

STRATEGY AND POLICY REVIEW COMMITTEE

1 JUNE 2009

POLICY AND PLANNING

A7	BANK STREET / MORAY STREET - SAFETY AND AMENITY IMPROVEMENTS
LOCATION/ADDRESS:	BANK STREET / MORAY STREET, SOUTH MELBOURNE
RESPONSIBLE EXECUTIVE DIRECTOR:	GEOFF OULTON, EXECUTIVE DIRECTOR COMMUNITY DEVELOPMENT AND PLANNING
AUTHOR:	STEFAN MITRIK, COORDINATOR TRAFFIC, TRANSPORT AND PARKING
FILE NO.:	78/03/06
ATTACHMENTS:	ATTACHMENT 1. CRASH DIAGRAM FOR BANK AND MORAY STREETS INTERSECTION ATTACHMENT 2. TRAFFIC TREATMENT OPTION CONSIDERATION SUMMARY ATTACHMENT 3. BANK AND MORAY STREETS INTERSECTION – PROPOSED ROAD SAFETY RESPONSE ATTACHMENT 4. COMMUNITY CONSULTATION LETTER - DATED 23 FEBRUARY 2008 ATTACHMENT 5. MAP SHOWING SUPPORT AND OBJECTIONS TO THE PROPOSAL ATTACHMENT 6. SUMMARY OF COMMUNITY RESPONSES

1. EXECUTIVE SUMMARY

- 1.1. Council's traffic engineers regularly review road safety information pertaining to City of Port Phillip roads and intersections.
- 1.2. In comparison to other intersections, Bank Street and Moray Street has a high crash occurrence and is currently ranked the 4th worst local road (council controlled road) accident blackspot within the municipality.
- 1.3. City of Port Phillip officers subsequently reviewed the intersection, analysed the crashes, prepared and considered effective traffic management countermeasures, further developed the most effective countermeasure to respond to the crash types and taking account of the broader road network operating objectives, engaged with the community, and subsequently sought external funding.
- 1.4. External funding has been secured in the amount of \$150,000 via a Federal Government road safety program.

- 1.5. The recommended traffic management response – to reduce the incidence of cross and right turn vehicle crashes - is for a central median closure with associated kerb extensions, signs and line markings.
- 1.6. The predominate adverse impact of this recommended response removes the ability of vehicles to:-
 - Cross from one side of Bank Street, over Moray Street, to the other side of Bank Street, and
 - Make right turns at the intersection in general

2. RECOMMENDATION

That the Strategy and Policy Review Committee recommend that Council resolve 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 immediately with affected parties on elements of design detail.
- 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. DISCUSSION

Background

- 3.1. The intersection of Bank Street and Moray Street has recorded seven (7) injury accidents in the 5 year period since 1 January 2003.
- 3.2. The intersection is the City of Port Phillip's 4th worst local road blackspot. Six (6) of the seven (7) recorded accidents were cross traffic accidents (ATTACHMENT 1).
- 3.3. Based on VicRoad guidelines, the intersection is officially designated as a 'blackspot', having five (5) or more injury crashes within a five year period.
- 3.4. Council's traffic engineers considered and developed a number of traffic engineering responses / treatment. Options and assessment is outlined in ATTACHMENT 2.

Option Analysis

- 3.5. For crash management traffic engineering responses, the assessment of an acceptable countermeasure is heavily weighted towards ensuring the root cause of the crash problem has been responded to.
- 3.6. For this project, the other key consideration in reaching a conclusion on a preferred treatment related to the impact of changing traffic volumes on Bank Street of any countermeasure, and particularly the uncontrolled Bank Street / Clarendon Street intersection.
- 3.7. The Bank Street / Clarendon Street intersection is the last remaining major uncontrolled cross intersection in Clarendon Street. As a result of this restricted access (low level of service, including no priority for cross Clarendon Street traffic, and thus vehicle delays), Bank Street enjoys considerably lower traffic volumes on both sides of Clarendon Street (when

compared with parallel routes of Dorcas and Coventry Streets). Considering the road designation (local road) and land uses (civic buildings), restricting the potential for traffic volumes growth is consistent Council policy.

- 3.8. The installation of either a roundabout or traffic signals at the Bank Street / Moray Street intersection will increase the level of service for vehicles – ie make more attractive. Motorists make travel route decisions based on convenience, travel time and safety. Improving any of these factors will likely result in some redistribution of traffic – in this case to Bank Street, including the Bank Street / Clarendon Street intersection.
- 3.9. There are a number of traffic safety concerns with the Bank Street / Clarendon Street intersection – traffic queuing along Bank Street is frequent, particularly in morning and peak hours. As a result, motorists will often choose unsafe gaps in Clarendon Street traffic. Under pressure, the motorist is not as mindful of pedestrians crossing over Bank Street on the far side of the intersection. An increase in the crash rate at this intersection will force Council to respond. Any response is likely to increase the level of service for motorists and thus increase traffic volumes, resulting in an erosion of amenity on Bank Street between Cecil Street and Moray Street.

Preferred Option

- 3.10. The preferred traffic engineering response for the Bank Street / Moray Street intersection, taking account of the above issues, is the construction of central median closure with associated kerb extensions, signs and line markings (ATTACHMENT 3).
- 3.11. Following community and stakeholder engagement, the proposal was supported by the previous Ward Councillor and a submission made to VicRoads for the funding under the blackspot program.
- 3.12. A parallel funding application was included in earlier versions of Council's draft 2009/2010 capital works program as insurance against unsuccessful external funding applications.

Financial Implications

- 3.13. The Federal Government has now approved and fully funded the project of \$150,000.
- 3.14. There are no capital cost implications for Council.

Council Policy

- 3.15. Council policy which is relevant to this proposal include:-

Council Plan

- The proposal is consistent with the 'Build a better environment' strategic objective and, in particular 'Facilitate sustainable transport modes through improving conditions *for walking, cycling and public transport*'

Road User Road Safety Strategy 2002 – 2007

- The Road User Safety Strategy 2002 – 2007 identified nine (9) key issues, one of which was '*Traffic Management (Blackspots and Blacklengths)*'.

- In relation to accident blackspots, identified strategies include *‘To improve the safety of roads and intersections’* & *‘To continue to seek funding from the State and Federal Governments and VicRoads for blackspots and blacklengths’*

Sustainable Transport Framework

- One of four principles of the framework – ‘Improve Safety – Council will strive to provide conditions which encourage greater activity, and increase the actual and perceived road and personal safety’

Community and Stakeholder Consultation

- 3.16. Community and stakeholder consultation was conducted in February - March 2008 (ATTACHMENT 4). Distribution was through Australia Post and included all owners and occupiers in the area bounded by Park Street, Eastern Road, Dorcas Street and Clarendon Street. The area was chosen as the intersection is located in the middle of it, it is expected that most of the residents/businesses walk, ride or drive through the intersection regularly and would therefore have interest in knowing of any proposed changes.
- 3.17. The letter explained existing safety concerns, the proposed countermeasures and their benefits and provided an explanation why other options are not seen as appropriate for this intersection. The letter included a return free post (no stamp required) comment sheet to provide easier opportunity to comment on the proposal.
- 3.18. 910 letters and comment sheets were mailed out. 30 were returned as ‘Not at this address - Return back to sender’, leaving 880 letters and comment sheets that were received.
- 3.19. Of the 880 letter drop, 47 formal responses were received. While this response rate may be seen low, between 5 and 10% would be considered typical in this instance given the relatively benign nature of the proposal, and the lower levels of ‘adverse community impact’ for residents as you move further away from the site.
- 3.20. Further to any perceived low response rate, it is also important to note, that Council officers were not necessarily seeking support for the proposal, more over, seeking comments on the proposal.
- 3.21. 30 of the 47 responses supported the proposal.
- 3.22. The remaining 17 responses objected to the proposal, 13 of which were residents and a further 4 being absentee owners.
- 3.23. ATTACHMENT 5 shows the plotted analysis of the returned comment sheets and general support or objection for the proposal.
- 3.24. Objections were mainly on the grounds of inconvenience, impediment to the traffic flow and concerns with a shift of traffic from Bank Street to other local streets. Comments are provided in full in ATTACHMENT 6.
- 3.25. Further discussions have been conducted with some of the more active objectors to provide more information and understanding of the officers decision-making process.

- 3.26. Subject to Council support for the proposal, additional communication via direct written correspondence and council publications will be undertaken.

Implementation

- 3.27. Subject to Council endorsement, Council will lead the project development, and implementation and completion within the 2009/2010 financial year.