



City of **HOBART**

Memorandum: Lord Mayor
Deputy Lord Mayor
Elected Members

Response to Question Without Notice

TRAFFIC LEAVING HILL STREET GROCER - HILL STREET, WEST HOBART TO CBD

Meeting: City Infrastructure Committee

Meeting date: 24 June 2020

Raised by: Councillor Coats

Question:

Could the Director please advise if consideration was given into making Butterworth Street, West Hobart a one-way street when the traffic management plan was being developed in relation to traffic leaving the Hill Street Grocer in Hill Street, West Hobart bound for the CBD?

If not, is it possible to trial this?

Response:

The intersection of Hill Street and Arthur Street was carefully considered in the period leading up to and following the opening of the 'Hill Street Grocer' store at the site with frontage to this intersection.

The matter was most recently reported to the City Infrastructure Committee on 27 April 2016. That report included discussion of options such as installation of traffic signals, a roundabout and other treatments at the Hill Street / Arthur Street intersection.

One of the options included in the work leading to that report was the making of Butterworth Street one-way.

The five recommendations described below were adopted.

PRIORITY: IMMEDIATE

1. Consult with key stakeholders about on-street parking on Hill Street between Arthur Street and the northern driveway to AA Lord Homes.
2. Hill Street Grocer provide additional signage within their car park.
3. Prepare a design for extended medians on Hill Street and Arthur Street.

PRIORITY: IN CURRENT BUDGET PERIOD

4. Subject to a suitable design, implement a median treatment in Arthur Street to prevent the right turn out of Hill Street Grocer without negatively impacting the right turn into Mellifont Street.
5. Review the effectiveness of any parking changes implemented (as per Item 1). If additional works are considered necessary and following consultation with the Hill Street Grocer — implement a median treatment in Hill Street to prevent the right turn into Hill Street Grocer.

The information below is taken from that work:

Option H – Eliminate Turning Movements at Butterworth St / Arthur St / Mellifont St

This option is to address the risks associated with turning movements where a driver at the intersection of Butterworth Street / Arthur Street / Mellifont Street makes an error in selecting a gap in traffic to turn into and striking another vehicle.



Figure 7.9 – Option H – Make Butterworth Street ‘One Way’

This option is to simplify the intersection by removing three of the twelve turning movements at the intersection (the left and right turn out of Butterworth Street, and the straight movement from Butterworth Street into Mellifont Street). Essentially this makes Butterworth Street a 'one way' street operating from Arthur Street to Hamilton Street.

The AustRoads Guide to Road Safety – Part 8: Treatment of Crash Locations (2009), summarises data collected by the Australian Transport Safety Bureau for the effectiveness of safety countermeasures on crash rates at intersections. The closest standard 'countermeasure' described is 'street closure (one leg of cross intersection) which, results in:

- A 50% decrease in the rate of crashes from 'adjacent approaches';*
- A 50% decrease in the rate of crashes from 'opposing turns';*
- A 50% decrease in the rate of crashes where a vehicle 'hits a pedestrian';*
- A 10% decrease in the rate of 'loss of control on L or R turns' crashes;*

As described in Section 4 of this review, prior to the opening of the Hill Street Grocer, there have been 8 recorded crashes at this intersection in the 7 years since the 2008 upgrade. Six of these 8 crashes were 'rear end' type crashes, that have been treated by the reconstruction of the kerb line on the northeastern corner of the intersection in 2015.

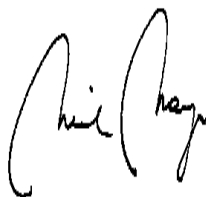
This treatment would be expected to:

- Reduce slightly the rate of crashes at the intersection;*
- Inconvenience, and increase the travel times, for residents in Butterworth Street that currently exit Butterworth Street at Arthur Street;*

Estimated Treatment Cost – Moderate (estimated to be about \$10,000).

It is worth noting that a roundabout may also be an appropriate treatment at this location, however the design of a roundabout at this location (with relatively constrained widths available, and need to provide for the movement of Metro Buses, and the slightly offset of the intersection legs) may be difficult.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



Neil Noye
DIRECTOR CITY PLANNING

Date: 24 July 2020
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