



Cowderoy Street – No Right Turn Restriction Trial

Engagement Summary Report

February 2024



Acknowledgement of Country

Council respectfully acknowledges the Traditional Owners of this land, the people of the Kulin Nations. We pay our respect to Elders past and present. We acknowledge and uphold their continuing relationship to this land.

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Introduction

Project background

In recent years Council has received requests to address increased traffic flow on Cowderoy Street, St Kilda West. Recent traffic data indicates that the current vehicular volumes on Cowderoy Street exceed those expected for a local road.

At the Council Meeting on 3 May 2023 Council endorsed a 6-month trial between Tuesday 25 July 2023 and Sunday 28 January 2024. Traffic was restricted from turning right from Canterbury Road into Cowderoy Street, St Kilda West, between the hours of 4.30 pm to 6.30 pm, Monday to Friday.



Figure 1 Aerial view of right turn restriction

What we set out to achieve

The objectives of the trial were to:

- Immediately reduce traffic volumes in Cowderoy Street.



- Monitor impacts of any redirected traffic volumes on the surrounding road network and residents.
- Identify any further traffic management requirements to manage wider traffic impacts from the turn ban.

About this report

The purpose of this report is to provide a summary of the findings from the Community Engagement activities undertaken during the trial.

Before reading this report

The following should be considered:

- The information in this report is based on qualitative research and does not necessarily reflect the views of a statistically representative sample of the community.
- City of Port Phillip strives to include diverse voices in our engagement activities. However, we acknowledge that some people are likely to have experienced barriers to participation in the activities that are outlined in this report – including people with a disability, multicultural communities, older people, Aboriginal and Torres Strait Islander people and others.
- The information and views presented in this report are a summary of the opinions, perceptions and feedback heard from across all the engagement activities. The feedback has not been independently validated. As such, some information may be factually incorrect, unfeasible or outside of the scope of this project.
- The report summarises the feedback from engagement activities. While every effort is made to include the full breadth of feedback provided, not all comments, views or advice is shown in the findings of this report. Where appropriate, a mix of quotes, themes and metrics are used to convey community feedback.

- We acknowledge that, while efforts are taken to manage duplication, there is potential for double-counting where participants have attended multiple events, and/or completed multiple survey responses via the Have Your Say website.
- Detailed participant demographic data was not collected or mandatory across all engagement events and activities. This may affect the weight of findings about community participation. Where appropriate, response numbers for each question are displayed or acknowledged.
- This report focuses on the communication and engagement activities delivered by Council. It does not necessarily include events, meetings, surveys, or communications organised by the community or third parties.

What we did

Engagement activities

In May 2023 a letter was sent to the 3875 local residents informing them of the Council endorsed 6-month trial of the right turn restriction ban.

A postcard detailing how to provide feedback on the trial was then sent to the same residential properties during the week beginning 14 August 2023.

A Neighbourhood Engagement Pop Up was conducted at the corner of Armstrong Street and Erskine Street, Middle Park in November 2023 which included information on the trial and survey.

Have your say engagement period

Engagement was conducted between Monday 14 August 2023 and Sunday 28 January 2024.

Have Your Say project page

The HYS opened three weeks after the start of the trial on the 14 August 2023. This was to allow a period of adjustment and ensure residents and commuters had experienced the trial for at least three weeks prior to providing feedback.

The survey included the following objectives and associated questions.

Table 1 HYS Survey questions

| Objective | Questions |
|---|--|
| Understand the community's views on sense of safety | How would you describe your sense of safety since the right turn ban from Canterbury Road to Cowderoy Street between 4:30-6:30pm. |
| Understand the community's views on how access and | Since the introduction of the right turn ban from Canterbury Road to Cowderoy Street between 4:30-6:30pm – please tell us about your experience in |

| | |
|---|---|
| amenity has changed because of introducing the no right-turn ban. | accessing your property. |
| Capture community's observations regarding traffic volumes. | <p>The right turn ban from Canterbury Road to Cowderoy Street between 4:30-6:30pm has</p> <ul style="list-style-type: none"> • reduced traffic volumes on my street. • increased traffic volumes on my street. • There's been no change. |
| Understand impact on amenity (noise) | <p>Since the introduction of the right turn ban from Canterbury Road to Cowderoy Street between 4:30-6:30pm, what has been the effect on traffic noise?</p> <ul style="list-style-type: none"> • Less traffic noise • More traffic noise • There is no change |
| Capture the community's observations regarding driver behaviour | <p>Since the introduction of the right turn ban from Canterbury Road to Cowderoy Street between 4:30-6:30pm, what has been the effect on driver behaviour?</p> <ul style="list-style-type: none"> • Vehicles are travelling slower • Vehicles are travelling faster • Drivers are less compliant with road rules • Drivers are more compliant with road rules • There is no change |
| Record all community feedback in relation to the ban. | Please provide all other feedback on the right turn ban from Canterbury Road to Cowderoy Street between 4:30-6:30pm below. |



Who we heard from

Participation

Total participation

During this project, we heard from 161 participants through our Have Your Say survey.

Demographics

Connection to the area

We asked residents how they were connected to the area and which street they lived on.

The objective of the trial was specifically to support the amenity of local residents and reduce through traffic on local roads. Therefore, the analysis of the survey results involved differentiating responses between residents of Cowderoy Street, local area zone residents and those outside the directly impacted area. Local area residents were considered anyone who lived within the local area zone shown in Figure 2 below.



Figure 2 Local area zone

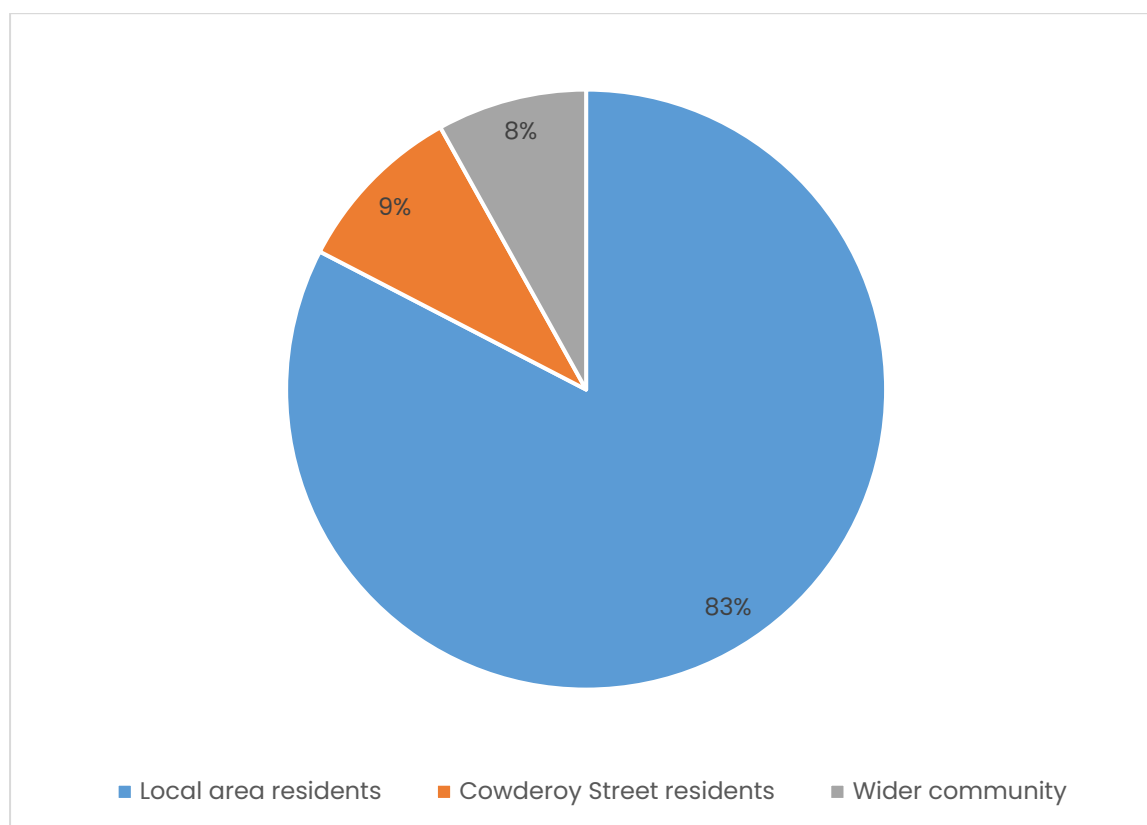


Figure 3 Respondents connection to the area

Results:

- 9% (14 responses) were residents who reside on Cowderoy Street. 83% of respondents were local area residents. 8% were from the wider community (outside the local area zone in Figure 2).

Residential street

Respondents were asked which street they resided on.

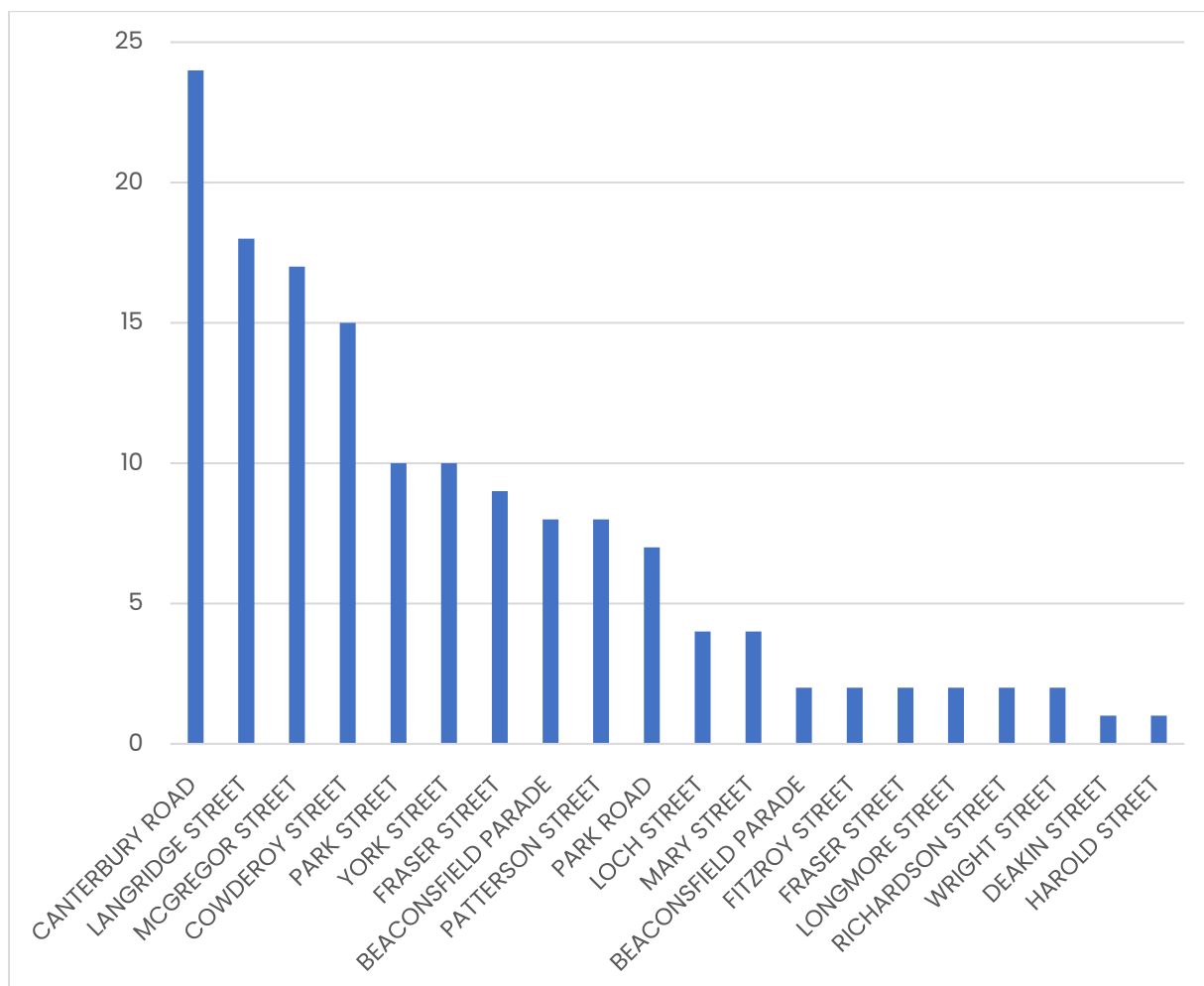


Figure 4 Respondents residential street locations

Results

- Canterbury Road saw the largest number of residents responded to the survey.
- Langridge Street and McGregor Street saw a high representation of respondents. These streets run parallel to Cowderoy Street.

Age group

We asked residents what age group they fit within. The age demographics of respondents is shown in Figure 5.

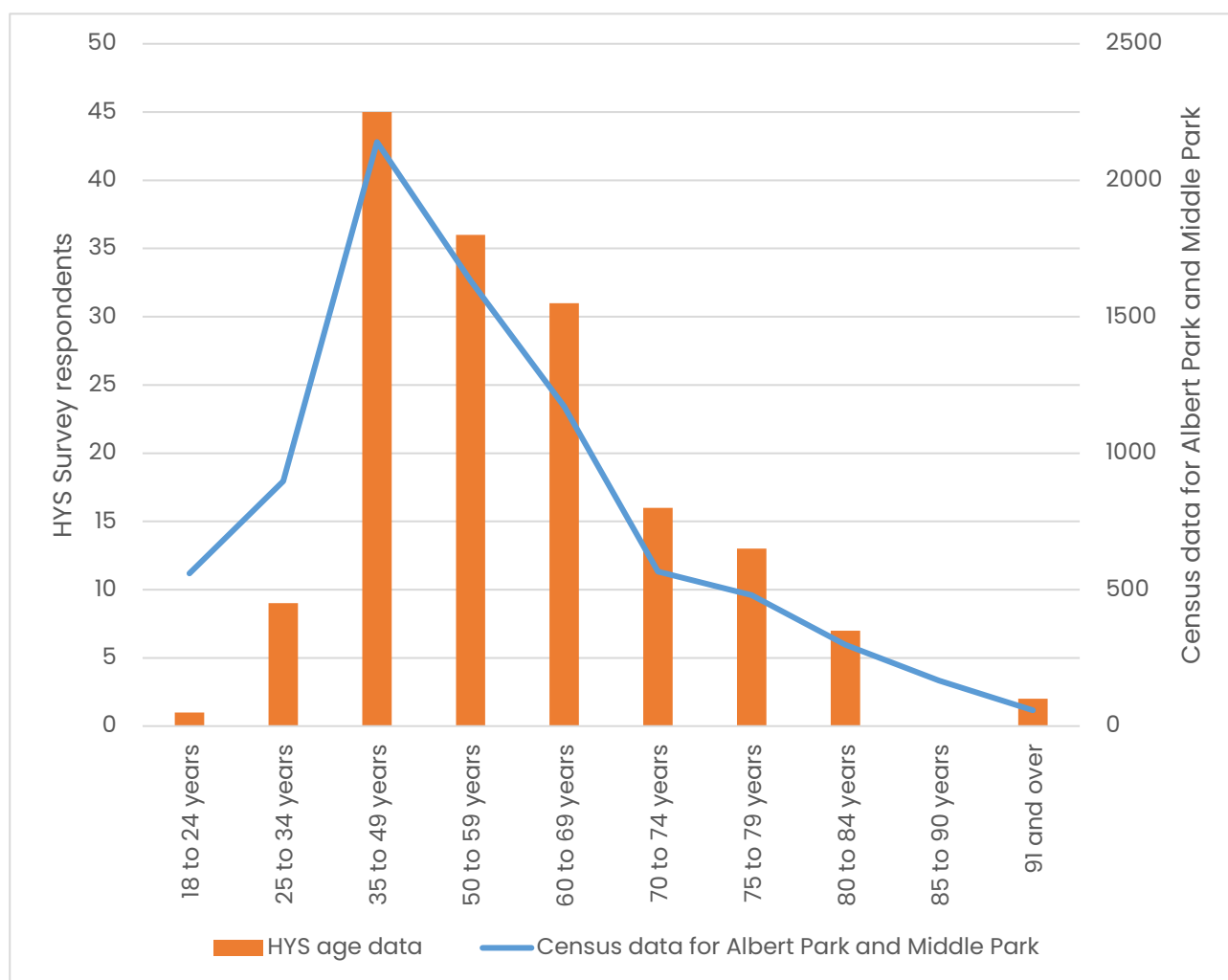


Figure 5 Age group of respondents

Results

- The largest of respondents were within the 35–49 age bracket (45).
- The second largest group was within the 50–59 age bracket (36).
- There were no respondents under the age of 18.
- There were no respondents over the age of 84.
- One respondent preferred not to disclose their age.
- The age spread of survey respondents reflects the spread of ages within the Albert Park and Middle Park based on census data.

Gender

Respondents were asked what gender they identify with.

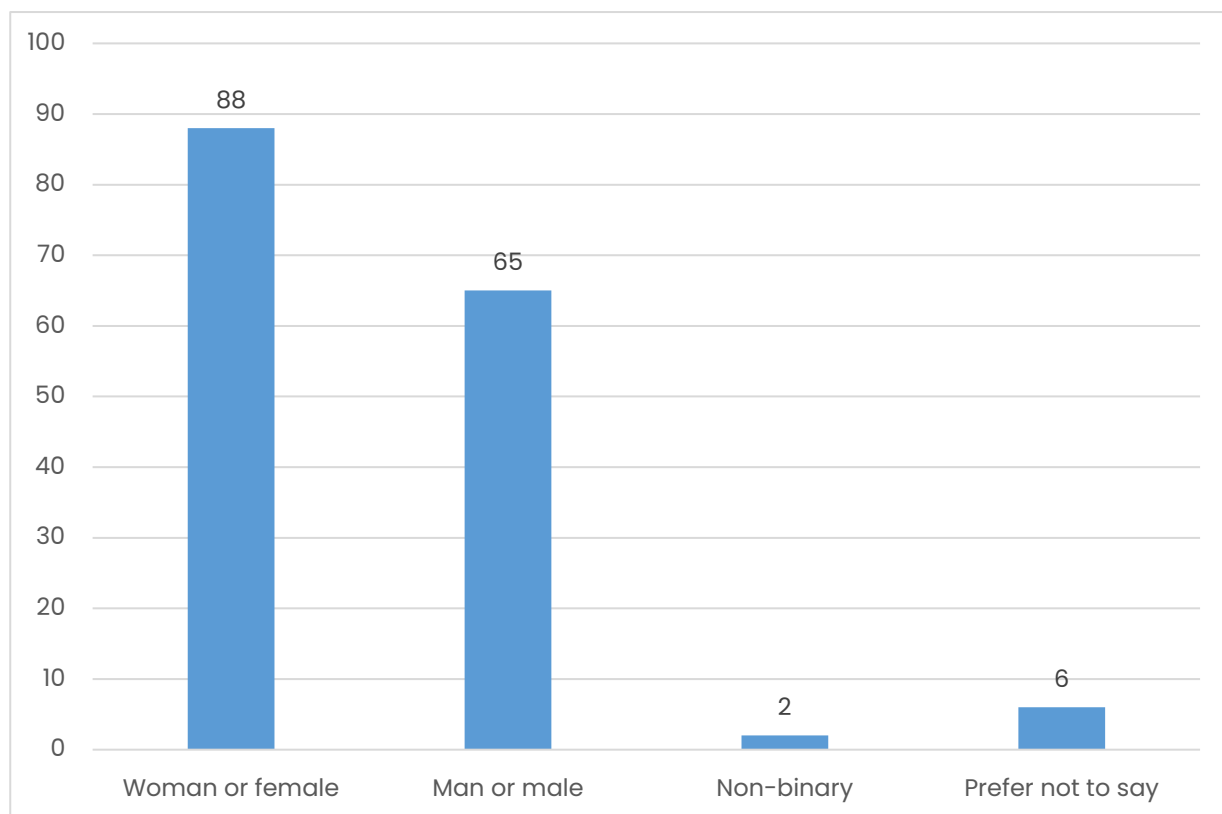


Figure 6 Respondents identified gender

Results

- 88 respondents identified as woman for female.
- 65 respondents identified as man for male.
- 2 respondent identified as non-binary.
- 6 respondents preferred not to disclose their gender.

How do you use the area

We asked residents whether they walk, cycle, drive or take public transport through the local area. This question was a multiple-choice question where responders could select more than one answer. The multiple-choice answer options included:

- I walk through the area.
- I take public transport through the area.
- I cycle through the area.
- I drive a vehicle in the area.

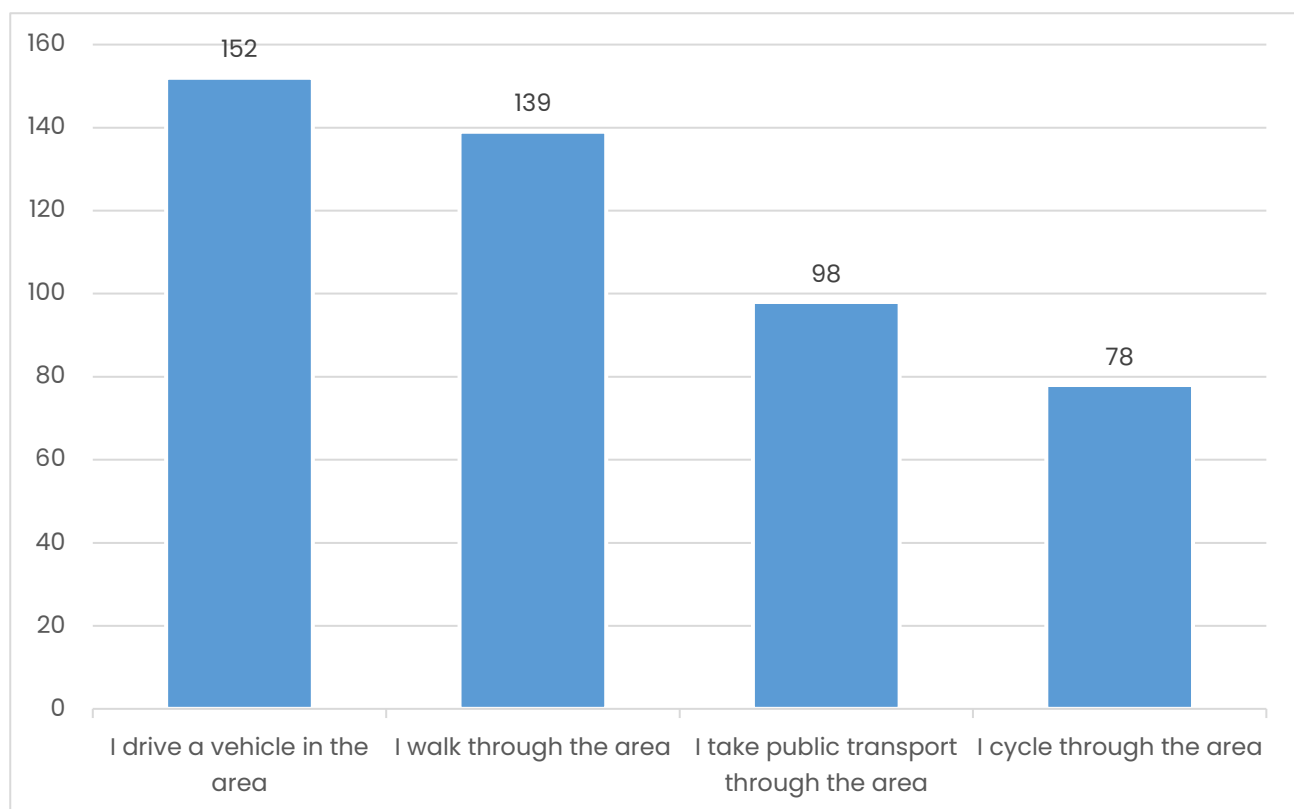


Figure 7 How respondents use the area

Results

- 152 drive a vehicle through the area
- 139 walk through the area
- 98 take public transport through the local area
- 78 cycle through the local area

What we heard

Sense of safety

We asked residents whether the right turn restriction impacted their sense of safety.

This question was a multiple-choice question with the following choices as answers:

- I feel safer accessing my property
- As a pedestrian I feel safer walking in the area
- I feel safer cycling through the area
- I feel safer getting on and off the tram and bus
- I don't feel safer (can you explain why using the text box)
- There is no difference to my sense of safety

Responses from Cowderoy Street residents

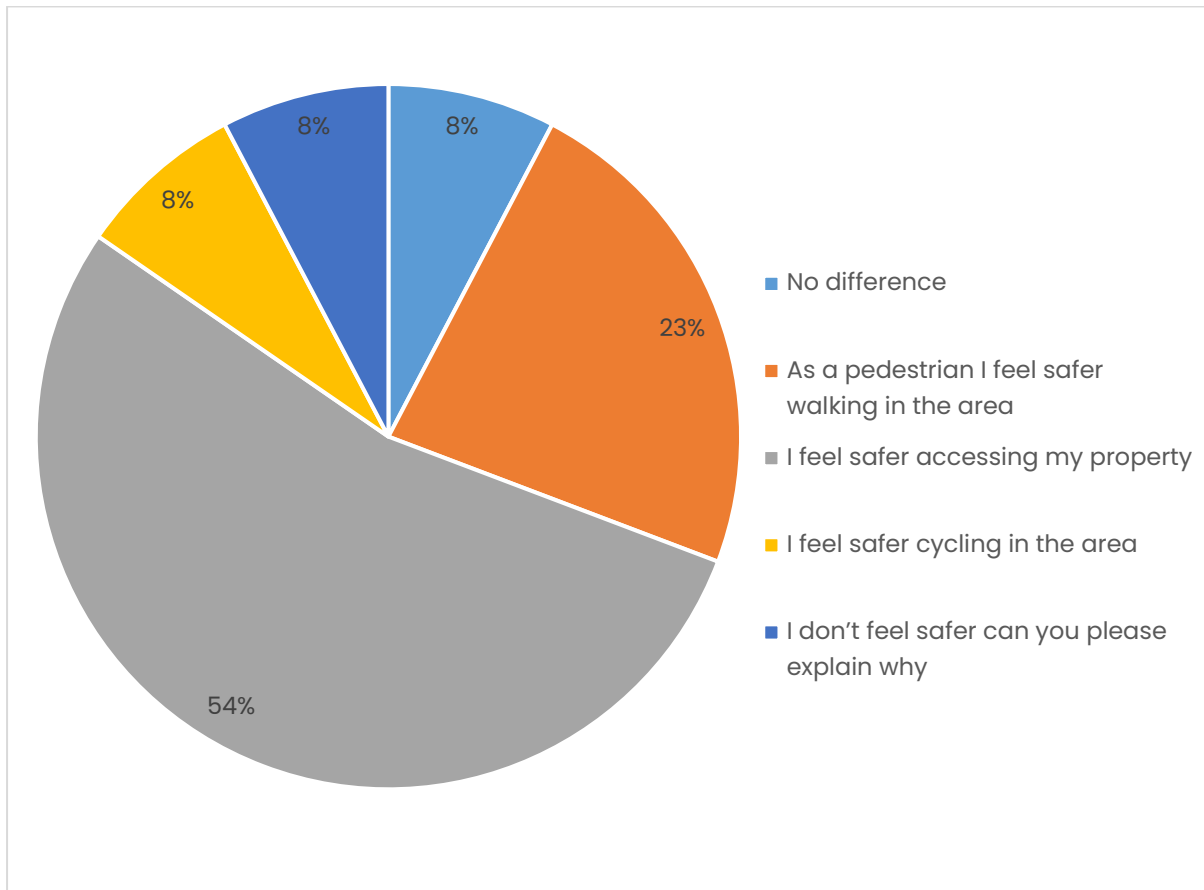


Figure 8 Sense of safety responses – Cowderoy Street residents

Results

- 54% of respondents who reside on Cowderoy Street feel safer accessing their property.
- 23% of respondents who reside on Cowderoy Street feel safer as a pedestrian walking through the area.
- 8% of respondents who reside on Cowderoy Street feel safer cycling in the area.
- 8% of respondents who reside on Cowderoy Street don't feel safer.
- 8% of respondents who reside on Cowderoy Street feel no difference to their sense of safety.
- 0% of respondents stated that they feel safer getting on and off the tram or bus.

Comments from survey

- The "no right turn" signage has only partially helped the situation. The hours of operation of the signage should be extended forward by an hour to align with school times. (2)
- Additional police presence is required to monitor and enforce the restriction. (1)

Responses from local area residents

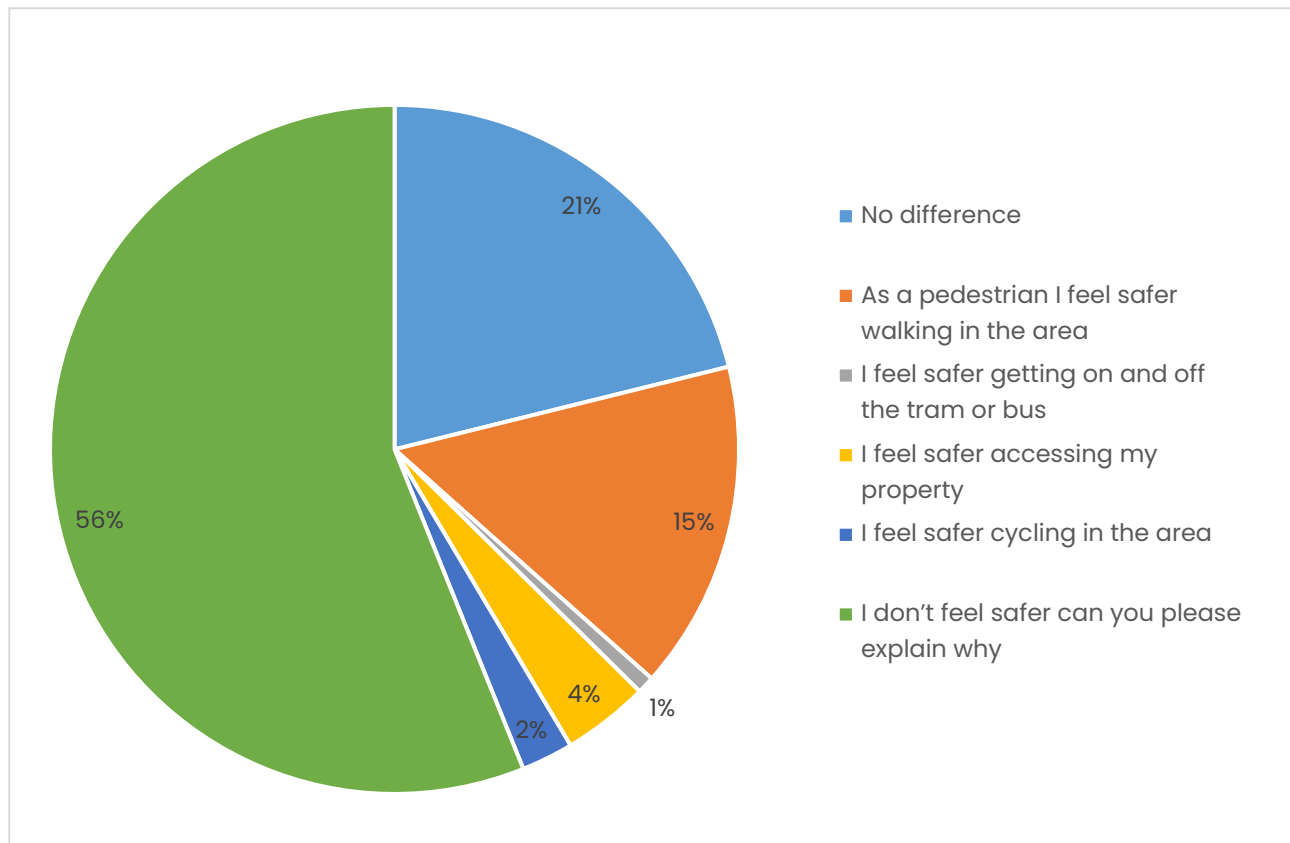


Figure 9 Sense of safety responses – Local residents

Results

- 56% of local residents don't feel safer.
- 21% of local residents feel no difference.
- 15% of local residents feel safer as a pedestrian walking through the area.
- 4% of local residents feel safer accessing their properties.
- 2% of local residents feel safer cycling in the area.
- 1% of local residents feel safer getting on and off the tram or bus.

Recurring comments from survey

- Traffic volumes and vehicle speeds have increased on my street which is creating an unsafe environment. (32)
- There are frequent crashes along Patterson Street and Langridge Street. The trial has increased the risk of crashes occurring due to the increase in traffic volume. (18)
- Increased traffic volumes make it less safe for pedestrians and cyclist. (10)
- Traffic volumes and vehicle speeds have increased on Canterbury Way as drivers avoid congestion on Canterbury Road which is resulting in an unsafe local road environment. (7)
- Drivers have been more frustrated due to the additional congestion, which is resulting in reckless decisions, this results in an un-safe environment. (3)

Responses from wider area

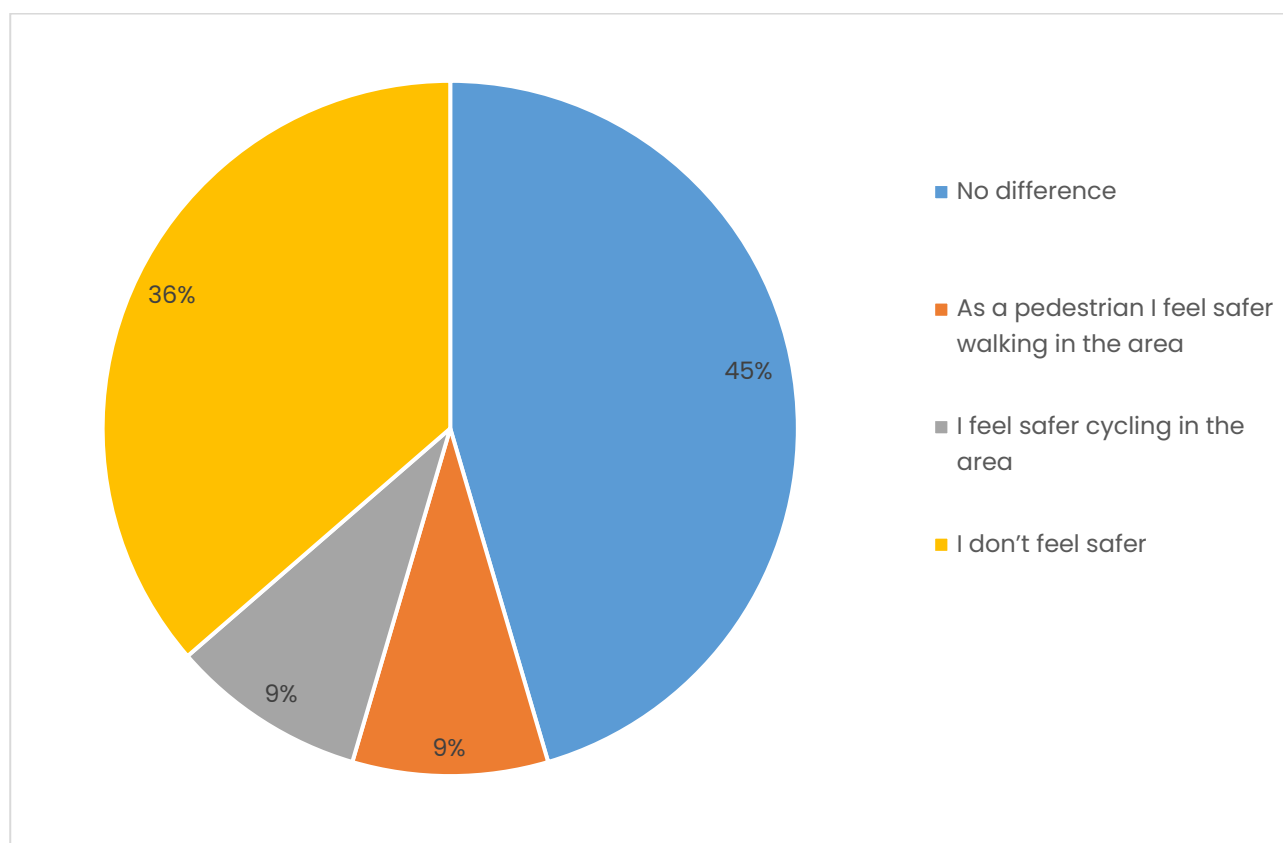


Figure 10 Wider area responses – Sense of safety

Results

- 45% of responses stated no difference in their sense of safety.
- 36% don't feel safer.
- 9% feel safer as a pedestrian.
- 9% feel safer as a cyclist.
- 0% feel safer getting on and off the tram or bus.
- 0% feel safer accessing their property.

Comments from survey

- The restriction increases traffic kilometres and driver frustration. (2)

Property Access

We asked residents if the restriction has impacted their experience accessing their property. This question was multiple choice with an optional open text box to add additional comments. The multiple choices answers included:

- My experience has improved.
- My experience has worsened.
- There has been no change.

Responses from Cowderoy Street residents

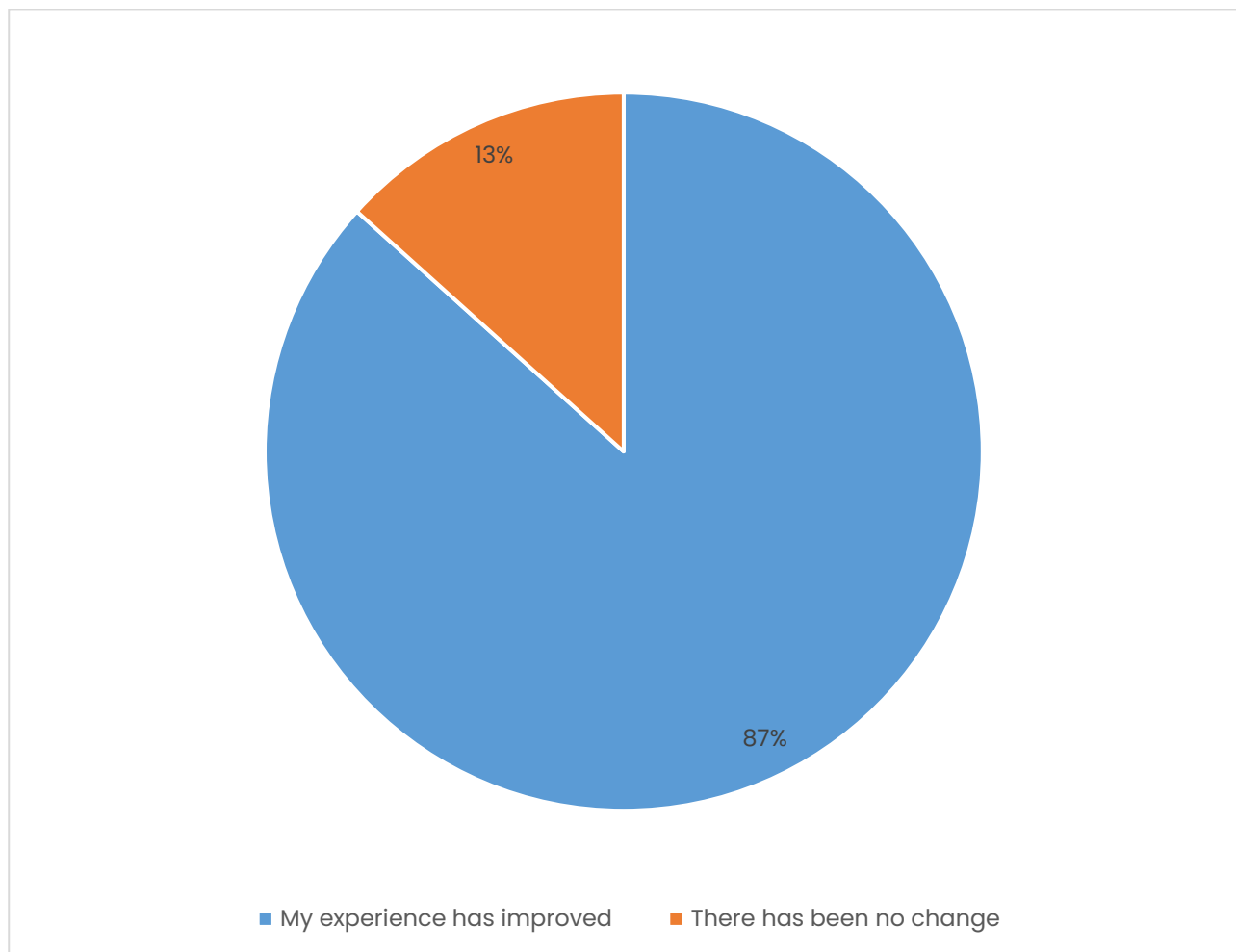


Figure 11 Cowderoy Street residents – Property Access response

Results

- 87% state that their experience accessing their property has improved.
- 13% state that their experience accessing their property has not changed.
- 0% state that their experience accessing their property has worsened.

Recurring comments from survey

- It has significantly reduced congestion on Cowderoy Street. (7)
- It is now a safer environment for pedestrians, children and cyclist. (2)
- I can now safely access my property (2).

Responses from local area residents

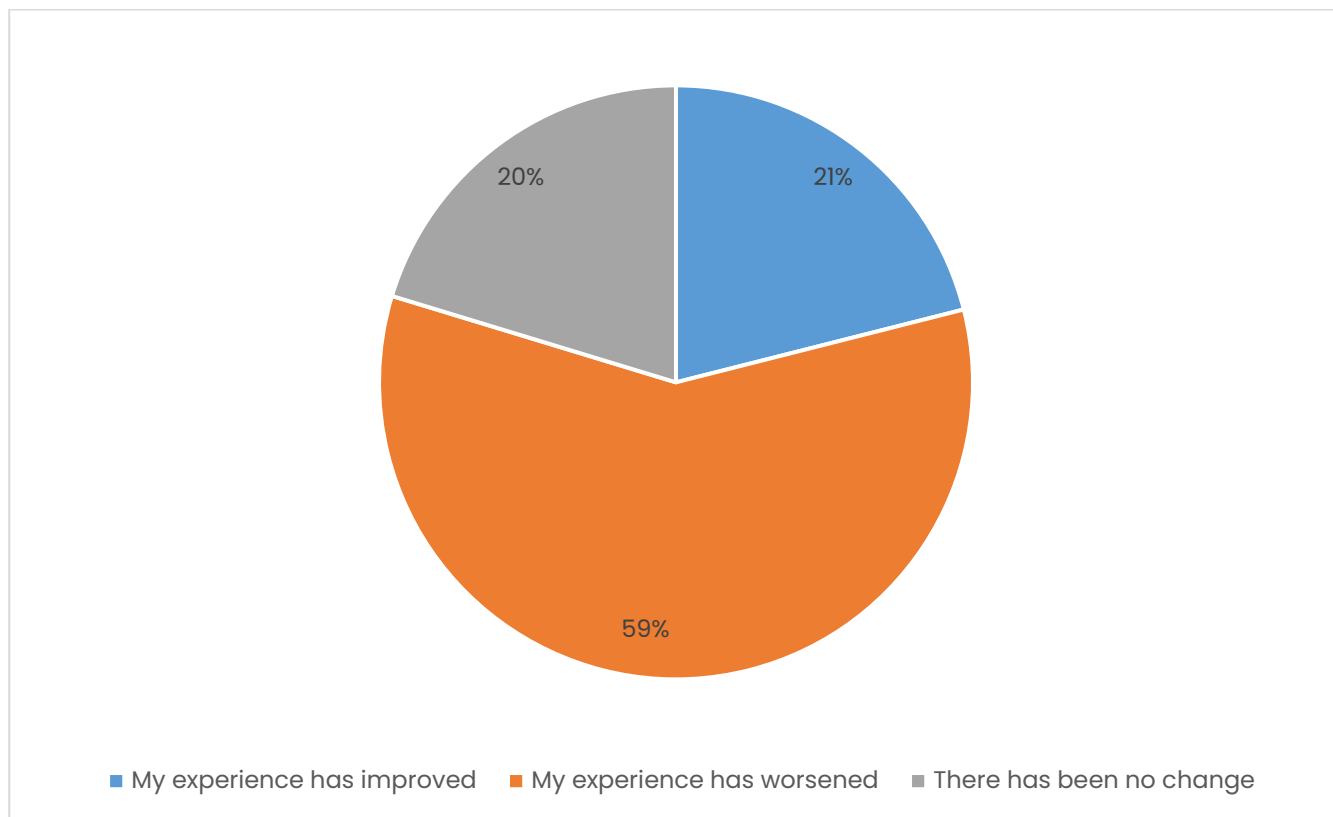


Figure 12 Local area residents – Access to property

Results

- 59% state that their experience accessing their property has worsened.
- 21% state that their experience accessing their property has improved.
- 20% state that their experience accessing their property has not changed.

Recurring comments from survey

- Traffic volumes have increased, making it challenging and more dangerous to enter/exit our property. (66)
- The restriction has significantly reduced traffic volumes along Cowderoy Street and surrounding roads making it easier to access my property. (18)
- It is inconvenient to access my property as I no longer have direct access via Canterbury Road. (6)

- Vehicles are travelling at higher speeds on my street – making it challenging and more dangerous to enter/exit our property. (5)
- I feel safer walking or cycling to access my street. (4)
- I feel less safe walking and cycling to my property due to the increased traffic volumes. (1)

Responses from wider area

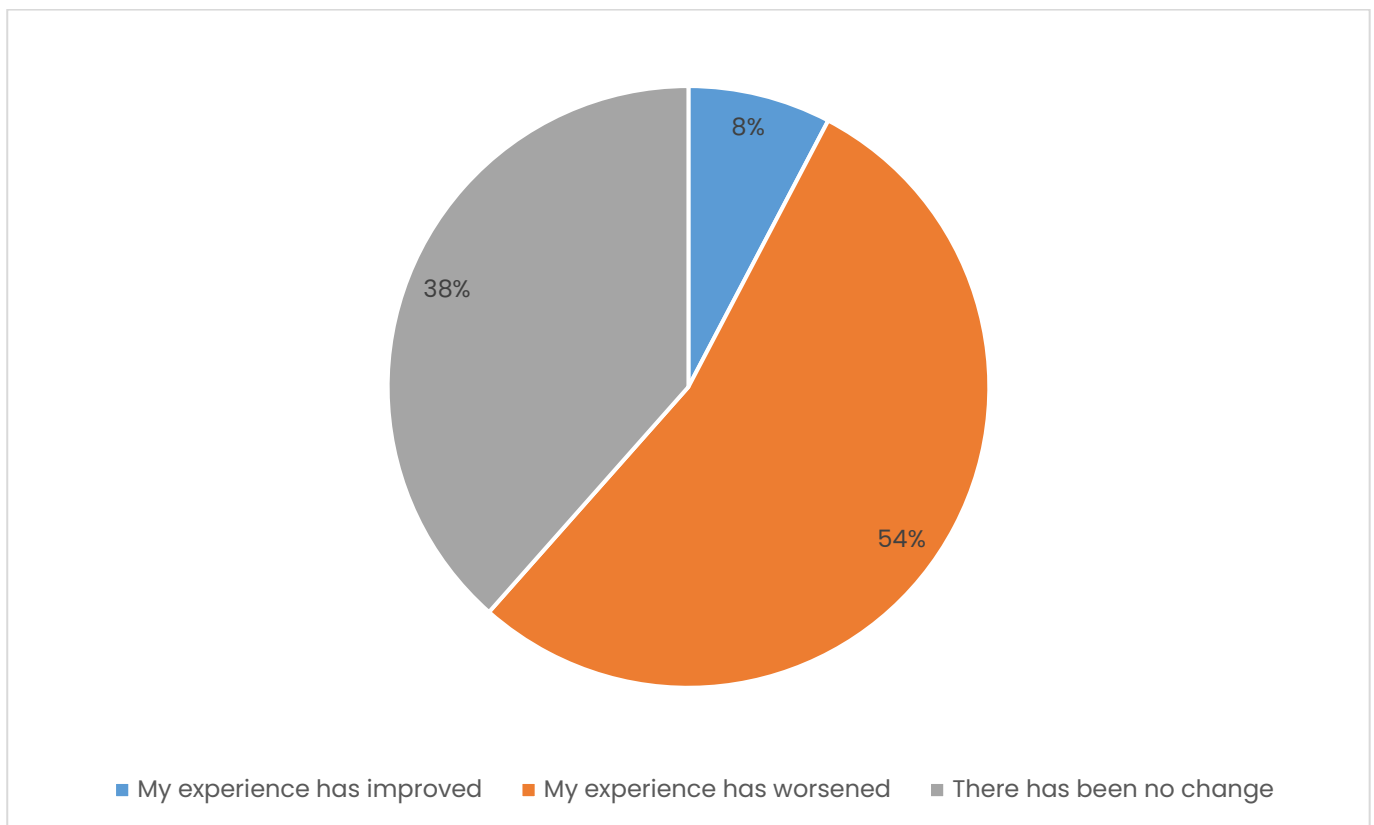


Figure 13 Wider area responses – Access to property

Results

- 54% stated that their experience accessing their property has worsened.
- 38% stated that their experience accessing their property has not changed.
- 8% stated that their experience accessing their property has improved.

Recurring comments from survey

- Congestion on Canterbury Road has increased resulting in increased travel time.
(2)
- Traffic is increasing in surrounding streets which is increasing travel time to destinations within Middle Park (1)

Traffic volumes

We asked the community whether the restriction ban has impacted traffic on their local street. This question was a multiple-choice question with an optional open text box for additional comments. The multiple-choice answer options included:

- Reduced traffic volumes on my street.
- Increased traffic volumes on my street.
- There has been no changed.

Responses from Cowderoy Street residents

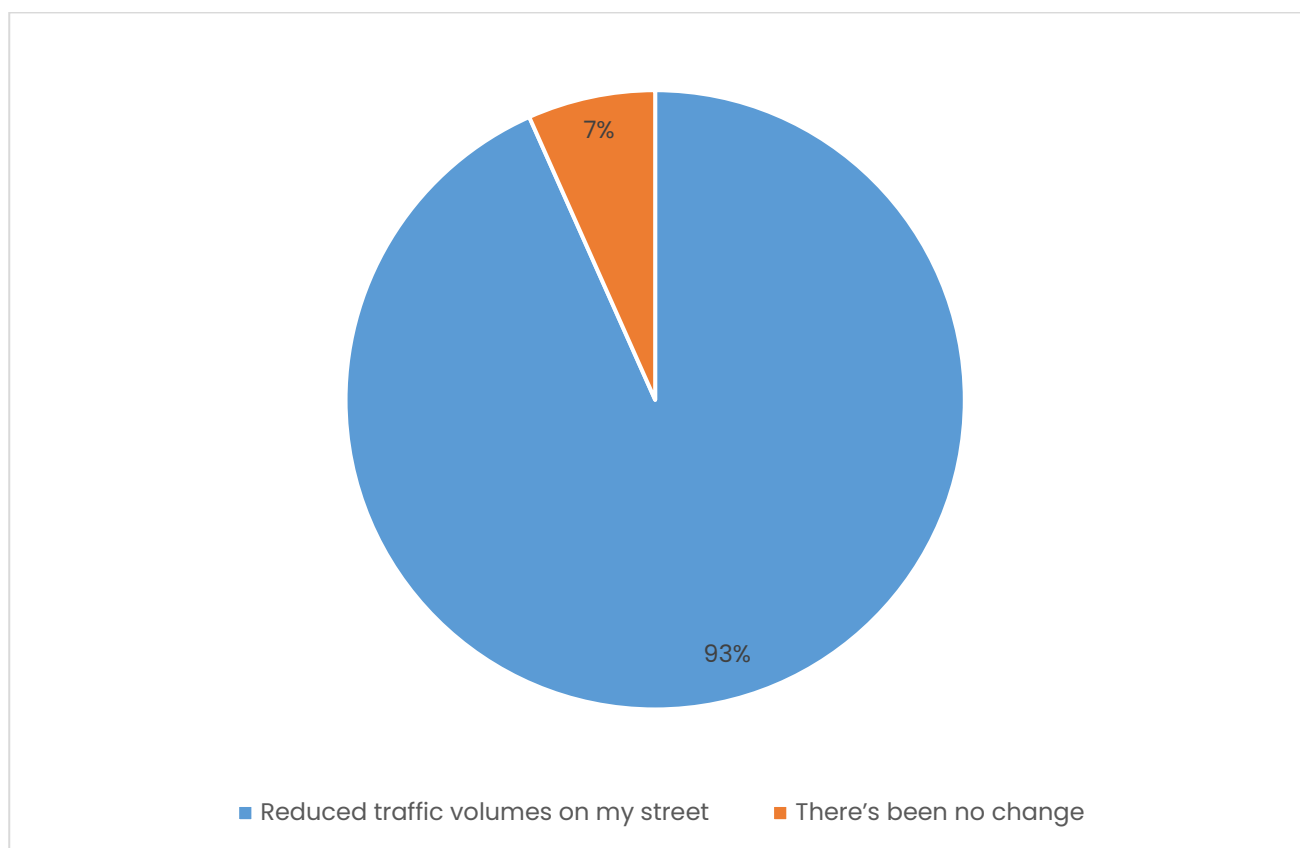


Figure 14 Traffic volumes – Cowderoy Street residents

Results

- 93% stated that traffic has reduced on their street.
- 7% stated that traffic has not changed on their street.

- 0% stated that traffic has increased on their street.

Recurring comments from survey

- Traffic has reduced significantly along Cowderoy Street. (9)
- Additional police enforcement is required for the restriction to be effective. (2)

Responses from local area residents

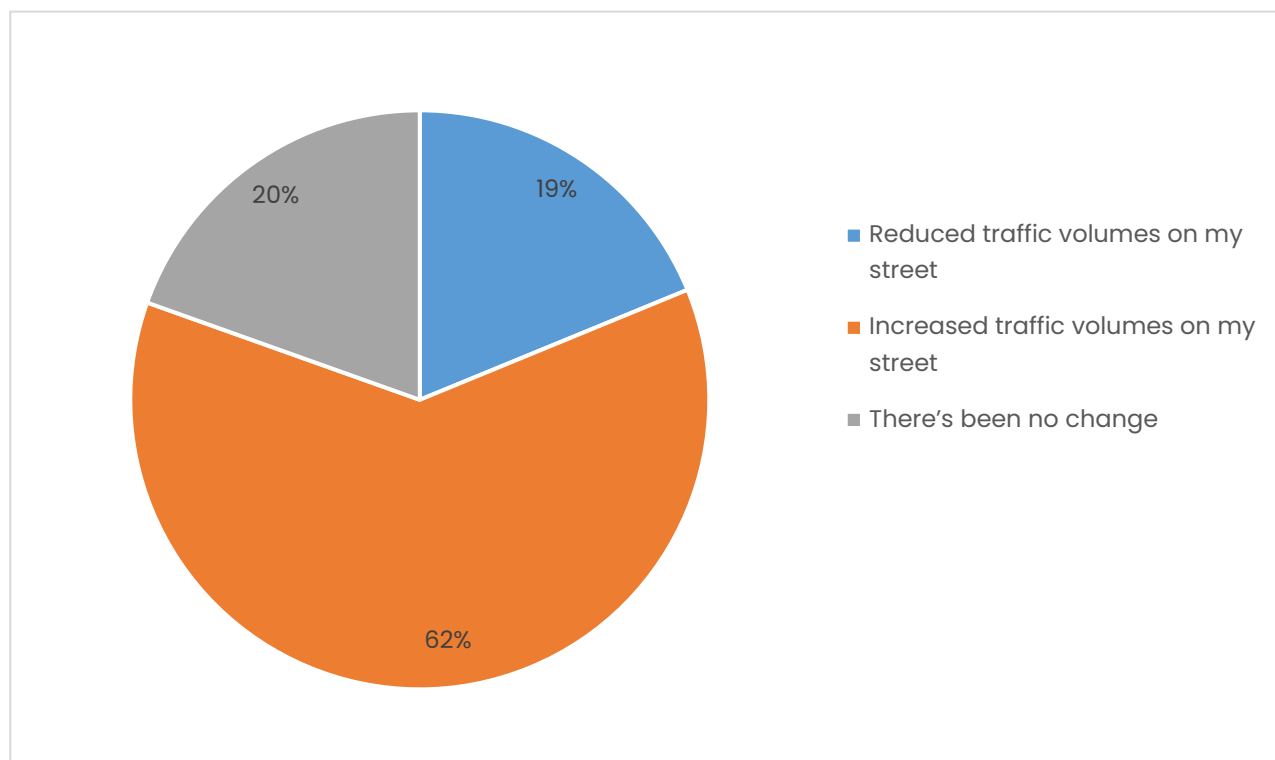


Figure 15 Traffic volumes – local area resident responses

Results

- 62% stated that traffic has increased on their street.
- 19% stated that traffic has reduced on their street.
- 20% stated that traffic has not changed on their street.

Recurring comments from survey

- The restriction has resulted in a general increase in traffic in surrounding streets. (26)
- Traffic has increased on Langridge Street. (14)
- Traffic has reduced which has improved the amenity of the local streets in the area. (11)
- Canterbury Road is now more congested, and vehicles are using Canterbury Way to avoid the congestion. (9)
- Traffic has increased on Fraser Street. (8)
- Traffic has increased on McGregor Street. (7)

Responses from wider area

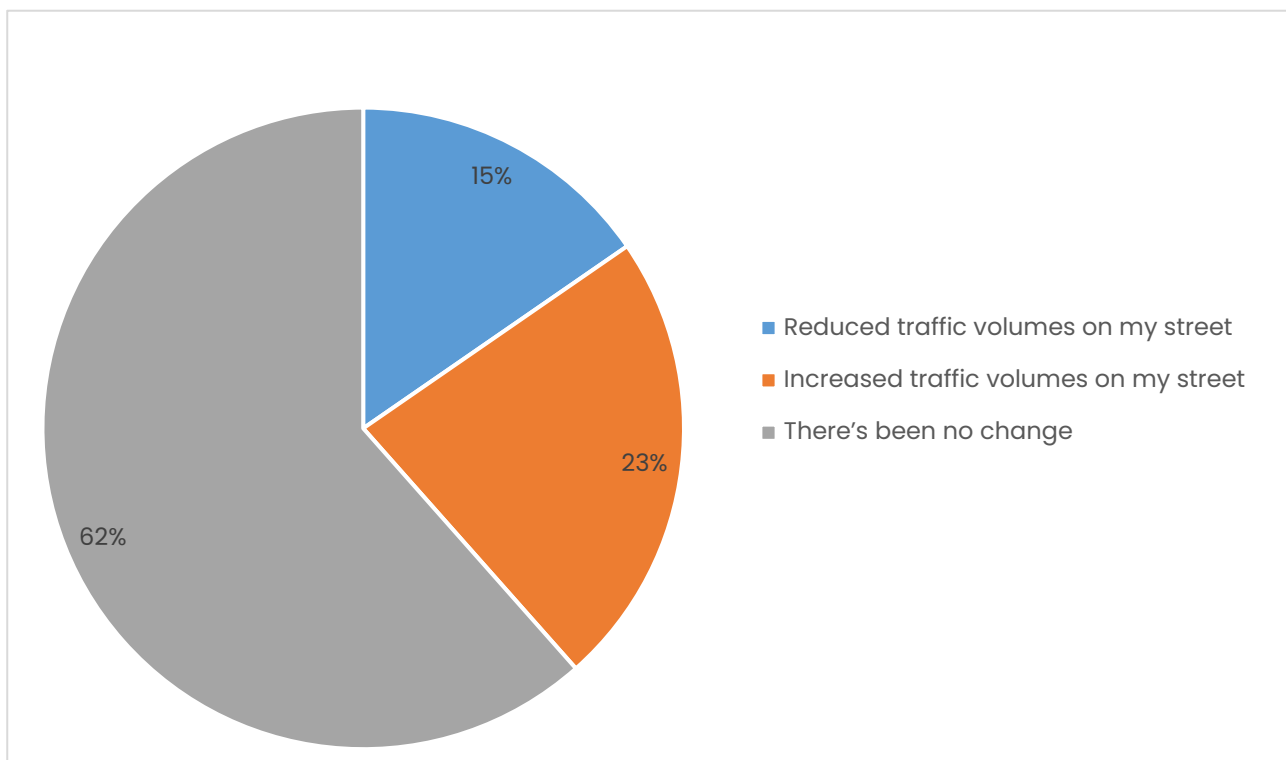


Figure 16 Traffic volumes – Wider area responses

Results

- 62% stated that traffic has not changed on their street.
- 23% stated that traffic has increased on their street.
- 15% stated that traffic has reduced on their street.

Comments from survey

No significant comments regarding traffic volumes.

Traffic noise

We asked the community whether the restriction ban has impacted traffic noise. This question was a multiple-choice question with an optional open text box for additional comments. The multiple-choice answer options included:

- Less traffic noise.
- More traffic noise.
- There has been no changed.

Responses from Cowderoy Street residents

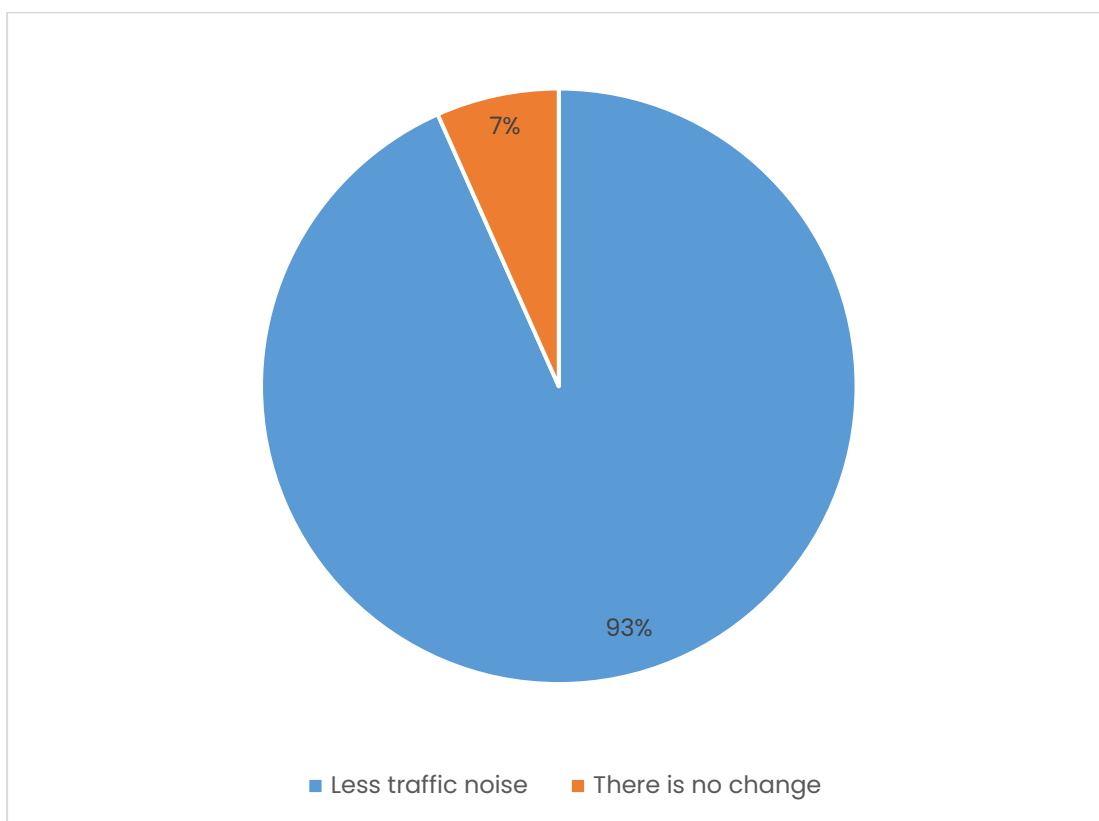


Figure 17 Traffic noise – Cowderoy Street resident responses

Results

- 93% stated that there is less traffic noise.
- 7% stated that there has been no change.
- 0% stated that there is more traffic noise.

Recurring comments from survey

- The restriction has resulted in a much quieter street as there is less noises from traffic including horns and engine noise. (11)

Responses from local area residents

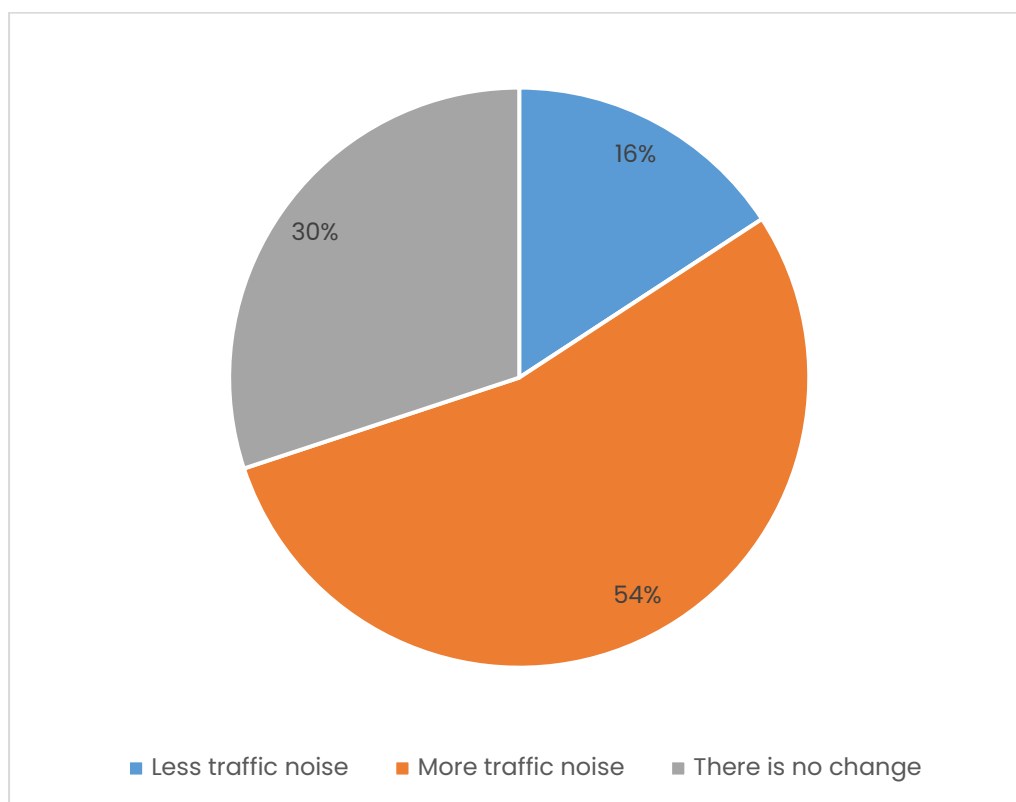


Figure 18 Traffic noise – local area resident responses

Results

- 54% stated that there is more traffic noise.
- 30% stated that there is no change.
- 16% stated that there is less traffic noise.

Recurring Comments from survey

- Increased traffic volumes are resulting in increased traffic noise. (47)
- Less traffic has resulted in reduced traffic noise and air pollution. (12)
- There has been an increase in driver frustration and near misses which is resulting in an increase in horn use. (7)
- There is an increase in noise due to the increased acceleration and deceleration of vehicles. (6)

Responses from wider area

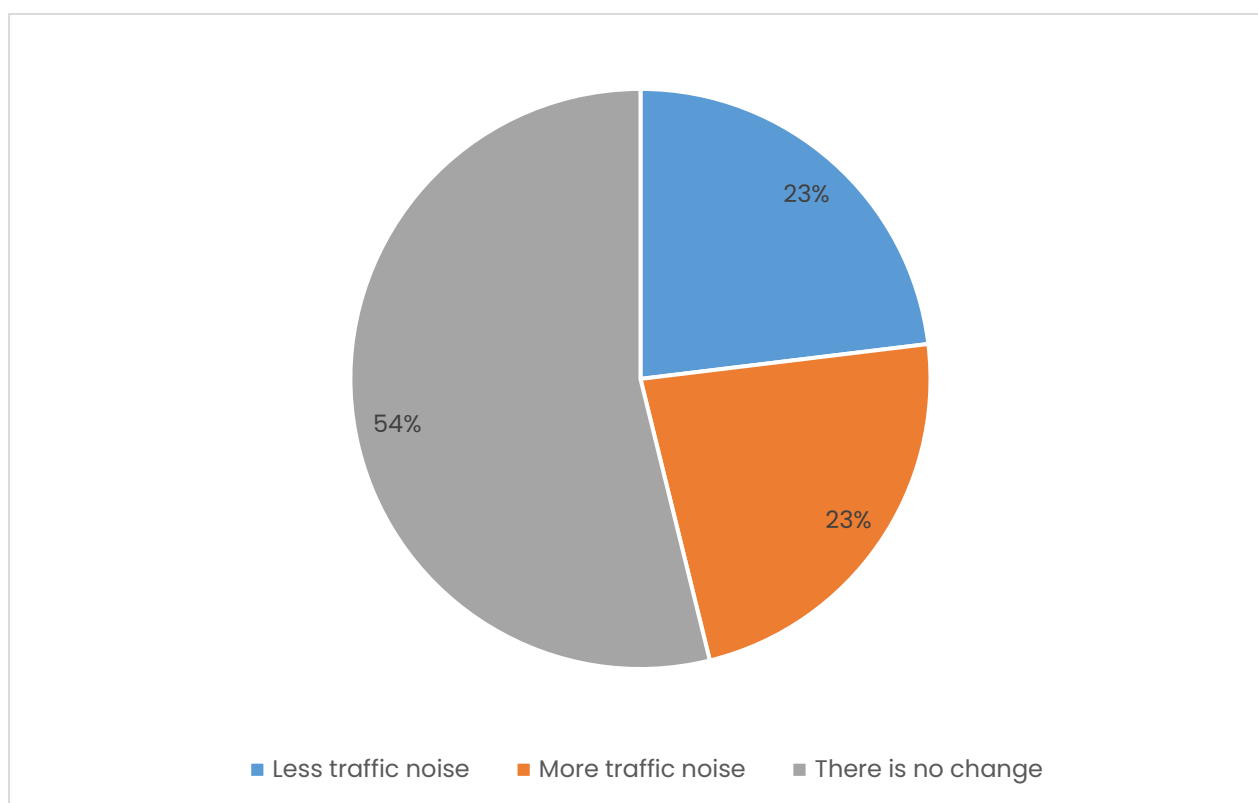


Figure 19 Traffic noise – Wider area responses

Results

- 54% stated that there has been no change.
- 23% stated that there is less traffic noise.
- 23% stated that there is more traffic noise.

Comments from survey

No significant comments regarding traffic noise.

Driver behaviour

We asked the community whether the restriction ban has impacted driver behaviour. This question was a multiple-choice question where responders could select more than one answer. The multiple-choice answer options included:

- Vehicles are travelling slower
- Vehicles are travelling faster
- Drivers are less compliant with road rules
- Drivers are more compliant with road rules
- There is no change

Responses from Cowderoy Street residents

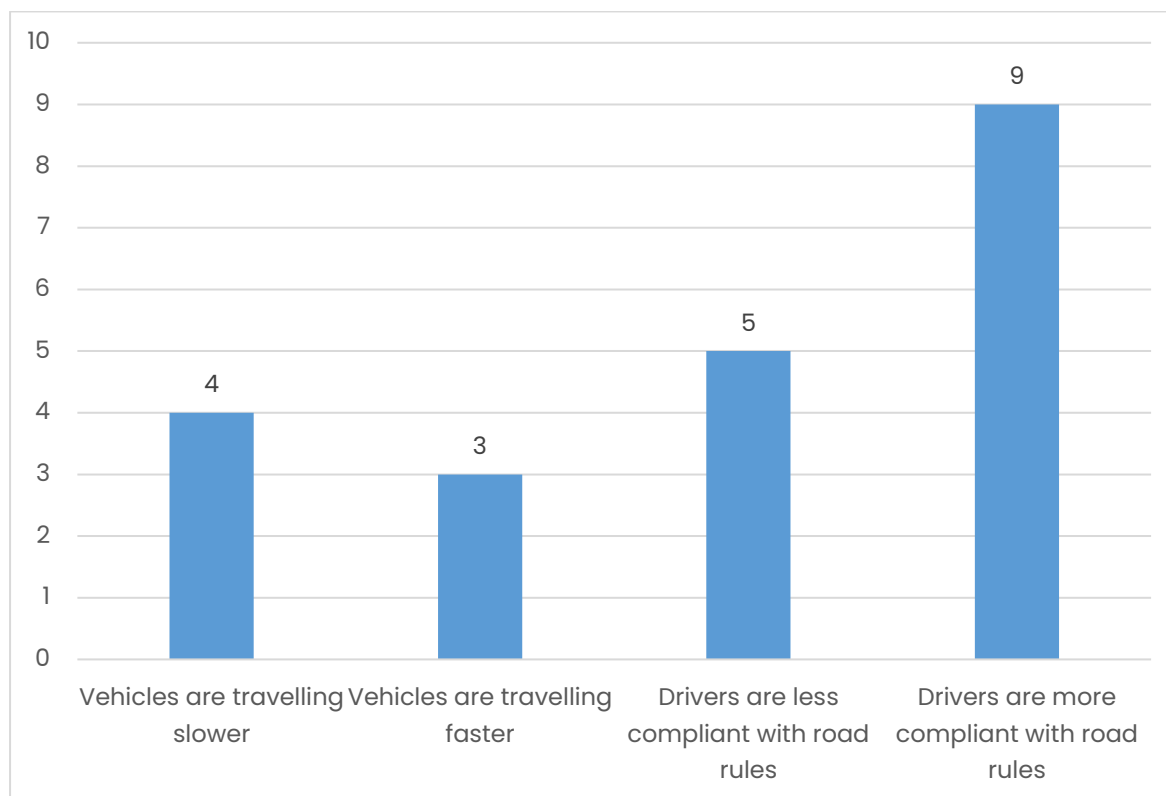


Figure 20 Driver behaviour – Cowderoy Street residents

Results

- 9 respondents said drivers are more compliant with road rules.
- 5 respondents said drivers are less compliant with road rules.
- 3 respondents said that vehicles are travelling faster.
- 4 respondent said that vehicles are travelling slower.
- 0 respondents said that there was no change.

Responses from local area residents

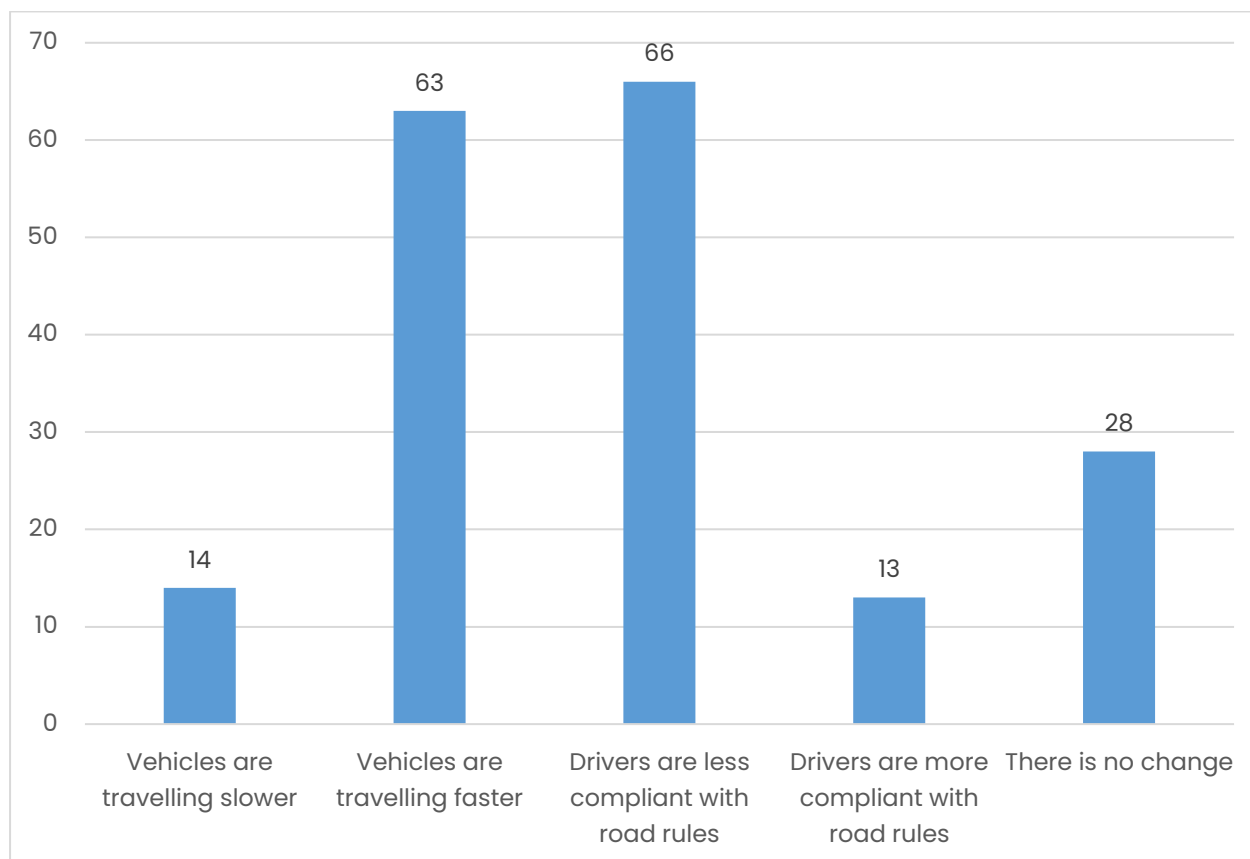


Figure 21 Driver behaviour – local area residents

Results

- 66 respondents said drivers are less compliant with road rules.
- 13 respondents said drivers are more compliant with road rules.
- 63 respondents said that vehicles are travelling faster.
- 14 respondent said that vehicles are travelling slower.
- 28 respondents said that there has been no change.

Responses from wider area

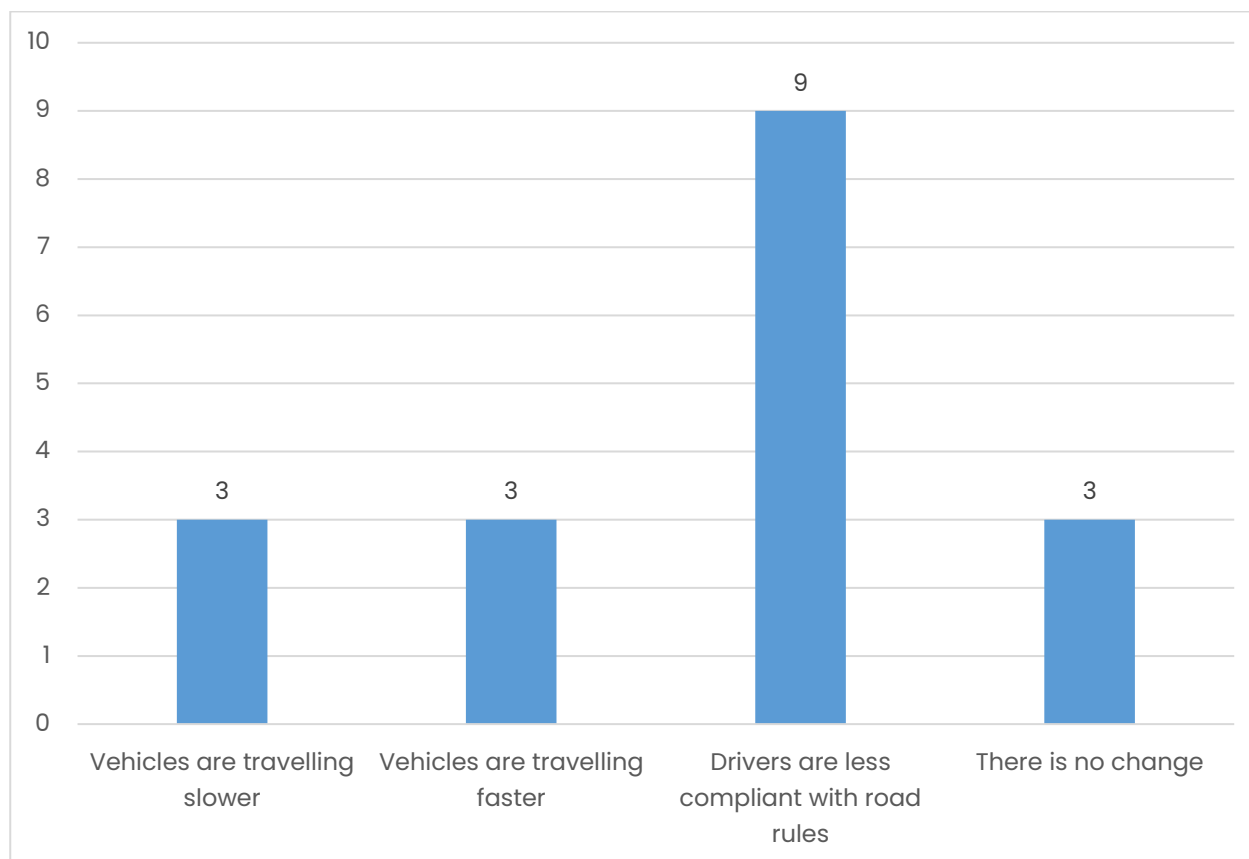


Figure 22 Driver behaviour – wider area responses

Results

- 9 respondents said drivers are less compliant with road rules.
- 0 respondents said drivers are more compliant with road rules.
- 3 respondents said that vehicles are travelling faster.
- 3 respondent said that vehicles are travelling slower.
- 3 respondents said that there has been no change.



Other feedback

Cowderoy Street residents:

- The restriction should be made permanent as the trial has had a positive outcome. (3)
- Police enforcement is required to ensure compliance of the restriction. (3)
- The restriction should stay in place however residents should have permit access to Cowderoy Street. (2)

Local area residents:

- Council should work with state government to resolve the congestion and queuing issue along Canterbury Road. (8)
- We require an area wide response to the rat running issues in the area. (4)
- The restriction has resulted in a safer environment for children, pedestrians and cyclist. (7)
- Additional traffic calming measures are required to support the increased traffic in surrounding streets (9)
- Police enforcement is required to ensure compliance of the restriction. (5)
- A holistic area wide traffic management plan is required to address the issue of rat-running through the local area. (4)



Next steps

Further activities/Next steps

- Officers to bring a report to Council in March 2024 for decision on whether to permanently restrict right turn movement from Canterbury Road to Cowderoy Street between 4:30 – 6:30pm, Monday to Friday.
- The signage will remain in place until a Council decision is made.
- Council will continue to monitor all streets that may be affected by the right turn ban on Cowderoy Street should Council determine to make it permanent.