



10.1 KERFERD ROAD - ROAD USER SAFETY IMPROVEMENTS

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1. PURPOSE

- 1.1 To seek Council's in-principle support for implementation of safety improvements on Kerferd Road, subject to community consultation and assessment of the proposed trial.

2. EXECUTIVE SUMMARY

- 2.1 Kerferd Road has a very high number of crashes compared to other Council-managed roads in Port Phillip. In the five-year period ending in June 2017, there were 25 recorded crashes on Kerferd Road that resulted in injury to bike riders, drivers and pedestrians.
- 15 crashes resulted in injury to bike riders
 - 1 crash resulted in injury to a pedestrian
 - 10 crashes caused serious injuries
- 2.2 Access across Kerferd Road is also a major barrier for pedestrians due to its wide traffic lanes and high vehicle speeds.
- 2.3 Kerferd Road is a key link for bike riders and connects the Bay Trail bike path to the off-road paths in Albert Park Reserve, the new Anzac Station and to the proposed upgraded bike facilities on St Kilda Road and Moray Street.
- 2.4 Council is seeking to partner with VicRoads and TAC to implement safety improvements and improve connections for pedestrians and bike riders on and across Kerferd Road.
- 2.5 Proposed safety improvements include:
- Protected bike lanes on the whole length of Kerferd Road
 - Improved pedestrian and bike rider facilities and driver safety improvements at all intersections, including Richardson Street roundabout
 - Reduction of midblock traffic lanes from two to one in each direction
 - Restrict access from Herbert Street and restrict U-turns at the Herbert St / Montague St intersection
 - Reduced speed limit from 60km/hr to 50km/h
 - Extended central median to improve community use and amenity
- 2.6 An endorsed Council position on the Project will support further negotiations with VicRoads and TAC regarding partnership and funding.



3. RECOMMENDATION

That Council:

- 3.1 Notes that delivery of Kerferd Road safety improvements is a priority outlined in the Council Plan 2017–27 to enhance walking and bike riding (subject to State Funding).
- 3.2 Provides in-principle support for implementation of safety improvements on Kerferd Road, subject to community consultation and assessment of the proposed trial, including:
 - Protected bike lanes on the whole length of Kerferd Road
 - Improved pedestrian and bike rider facilities and driver safety improvements at all intersections, including Richardson Street roundabout
 - Reduction of midblock traffic lanes from two to one in each direction
 - Restrict access from Herbert Street and restrict U-turns at the Herbert St / Montague St intersection
 - Reduced speed limit from 60km/hr to 50km/h
 - Extended central median to improve community use and amenity
- 3.3 Continues to pursue a partnership with VicRoads and TAC to develop and deliver safety improvements, including accessing grant funding.
- 3.4 Notes community engagement activities regarding the trial on Kerferd Road will be undertaken in May to inform the community of the changes, to identify transport issues and opportunities and to develop a concept design for safety improvements.

4. KEY POINTS/ISSUES

- 4.1 Kerferd Road has a very high number of crashes compared to other roads in Port Phillip.
- 4.2 In the five year period ending in June 2017, there were 25 recorded crashes on Kerferd Road that resulted in injury to bike riders, drivers and pedestrians, including:
 - 15 crashes resulted in injury to bike riders
 - 1 crashes resulted in injury to pedestrians
 - 10 crashes caused serious injuriesAn infographic showing crash locations is attached (Attachment 2).
- 4.3 Pedestrian access across Kerferd Road is a major barrier for the community, due to its wide traffic lanes and high vehicle speeds.
- 4.4 Kerferd Road is a key link for bike riders and connects the Bay Trail bike path to the off-road paths in Albert Park Reserve, the new Anzac Station and to the proposed upgraded bike facilities on St Kilda Road and Moray Street.
- 4.5 Council is seeking to partner with VicRoads and TAC to implement safety improvements and improve connections for pedestrians and bike riders on and across Kerferd Road.



- 4.6 The Council Plan (2017-2027) includes 'Plan for and deliver Kerferd Road safety and streetscape improvements to enhance walking and bike riding (subject to state funding) as a priority initiative for the next four years.
- 4.7 Officers are seeking to continue working with VicRoads and TAC to develop, fund and implement road safety improvements on Kerferd Road. An endorsed Council position on the Project will support further negotiations with VicRoads and TAC.
- 4.8 The objectives of this project are:

Primary Objectives

- **Safer Streets for people**
 - Decrease the number and severity of crashes, particularly for vulnerable road users, including pedestrians, bike riders, the young and elderly
 - Deliver pedestrian projects that create safe, high amenity walking routes and reduce barriers to crossing arterial roads
 - Enable active travel to school as a popular, safe and easy travel option
- **Complete Connections**
 - An integrated network that connects people and places
 - Encourage greater uptake of bike riding by prioritising comfortable, safe and convenient corridors.

Secondary Objectives

- **Greener, cooler, more liveable**
Improving the health of the trees in the central median and seeking opportunities for increasing green space and permeability.
- **Liveability in a high density city**
Improving access to the central median, and informing how the median could be used in the future.

- 4.9 Proposed safety improvements include:

- **Protected bike lanes** on the whole length of Kerferd Road to improve safety, connectivity and encourage greater uptake of bike riding.
- **Intersection safety improvements**, including greater pedestrian and bike rider safety and priority and increased sightlines for drivers.
- **Reduction of midblock traffic lanes** from two to one in each direction. The current number of traffic lanes Beaconsfield Parade and Canterbury Road intersections will not change.

Kerferd Road currently has two traffic lanes in both directions and caters for approximately 10,500 vehicles per day.



An urban road with a 60km/h speed limit has a typical midblock capacity of 1,000 to 1,200 vehicles per lane per hour. The highest hourly volume on Kerferd Road was recorded to be 806 vehicles in the AM peak for the east bound (both lanes combined).

VicRoads have conducted traffic modelling of the lane reduction (SIDRA analysis). This modelling shows that removal of a traffic lane in Kerferd Road will not impact on traffic flow, capacity, queue lengths and will not increase delays.

In order to further test this traffic modelling, it is proposed to trial this lane reduction. The trial is proposed to be conducted between June 2018 and February 2019. During this trial, the impact on travel times and congestion will be monitored and results will be used to inform a concept design for safety improvements.

- **Restrict access from Herbert Street** and restrict U-turns at the Herbert St / Montague St intersection Partially close the Montague Street/Herbert Street median opening, restricting access from Herbert Street and U-turns from the south-west bound carriageway.
- **Reduced speed limit** from 60km/hr to 50km/h Speed limit to improve safety for all road users by improving reaction times and reducing the force of impact.
- **Extended central median** to improve access, increase green space and permeability and improving sightlines for drivers. This also creates opportunities to inform how the median could be used in the future.

4.10 No net loss of parking is anticipated.

4.11 It is proposed to install temporary infrastructure, including line marking and treatment between June 2018 and February 2019. This temporary installation will include:

- Reducing the number of midblock traffic lanes from two to one in each direction through installation of line marking and temporary kerbs. The number of traffic lanes at Canterbury Road and Beaconsfield Parade will remain the same.
- Reducing the speed limit from 60km/h to 50km/h.
- Improving facilities for pedestrians and bike riders at intersections.
- Installing zebra crossings to improve pedestrian priority.
- Improvements to Richardson Street roundabout.
- Improved sightlines for drivers at intersections and the central median.

A map showing the area affected and a plan describing trial details are attached (Attachments 1 and 3).

4.12 The temporary treatment will not realise all project benefits and will exclude installation of protected bike lanes. However, it will enable a better understanding of the impact on travel times, congestion and safety and to test different layouts, including intersection



designs, pedestrian crossing locations. The results of the trial will be used to inform a concept design for safety improvements.

5. CONSULTATION AND STAKEHOLDERS

- 5.1 Council Officers have been consulting with VicRoads for over three years to solve the safety issues on Kerferd Road. This has resulted in strong support from VicRoads and TAC for a holistic, route-based approach to improving safety along this corridor.
- 5.2 A petition was received from Middle Park Primary School in 2013 that Council improve pedestrian facilities to improve access to the school.
- 5.3 In November 2016, a group of residents approached Council Officers to develop Kerferd Road and Albert Road as a tree-lined boulevard linking the Shrine of Remembrance and Anzac Station to the Bay – Shrine to Bay.
- 5.4 During development of the Council Plan, a survey of community members was undertaken in February 2017. 59% of survey responses supported converting existing road space to support safer, more enjoyable and accessible bike, walking and public transport use
- 5.5 The Council Plan includes the following priority for the next four years 'Plan for and deliver Kerferd Road safety and streetscape improvements to enhance walking and bike riding (subject to state funding).
- 5.6 In order to inform development of the Integrated Transport Strategy, Council sought input from the community on a Position Paper in October to December 2017. In total, 586 people participated in the consultation program. Key themes from this engagement included:
 - People think more needs to be done to encourage people to use active transport, like walking and cycling.
 - Cycling is a realistic commuting option but participants don't think cycling lanes are adequate or safe enough.
- 5.7 No wider community consultation specifically on Kerferd Road safety improvements has been carried out to date.
- 5.8 It is proposed to commence initial community engagement (Phase 1) in May 2018, including:
 - Informing the community about the safety issues and our intention to install a temporary trial treatment and requesting community feedback on the details of the trial.
 - Requesting community feedback on transport issues and opportunities on Kerferd Road to inform a concept design.



- Requesting community feedback on issues and opportunities relating to use of the median strip.

5.9 Kerferd Road is included as a priority bike corridor in the Draft Integrated Transport Strategy, currently out for consultation.

5.10 This feedback, and the results of the trial would be used to develop concept designs.

6. LEGAL AND RISK IMPLICATIONS

6.1 Delivery of road safety improvements would reduce the safety risk to the community.

6.2 The temporary lane closures will be conducted under the Schedule 11, Clause 10 of the Local Government Act: Power to place obstructions or barriers on a road temporarily:

A Council may block or restrict the passage or access of vehicles on a road by placing and maintaining any temporary barrier or other obstruction on the road...for a genuine traffic diversion experiment.

6.3 VicRoads Memorandum of Authority will be required for the 50km/h speed limit reduction and for installation of any new pedestrian crossings.

6.4 Should a decision be made to construct the proposal permanently, a planning permit may be required as Kerferd Road is zoned General Residential and within a Heritage Overlay.

7. FINANCIAL IMPACT

7.1 \$140,000 has been allocated (subject to final approval) in 2017/18 for communications, planning and design.

7.2 The Draft Council Plan and Budget contains the following Council funding for design and implementation of road safety and streetscape improvement

- 2017/18 - \$140k
- 2018/19 - \$200k
- 2019/20 - \$800k
- 2020/21 - \$1m

7.3 Council will continue to pursue a partnership approach with VicRoads and TAC to implement a holistic approach to road safety, including accessing available funding streams.



8. ENVIRONMENTAL IMPACT

- 8.1 The proposal will encourage greater uptake of walking and bike riding and contribute to a more effective overall transport network.
- 8.2 The following opportunities will be investigated during the design stage:
- Improved tree health - some existing trees are growing too close to the median kerb, affecting their health and damaging kerb and channel. Extending the median would improve the health of these trees.
 - Increased vegetation and permeability of surfaces through intersection treatments and extension of the central median.
 - Improved drainage – mitigating flooding issues and opportunities for Water Sensitive Urban Design.

9. COMMUNITY IMPACT

- 9.1 This proposal will address the significant safety risks on Kerferd Road and reduce the number and severity of injuries, particularly to vulnerable road users including bike riders and pedestrians.
- 9.2 It will improve connections for pedestrians and bike riders and encourage greater uptake of walking and bike riding.
- 9.3 Reducing the number of midblock traffic lanes may impact on travel times travelling along Kerferd Road.
- 9.4 Traffic modelling has been completed that shows that traffic will not impact on capacity, queue lengths or delays on Kerferd Road at intersections with Beaconsfield Pde and Canterbury Road/Ferrars Street.
- 9.5 It is proposed to implement a temporary lane reduction to further assess the impact on travel times, congestion and safety and to test different layouts. The results of the trial will be used to inform a concept design for safety improvements.
- 9.6 The results of the trial will be used to inform a concept design for safety improvements.

10. ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

- 10.1 This initiative is a key element of Strategic Direction 2: “We are connected and it is easy to move around”
- ‘Plan for and deliver Kerferd Road safety and streetscape improvements to enhance walking and bike riding (subject to State Funding)’ is a priority action in the Council Plan.
- 10.2 This project would also contribute to other Outcomes of the Council Plan, including:
- Outcome 1.1 – A Safe and Active community with strong social connections



- Outcome 3.1 – A Greener, cooler, more liveable
- Outcome 4.1 - Liveability in a high density city

11. IMPLEMENTATION STRATEGY

11.1 TIMELINE

- **May 2018:** Commence community engagement on issues and opportunities and notification of temporary treatment
- **June 2018:** Implement temporary treatment
- **July 2018 - March 2019:** Following the completion of the trial and community engagement, Council will prepare a detailed report including concept design options for permanent improvements. These options will be presented to the community for feedback.
- **April - September 2019:** Complete detailed designs based on community feedback
- **October 2020:** Complete construction of safety improvements

11.2 COMMUNICATION

Council Officers will continue to partner with VicRoads and TAC to implement safety improvements and improve connections for pedestrians and bike riders on and across Kerferd Road, including accessing grant funding.

Council Officers will commence community engagement on safety issues and opportunities to improve Kerferd Road and implement a temporary trial to assess traffic and safety impacts.

Key messages include:

- Kerferd Road has a very high number of crashes compared to other Council-managed roads in Port Phillip.
- City of Port Phillip is committed to improving the safety and connectivity of Kerferd Road for all road users.
- Kerferd Road safety and streetscape improvements form part of Council's commitment to improving the connectivity, safety and amenity of walking and bike riding networks, as outlined in the Council Plan 2017-2027.
- A detailed assessment of safety and connectivity issues has identified the need for the following improvements:
 - Protected bike lanes on the whole length of Kerferd Road



- Improved pedestrian and bike rider facilities and driver safety improvements at all intersections, including Richardson Street roundabout
 - Reduction of midblock traffic lanes from two to one in each direction
 - Restrict access from Herbert Street and restrict U-turns at the Herbert St / Montague St intersection
 - Reduced speed limit from 60km/hr to 50km/h
 - Extended central median to improve community use and amenity
- Council is now seeking to trial a series of safety and connectivity improvements to monitor their impact, including the implications on travel times and congestion, particularly in peak hours.
 - Council is keen to hear from the community regarding their experiences of Kerferd Road in relation to safety and connectivity, and to seek feedback on the details of the trial.
 - The proposed upgrades provide an opportunity to improve the streetscape, including the renewal of road surfaces and footpaths, additional tree planting and future community use of the median.
 - Following the completion of the trial and community engagement, Council will prepare a detailed report including concept design options for permanent improvements. These options will be presented to the community for feedback.

12. OFFICER DIRECT OR INDIRECT INTEREST

12.1 No officers involved in the preparation of this report have any direct or indirect interest in the matter.

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ATTACHMENTS

1. Kerferd Rd Map
2. Kerferd Rd Crash Stats
3. Kerferd Rd linemarking trial details