



Item 7.2 Petition Response – Traffic safety issues at intersection of Kerferd Road, Montague Street and Herbert Street, Albert Park.

A Petition containing 26 signatures was received from local residents and presented to a Council Meeting on Wednesday 1 July 2020.

The Petition states the following: -

The Petition of the following named citizens seeks to draw Council's focus to the long unresolved mess that passes as an intersection of Kerferd Road, Montague Street and Herbert Street. A simple Google search on the topic revealed an online petition of 117 signatures from seven years ago:

<https://www.communityrun.org/petitions/intersection-of-kerferd-road-montague-street-and-herbert-street>

Herbert Street, along with Montague St, forms part of a "rat run" for motorists keen to avoid:

- *6 sets of traffic lights along the Ferrars St/ Canterbury Road parallel alternative; or*
- *7 roundabouts and 14 traffic calming devices on the Richardson St parallel alternative*

"Rat runners" drive outrageously fast, in both directions, along Herbert St and Montague Street and bully their way through the intersection creating unacceptable situations daily for pedestrians, including young students, attempting to cross Kerferd Rd and for cyclists travelling along Kerferd Rd. Families gather seven days a week at Fat Albert cafe which in its previous guise closed for 5 months after an earlier accident when a out of control car brought down part of the building.

Council has been aware of this issue and promising action since at least September 2014 (Customer reference 599780). Subsequently Council revisited the issue at a well-attended public meeting, at what is now Fat Albert, and in 2018 again promised again. Subsequently Council flagged a 50 kph limit in Kerferd Road and attributed Council's inactivity to State Government's "Shrine to the Sea" proposal. More recently Council (975670) addressed the speeding "rat runners" with a "40" sign.

In 2020, six years later, those at risk include increasing numbers of young citizens and plenty of older citizens, some slow moving with disabilities. There will be more accidents and residents will get hurt. It is time for real action to protect the residents of the area.

The following Petitioners, hereby request that Council commit to a meeting with residents, within one month, to put forward alternatives to protect residents by addressing the "rat running" issue.

OFFICER COMMENT

Kerferd Road, between Beaconsfield Parade and Canterbury Road, has been identified as a road safety blacklength due to the number of recorded crashes over the past five years. These recorded collisions have primarily involved drivers of motor vehicles and bike riders.

Officers initial analysis has shown that there have been no recorded collisions at this intersection within the past five years. Officers acknowledge the issues raised in the petition regarding through traffic using local streets and the subsequent safety concerns of people walking along or crossing Kerferd Road, particularly children and the elderly.



Council has advocated for funding to improve the safety of the Kerferd Road corridor. The State Government has provided \$13M funding to enhance the safety and amenity of the 'Shrine to Sea' corridor that runs from St Kilda Road to Beaconsfield Parade and Port Phillip Bay, which includes Kerferd Road. The Shrine to Sea project is being led by the Department of Environment, Land, Water and Planning (DELWP) and Council officers are supporting DELWP by providing technical input, local knowledge and community engagement advice to progress the project and achieve improved safety outcomes for all road users.

In the current COVID-19 circumstances, Council officers acknowledge the increased numbers of people walking and bike riding across and along Kerferd Road and that this increases the safety risks.

In response to concerns raised in the petition and the road safety assessment for Kerferd Road, Officers are considering the installation of temporary safety treatments at the intersection with Herbert and Montague Street. These temporary treatments would be installed as trials and evaluated to determine their effectiveness to inform the legacy design of the Shrine to Sea Project. Funds for implementing safety improvements on Kerferd Road would be sought from the Victorian Government, including DELWP.

Council Officers have met with the petitioner on-site to understand the issues at the intersection and discuss options. The outcome of this meeting has helped to inform the recommendations proposed by Officers.

OFFICER RECOMMENDATION

That Council:

1. Notes that DELWP have provided in-principle agreement to fund the temporary works required to improve safety at the intersection of Herbert St, Montague Street and Kerferd Road, as detailed in point two (2) below, and leveraging of other external funding sources should these be offered prior to installation.
2. Installs temporary kerbing and any required regulatory signage as a trial at the intersection of Kerferd Road with Montague and Herbert Streets, subject to DELWP funding, with the purpose of deterring through traffic, speeding and improving safety for people walking and bike on these local streets. This trial will be for 18 months, with the potential to extend for a longer period.
3. Notes that the installation of this temporary kerbing will result in the following changes to traffic management at this intersection:
 - a. No right turns into Kerferd Road from Montague or Herbert Streets
 - b. No Through movements from Montague Street into Herbert Street
 - c. No Through movement from Herbert Street into Montague Street
 - d. Left in and left out vehicle movements only at the intersection of Kerferd Road and Montague Street.
 - e. Left in and left out vehicle movements only at the intersection of Kerferd Road and Herbert Street.

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4. Notifies properties on Kerferd Road, Herbert and Montague streets within a street block either side of this intersection, prior to the installation of the above temporary works. As part of evaluating the impact of the trial, feedback will be able to be provided by the community via Council’s website on the perceptions of the above traffic management measures, and the collection of pertinent traffic and speed data.
5. Delegates to the CEO and his Officers the ability to make minor adjustments to the design of the above temporary traffic management measures to respond to learnings or stakeholder feedback, where it is consistent with the purpose of point two (2) above.
6. Works in partnership with DEWLP as the lead agency for the Shrine to Sea project to consider other temporary treatments that could be installed along Kerferd Road to improve safety in line with Councils COVID-19 Transport response.

TRIM FILE NO: F20/1
ATTACHMENTS Nil