

6.1 BEAUFORT STREET PRECINCT AREA ROAD SAFETY TREATMENTS

TRIM Ref: D24/4903

Attachments: 1. Harold St_Survey Analysis_240216
2. Highgate Precinct Wide Traffic Analysis
3. Node#1 - Concept Drawing - Beaufort Street and Harold Street Intersection

RECOMMENDATION:

That Council:

1. **REQUESTS** Administration to apply to Main Roads WA for approval of Harold Street becoming a formal one-way street either from Vincent Street to Beaufort Street, or from Beaufort Street to Vincent Street;
2. **Subject to Main Roads WA approval to point 1, SUPPORTS** a capital works project to convert Harold Street from a bi-directional street to a one-way street in the 2024-2025 financial year; and
3. **SUPPORTS** the development of a 6-year Road Safety Implementation Plan to design and deliver the “Beaufort Street Nodes” project and other projects identified within the precinct-wide Highgate traffic analysis report within attachment 2.

PURPOSE OF REPORT:

To consider the outcomes of community consultation on the proposed Harold Street one-way conversion from Vincent Street to Beaufort Street, Mount Lawley, and progression of a formal application to Main Roads WA for approval.

DELEGATION:

Report requested by Council resolution 22 August 2023.

BACKGROUND:

In response to a report to the Ordinary Council Meeting held 22 August 2023 addressing both parking and traffic safety issues in Harold Street, Mount Lawley, Council resolved –

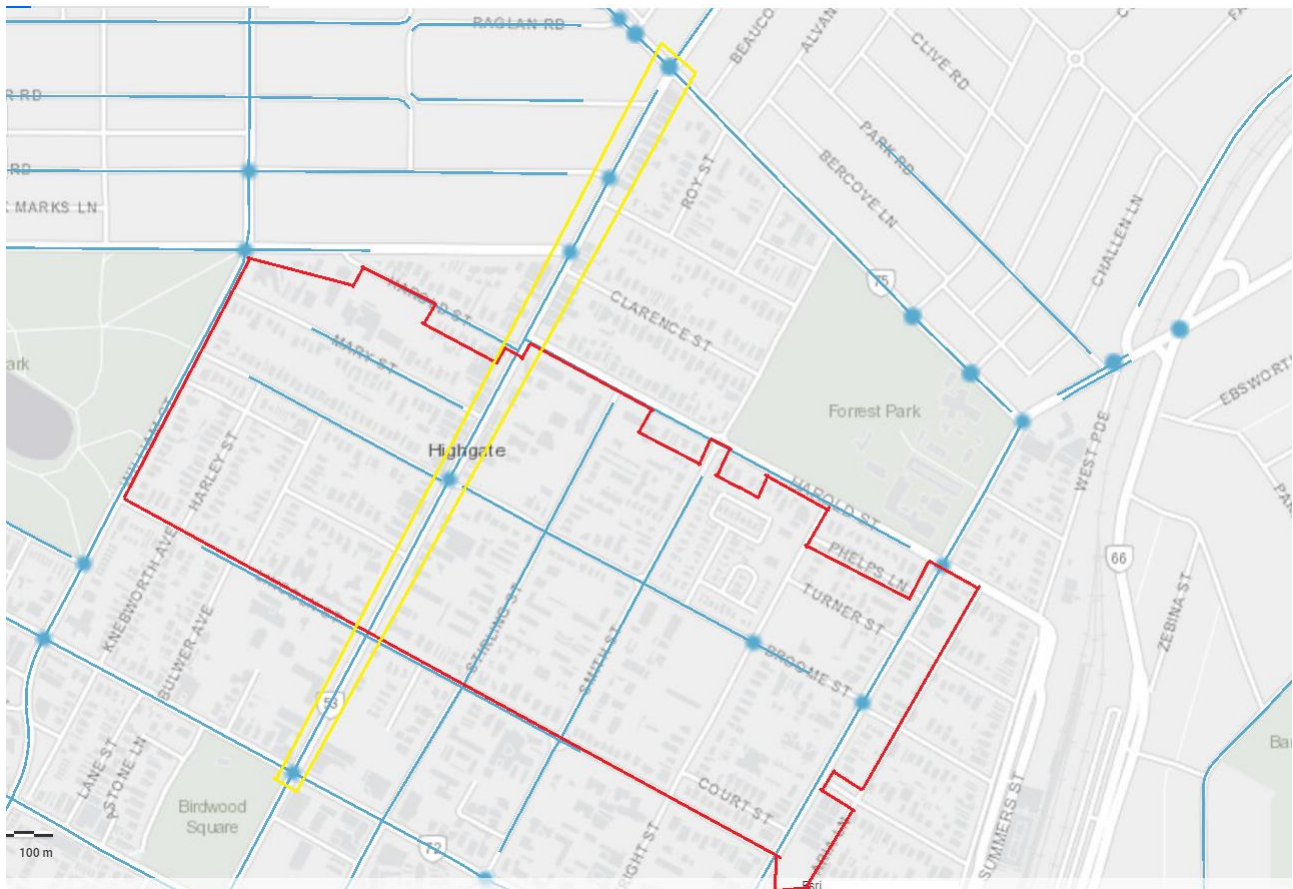
“That Council,

1. *DOES NOT SUPPORT* the progression of the approved Main Roads WA funded Blackspot project at the intersection of Harold Street and Beaufort Street, Mount Lawley as per the design drawing in Attachment 1:
2. *REQUEST* the CEO prepare a report on options to slow vehicle speed and increase pedestrian, cyclist, and vehicle safety on Beaufort Street, including engagement with stakeholders such as the Town Team, the Beaufort Street Network Place Management and Main Roads by March 2024; and
3. *REQUEST* the CEO consult with residents, schools, and surrounding businesses on the proposal to make Harold Street west of Beaufort Street a one-way street and present a report to Council with the results of this consultation by March 2024.”

DETAILS:

Administration has completed a high-level review of the precinct wide traffic analysis of the Highgate area which included reviewing a section of Beaufort Street (Walcott Street to Bulwer Street). The review highlighted areas which are known to have road safety issues including pre-approved blackspot areas determined through the Main Roads WA crash map system.

The details of this are captured within the technical reports (attachment 1 and 2) summarised within the below image *Blackspot Areas – Beaufort Street Precinct*. The blue dots are pre-approved blackspot locations and blue lines pre-approved blackspot roads. The area highlighted red is the Highgate area and the area highlighted yellow shows the extent of the traffic analysis completed on Beaufort Street.



Blackspot Areas – Beaufort Street Precinct

Most roads within the Highgate precinct are pre-approved blackspot areas. High priority areas are at intersection locations as detailed below:

- Broome St and Beaufort St
- Broome Street and Wright Street
- Broome Street and Lord Street
- Harold Street and Lord Street

Other priority pre-approved blackspot areas are roads within the Highgate precinct area detailed below:

- Harold Street (Vincent Street to Lord Street)
- Mary Street (William Street to Beaufort Street)
- Broome Street (Harley Street to Lord Street)
- Lincoln Street (William Street to Smith Street)
- Stirling Street (Lincoln Street to Harold Street)
- Smith Street (Lincoln Street to Harold Street)
- Lord Street (Lincoln Street to Harold Street)

Beaufort Street from Walcott Street to Bulwer Street is a pre-approved blackspot area which also includes five intersections, intersecting at:

- Walcott Street
- Chelmsford Road
- Vincent Street
- Broome Street
- Bulwer Street
- Harold Street

Although Harold Street is not a pre-approved blackspot area, it had been previously approved by Main Roads WA as a blackspot project to be delivered within the 2023-2024 financial year and therefore added to the list.

The following intersections are not on the pre-approved blackspot list but warrant further investigation:

- Grosvenor Road
- Barlee Street
- Clarence Street
- Mary Street
- Lincoln Street

Overall, the study found that providing intervention treatments that divert traffic is not desirable because while crashes may be treated at the intersection in question, adjacent intersections are consequentially likely to be negatively impacted with an increased safety risk.

The focus is then to consider intervention treatments that improve road safety and allow free-flowing traffic to physically slow vehicles and/or reduce traffic volumes around problem areas. This approach was applied to the following areas:

1. Harold Street (Vincent Street to Beaufort Street)
2. Beaufort Street and Harold Street Intersection
3. Broome and Wight Street intersection

Harold Street (Vincent Street to Beaufort Street) was analysed, and the concept of the one-way treatment modelled. It was evident that traffic volumes would likely decrease, slower speeds would be expected, and crashes likely reduced. There were no signs of negative impacts on other intersections or adjacent roads as traffic was free flowing, travelling West to East down Harold Street.

Beaufort Street and Harold Street Intersection was analysed, factoring in the concept of the one-way treatment on Harold Street, which supported the concept of a raised plateau node. Raised plateau nodes have benefits regarding slower speeds, reduces the likelihood of crashes, and allows pedestrians and cyclists to cross at locations which considers accessibility needs and streetscape improvements. It is likely that the node concept would also work at the other pre-approved blackspot intersections with similar benefits expected.

The Broome and Wright Street roundabout project (approved for delivery 2023-2024 and works initiated) was factored into the above analysis and there were no negative impacts from the proposed Harold Street one-way and node treatment within the area.

Other factors considered were the reduced speed limits from 50km/h to 40km/h now approved by Main Roads WA on all Local Roads, the new Bike network plan 2023-2028 as well as input from our internal Town Teams.

In addressing other problematic areas, the precinct wide traffic analysis suggests other free flowing traffic calming and road safety treatments as identified in the following diagram. These treatments are Local Area Traffic Management treatments used by other Local Governments, recommended within the *Austroads Guidelines to Traffic Management Part 8, Local Area Traffic Management*.

Figure 7.1: LATM devices commonly used by local governments



Source: Damen and Ralston (2015).

The Guidelines note that there are few treatments which recommend closing roads and diverting traffic, and these are not commonly used. Community consultation within the City of Vincent over the last five years, suggests that treatments such as raised plateaus and speed humps are generally well received. Diagonal diversions or other road closures which could divert traffic to other streets are not very well received by the community.

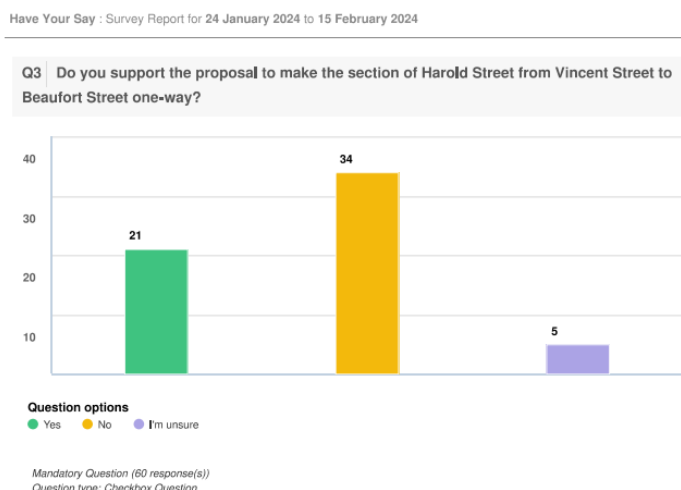
The precinct traffic analysis and treatments proposed have been discussed informally with Main Roads WA, Perth Transport Authority, and the Department of Transport with no negative feedback. It is expected that further formal discussions with these external stakeholders will be held over the next 12 months and approvals will be required.

The technical reports in Attachment 1 and 2 provide additional details on the proposed treatments for Harold Street (Vincent Street to Beaufort Street) and Beaufort Street and Harold Street intersection.

CONSULTATION/ADVERTISING:

Community Consultation for Harold Street to be converted to one-way commenced from 24 January 2024 and closed on 15 February 2024.

There was a total of 60 survey participants, 35% of which supported, 57% did not support and 8% were unsure.



The table below shows that Harold Street residents supported the one-way proposal, however school users, and other City of Vincent residents (inc. Highgate) were not supportive.

	Support	Not support	Unsure	Total
Harold St resident	7	4	2	13
Highgate resident	11	17	2	30
CoV resident	2	5	1	8
School users	2	7	0	9
Total	22	33	5	60

Comments received were mixed with general themes being:

Community Comment	Percentage	Administrations Response
Treatment disrupting drivers commute.	16%	Drivers will need to travel through Harold Street as per the direction of the one-way flow. It will disrupt drivers commute who normally drive against the one-way flow.
One-way needs to be designed to run the other way, from Beaufort Street to Vincent Street.	11%	Administration has reviewed flow running from Vincent Street to Beaufort Street, and from Beaufort Street to Vincent Street. There is no added technical benefit or negative impacts regarding how the flow of the one-way system runs, this will be determined during the detailed design phase and will be decided/approved by Main Roads WA.
Moves the problem of the black spot area at the Intersection of Harold Street and Beaufort Street to other streets/laneways.	31%	There is no negative effects of the on-way on adjoining streets as free-flowing traffic is still allowed to travel through Harold Street and access maintained at both the Vincent Street and Beaufort Street ends for the school and laneway.
Will cause issues to residents at Challis apartments.	5%	Access to Challis apartments from Beaufort Street will be maintained however residents will need to follow the one way system when travelling down Harold Street as it will no longer be bi-directional.
There are no accidents/road safety issues on Harold Street.	4%	Main Roads WA crash map has recorded accidents at the Intersection of Harold Street and Beaufort Street, and on Harold Street between Vincent Street and Beaufort Street. Harold Street is a pre-approved blackspot area relating to severity and number of accidents.
This will improve traffic and road safety issues.	31%	The one-way conversation is expected to treat accidents on Harold Street and at the intersection of Harold Street and Beaufort Street.
Doesn't solve the parking issue.	2%	The one-way conversation is likely to treat crashes associated with parking manoeuvres however will not increase the number of parking bays or solve parking issues.

There has not been any other consultation on proposed treatments within the Highgate area or on Beaufort Street (Walcott Street to Bulwer Street).

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.

Sensitive Design

Our built form is attractive and diverse, in line with our growing and changing community.

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:

Traffic analysis and engineering design tasks will be completed in-house using existing resources. No external resources or additional funding will be required for the application to Main Roads WA for the conversion of Harold Street from bi-directional to a one-way street.

The construction cost for the conversion of the bi-directional street to a one-way street is estimated to be between \$50K - \$75K.

The Beaufort Street Nodes concept is expected to cost up to \$500,000 per node which includes design costs. Should six nodes be delivered within the pre-approved blackspot locations, a budget of \$3 million over a 6-year period will be required.

External funding sources from MRWA, DoT, RAC and the Perth Parking Fund will be explored with cost saving efficiencies from programming annual road renewal and drainage improvement works to be delivered concurrently.

COMMENTS:

Administration has completed the first precinct wide traffic analysis which has holistically looked at treatments within the Highgate area and Beaufort Street (Walcott Street to Bulwer Street). It is evident that past MRWA approved ad hoc treatments focused on individual intersections resulting in traffic diversion is not sustainable.

Administration has demonstrated that road safety improvements can be made by allowing free-flowing traffic, with minimal on-flow impacts to adjoining streets. There is also added benefits for sustainable modes of transport such as cycling and walking while improving accessibility issues and improving the Street Scape appearance.

Although the majority of the community do not support the one-way conversion of Harold Street (Vincent to Beaufort), Administration recognises that Harold Street residents are largely in support. Administration considers that once the community experience these benefits, there will be an increased support for future proposed projects.

Have Your Say

SURVEY RESPONSE REPORT

24 January 2024 - 15 February 2024

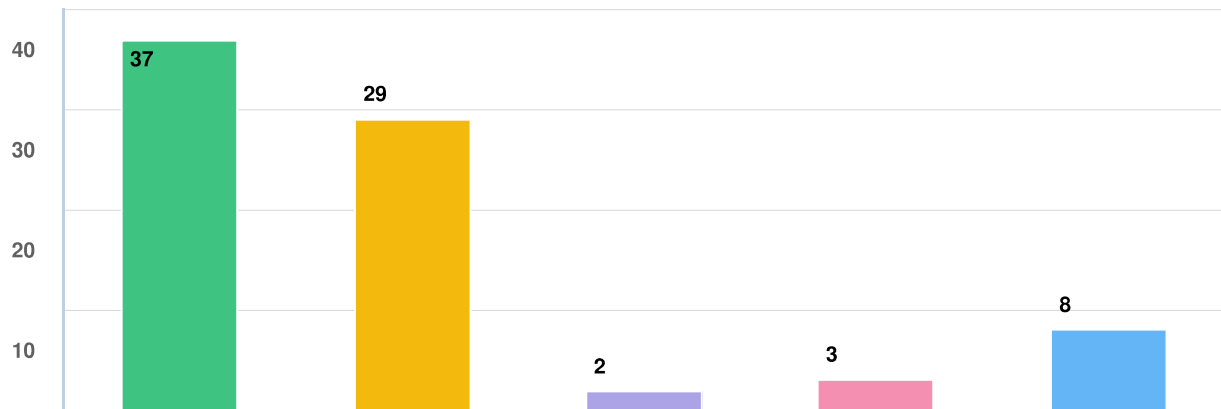
PROJECT NAME:

Proposed changes on Harold Street



SURVEY QUESTIONS

Q1 Please select the statement which best applies to you.

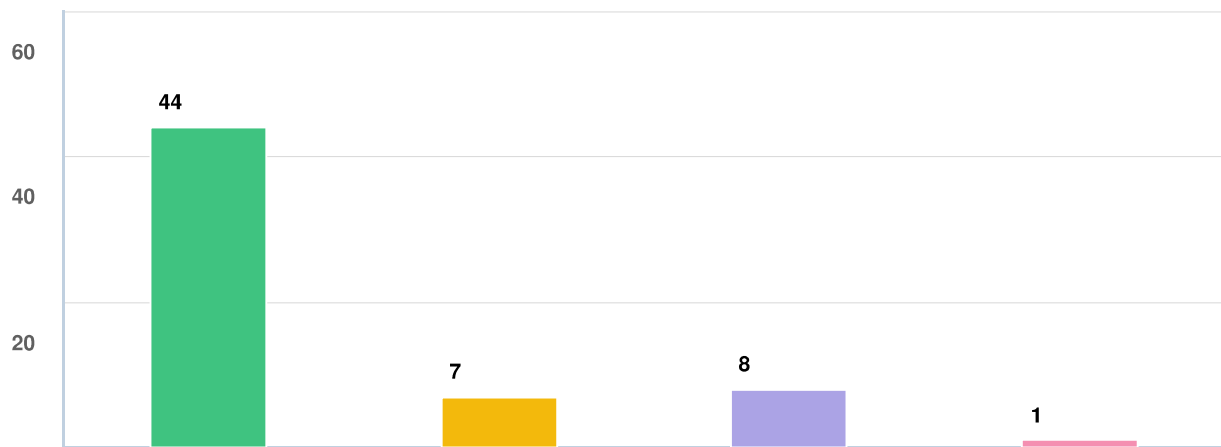


Question options

- I live/own property in Highgate
- I live/own property in the City of Vincent
- I work in Highgate
- I work in the City of Vincent
- Other (please specify)

Mandatory Question (60 response(s))
Question type: Checkbox Question

Q2 How often do you use the section of Harold Street between Vincent Street and Beaufort Street?

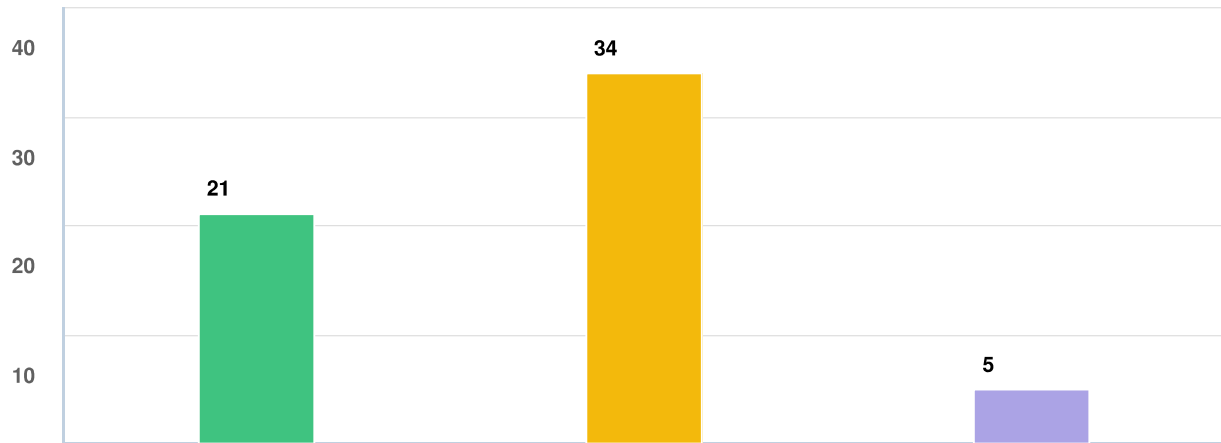


Question options

- Daily
- Weekly
- Occasionally
- Never

Mandatory Question (60 response(s))
Question type: Checkbox Question

Q3 Do you support the proposal to make the section of Harold Street from Vincent Street to Beaufort Street one-way?



Question options

- Yes
- No
- I'm unsure

Mandatory Question (60 response(s))
Question type: Checkbox Question

Q4 | Please tell us why/why not?

Screen Name Redacted

1/25/2024 07:49 AM

Because it would inhibit the way I access the street I live on and mean that I can only access my home/street from Beaufort, and I would need to drive around to get home. I also think it would cause a bottleneck at Beaufort especially during school drop off - it is already dry a busy street and the corner of Beaufort and Harold is very busy on the weekends with Ubers, party buses and taxis with people coming and going from the Queens and the Beaufort. It will make that so much worse at at more times of the day, meaning that it might be harder/longer to get home when you need to. I live here to be close to public attractions and part of that means living on a busy street, I do not agree with street parking either unless residents do not have driveways/car ports/garages which is not the case for all or the majority of residences on this street. Please don't make it one way. It will cause a bottleneck on Beaufort which is a main road of access.

Screen Name Redacted

1/25/2024 10:45 AM

It's a tight street with on screen parking on both sides, will extremely improve flow.

Screen Name Redacted

1/25/2024 11:00 AM

Prefer one way the other way heading towards Vincent

Screen Name Redacted

1/25/2024 11:00 AM

Better if direction was the other way

Screen Name Redacted

1/25/2024 11:13 AM

I am quite flabbergasted at how a Council could make such a suggestion and would love to find out which experts have come up with such a proposal. This will cause a number of issues for traffic flows in the area. It is ridiculous that the suggested flow is contrary to the more prevalent flow of traffic from east to west along Harold St. This is how most people handle pickup and drop off. The most ridiculous part of this is that it will clearly create even more dangers at the blackspot area which is Harold/Beaufort Street intersection. If people turn into Harold Street from Beaufort St (heading north) they have the bus lane to easily manage the turn, this is handy when busy at school pickup times. Now you're forcing people to turn into a far busier road with kids in the back of the car. There will also be congestion off Vincent Street given the unusual turn into Harold Street.

Screen Name Redacted

Not sure how increased traffic in laneways will go for adjacent

1/25/2024 11:40 AM

residents and egress onto Vincent and Mary sts. Could also impact Mary st and Chatsworth Rd traffic.

Screen Name Redacted

1/25/2024 11:50 AM

I think it would cause more issues at the intersection of Harold St and Beaufort St on the other side.

Screen Name Redacted

1/25/2024 11:56 AM

The strip needs to provide parking options for people wanting to visit. It isn't proposing improved public parking and this just exacerbates the current problem

Screen Name Redacted

1/25/2024 06:45 PM

As it's impossible to turn right onto Beaufort street when coming from Vincent Street, I use Harold Street. I have never experienced any traffic problems using Harold street and I've been using it daily for the last two and half years since moving to Highgate.

Screen Name Redacted

1/26/2024 11:24 AM

Safety for children is important.

Screen Name Redacted

1/26/2024 04:53 PM

People drive so fast up this section of Harold Street off Beaufort Street it is surprising a major crash hasn't already occurred. This is a residential street with people very rarely doing 40 along the street. It's a dangerous hazard. I regularly reverse out onto the street and fear for my safety between the massive cars parked in blind spots and the speed of cars!

Screen Name Redacted

1/27/2024 12:41 PM

I would definitely support the oneway system because the current situation can be extremely dangerous. I live at number 163 and have grandchildren who attend Sacred Heart School. The cars currently use our street as a cut through normally exceeding the speed limit which causes immense issues. The street is a residential street and should not be used as a main road which is the current situation. Vincent Street which is a main road is normally dismissed and Harold Street used as a cut through road. The people using this cut through are certainly not considerate to the residents living here. Thank you from a very anxious resident with the current situation.

Screen Name Redacted

1/27/2024 12:44 PM

By making it one way you are just directing traffic onto the heavily built up traffic on Beaufort street. My residence is on Harold street and forcing me onto Beaufort street particularly during busy times is more dangerous. The number one issues we have with collision happens on the corner tucked in hard against the cloud 9 where Ubers and drivers pull into the no parking zones and completely block

traffic and cause hazards. By making it one way it will only funnel People onto Beaufort street on that corner because they won't realise it's one way and try and turn around on that blind section. The other issue is having two way parking along Harold. A good fix would be to put in pull in bays to let traffic pass or get residents to park on one side only.

Screen Name Redacted

1/27/2024 01:44 PM

I live in the Challis apartments and daily see the opportunities for a collision between cars in the very congested Harold Street.

Screen Name Redacted

1/28/2024 11:19 AM

Overall I do. But I live in the Challis apartments and I am worried about traffic being diverted down Tramway Lane as this is where our car park entrance/exit is. I am worried about the risk of collisions and congestion in the lane. Cars turning out of our car park into Tramway Lane must turn left as the tight angle makes it impossible to turn right.

Screen Name Redacted

1/28/2024 10:25 PM

Won't improve and will actually create more restrictions to multiple residents in Challis Building who are currently taking both ways. If you still insist in making this one way should be from Beaufort Street towards Vincent instead.

Screen Name Redacted

1/29/2024 08:45 AM

Should be one way for full length of street Proposal addresses speeding but will create gridlock at each end of the street

Screen Name Redacted

1/29/2024 05:14 PM

I feel residents on Harold st should be able to exit either at Vincent end or Beaufort st

Screen Name Redacted

1/29/2024 11:04 PM

Refer to my previous comments - essentially it's a quiet residential street. Whilst supporting the major growth in Beaufort St, particularly around Harold St area, leaving this road two way promotes unacceptable traffic flows, excessive noise and encourages the Street to become a default through route. That's undesirable for residents in Harold Street. I fully support the proposal to make it one-way to traffic and in particular, the chosen direction - i.e. ONLY handling traffic going INTO Beaufort Street - not exiting from Beaufort Street.

Screen Name Redacted

1/30/2024 06:38 AM

The intersection of Vincent and Harold is more problematic with the number of illegal and dangerous turns that are made by staff or parents trying to get to school on time. I'm not sure if the proposal would make a difference to my concern

Screen Name Redacted

1/30/2024 12:27 PM

You can already not turn down Harold Street from Vincent Street, this proposal essentially cuts all traffic from using the street. If the street were to be one way and remain a street then traffic must flow from Beaufort Street to Vincent Street. There have been no accidents on this street to cause a need for this proposal. As a local resident living on Harold Street it impedes my ability to navigate from my home onto Vincent Street in the safest and most efficient manner. There are no businesses on this street, there are no local residents who would benefit from this proposal it significantly impacts local residents ability to efficiently travel onto Vincent Street and effectively cuts off traffic from efficiently and safely accessing the street.

Screen Name Redacted

1/31/2024 10:41 AM

Since I live in the actual street and in the area marked for the one-way traffic flow change I am fully aware of how certain vehicles 'race' up Harold Street to Vincent Street - in fact just today I saw a motorcyclist do a 'wheelie' up the road at approximately 8.15am in the morning just before the children returned to Sacred Heart after their summer break! I cannot imagine the possible carnage if this idiot had attempted that stupid stunt 15 minutes later when the children were leaving their vehicles to attend the first day back of school! I believe in pro-active behaviour to prevent any possibility of injury to schoolchildren and this suggested change must go ahead to avert any serious injury to a child or even a parent. If this proposal does go ahead access to Harold Street from Vincent Street must also be improved because at the moment you cannot turn into Harold Street whilst driving east along Vincent Street.

Screen Name Redacted

2/01/2024 04:39 PM

In the main I do as the number of non residential users/patrons of business/pubs/Uber drivers/party buses/Door Dash drivers has made Harold Street almost unusable for weekends and evenings. People are either zooming up the road as a through road or crawling looking for a car park space. Given the double side parking and narrow road width, there is nowhere for people to go and speed/crawling doesn't mix. It is sometimes a game of chicken to see who goes first and the reported incidents reflect this with the damage to cars. My only concern is this suggestion - Vehicles entering Harold Street from Beaufort Street will either have to turn around or exit via Mereny or Tramway lanes, before the one-way section. The aforementioned Ubers/Door Dashers already do this in the marked area and this is one of the congestion problems as they also park illegally at the mouth of the intersection waiting to pick up passengers/food. I'm also unsure as to how all of the parents dropping their children off will manage to do U-turns in that small section of road at the top. Given I have had my garage door damaged twice by someone doing just that, I can't see there is enough room. So, yes I support the modification in principle but I don't think it goes far enough and should be all one

way. And, to be fair, I do use the Harold Street dog leg Mon - Fri so loss of that would be inconvenient but if it's safer for everyone to have the street one way, then I support the change.

Screen Name Redacted

2/01/2024 11:42 PM

I live on Mary Street and blocking access to it from Beaufort is fantastic. Every st should have a similar situation, no one deserves to have their residential street turned in to a rat run. I support any step taken to save our city from the tyranny of the car.

Screen Name Redacted

2/05/2024 09:49 PM

I understand what it is to drive along this road in busy times of the day.. There are idiots that don't care about other drivers just flying up this road to Vincent Street (probably to pick up their kids I imagine). It's not a long road and I've had many a near miss both from parked cars and drivers coming in the opposite way. So I'm pleased to see some action taken to improve this and not let people who disregard other road users as important in their "busy" lives.

Screen Name Redacted

2/07/2024 10:43 AM

This change will cause more traffic and congestion with people turning right on to Beaufort St from the east end of Harold St to get to Vincent St. Which could cause more accidents. Therefore if you want to make this end of Harold St one way then I recommend you make it one-way to Vincent St, opposite to the current proposal.

Screen Name Redacted

2/07/2024 06:34 PM

We access Vincent Street via Harold from 539 Beaufort as this avoids the intersection and troublesome stretch of Beaufort Street between Harold and Walcott. There are also only certain times of the day where this intersection is particularly troublesome such as Friday and Saturday nights when Beaufort Street is also the nasty street. Perhaps a design similar to Mary Street where the intersection is left turn only onto Beaufort will help with the vehicle interactions without impacting residents ability to use the road. Thank you

Screen Name Redacted

2/07/2024 06:58 PM

As a resident of Harold street, this would leave us the only option of turning onto Beaufort street

Screen Name Redacted

2/08/2024 08:07 AM

Our reasons to not support the change to one way: 1. Proposal does not take into account limited or blocked access to the two laneways: Mereny and Tramway due to deliveries and normal daily life of residents. Access to our rear laneways (ROW) is a right to all home owners and residents. 2. Proposal does not take into account added pressure on the Church laneway which will become (more of) a rat run leading to extra pressure on Mary and Harold Streets. 3. Does

not take into account pressure on Vincent Street (opposite 40 Vincent St - our home (rate payers & home owners for over 26 years) with additional "U-turners". U-turns are already a problem outside our home and they are a safety risk to pedestrians and vehicles. U-turn activity is mainly linked to school and church activity. 4. It directly effects us as we have friends, family, taxi and ride share to drop us in Harold Street as it is safer to drop us off (get out of the car) then we cross the road to our home on the north side of Vincent Street. We find car drop off outside our home is dangerous as our home is on the crest of a hill and cars speed up from the Vincent / William Street intersection lights. 5. Vincent Street is still designated 60 kmh which is still pending Main Road approval to alter to 40 kph. Still urgently required. 6. An option is to add a roundabout at the base of Vincent and Beaufort Streets. We know a left field option but there is no right hand turn at the base of the Vincent Street hence the need to do u-turns within Vincent Street. A roundabout would slow traffic (even more and in a positive way) along Beaufort Street and allow traffic to turn right into Beaufort and Harold Streets. 7. The one way proposal does not alter the u-turn behaviour within Vincent Street, in fact it will make it worse. U-turning can be / are risky / dangerous. 8. Does not take into account the elderly residents who need to cross Harold or Vincent Streets to attend Church. 9. More research and genuine community engagement is required before any decisions are made. 10. Changing from two way access to Harold Street does not seem to make any sense or been properly explained or communicated. More engagement is required.

Screen Name Redacted

2/08/2024 10:30 AM

As a homeowner on the street Something definitely needs to be done with the speeding and shortcuts that drivers use to get to Vincent street from Beaufort, but it is already a hard enough street to get in and out of and this makes it more difficult. Are there any other options available?

Screen Name Redacted

2/08/2024 12:35 PM

Turning right off into Harold street not easy at the best of times. Then how do you navigate a turn around? Thle Beaufort to Vincent detour takes the pressure off the Beaufort Vincent corner in both directions. If you must make it one way - it should be the other way - Beaufort to Vincent direction.

Screen Name Redacted

2/09/2024 08:20 AM

People will start using the ROWs instead. Making it harder for residents and businesses to get in and out of their properties.

Screen Name Redacted

2/09/2024 08:22 AM

It will divert traffic elsewhere and make it more dangerous for residents and businesses.

Screen Name Redacted

2/09/2024 08:23 AM

Dangerous for residents and businesses nearby when traffic gets diverted

Screen Name Redacted

2/09/2024 08:25 AM

Cars will use the ROWs instead making it more dangerous for pedestrians using it

Screen Name Redacted

2/09/2024 03:02 PM

Terrible idea

Screen Name Redacted

2/09/2024 03:03 PM

You would have one way traffic constantly trying to turn around or making u turns at some point to access street parking on the other side of the road. Lane ways are not always accessible due to being blocked by commercial vehicle servicing the Beaufort st businesses. Access is already restricted enough

Screen Name Redacted

2/09/2024 03:21 PM

Mary street is already one way, this will have a flow on effect concentrating the traffic two way flow onto parallel streets and cause congestion at the Beaufort and Vincent street or Beaufort and Chelmsford street intersections. It is also a car thoroughfare for school drop off at Sacred Heart Primary School.

Screen Name Redacted

2/09/2024 04:50 PM

You are effectively making the street a private street for the benefit of Harold St property owners only. The change does not do anything other than to support them. It will impact a school community, where that school was founded and existed at that location for over 125 years, before the properties. You are also preventing parking of people on Harold St who go to The Beaufort Hotel and The Queens and local resturants which will impact trade.

Screen Name Redacted

2/09/2024 05:22 PM

We have a child at Sacred Heart Primary I would support it one way but in the opposite direction for school drop offs its very hard to enter from Vincent st , I'm coming from Bulwer st I want to enter from Beauport and exit from vincent then my son doesnt have to cross the road.

Screen Name Redacted

2/09/2024 07:37 PM

My children attend the sacred heart primary school, I drop them off and pick them up daily by car on Harold Street, the school has instructed that I must use Harold Street and not Mary Street, your proposal means that children must always cross the road in front of traffic to go from the car to the school and vice versa, this will make

things worse, most parents drive from Beaufort Street to Vincent Street so that the children don't have to cross the road in front of traffic. Other factors are also contributing to the congestion on Harold Street, including construction related traffic and local businesses, people who park and then bus it into the city. There needs to be a solution that keeps young children safe. Thank you.

Screen Name Redacted

2/09/2024 08:45 PM

Because all you will do is push traffic down the lane and have people turning up the top end near Vincent - it makes no sense particularly when there are no exit streets to take alternative routes through As it is this street is heavily used during school pick up and drop off - to restrict further will not result in effective network movement

Screen Name Redacted

2/09/2024 09:54 PM

It doesn't make sense for both Mary Street and Harold street to be one way towards William Street. This road has a huge amount of school drop/pick up and majority of those cars currently travel in the Beaufort to Vincent direction. Further the intersection of Harold and Vincent doesn't allow a right turn when eastbound- I foresee this making congestion far worse at both ends of the road and especially on Beaufort. I can also imagine a lot more u turns on Vincent to get back to Harold street. Very much against it.

Screen Name Redacted

2/10/2024 08:04 AM

My children attend Sacred Heart Primary school. With the Mary Street exit running one way towards Beaufort Street, having Harold street assume the same path seems completely counterintuitive. This will force traffic onto Beaufort Street which is already too busy. Access to Harold street at the Vincent street end is also only from one direction of travel, meaning anyone coming from west of Williams street will have to traverse an already complicated route towards the school including joining and then leaving beaufort street only to have to rejoin it again. Just too much traffic onto Beaufort and an increase in the potential for accidents... With the no right hand turns at Beaufort and Walcott, gaining access to Sacred Heart will become a more frustrating challenge than should be the case. If the street was to be one way, I would be suggesting the opposite direction to the one suggested by this proposal.

Screen Name Redacted

2/10/2024 01:58 PM

Normally use the road in this flow direction and the combination of the narrow road design with high congestion of street parking means one way would be less frustrating and distracting to navigate the road.

Screen Name Redacted

2/11/2024 10:01 AM

had enough of paternalistic council interference with traffic flows

Screen Name Redacted

2/12/2024 11:17 AM

Because Harold St is already not easy to access. If you are coming from Vincent St you can't turn right into Harold St. If you go down Vincent St you can't turn right on Beaufort St to access Harold St. So its not accessible from Vincent St at the moment at all without doing a U turn on Vincent St to access Harold and now that would be one way ! If you come down Walcott St you can't turn right at Beaufort St at the lights. You can't go down Mary St and then turn up Harold because at school pick up time there is a Q for drive through and some time the rangers don't allow. So its really not convenient at all Harold St and now one way will be even harder.

Screen Name Redacted

2/12/2024 01:20 PM

I live at 164 Harold street and am desperate to reduce the speed of cars along the street (for my own two young kids, and for the kids using the Harold St entry at SHPS). I am happy for the street to become one-way; I think this will help, but I am not happy with Vincent street becoming the only entry to the street. If we could turn onto Harold street, from Vincent street, in both directions it would be ok, but currently you can only turn left onto Harold from Vincent. We currently avoid the Vincent street entry if travelling eastward as we have to make a u-turn/ pull into a driveway to turn around and turn left into Harold. If we could turn into Harold from both directions access would be a lot easier. I understand it was probably made this way due to the angles of the intersection, but I feel the Vincent-Harold intersection should be looked at. As it stands, I probably do not support the proposal, but am interested in change.

Screen Name Redacted

2/12/2024 02:42 PM

Having a pathway to go past the school away from Beaufort Street rather than towards it allows for the drop off of children without having to cross back into heavy traffic in the morning/afternoon. The only other option is already one way exiting onto Beaufort street, and not having an option effectively adds additional delays and risk by having to enter a busy Beaufort street in the morning traffic.

Screen Name Redacted

2/12/2024 09:07 PM

I live at 171 Harold St and have been there for thirteen years. There has been an enormous increase in traffic over the last few years since the opening of The Beaufort. The street is a short street connecting Beaufort to Vincent with no other roads coming off. The majority of vehicles are using the road to get from Beaufort St to William St. Vincent street already exists for this purpose. The road becomes clogged up and unmanageable particularly during the evening and weekends. At times during the day when there is a free flow of traffic, I have noted on numerous occasions cars travelling well above the speed limit (right next to the school) and coming from Beaufort St. Surely the prime function of a suburban road is to allow

access for the residents who live on the street. While there can be expected to be some extra traffic, in this instance almost all the traffic has nothing to do with the residents.

Screen Name Redacted

2/12/2024 09:10 PM

My wife and I live on the affected section of Harold Street. The street is narrow and not suited to the current arrangement of two-way traffic as well as on-street parking. With the increased development and activity along Beaufort Street (which we fully support), Harold Street has seen increased traffic flow either taking a short-cut between Beaufort and Vincent Streets and/or looking for on-street parking along Harold Street. Peak traffic flows appear to occur when on-street parking is in high-demand which reduces the effective width of the roadway and leads to increased occurrences of traffic conflict. Converting the street to one-way as proposed will address the traffic conflict as well as improve the quality of life for residents along the Harold Street. We fully support this proposal and thank the council for seeking feedback, considering the issue and proposing a pragmatic solution.

Screen Name Redacted

2/13/2024 02:16 PM

It's very congested when we have traffic from both ways, also the junction between Harold and Vincent has less room for 2 cars turning at the same time.

Screen Name Redacted

2/13/2024 08:19 PM

I believe that with the one way streets around us running off of Harold street, our street is used by commuters coming from Lord street and heading to Vincent street as a shortcut. In mornings and afternoons cars accelerate dramatically through the early portion of the street which makes it at risk for children and pedestrians in the area. There is also a significant bottleneck at the Beaufort street end on Friday/Saturday evenings due to rideshare drop offs without any designated area for them to park. The street is unsafe for children crossing the road as it currently stands. Living on Harold street with this potential change would require some degree of increased access for local residents as we cannot turn into Harold from Vincent heading east currently

Screen Name Redacted

2/14/2024 01:52 PM

As a resident of this section of Harold Street I fully support this proposed change. A narrow inner-city street, this section of Harold Street was not designed to support the current traffic flow. This portion of Harold Street has no lane-way access for residents and there are no adjoining intersections along the street. When occupied with parking on both sides it becomes a single lane. Entry of traffic from both ends of the street often results in gridlock and impedes safe traffic flow. As a shortcut between two major roads (Beaufort

& Vincent Streets) this section has become a regular "rat-run" with observational speeds often appearing to exceed the 40kph limit. Since the opening of The Beaufort entertainment venue and Challis Apartment complex, the council has been aware, and indeed has acknowledged, that the ongoing traffic management problems impacting this section of Harold Street require intervention. Council is also aware the ACTUAL RESIDENTS of the street, impacted daily by these concerns, last year petitioned council respectfully requesting this change.

Screen Name Redacted

2/14/2024 06:58 PM

The street is too narrow. I've had too many delays because of cars not able to get through both ways, especially when the kids are out in the afternoons. I've no problem driving into Vincent instead and the right turners are a nightmare cutting people up on Beaufort from Harold. I'm sure the residents are sick of having to take risks coming out of their driveways, I'm not sure anyone on other streets would like to have the same problem. Make more parking available for non residents is another thing I'd like

Screen Name Redacted

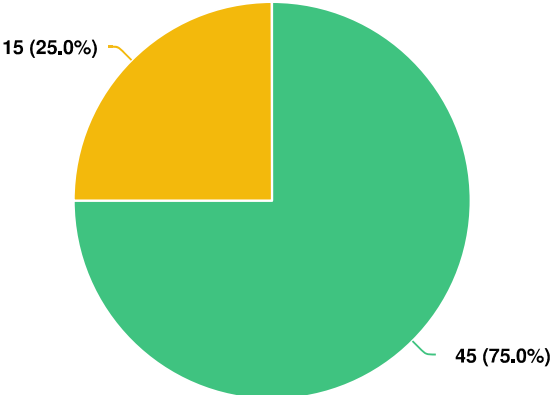
2/14/2024 07:00 PM

Better than what's already there and it's not that busy but there's always traffic issues. Get it done!

Optional question (56 response(s), 4 skipped)

Question type: Essay Question

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



Question options

- Yes
- No

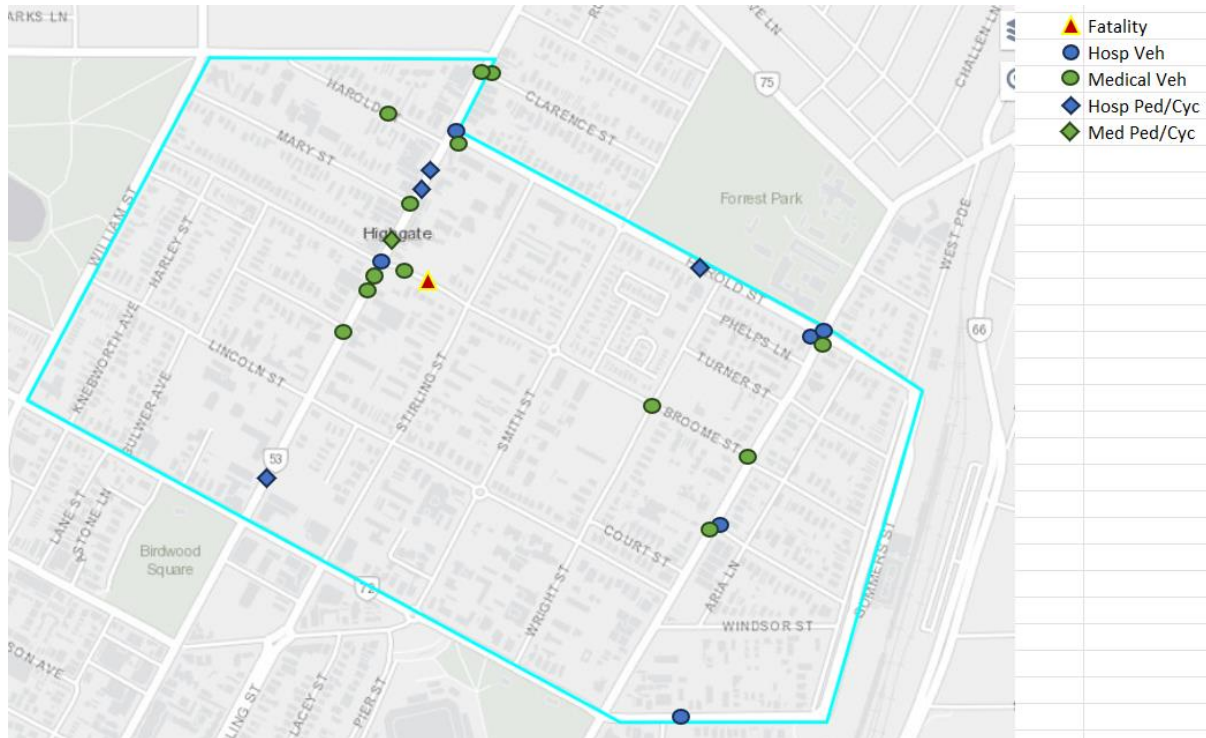
*Mandatory Question (60 response(s))
Question type: Dropdown Question*

Traffic and Transport – Technical Note Highgate Precinct Area

Precinct wide Traffic Analysis

The purpose of this report is to explore options to slow vehicle speed and increase pedestrian, cyclist and vehicle safety on Beaufort Street as well as exploring the option of converting Harold Street to a one-way street from Vincent Street to Beaufort Street.

KSI Crash Data within the Highgate area



Beaufort Street Node treatments

After investigating treatments typically used to mitigate problems of average traffic speeds above that posted, the incidents of turning movements and the concentration of pedestrian and cyclist collisions, it has been identified that there are similar patterns along the section Beaufort Street (between Lincoln Street and Walcott Street). This section is also identified for preapproved blackspot treatments, such as banned right turns and roundabouts, however these do not suit the needs of many in the local area and treatments should reflect both the local needs of the community and improve accessibility for walking and cycling.

It is also important that this area of Beaufort Street maintains a level of formality regarding these treatments, so there is less confusion for all road users.

The road is a PTA bus route for a handful of services (including peak time bus lanes), is prescribed as an important cycling network route connector, and has impacted the safety of pedestrians crossing Beaufort Street, and to reflect this, the following identifies suitable treatments that should be investigated as a solution to improving road safety and accessibility within the Highgate Precinct.

Traffic and Transport – Technical Note Highgate Precinct Area

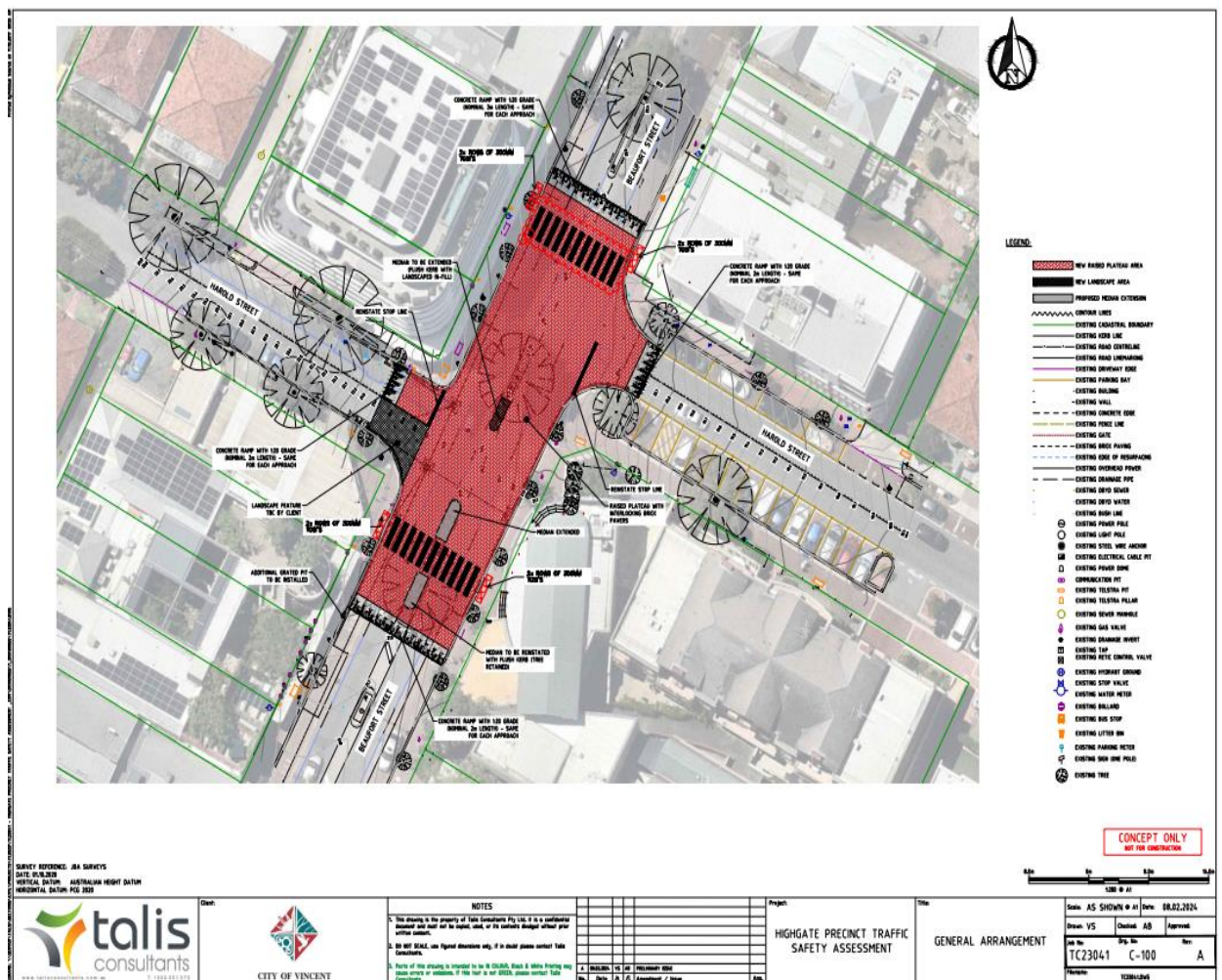
Plateau intersection treatments on the following intersections with Beaufort Street

- Lincoln Street
- Broome Street
- Harold Street (east and west legs)

The installation of plateaus is a very good option compared to other intersection treatments at these locations, such as closures and reconfigurations (roundabout, signals). The installation at each location will require consultation with residents, PTA and Main Roads, however, they provide the following opportunities:

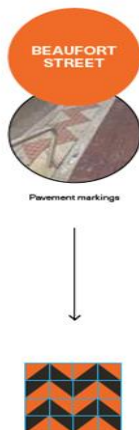
- Does not reduce movement accessibility for all modes of transport along the local road network. Supporting petitioners to not ban right turn movements at Beaufort Street with Harold Street.
- Improves DDA compliance and supports the City’s safety and accessibility strategies and policies (e.g. Strategic Community Plan 2018-2028 – Accessible City)
 - Creates at-grade crossings for pedestrians at all intersections.
 - Improves accessibility for all modes of transport including improvement along the LTCN network locally.
- Provides a treatment that is an environment change for drivers, making it feel like a less car dominated environment.

The node concept for Harold Street and Beaufort Street intersection is detailed within the below sketch;



Traffic and Transport – Technical Note Highgate Precinct Area

There may be opportunity for some artwork to be painted on the intersection which would incorporate elements of the City's wayfinding Strategy, which of Beaufort Street looks like the below.



Removal of central medians on Beaufort Street

Potential for removal of central medians midblock – allowing better on-street parking accessibility for local businesses.

- Requires consultation with residents, PTA and Main Roads

Midblock closure of traffic movement eastbound lane on Harold Street.

Midblock allows for two-way access for residents closer to William Street to enter and access Harold Street (they should be impacted as little as possible). The midblock will allow for cycling two-way access (if possible and kerbed so the minimum road width is maintained).

Local Road – therefore will not require a wide lane width.

- Requires consultation with residents, PTA and Main Roads

Other treatments to be reviewed to improve transport network accessibility and safety in the Highgate Precinct are:

Safe Active Streets

From the crash data, it was also identified that there are crash patterns along residential areas of the precinct. These roads also had other important features such as LTCN routes, parks and schools. It is important that these streets provide good walkable and rideable road sections to improve accessibility for more vulnerable road users and pedestrians.

Safe Active Street treatments on:

- Broome Street, (LTCN Local Route)
- Smith Street (LTCN Local Route)

Traffic and Transport – Technical Note Highgate Precinct Area

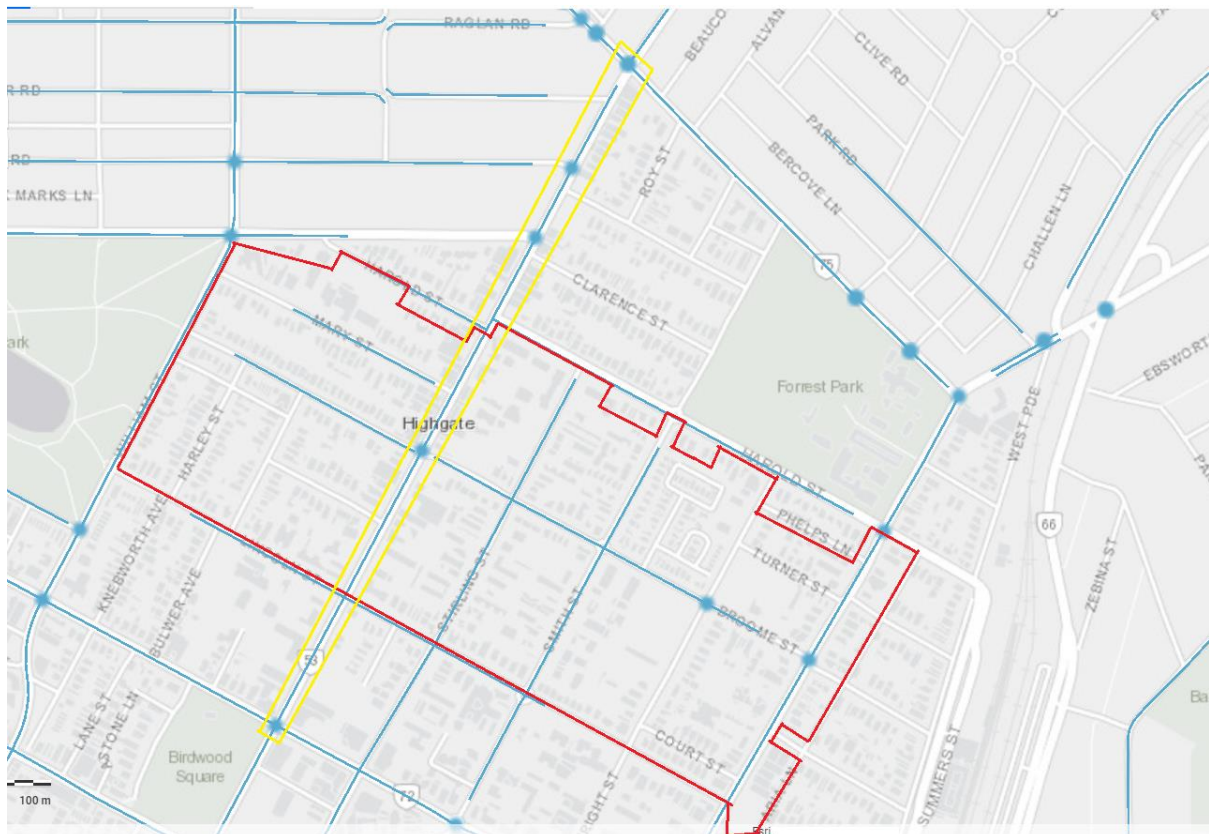
- Mary Street (LTCN Route)
- Harold Street between Beaufort Street and Lord Street (plenty of capacity for a mid-block treatment)

Other node sites

The plateau proposed at the intersection of Harold Street with Beaufort Street will reduce traffic speeds on all intersection approaches, therefore improving driver reaction time to avoid collisions. Further nodes identified from crash data, show similar patterns of crash behaviour, with events involving rear end and right turning movements being the most prevalent. The crash assessment for the study area, showed that there were a high number of crashes at many other local intersections. The opportunity to improve road safety at other local intersections along Beaufort Street, whilst increasing accessibility for walk and cycling can be provided by installing the same node treatments at intersections as follows:

Pre-approved MRWA blackspot areas;

- Walcott Street
- Chelmsford Road
- Vincent Street
- Broome Street
- Bulwer Street
- Harold Street



Other possible intersections;

- Grosvenor Road
- Barlee Street
- Clarence Street
- Mary Street

Traffic and Transport – Technical Note Highgate Precinct Area

- Lincoln Street

It has been identified that there are similar crash issues at other intersections further along Beaufort Street, and given the similar development demands between Vincent Street, the city is also investigating similar node treatments of raised plateaus at intersections including Barlee Street with Beaufort Street, and Chelmsford Road with Beaufort Street. The city is also investigating similar treatment opportunities at the intersection of Walcott Street with Beaufort, however, this will require extensive engagement and discussions with Main Roads WA and the City of Stirling.

Harold Street (Vincent Street to Beaufort Street) was analysed, and the concept of the one-way treatment modelled. It was evident that traffic volumes would likely decrease, slower speeds would be expected, and crashes likely reduced. There were no signs of negative impacts on other intersections or adjacent roads as traffic was free flowing, travelling West to East down Harold Street.

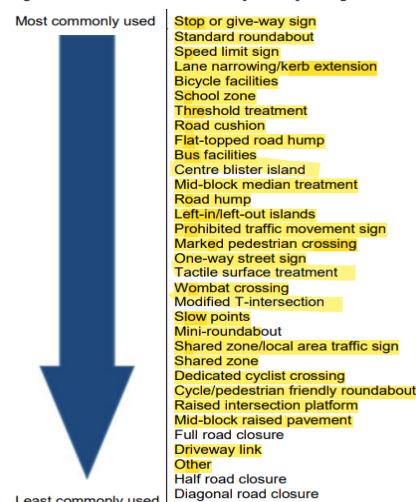
Beaufort Street and Harold Street Intersection was analysed, factoring in the concept of the one-way treatment on Harold Street, which supported the concept of a raised plateau node. Raised plateau nodes have benefits regarding slower speeds, reduces the likelihood of crashes, and allows pedestrians and cyclists to cross at locations which considers accessibility needs and streetscape improvements. It is likely that the node concept would also work at the other pre-approved blackspot intersections with similar benefits expected.

The Broome and Wright Street roundabout project (approved for delivery 2023-2024 and works initiated) was factored into the above analysis and there were no negative impacts from the proposed Harold Street one-way and node treatment within the area.

Other factors considered were the reduced speed limits from 50km/h to 40km/h now approved by Main Roads WA on all Local Roads, the new Bike network plan 2023-2028 as well as input from our internal Town Teams.

In addressing other problematic areas, treatments within the Local Area Traffic Management could be used as highlighted within the recommended section of the *Austrroads Guidelines to Traffic Management Part 8, Local Area Traffic Management*.

Figure 7.1: LATM devices commonly used by local governments



Source: Damen and Ralston (2015).

The Guidelines note that there are few treatments which recommend closing roads and diverting traffic, and these are not commonly used. Community consultation within the City of Vincent over the last five years, suggests that treatments such as raised plateaus and speed humps are generally well received. Diagonal diversions or other road closures which could divert traffic to other streets are not very well received by the community.

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Other areas which may benefit from treatment are at the intersections of Chatsworth Road and Harley Street, Harley Street and Lincoln Street, Cavendish Street and Chatsworth Road.



Treatments could consider mini roundabouts, raised plateau or seagull islands which considered with other proposed treatments, would work in allowing free flowing traffic, and not negatively impacting adjacent streets.

Further analysis will be required in treating streets which are high priority, pre-approved areas with considerations likely on treatments which allows free flowing traffic.

Harold Street One-Way – Vincent Street to Beaufort Street

Harold Street One-Way

This section of Harold Street is Classified under the Main Roads WA Road Classification Hierarchy as an Access Road, with capacity for up to 3,000 vehicles per day. It is approximately 8.5m wide with a two-way configuration with on-street line marked public parking on both sides of road. The current posted speed on this road section 50km/hour (due to be changed in 2024 to 40 km/hour).

The road runs northwest to southeast, terminating at intersections with Vincent Street and Beaufort Street, respectively. The Vincent Street/ Harold Street intersection is configured as left in, left out only to/ from Vincent Street (Give Way controlled) and all movements are accessible at the intersection of Harold Street with Beaufort Street (Stop Line controlled).

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The area is predominantly residential however it is within proximity to several other sites uses including several local businesses along Beaufort Street and a school and church near the Vincent Street intersection. There are also bus services operating along Vincent Street, Beaufort Street and nearby William Street, and Hyde Park is west of Harold Street, within five-minute walking distance. These are all accessible with good footpath connections and the street is well shaded with verge trees.

Traffic data

The data in **Table 1.0** identifies that there are currently no excessive speeding impacts along the midblock section of Harold Street and traffic flows are less than 1/3 of the total traffic capacity for an Access Road. However, given the peak period on-street parking demands, the capacity of the road is typically reduced to provide traffic movements in one direction only. This requires drivers to find gaps where accesses are positioned, to temporarily give-way to oncoming traffic in the other direction. Given there is no control in place, it is up to drivers in each direction to show courtesy to let one of the drivers through.

Table 1.0 Harold Street midblock traffic data

Location	From	To	Survey Date	Average Daily Weekday Traffic flow (ADWT)	Peak Flow AM	Peak Flow PM	Average Speed (Km/hr)	85 th %ile speed (Km/hr)
Harold Street	Beaufort Street	Vincent Street	July 2021	735	79.2	79.4	33.7	43.0

Crash analysis summary

Crash data was obtained from the MRWA police recorded Crash Database. From the analysis, it was identified that that there were 08 crashes over 05 years (2018 to 2022). These were recorded within a corridor of less than 160m, showing a significant issue with crash rates, along a local residential street.

The data is summarised with the following crash information:

- 03 involving vehicles parked on-street.
- 04 involving cars to/ from accesses (01 needed medical attention)
- All midblock crashes were between 70m of Vincent Street and 30m of Beaufort Street.

Most crashes involved crashes from traffic travelling northwest and vehicles moving from accesses. Side swiping parked vehicles was also recorded. Figure 1.0 shows the coverage area of Harold Street where the crashes have been recorded.

Figure 1.0 Proximity of all recorded midblock crashes

Traffic and Transport – Technical Note Highgate Precinct Area



On Street Parking

The current on-street public parking controls are residential permit parking along the northern section of the street and 2P restrictions along the southern side of the street. There are additional parking controls to the southeast of the street towards Beaufort Street, where short term publicly accessible parking bays are provided. The availability for residential parking exceeds the number of residential properties proportion of over one property per parking space.

Two-way traffic flows are restricted in both directions due to the demand for on street parking in both directions, also covering the area of where midblock crashes were recorded. From site visits, it was identified that along with reduced road capacity, on street parking reduces access sight visibility for through traffic and residents exiting accesses. An example of the restricted traffic lane access, give-way to oncoming traffic and on-street parking is shown in Figure 2.0.

It is also worth noting that on-street parking capacity within five minutes walking distance of Beaufort Street is not typically at full capacity and there is parking availability typically on the northwest end of Harold Street.

Harold Street looking towards Vincent Street

Traffic and Transport – Technical Note Highgate Precinct Area

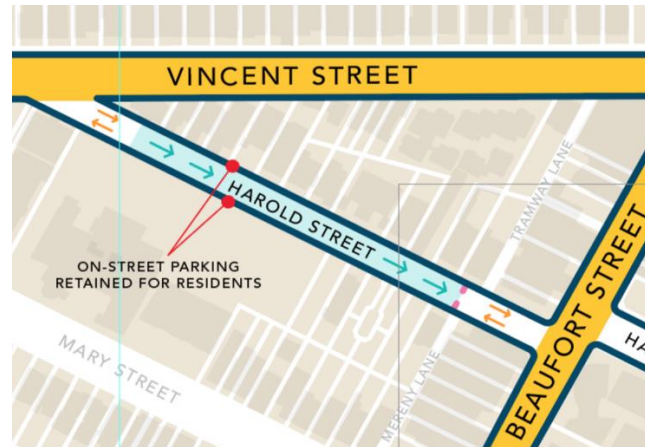


Proposed layout

The proposed layout is reducing the traffic flow permanently to reflect the capacity during the peak period for on-street parking demand on this section of Harold Street. It has already been identified that right turning conflicts are a main causation of crashes in the area, and although the intersections of Harold Street with Beaufort and Vincent Streets have not changed, the reduced traffic flow will minimise the likelihood of crashes locally along Beaufort Street, which have an impact to the local road network, in terms of traffic delays, and queuing over other lanes and local intersections. Figure 3.0 indicates the proposed location to introduce one-way access and the proposed permissible direction of traffic along Harold Street

Figure 3.0 Harold Street one-way location proposal

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The choice of traffic flow to be maintained is determined by the most important issue of road safety during the period of school children being dropped off and picked up. The nearest road intersection of Vincent Street/ Harold Street already has low likelihood of a crash, with less conflict points and the flow movement to leave the intersection and travel onto Beaufort ensures that children and other pedestrians cross this area of Harold Street with less traffic movements and improved gap times. This will also improve accessibility both in the school peak demand periods and the AM and PM commute peaks of the weekday. As cars are all also parked westbound on both sides of the road, driver visibility is also improved as the front of a car is nearest the access and not the higher raised rear sections of vehicles to maximise truncation visibility for drivers approaching and leaving accesses.

Vincent Street is a two-lane road in each direction during peak periods with on-street Parking restrictions from morning until the end of weekday peak traffic periods. The left turn only access onto Harold Street means a low likelihood of a collision entering Harold Street. Reallocating traffic flow via Beaufort Street onto Vincent Street is also a safer action than right turns onto Harold, as crash data history has already identified. The fact that it is only left turn movements required, especially in the Peak traffic demand periods is unlikely to have a detrimental time of additional travel times, with it estimated that, given the traffic speeds recorded along Harold Street and the likely single lane give way movements due to on street parking, the additional travel time would be less than 60 seconds and away from a corridor of road where collisions are occurring at an unnecessary rate. Crashes along this section of on Harold Street with single Lane capacity, if requiring medical attention do mean congestion issues, which may impact onto the local distributor Roads of Beaufort Street and Harold Street and the associated intersections.

Reducing the traffic flow movements also provides improved gap times and reduced conflict points along Harold Street for cyclists and pedestrians (including children local to the Primary School)

Summary

With a high number of turning movements in a local vicinity (within proximity to Beaufort Street and Vincent Street), there is a high likelihood of collision along a section of Harold Street where on-street parking demands are prevalent.

Reducing traffic flows has been proposed, with one way access only provided along a corridor section of Harold Street identified as a crash zone area and where the road is typically reduced to a single due to on-street parking demands. The outcomes of this proposal will have the following outcomes:

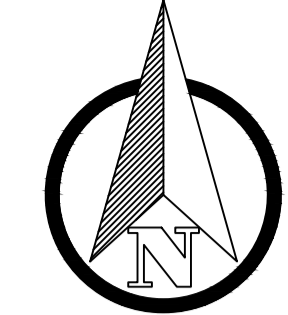
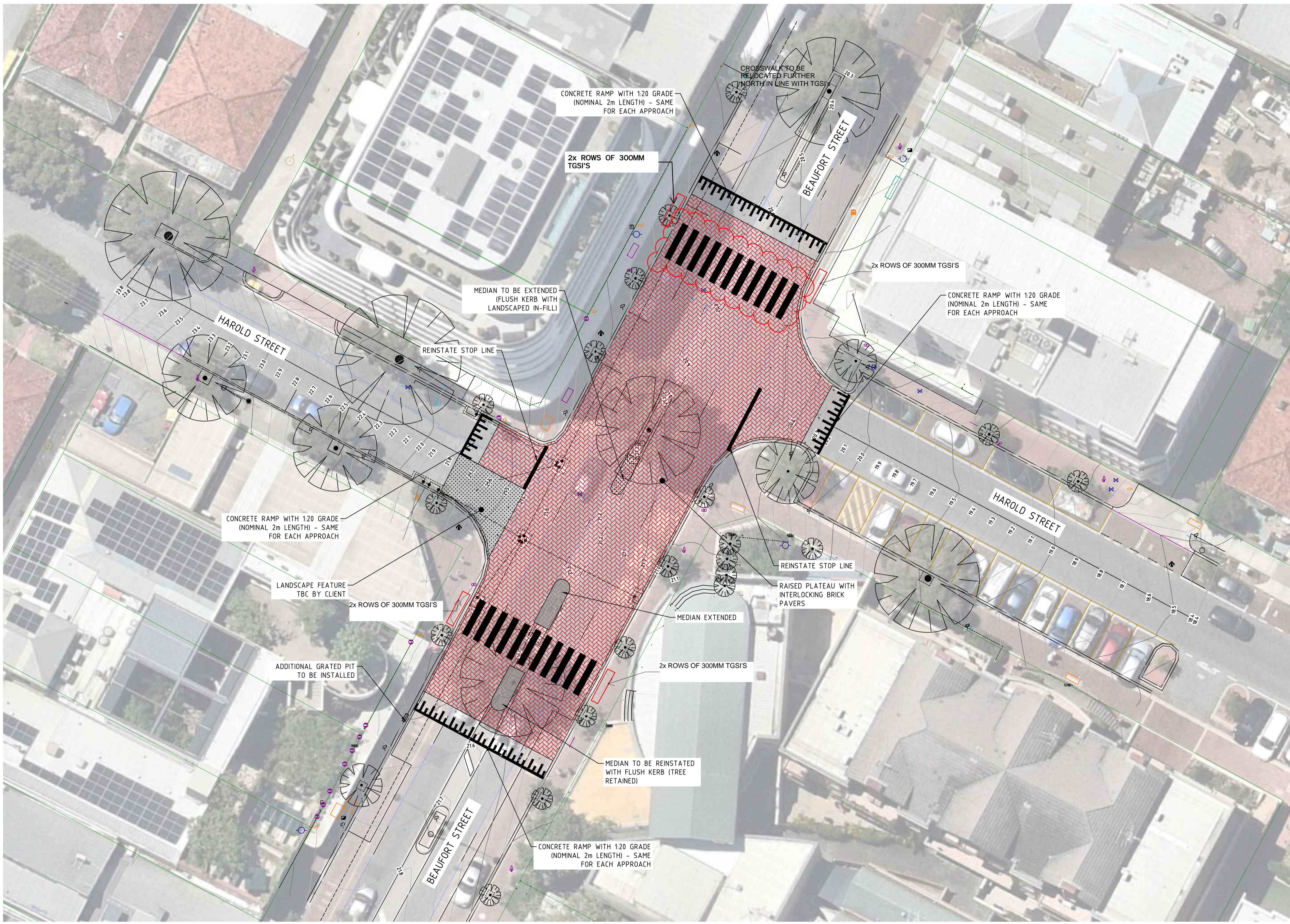
Traffic and Transport – Technical Note Highgate Precinct Area

- reduced turning movements along Harold Street.
- reduced likelihood of collision along Harold Street.
- Increased traffic flow along Harold Street.
- Reduced the risk of collision at locations where accesses are located along Harold Street. Drivers exiting have increased time to observe traffic flows in one direction.
- Reducing westbound traffic along Harold Street towards the school accesses reduces conflict opportunities, therefore improving exit flow from the primary school.
- The reduction of traffic flow into Harold Street from Beaufort Street will reduce right turn traffic flows, in turn reducing crash issues currently recorded.
- Vincent Street has capacity to carry additional local traffic and as a left in only intersection, has a low impact on the likelihood of intersection collision (there are no conflicting right turn flows on the intersection approach). There are also parking restrictions on-street enforced during the am and pm peak traffic periods to allow for two-lane capacity in each direction (as opposed to a reduced single traffic lane for traffic in both directions in the same period)
- Reduced traffic movement will also improve safety and accessibility for other modes of transport including crossing pedestrians and cyclists, supporting the following City of Vincent Policies:
 - City of Vincent Strategic Community Plan - 2022 to 2032. With specific reference to
 - Accessible City
 - Thriving Places
 - Innovative and Accountable
 - City of Vincent Public Health Plan - 2020 to 2025
 - Reduced injuries and a safer community

Redirected traffic of less than 80 vehicles in a peak period, would access Harold Street from Beaufort Street via Vincent Street using left turn movements. This will have a minimal journey time impact for commuters and improve safety for residents along Harold Street, including those who walk and cycle locally. The traffic volumes recorded for this flow have suitable capacity on Vincent Street between Beaufort Street and Harold Street.

It is also recommended that the street have traffic data recorded 12 months post any change to the road configuration and an on-street parking demand survey be conducted to identify if the changes to road accesses also would impact parking demand between Vincent Street and Beaufort Street.

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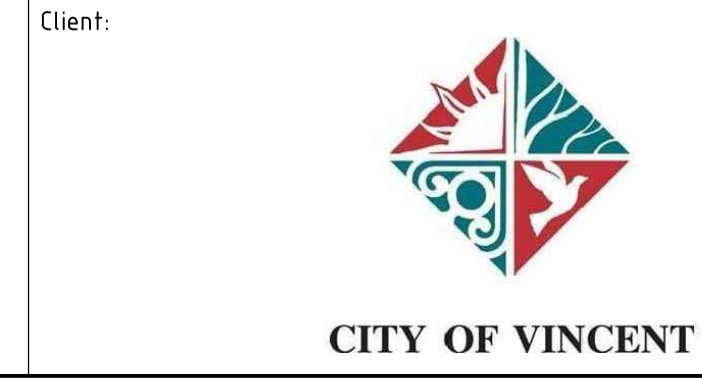
LEGEND:

- NEW RAISED PLATEAU AREA
- NEW LANDSCAPE AREA
- PROPOSED MEDIAN EXTENSION
- CONTOUR LINES
- EXISTING CADASTRAL BOUNDARY
- EXISTING KERB LINE
- EXISTING ROAD CENTRELINE
- EXISTING ROAD LINEMARKING
- EXISTING DRIVEWAY EDGE
- EXISTING PARKING BAY
- EXISTING BUILDING
- EXISTING WALL
- EXISTING CONCRETE EDGE
- EXISTING FENCE LINE
- EXISTING GATE
- EXISTING BRICK PAVING
- EXISTING EDGE OF RESURFACING
- EXISTING OVERHEAD POWER
- EXISTING DRAINAGE PIPE
- EXISTING DBYD SEWER
- EXISTING DBYD WATER
- EXISTING BUSH LINE
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING STEEL WIRE ANCHOR
- EXISTING ELECTRICAL CABLE PIT
- EXISTING POWER DOME
- COMMUNICATION PIT
- EXISTING TELSTRA PIT
- EXISTING TELSTRA PILLAR
- EXISTING SEWER MANHOLE
- EXISTING GAS VALVE
- EXISTING DRAINAGE INVERT
- EXISTING TAP
- EXISTING RETIC CONTROL VALVE
- EXISTING HYDRANT GROUND
- EXISTING STOP VALVE
- EXISTING WATER METER
- EXISTING BOLLARD
- EXISTING BUS STOP
- EXISTING LITTER BIN
- EXISTING PARKING METER
- EXISTING SIGN (ONE POLE)
- EXISTING TREE

CONCEPT ONLY
 NOT FOR CONSTRUCTION



SURVEY REFERENCE: JBA SURVEYS
 DATE: 01.10.2020
 VERTICAL DATUM: AUSTRALIAN HEIGHT DATUM
 HORIZONTAL DATUM: PCG 2020



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No.	Date	By	App.	Amendment / Issue
A	08.02.2024	VS	AB	PRELIMINARY ISSUE

Project: HIGHGATE PRECINCT TRAFFIC SAFETY ASSESSMENT
 Title: GENERAL ARRANGEMENT

Scale: AS SHOWN @ A1 Date: 08.02.2024
 Drawn: VS Checked: AB Approved:
 Job No: TC23041 Drg. No: C-100 Rev: A
 Filename: TC23041.DWG