



4. PETITIONS AND JOINT LETTERS

Item 4.1 Traffic Congestion in West St Kilda

A Joint Letter was received from the West St Kilda Residents Association (WSKRA) relating to traffic congestion in the minor streets of West St Kilda and presented to a Council Meeting on 16 May 2018.

The Joint Letter states the following:-

“Dear Councillors

Thank you for having listened and spoken to the public meeting on 30 April of residents concerned about evening peak traffic congestion in the minor streets of West St Kilda.

Residents were forthright about the negative impacts of the congestion and in putting their views in relation to possible solutions. The attached notes capture the principal matters raised by residents during those discussions. By acclamation, the meeting resolved as follows.

This meeting calls upon the City of Port Phillip to protect the residential amenity of West St Kilda, to enhance residents’, pedestrians’, cyclists’ and motorists’ safety and to facilitate the movement of trams and evening peak traffic by trialing, for an extended period, the following initiatives now:

- *Banning evening peak left-hand turns into Beaconsfield Parade from Fraser, Cowderoy and Mary Streets;*
- *Concurrently, monitoring traffic flow on all streets into Beaconsfield Parade from Kerferd Road to Langridge Street inclusive, to:*
- *Possibly ban evening, peak, left turns into Beaconsfield Parade from Wright to Langridge Streets inclusive;*
- *Facilitate evening peak traffic flow on Kerferd Road and Mills Street and entry from them into Beaconsfield Parade; and*
- *Facilitating southbound evening peak traffic flow on Beaconsfield Parade, Jacka Boulevard and Canterbury Road*

Cr Bond informed the residents that Councillors would be meeting on the morning of Wednesday 2 May, and WSKRA asks that Councillors consider this resolution at that meeting.

We also ask that Councillors decide that, within the next three weeks, some designated Councillors, together with WSKRA representatives, meet with VicRoads to discuss prompt implementation of the measures resolved by the public meeting”.

OFFICER COMMENT

In response to the points raised in the Joint Letter of 16 May 2018:

1. Banning Evening peak left hand turns into Beaconsfield Parade from Fraser Street, Cowderoy Street and Mary Street.

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The proposed treatment is supported in principle. However, the Traffic Impact Assessment and Sidra Analysis report has identified issues with additional traffic on the Park Street/Fitzroy Street intersection.

The issues with current traffic volume on Park Street are:

- Queuing on Park Street as a result of vehicles waiting to turn into Fitzroy Street.
- Queuing across the tram tracks in Fitzroy Street by right turning vehicles.
- Drivers are required to give way to too many road user movements.

Additional traffic on Park Street & Fitzroy Street intersection as a result of the proposed left turn bans could result in:

- Increased queue lengths along Park Street/Patterson Street.
- Increased likelihood of crashes at this intersection due to increase in vehicles undertaking right turns.

To ensure the above is mitigated it is necessary for the Fitzroy Street/Park Street intersection be signalised prior to commencement of turn bans. Due to the expense of such signals, Council has applied for Federal Black Spot funding to progress these works.

Of note, community consultation will be required for the signalisation of the intersection. Council's Traffic Engineers are working on options to minimise loss of on-street parking should signals be installed.

2. Concurrently, monitoring traffic flow on all streets into Beaconsfield Parade from Kerferd Road to Langridge Street inclusive to possibly ban evening peak left turns into Beaconsfield Parade from Wright Street to Langridge Street inclusive:

Left turn bans into Beaconsfield Parade from Wright, Harold, Nimmo, Armstrong, McGregor and Langridge Streets would need to be considered concurrently with Mary, Cowderoy and Fraser Streets proposals to mitigate likely traffic dispersion into these streets as a result. Such bans would only be supported if signalisation of the Fitzroy Street/Park Street intersection occurred and support gained from affected stakeholders.

3. Facilitate evening peak traffic flow on Kerferd Road Mills Street and entry from them into Beaconsfield Parade

SIDRA traffic modelling undertaken by VicRoads shows the exit into Beaconsfield Parade from Kerferd Road has good operating conditions during PM Peak. No additional interventions are warranted.

Data is being collected for Mills Street to assess existing traffic conditions from May to June 2018.

4. Facilitating southbound evening peak traffic flow on Beaconsfield Parade, Jacka Boulevard and Canterbury Road:

VicRoads is the responsible authority for network operations along Beaconsfield Parade, Jacka Boulevard and Canterbury Road. VicRoads are reviewing peak traffic flow on the arterial roads.

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5. Schedule meeting with VicRoads

A meeting between VicRoads, Council and WSKRA representatives has been scheduled for 19 June 2018 at 2pm.

The following items raised at a WSKRA meeting held on 30 April 2018 in addition to the Joint letter of 16 May 2018 are addressed in turn:

6. Aggressive Driving Behaviour:

The issue of driver behaviour has been passed on to the Prahran Traffic Management Unit Victoria Police as it is an enforcement matter. Police have indicated that they will undertake enforcement in the area during PM peak.

7. Trams travelling at dangerous speeds:

Trams are subject to the same speed limits as other vehicles. This will be passed on by officers to Yarra Trams for consideration and response.

8. Traffic Signals at the intersection of Fitzroy/Canterbury/Grey:

Concerns raised with signal and driver confusion has been passed on to VicRoads for their consideration and response as the responsible road authority.

9. Excessive volume and speed on Canterbury Road:

Canterbury Road is a declared State arterial road. This concern will be passed on to VicRoads and Police for their consideration and response.

10. No overall traffic management plan:

Although Council does not have a Local Area Traffic Management Plan for this area, Council has developed a set of actions as an outcome from a previous meeting with WSKRA members:

- Signalisation of Fitzroy Street & Park Street intersection - subject to funding, consultation and deliverability.
- Pier Road/Beaconsfield parade signals and turn bans - subject to VicRoads approval.
- Canterbury Road/Fitzroy Street/Grey Street signal remodel - subject to VicRoads approval.
- Left turn ban trial - subject to community consultation following the signalisation of Fitzroy/Park.

11. Exempt residents from such impediments as left turn bans:

The left turn ban is a regulatory road rule of which only emergency vehicles are exempt.

12. Encourage increased evening peak use of Aughtie Drive & Lakeside Drive:

Passed on to VicRoads for their consideration and response as the responsible road authority.

13. Compliance:

This has been passed on to the Prahran Traffic Management Unit Victoria Police as these are enforcement matters. Police have indicated that they will undertake enforcement in the area during PM peak.

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14. Provide additional facilities to enable park & ride thereby reduce the number of vehicles being used:

This consideration can be included as part of the Council's Integrated Transport Strategy (ITS) currently under development.

15. Ban trucks during evening peak:

Truck bans are major traffic control items not delegated to Council. Any type of truck ban would be require VicRoads approval and implementation.

16. Modelled on London's congestion tax, apply a tax to vehicles entering West St Kilda in Evening Peak:

A congestion levy or tax is not within the remit of Local Government.

OFFICER RECOMMENDATION

That Council:

1. Notes the desire of the West St Kilda Residents Association (WSKRA) to resolve the observed evening peak traffic congestion in the minor streets of West St Kilda.
2. Endorses the following set of actions in response to the Joint Letter and associated discussions with WSKRA:
 - Signalisation of Fitzroy Street & Park Street intersection - subject to blackspot funding, consultation and deliverability.
 - Pier Road/Beaconsfield parade signals and turn bans - subject to VicRoads approval.
 - Canterbury Road/Fitzroy Street/Grey Street signal remodelling - subject to VicRoads approval.
 - Left turn ban trial - subject to community consultation following the signalisation of Fitzroy/Park.
 - Ongoing liaison with State authorities regarding identified issues on State roads.
3. Advises the West St Kilda Residents Association of the outcome.

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ATTACHMENTS Nil