

6.1 RESPONSE TO PETITION – ALMA/LEAKE INTERSECTION DIAGONAL DIVERSION

Attachments: 1. **Petition - Diagonal Diversion - Confidential**

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 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 and the 466 signatures in opposition to the diversion in the online petition, the results of which are incorporated by reference into this petition.

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.

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 –

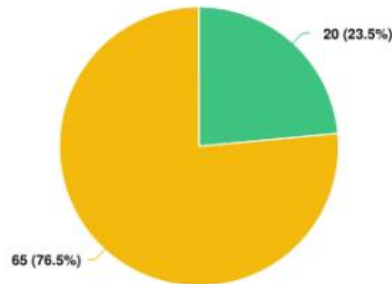
The City of Vincent : Summary Report for 24 May 2017 to 18 July 2022

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

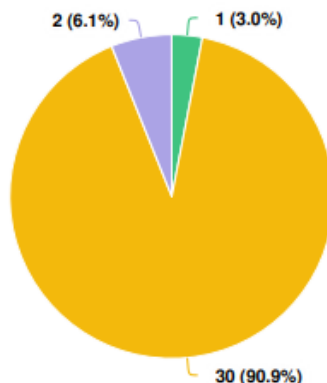
Mandatory Question (85 response(s))

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

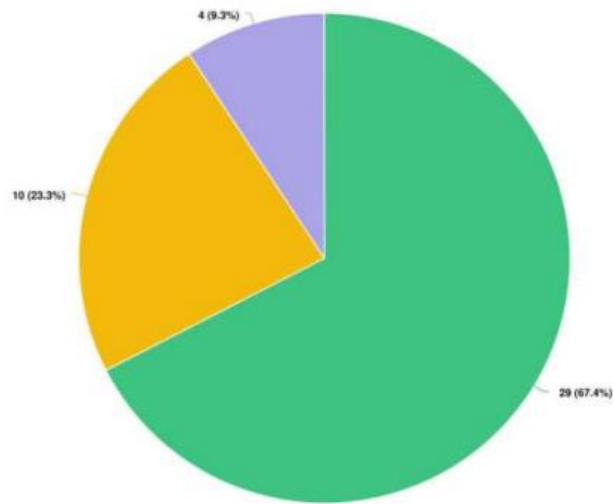
*Optional question (33 response(s), 0 skipped)
Question type: Radio Button Question*

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

Low: 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 –

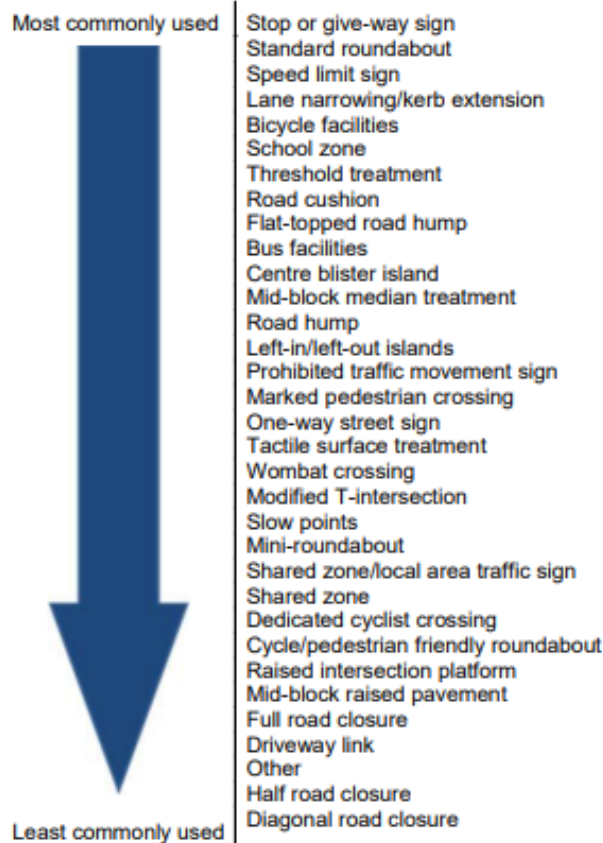
- Significant reduction in vehicle speeds in the vicinity of the device.
- Significant reduction in road crashes.
- Relatively low cost to install and maintain.
- May discourage through traffic.
- When used in a series they regulate speeds over the entire length of the street.
- They can be designed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



Diagram 1 - 4-way raised plateau

Figure 7.1: LATM devices commonly used by local governments



Source: Damen and Ralston (2015).