily traffic volumes;
- AM and PM peak hour volumes;
- Percentage of heavy vehicles; and
- 85th percentile speed¹ data.

The surveys were undertaken within the last three years from January 2022 to the most recent surveys in January 2025. A number of locations were surveyed multiple times during this period.

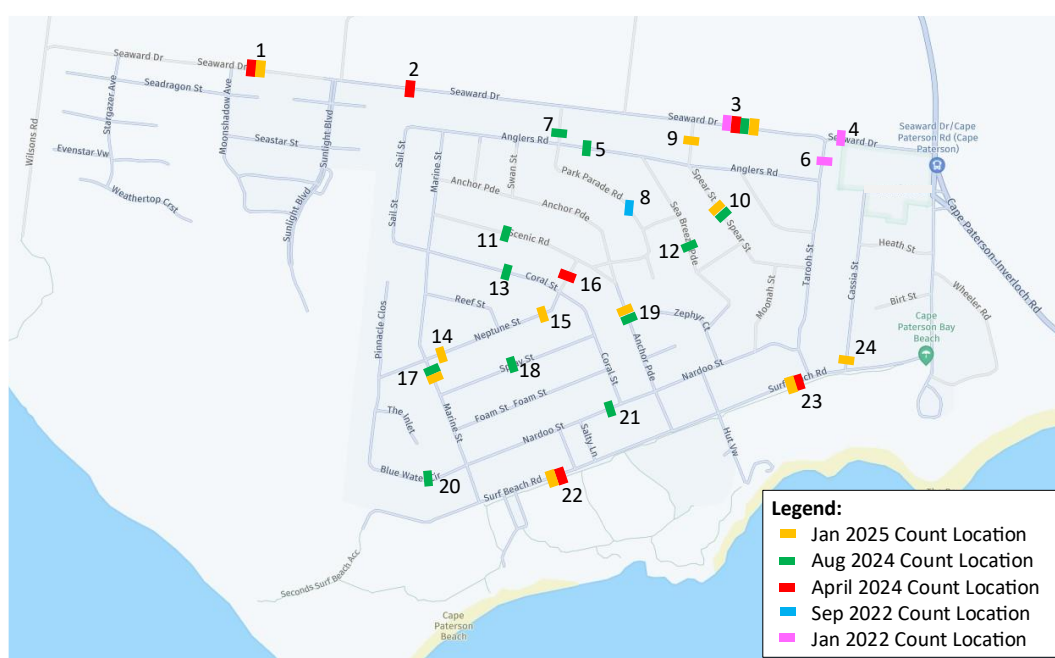


FIGURE 9: TRAFFIC COUNT LOCATIONS

A summary of the key traffic volume and speed data is presented in Table 1 and is presented diagrammatically in **Appendix A**.

The findings from the data are discussed in the following sections.

¹ The speed at or below 85% of all vehicles travel.

NO.	ROAD	LOCATION	DATE OF COUNT	AVERAGE DAILY TRAFFIC (VPD)	85%ILE SPEED (KM/H)
1	Seaward Drive	East of Moonshadow Avenue	5 – 11 Jan 2025 29 Dec 2024 – 4 Jan 2025 22 – 28 Dec 2024 15 – 21 April 2024 8 – 14 April 2024	513 573 436 333 305	59.9 60.1 60.1 57.1 57.2
2	Seaward Drive	Sunlight Bvd – Park Parade Rd	15 – 21 April 2024 8 – 14 April 2024	520 475	58.5 60.5
3	Seaward Drive	Spear Street – Tarooch Street	5 – 11 Jan 2025 29 Dec 2024 – 4 Jan 2025 22 – 28 Dec 2024 3 – 9 August 2024 15 – 21 April 2024 8 – 14 April 2024 2 – 8 Feb 2022 26 Jan – 1 Feb 2022	492 567 430 320 355 342 360 392	59.4 57.7 59.7 62.2 58.0 58.9 55.6 54.8
4	Seaward Drive	East of Tarooch Street	2 – 8 Feb 2022 26 Jan – 1 Feb 2022	1,025 1,107	49.0 48.1
5	Anglers Road	East of Park Parade Road	3 – 9 August 2024	226	42.5
6	Tarooch Street	South of Seaward Drive	2 – 8 Feb 2022 26 Jan – 1 Feb 2022	751 819	33.2 33.0
7	Park Parade Road	Seaward Drive – Anglers Road	3 – 9 August 2024	224	31.4
8	Park Parade Road	Anglers Road – Rod Street	24 Sep – 1 Oct 2022 17 – 24 Sep 2022	101 97	30.4 29.9
9	Spear Street	Seaward Drive – Anglers Road	5 – 11 Jan 2025 29 Dec 2024 – 4 Jan 2025 22 – 28 Dec 2024	258 280 227	29.7 28.4 29.0
10	Spear Street	Anglers Road – Reel Street	5 – 11 Jan 2025 29 Dec 2024 – 4 Jan 2025 22 – 28 Dec 2024	62 72 46	29.4 27.5 29.4
10	Spear Street	Anglers Road – Reel Street	3 – 9 August 2024	36	31.3
11	Scenic Road	Marine Street – Neptune Street	3 – 9 August 2024	27	31.5
12	Sea Breeze Parade	Rod Street – Reel Street	3 – 9 August 2024	41	33.7

NO.	ROAD	LOCATION	DATE OF COUNT	AVERAGE DAILY TRAFFIC (VPD)	85%ILE SPEED (KM/H)
13	Coral Street	Marine Street – Neptune Street	3 – 9 August 2024	58	43.3
14	Neptune Street	Marine Street – Reef Street	5 – 11 Jan 2025 29 Dec 2024 – 4 Jan 2025 22 – 28 Dec 2024	122 154 105	36.4 34.5 36.2
15	Neptune Street	Reef Street – Coral Street	5 – 11 Jan 2025 29 Dec 2024 – 4 Jan 2025 22 – 28 Dec 2024	93 121 80	34.7 33.2 34.6
16	Neptune Street	Scenic Road – Coral Street	15 – 21 April 2024 8 – 14 April 2024	31 42	23.7 22.3
17	Marine Street	South of Neptune Street	5 – 11 Jan 2025 29 Dec 2024 – 4 Jan 2025 22 – 28 Dec 2024 3 – 9 August 2024	955 1,086 658 343	40.3 40.4 41.9 48.8
18	Spray Street	Marine Street – Coral Street	3 – 9 August 2024	29	38.8
19	Anchor Parade	North of Shell Court	5 – 11 Jan 2025 29 Dec 2024 – 4 Jan 2025 22 – 28 Dec 2024 3 – 9 August 2024	495 591 370 180	43.3 41.7 43.8 44.5
20	Blue Water Circle	West of Marine Street	3 – 9 August 2024	103	32.4
21	Nardoo Street	West of Coral Street	3 – 9 August 2024	121	41.7
22	Surf Beach Road	West of Market Place	5 – 11 Jan 2025 29 Dec 2024 – 4 Jan 2025 22 – 28 Dec 2024 15 – 21 April 2024 8 – 14 April 2024	1,913 2,370 1,331 708 770	44.5 43.1 48.5 53.0 52.7
23	Surf Beach Road	West of Taroo Street	5 – 11 Jan 2025 29 Dec 2024 – 4 Jan 2025 22 – 28 Dec 2024 19 – 25 April 2024 8 – 14 April 2024	3,150 3,861 2,373 1,421 1,640	50.3 49.2 52.2 57.2 56.5
24	Cassia Street	North of Surf Beach Road	5 – 12 Jan 2025 29 Dec 2024 – 4 Jan 2025 22 – 28 Dec 2024	87 107 74	33.8 32.8 35.1

TABLE 1: SUMMARY OF TRAFFIC & SPEED DATA

3.6.1 Daily Traffic Volumes

Typically, low-order and short-distance local streets providing direct access to residential dwellings carry traffic volumes of up to 1,000 vehicles per day (vpd). In the study area, traffic volumes are generally low. The only streets which carry daily traffic volumes greater than 1,000 vpd are:

- Surf Beach Road (1,300 – 3,900 vpd);
- Seaward Drive between Cape Paterson Road and Tarrooh Street (~1,100 vpd); and
- Marine Street – south of Neptune Street (~1,100 vpd)

The other roads within the study area all carry daily traffic volumes of well under 500 vpd, except for Tarrooh Street which carries approximately 800 vpd.

Based on the above, daily traffic volumes in the study area are generally lower than the typical ranges for the road types.

However, there are some significant seasonal variations on some roads – notably on Seaward Drive, Surf Beach Road, Anchor Parade, and Marine Street. Data from the roads surveyed in the summer (December 2024/January 2025) compared to surveys undertaken in April and August 2024 indicates that traffic volumes increased significantly in the summer months. This data is summarised in **Table 2**.

NO.	ROAD	LOCATION	DATE OF COUNT	AVERAGE DAILY TRAFFIC (VPD)	% CHANGE
1	Seaward Drive	East of Moonshadow Avenue	Summer (29 Dec 2024 – 4 Jan 2025)	573	+72%
			Autumn (15 – 21 April 2024)	333	
3	Seaward Drive	Spear Street – Tarrooh Street	Summer (29 Dec 2024 – 4 Jan 2025)	567	+60%
			Autumn (15 – 21 April 2024)	355	
17	Marine Street	South of Neptune Street	Summer (29 Dec 2024 – 4 Jan 2025)	1,086	+217%
			Winter (3 – 9 August 2024)	343	
19	Anchor Parade	North of Shell Court	Summer (29 Dec 2024 – 4 Jan 2025)	591	+228%
			Winter (3 – 9 August 2024)	180	
22	Surf Beach Road	West of Market Place	Summer (29 Dec 2024 – 4 Jan 2025)	2,370	+208%
			Autumn (8 – 14 April 2024)	770	
23	Surf Beach Road	West of Tarrooh Street	Summer (29 Dec 2024 – 4 Jan 2025)	3,861	+135%
			Autumn (8 – 14 April 2024)	1,640	

TABLE 2: SEASONAL TRAFFIC DATA VARIATIONS

The data from the summer surveys also indicates some variance from week to week. Generally, the second week of the summer surveys (29 December 2024 – 4 January 2025) recorded higher traffic volumes compared to the prior week (22 – 28 December 2024) and the following week (5 – 11 January 2025).

3.6.2 Peak Hour Traffic Volumes

Typically, where peak hour traffic volume is greater than 14% of the daily traffic volume, through traffic or ‘rat-running’ is typically identified as a potential issue. However, given the layout of the road network none of the roads are considered to be used for rat running. The peak hours on most roads occurred between 10am and 2pm, which is typical for the Bass Coast.

3.6.3 Vehicle Speeds

The urban default speed limit of 50km/h currently applies to most roads in the study area.

The roads which have 85th percentile speeds greater than the posted limit are as follows:

- Seaward Drive (54.8 – 62.2 km/h); and
- Surf Beach Road (50.3 – 57.2 km/h);

Another important consideration in relation to operating speeds in local streets is the percentage of vehicles travelling above the posted limit. The data indicates both streets had a considerable proportion (>10%) of vehicles travelling 5 km/h or higher over the speed limit.

3.6.4 Heavy Vehicles

Local access streets should typically have a low proportion of heavy vehicles – unless they serve industrial areas or are bus routes. In the study area, traffic volumes on the following local access streets comprised more than 5 percent of heavy vehicles:

- Park Parade Road (7.7% - 8.0%);
- Seaward Drive (5.5% - 10.1%);
- Scenic Road (16.4%);
- Neptune Street (5.4%);
- Coral Street (18.3%);
- Spray Street (23.9%);
- Marine Street (11.0%);
- Surf Beach Road (7.9% - 9.4%);
- Anglers Road (8.9%);
- Spear Street (16.9%);
- Sea Breeze Parade (11.4%); and
- Nardoo Street (9.8%)

The high proportion of heavy vehicles in these roads is further explained below;

- Seaward Drive and Surf Beach Road – effectively function as collector roads;
- Other streets – overall traffic volumes are generally very low; therefore, a small number of heavy vehicles would equate to a high percentage of the overall traffic;
- Anglers Road, Marine Street, Coral Street, Spray Street, Nardoo Street – partially due to being part of the bus route.

3.7 CASUALTY CRASH HISTORY

DTP's casualty crash data for the most recent 5-year period from July 2018 to June 2023 has been reviewed.

The crash data indicates there was one casualty crash within the study area during this period. The crash was a Right Rear crash (DCA Code 132) which occurred in 2021 at the intersection of Cape Paterson Road and Seaward Drive and resulted in Minor injury.

A review of the available casualty crash history prior to this period (from 2013 to 2018) was also undertaken which indicated that there were three crashes on Surf Beach Road between Stuart Street and Tarrooh Street. These crashes were:

- An 'Off Carriageway to Left' crash (DCA 170) which occurred in 2013, resulting in Serious injury;
- A 'Head On' crash (DCA 120) which occurred in 2016, resulting in Other injury; and
- An 'Out of Control on Carriageway (On Straight)' crash (DCA 174) which occurred in 2017, resulting in Serious injury.

The types of crashes recorded on Surf Beach Road suggest that speed may have been a contributing factor. The speed data recorded in the surveys indicates that vehicle speeds are consistently high and not specific to a particular type of vehicle.

The crashes discussed above are summarised in **Figure 10**.

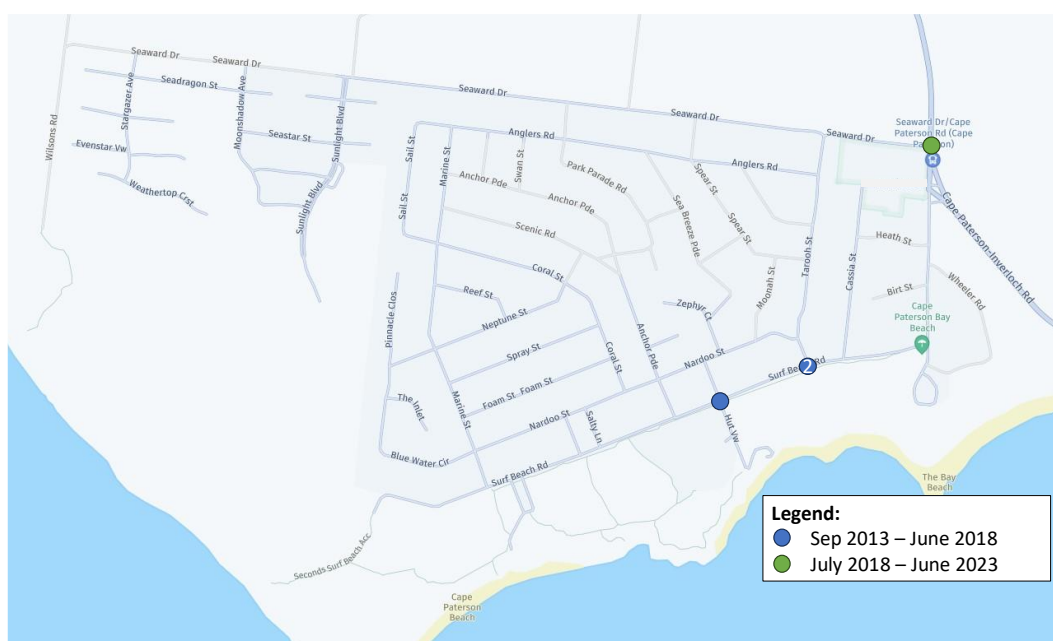


FIGURE 10: SUMMARY OF CRASHES WITHIN STUDY AREA (SEPTEMBER 2013 – JUNE 2023)

Council has access to data collected from vehicle manufacturers showing near miss GPS data within the study area. This data indicates that for the period between 1 November 2023 – 3 October 2024 there was one near miss in the township which occurred at the intersection of Cape Paterson Road and Cape Paterson-Inverloch Road.

3.8 TRAFFIC CONDITIONS

Site observations were undertaken in August 2024 during the surveyed peak hours between 10am – 1pm. Observations indicated that traffic volumes on most roads were generally low and isolated speeding was noted on some streets including Seaward Drive, Surf Beach Road, and Marine Street.

Due to the low traffic volumes in the study area, many vehicles were observed cutting corners when turning right into another street. At the intersection of Seaward Drive and Tarrooh Street, all vehicles were observed to comply with the 'No Right Turn' into Seaward Drive to travel westbound. However, some vehicles were observed driving over the centre line when travelling south to east (and vice versa).

On-street parking on many of the unkerbed streets within the study area generally occurs on the grass verge due to the narrow pavement width of these streets.

4 FUTURE CONDITIONS

The Bass Coast Residential Market, Demand and Supply Assessment (2023) assessed that there is the potential for a further 435 dwellings to be developed within the established residential areas of the township.

The traffic from these new dwellings would be distributed across the existing street network.

5 INITIAL COMMUNITY CONSULTATION (2024)

5.1 QUESTIONNAIRE SURVEY

A first round of community consultation was undertaken via an online questionnaire survey which ran from 3 June 2024 to 11 July 2024. Hard copies were also distributed to the properties within Cape Paterson.

The questionnaire sought to identify the community's views of traffic and road safety issues in the Study Area.

In total, 392 responses were received, comprising primarily of online responses.

5.1.1 Questionnaire Responses to Local Connection

The questionnaire asked respondents to describe their connection to the Bass Coast area, with multiple choices possible. **Table 3** provides a summary of the responses.

	LIVE HERE	OWNS PROPERTY	WORK HERE	OWNS BUSINESS	VISITOR	OTHER
No.	202	183	10	8	14	4
%	51%	47%	3%	2%	4%	1%

TABLE 3: SUMMARY OF QUESTIONNAIRE RESPONSES – LOCAL CONNECTION

5.1.2 Questionnaire Responses to Age & Gender Groups

The questionnaire asked respondents to describe age and gender groups.

Table 4 and Table 5 provide a summary of the responses. It is noted that some respondents chose not to answer these questions.

	UNDER 9	10-14	15-19	20-24	25-29	30-34
No.	0	0	2	0	3	6
%	0%	0%	0.5%	0%	0.8%	1.5%
	35-39	40-44	45-49	50-54	55-59	60-64
No.	12	16	24	43	47	76
%	3.0%	4.1%	6.2%	11.0%	12.0%	19.5%
	65-69	70-74	75-79	80-84	85+	
No.	70	58	21	11	1	
%	18.0%	14.9%	5.4%	2.8%	0.3%	

TABLE 4: SUMMARY OF QUESTIONNAIRE RESPONSES – AGE

	MALE	FEMALE	OTHER
No.	197	186	3
%	51%	48%	1%

TABLE 5: SUMMARY OF QUESTIONNAIRE RESPONSES – GENDER

5.1.3 Questionnaire Responses to Mode of Travel

The questionnaire asked respondents to identify their top 3 modes of travel used to travel in the local area in the past 6 months. Table 6 provides a summary of the responses. It is noted that some respondents skipped this question.

	CAR	MOTORCYCLE	TRUCK	BICYCLE	WALK	BUS/PUBLIC TRANSPORT	MOBILITY DEVICE
No.	371	5	0	185	348	40	3
%	96%	1%	0%	48%	90%	10%	1%

TABLE 6: SUMMARY OF QUESTIONNAIRE RESPONSES – MODE OF TRAVEL

The vast majority of respondents had travelled by car and foot in the past 6 months and 48% by bicycle. A further 10% had travelled by public transport. Few respondents had travelled by motorcycle or mobility devices.

5.1.4 Questionnaire Responses to Traffic Issues in Your Street

The questionnaire asked respondents to identify any traffic concerns in their street from a range of traffic problems (e.g. pedestrian safety, cyclist safety, speed etc.). In total, there were 201 responses. **Table 7** provides a summary of the responses.

PROBLEM TYPE	PROBLEM	
	NO.	%
Pedestrian safety	125	62%
Cyclist safety	74	37%
Speed	134	67%
Number of vehicles	58	29%
Through traffic (traffic from outside your area)	71	35%
Trucks	28	14%
Irresponsible driving (hooning)	58	29%
Parking	44	22%
Other	50	25%

TABLE 7: SUMMARY OF QUESTIONNAIRE RESPONSES – TRAFFIC CONCERNS IN YOUR STREET

Nearly two-thirds of respondents reported pedestrian safety and vehicle speeds on their street as a problem. Over one third of respondents reported cyclist safety and through traffic as problems. Just under one third of respondents reported the number of vehicles and irresponsible driving as problems. Roughly a quarter of respondents reported parking and other issues as problems on their street.

5.1.5 Questionnaire Responses to Traffic Issues in Other Streets

The questionnaire also asked respondents to identify any traffic concerns they had about other streets in the Study Area. In total, there were 231 responses which answered 'yes' and 161 responses which answered 'no'. The streets with the most concerns raised were Seaward Drive (32%) and Surf Beach Road (23%), followed by Anchor Parade, Anglers Road, Marine Street, Park Parade Road, and Tarrooh Street (each less than 5%).

Table 8 provides a summary of the responses by issue type. It should be noted that respondents were able to select more than one issue type.

PROBLEM TYPE	PROBLEM	
	NO.	%
Pedestrian safety	119	52%
Cyclist safety	87	38%
Speed	94	41%
Number of vehicles	56	24%
Through traffic (traffic from outside your area)	48	21%
Trucks	21	9%
Irresponsible driving (hooning)	47	20%
Parking	50	22%
Other	74	32%

TABLE 8: SUMMARY OF QUESTIONNAIRE RESPONSES – TRAFFIC CONCERNS IN OTHER STREETS

More than half of the respondents reported pedestrian safety as a problem, while around 40% reported cyclist safety and vehicle speeds as problems. Around 20-25% of respondents reported the number of vehicles, through traffic, irresponsible driving, and parking as problems.

5.1.6 Questionnaire Brief Summary of Comments

Based on a review of the community consultation feedback, the following main themes/issues were identified:

- Speeding on Marine Street, Coral Street, Blue Water Circle, Nardoo Street, Neptune Street, Park Parade Road, Reef Street, Reel Street, Sail Street, Scenic Road, Sea Breeze Parade, Seaward Drive, Spear Street, Spray Street, Stargazer Avenue, Surf Beach Road, and Taroo Street.
- Speeds of vehicles around bends and crests.
- Increased traffic volumes on Anglers Road, Marine Street, Park Parade Road, Sail Street, Seaward Drive, and Taroo Street.
- Intersection safety issues at a number of intersections along the above-mentioned roads including:
 - Seaward Drive/Taroo Street;
 - Anchor Parade/Nardoo Street;
 - Anchor Parade/Marine Street;
 - Anchor Parade/Park Parade Road/Scenic Road;
 - Marine Street/Coral Street;
 - Neptune Street/Coral Street;
 - Nardoo Street/Coral Street;

- Lack of footpaths on most streets resulting in pedestrian safety issues, in particular: Anchor Parade, Blue Water Circle, Coral Street, Park Parade Road, Seaward Drive, and crossing Surf Beach Road.
- Lack of bike facilities on most streets;
- Increased parking on streets (particularly during summer season) exacerbating pedestrian issues by forcing pedestrians to walk on the road pavement;
- Vehicles mistakenly entering dead-end streets;
- Use of unsealed roads as shortcuts through to the beach during summer season;
- High parking demands during summer season resulting in congestion.

5.2 COMMUNITY REQUESTS (2015 – 2024)

A summary of community requests to Council for the period between January 2015 – March 2024 was reviewed. The main issues raised that are of relevance to this study are:

- Safety concerns at Seaward Drive/Tarooh Street intersection;
- Vehicle speeds on Seaward Drive and Surf Beach Road;
- Insufficient accessible parking at beach car parks; and
- Pedestrian safety when crossing Surf Beach Road.

6 REVIEW OF POTENTIAL ISSUES

The following potential issues have been reviewed based on an assessment of existing conditions and community feedback:

- **Speeding:** The 85th percentile speeds on Seaward Drive and Surf Beach Road were greater than the posted limit. Further to this, both roads had a considerable proportion (> 10%) of vehicles that travelled 5 km/h or more above the speed limit.

Speeding on various other streets was raised as an issue by residents but this was not reflected in the most recent data collected in 2024/2025.
- **Traffic Volumes:** The survey data indicates that most roads generally carry low traffic volumes which are well within their capacities. However, as noted previously, traffic on some roads (Seaward Drive, Surf Beach Road, Marine Street, Anchor Parade) significantly increases during summer.
- **Through Traffic:** The survey data did not identify any roads as having a through traffic issue during peak hours.
- **Pedestrian Safety:** Many of the streets within the study area are unkerbed, without footpaths, and with narrow pavement widths. Consequently, there are pedestrian safety issues associated with pedestrians having to walk on grass verges or on the pavement when there is vehicle parked on the verge. There are also no crossing facilities in the vicinity of Surf Beach Road near the beach accesses or commercial area.
- **Cyclist Safety:** There are no cyclist facilities in the study area to improve safety or encourage cycling as a transport mode.
- **Parking:** Parking near the beach areas is limited to a number of small gravel car parks and two paved car parks (one large, one small). During peak summer season, some spill over parking occurs on Surf Beach Road and other streets on the southern side of the study area.

7 POTENTIAL TREATMENTS

A number of potential improvements were considered as options to address the problems identified by the community. These potential improvements are further discussed in this section.

7.1 SPEED LIMITS

7.1.1 40km/h Area Speed Limit

While speeding is not an issue on every street in the study area, the introduction of an area speed limit would be consistent with creating successful Local Streets in a Movement & Place context. Lower vehicle speeds would reduce crash and injury risk and support active travel modes. The speed limit reduction is particularly relevant in the study area due to the proportion of older residents, families with younger children that visit in the summer months, and the lack of footpaths on most streets which requires pedestrians to walk on the road verge or road pavement when the verge condition is not suitable or there are parked vehicles.

The implementation of a 40km/h Area speed limit could be considered, which would apply to all roads (including those within the Eco-Village) except for Wheeler Road (which already has a 20km/h speed limit), Seaward Drive, and Cape Paterson Road (which are discussed further in Section 5.1.2).

The following treatments are needed to implement a 40 km/h speed limit in the study area:

- Consistent with the VicRoads *Speed Zoning Policy* (December 2021), install signage comprising:
 - '40 AREA' speed limit signs at all entries to the area;
 - 'END 40 AREA' signs all exits from the area; and
 - A single repeater sign approximately 50m after the start of a 40km/h area.
- Replace existing 50 km/h signs in the study area with 40 km/h signs;
- Install appropriate speed management treatments to support and reinforce the speed reduction on selected streets.

It is noted that, prior to seeking approval for implementation of a speed limit change, engagement should occur with Victoria Police, DTP, Department of Justice and Regulation, PTV, relevant Council departments and the community.

A short-term evaluation (12 months after the implementation) undertaken by O'Brien Traffic of 40 km/h area speed limits in some local neighbourhood areas in Maribyrnong indicated that the reduced speed limits resulted in a reduction in actual vehicle speeds (both mean and 85th percentile) for most streets.

7.1.2 50km/h Speed Limit

Cape Paterson Road

The DTP-maintained section of Cape Paterson Road between Seaward Drive and Cape Paterson-Inverloch Road currently has a posted speed limit of 60km/h, while the section to the north has a posted speed limit of 80km/h. The Council maintained section south of Cape Paterson-Inverloch Road has a posted speed limit of 50km/h.

As Seaward Drive is the northern boundary of the township, it is considered that a 50km/h speed limit commencing north of Seaward Drive may be more appropriate instead of the current 60km/h. **Consideration could be given to advocating to DTP for the current 60km/h section to be lowered to 50km/h.**

7.2 ROAD TREATMENTS

The proposed recommendations in this section would enhance the effectiveness of the proposed 40km/h area speed limit discussed previously. However, if the area speed limit is not implemented, this should not preclude the implementation of these recommendations.

7.2.1 Seaward Drive

Survey data indicates that speeding is an issue on Seaward Drive, with the 85th percentile speeds along the length of the road found to exceed 55km/h. Further

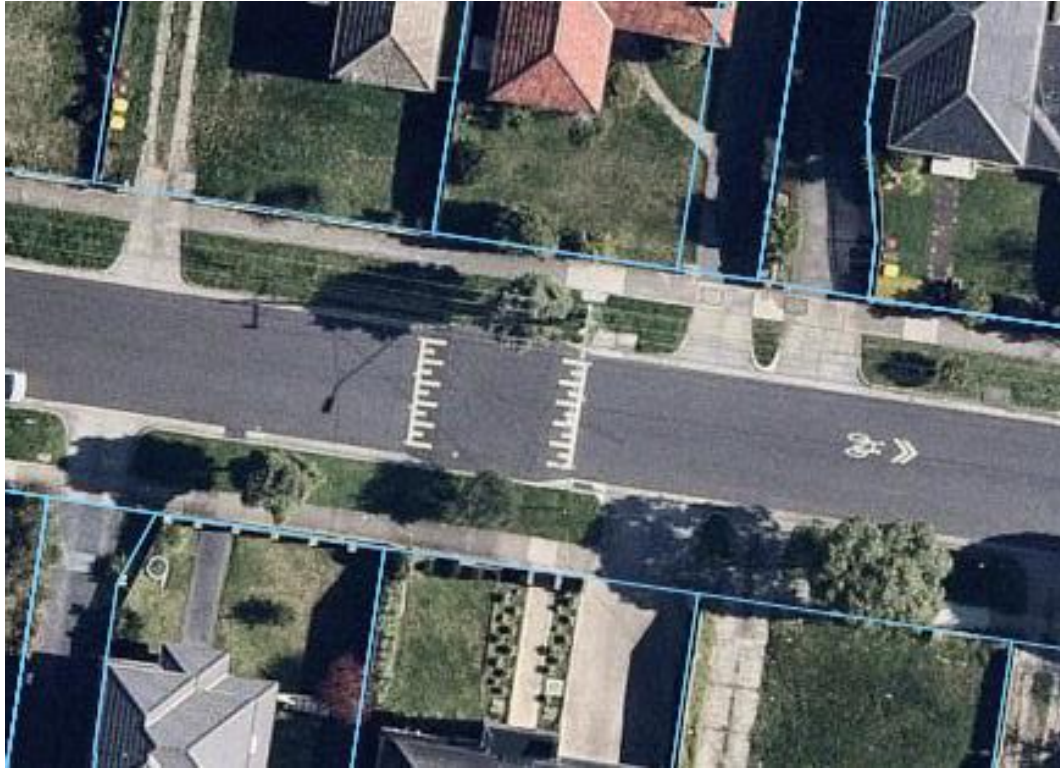
analysis of the survey data indicates varying vehicle speeds along the road with more than 40% of the vehicles travelling at speeds above 50km/h. The majority of these vehicles travelled at speeds between 55-60km/h but a significant proportion (~20%) travelled above 60km/h. This suggests that drivers may be unaware of the speed limit which applies to Seaward Drive, with some drivers travelling at 50km/h due to the built-up environment on the southern side of the road but others assuming that the rural default of 100km/h applies due to the farmland on the northern side of the road.

As discussed in Section 3.2.2, Seaward Drive is a local access street that functions similarly to a collector road, albeit with much lower traffic volumes than a typical collector road. However, volumes on Seaward Drive would likely increase in the future as further development occurs in the Eco Village. **Given the way the road functions, it is recommended that the current 50km/h is retained but repeater signs are installed to remind drivers of the speed limit.**

The retention of the 50km/h speed limit on Seaward Drive would ideally be supported by additional traffic management treatments to reinforce the 50 km/h speed environment and to provide a safer environment for walking and cycling. **Consideration should be given to installing speed management devices along the entire length of Seaward Drive to ensure that vehicles travel at appropriate speeds.** The following options could be considered:

- Speed humps;
- Speed cushions;
- Single lane road narrowing;
- Single lane road narrowing with speed humps; or
- Angled single lane road narrowing

The exact locations of the devices would need to be determined at the time of implementation and would need to consider spacing and lighting requirements.



SOURCE: NEARMAP (REPRODUCED WITH PERMISSION)

FIGURE 11: EXAMPLE OF SPEED HUMP ON KANOOKA GROVE, CLAYTON



SOURCE: METROMAP

FIGURE 12: EXAMPLE OF SPEED CUSHION TREATMENTS – HAWTHORN ROAD, BURWOOD EAST

7.2.2 Surf Beach Road

Survey data indicates that speeding is an issue on Surf Beach Road, with the 85th percentile speeds along the length of the road found to exceed 55km/h. Further

analysis of the survey data indicates that more than 20% of the vehicles travelled at speeds above 55km/h.

In addition to this, Surf Beach Road experiences a higher volume of pedestrian crossing movements than other streets with the study area due to people going to and from the beach areas and the commercial area at Market Place.

Given the speeding and pedestrian safety concerns, **consideration should be given to installing speed management devices along the entire length of Surf Beach Road to ensure that vehicles travel at appropriate speeds.** The following options could be considered:

- Speed humps;
- Speed cushions;
- Single lane road narrowing;
- Single lane road narrowing with speed humps; or
- Angled single lane road narrowing

As Surf Beach Road is part of the local bus route, speed cushions may be preferable as these are more sympathetic to buses as they can straddle the cushions. Speed cushions are also preferable for cyclists and are more cost effective to install. Speed humps could be considered but the slopes of the humps would need to be made less steep to be traversable by buses, which may reduce their effectiveness in slowing down other types of vehicles.

The exact locations of the speed cushions would need to be determined at the time of implementation and would need to consider spacing (ideally 60 – 80 metres) between devices) and lighting requirements. Ideally, the placement of the devices should also consider locations where pedestrians would cross, including the existing footpath network around Surf Beach Road. Consideration should be given to installing wombat crossings instead of speed humps or cushions at locations where there are likely to be pedestrians crossing the road.

7.2.3 Marine Street

Marine Street is one of the two main sealed roads providing a continuous north-south link between Seaward Drive/Anglers Road and Surf Beach Road (the other being Tarrooh Street).

Traffic and speed data from August 2024 and December 2024/January 2025 does not indicate any apparent speeding issues. However, it is noted that in the peak season Marine Street carries significantly higher volumes compared to the off-peak season.

The proposed 40km/h area speed limit would be augmented by speed management devices on key links such as Marine Street. A number of intersection treatments are proposed along Marine Street in Section 7.3 to help manage vehicle speeds. However, even with the implementation of these treatments, there would still be gaps of around 200m between the intersections which is not ideal as this could lead to vehicles speeding in these midblock sections.

Consideration should be given to providing midblock speed management devices so

that distances between these devices and an intersection treatment are ideally between 60 – 80 metres. The following options could be considered:

- Speed humps;
- Speed cushions;
- Single lane road narrowing;
- Single lane road narrowing with speed humps; or
- Angled single lane road narrowing

The exact locations of the devices would need to be determined at the time of implementation and would need to consider side roads, driveways and lighting requirements.

7.2.4 Sail Street

Sail Street contains two horizontal curves and a vertical crest. Drivers' visibility of oncoming traffic is limited at these locations, therefore increasing the risk of potential head-on crashes. **Consideration should be given to linemarking the centre of the road at these horizontal curves and crests** to assist drivers in positioning themselves on the correct side of the road to reduce the risk of conflict with oncoming traffic.

7.2.5 Park Parade Road

Park Parade Road is an unsealed road which intersects Seaward Drive and provides a continuous link down towards Surf Beach Road via Anchor Parade.

Concerns have been raised by residents that the road is used by vehicles as cut-through between Seaward Drive and Surf Beach Road. The survey data indicates that volumes are low (225vpd between Seaward Drive and Anglers Road, 100vpd south of Anglers Road) and are well within the capacity of an access road.

It is noted that there is a playground and reserve located on Park Parade Road, which has perhaps led to perceptions of speeding and high volumes along the road. It is also conceded that in the summer season there may be higher volumes and speeds along Park Parade Road.

Section 7.3.6 and 7.3.9 discuss possible road closures/movement restrictions in the vicinity of Park Parade Road which may reduce usage of Park Parade Road by non-resident vehicles.

Concerns have also been raised regarding dust caused by vehicles travelling along the road. Consideration should be given to sealing the road to address this issue.

7.2.6 Anchor Parade

Anchor Parade is an access road providing a link between Marine Street at its western end and Surf Beach Road at its southern end. The western section between Marine Street and Scenic Road is unsealed, while the southern section to Surf Beach Road is sealed.

An intersection treatment is proposed at Nardoo Street in Section 7.3.5. However, even with the implementation of this treatment, there would still be gap of around

250m between Nardoo Street and the start of the sealed section, which is not ideal as this would lead to vehicles speeding in this section.

Consideration should be given to providing midblock speed management devices so that distances between these devices and the Nardoo Street intersection treatment are ideally between 60 – 80 metres. The following options could be considered:

- Speed humps;
- Speed cushions; or
- Single lane road narrowing;
- Single lane road narrowing with speed humps; or
- Angled single lane road narrowing

The exact locations of the devices would need to be determined at the time of implementation and would need to consider side roads, driveways and lighting requirements.

Concerns have also been raised regarding dust caused by vehicles travelling along unsealed section of the road. Consideration should be given to sealing this section to address this issue.

7.2.7 Coral Street

Coral Street is a sealed access road providing a link between Marine Street and Sail Street at its western end and Nardoo Street at its southern end.

A number of intersection treatments are proposed along Coral Street in Section 7.3. However, even with the implementation of these treatments, there would still be a distance of 240-300m between the intersection treatments, which is not ideal as this would lead to vehicles speeding in this section.

Consideration should be given to providing midblock speed management devices so that distances between these devices and an intersection treatment are ideally between 60 – 80 metres. The following options could be considered:

- Speed humps;
- Speed cushions; or
- Single lane road narrowing;
- Single lane road narrowing with speed humps; or
- Angled single lane road narrowing

As Coral Street is part of the local bus route, speed cushions may be preferable as these are more sympathetic to buses as they can straddle the cushions. Speed cushions are also preferable for cyclists and are more cost effective to install. Speed humps could be considered but the slopes of the humps would need to be made less steep to be traversable by buses, which may reduce their effectiveness in slowing down other types of vehicles.

The exact locations of the speed cushions would need to be determined at the time of

implementation and would need to consider side roads, driveways and lighting requirements.

7.2.8 Seabreeze Parade/Zephyr Court

Seabreeze Parade is an unsealed road which intersects Anglers Road and provides a continuous link down towards Surf Beach Road via Zephyr Court.

Some concerns have been raised by residents that the road is used by vehicles as a cut-through between Anglers Road and Surf Beach Road. The survey data indicates that volumes on Seabreeze Parade are very low (less than 50vpd) suggesting that this is not an issue.

Concerns have also been raised regarding dust caused by vehicles travelling along the road. Consideration should be given to sealing the road to address this issue.

7.2.9 Spear Street

Spear Street is an unsealed road which intersects Seaward Drive and provides a continuous link down towards Surf Beach Road (via Seabreeze Parade/Zephyr Court/Stuart Street or Taroo Street).

Some concerns have been raised by residents that the road is used by vehicles as cut-throughs between Seaward Drive and Taroo Street or Surf Beach Road. The survey data indicates that volumes on Spear Street are very low (less than 50vpd) suggesting that this is not an issue.

Concerns have also been raised regarding dust caused by vehicles travelling along the road. Consideration should be given to sealing the road to address this issue.

7.2.10 Other Roads

Unsealed Roads

There are a number of roads within the study area which are unsealed. These include:

- Anchor Parade (Marine Street – Scenic Road);
- Birt Street;
- Heath Street (Cape Paterson Road – Cassia Street);
- Mermaids Walk (Anglers Road – Taroo Street);
- Moonah Street (Spear Street – Nardoo Street);
- Park Parade Road (Seaward Drive – Scenic Road);
- Reel Street (Spear Street – Sea Breeze Parade);
- Rod Street (Sea Breeze Parade – Park Parade Road);
- Scenic Road (Marine Street – Anchor Parade);
- Sea Breeze Parade (Anglers Road – east of Zephyr Court);
- Short Street (Anglers Road – Anchor Parade);
- Spear Street (Seaward Drive – Taroo Street);

- Swan Street (Anglers Road – Anchor Parade); and
- Wheeler Road.

A common issue raised on these roads is the spread of dust caused by vehicles. Consideration should be given to sealing the road to address this issue.

Dead-End Streets

There are a number of dead-end streets within the study area which may be mistaken as continuing roads by non-local drivers (e.g. summer holidaymakers). These include:

- Cassia Street (north of Heath Street);
- Birt Street;
- Zephyr Court (north of Seabreeze Parade);
- Ozone Court;
- Shell Court;
- The Inlet;
- Pinnacle Close; and
- Surf Beach Road (west of Marine Street).

While text displaying 'No Through Road' is included under the street name on fingerboard signs for some of these roads, these may not be clear to drivers as the text is quite small. This may lead to drivers mistakenly entering these roads and then having to turn around to exit. **Consideration should be given to providing standard 'No Through Road' signage** that is already used on Cassia Street and Surf Beach Road.

7.2.11 Summary

The proposed treatment options for each road are summarised in **Table 9**.

ROAD	SPEED HUMPS	SPEED CUSHIONS	SINGLE LANE ROAD NARROWING	ANGLED SINGLE LANE ROAD NARROWING	SEALED ROAD SURFACE	SIGNAGE/LINEMARKING IMPROVEMENTS
Anchor Parade	√	√	√	√	√	
Birt Street					√	√
Cassia Street						√
Coral Street	√	√	√	√		
Heath Street					√	

ROAD	SPEED HUMPS	SPEED CUSHIONS	SINGLE LANE ROAD NARROWING	ANGLED SINGLE LANE ROAD NARROWING	SEALED ROAD SURFACE	SIGNAGE/LINEMARKING IMPROVEMENTS
Marine Street	√	√	√	√		
Mermaids Walk					√	
Moonah Street					√	
Ozone Court						√
Park Parade Road					√	
Pinnacle Close						√
Reel Street					√	
Rod Street					√	
Sail Street						√
Seabreeze Parade/ Zephyr Court					√	√
Seaward Drive	√	√	√	√		
Shell Court						√
Spear Street					√	
Surf Beach Road	√	√	√	√		√
The Inlet						√

TABLE 9: SUMMARY OF POTENTIAL TREATMENTS ON EACH STREET

7.3 INTERSECTION TREATMENTS

7.3.1 Seaward Drive/Tarooh Street

The intersection of Seaward Drive and Tarooh Street is a T-intersection with modified priority. Instead of the continuing road (Seaward Drive) having priority over the terminating leg (Tarooh Street), the western leg of Seaward Drive is Stop controlled, requiring vehicles to give way to traffic travelling between Tarooh Street and the eastern leg of Seaward Drive. In addition, westbound movements from Seaward Drive (east) to Seaward Drive (west) are banned through 'No Right Turn' signs. Vehicles wishing to continue west along Seaward Drive instead have to turn right at Anglers

Road and then rejoin Seaward Drive via Spear Street or Park Parade Road. It is understood that the current configuration was undertaken some years ago in response to a crash at the intersection that resulted in a fatality.

Observations by Council officers at the intersection and community feedback indicate that there is poor compliance with the 'No Right Turn' ban and in some cases, vehicles were found entering the western leg of Seaward Drive by driving on the wrong side of the road.



SOURCE: NEARMAP (REPRODUCED WITH PERMISSION)

FIGURE 13: EXISTING INTERSECTION LAYOUT – SEAWARD DRIVE/TAROOH STREET

The effectiveness of the current arrangement is questionable given the poor compliance and may in fact cause more safety issues if drivers are not using the intersection appropriately.

The following potential improvements could be considered:

- Roundabout;
- Revert to a standard T-intersection with Seaward Drive having priority;
- Raised platform at intersection

7.3.2 Marine Street/Coral Street/Sail Street

This is an untreated cross-intersection which is not desirable from a safety perspective. Give Way signs and linemarking are provided on the Marine Street approaches.



SOURCE: NEARMAP (REPRODUCED WITH PERMISSION)

FIGURE 14: EXISTING INTERSECTION LAYOUT – MARINE STREET/CORAL STREET/SAIL STREET

Marine Street is one of the two main sealed roads providing a continuous north-south link between Seaward Drive/Anglers Road and Surf Beach Road. It is possible that in the summer season Marine Street would carry higher traffic volumes resulting from increased traffic between the Eco Village and the beach.

Given this, consideration should be given to providing either:

- A raised intersection treatment;
- Speed cushions on each of the approaches; or
- A small-diameter roundabout.

Each of these options would have the effect of slowing down vehicles as they approach the intersection. A roundabout would have the additional benefit of providing some additional deflection to reduce the risk of crashes occurring at right angles, but would remove priority from pedestrians crossing the minor leg, whereas this would be retained in the other two options.



FIGURE 15: EXAMPLE OF RAISED INTERSECTION AT GOVE STREET/KEMP STREET, SPRINGVALE



SOURCE: NEARMAP (REPRODUCED WITH PERMISSION)

FIGURE 16: EXAMPLE OF SMALL DIAMETER (MINI) ROUNDABOUT AT KANOOKA GROVE/FRANCIS STREET, CLAYTON

7.3.3 Marine Street/Neptune Street/Blue Water Circle

Similar to the previous intersection, this is also an untreated cross-intersection on Marine Street which is not desirable from a safety perspective.



SOURCE: NEARMAP (REPRODUCED WITH PERMISSION)

FIGURE 17: EXISTING INTERSECTION LAYOUT – MARINE STREET/NEPTUNE STREET/BLEU WATER CIRCLE

Given this, consideration should be given to providing either:

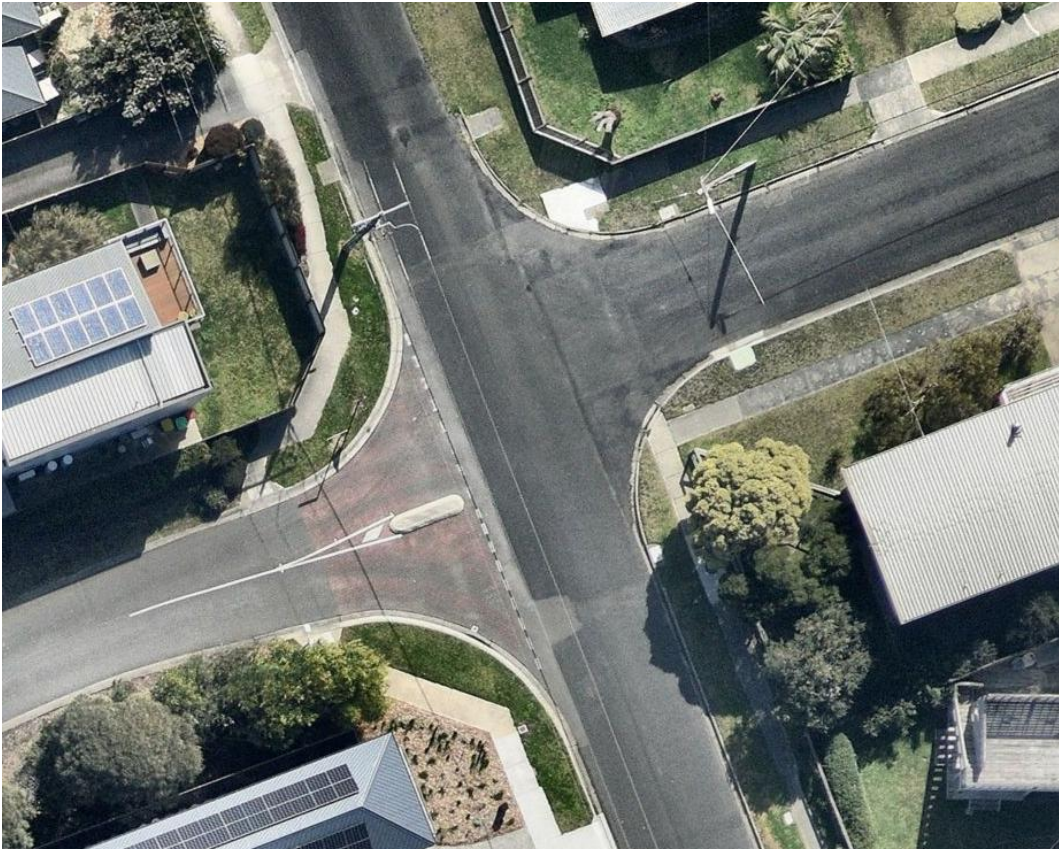
- A raised intersection treatment;
- Speed cushions on each of the approaches; or
- A small-diameter roundabout.

Each of these options would have the effect of slowing down vehicles as they approach the intersection. A roundabout would have the additional benefit of providing some additional deflection to reduce the risk of crashes occurring at right angles, but would remove priority from pedestrians crossing the minor leg, whereas this would be retained in the other two options.

7.3.4 Marine Street/Nardoo Street/Blue Water Circle

This intersection is a left-right staggered T-intersection with traffic on Nardoo Street and Blue Water Circle required to Give Way to traffic on Marine Street. Give Way signs

and linemarking are provided on Blue Water Circle but not on Nardoo Street. A splitter island is provided on Blue Water Circle.



SOURCE: NEARMAP (REPRODUCED WITH PERMISSION)

FIGURE 18: EXISTING INTERSECTION LAYOUT – MARINE STREET/NARDOO STREET/BLEU WATER CIRCLE

It is recommended that Give Way signage and linemarking is provided on Nardoo Street to bring it up to the appropriate standard. In addition, consideration should be given to providing raised pedestrian thresholds on Blue Water Circle and Nardoo Street to connect the footpaths on either side of both roads. The raised thresholds would increase the conspicuity of pedestrians crossing the side roads and also physically slow vehicles down as they approach the intersection.

As a further safety enhancement, the installation of speed cushions on the Marine Street approaches to the intersection could also be considered to slow vehicles down without unnecessarily impacting on buses.

7.3.5 Anchor Parade/Nardoo Street

This is an untreated cross-intersection which is not desirable from a safety perspective. Give Way signs and linemarking are provided on the Nardoo Street approaches.



SOURCE: NEARMAP (REPRODUCED WITH PERMISSION)

FIGURE 19: EXISTING INTERSECTION LAYOUT – ANCHOR PARADE/NARDOO STREET

Given this, consideration should be given to providing either:

- A raised intersection treatment;
- Speed cushions on each of the approaches; or
- A small-diameter roundabout.

Each of these options would have the effect of slowing down vehicles as they approach the intersection. A roundabout would have the additional benefit of providing some additional deflection to reduce the risk of crashes occurring at right angles, but would remove priority from pedestrians crossing the minor leg, whereas this would be retained in the other two options.

Raised thresholds across the Nardoo Street approaches could also be considered to improve pedestrian safety and connectivity of the existing footpaths. However, as Nardoo Street forms part of the bus route, **speed cushions** may be a better option to minimise the impacts to buses.

7.3.6 Anchor Parade/Scenic Road/Park Parade Road

This intersection comprises three intersections located within close proximity to one another. All three roads are unsealed roads at this location.

Anchor Parade and Park Parade Road form a cross-intersection with Anchor Parade having priority. The eastern approach of Park Parade Road is controlled by Stop signs, and the western approach controlled by a Give Way sign. The intersection is located on a crest. Approximately 35m west of this intersection, Park Parade Road intersects

Scenic Road in a T-intersection. The southeastern approach of Scenic Road is controlled by a Give Way sign, with the northwestern approach continuing into Park Parade Road and having priority at the intersection. Approximately 50m southeast of this intersection, Scenic Road intersects Anchor Parade in a T-intersection. The Scenic Road approach is controlled by a Give Way sign, with Anchor Parade having priority. The existing priority arrangements are summarized in **Figure 20**.



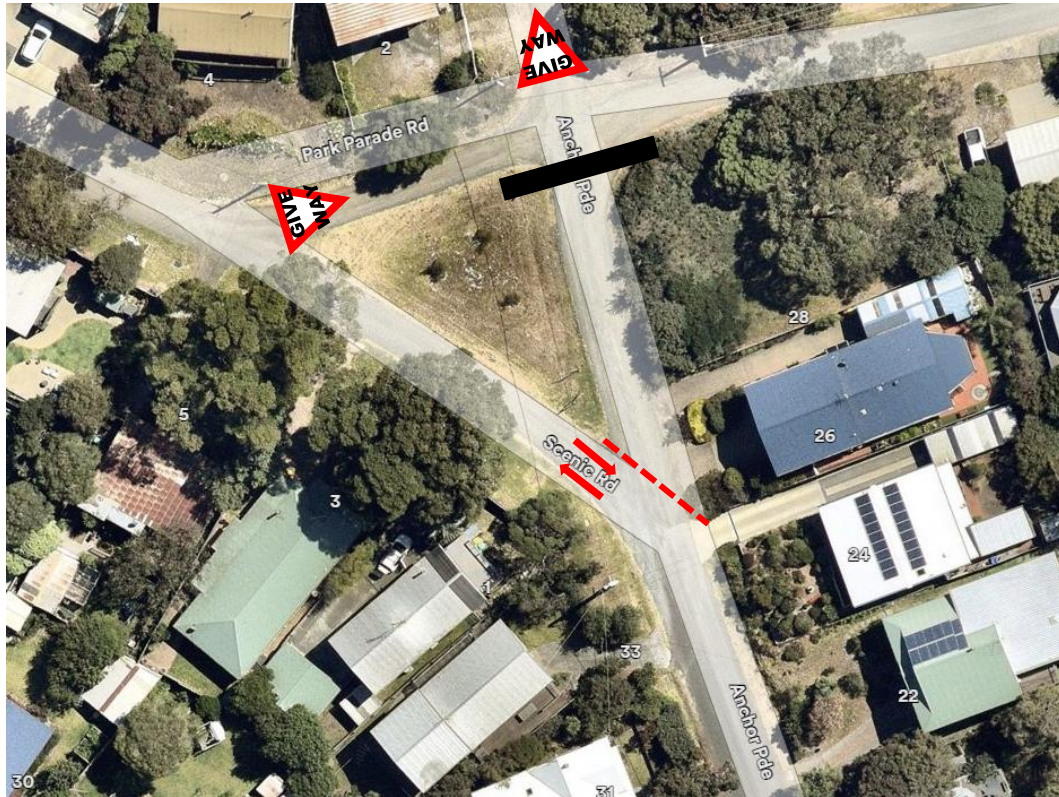
SOURCE: NEARMAP (REPRODUCED WITH PERMISSION)

FIGURE 20: EXISTING GIVE WAY AND STOP SIGNAGE AT ANCHOR PARADE/SCENIC ROAD/PARK PARADE ROAD INTERSECTION

Given the complexity arising from having three intersections located so close to one another, the possible confusion around which approaches have priority at each of these intersections, and the limited options available to mitigate issues due to all of the roads being unsealed, **consideration could be given to closing the southern approach of Anchor Parade at the Park Parade Road intersection.**

This would change the Anchor Parade/Park Parade Road intersection to a typical T-intersection, with traffic on Anchor Parade now required to give way to Park Parade Road. The closed section of Anchor Parade would remain open from the south and function as a dead-end service road providing access to No. 26 and 28 Anchor Parade.

If such a closure is implemented, Scenic Road and Anchor Parade would form the continuing road at the intersection with this new service road. At the intersection of Scenic and Park Parade Road, Scenic Road would have priority with traffic on Park Parade Road giving way. The possible new priority arrangements are summarised in **Figure 21**. If implemented, the design of the road closure should continue to allow bicycle and pedestrian movements through the closure.



SOURCE: NEARMAP (REPRODUCED WITH PERMISSION)

FIGURE 21: POSSIBLE CHANGES AND NEW GIVE WAY AND STOP SIGNAGE AT ANCHOR PARADE/SCENIC ROAD/PARK PARADE ROAD INTERSECTION

7.3.7 Coral Street/Neptune Street

This is an untreated cross-intersection which is not desirable from a safety perspective. Give Way signs and linemarking are provided on the northern and southern approaches of Neptune Street.



SOURCE: NEARMAP (REPRODUCED WITH PERMISSION)

FIGURE 22: EXISTING INTERSECTION LAYOUT – CORAL STREET/NEPTUNE STREET

Consideration should be given to providing speed cushions on all of the approaches **except for northern approach**. This would have the effect of slowing down vehicles as they approach the intersection. Speed cushions are preferred on Coral Street as it forms part of the bus route.

7.3.8 Surf Beach Road/Stuart Steet/Hut View

This is an untreated cross-intersection which is not desirable from a safety perspective. Give Way signs and linemarking are provided on the northern and southern approaches. Hut View provides access to the Allan Birt Reserve Playground, Cape Paterson Caravan Park, a beachside car park and a boat ramp.



SOURCE: NEARMAP (REPRODUCED WITH PERMISSION)

FIGURE 23: EXISTING INTERSECTION LAYOUT – SURF BEACH ROAD/STUART STREET/HUT VIEW

Given the likelihood of increased pedestrian activity at this intersection, **consideration should be given to providing threshold treatments across Stuart Street and Hut View** which would increase the conspicuity of pedestrians crossing the side roads and also physically slow vehicles down as they approach the intersection.

7.3.9 Other Intersections

Site observations indicated that vehicles tend to cut corners when turning right at intersections due to the low traffic environment and drivers assuming that there are no other vehicles at the intersection. Due to this, consideration should be given to providing a splitter island at a number of intersections to control entry speeds and eliminate corner cutting. These locations are:

- Taroo Street/Anglers Road;
- Taroo Street/Nardoo Street;
- Nardoo Street/Zephyr Court;
- Nardoo Street/Stuart Street; and
- Nardoo Street/Coral Street.

At locations with footpaths, the splitter island should accommodate a refuge for pedestrians where possible.

7.3.10 Summary

The proposed treatment options for each intersection are summarised in **Table 10**.

INTERSECTION	ROUNDABOUT	RAISED INTERSECTION PLATFORM	SPEED CUSHIONS ON APPROACHES	CHANGED PRIORITY	MOVEMENT RESTRICTIONS	SIGNAGE/LINEMARKING CHANGES	RAISED THRESHOLD TREATMENT	SPLITTER ISLANDS
Seaward Drive/Tarooh Street	√	√	√	√				
Marine Street/Coral Street/Sail Street	√	√	√					
Marine Street/Neptune Street/Blue Water Circle	√	√	√					
Marine Street/Nardoo Street/Blue Water Circle			√			√	√	
Anchor Parade/Nardoo Street	√	√	√					
Anchor Parade/Scenic Road/Park Parade Road				√	√			
Coral Street/Neptune Street			√					
Surf Beach Road/Stuart Street/Hut View							√	
Tarooh Street/Anglers Road								√
Tarooh Street/Nardoo Street								√
Nardoo Street/Zephyr Court								√
Nardoo Street/Stuart Street								√
Nardoo Street/Coral Street								√

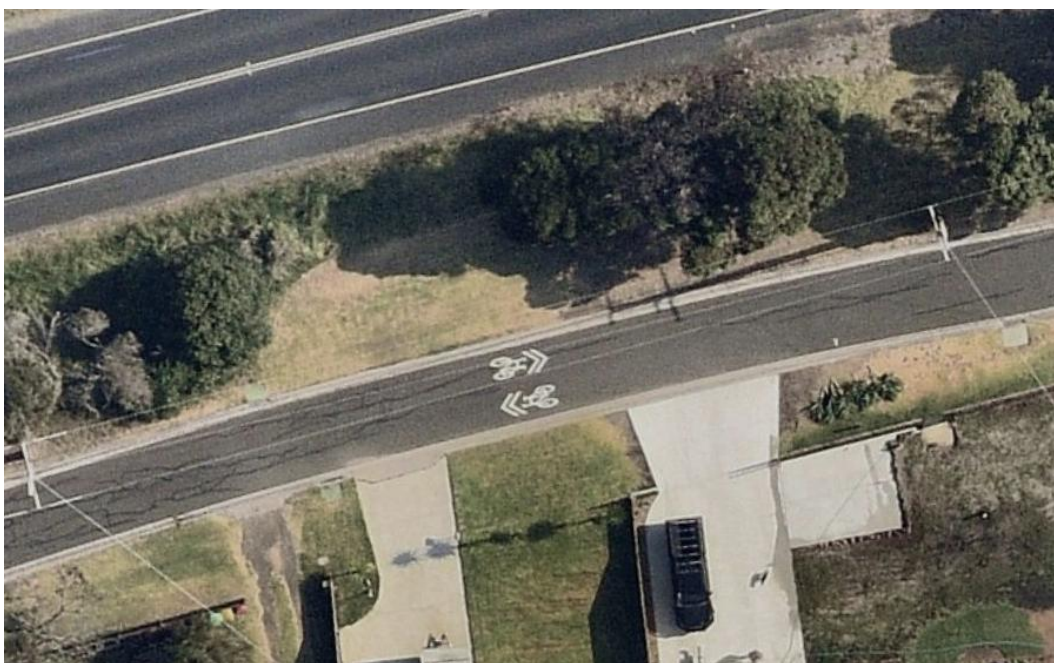
TABLE 10: SUMMARY OF POTENTIAL TREATMENTS AT INTERSECTIONS

7.4 PEDESTRIAN AND CYCLIST CONSIDERATIONS

As previously discussed, within the old township, footpaths are only provided on selected roads closer to the beach at the southern end of the study area including Surf Beach Road, Marine Street, Nardoo Street, Market Place, Anchor Parade, and Stuart Street. Footpaths are also present on Cape Paterson Road to provide access to the Cape Paterson Community Hall on the eastern side of the road.

There are no formal cycling facilities on the roads within the study area, given these are mostly local streets. Local access streets typically cater for pedestrians and cyclists with varying abilities and ages, with road users sharing the street space.

The underlying principle of the traffic management treatments proposed above, including the 40 km/h area speed limit, is that, following implementation, the safety and convenience of pedestrians and cyclists would also improve. Notwithstanding this, markings that encourage cyclists to claim the lane (for example, sharrows) can be effective in highlighting the presence of cyclists on the road. **There are opportunities to consider the application of 'sharrows' in Cape Paterson Road, Surf Beach Road, Anchor Parade, Tarrooh Street, Marine Street, and Nardoo Street.**



SOURCE: NEARMAP (REPRODUCED WITH PERMISSION)

FIGURE 24: EXAMPLE OF SHARROW APPLIED IN PHILIP ISLAND ROAD SERVICE ROAD, CAPE WOOLAMAI

Raised threshold treatments can also be considered across side streets near Surf Beach Road as there is higher pedestrian activity in this area. This includes Marine Street, Anchor Parade, and Stuart Street. Thresholds would increase conspicuity of pedestrians crossing at these locations while also physically slowing down vehicles as they approach the intersection with Surf Beach Road.

It is understood that a future Cape Paterson Loop Trail is proposed (as indicated in **Figure 25**) which would comprise a loop around the old township.

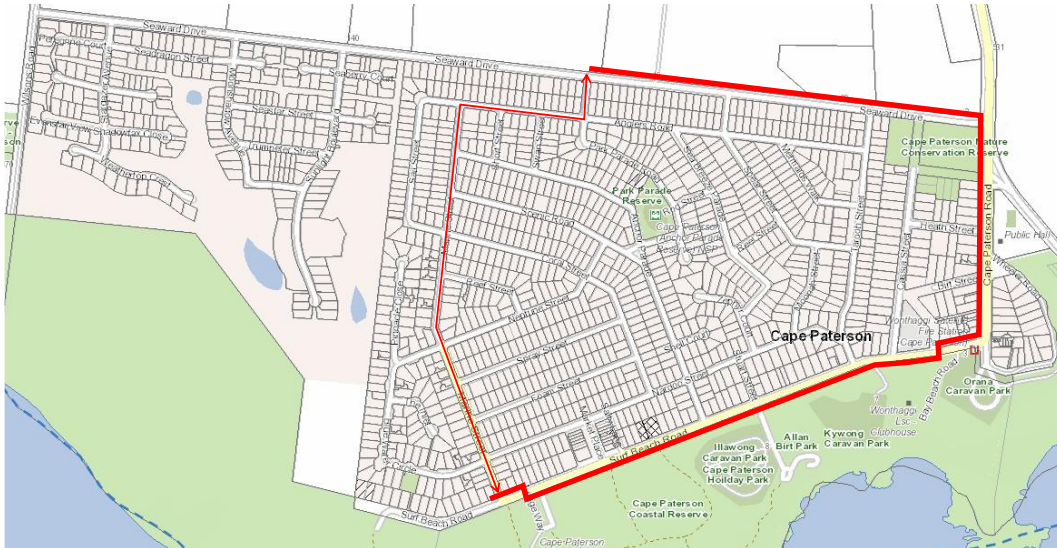


FIGURE 25: PROPOSED CAPE PATERSON LOOP TRAIL

To improve safety for pedestrians (and provide speed control), raised pedestrian crossings could be considered across Surf Beach Road:

- Just west of Bay Beach Road
- In the vicinity of Market Place
- Just east of Marine Street

7.5 PARKING CONSIDERATIONS

7.5.1 Cape Paterson Road Angled Car Parking

It is noted that the width of the shared area of the disabled parking space outside the Cape Paterson Community Hall is less than the 2.4m required in AS2890.6-2022. **It is recommended that the shared area is widened to 2.4m to meet current standards.** The additional width can be obtained from the adjacent parking space to the south, which is approximately 3.0m. This space would be reduced to 2.4m, which would still meet the requirements for a standard parking space as per AS2890.1-2004. **Alternatively, this space could be converted into an additional disabled parking space.**

7.5.2 Surf Beach Road - Unsealed Car Parks

There are a number of unsealed car parks south of Surf Beach Road, including:

- the Cape Paterson Foreshore Reserve/Surf Life Saving Club car park;
- Kywong Caravan Park/Beach Access car park; and
- Second Surf Beach car park.

Parking in these areas is not well-defined due to the car park surface being unsealed. This can result in inefficient use of the available space when cars are parked too far apart from one another. **Consideration should be given to delineating parking spaces using car park marking dots, as shown in Figure 26.**



FIGURE 26: EXAMPLE OF CAR PARK MARKING DOTS IN USE IN A GRAVEL CAR PARK

7.5.3 Surf Beach Road - Sealed Car Parks

There are two main sealed car parks south of Surf Beach Road, which are on Hut View and Legge Way.

The Hut View car park comprises an upper area and lower area near the boat ramps. In the upper area, there are 15 spaces for cars and 5 spaces for cars with trailers. Disabled parking spaces are not provided in this car park. **Consideration should be given to converting one of the car spaces to a disabled parking space with an appropriate shared area** in accordance with AS2890.6-2022. It is noted that there is a low-quality disabled parking space in the lower area. **It is recommended that this space is upgraded to current standards.**

The Legge Way car park comprises just under 100 spaces, including one disabled parking space at the south-west corner. The dimensions of the disabled parking space are based on outdated standards, being approximately 3.5m wide and 5.4m long. **Consideration should be given to updating the existing space to current standards (2.4m wide and 5.4m long with an equivalent shared area) and providing an additional disabled parking space on the other side of the shared area.**

7.5.4 Market Place Car Park

The Market Place car park contains approximately 90 parking spaces including the angled spaces accessed via Nardoo Street and Surf Beach Road.

The spaces at both ends of the angled parking spaces within the centre of Market Place are located within the pedestrian paths directed by the kerb ramps on either side, as indicated in Figure 27. **It is recommended that these spaces are removed (by providing hatched linemarking) to prevent vehicles from parking** and to maintain clear pedestrian paths.

It is also noted that there are no disabled parking spaces in the vicinity of Market Place. **Consideration should be given to providing two accessible parking spaces with a common shared area** to cater for the needs of drivers with disabilities.



SOURCE: NEARMAP (REPRODUCED WITH PERMISSION)

FIGURE 27: MARKET PLACE CAR PARK SHOWING PARKED VEHICLES OBSTRUCTING PEDESTRIAN PATHS

8 FINAL CONSULTATION (2025)

8.1 QUESTIONNAIRE SURVEY (2025)

Following the development of draft recommendations, an online questionnaire survey was run from 21 May 2025 to 7 June 2025.

The questionnaire sought to identify the community's views of the draft recommendations in the LATM study.

In total, 193 online responses were received. The responses received through the online survey were collated and summarised in this consultation summary.

8.2 IN-PERSON CONSULTATION (2025)

In conjunction with the questionnaire survey, an in-person consultation session was held on Monday 26 May 2025 at the Cape Paterson Community Hall on Cape Paterson Road to provide residents, homeowners, and business owners the opportunity to provide feedback and ask the project team questions regarding the draft recommendations.

The session was attended by more than 60 local residents who provided valuable feedback on the draft recommendations. Attendees were requested to formally submit their feedback via the questionnaire survey.

8.3 ONLINE CONSULTATION (2025)

In addition to the in-person consultation session, an online consultation session was held on Wednesday 28 May 2025 on Microsoft Teams for interested parties who were not able to attend the in-person consultation session. The online session was attended by 6 attendees, who were able to ask the project team questions and provide some initial feedback prior to submitting their formal feedback via the online questionnaire survey.

8.4 QUESTIONNAIRE RESPONSES

8.4.1 Q1 - The Draft LATM considers changing the speed limits on all streets located within the S1 area (all streets except Seaward Drive, Cape Paterson Rd and Wheeler Rd) to 40km/h.

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	139	51	3
%	72%	26%	2%

TABLE 11: SUMMARY OF QUESTIONNAIRE RESPONSES – Q1

Feedback from the respondents included:

- Unnecessary or excessive (x31)
- Speeds on Surf Beach Road should be kept at 50km/h (x4)
- Seaward Drive should be included in the roads being reduced to 40km/h (x3)

- Speed limit on Marine Street should be kept at 50km/h (x2)
- Lower speed limits only needed for part of the year (x2)
- Only speed limit on Surf Beach Road should be reduced (x1)
- Only speeds on Seaward Drive and Anglers Road should be reduced (x1)
- Speed limits are hard to apply and police (x1)
- Unsealed roads should have a 20 – 25km/h speed limit (x1)
- If speed limits are reduced, then speed calming is not needed (x1)

8.4.2 The Draft LATM advocates for the speed limit on the road identified in the S2 area to be changed to 50km/h.

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	152	40	1
%	79%	21%	0%

TABLE 12: SUMMARY OF QUESTIONNAIRE RESPONSES – Q2

Feedback from the respondents included:

- Current 60km/h speed limit works fine, 50km/h is unnecessary (x20)
- 50km/h will not be policed or will have no impact (x6)
- Should be changed to 40km/h instead of 50km/h (x4)
- Should be changed to 40km/h but only during summer months (x2)

8.4.3 In area M1, the Draft LATM considers installing speed management devices along the length of Seaward Drive. This includes options such as speed humps, speed cushions or single lane narrowing.

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	116	73	4
%	60%	38%	2%

TABLE 13: SUMMARY OF QUESTIONNAIRE RESPONSES – Q3

Feedback from the respondents included:

- Not seen as an issue/unnecessary/creates more issues (x23)
- Not required if speed limits are enforced (x12)
- Not in favour of speed humps or speed cushions including concerns about noise/vehicles wear (x12)

- Prefer speed humps or cushions instead of single lane narrowing if something is done (x4)
- Not in favour of single lane narrowing (x4)
- Prefer single lane narrowing instead of speed humps or cushions if something is done (x3)
- Reduce number of devices if something is to be done (x2)
- Speed humps/cushions are dangerous for cyclists (x1)

8.4.4 In area M2, the Draft LATM considers installing speed management devices along the length of Marine St. This includes options such as speed humps, speed cushions or single lane narrowing.

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	109	81	3
%	56%	42%	2%

TABLE 14: SUMMARY OF QUESTIONNAIRE RESPONSES – Q4

Feedback from the respondents included:

- Not seen as an issue/unnecessary/creates more issues (x45)
- Not in favour of speed humps or speed cushions including concerns about noise/vehicles wear (x11)
- Not required if speed limits are enforced or lowered (x9)
- Not in favour of single lane narrowing (x5)
- Prefer single lane narrowing instead of speed humps or cushions if something is done (x3)
- Prefer speed humps or cushions instead of single lane narrowing if something is done (x1)
- Speed humps/cushions are dangerous for cyclists (x1)

8.4.5 In area M3, the Draft LATM considers installing speed management devices along the length of Coral St. This includes options such as speed humps, speed cushions or single lane narrowing.

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	107	83	3
%	55%	43%	2%

TABLE 15: SUMMARY OF QUESTIONNAIRE RESPONSES – Q5

Feedback from the respondents included:

- Not seen as an issue/unnecessary/creates more issues (x57)

- Not in favour of speed humps or speed cushions including concerns about noise/vehicles wear (x8)
- Not required if speed limits are enforced or lowered (x7)
- Prefer single lane narrowing instead of speed humps or cushions if something is done (x1)
- Not in favour of single lane narrowing (x1)
- Speed humps/cushions are dangerous for cyclists (x1)

8.4.6 In area M4, the Draft LATM considers installing speed management devices along the sealed section of Anchor Parade. This includes options such as speed humps, speed cushions or single lane narrowing.

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	106	86	1
%	55%	45%	0%

TABLE 16: SUMMARY OF QUESTIONNAIRE RESPONSES – Q6

Feedback from the respondents included:

- Not seen as an issue/unnecessary/creates more issues (x52)
- Not required if speed limits are enforced or lowered (x10)
- Not in favour of speed humps or speed cushions including concerns about noise/vehicles wear (x10)
- Prefer single lane narrowing instead of speed humps or cushions if something is done (x2)
- Not in favour of single lane narrowing (x2)
- Prefer speed cushions instead of single lane narrowing if something is done (x1)
- Speed humps/cushions are dangerous for cyclists (x1)

8.4.7 In area M5, the Draft LATM considers installing speed management devices along the length of Surf Beach Rd. This includes options such as speed humps, speed cushions or single lane narrowing.

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	114	78	1
%	59%	40%	1%

TABLE 17: SUMMARY OF QUESTIONNAIRE RESPONSES – Q7

Feedback from the respondents included:

- Not seen as an issue/unnecessary/creates more issues (x32)
- Not required if speed limits are enforced or lowered (x16)
- Not in favour of speed humps or speed cushions including concerns about noise/vehicles wear (x7)
- Reduce number of devices if something is to be done (x5)
- Not in favour of single lane narrowing (x4)
- Prefer single lane narrowing instead of speed humps or cushions (x2)
- Prefer speed cushions instead of single lane narrowing if something is done (x2)
- Speed humps/cushions are dangerous for cyclists (x1)
- Concerns about impact on parking (x1)

8.4.8 For the intersection I1, the Draft LATM considers modifying the intersection of Seaward Drive/Tarooh Street with one of the following options: Roundabout, Reinstate Priority to Seaward Drive, or Raised Platform.

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	159	32	2
%	82%	17%	1%

TABLE 18: SUMMARY OF QUESTIONNAIRE RESPONSES – Q8

Feedback from the respondents included:

- Current arrangement works fine – no changes are needed/warranted (x11)
- Concerns regarding sightlines/vertical grade (x3)
- Prefer roundabout but do not support changing the priority (x2)
- Needs provision for pedestrians (x2)
- Do not support roundabout (x2)
- Prefer raised platform (x1)
- Support changing the priority with slowing devices before the intersection or better signage of 50km/h limit (x1)
- Block Seaward Drive at the intersection to remove the problem (x1)
- Block Tarooh Street at the intersection to allow Seaward Drive to have continuous priority (x1)
- Concerns for pedestrians if a roundabout is implemented (x1)
- Not supported as will divert traffic down Park Parade Road (x1)

8.4.9 For the intersection I2, the Draft LATM considers modifying the intersection of Marine Street/Sail Street/Coral Street with one of the following options: Roundabout, Raised Platform, or Speed Cushions on the approaches.

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	139	51	3
%	72%	26%	2%

TABLE 19: SUMMARY OF QUESTIONNAIRE RESPONSES – Q9

Feedback from the respondents included:

- Current arrangement works fine – no changes are needed/warranted (x40)
- Not required if speed limits are enforced or lowered (x2)
- Prefer roundabouts to manage speeds compared to speed humps or speed cushions (x1)
- Not in favour of raised platform or speed cushions including concerns about noise/vehicles wear (x1)
- Do not support roundabout but other options supported (x1)
- Concerns for pedestrians if a roundabout is implemented (x1)

8.4.10 For the intersection I3, the Draft LATM considers modifying the intersection of Marine Street/Neptune Street with one of the following options: Roundabout, Raised Platform, or Speed Cushions on the approaches.

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	116	72	5
%	60%	37%	3%

TABLE 20: SUMMARY OF QUESTIONNAIRE RESPONSES – Q10

Feedback from the respondents included:

- Current arrangement works fine – no changes are needed/warranted (x57)
- Not required if speed limits are enforced or lowered (x4)
- Prefer roundabouts to compared to other options (x2)
- Do not support roundabout (x2)
- Not in favour of raised platform or speed cushions including concerns about noise/vehicles wear (x1)
- Concerns about trailers and buses (x1)

8.4.11 For the intersection I4, the Draft LATM considers modifying the intersection of Marine Street/Nardoo Street with one of the following options: Raised Threshold treatments (on Blue Water Circle and Nardoo Street) or Speed Cushions on the approaches.

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	122	68	3
%	63%	35%	2%

TABLE 21: SUMMARY OF QUESTIONNAIRE RESPONSES – Q11

Feedback from the respondents included:

- Current arrangement works fine – no changes are needed/warranted (x58)
- Not required if speed limits are enforced or lowered (x4)
- Prefer raised threshold option (x2)
- Prefer roundabout but not speed humps/cushions (x1)
- Not in favour of raised platform or speed cushions including concerns about noise/vehicles wear (x1)

8.4.12 For the intersection I5, the Draft LATM considers modifying the intersection of Coral Street/Neptune Street with speed cushions on the approaches (except the northern approach of Neptune Street).

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	119	68	6
%	62%	35%	3%

TABLE 22: SUMMARY OF QUESTIONNAIRE RESPONSES – Q12

Feedback from the respondents included:

- Current arrangement works fine – no changes are needed/warranted (x61)
- Not required if speed limits are enforced or lowered (x4)

8.4.13 For the intersection I6, the Draft LATM considers simplifying the intersection of Park Parade Road/Anchor Parade by closing the southern leg of Anchor Parade at Park Parade Road. Traffic turning to/from the south at Anchor Parade can use Scenic Road instead. Anchor Parade property access would be retained (refer to the diagram)

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	98	90	5
%	51%	47%	3%

TABLE 23: SUMMARY OF QUESTIONNAIRE RESPONSES – Q13

Feedback from the respondents included:

- Current arrangement works fine – no changes are needed/warranted (x71)
- Concerns about access to place of last resort (x9)
- Close Park Parade Road at Anchor Parade instead (x7)
- Concerns about traffic moving to Scenic Road (x2)

8.4.14 For the intersection I7, the Draft LATM considers modifying the intersection of Anchor Parade/Nardoo Street with one of the following options: Roundabout, Raised Platform, or Speed Cushions on the approaches.

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	120	67	6
%	62%	35%	3%

TABLE 24: SUMMARY OF QUESTIONNAIRE RESPONSES – Q14

Feedback from the respondents included:

- Current arrangement works fine – no changes are needed/warranted (x52)
- Not required if speed limits are enforced or lowered (x5)
- Prefer roundabout option (x3)
- Not in favour of roundabout (x2)
- Not in favour of raised platform or speed cushions including concerns about noise/vehicles wear (x2)
- Prefer raised platform (x1)
- Concerns about bus movements (x1)

8.4.15 In area CP1, the Draft LATM proposes to update existing accessible (disabled) parking spaces to current standards and consider providing additional accessible (disabled) parking spaces at the Community Hall car park, Hut View car park, and Legge Way car park.

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	164	24	5
%	85%	12%	3%

TABLE 25: SUMMARY OF QUESTIONNAIRE RESPONSES – Q15

Feedback from the respondents included:

- Not seen as necessary (x12)
- Do not agree if it results in loss of parking for general use (x6)

8.4.16 In area CP2, the Draft LATM proposed to improve east-west pedestrian accessibility at both ends of the Market Place car park, and investigate providing accessible (disabled) parking spaces (this may result in the loss of some parking).

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	132	54	7
%	68%	28%	4%

TABLE 26: SUMMARY OF QUESTIONNAIRE RESPONSES – Q16

Feedback from the respondents included:

- Do not agree if it results in loss of parking for general use, given limited supply of parking in area during summer months (x16)
- Not seen as necessary (x14)

8.4.17 In area CP3, the Draft LATM considers use of car park marking dots to delineate parking spaces in the unsealed car parks at the Cape Paterson Foreshore Reserve, Kywong Caravan Park/Beach Access, and Second Surf Beach.

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	145	44	4
%	75%	23%	2%

TABLE 27: SUMMARY OF QUESTIONNAIRE RESPONSES – Q17

Feedback from the respondents included:

- Not seen as necessary (x40)

8.4.18 In area P1, the Draft LATM proposes threshold treatments at the southern ends of Marine Street, Anchor Parade, and Stuart Street at Surf Beach Road and the northern end of Hut View at Surf Beach Road.

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	138	49	6
%	72%	25%	3%

TABLE 28: SUMMARY OF QUESTIONNAIRE RESPONSES – Q18

Feedback from the respondents included:

- Not seen as necessary (x35)
- Agree with Marine St and Anchor Parade but disagree with Stuart St and Hut View (x3)
- Concerns about noise/vehicles wear (x2)
- Agree with Hut View but not others (x1)
- Agree with Marine Street but not others (x1)
- Prefer pedestrian crossing treatments across Surf Beach Road instead of side streets

8.4.19 In area C1, the Draft LATM proposes ‘sharrows’ on key streets (Cape Paterson Road, Surf Beach Road, Anchor Parade, Tarrooh Street, Marine Street, and Nardoo Street) to highlight the presence of cyclists on the road.

	AGREE	DISAGREE	DISAGREE – NO COMMENT
No.	135	52	6
%	70%	27%	3%

TABLE 29: SUMMARY OF QUESTIONNAIRE RESPONSES – Q19

Feedback from the respondents included:

- Not seen as an issue or unnecessary (x33)
- Unconvinced that it would have any benefits (x9)

8.4.20 Other Feedback

At the end of the survey respondents were asked to provide any other feedback about the proposed treatments. The key themes of these comments were:

- Need more footpaths in Cape Paterson
- Seal Wilsons Road to provide an alternative access to the western side of town
- No issues with current roads, treatments are excessive and not warranted

- Not enough being done to address lack of parking opportunities
- Generally, not supportive of unsealed roads being sealed. However, some feedback supportive of sealing certain unsealed roads (Sea Breeze Parade, Scenic Road).

8.5 IN-PERSON CONSULTATION FEEDBACK

The in-person consultation feedback was collated through hand-written comments and notes made by attendees.

The comments and suggestions by attendees included:

General

- Speed calming measures are not required/excessive
- Not supportive of lighting for speed humps
- Concerns about cost of proposals
- Will not support Special Charge Scheme
- Ban parking on side of streets – allow parking only on nature strips
- Unsealed roads should have lower speed limit (20 – 25km/h)

Wilsons Road

- Use/upgrade Wilsons Road to provide an alternative access to the western side of town
- Install a roundabout at the intersection of Cape Paterson Rd/Wilsons Rd

Seaward Drive

- Increase awareness of 50km/h speed limit
- Seaward Drive should also have 40km/h speed limit
- One-way road narrowing preferred to speed humps/cushions
- Speed humps and chicanes will damage caravans
- Seaward Drive should be the main thoroughfare, not through the town
- Footpaths needed along Seaward Drive, particularly for access to bus stop on Cape Paterson Road

Marine Street

- Install Give Way sign on Marine St and Anglers Rd
- Consider using single lane narrowing with speed humps similar to Anglers Rd and Taroo St
- Cars cutting corners turning from Surf Beach Road

Surf Beach Road

- Install a No Through Road sign on Surf Beach Road west of the intersection at Marine Street
- Either formalise parking on the southern side of Surf Beach Road or ban completely
- Do not ruin the landscape along Surf Beach Road to provide extra parking

- Difficult for pedestrians to cross near Cassia Street
- Reduce speed limit but no need for speed calming measures

Anchor Parade

- Closure of Anchor Parade not supported, close Park Parade Road or Scenic Road instead

Park Parade Road

- Concerns regarding safety and speeding near playground

Seaward Drive/Tarooh Street

- Block off Seaward Drive at intersection
- Block off Tarooh Street at intersection
- Remove turn ban and revert priority to Seaward Drive
- Pedestrian link needed from intersection to Cape Paterson Road where there is bus stop

Hut View

- Speed hump needed to slow down traffic on the way to caravan park/beach access

Coral Street

- Need footpaths/median on Coral Street near Nardoo Street

Heath Street

- Need street lighting at intersection with Cape Paterson Road
- Reduce speeds on Heath Street

8.6 ONLINE CONSULTATION FEEDBACK

The comments and suggestions by attendees at the online consultation session generally included most of the same issues raised at the in-person session, with the following additional points:

- Consider relocating the bus stop on Cape Paterson Road to a location within the town
- Provide 'gateway' signage on entry to Cape Paterson to indicate presence of cyclists and pedestrians on the roads and emphasise the speed limit (40km/h if implemented)

9 RECOMMENDATIONS

Following the review of the feedback from the consultation process, the following final recommendations are proposed:

9.1 SPEED LIMITS

The consultation feedback indicated that there was strong support (72% agreement) for the 40km/h area speed limit (except for Seaward Drive, Wheelers Road, and Cape Paterson Road).

Similarly, there was strong support (79% agreement) for the proposal to advocate to DTP for a reduction of the current 60km/h zone on Cape Paterson Road to 50km/h.

Based on the consultation feedback it is recommended that Council proceed with the proposed speed limit reductions.

9.2 ROAD TREATMENTS

9.2.1 Seaward Drive

The consultation feedback indicated that while there was majority support (60% agreement) for the provision of speed management devices along Seaward Drive, there was also a significant proportion of respondents (40%) who disagreed with the proposal.

Given the lack of speed limit signs on Seaward Drive and potential lack of awareness/clarity for road users (and noting the function of Seaward Drive as the sole access for residents of the eco-village), it is recommended that a staged approach be adopted for Seaward Drive.

In the first stage, 50km/h speed limit signs should be installed to clearly indicate the posted speed limit. This could be supplemented by increased enforcement (to be raised with Victoria Police) and monitored via regular data collection for a set period to determine if the signs have had an effect in slowing down vehicles.

If vehicle speeds are still high following the installation of the signs, then a second stage involving the installation of speed management devices can be considered.

9.2.2 Surf Beach Road

The consultation feedback indicated that while there was majority support (59% agreement) for the provision of speed management devices along Surf Beach Road, there was also a significant proportion of respondents (41%) who disagreed with the proposal.

However, given the high speeds recorded in the survey data (particularly during the off-peak months) and noting the higher pedestrian activity around Surf Beach Road, it is considered that the implementation of speed management devices should be undertaken to complement the 40km/h area speed limit to physically slow vehicles down. There is potential to provide raised pedestrian crossings on Surf Beach Road at a number of locations to improve pedestrian safety.

9.2.3 Marine Street

The consultation feedback indicated that while there was majority support (56% agreement) for the provision of speed management devices along Marine Street, there was also a significant proportion of respondents (44%) who disagreed with the proposal.

While it is generally desirable to implement speed management devices in conjunction with a speed limit reduction, it is acknowledged that the current data indicates most drivers comply with the current 50km/h speed limit. Therefore, it is recommended that a staged approach be adopted for Marine Street.

In the first stage, the 40km/h area speed limit should be implemented and monitored via regular data collection for a set period to determine the level of compliance with the lower speed limit.

If vehicle speeds are observed to exceed 40km/h, then a second stage involving the installation of speed management devices can be considered.

9.2.4 Sail Street

It is recommended that the centre linemarking changes proposed are implemented to improve safety at the curves along Sail Street.

9.2.5 Park Parade Road

The consultation feedback included concerns regarding safety for pedestrians around the playground on Park Parade Road. It is recommended that pedestrian fencing is installed around the perimeter of the park to provide a level of physical separation from vehicles travelling on Park Parade Road. It is also recommended to make improvements at the intersection of Park Parade Road and Anchor Parade, which are discussed in further detail in Section 9.3.6.

9.2.6 Anchor Parade

The consultation feedback indicated that while there was majority support (55% agreement) for the provision of speed management devices along Anchor Parade, there was also a significant proportion of respondents (45%) who disagreed with the proposal.

While it is generally desirable to implement speed management devices in conjunction with a speed limit reduction, it is acknowledged that the current data indicates most drivers comply with the current 50km/h speed limit. Therefore, it is recommended that a staged approach be adopted for Anchor Parade.

In the first stage, the 40km/h area speed limit should be implemented and monitored via regular data collection for a set period to determine the level of compliance with the lower speed limit.

If vehicle speeds are observed to exceed 40km/h, then a second stage involving the installation of speed management devices can be considered.

9.2.7 Coral St

The consultation feedback indicated that while there was majority support (55% agreement) for the provision of speed management devices along Coral Street, there was also a significant proportion of respondents (45%) who disagreed with the proposal.

While it is generally desirable to implement speed management devices in conjunction with a speed limit reduction, it is acknowledged that the current data indicates most drivers comply with the current 50km/h speed limit. Therefore, it is recommended that a staged approach be adopted for Coral Street.

In the first stage, the 40km/h area speed limit should be implemented and monitored via regular data collection for a set period to determine the level of compliance with the lower speed limit.

If vehicle speeds are observed to exceed 40km/h, then a second stage involving the installation of speed management devices can be considered.

9.2.8 Other Roads

Unsealed roads

While the issue of dust on unsealed roads was raised by residents in the initial consultation, feedback received during the subsequent consultation period indicated that most residents were not in favour of sealing these roads and are strongly against mechanisms such as a Special Charge Scheme to achieve this. Therefore, it is recommended that the unsealed roads within the township are retained in their current state.

Dead-End Streets

It is recommended that 'No Through Road' signs are installed at the start of the following roads, as discussed in Section 7.2.10.

- Cassia Street (north of Heath Street)
- Birt Street
- Zephyr Court (north of Seabreeze Parade)
- Ozone Court
- Shell Court
- The Inlet
- Pinnacle Close
- Surf Beach Road (west of Marine Street)

9.3 INTERSECTION TREATMENTS

9.3.1 Seaward Drive/Tarooh Street

The consultation feedback indicated that there was strong support (82% agreement) for improvements to be undertaken at the Seaward Drive/Tarooh Street intersection.

However, feedback on a preferred option was mixed and did not provide a consensus view. Some respondents preferred the roundabout option, while others preferred changing priority at the intersection back to Seaward Drive, with speed management devices on the approaches to slow vehicles down. Others suggested closing off Seaward Drive or Tarooh Street at the intersection.

Ideally, a roundabout would be the preferred option at this intersection as it would allow full access along Seaward Drive while slowing vehicles down as they enter the intersection and reducing the severity of any crashes by ensuring that vehicle to vehicle crashes do not occur at right angles. It is noted however that the roundabout option is likely to incur significant cost due to the amount of work likely to be involved to resolve geometry and level issues.

The second preference would be to reinstate priority to Seaward Drive but with a raised intersection and/or speed humps on the approaches to the intersection to control vehicle speeds. Some works would also be required to ensure appropriate sightlines are provided at the intersection. This option would cost less than the roundabout option and would be more likely to secure funding for implementation.

9.3.2 Marine Street/Sail Street/Coral Street

The consultation feedback indicated that there was strong support (72% agreement) for improvements to be undertaken at Marine Street/Sail Street/Coral Street intersection.

There was no clear consensus on which of the options were preferred by the community, however the comments suggest that the community have concerns about raised treatments that would have noise and lighting impacts on nearby residents.

Based on this, it is recommended that the small diameter (mini) roundabout option is considered for implementation at the intersection.

9.3.3 Marine Street/Neptune Street

The consultation feedback indicated that while there was majority support (60% agreement) for improvements to be undertaken at the Marine Street/Neptune Street intersection, there was also a significant proportion of respondents (40%) who disagreed with the proposal.

Similar to the previous intersection, the comments suggest that the community have concerns about raised treatments that would have noise and lighting impacts on nearby residents.

Based on the feedback received and lack of strong support for the proposal, no treatments are recommended for the intersection at this time. However, Council should continue to monitor safety at the intersection and consider the implementation

of a small diameter (mini) roundabout option in the future if required.

9.3.4 Marine Street/Nardoo Street/Blue Water Circle

The consultation feedback indicated that while there was majority support (63% agreement) for improvements to be undertaken at the Marine Street/Nardoo Street/Blue Water Circle intersection, there was also a significant proportion of respondents (37%) who disagreed with the proposal.

Based on the feedback received, it is recommended that Give Way line marking and signage is installed on Nardoo Street and no further treatments are implemented.

9.3.5 Anchor Parade/Nardoo Street

The consultation feedback indicated that while there was majority support (62% agreement) for improvements to be undertaken at the Anchor Parade/Nardoo Street intersection, there was also a significant proportion of respondents (38%) who disagreed with the proposal.

Similar to the other cross intersections, the comments suggest that the community have concerns about raised treatments that would have noise and lighting impacts on nearby residents.

Based on the feedback received and lack of strong support for the proposal, no treatments are recommended for the intersection at this time. However, Council should continue to monitor safety at the intersection and consider the implementation of a small diameter (mini) roundabout option in the future if required.

9.3.6 Anchor Parade/Scenic Road/Park Parade Road

The consultation feedback indicated an even split between those who agreed (51%) or disagreed with the proposal to close the southern leg of Anchor Parade (49%).

Comments from the community suggest that closing Park Parade Road at Anchor Parade instead to prevent north-south traffic between Seaward Drive and Surf Beach Road from using Park Parade Road would be a preferable option. This option has been assessed further and is also considered an appropriate option to treat this complicated intersection. It should be noted that this option would require traffic from Park Parade Road and Ozone Court to travel to/from the south via Rod Street, Seabreeze Parade, and Zephyr Court instead.

Further consultation would need to be undertaken by Council officers prior to the selection of a preferred option, given the split in opinions for the first option and the alternative option suggested in the consultation feedback. Each option would result in traffic being diverted onto other roads and would affect residents on different streets within the township.

9.3.7 Coral Street/Neptune Street

The consultation feedback indicated that while there was majority support (62% agreement) for improvements to be undertaken at the Coral Street/Neptune Street intersection, there was also a significant proportion of respondents (38%) who disagreed with the proposal.

Similar to the other cross intersections, the comments suggest that the community have concerns about raised treatments that would have noise and lighting impacts on nearby residents.

Based on the feedback received and lack of strong support for the proposal, no treatments are recommended for the intersection at this time. However, Council should continue to monitor safety at the intersection and consider the implementation of a small diameter (mini) roundabout option in the future if required.

9.3.8 Other Intersections

It is recommended that splitter islands are installed at the following intersections to control entry speeds and eliminate corner cutting:

- Tarooch Street/Anglers Road
- Tarooch Street/Nardoo Street
- Nardoo Street/Zephyr Court
- Nardoo Street/Stuart Street
- Nardoo Street/Coral Street

9.4 PARKING CONSIDERATIONS

The consultation feedback indicated that there was strong support (85% agreement) to investigate options to provide additional accessible car parking spaces at the Community Hall, Hut View, and Legge Way car parks.

Similarly, the feedback indicated that there was strong support (68% agreement) to undertake improvements to the Market Place car park to improve pedestrian accessibility and provide additional accessible car parking spaces.

A key issue raised in the comments was that any improvements undertaken should not occur at the expense of the overall parking supply in these car parks, given the limited supply of parking during peak season.

For the unsealed car parks at the Cape Paterson Foreshore Reserve, Kywong Caravan Park/Beach Access, and Second Surf Beach, the feedback indicated that there was strong support (75% agreement) to undertake delineation measures, subject to the overall parking provision not being adversely limited.

9.5 PEDESTRIAN AND CYCLIST CONSIDERATIONS

9.5.1 Threshold Treatments

The consultation feedback indicated that there was strong support (72% agreement) to improve pedestrian safety by providing threshold treatments along Surf Beach Road at the southern ends of Marine Street, Anchor Parade, and Stuart Street, and at the northern end of Hut View.

The feedback suggests that not all of these streets are viewed as necessary, with Marine Street and Anchor Parade generally seen as higher priorities.

It is recommended that threshold treatments are installed on Marine Street and Anchor Parade but not on Stuart Street and Hut View.

9.5.2 Sharrows

The consultation feedback also indicated that there was strong support (70% agreement) to improve awareness of cyclists by marking sharrows on Cape Paterson Road, Surf Beach Road, Anchor Parade, Tarrooh Street, Marine Street, and Nardoo Street.

Based on the consultation feedback, it is recommended that sharrows are implemented on these streets as required.

9.5.3 Footpaths/Cycling Paths

Some of the feedback from the consultation raised the lack of recommendations for footpaths and off-road cycling paths. It is noted that it would be impractical to construct footpaths on all streets, and on many streets the traffic volumes are typically very low, which allows pedestrians and cyclists to share the road with vehicles. The proposed 40km/h area speed limit aims to further reduce vehicle speeds within Cape Paterson in recognition of the fact that pedestrians and cyclists will also be on the road.

Concerns were raised regarding pedestrian safety along Seaward Drive east of Tarrooh Street, which is used by pedestrians to access the bus stops on Cape Paterson Road. While it is noted that the proposed Cape Paterson Loop Trail would provide a shared path along the entire length of Seaward Drive in the future, it is recommended that Council consider constructing a path in this section of Seaward Drive as a starting point.

9.6 OTHER FEEDBACK

There was some feedback received during the consultation period which concerned Wilsons Road and the need to upgrade it to provide alternative access to Cape Paterson from the west, and to serve as the main access to the Eco-Village.

The scale of the works required to upgrade Wilsons Road (which is currently unsealed) and the intersection of Wilsons Road/Cape Paterson Road are beyond the scope of this LATM study. However, the suggestion has been noted by Council for consideration.

9.7 FINAL LATM SCHEME

Following the presentation of the draft LATM and subsequent community consultation, the proposed LATM Scheme was finalised based on the feedback received. The plan is presented diagrammatically in **Figure 28**.

It should be noted that the proposals recommended in the LATM are unfunded, and the implementation of the proposals is subject to successfully obtaining funding from external funding sources such as the Black Spot Program and Transport Accident Commission (TAC) road safety funding.

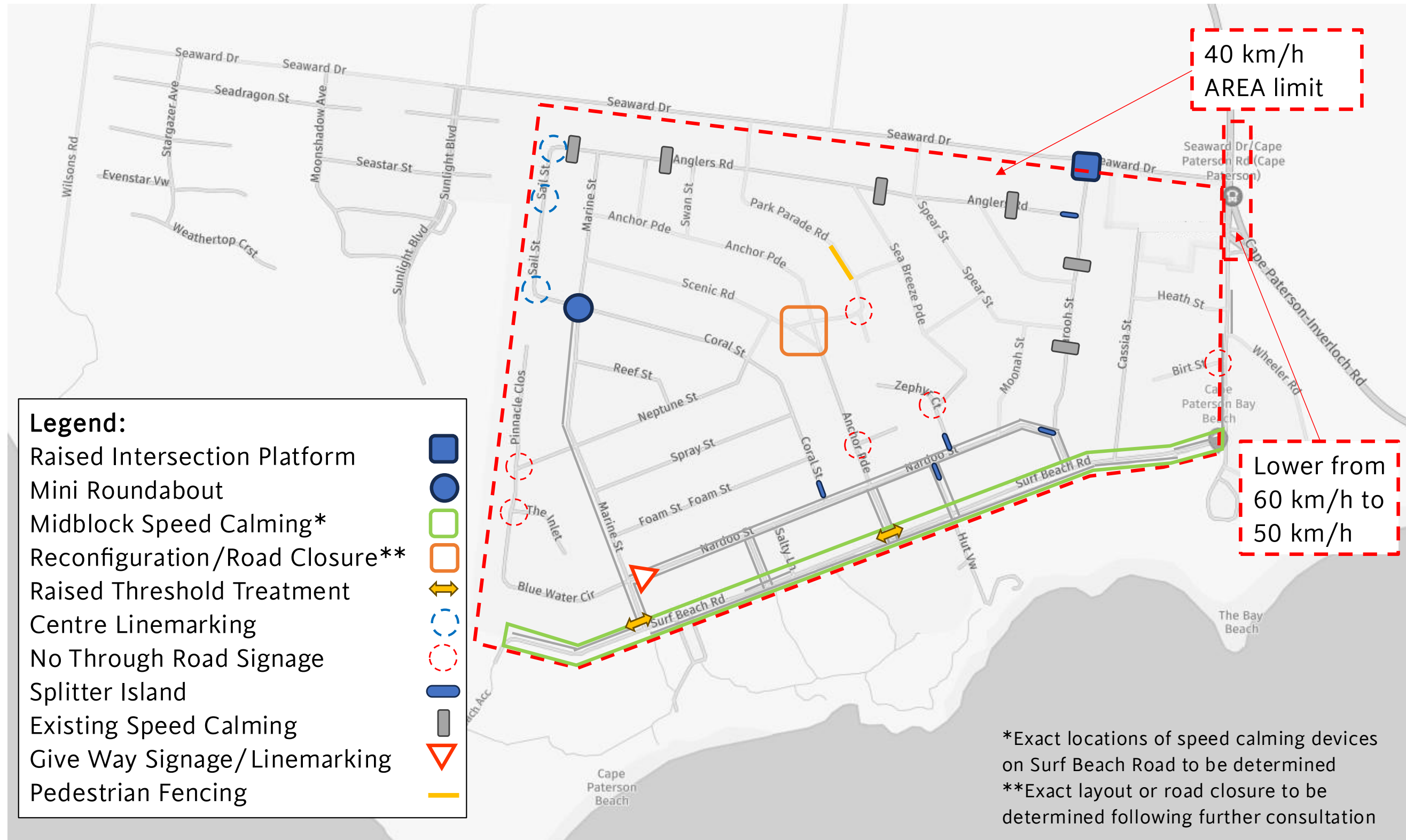


FIGURE 28: FINAL LATM SCHEME

10 IMPLEMENTATION AND MONITORING

Once the preferred treatment options have been identified following further community consultation, a priority listing of treatments will be developed in **Table 30**, along with recommendations for implementation (where appropriate) and performance measures for monitoring and review.

Treatments will be prioritised on the following basis:

- **High** – addresses critical safety risks or evidence-based operational concerns and is aligned with, or supports, Safe System principles;
- **Medium** – addresses known safety risks or operational concerns, or strongly supports the high priority treatments; and
- **Low** – addresses potential or perceived safety risks or operational concerns, or supports the high and medium priority treatments, or improves overall traffic conditions.

PRIORITY	#	LOCATION	PROPOSED TREATMENT	IMPLEMENTATION RECOMMENDATIONS	PERFORMANCE MEASURE
High	1	All roads within old township except Seaward Drive, Cape Paterson Road, and Wheeler Road	40 km/h area speed limit	N/A	Monitor speeds on key streets following implementation for a sustained period to determine effect of treatment
High	2	Cape Paterson Road	Advocate for DTP to change 60km/h speed zone to 50km/h speed zone	N/A	Monitor speeds following implementation for a sustained period to determine effect of treatment
High	3	Seaward Drive/Tarooh Street	Raised intersection treatment with speed humps on approaches to the intersection	N/A	Monitor traffic volumes and speeds on approaches following implementation
High	4	Surf Beach Road	Speed calming devices and raised pedestrian crossings	Consultation with bus operator required	Monitor speeds following implementation for a sustained period to determine effect of treatment
Medium	5	Sail Street	Centreline marking	N/A	N/A
Medium	6	Park Parade Road	Install pedestrian fencing around perimeter of playground	N/A	N/A

PRIORITY	#	LOCATION	PROPOSED TREATMENT	IMPLEMENTATION RECOMMENDATIONS	PERFORMANCE MEASURE
Low	7	Cassia Street (north of Heath Street) Birt Street Zephyr Court (north of Seabreeze Parade) Ozone Court Shell Court The Inlet Pinnacle Close Surf Beach Road (west of Marine Street)	Install No Through Road signs	N/A	N/A
Low	8	Marine Street/Sail Street/Coral Street	Mini roundabout treatment	Consultation with bus operator required	N/A
Low	9	Marine Street/Nardoo Street/Blue Water Circle	Give Way sign and linemarking on Nardoo Street approach	N/A	N/A
Medium	10	Anchor Parade/Scenic Road/Park Parade Road	Consider closing Anchor Parade (southern leg) at the intersection OR Park Parade Road (eastern leg) at the intersection	Further consultation with residents is required to determine the chosen option, given any closure would result in traffic being diverted to other roads.	Monitor traffic volumes on adjacent streets to assess redirection of traffic following closure

PRIORITY	#	LOCATION	PROPOSED TREATMENT	IMPLEMENTATION RECOMMENDATIONS	PERFORMANCE MEASURE
Medium (if includes pedestrian refuge) Low (if does not include pedestrian refuge)	11	Tarooh Street/Anglers Road Tarooh Street/Nardoo Street Nardoo Street/Zephyr Court Nardoo Street/Stuart Street Nardoo Street/Coral Street	Install splitter islands on side roads	Splitter islands to provide pedestrian refuge where wide enough to do so	N/A
High (Investigation) Medium (Implementation)	12	Community Hall, Hut View, and Legge Way car parks	Investigate provision of additional accessible parking spaces	A Disability Discrimination Act (DDA) audit is currently being undertaken within the municipality. The provision of additional accessible parking in these car parks could be included as part of the audit.	N/A
Medium	13	Market Place car park	Improve pedestrian accessibility and investigate provision of additional accessible parking spaces	Consideration to be given to likely loss of parking as a result, noting high parking demand during peak seasons. A Disability Discrimination Act (DDA) audit is currently being undertaken within the municipality. The provision of additional accessible parking in this car park could be included as part of the audit.	N/A

PRIORITY	#	LOCATION	PROPOSED TREATMENT	IMPLEMENTATION RECOMMENDATIONS	PERFORMANCE MEASURE
Medium	14	Cape Paterson Foreshore Reserve car park Kywong Caravan Park/Beach Access car park Second Surf Beach car park	Investigate delineation of parking spaces where appropriate	N/A	N/A
Low	15	Marine Street and Anchor Parade at Surf Beach Road	Raised threshold treatments	N/A	Monitor vehicle speeds on approaches to thresholds following implementation
Medium	16	Cape Paterson Road (Council-maintained section) Surf Beach Road Anchor Parade Tarrooh Street Marine Street Nardoo Street	Sharrow markings	N/A	N/A

TABLE 30: IMPLEMENTATION PRIORITIES, RECOMMENDATIONS AND PERFORMANCE MEASURES

APPENDIX A

TRAFFIC DATA



FIGURE A1: TRAFFIC VOLUME AND SPEED DATA

