



- 10.3** PICKLES STREET, BRIDGE STREET AND GLOVER STREET,
SOUTH MELBOURNE - TRIAL OF SAFETY IMPROVEMENTS
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AND CITY AMENITY
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1 PURPOSE

- 1.1 To seek Council's endorsement of a 12-month trial of a median closure along Pickles Street at Bridge Street and Glover Street.

2 EXECUTIVE SUMMARY

- 2.1 On 16 June 2021, Council considered community feedback to a Council officer proposal to trial a median closure along Pickles Street at Bridge and Glover Street and resolved that Council officers review the community feedback and provide a report to Council on 4 August.
- 2.2 Community feedback included three petitions and 51 individual responses.
- 2.3 Having reviewed the community responses, the crash history, alternative options and other matters set out below, this report recommends a 12-month trial closure of the Pickles Street median to block 'through' and right turn movements that have been identified as the main causes of crashes at the intersection. Additionally, in response to community feedback, Council officers propose amending the project to include a U-turn along Bridge Street to assist residents to access their properties.

3 RECOMMENDATION

That Council:

- 3.1 Notes that the intersection of Pickles Street, Bridge Street and Glover Street has been identified as a road crash black spot with six (6) crashes recorded at the site between 1/07/2016 to 30/06/2020.
- 3.2 Endorses a 12-month trial of a median closure along Pickles Street at Bridge Street and Glover Street to improve safety for all road users; and provides a U-turn along Bridge Street to assist residents to access their properties.
- 3.3 Advises all residents that made submissions of Council's resolution and thanks them for their contribution.
- 3.4 Requests that officers evaluate the 12-month trial and provide a report to Council on traffic measures required to improve safety at the intersection of Pickles Street, Bridge Street and Glover Street after completion of the trial.

4 KEY POINTS/ISSUES

- 4.1 A petition, containing 77 signatures was received in March 2020, raising safety concerns about the intersection of Pickles Street, Bridge Street and Glover



- Street. Council is the road authority for this intersection and has responsibility for reducing crashes at the site.
- 4.2 At a meeting on 6 May 2020, Council resolved to note the petition and requested that Council officers explore traffic treatment options and consult with the community prior to implementing any traffic changes.
 - 4.3 After investigating traffic conditions, traffic surveys and the traffic crash history, Council officers proposed a 12-month trial closure of the median on Pickles Street.
 - 4.4 In May 2021 Council officers advised the community of the proposed trial closure of the median. In response Council received three petitions and 51 individual responses. These were considered by Council at its meeting on 16 June 2021 and Council resolved that Council:
 1. Receives and notes the Petition.
 2. Notes that consultation on the trial concluded on Friday 11 June 2021 and officers will consider any late feedback received from the community until Friday 18 June 2021.
 3. Notes that Council officers are summarising feedback received and will present a report to the Council meeting on Wednesday 4 August 2021.
 4. Advises the organisers of the Petitions of Council's endorsed recommendation and that Council's traffic engineers will list this item at a Council meeting on Wednesday 4 August 2021 for a decision.
 - 4.5 One of the three petitions with 63 signatures supported the trial. The other two petitions opposed the proposed trial. One petition with 158 signatures requested the median closure be modified to maintain right turns into Bridge Street from Pickles Street. The other petition, with 45 signatures, opposed the trial due to the redistribution of traffic onto other side roads and restricted access to residents when accessing their properties.
 - 4.6 Of the 51 individual responses, approximately 69% objected to the trial, 24% supported the proposed trial, and 7% provided feedback without stating whether they supported or opposed the trial. Residents opposed the trial because of the risk of a redistribution of traffic onto other side roads and restricted access to residents when accessing their properties. Alternatives requested by residents included the installation of speed humps on Pickles Street to increase compliance with the existing speed limits and the installation of a roundabout at the intersection of Pickles Street, Bridge Street and Glover Street and the installation of traffic signals. In addition, residents suggested maintaining right turns for vehicles already on Pickles Street and restricting vehicle movements to left out only when exiting side roads (Bridge and Glover Streets) as an alternative to closing the median strip
 - 4.7 Residents from Bridge Street proximate to Pickles Street wrote to Council expressing concerns about the impact of the trial on vehicular access to their properties.
 - 4.8 Council officer response to the community feedback is as follows



- In response to concerns about the trial restricting access to residents accessing their properties - officers included provision for U-turns along Bridge Street. This is shown in the proposed modified design included in Attachment 2 – Pickles Street Modified Concept.
 - Installation of speed humps is not consistent with the classification of Pickles Street as an over dimensional route which has to accommodate larger and wider trucks.
 - Installation of signals and/or a roundabout at the intersection. This option is not supported because of the cost. For example, signalisation costs between \$800,000 and \$1,000,000
 - Maintaining right turns for vehicles on Pickles Street while restricting vehicle movements to left out only when exiting side roads (Bridge and Glover Streets) is not supported. While this treatment will reduce the number of conflicting movements within the intersection, drivers entering the intersection from these two side roads are required to give-way to vehicles in the median performing a right turn. Therefore, this treatment is unlikely to prevent or reduce the likelihood of the main type of crash being right turns from Pickles Street into Bridge Street
- 4.9 Council officers inspected the area and investigated the road safety treatment to date. The key findings are as follows,
- 4.9.1 Australian Standards require a minimum 7-meter median width to adequately accommodate the crossing of vehicles. The median width at Pickles Street is 2.20 meters. This is inadequate for drivers to prop safely whilst performing through and right turn movements from Bridge Street and Glover Street.
 - 4.9.2 In September 2017, the speed limit was reduced from 60km/h to 50km/h along the full length of Pickles Street, between Beaconsfield Parade and Dorcas Street.
 - 4.9.3 In April 2018, a 40 km/h school zone operating from 8:00 to 9:30 am and 2:30 to 4:00 pm on school days, was installed on Pickles Street between Richardson Street and Seisman Place.
- 4.10 An examination of the crash history for the area found that six crashes were recorded at the site between 1/07/2016 and 30/06/2020. Four of the six crashes were drivers performing a right turn from Pickles Street into Bridge Street. The other two (2) crashes involved a driver egressing from Bridge Street one performing a right turn onto Pickles Street and the other performing a through movement into Glover Street. A median closure restricting vehicle access and egress to and from Pickles Street from Bridge and Glover Streets to left in and left out has been identified as a cost-effective solution to prevent crashes caused by right turns and through movements at the intersection.
- 4.11 Surveys capturing vehicle, pedestrian and bike rider movements through the intersection were undertaken on Wednesday, 10 February 2021 between 7 am and 9 pm. The traffic surveys identified the following movements over the 14-hour survey period:



- 14,133 vehicles travelled through the intersection.
 - 10,848 vehicles (77% of all vehicle movements) travelled along Pickles Street without performing a left or right turn at the intersection.
 - 1,565 vehicles (11% of all vehicle movements) performed a left turn at the intersection.
 - 1,720 vehicles (12% of all vehicle movements) performed a right turn or through movement when entering or exiting a side road or a U-turn at the intersection. The volumes comprise of:
 - 669 vehicles performing a right turn from Pickles Street into Bridge Street
 - 415 vehicles performing a right turn from Bridge Street into Pickles Street
 - 374 vehicles performed a through movement from Bridge Street into Glover Street crossing Pickles Street.
 - 154 vehicles performed a through movement from Glover Street into Bridge Street crossing Pickles Street.
 - 53 vehicles performed a right turn from Glover Street onto Pickles Street
 - 37 vehicles performed a right turn from Pickles Street into Glover Street
 - 18 vehicles performed a U-turn at the intersection.
- 4.12 The traffic survey identified that 1,720 vehicles a day would need to use alternative routes if the median closure was in place. Council's traffic engineers have considered the impact on local and through traffic in determining the proposed road safety treatment trial. Further analysis regarding how traffic would be redistributed will be completed as part of a trial evaluation. The evaluation would involve undertaking traffic surveys before implementation of the trial and then at intervals of 6 and 12-months during the trial period.
- 4.13 The implementation of the trial is expected to cost \$70,000. The alternative, traffic signals, would support continued movements along Bridge and Glover Streets, are estimated to cost between \$800,000 and \$1,000,000, with additional annual maintenance costs. While the closure of the median may qualify for State funding, traffic signals will not attract co-funding as the Benefit-Cost Ratio does not meet VicRoads and TAC submission guidelines.
- 4.14 If Council supports a 12-month trial of a median closure along Pickles Street, Bridge Street and Glover Streets an assessment report, prepared after the 12-month trial will include:
- 4.14.1 A comparison of weekday traffic volumes and speeds before and during the trial, to identify where traffic was redistributed in the local road network and its impact.



4.14.2 Checking with the Police for any recorded/reported crashes at the intersection of Pickles Street, Bridge Street, Glover Street and at nearby local streets.

4.14.3 Community feedback received during the trial.

5 CONSULTATION AND STAKEHOLDERS

5.1 In May 2021, a notification letter advising of a 12-month trial of a median closure at Pickles Street adjacent to Bridge Street and Glover Street was sent to 1,111 owners and occupiers. The letter explained the reasons for the trial and invited feedback. A copy of the notification letter is included in Attachment 1: Notification letter – Pickles Street (Median Closure).

5.2 Three petitions and 51 individual responses were received during the consultation. One petitions with 63 signatures supported the trial. The other two petitions opposed the proposed trial. One petition with 158 signatures requested the median closure be modified to maintain right turns into Bridge Street from Pickles Street. The other petition, with 45 signatures, opposed the trial due to the redistribution of traffic onto other side roads and restricted access to residents when accessing their properties.

5.3 Of the 51 individual responses, approximately 69% objected, 24% supported the proposed trial and 7% provided feedback without stating whether they supported or opposed the trial. Residents opposed the trial because of the risk of a redistribution of traffic onto other side roads and restricted access to residents when accessing their properties. Alternatives requested by residents included the installation of speed humps on Pickles Street to increase compliance with the existing speed limits and the installation of a roundabout at the intersection of Pickles Street, Bridge Street and Glover Street.

5.4 Emergency services, such as Ambulance Victoria and Victoria Police and the Department of Transport have endorsed the trial.

6 LEGAL AND RISK IMPLICATIONS

6.1 Council, as the responsible road authority for this intersection is responsible for the safety risk to the community.

6.2 Modifications to the local traffic network can technically be done by Council officers under delegation - Local Government Act 1989 – Schedule 11 – cl.10(1)(a) & cl.10(1)(b)

7 FINANCIAL IMPACT

7.1 Implementation of the trial is expected to cost \$70,000. Council's Plan and Budget 2021/22 has allocated \$40,000 as follows:

7.1.1 Construction of Median Closure along Pickles Street - \$25k

7.1.2 Communications and Engagement - \$1k

7.1.3 Road Safety Audit and Monitoring of Trial (including traffic surveys) - \$14k

7.2 Changes to median on Bridge Street to provide a U-turn, \$30k, will be funded from the road maintenance budget allocation in the Council's 21/22 budget.



7.3 Potential external funding sources are being investigated.

8 ENVIRONMENTAL IMPACT

8.1 The proposed trial will not negatively impact on the environment. Where possible materials used will be reusable.

9 COMMUNITY IMPACT

9.1 The intersection of Pickles Street, Bridge Street and Glover Street has a high number of crashes compared to other Council managed roads.

9.2 The 12-month trial will address the significant safety risks at the intersection by reducing the number and severity of injuries.

9.3 The results of the trial (if successful) could be used to inform a concept design for a more permanent safety improvement.

10 ALIGNMENT TO COUNCIL PLAN AND COUNCIL POLICY

10.1 The program will deliver on Outcome 2 of the Integrated Transport Strategy (Move, Connect, Live 2018-2028) – Our Community is healthier because it has safe, connected and convenient walking and bike riding choices.
Integrated Transport Strategy (Move, Connect, Live 2018-2028) Action 7 – Deliver Blackspot safety improvements at high collision locations.

10.2 The location is identified in Map 1 of Council's Integrated Transport Strategy as a location for pedestrian safety improvements.

10.3 Reducing crashes on the local road network directly relates to the Council Plan, specifically '2 – We are connected and it's easy to move around'

11 IMPLEMENTATION STRATEGY

11.1 TIMELINE

- **September 2021:** Notify the community of the outcome of the Council Meeting.
- **November 2021:** Installation of temporary closure at the intersection of Pickles Street, Bridge Street and Glover Street and modification of the median along Bridge Street to allow for U-turns along the frontage of 5 Bridge Street, Port Melbourne.
- **November 2021 – December 2022:** Monitoring and assessment of the trial.
- **February 2022:** Report to Council on the trial results with recommendations on any traffic measures required to improve safety.
- **March 2022:** Community engagement on proposed next steps.
- **March 2022 – April 2022:** Subject to Council's decision, concept design options will be prepared for a more permanent improvement.

11.2 COMMUNICATION



- 11.2.1 The outcome of the Council meeting will be communicated to all stakeholders via e-mails, letters and an update on the webpage.
- 11.2.2 Key messages will include:
- a) Pickles Street, Bridge Street and Glover Street intersection has a high number of crashes compared to other Council managed roads in Port Phillip.
 - b) The City of Port Phillip is committed to improving safety and connectivity for all road users.
 - c) Council will commence a trial safety improvement at the intersection of Pickles Street, Bridge Street and Glover Street and will monitor what other improvements may be required.
 - d) Council is keen to hear from the community regarding their experiences of the intersection in relation to safety and connectivity, and to seek feedback on the trial.

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.

ATTACHMENTS

- 1. Attachment 1: Notification Letter - Pickles Street**
- 2. Attachment 2: Pickles Street Modified Concept**