

**ORDINARY MEETING OF COUNCIL  
22 JUNE 2009**

**SUPPLEMENTARY**

<b>A7</b>	<b>BANK STREET/MORAY STREET – SAFETY AND AMENITY IMPROVEMENTS – SUPPLEMENTARY REPORT</b>
<b>LOCATION/ADDRESS:</b>	<b>BANK STREET/MORAY STREET, SOUTH MELBOURNE</b>
<b>EXECUTIVE DIRECTOR:</b>	<b>GEOFF OULTON, EXECUTIVE DIRECTOR COMMUNITY DEVELOPMENT AND PLANNING.</b>
<b>PREPARED BY:</b>	<b>STEFAN MITRIK, COORDINATOR TRAFFIC, TRANSPORT AND PARKING</b>
<b>FILE NO.:</b>	<b>78/03/06</b>
<b>ATTACHMENTS:</b>	<b>NIL.</b>

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**1. EXECUTIVE SUMMARY**

- 1.1 Council at its Strategy and Policy Review Committee meeting on Monday, 1 June 2009 resolved to defer the report to seek more detailed analysis of other possible countermeasures to address the existing crashes at the intersection of Bank Street with Moray Street in South Melbourne.
- 1.2 This supplementary report provides further discussion on two traffic management countermeasures; 1/ kerb extensions only and 2/ kerb extensions with median closure.

**2. RECOMMENDATION**

That Council resolves to:

- 2.1 Support the closure of the centre median and associated works at the intersection of Bank Street with Moray Street.
- 2.2 Further consult with immediately affected parties on elements of design details.
- 2.3 Notify all residents and businesses in the area bounded by Park Street, Eastern Road, Dorcas Street and Clarendon Street of Council's decision.

**3. BACKGROUND AND CONTEXT**

- 3.1 Council considered a report titled Bank Street / Moray Street – Safety and Amenity Improvements at the Strategy and Policy Review Committee of 1 June 2009. The Committee resolved:-

*That the Strategy and Policy Review Committee defer this item to the Ordinary Meeting of Council to be held on Monday, 22 June 2009 for further advice in relation to analysis of the improvements at Bank Street and Moray Street*

**4. DISCUSSION**

- 4.1 Five (5) countermeasure options were outlined in the report presented to the Strategy and Policy Review Committee on 1 June 2009.
- 4.2 Consideration of additional options with VicRoads was conducted. However, in the context of ensuring the root cause of the crash problem would be responded to, no further options were identified.
- 4.3 Officers subsequently reviewed the 'kerb extension' only option (subject of the 1 June 2009 report) to understand if this option could both 1/ improve the safety of the intersection sufficiently, while 2/ maintaining the cross Bank Street traffic movement (considered the predominant adverse impact associated with the median closure option).
- 4.4 Council officers sought a traffic engineering assessment from VicRoads. Advice was sought as follows:-
1. The ability of the 'kerb extension only' option (countermeasure) to improve the road safety of the Bank Street / Moray Street intersection; and
  2. Impact (if any) of this alternative option, on federal funding already secured for the median closure and kerb extension option
- 4.5 VicRoads Team Leader Road Safety Projects (Metropolitan North West Region), Mr Stan Januszkiewicz responded by e-mail on the 5 June 2009 as follows:-

I refer to your email below regarding a proposal to exclude the median closure from the scope of the funded AusLink project at the Moray Street / Bank Street intersection.

As the intersection is located on Council's local road network it is considered that Council will need to be satisfied that any road safety improvement works sufficiently address the crash history at this site and that the works fit within the operation of the local road network.

Notwithstanding the above, as the proposed change is a significant shift from the original project scope, it is considered that the remaining works (i.e. kerb out stands) will do little to address the existing crash trend at this site. Please note that the crash reduction factor associated with kerb out stands relate to treating pedestrian crashes. There have been no recorded pedestrian crashes at this site over the last five years and as such the crash reduction factor for kerb out stands cannot be utilised.

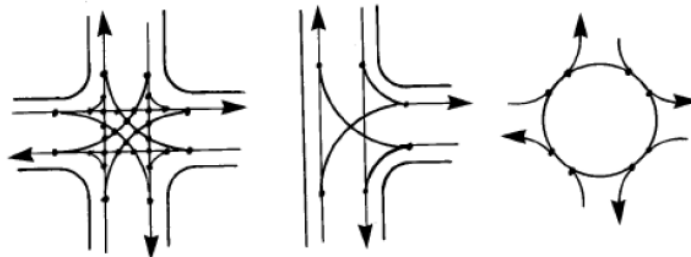
Unless other measures can be implemented that directly address the crash trend, there may be a greater community benefit to fund sites that will achieve definite road safety outcomes from the treatments implemented.

Can I suggest that Council re-evaluate the scope at this site to either maintain the median closure or propose/investigate alternative treatments to address the crash history. Otherwise, consideration may need to be given to nominating other sites for funding consideration which would benefit from road safety improvement works.

- 4.6 In summary, the VicRoads officer suggests the 'kerb extension only' option would assist to improve safety for pedestrian type crashes (based on improved sight distance and smaller crossing distances), however is not an effective response to the cross traffic type crashes present at this intersection.
- 4.7 Further, the kerb extension only option would be a significant change of scope – while also not responding to the crash problem – and thus approved federal funding would likely be withdrawn.

## **5. ADDITIONAL DISCUSSION**

- 5.1 As shown in the figure below, a simple cross intersection has 32 conflict points (kerb extension only option), whereas at a T intersection the number of conflict points is reduced to 9 (kerb extension and median closure option). (R.T. Underwood, Traffic Management - An Introduction, page 61). While a roundabout has just 8 conflict points, a roundabout is not considered an appropriate countermeasure at this intersection for the reasons already explained in the previous report.



- 5.2 The sign posted speed limit on Moray Street is 60kph. There is no evidence to suggest that the closure of the central median would result in a higher travel speed of Moray Street vehicles over Bank Street. Other existing impediments influencing the current speed of traffic would remain, such as: on-street parking, driveways, and left turning traffic at the Moray Street / Bank Street intersection. The 85% speed in Moray Street between Park Street and Bank Street was recorded to be 49kph in 2005, well below the signed speed limit.
- 5.3 An option of providing just the kerb extensions without the median closure, while expected to highlight the presence of the intersection, slow down turning vehicles and provide for a shorter distance for pedestrians to cross, will maintain the number of conflict points unchanged at 32 and therefore not address the identified cause of existing crashes.