

10.2 RESPONSE TO PETITION - ELLESMERE STREET, NORTH PERTH PARKING

Attachments: 1. Petition - Parking on Ellesmere Street, North Perth - Confidential

RECOMMENDATION:

That in response to a petition received by the Council on 21 November 2023 in relation to parking issues on Ellesmere Street, North Perth, Council:

1. **NOTES** the specific requests of the residents of Ellesmere Street and Highlands Road, between London Street and Charles Street, North Perth, as presented by the lead petitioners;
2. **NOTES** Administration's comments in respect to the residents list of requests;
3. **REQUESTS** Administration to investigate further traffic related issues along Ellesmere Street from Charles Street to London Street in conjunction with the new development proposal on the Charles Hotel site;
4. **CONSULTS** with the residents on the potential 'No Right Turn' sign at the Charles Street intersection; and
5. **RECEIVES** a further report at the conclusion of the collection of traffic data and public consultation.

PURPOSE OF REPORT:

To provide Council with a response to a petition received on 4 November 2023 in relation to parking issues on Ellesmere Street, North Perth.

BACKGROUND:

On 4 November 2023 Council received a 12 signatory petition from residents of Ellesmere Street and Highlands Road, North Perth, stating as follows:

We the undersigned respectfully request that the Council remove the parking signpost on street verge of 18 Ellesmere Street, North Perth for the following reasons:

1. *There is no need for it since people very rarely park there;*
2. *People usually park on Les Lilleyman Reserve because it is safer;*
3. *The signpost erected is dangerously close to Highlands Rd side street; and*
4. *More than 50 cars per day are now using Ellesmere Street to avoid Green Street and travel at high speed over the hill down to London Street. We recommend a No Right turn sign in Charles Street would reduce the traffic on Ellesmere Street.*

The petition is provided in **Confidential Attachment 1**.

DETAILS:

Council, at its 18 May 2021 Ordinary Meeting adopted the *Accessible City Strategy (ACS)*. One of the actions to be implemented from this Strategy was action item 3.3.4:

Better manage the supply of on street parking through the implementation of various restrictions by:

- *Limiting roadside residential parking, confining parking to the property;*
- *Restricting parking to 3P or less within 2 blocks of train stations or transit nodes, with residential permit exemptions;*
- *Restricting parking to 3P or less within 1 block of high frequency transit corridors, with residential permit exemptions; and*
- *Restricting parking to 2P or less within 2 blocks of town centres or mixed-used areas, with residential permit exemptions.*

The restrictions attempt to solve the immediate need to address commuter parking on residential streets and considers the potential future implications of commuter parking. Whilst an issue may not currently exist on a particular street, the City has implemented restrictions in accordance with the ACS so as to not move the commuter parking from one section to another.

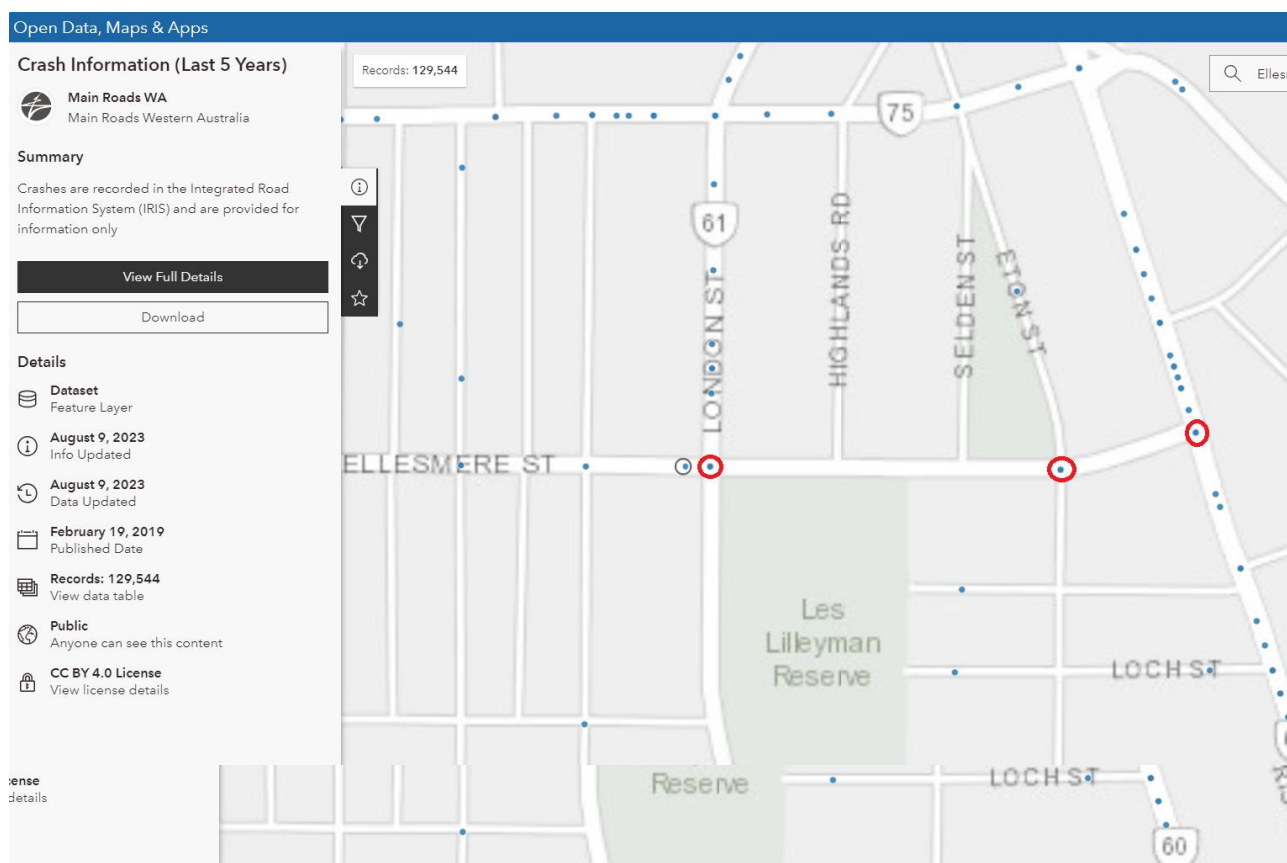
On 20 February 2023, all residents who were due to have restrictions implemented on their street were notified by letter of the proposed imposition of restrictions and providing guidance to obtaining a residential parking e-permit.

Signage was installed by the City's approved contractor, with all signage installed in compliance with Australian Standard AS 2890.5-2020, meeting the required safety distances.

Administration does not support removing the parking restrictions at this location (and the required parking signpost), as it aligns with the overall objectives of the ACS.

In respect to traffic management, Ellesmere Street from Charles Street to London Street is a Local Distributor Road. The posted speed limit is 50km/h and there have been eleven recorded crashes over the last five years, four of which required medical treatment.

The Main Roads WA publicly accessible crash map shows that these crashes are located at Intersections of Ellesmere Street with London, Eton and Charles Streets (see below, circled in red).



Current traffic data shows –

- Charles Street to Eton Street section - average daily traffic volumes taken in June 2023 is 1457 per day, average speed is 37.8km/h and the 85% speed is 44.3 km/h.
- Eton Street to Seldon Street section - average daily traffic volumes taken in May 2021 is 940 per day, average speed is 41.1km/h and the 85% speed is 47.7 km/h.
- Seldon Street to Highlands Road - average daily traffic volumes taken in February 2016 is 776 per day, average speed is 41.9km/h and the 85% speed is 49.7 km/h.
- Highlands Road to London Street - average daily traffic volumes taken in April 2019 is 797 per day, average speed is 43.3km/h and the 85% speed is 50.4 km/h.

Administration plan to conduct future traffic counts from London Street to Charles Street to review the current traffic data. Ellesmere Street is expected to remain within the 6000 vehicles per day capacity for a Local Distributor Road.



There are currently plans to develop the Charles Hotel site which is adjacent to Ellesmere Street. The concept sketch of the proposal is below. This proposed development will likely influence future traffic behaviour and the requirement for traffic management intervention.



CONSULTATION/ADVERTISING:

The engagement process for the ACS was built on the broad community engagement undertaken as part of the development of Imagine Vincent – the Strategic Community Plan 2018-2028 (SCP). The consultation process for Imagine Vincent included an online community survey containing broad questions about transport.

Community consultation consisted of a workshop and an online survey. In both instances, an initial snapshot of Vincent was produced detailing the strengths, weaknesses, opportunities and threats for the Vincent transport network. The workshop was held at the North Perth Town Hall on Saturday, 30 March 2019.

This focused on individuals' transport experiences and concerns and was designed to be a free form discussion with comments received on any transport mode and/or land use topic. Approximately 40 local residents and community stakeholders attended. The online survey was held from 18 March to 13 April 2019 and was taken by 60 people. The surveys collected a combination of ratings regarding different modes as well as mode specific comments.

The draft ACS was advertised from 3 December 2020 to 19 February 2021. With the purpose of this being to gain feedback on whether the vision and objectives of the draft ACS align with community expectations, the level of importance the community place on each action and whether anything has been omitted.

Consultation included an online survey, workshop and engagement with key stakeholders.

The results of the consultation period were:

- Unique page views – 396
- Document downloads – 172
- Survey participants – 43
- Email submissions – 10

Responses were generally supportive of the intent of the draft ACS, with many suggestions on how to make the document clearer, which actions to prioritise and which actions are less important. These comments were incorporated into the final version of the ACS.

Community consultation will be required for any proposed traffic calming projects on Ellesmere Street and neighbouring streets.

LEGAL/POLICY:

Road Traffic Act 1974 and the *City of Vincent Parking Local Law 2023*, which regulates the parking or standing of vehicles in all specified throughfares and reserves under the care, control and management of the City and provides for the management and operation of parking facilities.

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to retain the parking restrictions and investigate the implementation of the 'no right turn' restriction in Charles Street.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2022-2032*:

Accessible City

We have better integrated all modes of transport and increased services through the City.

Innovative and Accountable

We engage with our community so they are involved in what we are doing and how we are meeting our goals.

SUSTAINABILITY IMPLICATIONS:

This does not contribute to any environmental sustainability outcomes.

PUBLIC HEALTH IMPLICATIONS:

This does not contribute to any public health outcomes in the *City's Public Health Plan 2020-2025*.

FINANCIAL/BUDGET IMPLICATIONS:

If traffic calming is warranted the treatment would be funded from the 2023/2024 Minor Traffic Management Improvements budget (\$125,000). Additional Main Roads WA funding would be provided to treat crashes at the intersections.

COMMENTS:

After reviewing the current traffic data, Administration notes that there are low traffic volumes on Ellesmere Street and low speeds, both of which would not warrant any immediate Traffic Calming intervention.

There has been crashes located at 3 intersection locations which may qualify for Main Roads WA Blackspot funding. Administration will need to take into consideration the proposed development of the Charles Hotel site into any analysis of Traffic Calming or Road Safety projects. Administration is required to work with Main Roads WA on additional signage and line marking in particular to impacts on Charles Street which is a Primary Distributor Road, under the control and care of Main Roads WA.