

## 13.8 Perth Street, Prahran - Proposed Trial of One-Way Closure Consultation

**Manager Transport & Parking: Ian McLauchlan**  
**Director Environment & Infrastructure: Rick Kwasek**

### Linkage to Council Plan

**Liveability:** The most desirable place to live, work and visit.

**L6** Maintain Council's infrastructure and assets essential for the sustainable operation of the City.

### Purpose of Report

To abandon the proposal to implement a trial one-way flow arrangement in Perth Street, Prahran.

### Officer Recommendation

**That Council:**

- 1. ABANDON the proposed 6-month trial of a one-way flow arrangement in the southbound direction in Perth Street, Prahran between Commercial Road and Greville Street;**
- 2. ABANDON the proposed 6-month trial of a one-way flow arrangement in the northbound direction in Perth Street, Prahran between High Street and Greville Street;**
- 3. AUTHORISE officers to notify those who made a submission as part of the Section 223 process of this decision.**

### Executive Summary

A public consultation process was undertaken regarding the proposal to trial one-way flow in Perth Street, South Yarra. Seven (7) submitters supported the proposal, and five (5) opposed it. Submitters were also provided an opportunity to state their case at a hearing to consider the matter, however this opportunity was not taken up by anyone. This process satisfies Council's responsibilities in relation to Section 223 of the Local Government Act. Based on the feedback received via the consultation processes, it's recommended that the proposal be abandoned.

### Background

Letters from 28 residents in Perth Street and the surrounding streets were received by Council requesting consideration of one-way flow due to concerns with traffic speeds and congestion.

A speed and volume survey was completed for a 2 week period in response to the request in September 2019 (6 September to 19 September). Although specific requests for Perth Street were received, the survey was conducted in each street in the area bounded by Commercial Road, Punt Road, High Street and the train line to gain an understanding of the vehicle movements within the entire area.

The results of the area survey indicated that the traffic flow in Perth Street was significantly higher in comparison to the remaining streets that intersect Greville Street. Following an evaluation and analysis of the results, an appropriate solution considered was to implement one-way flow arrangement in Perth Street to try and minimise the cut through traffic.

At the meeting of 18 November 2019, Council considered a report which outlined the results of the speed and volume counts outlined above. This report presented the results and discussion of this analysis and examined the community submissions for Perth Street to be made one-way. This Council report is included as **Attachment 1**, and the speed and volume results are included as **Attachment 2**.

The following resolution was made:

***That Council:***

- 1. ENDORSE a one-way flow arrangement in the southbound direction in Perth Street, Prahran between Commercial Road and Greville Street, for a trial period of 6 months;***
- 2. ENDORSE a one-way flow arrangement in the northbound direction in Perth Street, Prahran between High Street and Greville Street, for a trial period of 6 months;***
- 3. Exhibit these one-way flow options under the Section 223 process of the Local Government Act;***
- 4. Consider a further report at the conclusion of the S223 consultation process in Recommendation 3.***

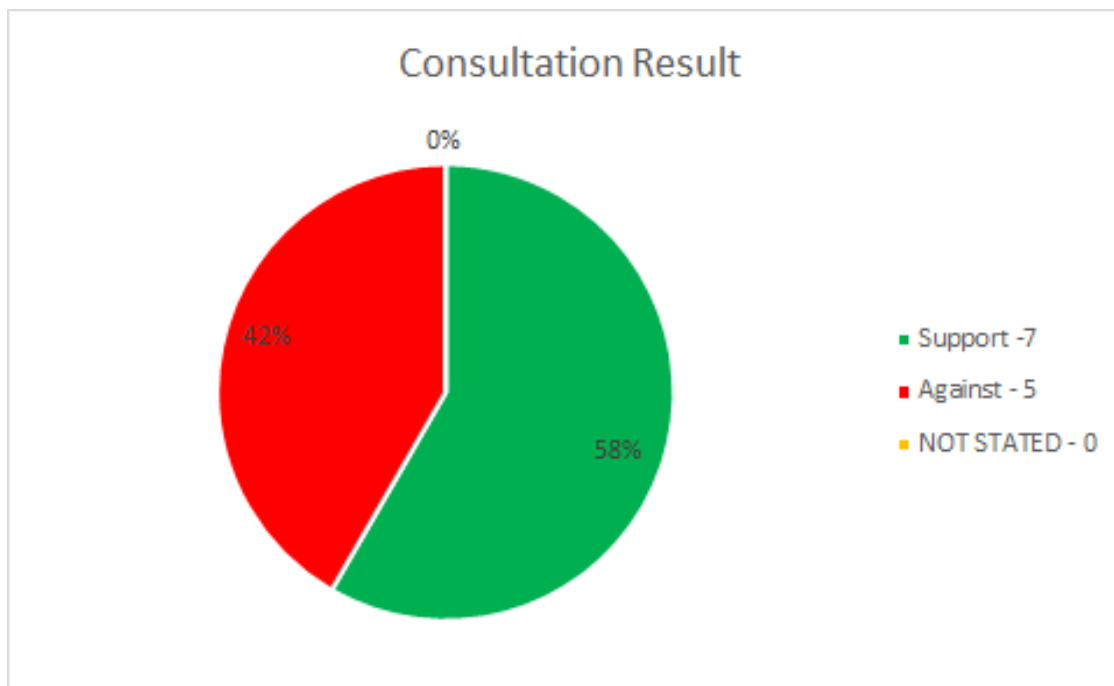
A notice was published in the Leader Newspaper and The Age Newspaper on 3 December 2019 in accordance with then requirements of Section 223 of the Local Government Act. A letter was also distributed to properties generally bounded by Commercial Road, Punt Road, High Street and the train line on 3 December 2019 (**see Attachment 3**). Responses were requested by the close of business on 31 January 2020.

### **Key Issues and Discussion**

The Sect.223 consultation process requires a public notice in a newspaper. Therefore, it is assumed that submissions can be received from any person, and a justification of a submitter's relationship to the proposal is not necessary.

When Council officers conduct consultation there is a limit of one response per property. The Sect.223 process does not require a person to indicate their place of residence (there are no submission requirements other than making a statement of support or opposition), and therefore all submissions have been counted if they include a person's details for identification.

A small number of submissions were received in response to the advertisement. Counting each submission received, there were 7 people in support of the one-way proposal and 5 people against the proposed change.



The above chart indicates that whilst the number that support the one-way flow proposal are slightly higher than those opposed the response is mixed, the number of responses received for the proposal was low (12 responses received). Given large notification area (approx 970 properties), the result is surprising and may reflect the timing of consultation period, the level of interest in the issue or the consultation method (which is a statutory process)..

The individual submissions are included in **Attachment 4**, with identifying details removed and a summary of these submissions is included in **Attachment 5**. In addition, as permitted under the Local Government Act a person has the right to present at a meeting to be heard in support of their submission. In this case, no submitters indicated they wished to present, so this has not been required.

Previously there was a push from the local community for action to be taken in relation to the traffic in Perth Street. Twenty eight residents in the local area sent in letters to Council expressing their concerns with traffic speeds and congestion, requesting consideration of a one-way flow implementation. This level of support was evident at the time, however was not represented during the Sect.223 consultation period based on the low response rate mentioned above.

There was time pressure placed on this proposal from the outset by the residents. Staff organised speed and volume counts as soon as possible so they could be reported to Council. After the decision was made on 18 November 2019, the Sect.223 process commenced as soon as possible given the resident requests for an expedited process. The normal preference would be to defer until after the Christmas holiday period. Given the consultation process would occur over the Christmas holiday period, the length of consultation was extended until the end of January.

#### Officer Summary

Before the Sect.223 process there appeared to be resident driven support for a one-way flow arrangement in Perth Street. Throughout the consultation process in accordance with Sect.223 of the Local Government Act, there was no clear majority opinion to support one-way flow in Perth Street. A 1-way flow proposal appeared to be less popular than earlier

indicated as the number of responses was lower than the correspondence previously received from residents. The responses to the Sect.223 are also mixed.

As such, it is recommended that the proposed trial be abandoned as the level of support for the proposal is considered insufficient to proceed.

## Conclusion

A public consultation process has been conducted regarding the proposal to trial one-way flow in Perth Street, Prahran. Seven submitters supported the trial, and five opposed the trial. Those who made a submission were given an opportunity to state their case at a hearing to consider the matter, however no one requested to attend a hearing. The process undertaken satisfies Council's responsibilities in relation to Section 223 of the Local Government Act when considering an access change. Based on the feedback received in the current consultation, it is recommended that the trial one-way flow be abandoned as the level of support for the proposal was not highlighted.

## Governance Compliance

### Policy Implications

There are no policy implications associated with this report.

### Financial and Resource Implications

The printing of the advertisements and notification letters for distribution cost a total of \$9,390.52. The speed and volume counts conducted cost \$4,279.

These expenses were covered by existing operating budgets.

### Conflicts of Interest Disclosure

No Council Officer and/or contractors who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

### Legal / Risk Implications

There are no legal / risk implications relevant to this report.

### Stakeholder Consultation

The stakeholder consultation is outlined in the report body and attachments.

### Human Rights Consideration

Complies with the Charter of Human Rights & Responsibilities Act 2006.

## Attachments

1. CL 18 Nov 2019 - Perth Street, Prahran - Proposed Trial of One-Way Closure [**13.8.1** - 4 pages]
2. Prahran West Speed Counts [**13.8.2** - 1 page]
3. Perth Street, Prahran - Notification Area [**13.8.3** - 1 page]
4. Perth Street - S 223 Responses - 2019 [**13.8.4** - 7 pages]
5. Consultation Discussion Report [**13.8.5** - 1 page]

## 13.8 Perth Street, Prahran - Proposed Trial of One-Way Closure Consultation

MOTION:

MOVED: Cr Melina Sehr

SECONDED: Cr Steve Stefanopoulos

***That Council:***

1. ***APPROVE a 6 month trial of the proposed one-way flow arrangement in the southbound direction in Perth Street, Prahran between Commercial Road and Greville Street following installation of temporary works.***
2. ***APPROVE a 6 months trial of the proposed one-way flow arrangement in the northbound direction in Perth Street, Prahran between High Street and Greville Street following installation of temporary works.***
3. ***Undertake traffic, speed and volume studies in all local streets bounded by Punt Road, Commercial Road, High Street and the Train Line towards the end of the trial to compare changes in traffic flow.***
4. ***Undertake design of temporary works at the Greville St intersection and notify affected properties;***
5. ***REPORT back to Council should the trial need to be modified due to extenuating circumstances.***
6. ***SEEK approval from the Department of Transport and Yarra Trams for the removal of the existing turn ban restrictions at the Commercial Road and High Street intersections of Perth Street;***
7. ***CONSULT with the affected community through a section 223 Process seeking feedback on the trial, and their preference for maintaining the one-way flow or reopening the street to two-way flow;***
8. ***AUTHORISE officers to notify those who made a submission as part of the Section 223 process of this decision.***

Carried

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## 7. PERTH STREET, PRAHRAN - PROPOSED TRIAL OF ONE-WAY CLOSURE

**Traffic Engineer: David Ventura**  
**Manager Transport & Parking: Ian McLauchlan**  
**General Manager City Environment: Rick Kwasek**

**PURPOSE** To respond to requests received from residents located along the entire length in Perth Street seeking the introduction of a one-way flow arrangement in Perth Street, Prahran.

### **BACKGROUND**

Perth Street is a local street aligned north/south running from Commercial Road to High Street in Prahran. There is an intersection with Greville Street approximately midblock which splits Perth Street into two sections. The street has a nominal width of 7.5m, and accommodates parking on both sides. This leaves sufficient width for cars to travel in the street, but not for simultaneous two-way travel. Parking restrictions are currently installed on each side of Perth Street in conjunction with street sweeper restrictions that operate on Monday and Tuesday.

Letters from 28 residents in Perth Street and the surrounding streets were received by Council requesting consideration of one-way flow due to concerns with traffic speeds and congestion.

A speed and volume survey was completed for a 2 week period in response to the request in September 2019 (6 September to 19 September). Although specific requests for Perth Street were received, the survey was conducted in each street in the area bounded by Commercial Road, Punt Road, High Street and the train line to gain an understanding of the vehicle movements within the entire area. A summary of all the results can be seen in **Attachment A**.

### **DISCUSSION**

The results of the area survey indicated that the traffic flow in Perth Street was significantly higher in comparison to the remaining streets that intersect Greville Street. The overall two-way average weekday volume in Perth Street between Commercial Road and Greville Street was 1,817 vehicles and between Greville Street and High Street was 1,989 vehicles. These volumes are not unreasonable for a local street, however for a single lane two-way street with limited passing opportunities, it suggests that congestion may occur especially during the AM and PM peaks where the volumes are in excess of 180 vehicles per hour.

The speed results indicate that at present the speed of traffic does not, in and of itself, warrant any calming action in Perth Street or any of the other local streets surveyed.

Greville Street was also included as part of the speed and volume survey. Greville Street experienced the highest volumes of the survey, however these volumes are considered reasonable. Greville Street in relation to the local road network serves a different function. Greville Street acts as a collector road in the east-west directions connecting the Chapel Street precinct with Punt Road. The width of Greville Street is sufficiently wide and can maintain two lane two-way flow with parking on each side.

The streets that intersect Greville Street in the North-South direction have been treated as local access streets. The volumes highlight that Perth Street is the local access street being used as a through road by motorists.

As such, based on the concerns raised by the residents of Perth Street and the results of the survey highlighting that the traffic volumes are more than doubled in Perth Street in comparison to the other north-south local access streets, it is reasonable to look at Perth Street in isolation.

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Out of the 29 submissions, 23 of them request that Council implement one way flow in Perth Street. Of the 23 only 5 suggest that the flow be in the opposite direction to Charles Street where as the remainder either don't state a preference or request that the direction be the same as Charles Street.

Following an evaluation and analysing of the results an appropriate solution is to implement one-way flow arrangement in Perth Street to try and minimise the cut through traffic.

A one-way flow arrangement is currently installed in Charles Street where traffic volumes are considerably lower than that of Perth Street. Based on the layout of the local streets it was deemed appropriate that the one-way direction of travel in Perth Street would have to be opposite to that in Charles Street.

As such, option A could be proposed:

- Implement one-way flow in the southbound direction in Perth Street, Prahran between Commercial Road and Greville Street; and
- Implement one-way flow in the northbound direction in Perth Street, Prahran between Greville Street and High Street.

A one-way flow arrangement would require some residents to travel slightly further to exit the area, but this could be balanced out by having significantly less traffic using Perth Street as there would no longer be a direct route between Commercial Road and High Street through Perth Street.

It should be noted that implementing one-way flow, and therefore removing an impediment to current traffic, may result in an increase in vehicle speeds, making the route more attractive for rat-run traffic through the other local streets, in particular Donald Street and Alfred Street. In addition, the existing right turn ban restriction currently installed on High Street/Perth Street would be removed as part of this option.

The direct route through Perth Street would be eliminated, however as vehicles could still enter Perth Street from the arterial roads (High Street and Commercial Road) there is the chance that although it is not a direct route, vehicles approaching the one way closures at the Greville Street intersection would then continue onto Donald Street or Alfred Street. The amount of vehicles would be distributed between Donald Street and Alfred Street, with a potential increase in the overall volume using these streets.

This was not the option that the majority of the residents requested. In addition, the above can be alleviated if the direction of the one-way arrangement matches that of Charles Street.

As such, option B could be proposed to be in line with resident requests:

- Implement one-way flow in the northbound direction in Perth Street, Prahran between Greville Street and Commercial Road; and
- Implement one-way flow in the southbound direction in Perth Street, Prahran between Greville Street and High Street.

In this scenario it is expected that the traffic volumes in Perth Street would dramatically decrease as there would be no access from the arterial roads similar to Charles Street. However, implementing this flow direction would have further impacts to the local area. This would make it increasingly difficult for residents of Charles Street to enter the local area as the closest local street would also be closed. In addition, this could have a knock on effect to encourage motorists to use Donald Street as it would become the next direct route between Commercial Road and High Street.

Based on this and the discussion had with Council staff and Councillors, it is considered that Council trial option A in the first instance.

As alluded to above, implementing any one-way flow arrangement may also cause vehicle speeds to increase which at this stage are not an issue. It is considered that the residents



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would need to be open to the possibility of speed attenuation devices such as speed humps should the one-way flow arrangement option proceed.

To implement a one-way flow arrangement the usual processes regarding public consultation (set down in Section 223 of the Local Government Act) would be required as the proposal would block or restrict the passage of traffic.

If Council embarks on the standard Section 223 consultation program, the following will be undertaken:

- Advertising the proposal in the Leader Newspaper, Council's website, relevant social media platforms, and inviting written submission from residents and occupants;
- Distributing a circular letter outlining the proposal and its implications, to all properties in the local traffic area who may be affected, seeking written submissions;
- Consulting with VicRoads and emergency services.

Council allows a period of 28 days to receive submissions. Submitters would be given the opportunity to make verbal submissions to Council or a Committee of Council convened for the purpose of hearing the submissions. Then Council would decide whether to proceed with the trial.

The one-way arrangement could be trialled for a period of 6 months, with further consultation to occur after the trial period. As part of the trial, Council would commit to undertaking a speed and volume survey prior to the end of the trial.

#### **FINANCIAL AND RESOURCES IMPLICATIONS**

The cost to complete the speed and volume surveys across the area selected was \$3,890 excluding GST, and was funded from the 2019/20 Financial Year budget.

#### **CONCLUSION**

In order to alleviate concerns regarding traffic congestion and flow in Perth Street, Prahran, it is proposed that a one-way flow arrangement be adopted as the preferred concept for a full Section 223 consultation process under the Local Government Act. This would occur as a trial for a period of 6 months, with further consultation with residents to occur following the trial period.

#### **HUMAN RIGHTS CONSIDERATION**

This recommendation complies with the Charter of Human Rights and Responsibilities Act 2006.

#### **ATTACHMENTS**

1. Attachment A - Speed and Volume Results

#### **RECOMMENDATION**

*That Council:*

1. **ENDORSE a one-way flow arrangement in the southbound direction in Perth Street, Prahran between Commercial Road and Greville Street, for a trial period of 6 months;**
2. **ENDORSE a one-way flow arrangement in the northbound direction in Perth Street, Prahran between High Street and Greville Street, for a trial period of 6 months;**

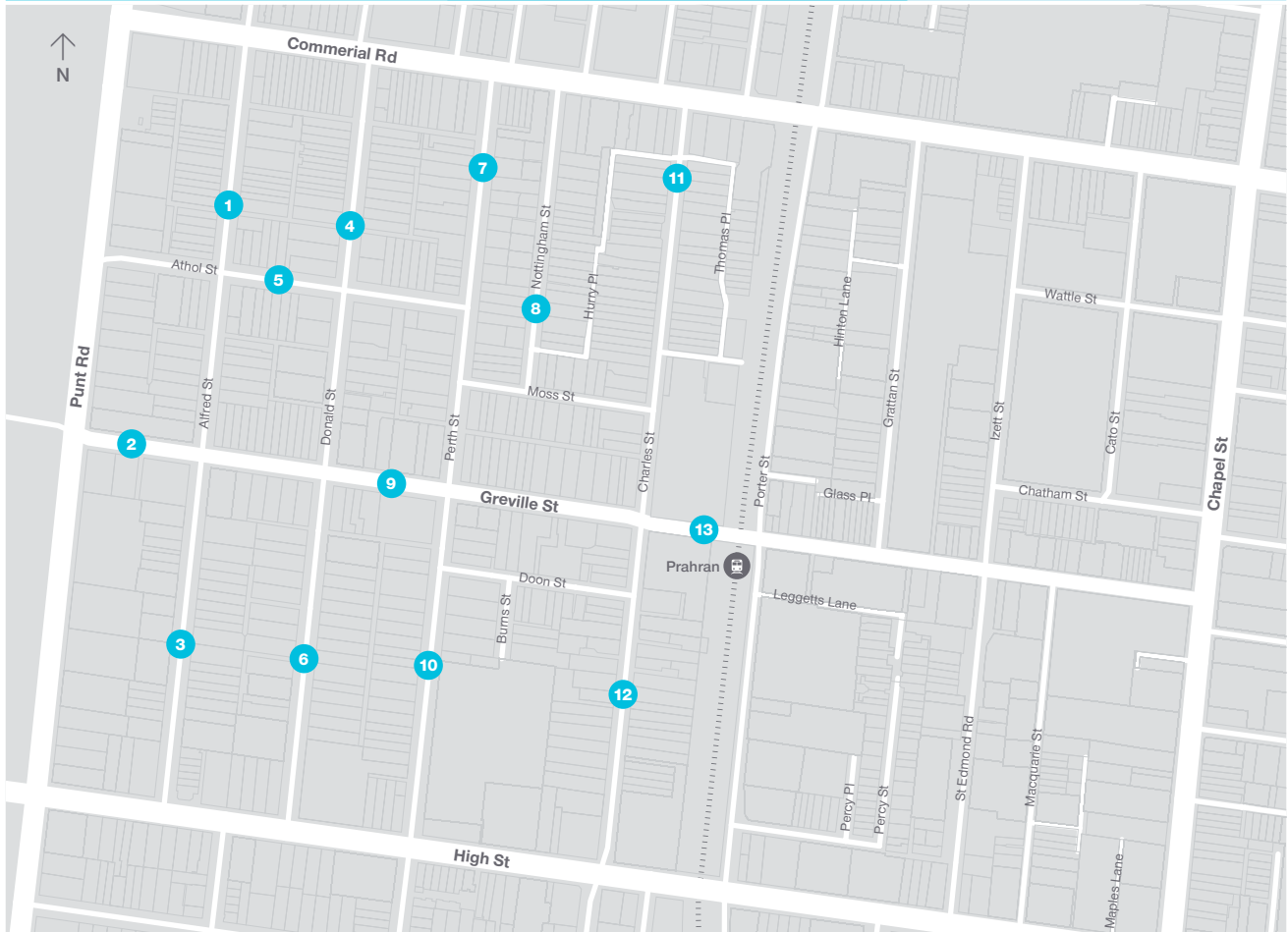


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3. ***Exhibit these one-way flow options under the Section 223 process of the Local Government Act;***
4. ***Consider a further report at the conclusion of the S223 consultation process in Recommendation 3.***

# Attachment A- Speed and Volume Results



**1 Alfred Street (north end)**

720 average vehicles each day  
85th percentile speed: 37km/h  
AM peak: 80 vehicles each hour  
PM peak: 58 vehicles each hour

**2 Greville Street (east end)**

2815 average vehicles each day  
85th percentile speed: 30.4km/h  
AM peak: 288 vehicles each hour  
PM peak: 250 vehicles each hour

**3 Alfred Street (south end)**

704 average vehicles each day  
85th percentile speed: 39.9km/h  
AM peak: 67 vehicles each hour  
PM peak: 69 vehicles each hour

**4 Donald Street (north end)**

859 average vehicles each day  
85th percentile speed: 34.2km/h  
AM peak: 87 vehicles each hour  
PM peak: 72 vehicles each hour

**5 Athol Street**

501 average vehicles each day  
85th percentile speed: 21km/h  
AM peak: 79 vehicles each hour  
PM peak: 40 vehicles each hour

**6 Donald Street (south end)**

720 average vehicles each day  
85th percentile speed: 39.4km/h  
AM peak: 61 vehicles each hour  
PM peak: 67 vehicles each hour

**7 Perth Street (north end)**

1817 average vehicles each day  
85th percentile speed: 38km/h  
AM peak: 186 vehicles each hour  
PM peak: 158 vehicles each hour

**8 Nottingham Street**

514 average vehicles each day  
85th percentile speed: 39.9km/h  
AM peak: 54 vehicles each hour  
PM peak: 45 vehicles each hour

**9 Greville Street (west end)**

2449 average vehicles each day  
85th percentile speed: 37.8km/h  
AM peak: 255 vehicles each hour  
PM peak: 223 vehicles each hour

**10 Perth Street (south end)**

1989 average vehicles each day  
85th percentile speed: 38km/h  
AM peak: 192 vehicles each hour  
PM peak: 198 vehicles each hour

**11 Charles Street (north end)**

598 average vehicles each day  
85th percentile speed: 28.6km/h  
AM peak: 57 vehicles each hour  
PM peak: 48 vehicles each hour

**12 Charles Street (south end)**

604 average vehicles each day  
85th percentile speed: 37km/h  
AM peak: 39 vehicles each hour  
PM peak: 76 vehicles each hour

**13 Greville Street (Midblock between Charles Street and Train Lane)**

1973 average vehicles each day  
85th percentile speed: 26.5km/h  
AM peak: 177 vehicles each hour  
PM peak: 165 vehicles each hour

85th Percentile Speed: 85% of vehicles surveyed travelled at or below this speed.



Respondent Comments Supporting One Way
<p>I would like to say I fully support this proposal.</p> <p>As a long term resident of Perth street (I moved in July 2000), I have seen the traffic get worse, especially in the last few years. And it's good to see the facts bear out my observation.</p>
<p>Overall I feel the trial makes a lot of sense.</p> <p>I do have one concern though in regards to the traffic travelling south from Commercial to Greville Streets. Residents who live in Perth Street and want to travel east on Commercial road are likely to travel South on Perth Street, turn left into Moss Street and then left into Nottingham Street, therefore increasing the traffic flow on Moss and Nottingham Streets. I would have thought it would have been more desirable for that traffic to be forced to turn left at Greville and then left onto Porter Street as it seems that the objective of this is to take traffic off back streets and onto streets more equipped to handle that traffic.</p> <p>Could I request that for this trial, Moss Street is made one way, travelling west from Charles to Perth Streets? That would solve this problem.</p>
<p>I would like to support the proposal.</p> <p>On many occasions I have been caught in situations when it has been difficult to pass along Perth St due to the two-way traffic, due to vehicles passing though Greville St on their way to High St.</p> <p>Sometimes the congestion so bad it is difficult to extract one's self from the multiple vehicles already in the street.</p>
<p>As property owners and long term residents of Perth Street (&gt;10years) we have watched as the traffic situation in Perth Street has progressively deteriorated.</p> <p>We are supportive of the planned one way trial for Perth street</p>
<p>We support the need for a review of Perth Street traffic and the proposed trial. However, we expect that there will also be a resultant impact on traffic flow in Donald Street.</p> <p>We would like to be assured that we will have an appropriate opportunity to submit for consideration our comments on the impact of the new arrangements on the traffic in Donald Street.</p>
<p>We have a letter from Council requesting submissions on the Trial Implementation of One Way Traffic Flow for Perth Street dated 3 December 2019.</p> <p>We wish to confirm to Council that we strongly support the trial and would be very pleased to see it proceed. We believe it will have considerable benefit for the street and its traffic flow.</p> <p>We would much prefer traffic flow enabling one way traffic from Greville to High Street and Greville to Commercial Road (rather than the current proposal for one way traffic from High Street to Greville and Commercial Road to Greville), however we still support the six month trial as proposed as a next step.</p> <p>We also strongly support the instalment of temporary (hopefully eventually, permanent) kerbing as outlined in the Council proposal. This should hopefully make Perth Street a less attractive</p>

option as a thorough for the thousands of non-local motorists who are using it every week for that purpose!

Thanks for your support and addressing the needs of the Perth Street residents.

We wish to confirm to Council that we strongly support the trial and would be very pleased to see it proceed. We believe it will have considerable benefit for the street and its traffic flow.

We would much prefer traffic flow enabling one way traffic from Greville to High Street and Greville to Commercial Road (rather than the current proposal for one way traffic from High Street to Greville and Commercial Road to Greville) - this would fully solve the issue, however we still support the six month trial as proposed as a next step.

We also strongly support the instalment of temporary (hopefully eventually, permanent) kerbing as outlined in the Council proposal. We would also welcome any road calming to be added throughout the street, to match what is present in other streets in the area. Perth street has become the thoroughfare as it has no road calming and all other parallel roads do. This should hopefully make Perth Street a less attractive option as a thorough for the thousands of non-local motorists who are using it every week for that purpose.

I would also like the email responses from residents gathered as part of the petition for this project to be included in the consultation results.

Thank you for your support and addressing the needs of the Perth Street residents.

#### Respondent Comments Against One Way

We live at 14 Doon Street off Perth Street and Charles Street Prahran, where you plan to make Perth St a one way, heading north at this part. Charles Street at the east end of Doon, runs one-way south to High Street.

The proposed one way traffic of Perth St will have serious repercussions on Doon St (and Charles St) which we shall get to in due course, noting you didn't complete a Doon St Traffic Count, which would have been useful, and should be completed in any event before you go ahead with your "trial". Noting that Greville Street was a one way trial that stayed and that has created absolute havoc at the Station/Porter St intersection. 1% of vehicles would actually STOP at the Greville St and Porter St STOP signs now in place. No one understand who has right of way and they just ignore all signs. A common theme with Perth street's issues.

We understand the reason why you would want to test Perth St but we note the following:

- Drivers are frustrated driving down Perth St, as people don't understand how to give way to oncoming cars, in a street where cars are parked in both direction, with little room to pass in a two-way scenario. Remembering this street has been two way and two sided parking for at least 40 years.
- Secondly, people are just not patient and don't understand that two cars travelling together, get right of way, over one car coming the opposite direction, and so on, or at least that's what I was taught when I learnt to drive. It's a shame people don't know this courtesy. The "NEW" Perth St owners/residents bought into this street and knew how it worked before purchasing, and I don't believe they should just demand a one way to suit their inability to park and give way to other cars and it be granted. That's inner city living.

- Increased traffic and increased demand in Perth St's parking numbers with the conversion of the old School to Apartments, and the Drop Off car park to the new Kinder and the fight for parking at Tall Timber at the northern end, have increased traffic numbers that have obviously frustrated residents, but people are looking for short cuts, to get around traffic jams of High St and Punt Rd and that is the problem.

That said, there are more issues:

- Firstly, the Perth Street and High Street corner "No Right Turn" sign off High street between 730am-930 am is totally ignored by the General Public P and I have only seen one Police car in three years monitoring these turns. (Until May of this year, we walked our dog for three years every day up and down Perth St, at morning and night peak times, and witnessed the selfish and law breaking behaviour of drivers looking for a short cut)
- The introduction of the Early Learning Centre and its Car park (Kinder Parking at No 1 Perth St), two-three years ago has increased the traffic numbers immensely, and those making illegal RH Turns from High St is not a random event.
- The large block of Apartments (Ex School) (See below Satellite Photo) has its main driveway entry opposite the Kinder cross over. See photos also.
- We would estimate that the apartment buildings have at least 100 cars parked in it at night.
- Currently these all feed onto Perth St and head both ways; north and south.
- If you send them all north and their intended route is to get back to High Street they will use Doon Street as their short cut to Charles and then head south back to High St.
- Doon St, may just be Prahran's quietest street, but if you do the proposed test in your proposed form, it will become a rat run.
- We again note you did not count cars in Doon St, but it must be counted prior to any trial.
- The other issue with Doon St is that it is thinner than Perth St, we have to park with the wheels on the blue stone gutter to stop the loss of side mirrors that occurs far too regularly.
- See photo attached, if the bugandy car was not on the blue stone curb, the mirrors would be the first casualty. See next photo of the difficulty a thin SUV has to get through. Imagine a Range Rover or truck?
- 50% of the north side of Doon Street is occupied by Commercial business, Merkin and Appel, who get occasional truck deliveries and their Bin Collection date is Friday for their larger commercial bins which is different sized truck to Wednesday's Council collection for the residents, which struggles to get through too, unless we all park this way. See photo, all but one car is curbed and if they weren't then its almost impossible to pass.
- What also happens is the Tatt's Up (Tattoo Product Wholesaler; the Black building in the distance of the 1st photo) in Charles Street has the occasional B-Double that blocks the end of Doon St and Charles St intersection, to load massive amounts of stock and make deliveries, and being one of the biggest distributors of Tattoo Ink in the country, it is a pain but we accept this as part of the region and why we love living in Doon St, it's quiet, it's locals engaging, working together to keep the street safe, and not a rat run of impatient people speeding down it looking for short cuts.

#### The Solution

- Leave Perth St as is, and improve signage of the High St "no right turn", (at least three signs at different eye levels, and Police it), you must do the same for Commercial Rd at the north for afternoon peak. Noting on the weekend just gone, that the Commercial Rd PM Peak "No Right Turn" sign has been turned 180 degrees so that people can't read it.

- Do a traffic count on Doon Street first.
- If you proceed with the trial, then allow two way traffic at the very southern end of Perth to allow the Kinder Parents and Apartment Parkers to get out both ways.
- Have the one way commence at the north side of the two driveways of the Kinder and Apartments
- This will allow for probably hundreds of movements to be allowed to go south and reduce the need to make Doon St a rat run.
- You have done this at the corner of Osbourne St and Toorak Rd to allow the two office buildings to get in and out north and south.
- Osbourne then becomes one way south from about 50 meters in from Toorak Rd.
- Move the Pedestrian lights at the Apartments' High St tram stop, as these were there for when it was a school.
- Move those traffic lights east along High St to The 'Sandy' Line's Crossover/ Tram Stop.
- This will then stop traffic at Charles and High to allow the increased volume of Cars now coming south on Charles a chance to get out.
- A better solution is to move those lights on the corners of Upton Rd, Charles St and High Street, that will solve the confusion as to who has right of way when cars are facing each other at Charles St and Upton Rd, it gets dangerous.
- Place a small round-a-bout on the intersection of Greville and Perth to resolve any congestion as your scheme has all Perth "Roads" leading to Greville..

I have spoken to residents of Doon St, there are only eight households in the whole street and not enough numbers for a 50 person petition, but happy to extend that to Charles St who will be majorly impacted including our Local SW Member who lives on that street also, if you require a signed petition.

I would like to object to the planned trial of one way flow of traffic in Perth street, Prahran.

I believe all this trial will do is push all of the traffic into Donald Street hence just creating a bigger problem for that street.

Donald Street is already busy enough with a hotel on the corner and cut through traffic so adding all of the Perth traffic would seriously impact liveability in the street.

The proposed plan would endanger the residents – particularly the elderly, families and dog owners.

I would urge the council to halt this planned trial for at as at least 12 months as I expect all of the road works around Prahran Square has seriously impacted all of the surrounding streets.

Although it seems that this disruption may be over, it will take time for drivers to adjust to the new driving conditions (and trust all streets will be open on a daily basis).

As a local resident, I read with interest your proposal, and the discussion set out in the Agenda of the Council meeting of 18 November 2019 (discussion paper). I make the following submission, asking for the proposal to be reconsidered, and other options explored.

I agree with the two key issues of concern with Plan A identified in the discussion paper, namely the inconvenience to residents having to take longer to exit the local area bounded by High Street and Commercial Road, and the opportunity for cars to rat-run through Perth Street and then other roads, which would defeat the purpose of the one-way design. I also agree with speed attenuation devices being explored as an option, and suggest this be looked at as a standalone proposal as well as in conjunction with other arrangements such as one-way traffic flow.



In relation to inconvenience, it is unfair on residents along Perth Street that the one-way flow would be an inconvenience regardless of direction of travel (i.e. whether travelling to High Street or Commercial Road), when that level of inconvenience is not visited upon any other residents in the local area.

In relation to the "rat-run" or through-traffic, given the two main North-South Roads in the area (Punt Rd and Chapel St) are significant congestion points, cars will always want to get from High Street to Commercial Road and vice-versa by way of these side streets. Restricting travel along Perth Street for this purpose will almost certainly spread that traffic to other side streets, which would just shift the problem to those other streets.

As the following was not contained in the discussion paper, I would like to point out that, in my view, Perth Street is the primary street by which a lot of this through traffic flows because: From the Chapel Street end it is the first street by which through traffic can easily flow. Charles Street and Porter Street are not accessible, whilst Izett Street and St Edmonds Rd have traffic light intersections and are congested because of the shops and carparks in the Cato Square precinct. From the Punt Road end, the northern sections of Alfred Street and Donald Street both have speed humps and Donald Street has a set of stop signs. Further, given the increasing use of GPS devices and apps with access to real-time traffic flow information, it is very possible that these are directing vehicles through the faster thoroughfare, i.e. Perth Street. If Council has evidence to the contrary as to the cause of Perth Street's congestion, I am more than happy for that to be explained to me and I will revise my stance as necessary.

As to possible solutions, I have two suggestions. First, the Council should consider making Perth Street one-way for its entire length, and then changing the direction of one end of Charles Street so that it too runs one-way in the other direction for its entire length. As well as redistributing the inconvenience to residents in a fairer way, it would redistribute the through traffic more evenly (i.e. there would be three lanes in each direction, counting Alfred, Donald, Perth and Charles Streets). Also, the use of speed attenuation should be strongly considered in conjunction with such changes to lower vehicle speeds. This already occurs on parts of Alfred Street and Donald Street, as explained above.

Secondly, the Council should explore the possible effect on traffic flow by reason of speed attenuation alone along Perth Street. It is very common to see cars travel at well above the speed limit along Perth Street, which itself could be contributing to the congestion as drivers could be acting more aggressively and less courteously in facilitating two way traffic flow (I have been passed from behind on several occasions by impatient or idiotic drivers whilst trying to allow oncoming traffic through, which then causes even more congestion). Further, it will discourage some through traffic and perhaps also direct drivers (via GPS) to use Alfred Street and Donald Street more than at present, which would then help the redistribution of through traffic as well.

Whilst I do not wish to appear in person to speak to my submission, I am happy to make any further contribution, answer any questions, or clarify any part of my submission, should Council so request.

Whilst we cautiously support the proposal to implement a trial one-way flow arrangement in Perth Street, we can't support it without the changes outlined below.

We have specific concerns regarding traffic flow at the northern end of Perth Street relating to the laneway adjacent to our property at 79B Perth St. This narrow (single vehicle) laneway connects

Perth and Donald street only a short distance from Commercial Road. It provides access to our driveway and that of a few other local residents. (See Map and picture of laneway below). Our home directly abuts the laneway including all the bedrooms. Vehicles using the laneway after hours (and in the early morning) already wake us and our young children from sleep.

If traffic is unable to exit at the Northern end of Perth Street, then many vehicles will end up using our laneway as a thoroughfare in order to traverse to Donald Street and exit onto Commercial Road (as traffic would no longer be unable to exit from Perth St).

The laneway is already too often used by commercial vehicles. This includes delivery and rubbish collection vehicles dropping off supplies and picking up garbage from venues including the Tall Timber Café on Perth Street and The Alps Wine Bar on Commercial Road. We have had several incidents in the past 2 years where vehicles have either crashed into the external wall of our house as well as our front fence. (The narrow lane is completely unsuitable for commercial vehicles).

Hence, we cannot support this proposal without additional signage and completing limiting access to this laneway to local residents / local commercial business owners. Eg. A sign should be placed at the entrance to the laneway clearly stating 'No-Entry' excepting local residents.

We will be happy to support the trial if these changes to the laneway are made

We would like to object to the proposed trial as indicated in your letter of 3 December 2019.

You have indicated that consideration was given to Options A & B following research generated after complaints from some residents of Perth Street. Whilst the concerns are valid regarding the increased traffic flow as was also demonstrated by your survey of traffic using Perth Street, we do not see anywhere that you have remotely considered the basis for the changed conditions. In essence council's permission for overdevelopment of land on the southern end of Perth Street without ensuring adequate off-street parking to accommodate the increase in residents now inhabiting the precinct. On a similar note allowing exemptions for parking requirements to local restaurants on the northern Perth Street precinct. Failing to take into account the catastrophic effect the "Super Tram Stop" at the Alfred has had on traffic flow on Commercial Road resulting in "rat-run traffic" via Perth and Greville Streets as your survey clearly demonstrates at peak times. Additionally you appear to have neglected considerations regarding the hotel at the corner of Perth and Greville Street where patrons frequently cross the roads in various states of sobriety and raucousness and where there is frequent interference and halting of traffic flow due to taxi and uber pickups and drop-offs.

Your proposed changes deny us access to our property in Perth Street by the majority of routes that we need to use day to day because of traffic flows and conditions at various times of the day. Your proposal removes 3-4 methods that we use to access our residence on northern end of Perth Street. You have not even attempted to open discussion with the relevant residents to take into account the problems you will create prior to initiating your "Options" in your attempt to appease a few (in all probability) disgruntled Perth Street complainants.

Your proposed option will exacerbate the problem of traffic congestion in Perth & Greville Streets turning them into "car parks" at peak times if not also other times during day. It may even increase the likelihood of increases in pedestrian and vehicle accidents at the hotel corner intersections. There is no provision nor can there be, given the configuration of road and traffic management across Punt Road, to increase the flow through Greville Street. If there is to be a One-Way trial if anything it should be in the opposite directions to those which you are proposing thereby preventing the morning/evening increases. The likely outcome will be that you shift the "rat run traffic" into Donald or Alfred Street thereby appeasing the concerned Perth Street residents but creating a new resident complainant group in the other streets.

There is probably an Option C which you probably should have/ should consider and it may be a simpler task for you to implement. As is in place regarding "turn times" at south end of Perth Street, implement "NO LEFT HAND TURN INTO PERTH STREET BETWEEN 7:30 AM AND 9:30 -10:00 AM" and police it. Also ensure "Resident only - ie Permit parking" during the same time period to prevent the "CafeLatte Set" parking in the northern Perth Street precinct including across driveways on many occasions demonstrating their sense of entitlement and abject rudeness and lack of respect for the amenity of the rate paying residents of Perth Street.

We trust that you will take these comments and requests which are intended to be constructive, into consideration as you deliberate further on the problems you are attempting to address

Consultation Discussion

There was a total of 12 submissions received in response to the Section 223 advertisement. The responses received have been tabulated and included as an attachment to the report. Through the responses received there were some similarities in the response. The table below shows a summary of the issues raised, the number of responses that raised the issue, and an officer's response. The issues are listed below.

<b>Issue Raised</b>	<b>#</b>	<b>Officer's Response</b>
The proposal would cause increased traffic on surrounding streets and laneways	5	This is possible as vehicles would no longer be able to access Perth Street to travel between Commercial Road and High Street so vehicles may transfer to other streets. However, this would be a positive step toward encouraging more traffic to use arterial routes (by discouraging this rat-run). The impact on traffic in the surrounding streets would be tested after the 6-month trial should the proposal proceed. This would allow us to investigate the overall impact to the area.
Prefer the direction of the one-way to be opposite to what is proposed	2	This was the preference in the petition, however it would be the same as what is currently implemented in Charles Street. Based on the layout of the local streets it was deemed appropriate that the one-way direction of travel in Perth Street be opposite to that in Charles Street. If it was the same it would be difficult for local residents to access the local network and could potentially increase the traffic in the surrounding streets more than the current proposal as vehicles would be required to enter the local road network from the other streets.
Vehicle speeds are dangerous	2	The speed survey completed indicated that the 85 <sup>th</sup> percentile speed of traffic was 38km/h. This speed is reasonable for a street subject to a 40km/h speed limit. It is acknowledged that if a one-way flow was implemented there is a potential for speed increases. Should this occur then practically reducing speeds in Perth Street could occur with the installation of speed calming devices such as speed cushions/humps. This would require a separate consultation with residents of Perth Street as the placement of these devices is a contentious issue for residents
If the trial proceeds, I would like the opportunity to submit comments for consideration regarding the impact of the proposal	1	If this proposal is to proceed it would be implemented for a trial 6-month period. Once the period has ended another Section 223 process would be required to implement the proposal permanently. This would allow residents to submit comments again similar to this process.
Previous email response included in petition should be included in the consultation results	1	Those responses were provided as part of a petition to commence the investigation in Perth Street. No proposal was submitted by Council at that time. This Section 223 allows residents to submit their views on the proposal. It is necessary for all responses to be received through this process, regardless of any previously expressed show of support via the petition or other correspondence.

The response received to the Section 223 advertisement indicated that the views of the directly affected community were mixed due to uncertainty to the impact to the surrounding network or the proposal provided by Council (not the preferred direction of travel). Further discussion has been provided in the Key Issues and Discussions section of the report.