

10.2 HAROLD STREET - BLACK SPOT PROJECT

- Attachments:**
1. **Harold and Beaufort St Intersection - Design Drawing**
 2. **Harold and Beaufort St Intersection - Community Consultation Results**
 3. **Harold and Beaufort St Intersection - Traffic Engineering Report - Confidential**
 4. **Main Roads WA Crash Map - Blackspot - Confidential**

RECOMMENDATION:**That Council:**

1. **SUPPORTS** the current approved Main Roads WA funded Blackspot project which has investigated and mitigates road safety risks and the vehicle crash history at the intersection of Harold Street and Beaufort Street, Mount Lawley as per the design drawing in Attachment 1;
2. **SUPPORTS** a precinct-wide traffic analysis be undertaken to predict the impact on other roads at a more strategic and broader level prior to further applications for Black Spot funding in the Highgate area; and
3. **REQUESTS** administration to complete community consultation on a one-way conversion of Harold Street from Vincent Street to Beaufort Street and apply to Main Roads for approval.

PURPOSE OF REPORT:

To consider the outcomes of consultation on the proposed Black Spot project at the intersection of Harold Street and Beaufort Street, Mount Lawley and progression of works to address road safety issues both at the intersection and on Harold Street between Vincent Street and Beaufort Street.

BACKGROUND:

Black Spot funding to treat crashes on the intersection of Harold Street and Beaufort Street was approved by Main Roads WA for delivery in 2022-2023 financial year. 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 1**).

Funding was secured in 2022-2023 financial year with drawings approved by Main Roads WA and works planned for completion in early 2023.

On the 14 February 2023 Council received a petition with 26 signatures, requesting that Council investigate and resolve to the residents/owner's 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.

At its meeting on 14 March 2023 Council considered the proposed Harold Street/Beaufort Street Black Spot project (as well as concerns regarding parking on Harold Street) and requested further consultation to be undertaken and the outcomes be brought back for further consideration. It was also requested that Administration complete a Traffic Calming Warrant check on Harold Street between Vincent Street and Beaufort Street.

In April 2023, Administration was successful in its application to Main Roads WA for an extension of the Harold Street and Beaufort Street Blackspot project completion date, to be changed from 30 June 2023 to 31 December 2023.

Community Consultation for twenty-one (21) days was conducted by Administration in March 2023 and concluded in May 2023 (see **Attachment 2**). A full review of the project summarised within the traffic engineering report, (see **Attachment 3**) was completed in July 2023.

DETAILS:

The Australian Government's Black Spot Program aims to reduce crashes and save lives on Australian roads by funding relatively low-cost safety works where there have been serious crashes or where serious crashes are likely to occur. Black Spot Programs directly target improvements to the safety of roads with proven crash history or high-risk locations. Measures such as traffic signals and roundabouts at dangerous locations, the program reduces the risk of crashes.

Funding was applied for by Administration based on crash data from 2014-2018 showing that a total of 6 crashes occurred. Crash data following the application in years 2016-2020 and 2018-2022 shows that there has since been an additional one (1) hospitalisation and an increase in property damage (PDO) minor.

Administration re-evaluated the treatment which was approved by Main Roads WA and has concluded that the severe crashes which require hospitalisation and medical treatment would be treated by the current design. The design also treats property damage (PDO) crash types which is tabled below.

Crash type	Year 2014-2018	Year 2016-2020	Year 2018-2022	Crashes to be prevented after the project - compared to 2018-2022
<i>Fatal</i>	0	0	0	0
<i>Hospital</i>	0	1	1	1
<i>Medical</i>	1	1	1	1
<i>PDO Major</i>	4	3	3	0
<i>PDO Minor</i>	1	0	2	1
Total	6	5	7	3

Through re-evaluation, Administration looked at the impact on surrounding laneways, roads and streets following implementation of the proposed design. It should be noted that no detailed traffic modelling has been conducted however increased traffic volumes within some laneways, roads and streets is likely.

The list of roads, streets and laneways which have been identified are -

- Mereny Lane
- Chatsworth Road
- Clearance Street
- Kaata Lane
- Curtis Street
- Stirling Street
- Broome Street
- William Street
- Vincent Street

Although these laneways, roads and streets will experience increase in traffic volumes, most will be within their level of service except for Mereny Lane and Curtis Street.

It is expected with intervention, the level of service on Merney Lane and Curtis Street can be maintained. Curtis Street is already at the limit of its level of service and has received previous traffic calming devices in the form of speed humps. It is expected that Curtis Street will go over its level of service whether the Blackspot project on Harold Street and Beaufort Street is implemented or not. Overall, the impact on the surrounding roads is expected to be low given the low volume of traffic being redirected.

The section of Harold Street from Vincent Street to Beaufort Street has been scored through Traffic Investigation and warrants a suitable solution to be considered for funding and implementation. This section of road has had twelve crashes recorded from 01/01/2018 to 31/12/2022 with one requiring medical attention and the remaining eleven incurring property damage. Most accidents have taken place during the day and are right angle, sideswipe or rear end crashes. Traffic volumes are low (under 1000 vehicles per day) and 85th percentile speed at 43 which is 3km/h over the posted limit.

Safety measures may need to incorporate several treatments such as the left out only onto Beaufort Street (current Black Spot project), one-way from Vincent Street to Beaufort Street (as requested by residents of this section of Harold Street) and traffic calming devices (speed humps) throughout Harold Street. This would have a likely impact on parking, drainage, footpaths and increase volumes on Vincent Street East as well as Beaufort Street North. The majority of crashes on the Harold / Beaufort intersections and on Harold Street (Vincent to Beaufort) will be mitigated should all of the measures be implemented.

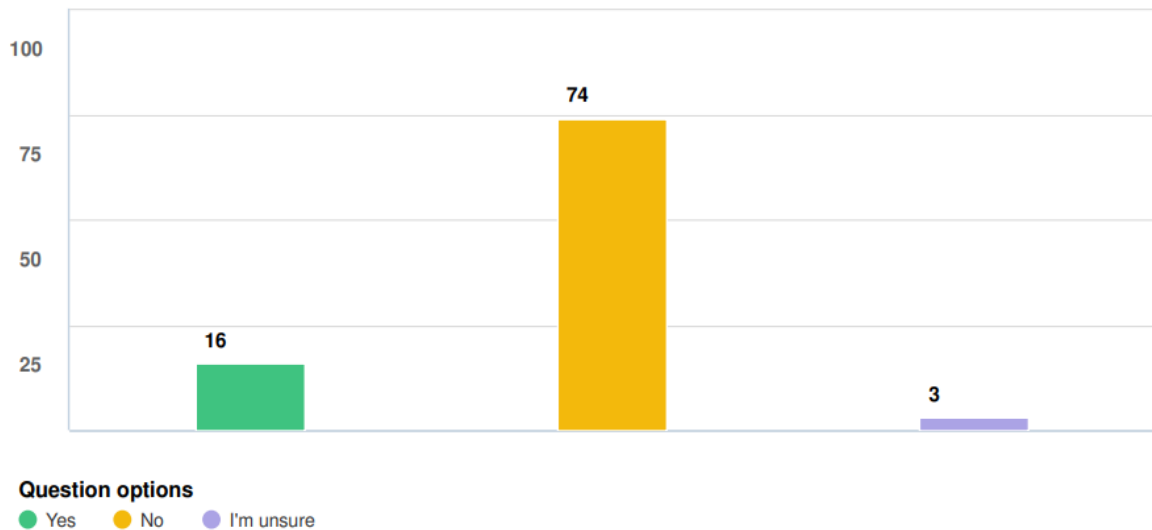
Feedback from consultation identified concerns that other roads will be affected by the proposed intervention and /or there are other higher priority traffic issues in the precinct. Main Roads WA identifies that other roads and intersections in the area pre-qualify for blackspot funding (refer confidential attachment 4).

Given the number of Black Spots the most appropriate approach is to undertake precinct wide traffic analysis to predict the impact on other roads at a more strategic and broader level prior to undertaking community consultation and formalising designs and applications for funding.

CONSULTATION/ADVERTISING:

Community consultation opened on 30 April 2023 and closed on 3 May 2023 with 80% of respondents not supporting the proposed design (please see attachment 2).

Q2 Do you support the proposed design of the Beaufort Street and Harold Street intersection Black Spot project?



Mandatory Question (93 response(s))
Question type: Checkbox Question

Administration reviewed all 136 comments and have summarised these within five (5) main themes as below.

Community Comment	Percentage	Administration Response
Moves the Problem	28%	Traffic engineering report (Attachment 3) details the diverted routes and confirms this will likely be a low impact.
Inconvenienced	22%	Restricting the right turn out of Harold Street, onto Beaufort Street may inconvenience some people.
Don't believe it will solve the problem	20%	The Traffic analysis confirms that the Black Spot project will treat three crashes.
Proposes alternate treatments on Harold Street from Vincent to Beaufort Street	17%	Alternate treatments on Harold Street from Vincent Street to Beaufort Street have been explored regarding traffic calming devices (speed humps) and possible one-way only from Vincent Street to Beaufort Street section of Harold Street.
There is no problem	13%	The Main Roads WA crash map data confirms that there have been seven accidents from 2018-2022 and the project has been reviewed and approved by Main Roads WA to implement the current design to mitigate the road safety issue at the intersection.

Following community consultation, Administration completed a re-evaluation of the previous submission and current approved design, considering community feedback. The review is summarised within the traffic engineering report (see **Attachment 3**).

LEGAL/POLICY:

Road Traffic Act 1974

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 2022-2032*:

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 decision-making process is consistent and transparent, and decisions are aligned to our strategic direction.

SUSTAINABILITY IMPLICATIONS:

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

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 Black Spot project has an approved 2023-2024 budget of \$150,000 (2/3 funded by Main Roads WA).

Future projects within the Highgate area could be funded through the Blackspot funding program.

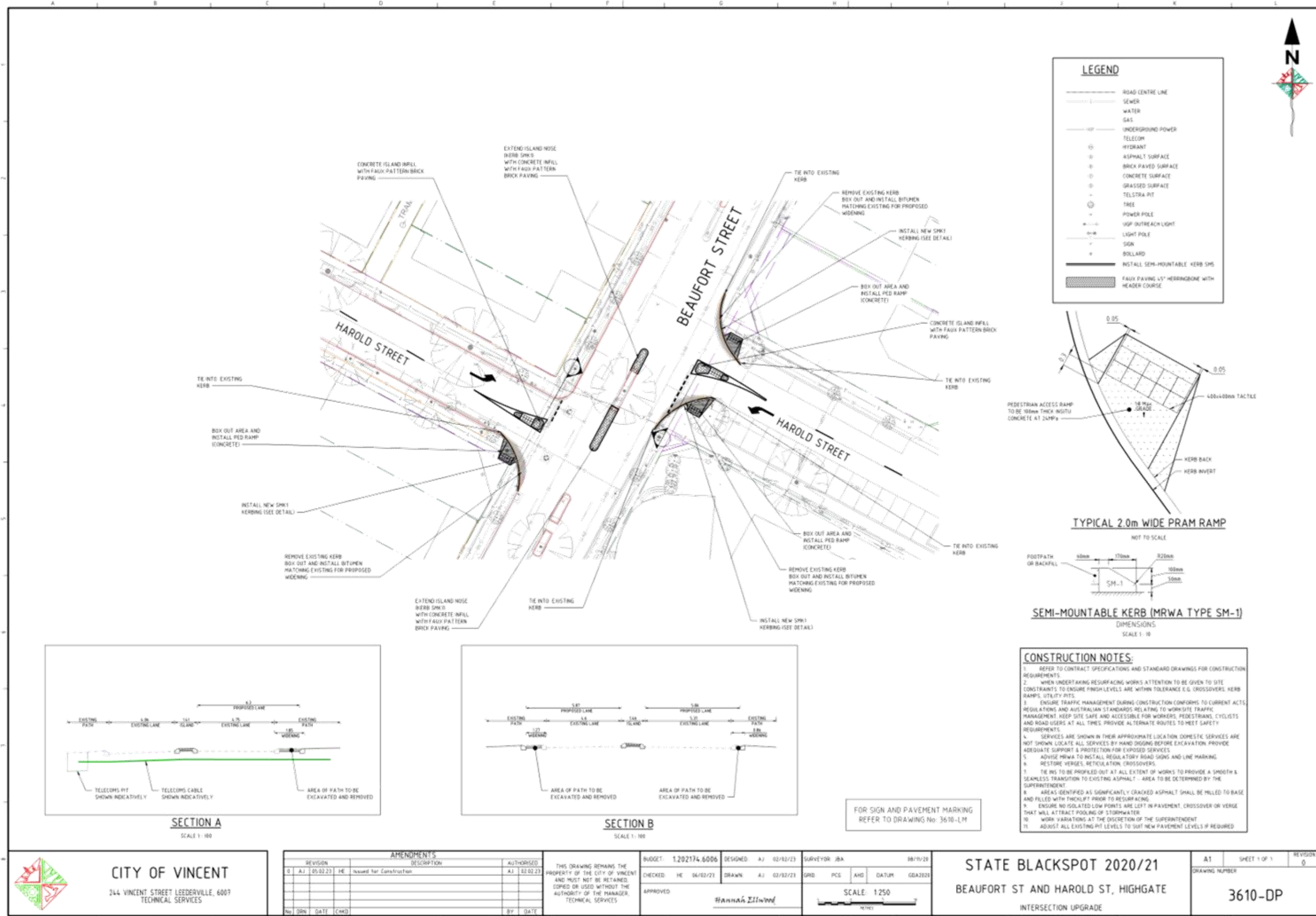
Minor traffic calming interventions can be funded through the "Minor Traffic Management Improvements" budget of \$125,000 for 2023-2024 financial year.

COMMENTS:

The community consultation results demonstrated a strong majority of respondents do not support this project as designed.

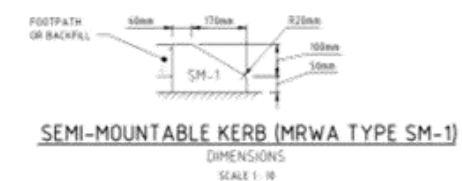
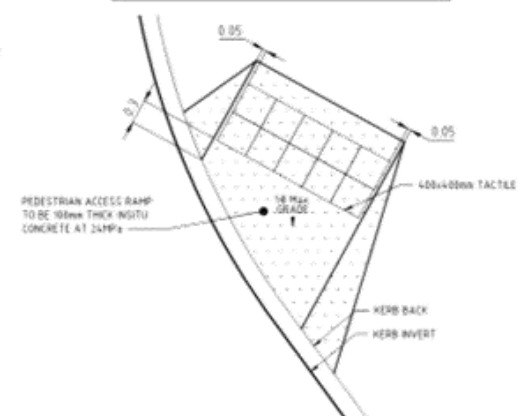
Administration recommends the project proceeds to construction as designed. The proposed design will reduce crashes at the intersection.

Administration considers future additional mitigations should be considered for funding and implementation including converting the street to a one-way from Vincent Street to Beaufort Street.

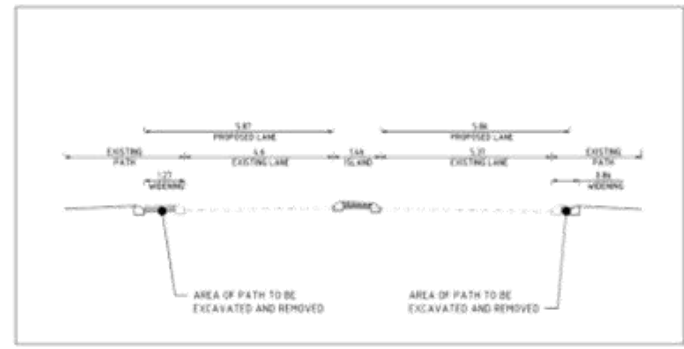
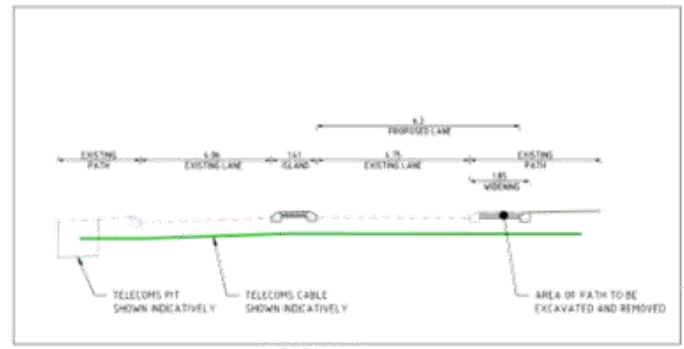


LEGEND

- ROAD CENTRE LINE
- SEWER
- WATER
- GAS
- UNDERGROUND POWER
- TELECOM
- HYDRANT
- ASPHALT SURFACE
- BRICK PAVED SURFACE
- CONCRETE SURFACE
- GRASSED SURFACE
- TELSTRA PIT
- TREE
- POWER POLE
- USF OUTREACH LIGHT
- LIGHT POLE
- SIGN
- BOLLARD
- INSTALL SEMI-MOUNTABLE KERB SMS
- FAUX PAVING 45° HERRINGBONE WITH HEADER COURSE



- CONSTRUCTION NOTES:**
- REFER TO CONTRACT SPECIFICATIONS AND STANDARD DRAWINGS FOR CONSTRUCTION REQUIREMENTS
 - WHEN UNDERTAKING RESURFACING WORKS ATTENTION TO BE GIVEN TO SITE CONSTRAINTS TO ENSURE FINISH LEVELS ARE WITHIN TOLERANCE E.G. CROSSOVERS, KERB RAMP'S, UTILITY PITS
 - ENSURE TRAFFIC MANAGEMENT DURING CONSTRUCTION CONFORMS TO CURRENT ACTS, REGULATIONS AND AUSTRALIAN STANDARDS RELATING TO WORKSITE TRAFFIC MANAGEMENT. KEEP SITE SAFE AND ACCESSIBLE FOR WORKERS, PEDESTRIANS, CYCLISTS AND ROAD USERS AT ALL TIMES. PROVIDE ALTERNATE ROUTES TO MEET SAFETY REQUIREMENTS
 - SERVICES ARE SHOWN IN THEIR APPROXIMATE LOCATION. DOMESTIC SERVICES ARE NOT SHOWN. LOCATE ALL SERVICES BY HAND DIGGING BEFORE EXCAVATION. PROVIDE ADEQUATE SUPPORT & PROTECTION FOR EXPOSED SERVICES
 - ADVISE MRWA TO INSTALL REGULATORY ROAD SIGNS AND LINE MARKING
 - RESTORE VERGES, RETICULATION, CROSSOVERS
 - THE RIS TO BE PROFILED OUT AT ALL EXTENT OF WORKS TO PROVIDE A SMOOTH & SEAMLESS TRANSITION TO EXISTING ASPHALT - AREA TO BE DETERMINED BY THE SUPERINTENDENT
 - AREAS IDENTIFIED AS SIGNIFICANTLY CRACKED ASPHALT SHALL BE MILLED TO BASE AND FILLED WITH THICKLIFT PRIOR TO RESURFACING
 - ENSURE NO ISOLATED LOW POINTS ARE LEFT IN PAVEMENT, CROSSOVER OR VERGE THAT WILL ATTRACT POOLING OF STORMWATER
 - WORK VARIATIONS AT THE DISCRETION OF THE SUPERINTENDENT
 - ADJUST ALL EXISTING PIT LEVELS TO SUIT NEW PAVEMENT LEVELS IF REQUIRED



FOR SIGN AND PAVEMENT MARKING
REFER TO DRAWING No: 3610-LM

CITY OF VINCENT
244 VINCENT STREET LEEDERVILLE, 6007
TECHNICAL SERVICES

AMENDMENTS			
REVISION	DESCRIPTION	AUTHORISED	DATE
0	AJ 05/02/23	HE	Issued for Construction
1		AJ	02/02/23
2			
3			
4			
5			
6			
7			
8			
9			
10			

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BUDGET: 1,202,174.6006
DESIGNED: AJ 02/02/23
SURVEYOR: JBA 08/10/20
CHECKED: HE 06/02/23
DRAWN: AJ 02/02/23
APPROVED: *Hannah Ellwood*

STATE BLACKSPOT 2020/21
BEAUFORT ST AND HAROLD ST, HIGHGATE
INTERSECTION UPGRADE

A1	SHEET 1 OF 1	REVISION 0
DRAWING NUMBER		3610-DP



Have your say

SURVEY RESPONSE REPORT

30 March 2023 - 03 May 2023

PROJECT NAME:

Beaufort Street and Harold Street Black Spot Project



Have your say : Survey Report for 30 March 2023 to 03 May 2023

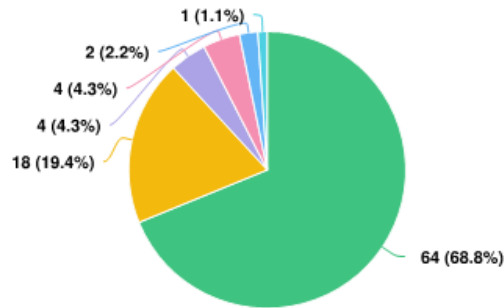


REGISTRATION QUESTIONS

Have your say : Survey Report for 30 March 2023 to 03 May 2023



Q1 Suburb:



Question options

- HIGHGATE, WA
- MOUNT LAWLEY, WA
- PERTH, WA
- NORTH PERTH, WA
- MOUNT HAWTHORN, WA
- LEEDERVILLE, WA

Mandatory Question (93 response(s))
Question type: Region Question

Have your say : Survey Report for 30 March 2023 to 03 May 2023

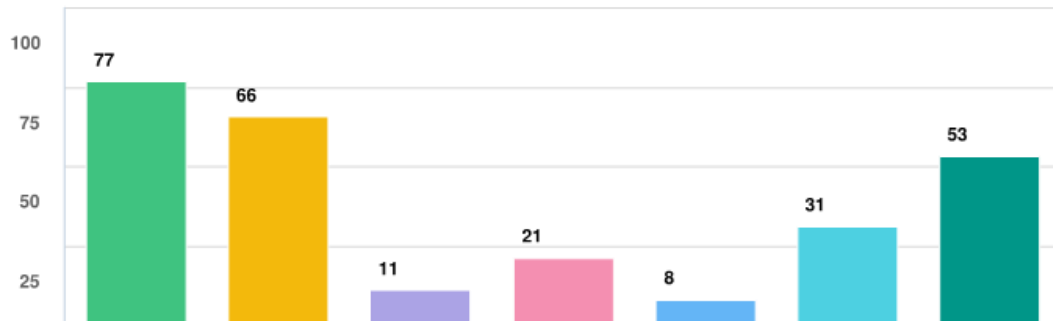


SURVEY QUESTIONS

Have your say : Survey Report for 30 March 2023 to 03 May 2023



Q1 Please select all that apply to you

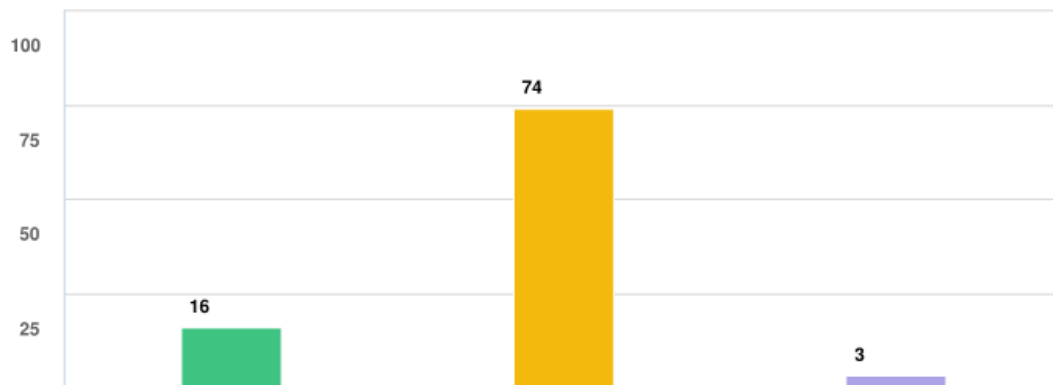


Question options

- I am a City of Vincent resident
- I own property in the City of Vincent
- I work in the City of Vincent
- I own property in Mount Lawley
- I work in Mount Lawley
- I live in Mount Lawley
- I am a resident of Beaufort Street or Harold Street

*Mandatory Question (93 response(s))
Question type: Checkbox Question*

Q2 Do you support the proposed design of the Beaufort Street and Harold Street intersection Black Spot project?



Question options

- Yes
- No
- I'm unsure

*Mandatory Question (93 response(s))
Question type: Checkbox Question*

Have your say : Survey Report for 30 March 2023 to 03 May 2023



Q3 | If no, what do you oppose about the project?

Screen Name Redacted

4/03/2023 01:11 PM

Harold is currently being considered to be one way (from Vincent to Beaufort) due to a residents petition to Council. Therefore there will be no access from Beaufort. As such traffic exiting should be able to go left or right. (ie not traffic can enter anyway from Beaufort - no need to extend centre median)

Screen Name Redacted

4/03/2023 02:47 PM

I don't believe this will solve the problem that exists at this intersection. The PROBLEM exists because of the current use of HAROLD STREET as a "RAT-RUN".

Screen Name Redacted

4/05/2023 06:14 PM

While this intersection is awful and needs addressing, left in left out is not the way to go. This will push northbound traffic to the corner of Beaufort and Broome, instead, which is an even worse intersection to turn at, particularly with all the parking and pedestrians crossing. There is no other alternative to head north on Beaufort, without going all the way down Stirling to Woolies. Please consider a roundabout, traffic light or something else that allows north-bound traffic, rather than just moving the problem.

Screen Name Redacted

4/06/2023 12:06 PM

Travelling north Can't turn right into Harold. Increases traffic load to Clarence and Broome street intersections which eventually will become black spot roads as well.

Screen Name Redacted

4/06/2023 06:00 PM

I live on Stirling Street between Harold and Broome streets. The change reduces the ability to turn right onto Beaufort Street and head north. There are already measures that make it difficult to get onto Beaufort Street and head north between Harold and Walcott. Cars can turn right from Broome Street, however this turn takes a much higher volume of traffic and is often blocked due to the bus stop locations on Beaufort Street. It's also more challenging with the drive through for the shop on the corner. The next alternatives to the south are also blocked (Lincoln street) so the change requires residents to either go as far south as Bulwer Street to get onto Beaufort Street, to face a busy intersection at Broome Street or head north up past Walcott Street and circle back to get to the relevant section of Beaufort Street. The change effectively cuts off this side of highgate from accessing the other side of Beaufort Street by car. The change will be detrimental to movement for local residents and users of Beaufort Street. Having used the intersection daily I would say the crashes are more likely caused by careless drivers and the lack of

Have your say : Survey Report for 30 March 2023 to 03 May 2023



alternative entry points than by the road construct.

Screen Name Redacted
4/07/2023 12:25 PM

Not required

Screen Name Redacted
4/07/2023 12:37 PM

The next exit to turn right onto beaufort St is Broome which is even more difficult to exit. How else can we turn right onto beaufort without going around several blocks.

Screen Name Redacted
4/07/2023 12:41 PM

I agree having the little seagull island on Harold street however do not want to see the Beaufort street middle island being extended as this will block access getting onto Beaufort street if it's a one way only.

Screen Name Redacted
4/07/2023 12:56 PM

It is not necessary and will just make moving around the area even harder.

Screen Name Redacted
4/07/2023 01:27 PM

It will cause unnecessary congestion due to left turn only option. Drivers will take risks doing u-turns or will still turn right. It will just cause frustration for drivers who live in the area. I live on Harold St and turn right onto Beaufort St every morning to get to work. This change will mean that I have to turn left and head in the opposite direction of where I need to go for work.

Screen Name Redacted
4/07/2023 04:29 PM

Access onto harold st (right turn) off beaufort st should not be obstructed, this is already an issue with turning right onto view street off Fitzgerald (or not being able to rather). This is a business district cars should be allowed to move freely across the Main Street. I live on beaufort st and this would also cause me as a resident issues in access off the main road.

Screen Name Redacted
4/07/2023 09:19 PM

I turn right to go up Harold to drop my kids to school everyday. The speed has been lowered to 40km/hr and people drive safely. You already closed off Mary st, you are effectively shutting off Beaufort st to the west unless you turn down vincent which is always banked up. This is a terrible idea and there are plenty more areas that are far more dangerous than that corner

Screen Name Redacted
4/08/2023 05:48 AM

Stupidity

Have your say : Survey Report for 30 March 2023 to 03 May 2023



Screen Name Redacted

4/08/2023 07:20 AM

It restricts the access for residence even more.

Screen Name Redacted

4/08/2023 12:42 PM

I strongly oppose the project. I live at 127 Wright st Highgate and often turn right into Beaufort st from Harold. This project would force me to use Broome st to turn right into Beaufort st. In my opinion the Broome st Beaufort st intersection is much more dangerous such that I avoid Broome st as much as possible. Please consider the unintended consequences of this project and leave it as it is.

Screen Name Redacted

4/09/2023 07:28 AM

An unnecessary solution to a problem that doesn't exist. Killing two-way access in the centre of what you call an "urban village" makes it effectively one-way "urban islands". The black spot qualification is not a basis for intervention in this case. The socioeconomic cost and impact on the function of Beaufort St is a far worse negative than any positive that may come from the intervention. This is a not a minor proposal - it will have e significant, long lasting negative impacts on the function of an already struggling town centre and 6 accidents in 5 years, measured from 9 years ago is a really poor justification.

Screen Name Redacted

4/09/2023 10:02 AM

There are far worse intersections namely Chatsworth and Broome. Blocking Harold will send more traffic to Chatsworth and Broome and they can't cope with more. I live a few doors in from bBeaufort on Chatsworth so witness it daily.

Screen Name Redacted

4/09/2023 06:28 PM

Further reducing the ability to turn right onto Beaufort Street will put pressure on the few remaining streets where it is still possible. Especially causing more issues at Broome Street which I consider a worse intersection as it is essential a cross roads.

Screen Name Redacted

4/09/2023 07:25 PM

I oppose not being able to turn right from the East end of Harold, as it is the least dangerous and difficult place to turn right and go north out of Harold, Clarence and Broome. Changing this will just make the others more dangerous.

Screen Name Redacted

4/10/2023 08:03 AM

Increased congestion. Not being able to cut across Harold street means that more traffic will be forced along Beaufort Street (most likely) and possibly some along William Street (to get to Lord Street and/or Bulwer). The routes are longer and thus increased density of traffic on the roads because it takes longer to travel through the area. You cannot turn right at Vincent, cannot turn right at Walcott. It will likely result in the problem being pushed South along Beaufort Street with traffic choosing to flow down Mary Street, or more likely,

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Have your say : Survey Report for 30 March 2023 to 03 May 2023



Chatsworth Street.

Screen Name Redacted

4/10/2023 09:04 AM

It will inconvenience a lot of residents, I use this intersection regularly, what is the alternative? No matter which street we use to turn right onto Beaufort you'll always have accidents.

Screen Name Redacted

4/11/2023 08:53 AM

I live in Smith Street and this is one of the only ways I can turn right onto Beaufort Street heading north. By changing this intersection you will push a lot more traffic to Broome Street to turn right onto Beaufort which is already very difficult to turn right and head north on. Clarence St is almost impossible to turn right due to all of the traffic (heading south) turning right onto Vincent St and Barlee St is already blocked off along with Lincoln and Walcott St to turn right. Basically you will be blocking off one of the last possible connections north along Beaufort for the residents.

Screen Name Redacted

4/11/2023 03:56 PM

There's no need and we voted for this already. I have never seen an accident there and have lived here for years. You will redirect traffic to Broome St which will make that intersection even worse than it already is. Plant more trees.

Screen Name Redacted

4/11/2023 04:30 PM

Further reducing right turn availability onto Beaufort street, putting additional strain on limited number of remaining right turn opportunities (and therefore increasing traffic on local roads) along Beaufort street and substantially increasing difficulty for residents who want to drive eastward down Beaufort street.

Screen Name Redacted

4/11/2023 07:53 PM

This option will cause more issues and traffic congestion. They're already limited options to get to Harold St off Beaufort St already. If this change occurs there will be limited ways to access Beaufort st for you can not turn off Walcott St at the lights to get on to Beaufort st.

Screen Name Redacted

4/11/2023 08:11 PM

Living on Harold I already find it hard turning right onto Beaufort street from not only Harold but neighbouring streets too. It's an extremely tight lane, often with cars having to pull in hard to let each other pass. This intersection will just make this even harder and back people up down Beaufort street (past the Beaufort)

Screen Name Redacted

4/11/2023 08:54 PM

I live on Harold street. This will not achieve the stated benefits and will increase risks. The two stated benefits are: (1) Reduces intersection crashes by eliminating conflict points associated with the

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Have your say : Survey Report for 30 March 2023 to 03 May 2023



closed leg (2) Increased pedestrian safety On (1), this will create further conflict points and encourage illegal behaviour. With no right turn and no ability to turn from Harold St East onto Harold Street West, there is no way to get to Vincent St from Harold Street East or head north without an illegal U-turn or turning right much further up swinging into a driveway and reversing out only to come back down Beaufort St (likely impatiently and at speed) or just ignore the half seagull island and do a swinging turn around it. The same is true for Harold St West to go south. This would be a concern on any intersection but far more so here as this section of Beaufort and Harold street is in constant use by taxis, ubers and uber eats drivers. These are not patient drivers - they will find a way to quickly change direction here and it will be less predictable and less safe than a right-turn onto Beaufort. On (2), we cross near here daily. There are crossing points on either side of this intersection (so you can avoid right-turns byt . These have the ability to stop in the middle and check before crossing the traffic flowing the other way. This will not impact on the safety of crossing.

Screen Name Redacted

4/12/2023 09:40 PM

In my opinion it is better to install the half seagull island at the intersection of Beaufort Street and Broome St/Chatsworth Rd as oppose to intersection of Beaufort Street and Harold Street.

Screen Name Redacted

4/13/2023 08:50 AM

The inability to turn right onto Beaufort street is extremely inconvenient. I use this route every single day, sometimes multiple times a day and to restrict the use of this intersection would add great delays to travel times. There are no alternative routes that make the entry onto Beaufort Street any easier, and the inability to turn right off Walcott onto Beaufort will also hinder travel times. I think the intersection should be widened, to allow people to turn left and right simultaneously to allow better flow of traffic off Harold onto Beaufort. As someone who is a public servant in the road building industry, I think there are better ways to spend taxpayers money, especially Black Spot funding. I have seen a number of incidents at the William Street/Vincent Street intersection and I think the funding would be much better spent in other areas of the City of Vincent.

Screen Name Redacted

4/13/2023 02:42 PM

I oppose to the forced left turn from Harold Street onto Beaufort Street (south bound)

Screen Name Redacted

4/13/2023 02:53 PM

in 22 years I have only seen two accidents. so I see no need for it.

Screen Name Redacted

My main objection concerns only allowing cars from east Harold

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Have your say : Survey Report for 30 March 2023 to 03 May 2023



4/13/2023 04:58 PM	<p>Street to turn left only onto Beaufort Street because all it will do is funnel more cars left and then right again into west Harold Street and then through to Vincent Street. If you continue to allow cars to turn right from east Harold Street onto Beaufort Street north they can turn left into Vincent Street without having to 'cut through' west Harold Street. The Black Spot report also states that 6 accidents have happened during the stated period - do we know how these accidents occurred? I am sure some occurred due to cars turning left from Harold Street east onto Beaufort Street and then right again onto Harold Street west, without due consideration given to the oncoming traffic heading north along Beaufort Street, and colliding with the oncoming traffic!! This problem could be resolved by preventing cars turning right from Beaufort Street onto Harold Street west. This could be achieved by making Harold Street west, one way only, from Vincent Street down to Beaufort Street, and then making the turn onto Beaufort Street north a left turn only. This would significantly reduce the traffic cutting across from Harold Street east, onto Beaufort Street, and then off again onto Harold Street west! This 'cut through' generates by far the greatest volume of traffic impacting Beaufort Street and the Black Spot area!! By eliminating this issue you almost totally eliminate the Black Spot area accidents.</p>
<p>Screen Name Redacted 4/13/2023 05:12 PM</p>	<p>I don't see how 6 accidents that occurred in a time period some time ago warrants this change. This change will mean cars exiting Harold needing to turn right toward Walcott will now have them turning left and doing u-turns which are more hazardous. Further, living on the corner of Harold and Stirling, if I wish to get to the Mt Lawley end of Beaufort this will invite additional side streets and alleyways.</p>
<p>Screen Name Redacted 4/13/2023 06:13 PM</p>	<p>It will be a nightmare to turn right on Beaufort street. We can't get onto that end from Walcott or barlee, so how can we get on to Beaufort heading north?</p>
<p>Screen Name Redacted 4/13/2023 06:28 PM</p>	<p>There isn't the sort of quantity of traffic to demand such restriction.</p>
<p>Screen Name Redacted 4/13/2023 07:43 PM</p>	<p>No right turn from Harold to Beaufort is very inconvenient.</p>
<p>Screen Name Redacted 4/14/2023 09:32 AM</p>	<p>The proposed of the installation of half seagull islands East and West of Harold St is a terrible idea, it will cause problems and frustration for the local community. It is an unnecessary traffic modification and would definitely cause more problems than it would solve. The proposal would push traffic to the smaller narrower side streets which</p>

Have your say : Survey Report for 30 March 2023 to 03 May 2023



would become dangerous from the amount of cars 'cutting through'. The proposal would block Highate and Mount Lawley residents from accessing Beaufort St, forcing us into the smaller side streets with an unnecessary detour. Where I live on the corner of Harold and Stirling, it would force the residents in that area onto Broome St (which has residential parking on both sides of the street) and then the turn onto Beaufort St at Broome has less visibility at this busy intersection. If the City of Vincent has money to spend they should consider a roundabout at the intersection of Broome and Stirling, the visibility here is awful, cars have to edge out into the intersection to be able to view any oncoming traffic.

Screen Name Redacted

4/14/2023 10:35 AM

This will direct more traffic to use Broome Street to be able to turn right and head north on Beaufort St. The Stirling St/Broome St intersection is already bad enough as you cannot see oncoming traffic because of parked cars. I have reported this to council several times with no action.

Screen Name Redacted

4/16/2023 03:28 PM

The proposed treatment of the Beaufort Street and Harold Street intersection should mitigate the risk of collisions during turning; however, the proposed treatment would likely significantly increase road safety risks and have detrimental amenity impacts to community members (residents, school children/parents, school staff, etc.) on the section of Harold Street between Beaufort Street and Vincent Street. Based on the negative impacts to the residents of Harold Street (Beaufort Street to Vincent Street) I strongly do not support the treatment as proposed. Further context and suggested improvements to the proposed treatment are provided below. Currently, a significant proportion of traffic moving westbound along Harold Street (Lord Street to Beaufort Street) turns right onto Beaufort Street and then continues along Vincent Street which acts as a "Local Distributor" (under MRWA road hierarchy classification). Under the proposed treatment all traffic moving westbound along Harold Street (Lord Street to Beaufort Street) with the intention of continuing to travel along Vincent Street will be forced to turn left on Beaufort and then immediately right into Harold Street (Beaufort Street to Vincent Street) to continue their journey. Harold Street (Beaufort Street to Vincent Street) is classified as an "Access Road" (under MRWA road hierarchy classification) with a predominant purpose for "provision of vehicle access to abutting properties". Under the proposed treatment, the impacted section of Harold Street will be forced to become a "Local Distributor" road which is a function this section of Harold Street is fundamentally unsuited to provide based on the defined predominant purpose and road geometry (i.e., road width is not compliant for two-way traffic as outlined in Austroads Guide for Road Design).

Have your say : Survey Report for 30 March 2023 to 03 May 2023



Screen Name Redacted
4/16/2023 07:26 PM

The current right turn is an essential route

Screen Name Redacted
4/16/2023 10:15 PM

It will divert traffic to chatsworth that needs traffic reduction in a major way - I'm supportive of the no right turn but make chatsworth one way from William

Screen Name Redacted
4/16/2023 11:01 PM

I don't believe the proposed project is located at the right spot. It should instead be located at the intersection of Broome st, beaufort st and chatsworth road. Alternatively, you could prevent a right turn into Harold from beaufort street heading towards the city.

Screen Name Redacted
4/17/2023 04:19 AM

The no right hand turn from Harold St to access Beaufort St North or Vincent St may mean drivers and cyclists instead use Chatsworth Rd (the street I live on) to avoid traffic light controlled intersections. Despite there being a sign to the William St end of Chatsworth Rd indicating local traffic only, there has already been a very notable increase in traffic on the Street since the opening of The Beaufort on Beaufort St. The intersection of Chatsworth & Broome is also already a problematic one that creates traffic issues, which will only be exasperated by increased traffic. On busy weekends it is not uncommon to see Ubers and large party buses using Chatsworth Rd as a short cut through road. Additionally a left turn only with a give way sign at Harold and Beaufort St may also increase traffic on Harold St as it is likely to end up being a faster to access Beaufort St than the traffic light controlled intersections.

Screen Name Redacted
4/17/2023 05:12 AM

Ability to turn right onto Beaufort street from Harold street

Screen Name Redacted
4/17/2023 07:31 AM

This intersection does not have issues that need to be solved, and traffic will be redirected down other smaller streets. Logistically will make driving north up Beaufort street, or west down Harold unnecessarily difficult.

Screen Name Redacted
4/17/2023 07:48 AM

This intersection is safe as is currently and changing it will only lead to more cars having to use Clarence or Broome St to turn right to go north onto Beaufort Street. The research refers to crashes that occurred between almost 10 and 5 yrs ago, and is no longer relevant statistically. Furthermore, this area is Highgate, not Mt Lawley as the options above state.

Have your say : Survey Report for 30 March 2023 to 03 May 2023



Screen Name Redacted

4/17/2023 08:06 AM

Restricting right turns at Harold St will have flow on effects for already overloaded streets such as Chatsworth Rd. The traffic management in Chatsworth is dangerous and something needs to be done about it. There are continued gridlock situations and cars have to continually dodge each other to pass.

Screen Name Redacted

4/17/2023 11:07 AM

The inconvenience for a local who frequently turns right onto Beaufort street from Harold street. It is likely people will turn left and try to do a U-Turn to get onto Beaufort St which will be even more dangerous.

Screen Name Redacted

4/17/2023 11:18 AM

Removing the ability to turn right from Harold Street onto Beaufort street will move the issue to another intersection, and will inconvenience many people. We turn right onto Beaufort around 30% of the time, and have never had an issue, or an unsafe experience.

Screen Name Redacted

4/17/2023 01:06 PM

Object to preventing people from turning right from Harold Street (east side) onto Beaufort St to go north. There are too many restrictions preventing people from turning in the area, which creates issues for vehicle movements. I want to be able to turn right from Harold street to head north up Beaufort St.

Screen Name Redacted

4/17/2023 08:19 PM

From where my family and I live on Harold Street a lot of our destinations require us to go to Vincent Street (and exit on the freeway) or proceed to Western Sububs or Leederville. It is so much safer to turn left on Beaufort when exiting Harold Street and then right into Harold on the other side than in comparison waiting for traffic to clear on Beaufort (which it almost never does since the Beaufort has opened) and then trying to find a safe space in between traffic to turn right into Beaufort and then left to Vincent. Harold to Harold is no longer made possible, it will create such even more dangerous situations on Beaufort Street.

Screen Name Redacted

4/17/2023 08:51 PM

Just moves traffic but to smaller streets. Having a give way @ Harold turning left (south) into Beaufort only creates more risk of accidents. Truly one wonders for those who create these proposals have even driven in these roads! A giveaway sign gives more lee way to turn left with less care. It's turning into a bus lane with a bus stop just 20m away . When a bus stops there, one can't see on coming traffic even in the inside lane. It's a far better option to turn right there than Broome St. I drive this route a min. Once a day turning left & right & never had an issue. For 5 years, never seen an accident. Again those who creat this proposal need to drive this route themselves over

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several days, different times of the day. NOT A PROBLEM - LEAVE AS IS.

Screen Name Redacted
4/19/2023 09:03 AM

The intersection that needs to be amended is Beauford Street and Broome Street. it is much tighter with parking on both sides and the intersection to cross Beauford street is not ideal and almost causes many accidents with the turn to Chatsworth, bust stop and turn into Broom street. This should be restricted to no right turn.

Screen Name Redacted
4/19/2023 11:22 AM

It makes it far more difficult to turn onto Beauford when heading to Morley.. i can't even go the back way and turn right at the lights on walcot as that too is blocked.. meaning I would need to go through the lights and behind the subway.. it's silly.. I agree it's busy during peak hour, but otherwise there is never an issue when turning right out of Harold onto bofo..

Screen Name Redacted
4/19/2023 11:48 AM

Harold street is one of the few places to turn right onto Beaufort Street.

Screen Name Redacted
4/20/2023 11:42 AM

The treatment shown at the street crossings do not encourage pedestrian activity. Enlarging the turning radius for motor vehicles entering each street will encourage higher speed turning by drivers. A two-stage pedestrian crossing would imply driver priority. The proposed design may appropriate in a suburban or industrial setting, but not a city location with a high level of pedestrian activity. I would prefer the City to use the (award winning) continuous footpath design treatment recently tested at the Beaufort Street / Grosvenor Road intersection.

Screen Name Redacted
4/20/2023 01:57 PM

It will cause more traffic in smaller streets. It is very easy and safe to turn right out of Harold street onto Beaufort Street. I have not seen an accident here.

Screen Name Redacted
4/21/2023 11:14 AM

This is not required. The statistics used to class this as a black spot are out of date. There has not been a serious crash here in years.

Screen Name Redacted
4/21/2023 11:20 AM

This is not required and is premised on questionable statistics. This is going to have a negative impact on traffic flows through the area.

Screen Name Redacted

This is an engineering solution that is a bad outcome for town

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4/21/2023 11:57 AM

centers, and for bad for Beaufort Street. It completely ignores the fact that this intervention is attempting to prevent car accidents but actually puts pedestrians much more at risk in doing so. The replacement of the stop sign with a give way sign is bad for pedestrians with this outcome funneling traffic onto Beaufort Street in a non stop motion with a new give way sign to replace the existing stop sign, which currently requires cars to come to a complete stop, and look both way. Like it or not, vehicles are part of the mix of the movement network and should be allowed to traverse through the area, as pedestrians and cyclists also do. In practice, the easier it is for cars to keep moving without stopping i.e. with a give way sign the riskier the situation becomes. Any best practice organisation who specialises in town center regeneration will tell you 'uncertain' environments for cars are much safer for pedestrians, and cars themselves as everything is slowed down. This is also bad for connectivity and permeability for locals and visitors increasing pressure exponentially on Mary, Chatsworth and Clarence. Forcing cars onto the main arterials is nice in theory but actually the local roads should be and are designed to take the overflow traffic from locals with less forced movements, not more. This outcome will create a traffic gutter on Beaufort Street with free flowing, one direction travel. The bus lanes already create a non-physical barrier and forcing more traffic to join the road will only make an already bad situation, worse. The bus lanes should actually be removed between St Albans and Walcott Street. It's easy to hide behind the 'high frequency public transport' argument but they should rejoin normal traffic conditions for that small stretch of road in the Town Centre. They are virtually useless anyway with little to no education or enforcement of them. A role the City should take more proactively if they are to remain. Instead of trying to take free money off the state government for an arbitrary project based on questionable data (six crashes in nine years(??) and no data since 2019???) maybe dip into the parking cash in lieu fund collected over decades to improve the environment for roads, access and footpaths that doesn't disadvantage visitors, businesses and actual motorists trying to use the town center. The Beaufort recently paid \$100K and no (visible) improvements have been made to parking or access. I would have liked to see more information on the engagement page than just a cut and paste from the black spot database about whether the City has a position and what the pros and cons would be of implementing this solution so residents have more information. Other than a couple of unfortunate crashes over a decade the intersection is just tricky to maneuver at certain times of the day but is actually self regulating as drivers seek other routes, making it safer for everyone. Not to mention this engagement has been managed in contrast to best practice, with the main consultation period occurring over the school holidays.

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<p>Screen Name Redacted 4/21/2023 03:44 PM</p>	<p>I fear traffic will be diverted to other streets , especially cnr broome & beaufort. This intersection needs attention</p>
<p>Screen Name Redacted 4/21/2023 08:28 PM</p>	<p>I live on Stirling St (between Harold St & Broome St) and am hugely concerned about the impact of increased traffic that will occur as a result of this change.</p>
<p>Screen Name Redacted 4/21/2023 09:46 PM</p>	<p>These give way signs and forced left hand turns will speed traffic up on the busiest corner of Highgate and create a traffic gutter on Beaufort Street. I also work near there and it will direct traffic away from the shop I work in. V dangerous for cyclists too as if Beaufort street isn't bad enough for cyclists.</p>
<p>Screen Name Redacted 4/21/2023 11:54 PM</p>	<p>By not being able to turn right from Harold Street onto Beaufort street will not be ideal.</p>
<p>Screen Name Redacted 4/22/2023 11:45 AM</p>	<p>When we come out of our homes, we turn right to get to our destination being going to work, shopping, or visiting. We have no need to turn left. we walk everywhere else including the city. The councils have created the problem with all its approvals of bars and apartments and now we are to blame for people's stupidity and inpatients when crossing the road or looking for parking causing accidents. So no, I don't approve...</p>
<p>Screen Name Redacted 4/22/2023 12:31 PM</p>	<p>a) In my view this modification makes the intersection more unsafe than safe, already too much road infrastructure for drivers and pedestrians to deal with b) People need to in and out onto Beaufort St, we've already enough barriers along this section of Beaufort St between traffic lights, one of which you can't turn right into, it's getting ridiculous c) don't forget that trucks/vehicles need to service businesses, we don't need any more people driving around in circles in residential streets trying to get in/out</p>
<p>Screen Name Redacted 4/24/2023 09:33 AM</p>	<p>I do not support altering the kerb radius. Vehicles are more than capable of exiting the junction with the existing layout and this shouldn't be changed to accommodate a minority of heavy vehicles that might find it difficult. Widening the radius will just enable people to drive faster.</p>
<p>Screen Name Redacted 4/24/2023 10:44 AM</p>	<p>The proposed layout enables / even encourages (commuter) traffic to come westbound along Harold Street East, to turn left into Beaufort</p>

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Street and very quickly turn RIGHT into Harold Street West, enabling a short cut / rat-run from anywhere east of Beaufort Street through to Vincent Street. It's vital to discourage commuter traffic from using residential side streets. This is critically import regarding school activities further along Harold St.

Screen Name Redacted

4/24/2023 12:51 PM

The proposed addition is unnecessary ands add significant more risk in neighbouring streets. For example, Broome Street (a block down) definitely has had more severe accidents (e.g. the motorcycle one a few years ago) and definitely does not require more traffic. No proposal or even a comment of how the additional traffic in neighbouring streets will be affected is discussed nor considered. It is obvious that same amount of people who have been turning right onto Beaufort (from Harold) will need to turn right at some point. This will add more risk in neighbouring streets, all of which are narrower than Harold's entry/exit in terms of driver's view/sight. No solution has been provided in response to the ramifications of this project. This intersection has a speed limit of below 40 km/hr and if practiced properly, it should not be a high-risk location.

Screen Name Redacted

4/24/2023 01:50 PM

I oppose the entire proposal on all aspects : 1. the left hand turn only proposal 2. the extension of the median strip into and out of Beaufort street from either end of Harold Street 3. the loss of a right hand turn option onto Beaufort Street heading North from Harold Street which would prevent easy access to Vincent St or further travel straight down Beaufort Street. I also express my deep concern about the lack of residents notified about this proposal. The City had not properly considered the impact on residents of Harold Street, Clarence Street, Chatsworth Road and Broome Streets all of whom will be adversely impacted. The relatively few Black Spot issues simply do not justify the proposal which has no placemaking context, does not properly consider adverse impact on businesses and residents and has been done it seem sin the absence of proper traffic monitoring or any other proposals to reduce traffic on Harold Street East and therefore reduce the number of vehicles using that intersection. This is a solution for cars - it makes it easier and quicker to turn left onto Beaufort Street from Harold and allows vehicles to roll through a give way sign rather than stop as they sdo at present. This makes Harold Street a more attractive street for rat runners as the traffic will flow quicker and may also make the traffic faster as drivers will not have to stop and will not be delayed by cars turning right. Access to Vincent and Beaufort Street: This intersection is the key access street for me and other residents of Harold Street East to easily access Vincent Street and also Beaufort Street North. On some days there is absolutely no traffic at all and a right hand turn off Harld Street Stret is easily done. The peak times in the morning and afternoon are also often relatively

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simple. This median strip proposal would also cut off Harold Street residents and school users from turning right onto Beaufort Street heading South. If you prevent a right hand turn out of Harold onto Beaufort to enable access to Vincent Steet you will leave see drivers accessing Chatsworth Road as the next easiest street. This is simply unacceptable as Chatsworth Road is a tiny residential street with existing traffic issues. It would increase traffic and increase vehicle accidents and impact on pedestrians and residents. The next right hand turn would also create the same issues. You will then also see traffic increase on Broome Street as vehicles try to turn right down Beaufort. Or you will see drivers going to Clarence Street to access Vincent Street or turn onto Beaufort Street further kicking the can down the proverbial road. The only other alternative to accessing Beaufort Street North is for drivers like me to go to Walcott Street and either go through a laneway or travel through City of Stirling Streets. There has been no thought given to this at all. A further concern is that by allowing a left hand only turn only cars will through this very very busy pedestrian area. By cutting a right hand turn onto Harold off Beaufort Street you will also force traffic on William Street to traverse down Chatsworth Road, across Beaufort into Broom and to travel through Smith or Stirling. You will increase traffic on those residential streets. They were not properly consulted. Alternatively you will force vehicles to go down to William and Bulwer, turn left and then through the Bulwer/Beaufort Lights increasing traffic along that incredibly busy stretch. This is a high demand area for school students and parents and is already often gridlocked in the mornings and afternoons. Is anyone in the city mapping these impacts out? This proposal was not properly consulted on by impacted residents even on Harold Street. Many Clarence Street residents knew nothing about it. I have tried unsuccessfully three times to get the consultation radius; the traffic monitoring information and the adverse impacts considerations by the City prior to this proposal going out for consultation but the City officers have been unresponsive, unavailable or absent. Crickets Linda phoned me back today which was appreciated but could not provide any information and there was no one there who could assist. A huge amount of consultations all closing today and not one City Officer could knowledgeably respond even with a weeks notice. This has been an appalling consultation process. I am also asking the City to look at other measures for Harold Street such as: Reducing speed on Harold Street Putting slow points on Harold Street Local traffic only signs to be erected Traffic monitoring of traffic made available Waiting until the Lord and Harold Street consultation outcome is known so we know whether a reduction in traffic is a likely flow on.

Screen Name Redacted

4/27/2023 04:58 PM

This is a very old school approach to traffic management. Blocking off the traditional grid system simply pushed issues to alternative

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locations. You should implement traffic calming measures along this section of Beaufort Street, as opposed to interfering with the grid system. The proposed approach will contribute to creating a traffic labyrinth, reflective of North Perth. The data you're using to justify this project is out of date (2014-2018). Have there been no incidents since 2018? Why is the City using old data to justify this project? and/or seeking to address an issue which doesn't exist?

Screen Name Redacted
4/27/2023 09:36 PM

I do not believe that this intersection falls under the definition of a "Black Spot Project" I have lived on Harold street for 8 years and though busy at times it is not a dangerous intersection. I do not believe that a thorough risk assessment has been conduct as the the net effect of this change. I believe this will cause greater congestion on the parallel streets therefore would like to understand what is the bigger picture planning for the streets that intersect Beaufort street?

Screen Name Redacted
5/02/2023 02:51 PM

I have lived in Harold St for almost 3 years and there has not been an accident on this corner. There has been no hazard on this corner. Due to the 40km traffic flows well and it is easy to turn right safely onto Beaufort St.

Screen Name Redacted
5/02/2023 09:01 PM

Risk insignificant (no recent stats - old stats over 5 years old provided), significant inconvenience to residents who are wholly blocked from moving North, significant increased risk to pedestrians and traffic on smaller streets where crashes do occur (I have never witnessed even a minor collision on Harold Street - and I have lived on the relevant corner for over eight years - unlike Broome Street where fatalities have occurred). There is no evidence this move will decrease any alleged incidents - most near misses I see occur when uber and other ride share drivers turn left (moving south) sharply onto Harold Street. There is no evidence that any incident that may have occur was not due to human error and would therefore occur on any other street, the increase on alternative streets will make living on Harold Street a significant disadvantage and accessing local businesses impossible. There is no visible reason to do the project, the intersection has excellent visibility, the intersection is rarely if ever blocked with traffic due to cars turning in either direction. Residents on Harold Street and other streets have the right to access businesses North, this will unreasonably and to a significant detriment impede that right.

Screen Name Redacted
5/03/2023 03:15 AM

Not necessary

Have your say : Survey Report for 30 March 2023 to 03 May 2023



Screen Name Redacted
5/03/2023 01:53 PM

It will still not address the ability of traffic to enter from Beaufort Street (via a left hand turn) and use this portion of Harold Street as a shortcut to Vincent Street.

Optional question (76 response(s), 17 skipped)
Question type: Essay Question

Q4 | Do you have any further comments you would like to share with us about the proposed intersection updates?

Screen Name Redacted
4/03/2023 01:11 PM

Dangerous because the street lights haven't worked for years !

Screen Name Redacted
4/03/2023 02:47 PM

In a sentence -- CUT THE 'RAT-RUN', and the BLACK-SPOT PROBLEM IS RESOLVED. I believe, as many Harold Street residents believe, that the street should become a One-Way street, from VINCENT, exiting on BEAUFORT (Turn left only). This intersection is extremely busy for a small residential street. I'm sure with the latest 'car-counting' numbers extracted recently (on HAROLD ST), it will demonstrate exactly how busy this intersection is. This section of Harold Street is narrow. It was NOT designed to support the CURRENT TRAFFIC VOLUME, which has only increased with the development of the BEAUFORT Pub, and the soon to be opened CHALLIS Apartments. When occupied with PARKING on BOTH sides of the street HAROLD STREET becomes a SINGLE LANE street impeding a safe flow of traffic. It BECOMES DANGEROUS - especially with some drivers (quite a few actually) speeding the RAT-RUN. ALSO, Private Driveways have become a constant source of use for vehicles, to either turn around, or be used as illegal parking bays. PATRONS of the many Bars and Restaurants on Beaufort use this section of HAROLD as a GO-TO to find parking, or use it to turn their vehicles around to find parking elsewhere. AND because of this, resident driveways have had ONGOING damage to garage doors, post boxes, or front walls - or ALL THREE. THIS IS A COST to Residents to repair - Constantly. The MAIN PROBLEM with this section of HAROLD STREET is that it is used as a RAT-RUN between BEAUFORT to VINCENT. To solve the problem of this 'BLACK-SPOT' intersection, the solution is to REDUCE the TRAFFIC FLOW that currently exists, and SWITCH the FLOW -- That is, SWITCH the FLOW to ONE-WAY from VINCENT to BEAUFORT. Thank you for your time and I look forward to an update on the situation that exists on this section of HAROLD.

Screen Name Redacted

I'm concerned that this improvement may 'move' the traffic issue here

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4/05/2023 04:41 PM	to Chatsworth Rd, would it be possible to install similar traffic control measures at that intersection (Chatsworth:Beaufort)?
Screen Name Redacted 4/06/2023 12:06 PM	What are the comparison stats for crashes and injuries for Harold st, Broome and Clarence sts you are using to support this.
Screen Name Redacted 4/06/2023 05:42 PM	I often used the right turn from Harold, into Beaufort, then left into Vincent. Not sure there is a feasible alternative.
Screen Name Redacted 4/06/2023 05:55 PM	I think this is a good idea. Hopefully, it will reduce non-local traffic in Harold St and also reduce the number of accidents and close calls on the Harold St, Stirling St intersection.
Screen Name Redacted 4/06/2023 06:00 PM	Consider putting in traffic lights or a zebra crossing if you must spend money on this crossing.
Screen Name Redacted 4/07/2023 12:37 PM	Consider how residents can turn right onto Beaufort St safely without making changes. This will only shift the danger to Broome St and create a back log of traffic trying to get out.
Screen Name Redacted 4/07/2023 12:56 PM	It feels like the City of Vincent are going out of their way to make it slow and difficult to get around the area and basically make life miserable whenever we have to drive anywhere. Between speed bumps causing unnecessary wear and tear to our vehicles (not to mention horribly uncomfortable and unpleasant daily driving experiences) and traffic slowing structures that cause incompetent drivers to become completely confused and to cause no end of frustration for all other users, I beg you to stop the race to the bottom of the impossible search for 100% safety. Quality of life must be a major component of the decision making. I would encourage the City (along with other stakeholders) to focus on education initiatives, helping to teach local road users how to efficiently and effectively use the roads to help create free flowing traffic that gets us to where we need to go without unnecessary delays and frustrations and at the same time addressing safety issues (at the end of the day, anyone with a modicum of common sense knows not to turn right at Harold St during peak hour traffic, but they also know that it is totally safe and reasonable to do so at most other times of the day).
Screen Name Redacted 4/07/2023 01:27 PM	Wouldn't a roundabout be a better solution? Also, the bus stop on the corner of Beaufort St and Harold St, heading south into the city,

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should be moved further away from this intersection.

Screen Name Redacted

4/07/2023 04:29 PM

Please consider other safety measures rather than extending the median strip thereby blocking car access.

Screen Name Redacted

4/07/2023 09:19 PM

Please don't do it, you will push people into doing work arounds through the alleyways which is far more dangerous

Screen Name Redacted

4/08/2023 07:20 AM

Beaufort Street in Mount Lawley/Highgate needs another safe pedestrian crossing such as a light or zebra crossing as closest one is Walcot or Bulwer streets which are over 1km apart. This strip is getting busier and busier and pedestrians need a safe place to cross.

Screen Name Redacted

4/08/2023 09:09 AM

I think it is a creative way of dealing with a dangerous and increasingly busy intersection. Beaufort St is a busy arterial road and Harold Street is a residential street which has become much busier with though traffic in the past year due to the completion of the new Beaufort Tavern close to this corner and the Woolworths store in Stirling St. increasing trucks and delivery vehicles along Harold Street. It will make a big difference to reducing traffic at the intersection and to safety of drivers and pedestrians nearby as there a lot of pedestrians in this precinct. The proposed design doesn't close off Harold Street completely but will reduce traffic entering and leaving and definitely will reduce the hazards leading to crashes.

Screen Name Redacted

4/08/2023 12:42 PM

Please don't proceed

Screen Name Redacted

4/09/2023 07:28 AM

Before making a decision, answer these questions: who benefits from the proposal and to what extent? Who loses from this proposal and to what extent? What are the consequences of "no change"?

Screen Name Redacted

4/09/2023 06:28 PM

I turn right from Harold street heading north daily (all hours) and have not had an issue. Sensible driving and patience is all that is required. If it is peak hour I take an alternative route. The south bound bus stop located at 544 Beaufort Street could possibly be moved to assist vision but I do not think it is a serious issue. Busses are not stationary there for a long time.

Screen Name Redacted

4/09/2023 07:25 PM

Turning right from Harold West end is also likely a right drivers of that end appreciate, but is less widely used, as the East end is used by

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drivers from Stirling, Wright, Smith and other arteries.

Screen Name Redacted

4/10/2023 08:03 AM

I think that better control of illegal parking (and maybe extended parking free zones away from the corner or implementing residents-only parking along the West end of Harold Street would improve the congestion and provide better visibility at the intersections. Upgraded pedestrian walkways (even perhaps the installation of a pedestrian crossing with lights on Beaufort just South of Harold) would also do more to make the intersection safe for pedestrians. Better enforcement of the 40km/hr zone would also help, perhaps with the installation of speed bumps or similar engineered speed controls.

Screen Name Redacted

4/10/2023 09:04 AM

Clarence st becomes our only option, and with cars travelling towards the city on Beaufort st many are turning right into Vincent street meaning you are stuck there for quite sometime. This will become a bigger hazard than Harold St .

Screen Name Redacted

4/11/2023 03:56 PM

Why was this declined and now re-proposed? It is NOT a black spot. The issue is the bus stop which is unnecessary at the top of Harold. Move the stop.

Screen Name Redacted

4/11/2023 04:30 PM

there is sufficient restrictions on Beaufort street already, further restrictions will make eastbound travel almost impossible and simply result in the problem being moved to other sections of road

Screen Name Redacted

4/11/2023 04:50 PM

Hopefully it works more effectively than Stirling and Bulwer where people frequently still go straight through on Stirling St

Screen Name Redacted

4/11/2023 08:11 PM

Roundabouts would be a better option or even traffic lights.

Screen Name Redacted

4/11/2023 08:54 PM

This is an ill-advised change and seems to have been suggested by people that, unlike myself, do not live here and use the street. The reality is this will make traffic worse, not better. It will "fix" one problem (I say "fix" because it is not a problem and this will not fix it) and create many more. Also, if something involving Harold street comes up again, your online survey should ask if the person lives / owns in Highgate, not just Mt Lawley, as the South side of Harold street is Highgate.

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This intersection has always been tricky as Harold Street is offset as it

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4/12/2023 08:39 AM

crosses Beaufort Street. No right turn into Beaufort Street is a sensible suggestion and well overdue. This is the case on other streets that intersect Beaufort Street such as Chatsworth and Broome Streets which should have a medium strip extended on Beaufort Street to prevent right hand turns. I am surprised that there has not been a number of crashes at this intersection to qualify as a "blackspot".

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4/13/2023 02:42 PM

In my opinion, this change will increase traffic diverted to a southern direction and will impede north bound traffic on Beaufort Street towards Mt.Lawley/Inglewood for anyone living/working in the Beaufort/Bulwer/Lord/Walcott pocket. Between Bulwer and Walcott street we already have the following: - Lincoln Street forced left turn onto Beaufort Street (south bound) - Broom Street (no restrictions) - Harold Street (subject to change) - Clarence Street (no restrictions) too close to the Vincent Street intersection, "this" should be a forced left turn onto Beaufort Street (south bound) - Barlee Street forced left turn onto Beaufort Street (south bound) - Walcott Street which also doesn't allow a right turn onto Beaufort Street (north bound) If Harold Street is changed to a forced left turn to Beaufort Street (south bound), all north bound traffic can only be redirected to Broome Street or Clarence Street. Broome-Beaufort intersection: - it is already dangerous due to buses obstructing visibility when stopped at the bus stop during peak hour. - Awkward/confusing intersection with Chatsworth Road Clarence-Beaufort intersection: - too close to Vincent Street intersection and turning traffic - Clarence Street is a small residential street that is not well connected within the Beaufort/Bulwer/Lord/Walcott pocket. Personally, if I had to travel to Inglewood I would have to backtrack down to Broome Street, or zig-zag through Highgate onto Clarence Street to be able to get onto Beaufort Street on a north bound direction. Lord Street runs more on a easterly direction. Walcott Street doesn't allow a right turn onto Beaufort Street (north bound). Harold Street is, at the moment, a good east-west connection between Beaufort Street and Lord Street which helps in breaking down traffic. I think this change would increase traffic through small suburban local streets in order for people to get where they have to

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4/13/2023 02:53 PM

no

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4/13/2023 04:58 PM

Please see above

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Please instead consider the blind corner when at the stop sign on

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<p>4/13/2023 05:12 PM</p>	<p>Stirling when wanting to go straight toward the city or turn right onto Broome. At the very least the ranger needs to monitor this area carefully as there are often cars parked illegally making an already risky corner even more so.</p>
<p>Screen Name Redacted 4/13/2023 06:28 PM</p>	<p>If you restrict this right turn all this will do is increase traffic in the other streets parallel to Harold.</p>
<p>Screen Name Redacted 4/14/2023 09:32 AM</p>	<p>Please don't go ahead with this project.</p>
<p>Screen Name Redacted 4/14/2023 10:35 AM</p>	<p>It would be a better solution to close Clarence St for right turns on to Beaufort as that intersection with Vincent is already difficult.</p>
<p>Screen Name Redacted 4/16/2023 03:28 PM</p>	<p>To mitigate the negative road safety and amenity impacts to Harold Street community members, it is suggested that the proposed treatment be modified to prevent both northbound and southbound traffic along Beaufort Street from entering Harold Street (i.e., Harold Street becomes one-way exit onto Beaufort Street similar to the parallel Mary Street). This may also require a modification of the Harold Street and Vincent Street intersection to allow for traffic to enter Harold Street from Vincent Street (again similar to how traffic is managed along Mary Street). Preventing traffic entering Harold Street from Beaufort Street would also be beneficial to mitigate other traffic issues noted by residents of Harold Street in recent petitions to the council.</p>
<p>Screen Name Redacted 4/16/2023 07:26 PM</p>	<p>The intersection would be better served by traffic lights rather than a right turn block.</p>
<p>Screen Name Redacted 4/16/2023 10:15 PM</p>	<p>Start considering major arterial routes not forcing traffic into other congested side streets</p>
<p>Screen Name Redacted 4/16/2023 11:01 PM</p>	<p>As above.</p>
<p>Screen Name Redacted 4/17/2023 07:48 AM</p>	<p>These proposed changes are unnecessary and will only make this area worse with traffic and crashes. I have been using that intersection for 9yrs and have never felt unsafe turning right there.</p>

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<p>Screen Name Redacted 4/17/2023 08:06 AM</p>	<p>I think traffic flow in the whole area needs to be reviewed. Chatsworth Rd may be better off as a one way street.</p>
<p>Screen Name Redacted 4/17/2023 11:18 AM</p>	<p>This would significantly impact many people. I do not support the change to the intersection.</p>
<p>Screen Name Redacted 4/17/2023 08:19 PM</p>	<p>You could consider traffic lights instead</p>
<p>Screen Name Redacted 4/17/2023 08:51 PM</p>	<p>LEAVE AS IS</p>
<p>Screen Name Redacted 4/18/2023 07:00 PM</p>	<p>I run a church at 388 Stirling Street in Highgate and have been attending for over 20 years. So I have seen the road changes that have happened during this period. A number of congregations members and myself arrive and leave via Harold Street. I currently mostly exit Harold from the east side, then quickly turn into Harold Street into the east side. This is in order to go home (often at night). Arriving is easier as it's usually during the daytime. This entire intersection (and surrounds) has become more difficult in recent times with increased traffic using Beaufort Street both day and night. It has also become recently more fraught with cars frequently stopping, parking and doing illegal drop-offs on both the (mostly) west and east corners of the Harold/Beaufort intersection. This occurs mostly in the evenings. These are not done in marked bays, often directly on the corner! This blocks the traffic, pedestrians and makes this intersection difficult to use safely. An additional complexity is from cars attempting to park or leave parking spots, especially on the east side of Harold Street, next to the apartments on the south east side of this intersection. Other drivers often do not wait for the parking cars and try to overtake, etc. I ask that two things be considered by the Council: 1. That additional street lighting be put on that corner as part of the upgrade. It can be difficult to see pedestrians crossing Harold Street at night, particularly on the western side. They also tend not to be aware of the cars (waiting) nearby whilst crossing over, so giving way to them can upset other drivers! This applies to both sides of Beaufort Street. 2. How can cars exit the eastern side of Highgate into Beaufort to go north when these changes are made? There will be no safe options left?? a. There is no longer a RH turn at Walcott Street (east) to Beaufort Street (north) at the traffic lights. b. The intersection at Broome / Beaufort is also risky as cars often struggle to cross over (Broome East to Beaufort North, Beaufort South to Chatsworth West) in busy traffic and/or make a rushed attempt, often against the traffic rules. I have had at least several close calls where cars jumped in front of me to do both these turns, against traffic rules.</p>

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<p>Screen Name Redacted 4/19/2023 09:03 AM</p>	<p>More road lines to indicate turning points there could be useful too? There are pedestrians crossing there but it's not as difficult as the Harold /Beauford intersection. c. The other "turn right to go north" intersections on that stretch of road are now mostly blocked off? Please feel free to contact me if this is not clear or you need further information. Thanks, God Bless Rev. Andrew (0411882838)</p>
<p>Screen Name Redacted 4/19/2023 11:22 AM</p>	<p>keep Beacufod St and Harold the same, change Beauford and Broome St Broome</p>
<p>Screen Name Redacted 4/19/2023 11:22 AM</p>	<p>Please don't make the changes...! I mean I wild suggest a round about but there prob isn't much room.. so please leave it as it is.. or if u must change then allow right turns on walcot to bofo at the lights by GYG</p>
<p>Screen Name Redacted 4/21/2023 11:14 AM</p>	<p>This will have unintended consequences on traffic flows through the area. Very disappointing that this is even being suggested.</p>
<p>Screen Name Redacted 4/21/2023 11:54 PM</p>	<p>The give way sign are a good idea but keep the option of turning right.</p>
<p>Screen Name Redacted 4/22/2023 11:45 AM</p>	<p>no</p>
<p>Screen Name Redacted 4/22/2023 12:31 PM</p>	<p>I am surprised that this is a black spot, I think that the money would be better off spent at a more deserved location or if it aint broke, don't fix it.</p>
<p>Screen Name Redacted 4/22/2023 01:42 PM</p>	<p>Travelling north from Harold Street along Beauford Street could create additional traffic on nearby residential streets, mainly because there is no right turn at the Walcott/Beauford intersection. However, if it will reduce accidents at the Beauford/Harold Street intersection, I'm willing to take a longer route to reach Highgate/Mt Lawley and Inglewood shopping centres and support the right turn closure of Harold Street.</p>
<p>Screen Name Redacted 4/24/2023 09:33 AM</p>	<p>Please do not install the ugly 'Black Spot' sign. No one outside of LGA engineering and MRWA employees knows what Black Spot Funding is and no cares that this was used to upgrade a piece of road. The signs are just an ugly piece of street clutter.</p>

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Screen Name Redacted

4/24/2023 10:44 AM

In addition to the comment above, the proposed intersection would lead to congestion along Beaufort Street from southbound vehicles waiting to turn right into Harold Street and having queues forming behind them. This would in turn encourage drivers to seek alternative routes along residential roads adjacent to Beaufort Street. Safety-wise, the City of Vincent must be congratulated for implementing the 40Kph speed limit through most of the city. The Harold Street proposals as they stand just do not make sense and certainly do not perpetuate improvement in safety in our suburb. Quite the opposite!

Screen Name Redacted

4/24/2023 12:51 PM

There are already a lot of limitations in relation to traffic (e.g. turning right) around this area of Beaufort Street (Highgate/Mount Lawley). As such, preventing this intersection from turning right will limit the residents with options and create even more conflict around smaller streets. As an example, every day I turn right onto Beaufort Street and then turn left into Vincent. If this intersection is closed off, I will need to go to Barlee Street, turn left into Beaufort then hold the traffic up on Beaufort Street, waiting to turn right into Vincent. This will create even more traffic and delay, and increases the conflict points elsewhere.

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4/24/2023 01:50 PM

Please do better. Please stop putting concrete solutions forward which lack placemaking input or proper community impact consideration. This proposal will impact far beyond that intersection and could in fact be very very dangerous

Screen Name Redacted

4/27/2023 09:36 PM

I'm a Civil Engineer with a background in large public infrastructure projects so I would like to ask the following questions. In risk assessing this intersection was an SIDRA analysis conducted to determine the its level of service now and after modifications made? Was there consideration as to the added risk of cars stopping short of this intersection head either west or east and ducking down the back streets behind the apartment complexes? this would increase the risk to pedestrians and to people exiting the apartments. Was there an analysis done on the added congestion that will occur on Clarence street and Broom street? Would this project just cause further issues to the parallel roads and if so what is the plan to elevate or eliminate these issues? Thank you,

Screen Name Redacted

5/02/2023 02:51 PM

We have never had any issues at all and see no reason for this development. It will hinder the flow of traffic even more if there is no option to turn right from Harold St.

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The statistics relied upon at the time this proposal was released were

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5/02/2023 09:01 PM

from 2012-2016. They reveal no fatalities, there is no evidence that the incidents were serious or would not have occurred if the intersection is altered (the reports do not reveal the directionality of the alleged crashes). In any event there is no CURRENT data to support the proposed change and there is a serious and significant detriment in moving forward to rate payers, residents, pedestrians, persons attempting to visit the area and attend local businesses - blocking the street and making it difficult to move along Beaufort Street is a large deterrent to persons visiting the area.

Screen Name Redacted

Better lighting to dark

5/03/2023 03:15 AM

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The proposed alteration needs to be done in conjunction with traffic management plan in Harold St (between Beaufort and Vincent). A petition put forward by Harold street action group has outlined the major problem in this small street.(marked increase in traffic)

5/03/2023 10:58 AM

Screen Name Redacted

The proposal does not address the problems associated with traffic able to enter the street from both ends (Vincent and Beaufort Streets). The street is narrow and it is impossible for cars to pass when coming from different directions. The ability to enter from Beaufort Street will not address the issue of party buses, Ubers etc. using the street as a parking, drop off, collection or waiting zone.

5/03/2023 01:53 PM

Optional question (60 response(s), 33 skipped)

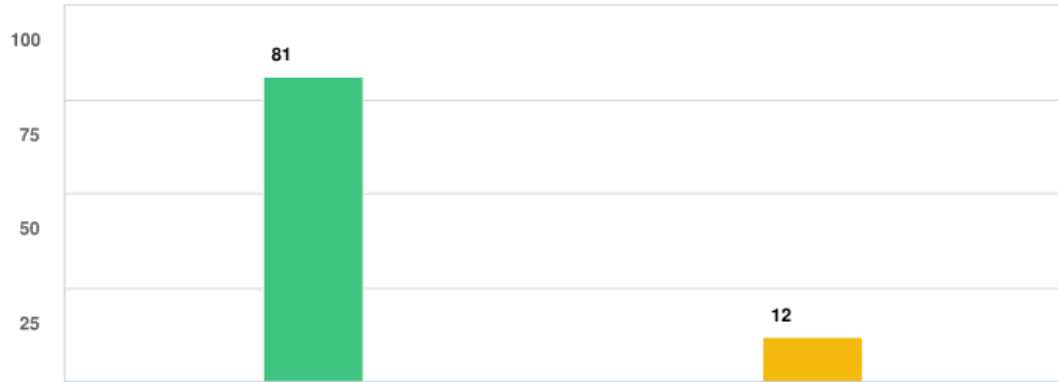
Question type: Essay Question

ZZ

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Q5 Would you like to be kept up to date on the progress of this project?



Question options

- Yes
- No

Mandatory Question (93 response(s))
Question type: Checkbox Question