

BANK STREET / MORAY STREET – PROPOSED ROAD SAFETY RESPONSE

SUMMARY OF COMMUNITY RESPONSES

| ISSUE | OFFICER COMMENT |
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| Inconvenience | Pedestrian, cyclist and direct property access will be maintained. While there will not be direct vehicle access across Moray Street from each side of Bank Street, vehicles could perform a 'U-turn' in Moray Street near Park Street – 80m south of the intersection - or at the roundabout of Moray Street/Dorcas Street – 120m north of the intersection |
| Construct a roundabout | It is one of the basic traffic engineering principles that existing safety concerns should be dealt with at the point of issue and not be transferred to another location. A roundabout would increase the connectivity of Bank Street and quite possibly result in a problem at the intersection of Bank Street with Clarendon Street, where there already have been a number of accidents. Roundabouts are also known as not being bicycle or pedestrian |
| Impact on business | Other than direct vehicle access across Moray Street from each side of Bank Street, there are no other adverse impacts. Some of the created parking spaces from the construction of the kerb extensions could be restricted to short term parking to provide for quick stop by customers. Safer environment will be better for the area and customers |
| Wilson Street, Palmer Street, Tope Street and Emerald Way will increase in traffic | There is not expected to be a shift of vehicle traffic from Bank Street to these side streets |
| Request for the direction of traffic on Emerald Way to be reverse to reduce traffic impact | There is not expected to be any notable shift of vehicle traffic from Bank Street to other residential streets However, this could be visited 3 – 6 months after the completion of the construction if required |
| Greater traffic volume on Park and Dorcas St | Park Street and Moray Street are classified as arterial roads, Dorcas Street a collector road and Bank Street a local road. Some minor traffic redistribution (in the order of 10% - 100 vehicles) from Bank Street to the parallel routes of Park and Dorcas Streets could be expected |
| Increase traffic on side streets | There is not expected to be a shift of vehicle traffic from Bank Street to these side streets |
| Landscaping to be provided on proposed median strip and kerb extension | Landscaping will be provided |

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| Median closure encourage higher vehicle speed on Moray Street | Vehicles on Moray Street currently do not have to slow down as a result of the median opening. The speed limit of 60kph will remains at this time |
| Stop signs | The intersection is currently controlled by 'Give way' signs. The sightlines at the intersection are such that 'Stop' signs are not warranted. This would be just replacing one form of a 'sign' with another leaving the same judgment to drivers and thus not responding to the root crash problems |
| Widen median to protect vehicles crossing the intersection in stages | Will mitigate rather than remove the root crash problem. Very expensive. Reduction in space for corner footpaths. Inconsistent with urban design of Moray Street |
| Allow for right turn for vehicles in Moray Street to Bank Street | Any such median opening would result in driver confusion or would be used inappropriately (illegally) by impatient trough traffic |
| Support kerb extension only | Kerb extension would be just a partial solution to the existing safety issues |
| Kerb extension = longer wait time, result in increase of noise and flume pollution | Not correct |
| Kerb extension is not necessary | True - works can be conducted without kerb extension works. Solution proposes a whole-of- council response where feasible |
| Bank Street is part of the South Melbourne Town Hall heritage, obstruction of vista of the Shrine of Remembrance | Any landscaping will be cognisant of this vitally important urban design and heritage element – the vista will not be obstructed |
| Claims never saw any accidents | Seven injury accidents recorded. Unknown number of property damage only crashes |