



Item 7.2 RESPONSE: Request from Residents of Bridge and Glover Street for extension of island in the middle of Pickles Street so that cars cannot cross over Pickles Street between Bridge and Glover Streets.

A Joint Letter containing 77 signatures, was received from residents of Bridge Street, Port Melbourne and Glover Street, South Melbourne and presented to a Council Meeting on 15 April 2020.

The Joint letter states the following:-

We the owners/occupiers/both of the properties identified below in Bridge Street, Port Melbourne and Glover Street, South Melbourne note that:

- (a) A significant number of cars "dart" across Pickles Street from Bridge Street to reach Glover Street and vice versa - involving the difficult manoeuvre of crossing four lanes of traffic on very busy Pickles Street. When cars wishing to cross see an opening they accelerate sharply.
- (b) This represents an accident/safety risk at the intersection - something we understand the Council has identified. Crossing the four lanes of traffic on very busy Pickles Street is a hazardous exercise - identifying windows to do this is difficult and chances are taken/cars try (as mentioned above) to speed across. (Turning right out of either of Glover or Bridge Streets at Pickles Street is also difficult.)
- (c) As an additional factor we note that this intersection is immediately before the school zone on Pickles Street.
- (d) Generally, vehicles crossing from Bridge Street to Glover Street and vice versa are using are using this as a "rat run". For the volumes involved and given the configuration of the larger arterial roads in the area, the proposal referred to below will have an immaterial and insignificant effect on traffic flows more broadly.

For the above reasons, and as signified by our signature below, we support extending the existing island in the middle of Pickles Street so that it is no longer possible to cross over Pickles Street between Bridge and Glover Streets. (There is currently an island in the middle of Pickles Street which breaks at the intersection with Bridge/Glover Streets and we are asking that the island be made continuous at that intersection.) This will convert each of Bridge and Glover Streets to a left in and left out street at Pickles Street. We consider this to be the most practical and inexpensive way of addressing safety issues at the Glover/Bridge/Pickles Streets intersection.

OFFICER COMMENT

At the Council Meeting on 15 April and Council resolved that Council:

1. receives the Joint Letter and notes the safety concerns raised by the signatories.
2. requests that Council officers investigate these safety concerns and provide a response to Council at the Council Meeting on 6 May 2020.



Background

In 2017, Council reduced the speed limit on Pickles Street from 60km/h to 50km/h. In April 2018, Council installed a School Zone on Pickles Street, which further reduced the speed limit to 40km/h from 8am to 9:30am and from 2:30pm to 4pm on school days.

Lower speeds help to reduce the frequency and severity of crashes as drivers have more time to choose a safe gap in traffic and to react to other drivers on the road.

'Kerb extensions' were installed at this intersection many years ago to improve sightlines for drivers exiting Glover Street and Bridge Street, and their visibility of oncoming vehicles on Pickles Street.

The median strip along Pickles Street separates the opposing lanes of traffic and allows pedestrians to cross Pickles Street in stages. The median strip is open at the intersection to allow for right turns and through movements into and out of side streets.

Since receiving the joint letter on 15 April, Council Officers have completed initial investigations into safety at the intersection of Pickles Street, Glover Street and Bridge Street, South Melbourne.

Investigations included a review of the recorded crash history and review of any previous traffic surveys undertaken along these sections of Pickles Street, Bridge Street and Glover Street and site inspections.

Crash History

Council Officers have contacted relevant Victorian Police Highway Patrol Unit, which has a record of two crashes at this intersection during 2019. Both crashes involved drivers exiting from side streets and colliding with vehicles on Pickles Street.

Although local community members have reported to Council Officers that seven crashes occurred at, or near, this intersection in 2019, there is no official record of any additional crashes at this intersection in the most recent five-year period available. This may be because minor crashes are not routinely recorded by the police.

In order to classify as a 'Black Spot', and potentially qualify for any external funding to address safety risks, an intersection must have at least three recorded crashes within a five-year period.

Pickles Street is a busy major local road. Traffic surveys completed in May 2019 show that approximately 17,400 vehicles per weekday use Pickles Street, one of the highest in the municipality. It is likely that drivers exiting from Bridge Street and Pickles Street may at times find it difficult to choose a safe gap in traffic on Pickles Street.

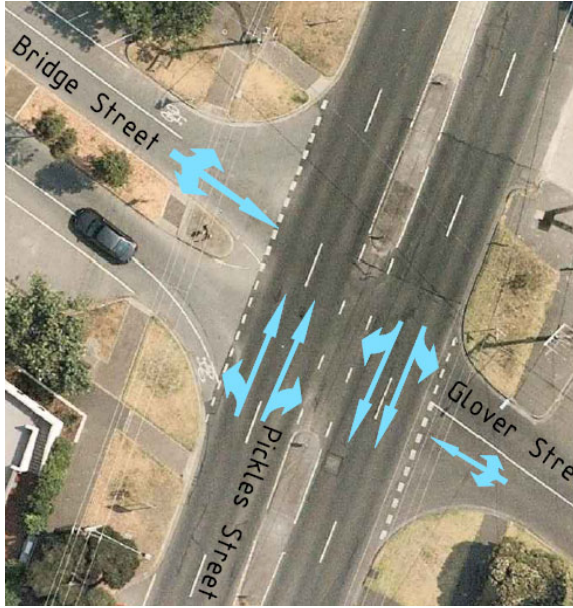
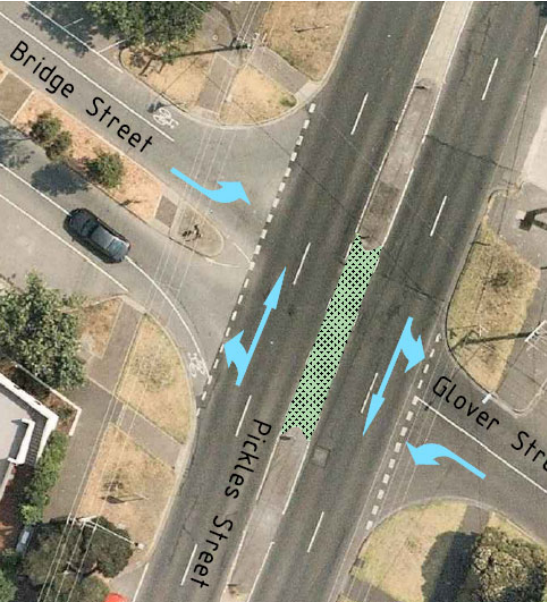
Possible treatment options to be further explored

Council officers have identified transport treatment options that may improve traffic flows reduce likelihood of crashes. The traffic treatment options include the following:

- Median closure:

It is likely that closing the median would reduce the number of crashes at the intersection by removing the conflict with right-turning vehicles. There would still be conflict points with vehicles turning left onto Pickles Street and closing the median would impact local access and require residents to use an alternative route. It could

also increase traffic on other nearby residential streets, such as Spring Street East, Tribe Street, Liardet Street and Richardson Street.

Existing Turning Movements	Resulting Turning Movements from Median Closure
	

- Install traffic signals at the intersection:

Traffic signals could improve safety at the intersection by removing the potential conflict between turning vehicles on Pickles Street and side streets. This option would not restrict access for local residents. This is not a feasible option as traffic signals are estimated to cost in excess of \$800,000. Council would not be able to obtain Victorian or Australian government funding due to the low numbers of recorded crashes at this site.

- Close Bridge Street and Glover Street, at Pickles Street

Closing the side street access to Pickles Street would prevent access and egress to Pickles Street. This would significantly reduce the likelihood of crashes but would have a higher impact on local access.

Next Steps:

Further detailed analysis is required to understand how the intersection currently functions and the impact of closing the central median or implementing other safety treatments.

Additional traffic surveys need to be completed at the intersection to determine how many vehicles travel through the intersection and how they turn. Traffic surveys on surrounding streets would be required to identify impacts on these streets.

Due to the current COVID-19 State of Emergency, traffic conditions on our roads have changed significantly. It is recommended that Council officers conduct traffic surveys when traffic conditions return to a more regular pattern and can be appropriately assessed.



OFFICER RECOMMENDATION

That Council:

1. Notes the concerns raised by the signatories of the Joint Letter regarding traffic safety at the Pickles Street, Bridge Street and Glover Street intersection.
2. Notes that traffic conditions in these streets and intersection are irregular due to the current COVID-19 State of Emergency, and requests that Council Officers conduct traffic surveys at the intersection when traffic conditions return to regular patterns.
3. Notes that Council officers will explore the traffic treatment options identified in this report and consult with the community prior to implementing any traffic changes.
4. Notes that any works identified as required to mitigate safety issues at this intersection will be undertaken in accordance with Council's processes, and approved budget and works program.
5. Receives a report from Council officers of recommended traffic safety improvements where these improvements would require funding above that included in Council's approved budgets.
6. Advises the organiser of the Joint letter of Council's endorsed recommendation and that Council's traffic engineers will inform the organiser of the findings of the traffic surveys and any treatment options identified.

TRIM FILE NO: 68/13/815

ATTACHMENTS Nil



8. PRESENTATION OF CEO REPORT

8.1 PRESENTATION OF CEO REPORT - ISSUE 65

EXECUTIVE MEMBER: KYLIE BENNETTS, DIRECTOR, OFFICE OF THE CEO

PREPARED BY: SALLY HORNER, COORDINATOR COUNCIL PLANNING AND PERFORMANCE

1. PURPOSE

- 1.1 To provide Council with a regular update from the Chief Executive Officer regarding Council's activities and performance.

2. EXECUTIVE SUMMARY

- 2.1 In March 2014, the City of Port Phillip introduced a program of more regular performance reporting through the CEO Report.
- 2.2 The attached CEO Report – Issue 65 (Attachment 1) focuses on Council's performance at the end of March 2020.
- 2.3 Where information is available, the report includes activities up to the time of publication (end of April 2020).

3. RECOMMENDATION

That Council:

- 3.1 Notes the CEO Report Issue 65 (provided as Attachment 1) including changes to budget forecasts and project portfolio identified in March 2020.

4. OFFICER DIRECT OR INDIRECT INTEREST

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

TRIM FILE NO: 16/02/225

ATTACHMENTS 1. CEO Report - Issue 65 - May 2020