

10.4 BRISBANE STREET - RESPONSE TO PETITION

- Attachments:**
- 1. Attachment 1: Brisbane Street Traffic Concerns - Petition - March 2024 - Confidential**
 - 2. Attachment 2: Brisbane Street Traffic Concerns - Survey - March 2024 - Confidential**

RECOMMENDATION:

That in response to a petition received by the Council on 19 March 2024 in relation to Local Area Traffic Management and parking issues on Brisbane Street, between Lake and Palmerston Streets, Perth, Council:

- 1. NOTES the April 2024 Traffic Warrant scoring is 30 for Brisbane Street, between Lake and Palmerston Streets which suggests to consider low-cost non-capital works solutions;**
- 2. REQUESTS Administration to design a low-cost treatment to be delivered which addresses road safety issues (speeding, driver behaviour etc) on Brisbane Street, between Lake and Palmerston Streets,**
- 3. CONSULT with residents on the low-cost treatment design for Brisbane Street, between Lake and Palmerston Streets; and**
- 4. CONSULT with residents on the proposed introduction of paid parking on both sides of Brisbane Street, between Lake Street and Palmerston Street.**

PURPOSE OF REPORT:

To provide Council with a response to a petition received on 19 March 2024 in relation to traffic management and parking issues on Brisbane Street, between Lake and Palmerston Streets, Perth.

BACKGROUND:

On the 19 March 2024 Council received a petition with 6 signatures from Matt Dowell of Perth. The petition requests that the Council investigate options to address the road safety concerns and parking congestion issues of residents of Brisbane Street between Lake and Palmerston Street. The petition attaches a survey completed by 21 people comprising a large percentage of local residents and outlines concerns including accidents and near misses and an overwhelming desire for traffic calming and parking congestion to be addressed.

The petition is provided in Confidential Attachment 1.

DETAILS:

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

Traffic data collected from 21 March 2024 to 02 April 2024 is as follows –

- **Traffic volume:** 1504 vpd (vehicle per day).
- **Speed:** 85% is 43km/h (The 85th percentile speed is the speed that 85% of vehicles are travelling at, or slower, under free-flowing conditions).
- **Average speed:** 36km/h.
- **Class:** Heavy vehicles 1.7%.

The traffic data shows the average weekday volume being 1504vpd, this is within the expected capacity of a Local Access Road. The 85th percentile speed is 43km/h which is similar to the speeds recorded in comparable streets throughout the City however slightly higher than the posted legal limit of 40km/h.

The Traffic Warrant scoring completed on the 5 April 2024 following data collected between the 21 March 2024 to 02 April 2024 scored this section of road at 30, which suggests consideration of low-cost non-capital works solutions be explored.

The Traffic Warrant Scoring system is derived from the *Austroads Guide to Traffic Management*, Part 8: Local Street Management. Traffic parameter is detailed below –

Table 1 – LATM Warrant Scoring System

TRAFFIC PARAMETER	
Traffic Speed	85 th percentile speed (km/h)
Traffic Volume	Average weekday traffic volume (vpd)
Crash Data	Fatal crashes
	Injury crashes
	Non-injury crashes
Road Design and Topography	Restricted sight distance on vertical/horizontal curve
	Unrestricted sight distance on bends
	Steep hill
Vulnerable Road Users	Major bicycle or pedestrian crossing point
	Important Bicycle Route
Activity Generators	Educational institution (e.g. school, college)
	Retail
Amenity Factors	Rat-running through traffic – percentage of peak hour traffic volume (%)
Heavy Vehicles	Percentage of heavy vehicles (%)

LATM W

Crash statistics, road environment and condition, nature and volume of use etc is assessed and points applied in accordance with the guidelines.

The warrant system suggests that aggregate scores from 30 and above require some level of intervention. Scores of 50 and above require capital works intervention, as shown in the table below –

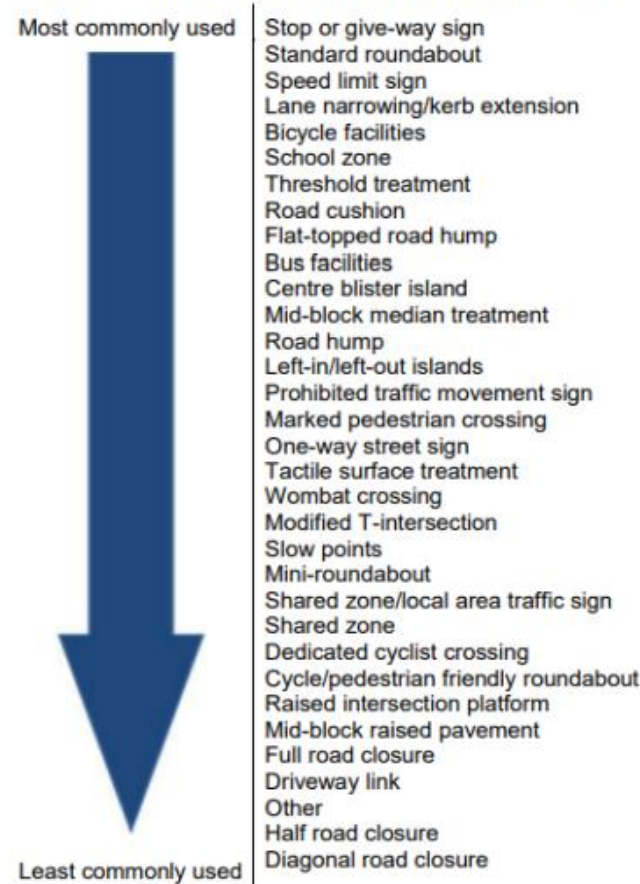
Table 2 – Level of Action

TOTAL POINT SCORE	DECISION	ACTION RESPONSE
Greater than 50 points	Denoted as Technical Problem Site	Considered to be a site that has problems. Suitable solutions to be considered for funding and implementation.
30 to 50 points	Denoted as Minor Technical Problem Site	Consider low-cost non-capital works solutions (e.g. sign and line marking treatments, monitoring with electronic speed display signs) if appropriate.
Below 30 points	Denoted as a site with low safety and amenity concerns	No further action required.

Low-Cost treatments are recommended as non-capital works, examples being signs, line marking and speed monitoring.

The Guidelines outline some of the commonly applied treatments as follows –

Figure 7.1: LATM devices commonly used by local governments



Source: Damen and Ralston (2015).

The Manager Engineering met with petitioner Matt Dowell of Perth on Wednesday 27 March 2024 to discuss the road safety and parking petition submitted by the residents of Brisbane Street. Mr Dowell was appreciative of a City representative taking the time to look at the site and understand the context of this stretch of road and the resident’s associated concerns.

The summary of the meeting was as detailed below:

- The City of Vincent is reviewing historic traffic data (now a few years old) and intends to utilise the data currently being gathered with the two traffic counters currently rolled out.
- These measure traffic volume, vehicle speed and heavy vehicle usage.
- A previous assessment of Brisbane Street (a few years ago) measured the ‘Traffic Warrant Assessment’ at 30 points, which is below the 50 points that triggers funding priority for major treatment.
- A score of 30 is denoted as a ‘minor technical problem site’ and low-cost capital works solutions would be considered, with possible scope for City of Vincent to either prioritise local funding or pursue funding from Main Roads for more substantial capital works (plateauing, speed humps etc)
- The traffic warrant score typically considers the data sourced from the traffic counters.

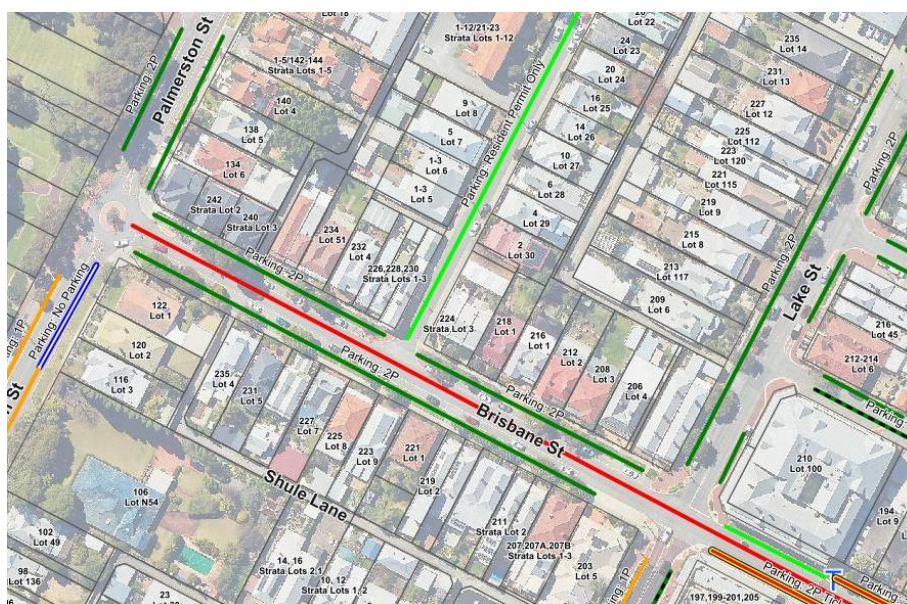
Mr Dowell stated that safety concerns of residents go beyond traffic volume and speed of vehicles measured by the traffic counters, and it was strongly suggested that the following should be taken into account when determining the ‘Traffic Warrant Assessment’:

- Brisbane Street narrows significantly at the Lake Street intersection up until the Palmerston Street roundabout by approximately 1.5 - 2 metres.
- Due to the two-way traffic and narrowness of the Street, the safety of residents is compromised through simply getting in and out of their vehicles, particularly when traffic is flowing both ways.
- Widening the road would require significant capital works and funding, and most likely not a viable option. Reducing traffic volume and calming options would likely be more viable.
- This section of Brisbane Street is 100% residential zoning. Traffic created by the commercial zoning of the rest of Brisbane Street and from Lake Street to Bulwer Street freely flows through this residential area.
- Consideration should be given to redirecting west-bound traffic on Brisbane Street up Lake Street to the main arteries of Bulwer and Newcastle Streets.
- It is a high pedestrian zone, which is to be encouraged and would be enhanced if traffic was redirected away from this residential strip.

In addition, Mr Dowell requested that the parking congestion concerns are also addressed within the report and possible solutions identified. The petitioner confirmed that residents understand the City of Vincent has conflicting priorities and triages works based on need first and foremost. The City of Vincent is requested to develop a plan that includes low-cost short-term solutions that can be implemented in the near future, with a view for more significant capital works to be undertaken longer term.

The Manager Engineering confirmed that the information above will be considered with short- and longer-term measures explored, longer term could take up to 18 months before designs could be completed.

The current parking restrictions on Brisbane Street between Lake Street and Palmerston Street is 2P 8AM – 5.30PM, Monday to Friday and 2P 8AM to Noon on Saturday on both the North and South side.



The City has received a number of concerns from residents in relation to the lack of parking available on the street for residents. The demand on parking has increased due to the increasing density of developments in the area and with the proximity to the CBD. As parking demand has increased, local residents have found a diminishing availability of parking adjacent to their properties and have contacted the City to address their concerns.

Parking surveys were undertaken on Brisbane Street to assess the volume and demand on parking. This data is then used to determine whether any changes to parking restrictions are warranted to improve parking availability and amenity. The surveys were conducted between 23 March and 4 April at the below times:

- 8:30 – 9:30AM;
- 11:30AM – 12:30PM;
- 3:00 – 3:30PM; and
- 5:30 – 6:30PM

The data showed ~78% of vehicles that were parked on the street were non-residential.

The introduction of paid parking could be considered pending consultation with residents. This would ensure this section of Brisbane Street would be consistent with the current paid parking on Brisbane Street between Lake Street and Beaufort Street.

This would align with action item 3.3.1 of the *Accessible City Strategy* which looks at expanding paid parking using the 'demand responsive pricing' methodology.

CONSULTATION/ADVERTISING:

Community engagement for the Local Area Traffic Management (LATM) treatment will be to 'Consult' on a short-term low-cost treatment. Community engagement is proposed to be undertaken with affected residents to ascertain whether resident only parking restrictions should be implemented to potentially ease the parking volume on the street. The City will "Inform" the local businesses that might be affected by the proposed changes to the paid parking arrangements.

LEGAL/POLICY:

Road Traffic Act 1974 and the City of Vincent Parking Local Law 2023, which regulates the parking or standing of vehicles in all specified thoroughfares and reserves under the care, control and management of the City and provides for the management and operation of parking facilities.

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to implement 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

We embrace good ideas or innovative approaches to our work to get better outcomes for Vincent and our community.

SUSTAINABILITY IMPLICATIONS:

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

PUBLIC HEALTH IMPLICATIONS:

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

FINANCIAL/BUDGET IMPLICATIONS:

Minor Traffic Management Improvements has an approved budget of \$146,000 for the 2023-2024 financial year.

The estimated cost of future short-term Local Area Traffic Management treatments on Brisbane Street from Lake Street to Palmerston Street is expected to be below \$50K. Longer term solutions is expected to have significant capital cost and funding from Main Roads WA would be required.

COMMENTS:

It is likely that the delivery of the low-cost Local Area Traffic Management treatment on Brisbane Street from Lake Street to Palmerston Street may address community concerns relating to congestion, road safety and driver behaviour.

Parking issues have now been investigated and community concerns regarding lack of residential parking can be addressed after consultation with the community on the proposed introduction of paid parking.