



**Item 7.1 Joint Petition Response – Requesting installation of traffic lights at intersection of Bay/ Liardet Street, Port Melbourne and review of 606 Bus Route**

**Petition 1: Petition regarding Bus Route 606 Dow Street/Esplanade West, Port Melbourne**

A Petition containing 27 signatures, was received from local residents.

**The Petition states the following: -**

*The 606 Bus route has changed in the last year from running down Lyons Street towards Bridge Street to now run instead down Esplanade West/Dow Street. This has created a number of issues for our street:*

- 1) *Safety issues all residents crossing the street particularly for children and parents using the playground and older residents.*
- 2) *Noise! The bus begins to lumber down the street at 5.15am and bangs extremely loudly over the speed hump every 15 to 20 minutes, all day, every day, waking residents, affecting their health and wellbeing.*
- 3) *Dangerous Exit and Entry. The exit from Esplanade West into Bridge Street is at a steep difficult angle compared to the much safer Lyons St, which is a straight quiet street and the entry to Dow St is a very tight difficult turn for a bus compared to the easy entry into Lyons St.*
- 4) *No consultation! The 606 Bus route down Lyons St had been in place for many years and was changed to Dow/Esplanade West without consultation or notice to the residents of Esplanade West and Dow St.*

**Petition 2: Petition requesting installation of traffic lights at intersection of Bay/Liardet Street, Port Melbourne**

A Petition containing 27 signatures, was received from local residents.

**The Petition states the following: -**

*We/I support the installation of traffic lights at the Bay St and Liardet St intersection and the subsequent resumption of the official PTV route of the 606 bus to turn right at this intersection. And cease running down Dow St/Esplanade West.*

**OFFICER COMMENT**

**BACKGROUND**

**Council investment in Bay Street and Liardet Street to improve safety**

Council installed raised pedestrian zebra crossings on both sides of Bay Street in April 2011 to provide a continuation of the footpath of Bay Street across Liardet Street. In addition, to reduce traffic congestion across the intersection Council installed a 'Keep Clear' marking in the intersection and four 'No U-turn' signs.



Council's treatment was in response to concerns about pedestrian safety at Liardet Street and intersection blockages. The treatment followed extensive public consultation including a public meeting.

In February 2016 Council commissioned an independent safety audit of the Bay Street/Liardet Street intersection. Council completed a lighting assessment to deliver improved lighting on the south-west approach and installed green bicycle lanes on both sides of Bay Street through the intersection. Turning bans were not completed as further review indicated these were not needed.

Council's Integrated Transport Strategy - Move, Connect, Live includes bus priority signalisation at this intersection on Map 3 – Proposed public transport network 2028. Works are subject to Department of Transport approval and funding.

Crash data for the Bay Street/Liardet Street intersection for the most recent five-year period (1 January 2016 to 31 December 2020) show two crashes both involving vehicles only; one in February 2017 as "cross traffic" and the other in May 2020 as "rear end".

### **Safety of Pedestrians Crossing Esplanade West to access Edward Park**

The Transport Safety team has not identified any safety concerns related to the current use of the bus along Esplanade West. When the #606 bus travels on Esplanade West it travels adjacent to parallel parked vehicles. A 1.2 metre buffer is located between the edge of the vehicle travel lane and the edge of parking bays. This provides adequate space for pedestrians to stand and observe any vehicles before safely crossing Esplanade West when accessing Edwards Park.

### **History of Bus routes**

Until 2009, buses turned right out of Liardet Street onto Bay Street. Council officers have been advised that bus drivers have reported that they found this right turn to be difficult and unsafe and, since 2009, buses used alternative roads to access Bay Street. The concern is that use of alternative roads by buses such as residential streets is likely to impact the amenity of residents.

### **Meeting with Bus Company**

Council does not have any capacity to determine or alter bus routes. However, in response to the petition, officers met the Bus Route 606 operator on Wednesday, 14 April 2021.

The bus operator confirmed that:

- Since 2009 the 606 bus service route was via Esplanade West / Dow Street on weekdays for services going to Fisherman's Bend.
- Officers were advised that, contrary to the bus route, bus drivers had been using Lyons Street instead of Esplanade West / Dow Street. This was rectified and since 2019 bus drivers are using the approved Esplanade West / Dow Street route.
- Lyon Street is not considered a safe option due to the number of 90-degree parking spaces (vehicles reversing into the street) and loading operations for shops fronting Bay Street.
- Between 6 and 10 passengers use the bus stop on Liardet Street near Cruikshank Street each day (some to access the nearby Family and Children's Centre).

## MEETING OF THE PORT PHILLIP CITY COUNCIL – 21 APRIL 2021



The petitioners concern about noise (set out below) was raised.

*The bus begins to lumber down the street at 5.15am and bangs extremely loudly over the speed hump every 15 to 20 minutes, all day, every day, waking residents, affecting their health and wellbeing.*

In response to the concerns of the petitioners, the bus operator advised that,

- The first bus goes through Dow Street/Esplanade West at 6:18am Monday to Friday and thereafter at 40-minute intervals, with the last service at 7:53pm.
- The first bus goes through the street at 7:30am on Saturday and 8:30am on Sunday and thereafter at 60-minute intervals with 13 and 12 buses respectively.
- All the buses are quieter hybrid buses with low carbon emissions.
- Bus drivers are trained to drive safety and in compliance with all Road Safety Road Rules.

Officers raised the petitioner's concerns about the bus use of residential streets and the option of signalisation at Bay/Liardet Street so buses could use that intersection,

- The bus operator does not support the signalisation of the Bay Street/Liardet Street intersection, which is estimated to cost \$1 million, due to the low benefit/cost ratio and advised that buses should not enter main street shopping strips from local side streets.
- As part of the Fishermans Band redevelopment, the bus service will be reviewed.
- If requested by Council, the bus operator is willing to assess re-routing the service via Pickles Street – Bridge Street. Noting that this change would impact residents on Bridge Street and the customers that use the existing stop.

### OFFICER RECOMMENDATION

That Council:

1. Acknowledges there is community desire for the installation of traffic lights at the Bay Street and Liardet Street intersection so the official PTV 606 bus route could resume turning right at this intersection and cease using Dow Street/Esplanade West, Port Melbourne.
2. Requests that the CEO (or his delegate) to write to the Department of Transport requesting a review of the 606 current route and consideration of alternative routes, in accordance with the proposed bus route and frequency improvements in Map 3 of Council's Move, Connect, Live (ITS) Strategy.
3. Thanks the head petitioners for raising their concerns and advises them of Council's resolution.

**TRIM FILE NO:** F21/7

**ATTACHMENTS** Nil