

10.1 HAROLD STREET - RESPONSE TO PETITION

- Attachments:**
1. Harold Street Petitions (2) - Confidential
 2. Design Drawing
 3. Plan No. 3749-CD-01 Proposed loading zone Beaufort St & Harold St

RECOMMENDATION:

That in response to a petition received by the Council on 14 February 2023 in relation to Local Area Traffic Management and parking issues on Harold Street, Mount Lawley, Council:

1. **NOTES** the current approved Main Roads WA funded Blackspot project which has investigated and mitigates road safety issues (crashes) at the intersection of Harold Street and Beaufort Street;
2. **REQUESTS** Administration to complete a Traffic Calming Warrant check and if warranted, design a treatment to be delivered which addresses road safety issues (speeding, driver behaviour etc) on Harold Street between Vincent Street and Beaufort Street; and
3. **CONSULT** with residents about implementing a residential parking only zone on the north side of Harold Street between Vincent Street and Beaufort Street.
4. **APPROVES** the following minor parking restriction improvements and amendments:
 - 4.1 **Convert** the 1/4P on Beaufort Street, outside The Beaufort, to a Loading Zone during the day, 7.00am to 4.00pm, Monday to Friday and Taxi Zone at all other times, clearway times excepted, Plan No. 3749-CD-01 (Attachment 3); and
 - 4.2 **Convert** the Loading Zone on the south side of Harold Street, corner of Beaufort Street, to 2P at all times, Plan No. 3749-CD-01 (Attachment 3).

PURPOSE OF REPORT:

To provide Council with a response to a petition received on 14 February 2023 in relation to traffic management and parking issues on Harold Street, Mount Lawley.

BACKGROUND:

On the 14 February 2023 Council received two (2) petitions as follows -

1. A petition with 26 signatures was submitted by Louise Schneider of Mt Lawley, requesting that Council investigate and resolve to the residents/owners satisfaction the issues identified by, and of ongoing concerns to, the residents/owners of Harold Street Mount Lawley (between Beaufort and Vincent Streets) regarding traffic management. Specifically congestion, safety including dangerous driving, lack of adherence to the 40km/h speed zone and potential risk to children living in the street and students attending Sacred Heart Primary School. The development application variation by the Challis Apartments, 539 Beaufort Street, to revoke onsite/internal visitors bays may also add additional stress to traffic flow and may adversely impact the already difficult resident parking concerns.
2. A petition with 26 signatures was submitted by Louise Schneider of Mt Lawley, requesting that Council investigate and resolve to the residents/owners satisfaction the parking issues identified by, and of ongoing concerns to the residents/owners of Harold Street Mount Lawley (between Beaufort and Vincent Streets) by implementing a residential only permit zone from 5:00pm to 9:00am daily.

The petitions are provided in Confidential Attachment 1.

DETAILS:

Harold Street from Vincent Street to Beaufort Street is classified as a Local Access Road in the Metropolitan Road Hierarchy adopted by Main Roads WA. The maximum desirable traffic volume on a Local Access Road is up to 3,000 vehicles per day (vpd), the legal speed limit is 40km/h.

Traffic data collected from 28 July 2021 to 04 August 2021 is as follows –

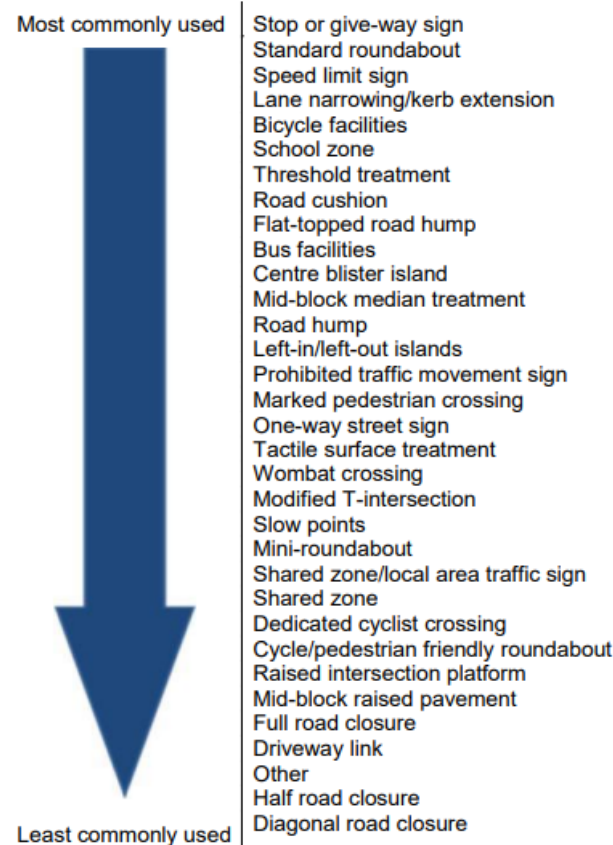
- **Traffic volume:** 735 vpd (vehicle per day).
- **Speed:** 85% is 43km/h (The 85th percentile speed is the speed that 85% of vehicles are travelling at, or slower, under free-flowing conditions).
- **Average speed:** 33.7km/h.
- **Class:** Heavy vehicles 2.2%.

The traffic data shows the average weekday volume being 735vpd, this is within the expected capacity of a Local Access Road. The 85th percentile speed is 43km/h which is similar to the speeds recorded in comparable streets throughout the City however slightly higher than the posted legal limit of 40km/h.

Blackspot funding to treat crashes on the intersection of Harold Street and Beaufort Street was submitted to Main Roads WA in 2019. The treatment proposal was to install half seagull islands on both East and West approaches of Harold Street and extend the median island along Beaufort Street between the staggered T-intersections to prevent right turn movements, reducing the number of crashes (see attachment 2).

Following the Traffic Calming Warrant check and if warranted, the City will review and suggest the appropriate treatment/devices. As per the Austroads guide to Traffic Management Part 8: Local Area Traffic Management, commonly used treatments are as below;

Figure 7.1: LATM devices commonly used by local governments



Source: Damen and Ralston (2015).

The proposal was approved by Main Roads WA and the current program for delivery of the works is planned to be completed before the end of June 2023.

The increased parking pressure experienced on Harold Street by non-residential vehicles has increased since the recent developments of 'The Beaufort' and the current development of the 'Challis' apartments. Additional parking traffic is also experienced during school pick up and drop off times at Sacred Heart Primary School.

The current parking restrictions on Harold Street are 2P at all times on both the northern and southern side. Mary Street currently has 2P, 9AM – 6PM, Monday to Friday parking restriction on the northern side, and resident only parking on the southern side.



Current Parking – Harold Street and Mary Street

The City has received a number of concerns from residents in relation to the lack of parking available on the street. The demand on parking has increased due to the increasing density of developments in the area and with the proximity to Sacred Heart Primary School during morning and afternoon drop off and pick up times. As this parking demand has increased, local residents have found a diminishing availability of parking adjacent their properties and have contacted the City to address their concerns.

Parking surveys were undertaken on Harold Street to assess the volume and demand on parking. This data is then used to determine whether any changes to parking restrictions are warranted to improve parking availability and amenity. The surveys conducted showed that the street is generally occupied by more non-residential parking.

The introduction of 'resident only' parking on Harold Street on the north side between Vincent Street and Beaufort Street, would be consistent with the current parking restrictions on Mary Street, which is also adjacent the Sacred Heart Primary School.



Proposed Parking – Harold Street

Proposed Loading and Taxi Zone, Beaufort Street, Highgate

The loading zone on the south side of Harold Street, is currently under used and could be in a more suitable location. It is proposed that the loading zone be relocated to Beaufort Street, adjacent The Beaufort, which would be consistent to what is operating outside The Queens Hotel. This is expected to minimise the number of commercial vehicles entering and exiting Harold Street. The removal of the loading zone from the south side of Harold Street, will make the parking restrictions consistent with remainder of the street.

CONSULTATION/ADVERTISING:

Community engagement for the approved Blackspot project on the intersection of Harold Street and Beaufort Street is planned to inform residents on the delivery of the works. Feedback on the project will be welcomed in respect to the general delivery of the specific traffic intervention.

Community engagement for the Local Area Traffic Management (LATM) project will be to Consult on a proposed treatment should the Traffic Calming Warrant result in recommending an intervention.

The Mayor, Deputy Mayor and City Officers met with Harold Street residents on Monday 27 February 2023.

Community engagement is proposed to be undertaken with affected residents to ascertain whether resident only parking restrictions can be implemented to potentially ease the parking volume on the street.

The City will inform the changes to the loading bay and taxi bay arrangements to the local businesses that might be affected.

The above community engagement is in line with the Community and Stakeholder Engagement Policy, in particular to page 4 (see below) -

COMMUNITY AND STAKEHOLDER ENGAGEMENT POLICY

Appendix 1 – How the City Engages



1.2 Guide to establish level of participation

The following matrix guides the level of participation that would generally be expected for different project types. The level of participation can be varied and is to be determined by following the process within Section 1 (How the City Engages) above. If the project type is not listed below, consider the most similar project type in relation to community investment and impact.

	Inform	Consult	Involve	Collaborate
Ability to influence	<i>There is no ability to influence the decision.</i>	<i>There is some ability to influence the decision.</i>	<i>There is medium ability to influence the decision.</i>	<i>There is high ability to influence the decision.</i>
Our commitment	Information is circulated to assist in understanding a deliverable or decision that is going to happen or has already happened.	To seek input, feedback or advice before the project is progressed or a decision is made.	To seek input, gather ideas, identify preferred options or alternatives.	To find collective solutions or to obtain a deeper understanding of what is important to help shape the projects future.
Project	<ul style="list-style-type: none"> When a decision has already been made Implementation updates Development applications (notification of changes/ determinations) For a reason detailed in Section 5 of the Policy 	<ul style="list-style-type: none"> Infrastructure locations i.e., pop-up play, verge trees Strategic planning documents phase 2 (understanding what we heard) Minor amendments to policies and strategies Implementation of actions created within strategies or other corporate documents Development applications (when there are departures to the statutory framework and the community or stakeholders may be affected) 	<ul style="list-style-type: none"> Strategic planning documents phase 1 (visioning) Major amendments to strategic documents 	<ul style="list-style-type: none"> Master planning and design Strategic community vision documents i.e., Strategic Community Plan Place Plans New major strategic plans

LEGAL/POLICY:

Road Traffic Act 1974 and the *City of Vincent Parking and Parking Facilities Local Law 2007*, which regulates the parking or standing of vehicles in all specified thoroughfares 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 implement Blackspot projects and Local Area Traffic Management projects which warrant intervention due to road safety concerns.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Accessible City

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

Thriving Places

Our town centres and gathering spaces are safe, easy to use and attractive places where pedestrians have priority.

Innovative and Accountable

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

This does not contribute to any environmental sustainability outcomes. This action/activity is environmentally neutral, it relates to road safety and parking.

PUBLIC HEALTH IMPLICATIONS:

This is in keeping with the following priority health outcomes of the City's *Public Health Plan 2020-2025*:

Reduced injuries and a safer community

FINANCIAL/BUDGET IMPLICATIONS:

The intersection of Harold Street and Beaufort Street Blackspot project has an approved budget of **\$150,000** (2/3 funded by Main Roads WA).

Minor Traffic Management Improvements has an approved budget of **\$146,000**.

The estimated cost of future Local Area Traffic Management treatments on Harold Street from Vincent Street to Beaufort Street ranges between **\$30,000** to **\$50,000**.

COMMENTS:

It is likely that the delivery of the approved Blackspot project and implementation of a Local Area Traffic Management treatment (if warranted) may address community concerns relating to congestion, road safety and driver behaviour on Harold Street from Vincent Street to Beaufort Street.

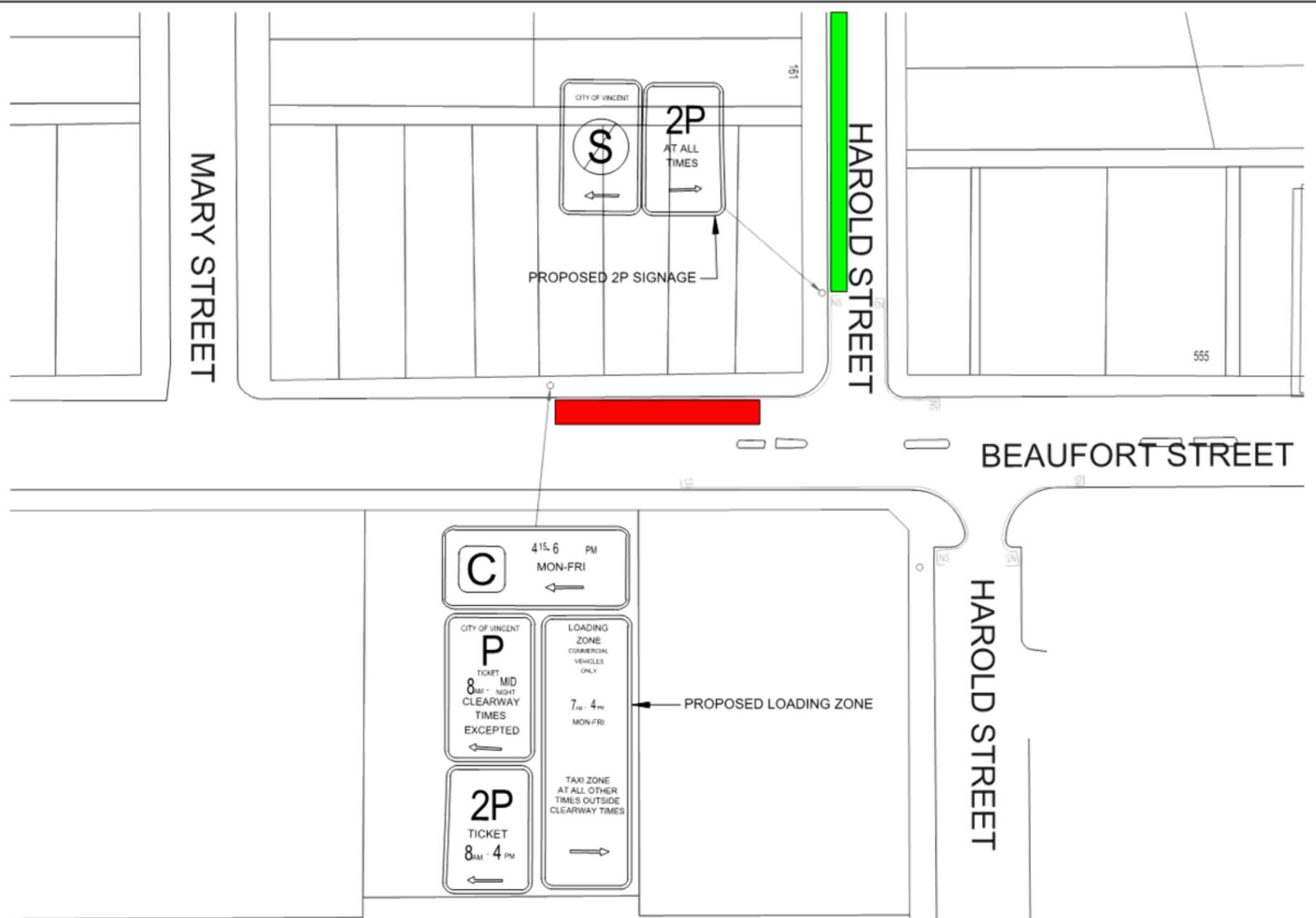
Parking issues have now been investigated with the north side of Harold Street from Vincent Street to Beaufort Street being proposed to residential only. This may mitigate parking issues and ongoing concerns raised by the residents/owners living on Harold Street Mount Lawley (between Beaufort and Vincent Streets).

NOTES:

4. APPROVES the following minor parking restriction improvements and amendments:

4.1 convert the 1/4P on Beaufort street, outside The Beaufort, to a Loading Zone during the day, 7.00am to 4.00pm, Monday to Friday and Taxi Zone at all other times, clearway times excepted, Plan No. 3749-CD-01(Attachment 3); and

4.2- convert the loading zone on the south side of Harold street, corner of Beaufort Street, to 2P at all times, Plan No 3749-CD-01 (Attachment 3).



CITY OF VINCENT
244 VINCENT STREET LEEDERVILLE, 6007
TECHNICAL SERVICES

ISSUE	DATE	BY	AMENDMENT

SCALE: NTS		
DATE: 28/02/2023		
REF:		
DESIGN:	DRAWN: DN	CHECK: CD
APPROVED:		
EXECUTIVE MANAGER TECHNICAL SERVICES		

CITY OF VINCENT
BEAUFORT ST & HAROLD ST
PARKING SIGNAGE UPDATE

TECHNICAL SERVICES	
DRAWING NO:	
3749-CD-01	
SHEET 1 OF 1.	A3