

**10.2 OUTCOME OF PUBLIC CONSULTATION FOR SCARBOROUGH BEACH ROAD / MAIN / GREEN / BRADY STREETS PROPOSED INTERSECTION MODIFICATIONS**

- Attachments:**
1. 5% Design and Fact Sheet
  2. EHQ Report

**RECOMMENDATION:****That Council:**

1. **NOTES** the outcome of the public consultation on the Main Roads Western Australia concept plan for the proposed upgrade of the intersection of Scarborough Beach Road, Green, Main and Brady Streets, Mt Hawthorn;
2. **PROVIDES** the community responses received to Main Roads, and
3. **SUPPORTS** Main Roads Western Australia progressing with the roundabout design taking into consideration the community's comments and concerns.

**PURPOSE OF REPORT:**

To advise Council of the outcome of the public consultation on the Main Roads Western Australia (Main Roads) concept plan for the proposed upgrade of the intersection of Scarborough Beach Road, Green, Main and Brady Streets, Mt Hawthorn.

**BACKGROUND:**

In 2017 the State Government committed \$3 million for the upgrade of the intersection of Scarborough Beach Road, Green, Main and Brady Streets, Mt Hawthorn. The intersection has long been viewed by the community as being unsafe, confusing and unduly congested during peak periods.

Over the past 20+ years a number of concept plans were advanced to upgrade the intersection in order to address the aforementioned issues.

In 2018, the City, in conjunction with the City of Stirling, as the intersection traverses the Local government boundary, developed two concept plans, a 'T' junction where Scarborough Beach Road intersects with Green Street, and a roundabout.

Main Roads were subsequently appointed by the Minister's Office to oversee the design phase and having assessed both concept plans nominated the 'roundabout' as the preferred option.

The roundabout concept plan was then progressed to a '5% design' and which point Main Roads sought both of the Cities feedback and respective Council's support to proceed to the next stage of design process.

**DETAILS:**

Main Roads sought Council's support to progress the roundabout design and provided a '5% design' and 'fact sheet' as shown in '**Attachment 1.**'

Main Roads is seeking to have the design and documentation finalised (referred to as 100%) by the end of July and seek Council's support to continue to progress the design to the next level (15%) by 8 May 2020.

The City informed Main Roads that it would undertake community consultation on the concept plan.

A consultation survey was opened on the *Imagine Vincent* web site on Friday 1 May, closing 15 May 2020.

The information was also shared with the City of Stirling which posted a similar consultation and survey page on its website closing 22 May 2020.

The consultation was subsequently co-branded on both web-sites to ensure the community had confidence that the information was consistent across both Local Governments. We also agreed to share the results of the consultation with City of Stirling.

In addition approximately 180 letters were delivered to the residents and businesses of the following streets directing to them to the web-site. The City also wrote to, and emailed (depending upon their preference), the 88 non-residential owners.

- Brady Street, Scarborough Beach Road to Milton Street.
- Birrell Street, Scarborough Beach Road to Milton Street.
- Eucla Street, Scarborough Beach Road to Milton Street.
- Federation Street, Scarborough Beach Road to Milton Street.
- Merredin Street, Green Street to Scarborough Beach Road
- Bondi Street, Scarborough Beach Road to Egina Street.
- Blackford Street, Scarborough Beach Road to Egina Street

### Results:

While the 'EHQ Report' is shown at '**Attachment 2**' the summary of the results is as follows:

- Total visits 177
- Responses/contributors 71
- Registered visitors 69
- Anonymous visitors 2

### Question 1

Do you support the design proposed by Main Roads for upgrades to the Scarborough Beach Road/Green Street/Main Street intersection.

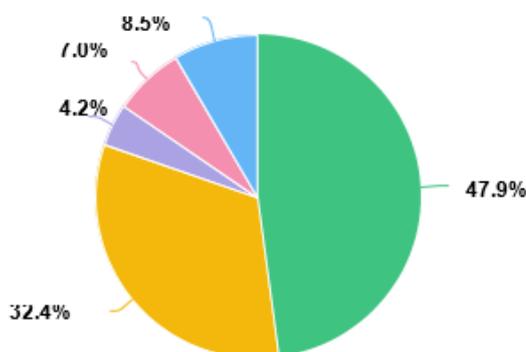


Figure 1

● Strongly support ● Somewhat support ● Neutral/unsure ● Somewhat oppose ● Strongly oppose

### Question 2

Do you live near the Scarborough Beach Road/Green Street intersection (within approximately 2 kms)?

- Yes 84.5%
- No 15.5%

**Question 3**

Approximately how often do you use the intersection?

- Daily 52.1%
- A few times per week 39.4%
- A few times per month 7.0%
- A few times per year 1.4%

**Question 4**

By what mode of transport do you most frequently use the intersection?

- Walking 5.6%
- Cycling 2.8%
- Driving 90.1%
- Public Transport 1.4%

**Question 5**

Is the Scarborough Beach Road/Green Street intersection part of your regular commute?

- Yes 64.8%
- No 35.2%

**Question 6**

How do you normally commute?

- Mostly by car 84.8%
- Mostly by active transport 8.7%
- Mostly by public transport 6.5%

**Comment:**

As can be seen in figure 1 above the combined *Strongly Support* (47.9%) and *Somewhat Support* (32.4%) equates to 80.3%, or 57 of the 71, total respondents generally being in favour of the roundabout design.

While a number of the respondents had further questions and/or concerns the majority of the issues raised can be dealt with as part of the design process.

It is proposed to forward both the results of the consultation, as well as the detailed questions and comments received, to Main Roads so that they can be considered as part of the design review.

The questions and comments related to a number of issues such as:

- the potential for traffic to queue\* back from/through the Main/Brady Intersection clogging up the roundabout.
- landscaping and greening opportunities.
- cycling and pedestrian infrastructure.
- are two lane roundabouts safe?
- location of bus stops.
- fix the Powis Street on-ramp traffic congestion on Brady Street.
- is the raised pedestrian crossing in the right location and should there be one on Green Street as well?
- won't stop the 'rat running.' A common theme from residents of Milton, Eucla, Federation, and to a lesser extent, Egina Streets.
- the new line-marking is working well, leave it as is.

\*Queuing featured in a number of responses. Main Roads will have to consider this in detail as part of the traffic modelling work

**CONSULTATION/ADVERTISING:**

All affected property owners and occupiers within the immediate area of the intersection were notified of the proposal.

The City advertised in accordance with the City's Policy No. 4.1.5 – Community Consultation Appendix 2 through the following means:

- Mail out to non-residential owners (42), e-mail non-residential owners (46) and a letter drop to all properties within the immediate area.
- The City's Imagine Vincent website;
- Posts on the City's social media pages;
- The MLA for Perth's web-site, and
- The City of Stirling's web-site.

**LEGAL/POLICY:**

Scarborough Beach Road, Green, Main and Brady Streets, are deemed secondary roads under the care and control of the respective Local Governments (Vincent and Stirling). However, the Commissioner of Main Roads has the delegated authority, under the Main Roads Act 1930, to instigate and approve works on Local Government Roads subject to consultation with the Local Government.

**RISK MANAGEMENT IMPLICATIONS:**

**Low:** At this time Council is only being asked support the continued development of the roundabout design. As the design advances it is requirement of the approved process to ensure that risk mitigation is duly considered including that of a Road Safety Audit of the design prior to it being adopted.

**STRATEGIC IMPLICATIONS:**

This is in keeping with the City's *Strategic Community Plan 2018-2028*:

Accessible City

*We have better integrated all modes of transport and increased services through the City.*

**SUSTAINABILITY IMPLICATIONS:**

Nil.

**FINANCIAL/BUDGET IMPLICATIONS:**

The City is not being requested to financially contribute to the project at this time.

**COMMENTS:**

The consultation process has been unusual in that the lead agency, Main Roads Western Australia, who are in control of the project, did not undertake the public consultation but rather imposed a very tight time frame on the City within which to consult.

The City, with the assistance of an engaged community, has succeeded in conducting a meaningful consultation process in a short space of time, the results of which will be passed onto Main Roads to be given due consideration as part of the design process going forward.

# Scarborough Intersection Upgrade

## *Scarborough Beach Road, Main Street, Brady Street and Green Street*

Main Roads is providing technical input and project management support to City of Vincent and City of Stirling on the development and design of an appropriate treatment for the project location at the intersection of Scarborough Beach Road with Green Street, and minor modifications at the intersection of Main Street and Brady Street. City Of Vincent and City of Stirling will be leading all stakeholder engagement and deliver the agreed scheme.

### Key Design Features

#### **Proposed roundabout at Scarborough Beach Road / Green Street intersection**

- Based on extensive community feedback, the proposed **full movement roundabout** will greatly improve safety and efficiency for all road users at this location by:
  - Providing a safe right-turn from westbound Scarborough Beach Road onto Green Street. This would eliminate rat-running through Merredin Street, which adversely impacts the local residents and causes road safety issues; and
  - Eliminating the existing two-stage road crossing from westbound Green Street onto Scarborough Beach Road. This would allow the intersection to be more 'free-flowing', thus enhancing traffic flow and improving safety for all users.
- **Pedestrian/Cycling facilities and connectivity**
  - Shared Path south of Scarborough Beach Road between Main Street / Brady Street intersection and the new proposed Green Street roundabout;
  - Extension of the on-road cycle lanes along Scarborough Beach Road, eastbound and westbound, and connecting to the proposed shared path; and
  - A raised pedestrian crossing on Scarborough Beach Road and a cut-through facility on Green Street, providing pedestrian safety and improved connectivity.
- **Access:**
  - Existing accesses remain unchanged on Bauxite Lane, Waterloo Street, Eanun Lane and Eucla Street;
  - Allowing right-turn movement from eastbound Scarborough Beach Road to Brady Street reduces rat-running through Eucla Street, which adversely impacts the local residents.
  - The current one-way access into the Birrell Street will be closed off to accommodate the proposed roundabout whilst also improving safety for pedestrians and bike riders on the new Shared Path on the south side of Scarborough Beach Road. Birrell Street will turn into a cul-de-sac, with local access for residents maintained through Milton Street and the local street network.

Revision 2.0

- **Landscaping treatments** are proposed to create attractive public spaces for people through amenities and features such as:
  - Planting with rest stops for pedestrians and cyclists south of Scarborough Beach Road along the new proposed Shared Path; and
  - Planting and parklet opportunities on the eastern corner of the proposed Scarborough Beach Road / Green Street roundabout.

### **Modifications at the Signalised Intersection of Scarborough Beach Road / Main Street / Brady Street**

- **Minor modifications** at the existing signalised intersection will improve safety and enhance traffic flow. These include:
  - Allowing the right-turn movement and installing a turn pocket on Scarborough Beach Road eastbound to Brady Street. This will reduce rat-running through Eucla and Milton Streets, which adversely impacts the local residents; and
  - Realigning the left turn pocket on Brady Street northbound to improve sight distances and swept paths; making this movement safer and reducing delays by changing traffic control to Give Way.
- **Pedestrian/Cycling facilities and connectivity**
  - Upgrading signalised pedestrian crossing facilities at the intersection of Scarborough Beach Road / Main Street / Brady Street to include walk / don't walk signals on all legs; and
  - Installing zebra crossings on the left turn pockets of Brady Street and Main Street, to improve pedestrian movements.
- **Landscaping treatment**
  - Additional planting and landscaping around Gibney Avenue cul-de-sac to improve the public area;
  - Shrubs in front of currently vacant car dealership on the north-west corner; and
  - Together with the parklet on the north-east corner of the intersection, and the enhancements at the Green Street roundabout, the project area will be transformed into an attractive, pedestrian friendly space.

### **Interim Treatment**

In parallel to the above proposals, Main Roads, the City of Vincent and the City of Stirling have collaborated on interim traffic management to enhance the road alignment and safety by installing new pavement markings and signage, which have already been completed.

This interim traffic management provides a single lane entry into Scarborough Beach Road eastbound, and improves delineation from Green Street to Scarborough Beach Road westbound.

Revision 2.0









# Project Report

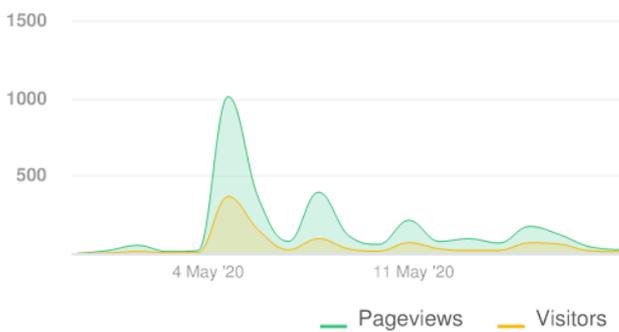
24 May 2017 - 17 May 2020

# The City of Vincent

## Scarborough/Green Intersection Upgrade



### Visitors Summary



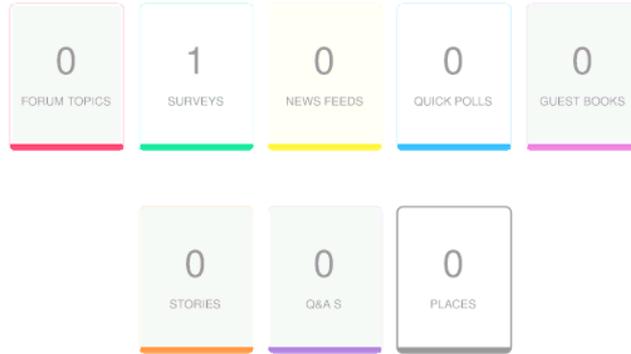
### Highlights

TOTAL VISITS	1.1 k	MAX VISITORS PER DAY	366
NEW REGISTRATIONS	52	ENGAGED VISITORS	71
		INFORMED VISITORS	417
		AWARE VISITORS	905

Aware Participants	905	Engaged Participants	71		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	905	Contributed on Forums	0	0	0
Informed Participants	417	Participated in Surveys	69	0	2
Informed Actions Performed	Participants	Contributed to Newsfeeds	0	0	0
Viewed a video	0	Participated in Quick Polls	0	0	0
Viewed a photo	270	Posted on Guestbooks	0	0	0
Downloaded a document	113	Contributed to Stories	0	0	0
Visited the Key Dates page	0	Asked Questions	0	0	0
Visited an FAQ list Page	0	Placed Pins on Places	0	0	0
Visited Instagram Page	0	Contributed to Ideas	0	0	0
Visited Multiple Project Pages	341				
Contributed to a tool (engaged)	71				

The City of Vincent : Summary Report for 24 May 2017 to 17 May 2020

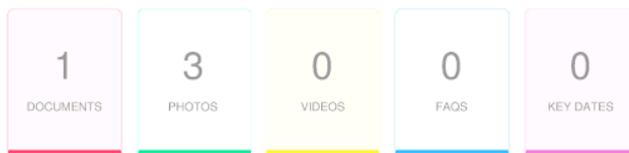
### ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Scarborough Intersection Upgrade	Published	177	69	0	2

The City of Vincent : Summary Report for 24 May 2017 to 17 May 2020

### INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Photo	Draft concept design_1	250	265
Photo	Draft concept design_2	136	143
Photo	Draft concept design_3	115	121
Document	Scarborough Intersection Upgrade - Key Features	113	121

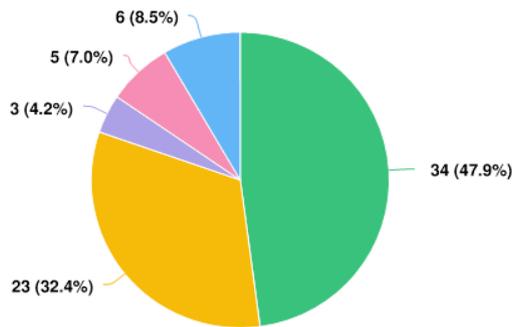
The City of Vincent : Summary Report for 24 May 2017 to 17 May 2020

### ENGAGEMENT TOOL: SURVEY TOOL

#### Scarborough Intersection Upgrade

Visitors <b>177</b>	Contributors <b>71</b>	CONTRIBUTIONS <b>71</b>
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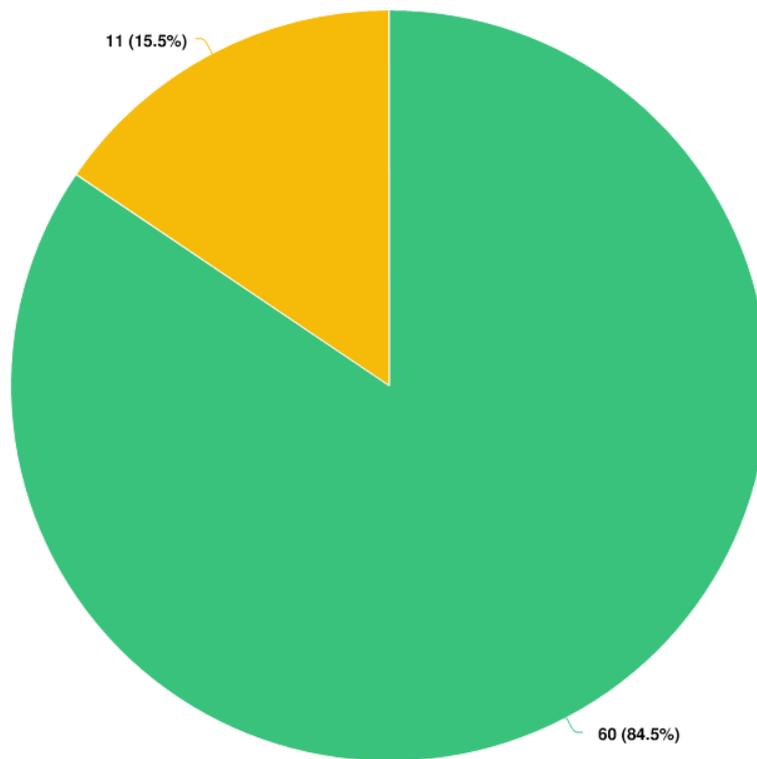
Do you support the design proposed by Main Roads for upgrades to the Scarborough Beach Road/Green Street/Main Street inters...



**Question options**

- Strongly support
- Somewhat support
- Neutral/unsure
- Somewhat oppose
- Strongly oppose

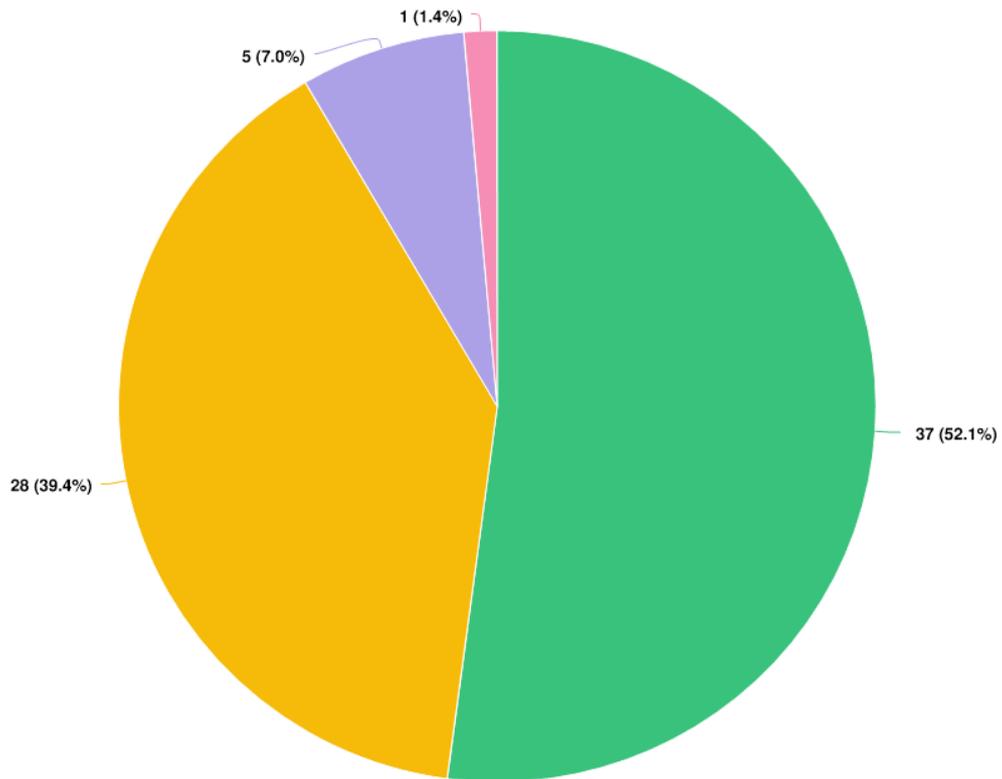
Do you live near the Scarborough Beach Road/Green Street intersection (within approximately 2 kms)?



**Question options**

- Yes
- No

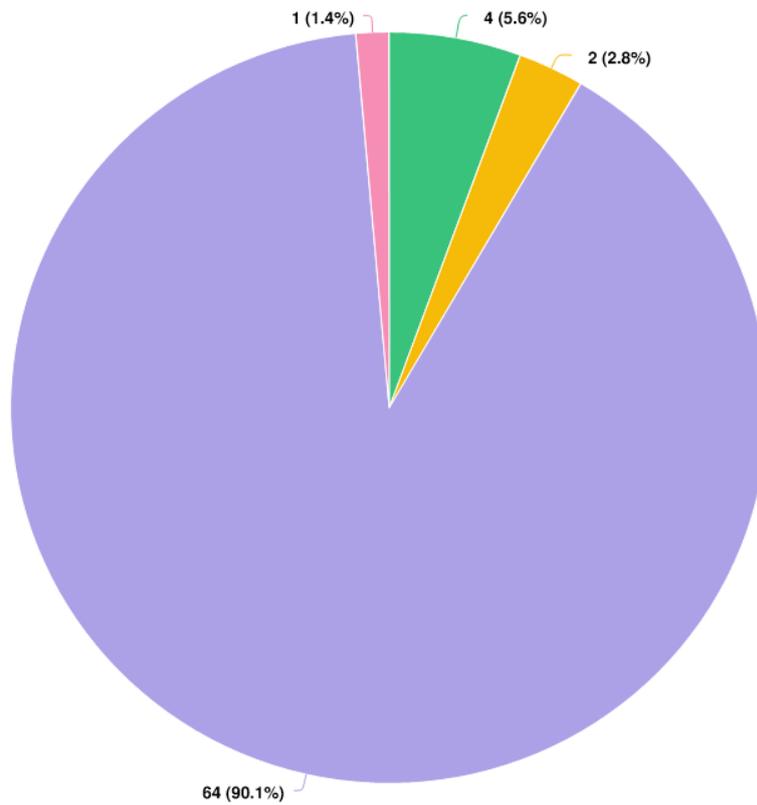
Approximately how often do you use the intersection?



Question options

- Daily
- A few times per week
- A few times per month
- A few times per year

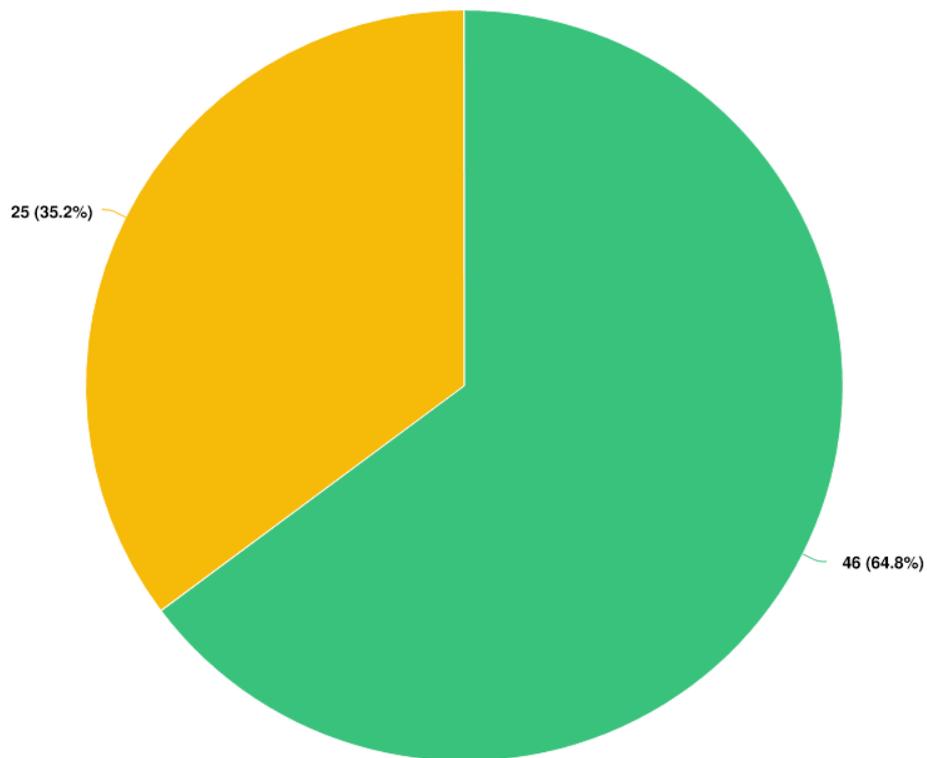
By what mode of transport do you most frequently use the intersection?



**Question options**

- Walking
- Cycling
- Driving
- Public transport

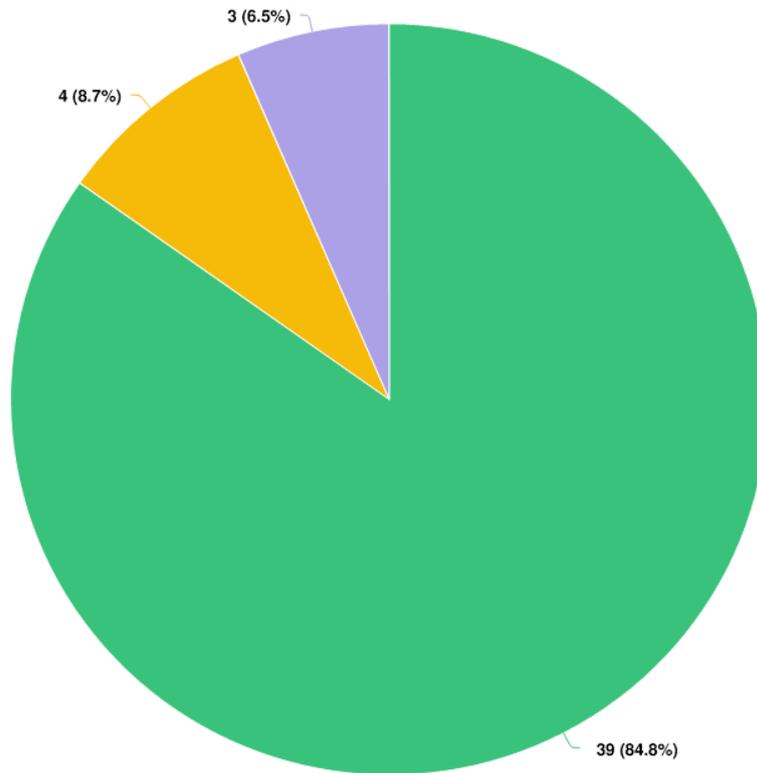
Is the Scarborough Beach Road/Green Street intersection part of your regular commute?



**Question options**

- Yes
- No

How do you normally commute?



**Question options**

- Mostly by car
- Mostly by active transport (walking, cycling, skating etc.)
- Mostly by public transport