

## SUMMARY OF COMMENTS

## TRAFFIC MANAGEMENT TRIAL – PURLSOWE STRET, MOUNT HAWTHORN (as shown of Plan No. 3014-CP-01)

IN FAVOUR:	13
AGAINST:	25
OTHER:	4

Distributed 220 and 42 responded.

**Related Comments *In Favour* of the Proposal:**

- 3 in favour with no further comment.
- ... install a seagull island to assist with managing the traffic onto Brady and Purslowe Streets...Perhaps it also needs to be considered to install a seagull island on the western side of Purslowe Street as well to stop people turning right onto Brady to get onto the freeway.
- This is a good idea. What signage will you post. What about the other side of Purslowe Street. The other side is just as dangerous.
- Positives:...Likely reduction in road accidents near our home. Reduction in through traffic in front of our home (Purslowe Street is often used, in combination with Egina Street, as a shortcut from Brady Street to Scarborough Beach Road rather than going to the lights). Negatives: outside the morning peak hour, turning right into Purslowe Street (from Brady Street) is a common (and safe due to unrestricted visibility) practice for us. We will now need to travel further in streets like Sasse/Lynton which are not very wide and often heavily street-parked. Others: It seems likely from the plan that cars could sneak a right turn (or go straight-through from Purslowe Street west) without a physical barrier. Would it be simpler to "trial" a median strip extension down Brady Street?..
- This is a dangerous intersection and we support anything that will make it safer.
- ...we would also like to suggest another speed bump close to island on Purslowe Street...Are there going to be some bollards erected on the edges of the island to protect the neighbouring houses from cars that constantly speed down Brady Street...
- ..this would then enable traffic to pull out of Purslowe into Brady safely and allow the pedestrians (particularly school children) to cross safely too...Any chance of round-a-bouts?..
- ...we are all too familiar with the number of accidents that have occurred at these intersections over the years.
- This trial is an excellent idea, it should be permanent...I am concerned that this traffic will now be channelled through Milton Street – which is already burdened with "short-cut" traffic at peak periods am & pm...I see no "No Right Turn" signs on the plan. Will these be placed?
- While I support the trial...I am concerned about the additional traffic it will generate along Federation Street...you may be well to consider some form of traffic calming along Federation Street between Scarborough Beach Road and Tasman Street.
- I had our car written off on the same corner in 2008....we are fully in favour of this trial.

**Related Comments *Against* the Proposal:**

- 2 against the proposal with no further comment.
- This will cause great inconvenience for residents living on Lynton Street, ...this will also cause increased traffic to Milton, Tasman and particularly Federation Streets.
- ...In our view, the reason for the accidents may be the speeds of cars driving southbound on Brady Street and the contour of the land (blind hill looking to the north when turning right into Purslowe Street). We are in favour of traffic slowing measures on Brady Street, north of Purslowe, rather than this proposal. Also how about a zebra crossing from Tasman Street across Brady Street as it leads to the train station footbridge and would break up some of the peak hour traffic.

- Our concerns regarding the proposed trial is that residents wishing to access Purslowe and surrounding streets from Powis Street will use TASMAN STREET (not Sasse or Lynton), hence increasing traffic significantly. This will be particularly problematic Monday to Friday peak hours, as well as on the weekend with residents returning from shopping etc..
- ...Reasons: there will/may be a significant spike in commuter traffic...intersection between Brady & Tasman will be increasingly hazardous to negotiate...difficulty turning left to access freeway on ramp...from Brady travelling north will...access Tasman as next available street to turn right from Brady. Should the trial go ahead, we would encourage a traffic flow counting device to determine the impact on Tasman Street...
- ...result in a significant increase in traffic on Tasman Street which already carries a lot of traffic, including a bus service....
- I am concerned that the proposal will push more traffic into Tasman Street as traffic will not be able to enter Purslowe when coming from the freeway. Tasman Street already has the #15 bus traffic and with two young kids we are concerned for their safety.
- I am strongly opposed... I agree that the intersection...needs attention but think your solution is faulty. My reasons are as follows;
  - ...problem during peak hour traffic...
  - Your plan does nothing to reduce the speed of cars doing flying left turns round from Powis Street onto Brady Street which is currently a huge danger....you need to look at ways to slow the cars down...
  - ...add to the lines of traffic on Brady Street in the morning. It is already very difficult to enter Brady to then turn right onto Powis Street...
  - Suggesting cars use Sasse and Lynton Streets to access their properties is simply dangerous. Have you seen how narrow those streets are?....

I'm sure there are other solutions than a left turn only onto Brady Street. What about a round-a-bout?....
- This is a 'band aid' solution and will do nothing to curb the speed nor volume of vehicles on Brady or Purslowe Streets,...the traffic calming measures recently implemented on Purslowe, adjacent to Menzies Park have had limited success with motorbikes and some cars still achieving significant speeds along this stretch. North facing verge as you enter Brady Street, from Purslowe, is often unkept with high grass reducing visibility...a hazard will be created with numerous vehicles chucking u-turns when possible on Brady...can I suggest a reduction in the posted speed along this stretch or a set of traffic lights will be better alternatives...
- If the installation of traffic signals at the intersection is not warranted then perhaps clearly marking a 'No Stopping' area on Brady Street will improve visibility, thus reducing the likelihood of accident.
- ...it will drive more traffic through Lynton Street...Lynton Street is narrow (particularly at the Purslowe end) and always has cars parked on the road creating a narrow one-way through...any increase in traffic will put the children playing at risk.
- ... I am seeing at least one accident every 2 weeks and your proposal will only make it worse and increase the amount of accidents. How about decreasing car parking pollution in every street clogging up most of the actual driving road?...
- Intersection is safe. Any changes will just divert traffic to Tasman Street and cause safety concerns at that intersection.
- ...will only shift the 'problem' to Tasman Street. Also the proposal has the potential to create more traffic on Sasse Avenue and Lynton Street...
- I fully support action being taken to improve vehicle safety...however in my opinion your proposed solution does not go far enough with the extended median strips, as some drivers circumvent the proposed installation by illegally driving around the kerbs. My alternative recommendation is to extend the middle of the road kerb to completely obstruct/prevent vehicles turning right across the traffic...
- I would prefer for you to slow the traffic on Brady with the use of a round-a-bout. The traffic then would not need to be diverted along other streets, which will in turn cause other problems....An additional benefit for a round-a-bout would be to allow people turning right from the westerns side of Purslowe into Brady during the morning peak – this is practically impossible to do without risk as it stands today.
- ...We strongly oppose this trial occurring. Over the past 3 years there have been 5 accidents. One involving fences being knocked down and cars into trees this is a problematic area and the proposed trial needs to take into the account the increased impact on this recently stop signs (additional stop signs) have been introduced to rectify this but the problem still continues to happen...

- You got the wrong intersection...this is going to send more cars into Milton Street...the #15 bus that forgets to turn into Tasman Street. It uses Milton and then does a 3 point turn on our verge.
- To inconvenient because 90% of the time I either turn right or go straight across Brady Street from Purslowe Street.
- We strongly oppose the trial...we often use this intersection during peak time and we have very rarely encountered right hand turning traffic. The amount which this project will cost could be better used at improving the conditions (resurfacing) of other streets in the vicinity...would only shift the problem to other streets, mainly Tasman and Milton Streets. We are all in favour for road improvement and reduction in road trauma. However, we believe that your 'trial' will add an extra element of danger to that intersection.
- I do not support this trial...I feel this trial of an island in Purslowe Street, will encourage more traffic to head down our street (Milton) to bypass the intersection of Scarborough Beach Road and Brady Street.
- The change as proposed will direct too much traffic down quiet suburban streets such as Sasse Avenue. The proposal will simply move the danger spots not eliminate them...
- You may not be aware of the traffic that is backed up through Brady Street waiting to get through the lights at the bottom of Brady Street and onto the on ramp. Due to the cars remaining stationary in Lane 2 and leaving a small gap to join the traffic queue, you have to manoeuvre your car directly across lane 1 closing off this option will result in a car straddling lane 1, waiting for a space or person to let them in this would be dangerous due to the speed the cars travel at along lane 1.
- As a resident on the north side of Sasse Ave, the proposed change would greatly impact my everyday commute.

#### Related *Other* Comments:

- In our opinion and including those of neighbours, the simplest, most functional and cost effective fix is to simply install a continuous traffic island along the centre of Brady Street, allowing left turns only whether entering or leaving Purslowe Street. In other works a very simple solution.  
To install a traffic island as you propose, is going to create serious access and egress problems for the first 6-7 driveways in this area because traffic entering Purslowe Street from Brady Street, know the left turn is automatically clear without any restriction and will travel as quickly as they can (and do) to negotiate the corner, only to find there is a vehicle trying to reverse our of one of the 6-7 driveways to travel in one direction or another and negotiate around an unnecessary traffic island, hence in an attempt to fix a problem which we all agree is overdue, we are creating a further problem.
- Every day I attempt to enter and exit Purslowe and Brady. A seagull island is a complete waste of effort simply because it will not change anything. The only thing that may help the situation would be a small round-a-bout.
- We suggest;
  - A 'Keep Clear' area be painted on Brady Street, allowing for better visibility of on-coming traffic travelling both directions, also giving left turning vehicles from Purslowe Street, more opportunity to merge into the right lane to access the freeway.
  - Warning signs on Brady Street alerting drivers of turning vehicles.
  - Installing speed humps/cushions, on the crest of Brady Street to the north of Purslowe Street and to the south of Purslowe street, along Brady Street.
  - Reducing the speed limit....
  - Opening the Freeway entrance on Scarborough Beach Road to the public, currently only for use by taxis and buses, thereby reducing the amount of traffic using Powis Street Freeway entrance.
- ... It would be helpful to get more specific information about the issues, for example, perhaps there have been a significant level of accidents at this intersection, compared to other intersections in the vicinity.... We would also appreciate further information about what mitigating traffic management strategies have been established to deal with the consequent changes to traffic flow....We expect that more traffic will be directed down Tasman Street as a result of this trial and would be grateful of some monitoring and reporting of traffic levels along Tasman Street...