

10.1 RESPONSE TO PETITION – ALMA/LEAKE INTERSECTION DIAGONAL DIVERSION

- Attachments:**
- 1. Petition - Alma/Leake Intersection Diagonal Diversion - Confidential**
 - 2. Traffic Flow Diagram Alma Road and Leake Street**
 - 3. Traffic Data for North Perth Traffic Calming**

RECOMMENDATION:

That Council:

- 1. APPROVES the discontinuance of the diagonal diversion trial at the intersection of Alma Road and Leake Street, North Perth; and**
- 2. APPROVES the installation of a 4-way raised plateau at the above intersection in the current financial year.**

PURPOSE OF REPORT:

To provide a report in respect to the Alma Road and Leake Street Diagonal Diversion Trial in response to –

- The Notice of Motion submitted by Cr Gontaszewski and supported by Council (OCM 04/04/2023 Item 13.1); and
- The petition received by Council (OCM04/04/2023 Item 5) seeking the removal of the diagonal diversion;

detailing the outcomes to date of the trial, including the results of community consultation, collected traffic data and safety assessment.

BACKGROUND:

At the Council Meeting held 4 April 2023 a petition with 96 signatures (all living local within the area) was received from Leon Firios of North Perth, requesting that Council end the trial of the diagonal diversion on Leake Street and Alma Road, and reinstate the road to its previous condition, having regard for the disproportionate negative consequences of the diversion on local residents. It is also noted that a large number of signatures through change.org has been recorded in opposition to the diversion in the online petition, the results of which are incorporated by reference into this petition, details of which is not known.

Council subsequently resolved that the petition be received and a report be prepared to the 16 May 2023 Ordinary Council meeting.

Council also unanimously supported the following Notice of Motion from Cr Gontaszewski –

“That Council REQUESTS the CEO present a report to the May 2023 Ordinary Council Meeting on the outcomes to date of the Alma Road / Leake Street Diagonal Diversion trial, including the results of community consultation, collected traffic data and safety assessment.”

The Alma Road and Leake Street Diagonal Diversion trial has been in place for three (3) months (at date of writing) and the first set of traffic data (February 2023) has been processed. Community feedback has highlighted potential safety concerns and Administration can now confirm after comparing the February 2023 set of traffic data to results obtained in 2022, adjoining and adjacent roads and laneways have been negatively impacted.

DETAILS:

Traffic Data collected have confirmed that the trial has negatively impacted on adjoining and adjacent roads and laneways with –

- Increased traffic volumes.
- Increased speeds.
- Increased heavy vehicles.

Pedestrian crossing points and on-road cyclists have been negatively impacted as refuge islands have been removed on Alma Road and Leake Street to allow sufficient room for the new diagonal road closure to be constructed. Cyclists on Leake Street are required to cross over oncoming traffic to continue through the intersection which was not required when the road was opened to free flowing traffic.

The first set of traffic data results completed in February 2023 has now been processed (see below)

ROAD	CLASS	DATE		LOCATION	AWT 5 day	Ave Speed	85% Speed	% Heavy	Peak Vehicle/hr		Notes
		START	FINISH						AM	PM	
Right of Way	Laneway	08-Feb-23	15-Feb-23	W of Leake St	13	17.8	23.1	21.8%	3	5	
Right of Way	Laneway	08-Feb-23	15-Feb-23	E of Leake St	23	16.5	19.8	3.1%	5	6	
Right of Way	Laneway	08-Feb-23	15-Feb-23	S of Alma Rd	106	14.2	16.6	1.1%	25	21	
Right of Way	Laneway	08-Feb-23	15-Feb-23	N of Raglan Rd	87	12.4	14.8	0.8%	16	14	
Right of Way	Laneway	08-Feb-23	15-Feb-23	E of Vine St	15	13.6	16.5	2.0%	5	5	
Right of Way	Laneway	08-Feb-23	15-Feb-23	W of Persimmon St	2	11.9	14.4	0.0%	2	2	
Right of Way	Laneway	08-Feb-23	15-Feb-23	E of Persimmon St	2	11.5	14.2	0.7%	1	2	
Alma Rd	AR	08-Feb-23	15-Feb-23	E of Charles St	785	33.2	39.8	2.9%	87	99	
Alma Rd	AR	08-Feb-23	15-Feb-23	E of Camelia St	737	33.8	40.1	3.4%	83	112	
Alma Rd	AR	08-Feb-23	15-Feb-23	E of Leake St	1238	33.7	41.4	3.5%	141	153	
Alma Rd	AR	08-Feb-23	15-Feb-23	W of Fitzgerald St	2105	30.2	37.8	4.1%	217	249	
Camelia St	AR	08-Feb-23	15-Feb-23	N of Claverton St	403	30.7	39.1	2.3%	103	51	
Chelmsford Rd	AR	08-Feb-23	15-Feb-23	E of Leake St	182	27.2	36.5	4.0%	20	33	
Claverton St	AR	08-Feb-23	15-Feb-23	E of Charles St	919	32.2	39.1	3.0%	93	113	
Claverton St	AR	08-Feb-23	15-Feb-23	E of Camilia St	798	32.1	38.0	2.8%	92	89	
Grosvenor Rd	AR	08-Feb-23	15-Feb-23	E of Leake St	248	28.9	35.1	4.5%	23	31	
Leake St	AR	08-Feb-23	15-Feb-23	N of Alma Rd	953	34.1	42.8	4.4%	130	150	
Leake St	AR	08-Feb-23	15-Feb-23	N of Chelmsford Rd	525	28.8	36.0	5.4%	80	68	
Persimmon St	AR	08-Feb-23	15-Feb-23	N of Alma Rd	423	30.8	38.7	2.8%	74	81	
Raglan Rd	AR	08-Feb-23	15-Feb-23	W of Fitzgerald St	700	37.4	45.2	5.2%	83	95	
View St	LD	08-Feb-23	15-Feb-23	W of Fitzgerald St	2579	26.5	33.7	3.4%	255	271	
View St	LD	08-Feb-23	15-Feb-23	E of Charles St	3258	34.7	40.5	3.5%	319	340	
View St	LD	08-Feb-23	15-Feb-23	E of Peach St	3773	37.0	43.7	3.0%	387	409	
Vine St	AR	08-Feb-23	15-Feb-23	N of Alma Rd	230	29.2	37.8	2.9%	57	26	

Reviewing the data in line with the applicable IPWEA guidelines and Main Roads WA specifications (road types and hierarchy) concerns regarding Rights of Ways are:

- High speeds (over 15km/h)
- Heavy vehicles using the laneways (particular to west of Leake Street which has 21.84%)

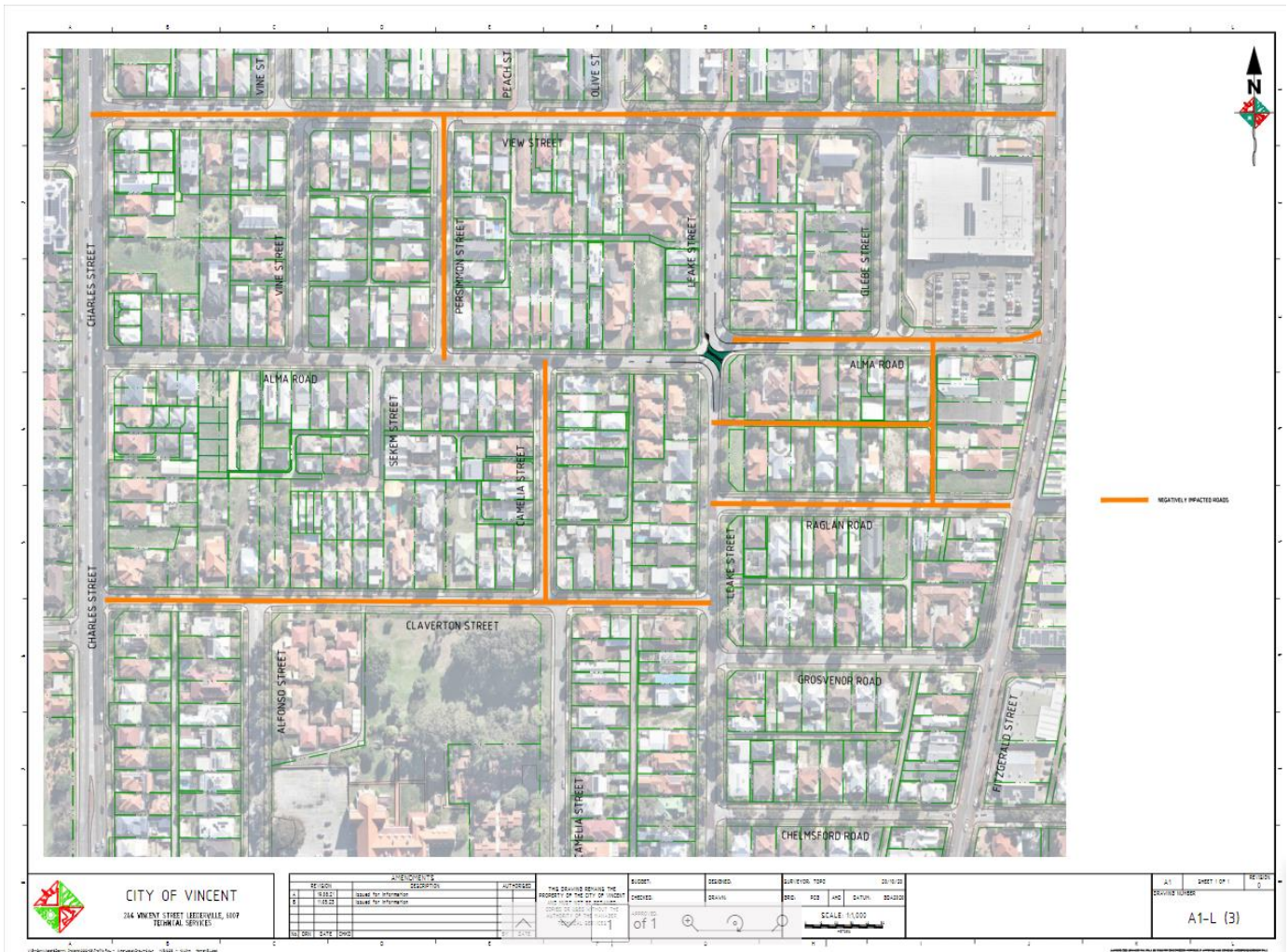
The data set has been reviewed and compared to the previous traffic data captured less than 12 months ago (see below)

ROAD	CLASS	DATE	LOCATION	Feb 2023 Data (First round)				Difference			
				AWT 5 day	Ave Speed	85% Speed	% Heavy	AWT	Ave Speed	85% Speed	% Heavy
Alma rd	AR	Feb-23	E of Charles	785	33.2	39.8	2.9	-181	-1.6	-2.1	-0.3
		Jul-22		966	34.8	41.9	3.2				
Alma rd	AR	Feb-23	E of Camelia St	737	33.8	40.1	3.4	-340	-4.3	-5.1	0.9
		Feb-22		1077	38.1	45.2	2.5				
Alma rd	AR	Feb-23	E of Leake st	1238	33.7	41.4	3.5	282	0.0	0.2	1.0
		Jul-22		956	33.7	41.2	2.5				
Alma rd	AR	Feb-23	W of Fitzgerald st	2105	30.2	37.8	4.1	-2	-0.6	-0.5	0.3
		Oct-22		2107	30.8	38.3	3.8				
Camelia st	AR	Feb-23	N of Claverton st	403	30.7	39.1	2.3	166	1.9	2.9	-2.9
		Oct-22		237	28.8	36.2	5.2				
Chelmsford Rd	AR	Feb-23	E of Leake St	182	27.2	36.5	4.0	-6	-0.6	-0.9	-0.7
		Oct-22		188	27.8	37.4	4.7				
Claverton St	AR	Feb-23	E of Charles st	919	32.2	39.1	3.0	192	-2.3	-2.1	0.6
		Jul-22		727	34.5	41.2	2.4				
Claverton St	AR	Feb-23	E of Camelia St	798	32.1	38.0	2.8	126	-2.3	-2.9	-0.5
		Jul-22		672	34.4	40.9	3.3				
Grosvenor Rd	AR	Feb-23	E of Leake St	248	28.9	35.1	4.5	10	-5.4	-7.6	0.3
		Oct-22		238	34.3	42.7	4.2				
Leake st	AR	Feb-23	N of Alma Rd	953	34.1	42.8	4.4	-20	-4.8	-4.6	1.8
		Feb-22		973	38.9	47.4	2.6				
Leake St	AR	Feb-23	N of Chelmsford Rd	525	28.8	36.0	5.4	-349	-13.6	-15.1	2.9
		Feb-22		874	42.4	51.1	2.5				
Menzies St	AR	Feb-23	W of Fitzgerald St	868	32.6	41.0	0.0	-49	-1.3	-1.3	-3.4
		Oct-18		917	33.9	42.3	3.4				
Persimmon St	AR	Feb-23	N of Alma Rd	423	30.8	38.7	2.8	288	3.6	4.1	-2.0
		Oct-22		135	27.2	34.6	4.8				
Raglan Rd	AR	Feb-23	W of Fitzgerald St	700	37.4	45.2	5.2	239	0.4	0.2	-1.4
		Oct-22		461	37.0	45.0	6.6				
View st	LD	Feb-23	W of Fitzgerald st	2579	26.5	33.7	3.4	261	-0.3	-0.1	-0.1
		Feb-22		2318	26.8	33.8	3.5				
View st	LD	Feb-23	E of Charls st	3258	34.7	40.5	3.5	611	0.7	0.7	-0.3
		Oct-22		2647	34.0	39.8	3.8				
View ST	LD	Feb-23	E of Peach st	3773	37.0	43.7	3.0	620	-0.6	-0.6	-0.2
		Oct-22		3153	37.6	44.3	3.2				
Vine St	AR	Feb-23	N of Alma	230	29.2	37.8	2.9	46	1.5	2.7	-1.2
		Oct-22		184	27.7	35.1	4.1				

<p>Alma Road (East of Leake Street) –</p> <ul style="list-style-type: none"> Higher traffic volumes Higher speed Increased heavy vehicles 	<p>Camelia Street (North of Claverton Street) –</p> <ul style="list-style-type: none"> Higher traffic volumes Higher speed
<p>Claverton Street (East of Charles Street)</p> <ul style="list-style-type: none"> Higher traffic volumes Increased heavy vehicles 	<p>Claverton Street (East of Camelia Street)</p> <ul style="list-style-type: none"> Higher traffic volumes
<p>Persimmon Street (North of Alma Road)</p> <ul style="list-style-type: none"> Higher traffic volumes Higher speed 	<p>Raglan Road (West of Fitzgerald Street)</p> <ul style="list-style-type: none"> Higher traffic volumes
<p>View Street (West of Fitzgerald, East of Charles and East of Peach Street)</p> <ul style="list-style-type: none"> Higher traffic volumes 	

Attachment 2 shows the high-level flow diagram previously completed by administration and this has been overlaid in orange below, showing the streets and laneways which have been negatively impacted.

Attachment 3 confirms that the raised plateau previously installed has worked in reducing traffic volumes and speeds.



CONSULTATION/ADVERTISING:

As addressed in the August 2022 report, initial consultation was undertaken from 24 May 2017 to 18 July 2022. The original survey asked, “Do you support a 12-month trial of a diagonal closure at the intersection of Alma Road and Leake Street” with 76.5% answering “No”. The below is an extract of the survey results –

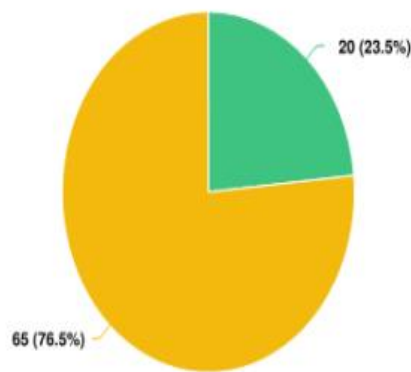
The City of Vincent : Summary Report for 24 May 2017 to 18 July 2022

ENGAGEMENT TOOL: SURVEY TOOL

12-month trial of a 'diagonal closure' at the intersection of Alma Road and Leake Street

Visitors 96	Contributors 65	CONTRIBUTIONS 85
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Do you support a 12-month trial of a 'diagonal closure' at the intersection of Alma Road and Leake Street?



Question options

- Yes
- No

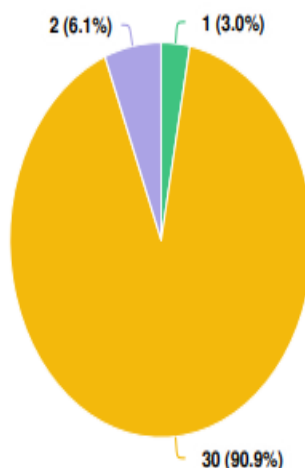
Mandatory Question (85 response(s))

Question type: Radio Button Question

Consultation undertaken during the diagonal diversion trial opened on 08 March 2023 for the community to provide ongoing feedback on how the trial was performing. As of the 12 April 2023 there has been 33 respondents with 90.9% not supporting the diagonal diversion at the intersection of Leake Street and Alma Road. The below is an extract of the survey results during this period -

Leake St and Alma Rd Diagonal Diversion feedback : Survey Report for 08 March 2023 to 19 April 2023

Q1 | Do you support the diagonal diversion at the intersection of Leake Street and Alma Road in North Perth?



Question options

Yes No Please comment

Optional question (33 response(s), 0 skipped)

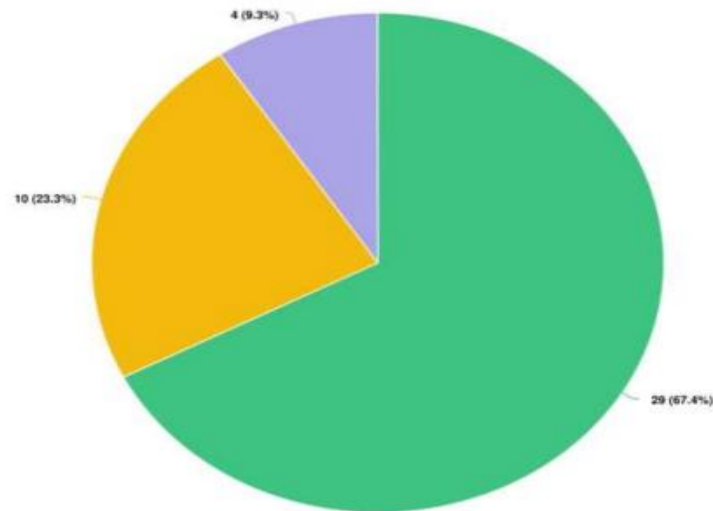
Question type: Radio Button Question

Administration has also kept a register of community concerns with general feedback summarised below -

- Created both an unexpected and dangerous traffic hazard on both Leake St and in the ROW.
- Vehicles driving on the footpath to continue from Alma Rd on the west side of Leake St to the east side.
- Cars are using the footpath areas on both sides to drive through.
- A car sped through in front of kids walking to school.
- I have never had issues with traffic in the laneway previously (it was incredibly rare) but after the intersection closure was installed a car travelling at speed down the laneway almost collided with me.
- The safety issues I feel are of concern, is that young children will need to negotiate two-way through traffic on a bend, with no option but to cross the road in one movement.
- We saw a 4WD on Friday at 3.10pm as I was walking my kids home from school mount the new wider curb in its desire to disregard the new diversion and still turn left when travelling west from Coles on Alma and turning on to Leake.

Consultation reported through the Ordinary Council Meeting in April 2022 from the North Perth Traffic Calming – Public Consultation Results shows that there was 67.4% support for raised plateaus at critical intersections in North Perth as future traffic calming measures.

Do you support the addition of raised plateaus at critical intersections in North Perth as future traffic calming measure?



Question options
 I'm unsure No Yes
 Optional question (43 response(s), 0 skipped)
 Question type: Radio Button Question

LEGAL/POLICY:

Road Traffic Act 1974

RISK MANAGEMENT IMPLICATIONS

It is low risk for Council to implement a four-way raised plateau as a traffic calming solution at the intersection of Alma Road and Leake Street.

STRATEGIC IMPLICATIONS:

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

Enhanced Environment

We have minimised our impact on the environment.

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

Our community is aware of what we are doing and how we are meeting our goals.

SUSTAINABILITY IMPLICATIONS:

This is in keeping with the following key sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024*.

Sustainable Transport

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 cost to remove the diagonal diversion trial is estimated to range from \$10k to \$20K which is to be funded through the project budget for these works.

The cost for a four-way raised plateau is estimated to range from \$30K to \$40K which is to be fully funded by Main Roads WA.

COMMENTS:

Administration concludes that the diagonal diversion trial has not been successful due to negative traffic and safety implications and recommends that the diagonal trial be discontinued.

In resolving at its meeting held on 23 August 2022 to trial the diagonal diversion, Council also resolved in point 5 –

“Should Main Roads WA not approve the diagonal diversion trial, Council APPROVES Administration to progress the implementation of the 4-way plateau on the intersection of Alma Road and Leake Street, North Perth.”

Given that Main Roads WA approved the diagonal diversion trial, should the trial be discontinued a 4-way plateau does not become the default traffic management treatment.

Nevertheless, Administration supports the diagonal diversion being replaced with a 4-way raised plateau (see Diagram 1) at the time of removing the diversion infrastructure. This will allow the intersection to receive a more commonly used Local Area Traffic Management treatment as detailed within figure 7.1 “LATM devices commonly used by local government”. The reinstatement of the refuge islands is also recommended to provide protection to pedestrians crossing Alma Road and Leake Street.

Advantages of a 4-way raised plateau are –

- Significant reduction in vehicle speeds in the vicinity of the device.
- Significant reduction in road crashes.
- Relatively low cost to install and maintain.
- May discourage through traffic.
- When used in a series they regulate speeds over the entire length of the street.
- They can be designed to limit discomfort to cyclists.

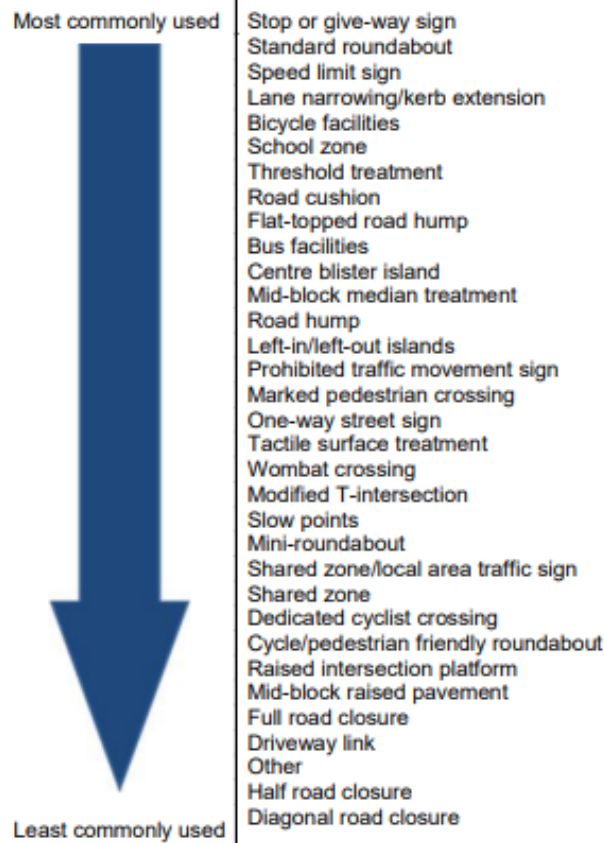
These treatments have been used on adjacent streets and it is also noted that speeds within the area have been approved by Main Roads WA to be reduced to 40km/h which will also benefit traffic calming.

It is noted that although this treatment discourages through traffic, it will not stop traffic including heavy vehicles which will be able to drive through the Intersection.

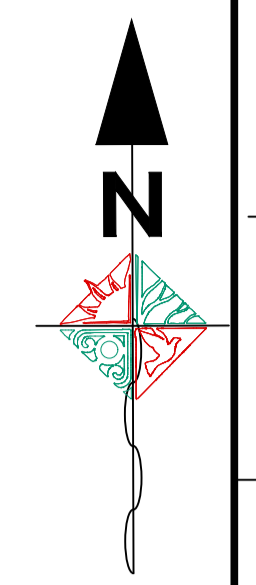
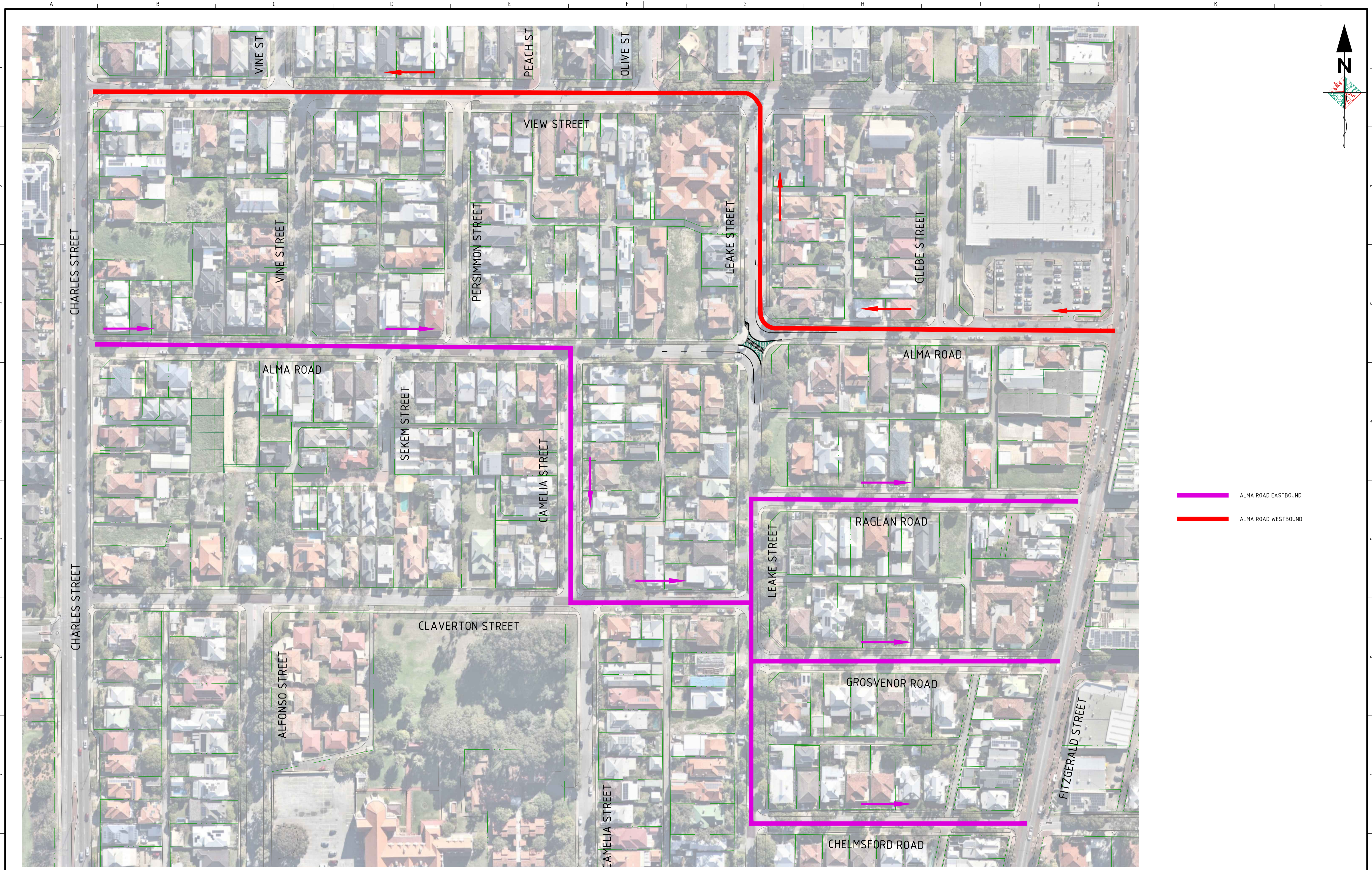


Diagram 1 - 4-way raised plateau

Figure 7.1: LATM devices commonly used by local governments



Source: Damen and Ralston (2015).



 ALMA ROAD EASTBOUND
 ALMA ROAD WESTBOUND

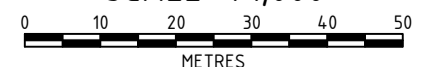


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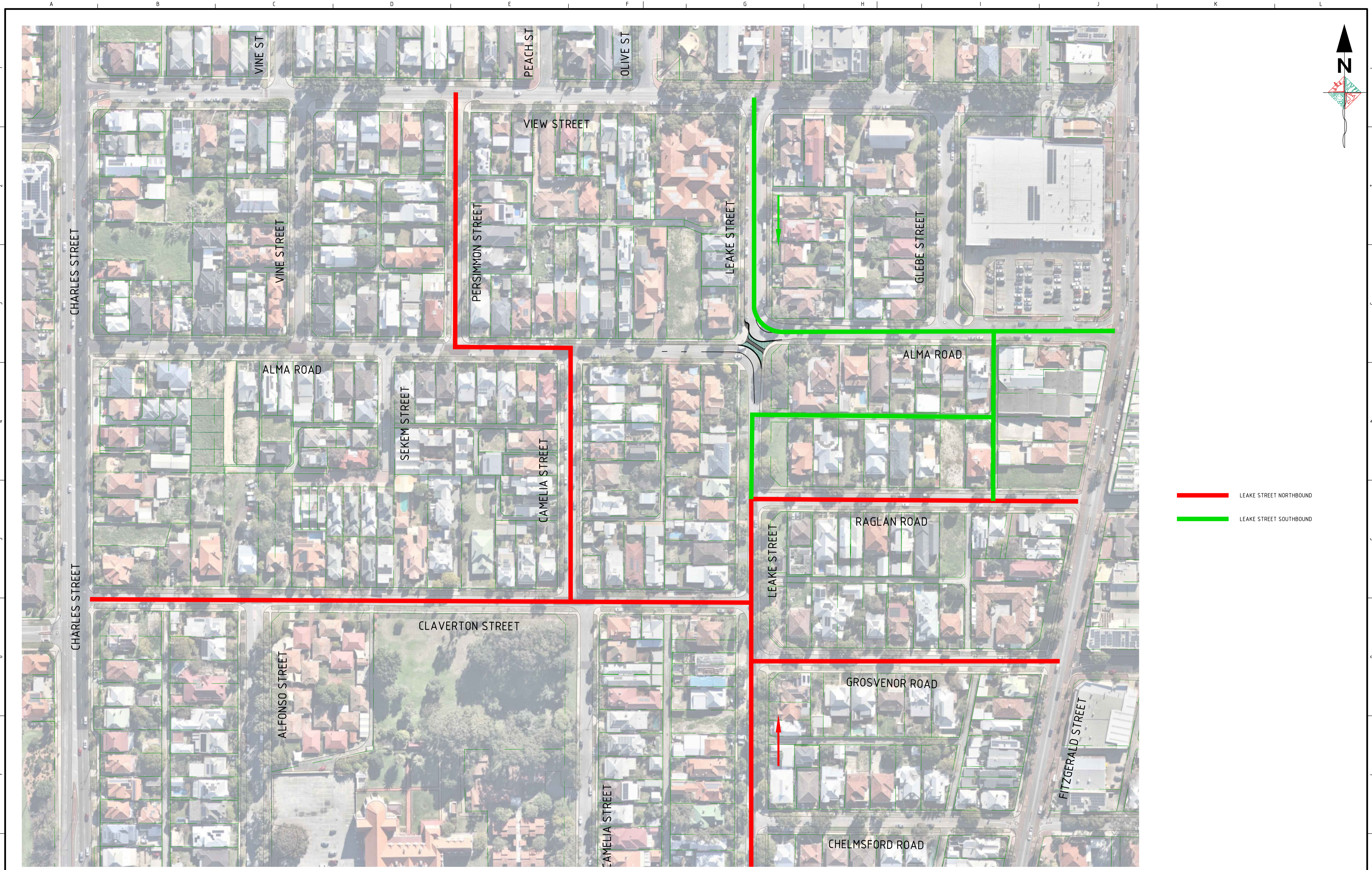
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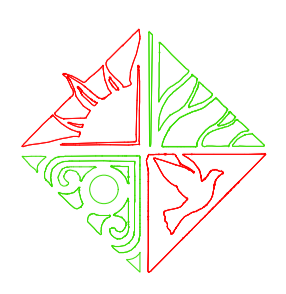
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— LEAKE STREET NORTHBOUND
— LEAKE STREET SOUTHBOUND




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PAST-POST TRAFFIC DATA FOR NORTH PERTH TRAFFIC CALMING

SI/No	Location	Year	AWT	85% km/h	Avg Speed km/h	Heavy veh %	DIFFERENCE			
							AWT	85% km	Avg Speed km/h	Heavy veh %
1	Alma Rd (Charles-Vine)	Jul-22	966	41.9	34.8	3.2	-150	-5.3	-5	0.6
		Mar-18	1116	47.2	39.8	2.6				
4	Alma Rd (Camelia- Leake)	Jul-22	956	41.2	34.6	2.5	-121	-4.0	-3.5	0
		Feb-22	1077	45.2	38.1	2.5				
8	Leake St (Chelmsford-Vincent)	Jul-22	517	38.3	32.3	3.1	-205	-6.4	-4.3	0.4
		Feb-18	722	44.7	36.6	2.7				
11	Leake St (Alma-Raglan)	Jul-22	1130	40.9	34.4	3.2	-232	-5.9	-5	0.4
		Sep-21	1362	46.8	39.4	2.8				

Negative (-ve) = Decrease

Positive (+ve) = Increase