

10.4 NORTH PERTH TRAFFIC CALMING - PUBLIC CONSULTATION RESULTS

- Attachments:**
1. **Camelia Street Petition - Confidential**
 2. **North Perth Traffic Calming - Consultation Letter**
 3. **North Perth Common - View Street, Fitzgerald Closure - Consultation Input From Residents of North Perth - Confidential**
 4. **Plan 3484-CP-01B - Proposed Traffic Calming Measures - Alma Road, Alfonso & Leake Streets, North Perth**
 5. **North Perth Traffic Calming - Online Survey - Confidential**
 6. **Project Detailed Report - North Perth Traffic Calming**
 7. **Summary of Comments - Public Meeting Road Safety & Amenity Improvements in Relation to Petition**
 8. **Plan 3715-CP-0 – Proposed Location of Raised Intersection Plateaus and Diagonal Diversion**

RECOMMENDATION:**That Council:**

1. **NOTES** the outcome of the North Perth Traffic Calming public consultation inclusive of the trial median closure at View and Fitzgerald Streets.
2. **RESCINDS** clause 3 of Council's decision for Item 10.4 of the Ordinary Meeting of 18 September 2018, and
3. **APPROVES**
 - 3.1 **The installation of a raised intersection plateaus at:**
 - 3.1.1 **Claverton and Alfonso Streets**
 - 3.1.2 **Claverton and Camelia Streets**
 - 3.1.3 **Alma Road and Vine Street**
 - 3.1.4 **Alma Road and Persimmon Street**
 - 3.1.5 **Alma Road and Camelia Street**
 - 3.1.6 **Leake Street and Raglan Road**
 - 3.1.7 **Leake Street and Grosvenor Road, and**
 - 3.1.8 **Leake Street and Chelmsford Road**
4. **CONSULTS** with the residents and businesses about 12 month trial of a 'diagonal diversion' at the intersection of Alma Road and Leake Street, as shown on Plan 3715-CP-0, Attachment 8.
5. **RECEIVES** a further report on the results of the consultation in August 2022.
6. **NOTES** that the trial closure of the median strip in Fitzgerald Street, at View Street, will be discussed as part of a report to Council in May on possible changes and improvements in North Perth Common piazza.
7. **ADVISES** the respondents and petitioners of the Council decision.

PURPOSE OF REPORT:

To advise Council of the outcome of the public consultation for the North Perth Traffic Calming plan for the area bounded by Charles, Angove, Fitzgerald and Vincent Streets, North Perth, and approves the installation of eight raised intersection plateaus within the precinct at the locations nominated in the report.

BACKGROUND:

The issue of North Perth traffic, for the area bounded by Charles, Vincent, Fitzgerald and View Streets, has been subject to a number of Council reports, public meetings and advisory group discussions since 2018, and is yet to be resolved.

A final report was to be presented to the Ordinary Council Meeting in September 2020 in which it was to be recommended that a number of actions be undertaken in order to address the community concerns about traffic and speed. However it is, and continues to be, contentious, and given that Main Roads WA had recently (at the time) approached the City about possibly funding traffic calming works within the precinct under the Urban Road Safety Program* it was considered prudent to withdraw the report until the project nomination criteria was established.

*the program that funded the 'mini-roundabouts' east of Fitzgerald Street in 2021.

Whilst the public consultation was undertaken in good faith it is now somewhat outdated and has potentially been overtaken by other developments, as discussed in the body of the report.

History

At its Ordinary Meeting of Council held on 1 May 2018 a 42 signature petition was tabled outlining residents' concerns about the speed, volume, composition and origins of traffic using the local road network bounded by Leake, Vincent, Charles and View Streets.

Since the initial petition was received there have been numerous Council reports and advisory group meetings, and two public meetings:

- Report to the Ordinary Meeting of Council (OMC) 18 September 2018
- Discussed at Urban Mobility Advisory Group (UMAG) 8 October 2018
- Public forum North Perth Town Hall 12 November 2018
- Report to OMC 11 December 2018
- March 2019 engaged an independent Traffic Consultant to review the entire precinct.
- May 2019 expanded scope of consultant's report to consider the impact of a median closure in Fitzgerald Street, intersection of View Street.
- Discussed at UMAG 27 May 2019
- North Perth Common opened 15 June 2019
- Report to OMC 25 June 2019
- Report to OMC 15 December 2020
- Trial median closure in Fitzgerald Street installed 26 February 2021
- EHQ Public Consultation from 24 May to 8 June 2021 (inclusive of consultant's report as supporting information), questions and results as shown on **Attachments 1 and 2**.
- Received 2 petitions, 27 May 2021 (one specifically about Camelia Street and the primarily about the Fitzgerald/View Median Closure) **Attachments 3 and 4**
- Public forum North Perth Town Hall 29 June 2021, comments and feedback **Attachment 5**
- Discussed at Sustainability and Transport Advisory Group (STAG) 5 August 2021.

This issue has, and continues to generate a lot of debate and a diversity of views within the local community.

Discussion:

Each time the City has consulted with the local community through a formal consultation process or public meetings it has resulted in differing opinions as to what should, or should not, be implemented.

Previous Council reports have recommended a series of mid-block single lane slow points as a 'Stage 1', which was supported by the independent traffic consultant's findings. However the sticking point has always

been the impact upon on-road of parking as each 'slow point' would result in the loss of (on average) four bays at each location.

In order to break the 'deadlock' it is recommended that the City pursue the URSP funding on offer to install the raised intersection plateau's in-lieu of the 'slow points'. The plateaus should result in the same outcome in respect of reducing speed, without the loss of parking. However the benefit of a plateau over that of a speed hump (or slow point) is the noise profile, essentially because it's wider it generates less noise and because they're located in intersections drivers tend to display greater caution upon approach.

In the public consultation undertaken in June 2021 the results indicated that 51.2% of respondents supported mid-block slow points (split between single lane slow points 24.4% and 'blister' slow points 26.8%). When asked specifically 'Do you support the addition of raised plateaus at critical intersections in North Perth as future traffic calming measures?' the affirmative was 67.4%, with 23.3% against and 9.3% unsure.

There is some urgency as Main Roads are keen for the City to commence the works this financial year (prior to 30 June). Administration does not recommend undertaking further community consultation on raised plateaus given the general support from the public consultation outlined above.

Administration recommends Council approves the construction of the plateaus now and consult on a 'diagonal diversion' trial.

DETAILS:

At its Ordinary Meeting of 15 December 2020 Council made the following decision:

1. **NOTES** the analysis on the potential impact of a partial road closure at the intersection of View and Fitzgerald Streets, North Perth, specifically banning the right turn into and out of View Street;
2. **APPROVES** a 12 month trial of the above by extending the Fitzgerald Street median island through the intersection, as shown on Plan 3611-CP Attachment 1;
3. **NOTES** that the consultation with the residents and businesses will take place in February 2021, in the area bounded by Angove, Charles, Vincent and Fitzgerald Streets on the installation of mid-block traffic calming measures in (Attachment 2):
 - 3.1 Alma Road, between Camelia and Persimmon Streets
 - 3.2 Camelia Street, between Vincent and Claverton Streets
 - 3.3 Claverton Street, between Camelia and Alfonso Streets
 - 3.4 Alfonso Street, between Calverton and Vincent Streets; and
 - 3.5 Leake Street, between Grosvenor and Chelmsford;
4. **RECEIVES** a further report at the conclusion of the public consultation in March 2021; and
5. **INFORMS** the petitioners of the Council's decision.
6. **REQUESTS** Administration undertake traffic speed and volume data collection on Alma Road in the study area and present to Council in March 2021.

Whilst all of the above actions were completed the timing was disrupted by Covid-19 restrictions and lock-downs.

Public Consultation.

The public consultation commenced on 6 May 2021 with a mail out to every property within the precinct, including absentee landlords, as well as on the City's web-site and via social media.

The initial letter is shown as **Attachment 6**.

The Imagine Vincent - EHQ web-site page was live from 24 May to 8 June 2021, generating 72 responses.

The EHQ Project Report is shown on **Attachment 1**, inclusive of the questions asked, while the survey responses are on **Attachment 2**.

In addition to the EHQ and email responses the City also received two (2) petitions, **Attachments 3 & 4**:

- A nine (9) signature petition from the residents of Camelia Street, between Vincent Street and Claverton Street, requesting that a 'slow point or blister' not be installed in their street; and
- A twenty-four (24) signature petition primarily opposed to the continuation of the trial closure of the Fitzgerald Street median island at View Street due the adverse impact upon traffic in the surrounding local road network, but principally Alma Road between Fitzgerald and Leake Streets.

Petitions

The Camelia Street petition was succinct in that the residents (who signed the petition) do not want a single lane slow point in their street (between Vincent and Claverton Streets).

The most recent traffic data for Camelia Street indicates that the average weekday traffic was in the order of 350 vehicles per day while the 85% speed was 48.4 kph. In this instance, and in light of the resident's opposition, it was to be recommended that the slow point in Claverton Street not proceed but rather the City continue to monitor the traffic volumes and speed and if either increase significantly re-visit the situation, in consultation with the residents.

The Alma Road petition was principally about the impact of the closure of the Fitzgerald Street median island at View Street. However, many of their concerns may have been addressed with the trial of a diagonal diversion, as per recommendation clause No. 4, at the intersection of Alma Road and Leake Street. This proposal was suggested at the STAG meeting, as discussed below, on the 5 August 2021. Refer plan 3484-CP-01B, **Attachment 6**.

Public Meeting 29 June 2021

A public meeting was held at the North Perth Town Hall on Monday evening 29 June 2021 attracting around 20 residents. Not all of those in attendance were there to discuss traffic issues. Of those who did want to discuss traffic there were divergent views expressed including some who were opposed to both traffic calming and any reduction in the speed limit to 40 kph - a key recommendation of the Accessible City Strategy.

In addition to the above a number of residents specifically attended the meeting to voice their concerns about a proposed development on the corner of Fitzgerald Street and Alma Road. This could have a significant impact upon the local road network but until a formal Development Application is submitted there is limited information and traffic modelling upon which to base any assumptions.

A summary of the comments received is shown on **Attachment 5**.

Sustainability and Transport Advisory Group (STAG) Meeting 5 August 2021

The North Perth Traffic Study, and the proposed plan, were discussed by the STAG in anticipation of this report being prepared for Council's consideration. While the single lane slow points and possible intersection plateaus were discussed the Group also considered an alternate treatment, a *Diagonal Diversion* at the intersection of Leake and Alma Road.

The proposal is that it could address many of the concerns of the resident within the precinct and is based upon the two existing diagonal diversions in the Mt Lawley area east of William Street, specifically Hutt Street. These diversions largely prevent through traffic, thereby reducing both volumes and speed, while maintaining a reasonable level of access for residents.



Intersection of Hutt Street and Raglan Road, Mt Lawley

The Leake and Alma proposal could work due to the offset nature of the intersection enabling a larger separation zone, rather than a narrow barricade, without encroaching into the verge.



Possible diagonal diversion intersection Alma Road and Leake Street

The Alma Road traffic, west bound from Fitzgerald Street, would be diverted to View Street, a Local Distributor Road, to continue onto Charles Street, taking a significant volume of traffic away from Alma Road between Charles and Leake Streets.

Alma Road traffic heading east (up the hill) from Charles Street to Fitzgerald Street would be diverted south towards Vincent Street with the option of using either Raglan, Grosvenor or Chelmsford Roads to access Fitzgerald Street.

Interruption of either route might make it less desirable to 'rat run' through the precinct and could encourage drivers towards the distributor roads on the perimeter of the precinct.

It would likely impact, at least during the initial period, upon Leake Street, between Alma Road and View Street and Raglan Road, between Leake Street and Fitzgerald Street, and to a lesser extent Grosvenor and Chelmsford Roads.

Those residents from within the cell, and indeed externally (west of Charles Street), would still be able to drive to the North Perth Town Centre, albeit by a more circuitous route.

The concept of a permanent Leake / Alma diversion is shown on plan 3484-CP01B, **Attachment 6**, with landscaping and a bicycle 'cut through'.

The trial version, if approved, would consist of temporary infrastructure, with the appropriate regulatory signage.

The specific design has not yet been determined and would require discussion with Main Roads WA.

Urban Road Safety Program

In 2020 Main Roads WA approached the City to discuss a new road safety initiative, the Urban Road Safety Program (URSP), and to gauge the level of interest of the City to participate in the program.

The aim of the URSP is to:

'Implement low cost road safety treatments on an area-wide or at least, whole of street basis that will target high casualty and/or high-risk locations'.

The URSP will treat intersections on an area wide approach that have crash risks, but are ineligible for Black Spot funding. The URSP will take a proactive area wide or whole-of-street approach, applying many similar treatments at once, using low-cost standard designs. This will allow for treatment of risks throughout suburbs and neighbourhoods.

The URSP funded the construction of the nine (9) 'mini-roundabouts' in the area to the east of Fitzgerald Street bounded by Raglan Road, Fitzgerald, Vincent and Hyde Streets, in June 2021.



Mini-roundabout Inter. Hyde Street and Grosvenor Road, Mt Lawley

Based upon the success of the first project, in partnership with City, Main Roads again approached the City in October 2021 with a proposal to implement a second, fully funded, project and nominated the area bounded by Vincent, Fitzgerald, View and Charles Streets, North Perth.

Whilst the type of traffic calming devices is largely left up the Local Government to determine it has to be 'low cost' and effective.

In discussions with Main Roads the preferred treatment in this location is the raised intersection plateau's rather than the 'mini-roundabouts'. This is in part because the street grid east of Fitzgerald Street is more regular in spacing and consists primarily of cross-streets making the roundabouts more effective in series.



Waterloo Street, Joondanna

The raised intersection plateaus were used in the City of Stirling in the Joondanna area, also a round one URSP project.

These treatments are intended to improve safety by reducing vehicle speeds and improving the visibility of the intersections to motorists. The footprint of these raised intersection platforms is considerably smaller than the typical plateaus and incorporates the newly approved, and very effective, 'shark teeth' markings.

Whilst fully funded by the URSP the estimated cost to install eight (8) raised plateau's is \$15,000 per installation, total of \$120,000. These costs exclude line-marking and signage costs which are borne by Main Roads WA.

Rescission motion required:

At its Ordinary Meeting of 18 September 2018 Council made the following decision (in part) for Item 10.4, specifically Clause 3, which is yet to be rescinded, that:

3. APPROVES:

- 3.1 a mid-block single lane slow in Claverton Street, between Camelia and Alfonso Streets; and
- 3.2 a mid-block single lane slow point slow in Leake Street, between Grosvenor and Chelmsford Roads;

Clauses 3.1 and 3.2 becomes redundant under the current proposal as they would be replaced with a series of raised intersection plateaus.

CONSULTATION/ADVERTISING:

Residents and businesses were, and will continue to be, consulted regarding the proposals in accordance with the City's Community Consultation Policy 4.1.5.

In respect of the trial of the *Diagonal Diversion*, residents would be informed of the Council decision in November.

LEGAL/POLICY:

A road closure of more than 4 weeks would be required to be publicly advertised locally in line with the requirements of the Local Government Act.

RISK MANAGEMENT IMPLICATIONS

Low/Medium: It is low risk for Council to approve the recommended raised intersection plateaus which should lead to a reduction in traffic speeds and volumes and therefore improved road safety outcomes and residential amenity within North Perth Traffic Calming area.

The diagonal diversion trial has a medium risk of causing disruption to the traffic network, inconvenience and confusion to drivers and diverting traffic onto adjoining roads.

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.

Connected Community

We have enhanced opportunities for our community to build relationships and connections with each other and the City.

SUSTAINABILITY IMPLICATIONS:

This is in keeping with the following key sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024*.

This project may provide a minor benefit to environmental sustainability outcomes but is largely environmentally neutral. It could potentially lead to fewer car trips as a result of the proposed changes, and encourage more short journey walking and cycling trips for those residents who live within the immediate vicinity of the North Perth Town Centre.

PUBLIC HEALTH IMPLICATIONS:

This does not contribute directly to any public health outcomes in the *City's Public Health Plan 2020-2025*. Nevertheless, the residents contend that it will improve their wellbeing and reduce their anxiety by calming, and potentially reducing, the volume and speed of traffic in their precinct.

FINANCIAL/BUDGET IMPLICATIONS:

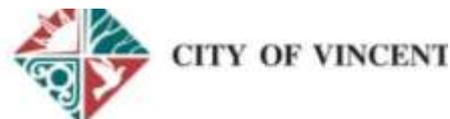
The estimated cost to install eight (8) raised intersection plateaus is \$120,000, to be fully funded by Main Roads WA under the URSP.

The City has existing funds (approximately \$50,000) within the 2021/22 Capital Works budget with which to install the x3 single lane slow points and 'trial' diagonal diversion as was originally proposed. If Council approves proceeding with the URSP funded raised intersection plateaus the majority of this budget allocation may not be required this financial year. That said a specific cost for the diagonal diversion infrastructure, either temporary or permanent, is yet to be determined, so it would be prudent to retain the existing budget until the matter is resolved.

COMMENTS:

The URSP funding on offer provides the City the opportunity to again participate in an innovative road safety program that would lead to a number of beneficial outcomes for the local community at no direct cost to the City.

ENQUIRIES TO: Andrew Murphy (9273 6000)
Executive Director
Infrastructure & Environment



6 May 2021

Dear Sir/Madam,

PROPOSED NORTH PERTH TRAFFIC CALMING MEASURES

The City of Vincent would like to know your thoughts about proposed traffic calming measures in the North Perth area bounded by Charles, View, Fitzgerald and Vincent Streets.

Background

In May 2018, a community petition was presented to Council asking the City to investigate traffic calming measures in North Perth. A report was subsequently submitted to Council in September 2018 and the matter was referred to the City's Urban Mobility Advisory Group (UMAG) for consideration.

The City then held a community forum at the North Perth Town Hall in late 2018 and a further report was presented to Council on 11 December 2018. The City also engaged the services of an independent traffic engineering consultant to review traffic data. This resulted in the North Perth Precinct Traffic Study, which was presented to Council on 25 June 2019. The study recommends a number of traffic calming measures to slow traffic and deter 'rat running' through North Perth.

What's proposed?

To improve road safety in North Perth, the City is proposing to install mid-block single lane slow points in the following streets:

- Alma Road, between Camelia and Persimmon Streets
- Camelia Street, between Vincent and Claverton Streets
- Claverton Street, between Camelia and Alfonso Streets
- Alfonso Street, between Calverton and Vincent Streets; and
- Leake Street, between Grosvenor and Chelmsford Roads.

The design of the proposed slow points is shown on the attached plan (figure 1). These are the same as the slow points on Shakespeare Street as part of the Safe Active Streets Project. An alternative slow point design, commonly referred to as a 'blister', is also shown on the attached plan (figure 2).

Both slow point designs are effective at slowing traffic and both designs incorporate trees. Please note that the installation of slow points typically results in the loss of up to four on-road parking spaces.

We would also like to get your feedback on a possible second stage of traffic calming measures in North Perth. Stage 2 would feature raised plateaus at critical intersections in the precinct. An example of a raised plateau can be seen at the intersection of Chelmsford Road and Hutt Street in Mount Lawley.

At this stage, we would like to know what you think about the addition of raised plateaus as an additional traffic calming measure in North Perth. This is a consideration for the future, as the City's initial funding allows for the installation of slow points, but not raised plateaus.

Fitzgerald Street Median Extension

In February 2021, the City closed a section of median strip on Fitzgerald Street to prevent right-turn access in and out of View Street. The intersection change was implemented as a 12 month trial, aimed at reducing vehicle traffic through North Perth Common.

Modelling by independent traffic consultants suggested that any redistribution of traffic as a result of the median closure would likely shift to the nearby distributor roads (Angove, Fitzgerald, Vincent and Charles).

The City has collected traffic data on Alma Road, Angove, View and Glebe Streets prior to the intersection change and we will continue to collect data throughout the year as part of our assessment of the trial.

We would like to take this opportunity to ask how you have experienced the intersection change so far, and ask if you are likely to support making the change permanent when the City consults again early next year.

Share your thoughts

We would like to know what you think of the proposed traffic calming measures in North Perth. We would also like to know if you have any thoughts on the trial closure of the Fitzgerald Street median.

You can share your thoughts with us in a number of ways:

- Online, by visiting www.imagine.vincent.wa.gov.au/north-perth-traffic-calming
- By email, to mail@vincent.wa.gov.au
- By phone, to 9273 6000
- In person, at the City of Vincent Library, 99 Loftus Street Leederville (during opening hours)
- By mail, to PO Box 82, Leederville, 6902

For full information on the proposed changes, visit www.imagine.vincent.wa.gov.au or contact the City by phone or email. Comments are invited until Thursday 27 May.

What happens next?

After the comment period closes, City staff will summarise all feedback and present recommendations to Council. Everyone who provides feedback will be notified when the project is scheduled to be considered by Council. Members of the public are welcome to attend the Council Briefing and Council Meeting to ask questions or comment on the project.

For more information, please contact the City on 9273 6000 or mail@vincent.wa.gov.au

Yours sincerely,

Andrew Murphy
EXECUTIVE DIRECTOR
INFRASTRUCTURE & ENVIRONMENT



Slow Point Designs

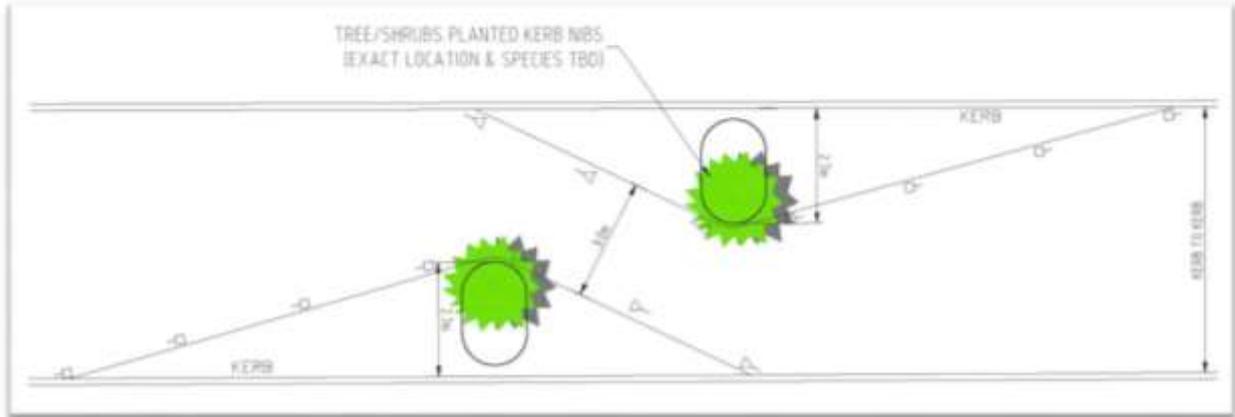


Figure 1: Slow Point Design A – mid block, single lane

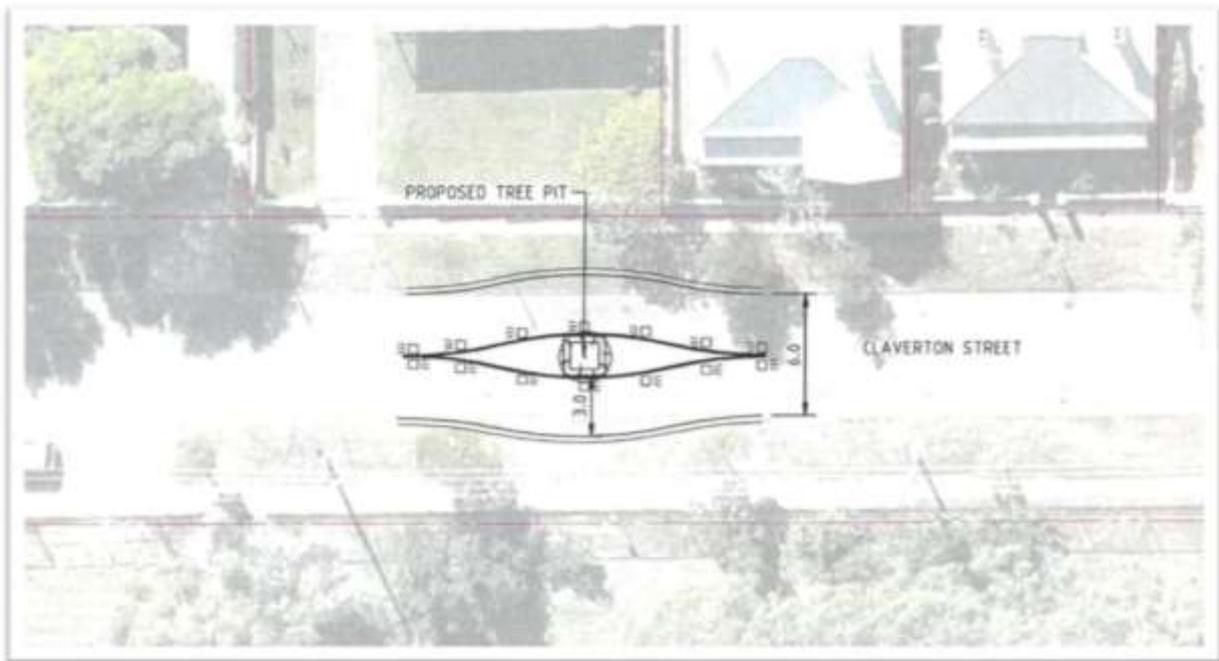
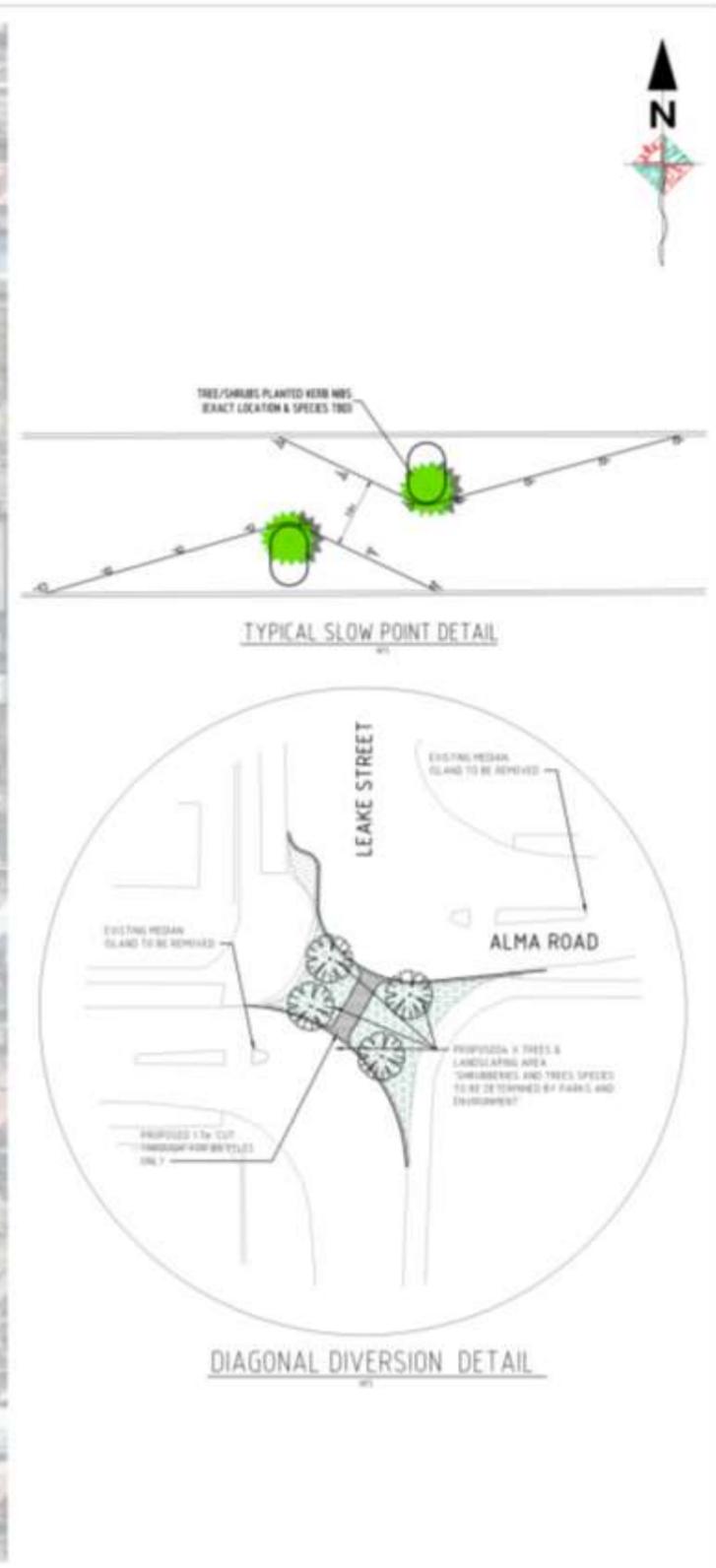


Figure 2: Slow Point Design B – Blister






CITY OF VINCENT
244 VINCENT STREET LEEDERVILLE, 6007
TECHNICAL SERVICES

NO	DATE	BY	DESCRIPTION
1	2021/03/01	AL	ISSUANCE OF SLOW POINT ON ALFONSO AND LEAKE STREET & ADOPTION OF DIAGONAL DIVERSION ON ALFONSO STREET
2	2021/03/01	AL	ISSUANCE OF SLOW POINT ON ALFONSO STREET
PREP	DATE	PREP BY	APPROVED

THIS DRAWING REMAINS THE PROPERTY OF THE CITY OF VINCENT AND MUST NOT BE REPRODUCED, COPIED OR USED WITHOUT THE AUTHORITY OF THE PROVIDER, TECHNICAL SERVICES

DATE	NTS (A3)
ISS	SEP 2018
BY	
CHK	A/J
CHK	A/J
CHK	CW
APPROV	
	SEAL OR SIGNATURE REQUIRED

PROPOSED TRAFFIC CALMING MEASURES
ALMA ROAD, ALFONSO & LEAKE STREETS
NORTH PERTH

TECHNICAL SERVICES
DRAWING NO:
3484-CP-01B

Project Report

24 May 2017 - 08 June 2021

The City of Vincent

North Perth Traffic Calming



Visitors Summary



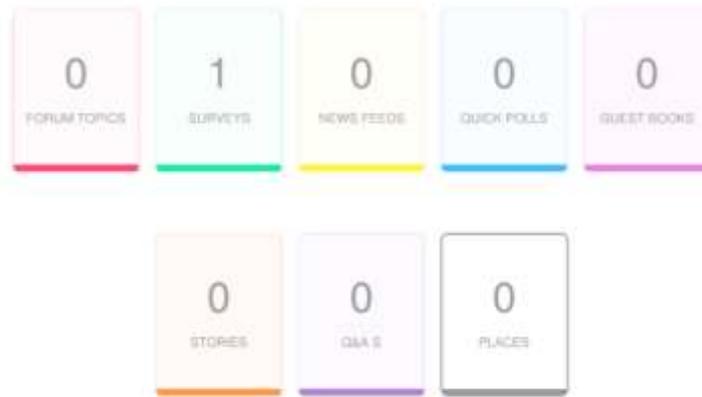
Highlights

TOTAL VISITS	188	MAX VISITORS PER DAY	15
NEW REGISTRATIONS	0	ENGAGED VISITORS	43
		INFORMED VISITORS	102
		AWARE VISITORS	153

Aware Participants	153	Engaged Participants	43		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	153	Contributed on Forums	0	0	0
Informed Participants	102	Participated in Surveys	43	0	0
Informed Actions Performed	Participants	Contributed to Newsfeeds	0	0	0
Viewed a video	0	Participated in Quick Polls	0	0	0
Viewed a photo	0	Posted on Guestbooks	0	0	0
Downloaded a document	48	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	62				
Contributed to a tool (engaged)	43				

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	North Perth Traffic Calming Online Survey	Published	72	43	0	0

1100 Spring St, Fremantle - Community Engagement - Reports on City Strategy - 2022 to 2024 - Water Works

INFORMATION WIDGET SUMMARY



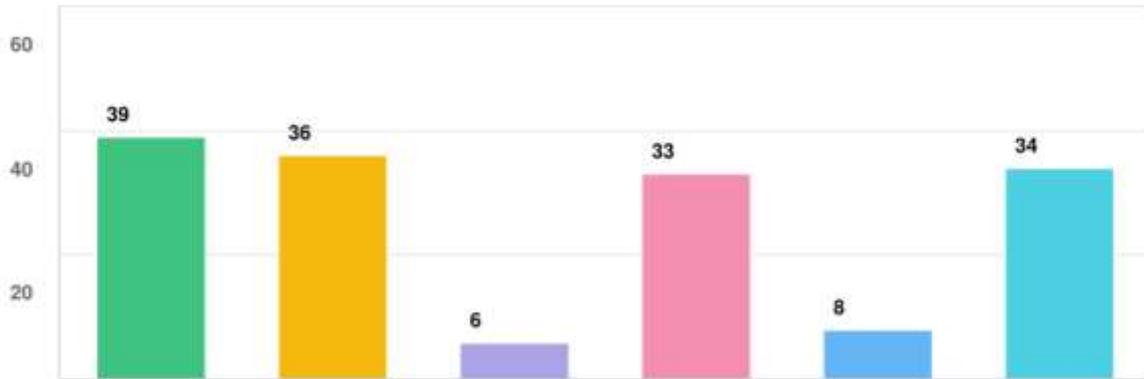
Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Slow Point Design A: mid block, single lane	41	45
Document	Slow Point Design B: Blister	33	36
Document	North Perth Traffic Study - higher resolution.pdf	8	10

ENGAGEMENT TOOL: SURVEY TOOL

North Perth Traffic Calming | Online Survey

Visitors 72	Contributors 43	CONTRIBUTIONS 43
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Please select all that apply to you



Question options

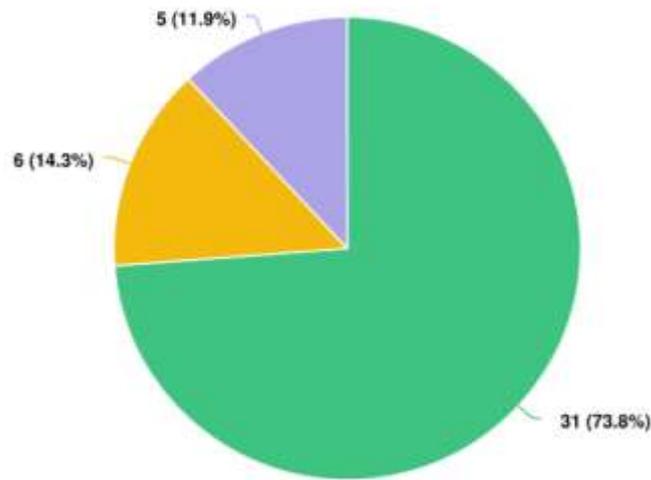
- I am a City of Vincent resident
- I own property in the City of Vincent
- I work in the City of Vincent
- I own property in North Perth
- I work in North Perth
- I live in North Perth

Optional question (42 response(s), 1 skipped)

Question type: Checkbox Question

The City of Perth's Ordinary Council Meeting may not be held in person.

Do you think the City should add traffic calming measures in the North Perth area bounded by Charles, View, Fitzgerald and ...



Question options

- Yes
- No
- I'm unsure

Optional question (42 response(s), 1 skipped)

Question type: Radio Button Question

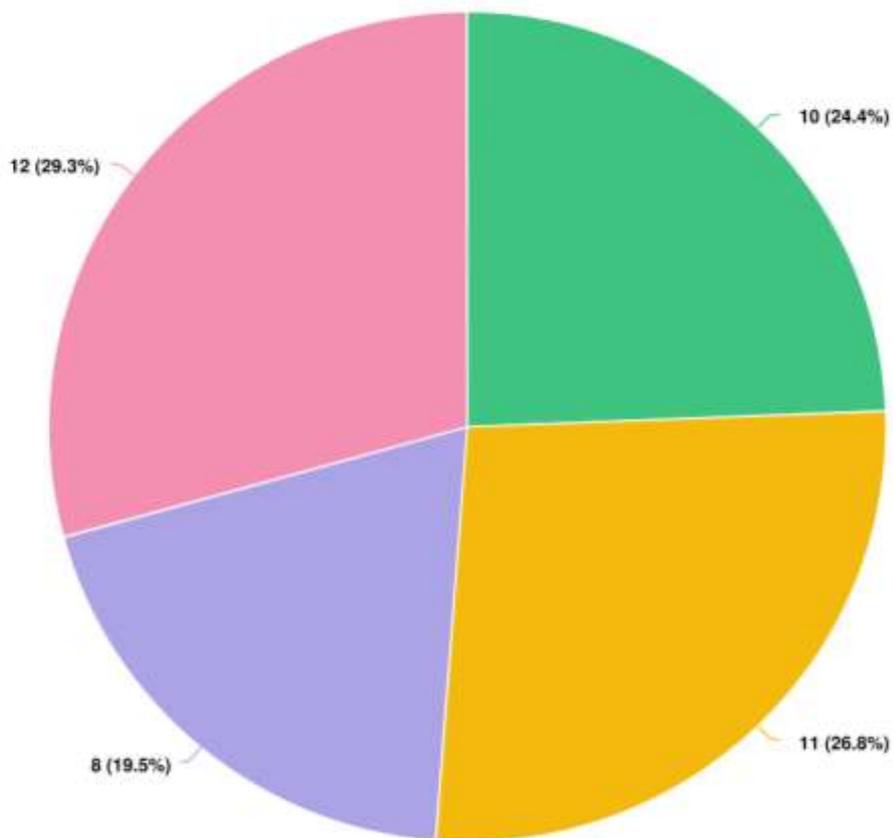
Do you support the installation of slow points in the proposed streets?



Optional question (42 response(s), 1 skipped)

Question type: Likert Question

If the City is to proceed with installing slow points in these streets, which design do you prefer?



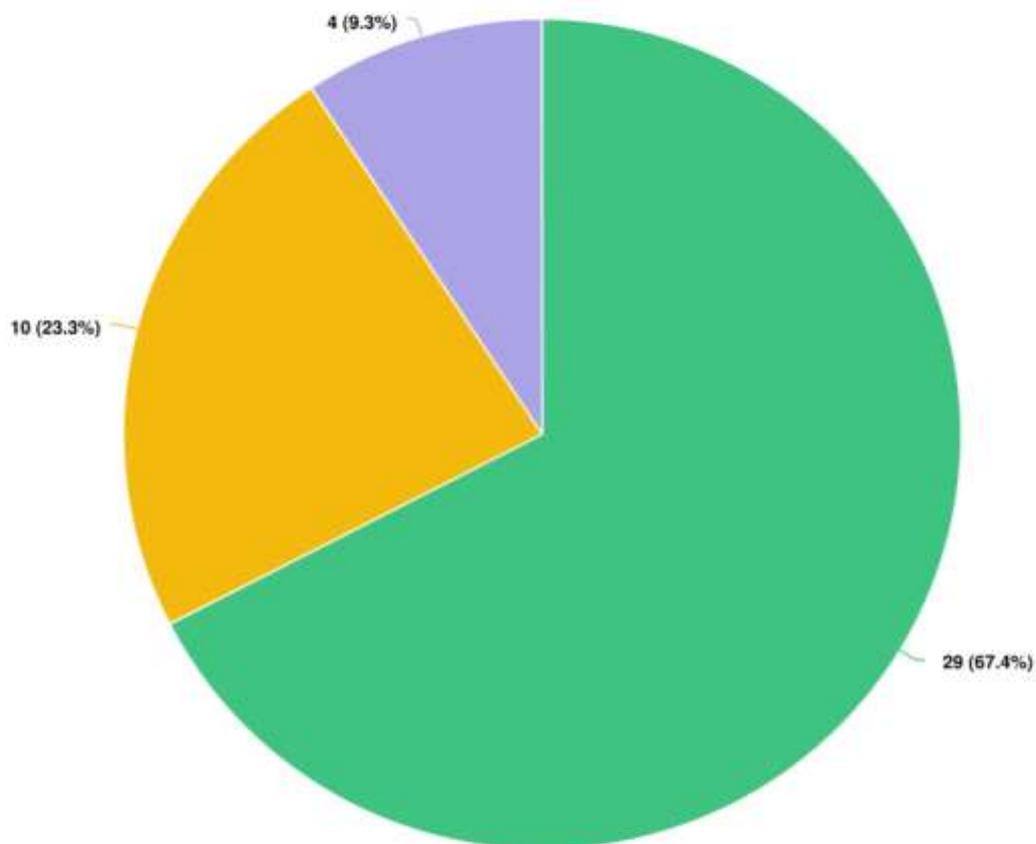
Question options

- I'm unsure
- Either design
- Blister slow points
- Mid-block, single lane slow points

Optional question (41 response(s), 2 skipped)

Question type: Radio Button Question

Do you support the addition of raised plateaus at critical intersections in North Perth as future traffic calming measure?



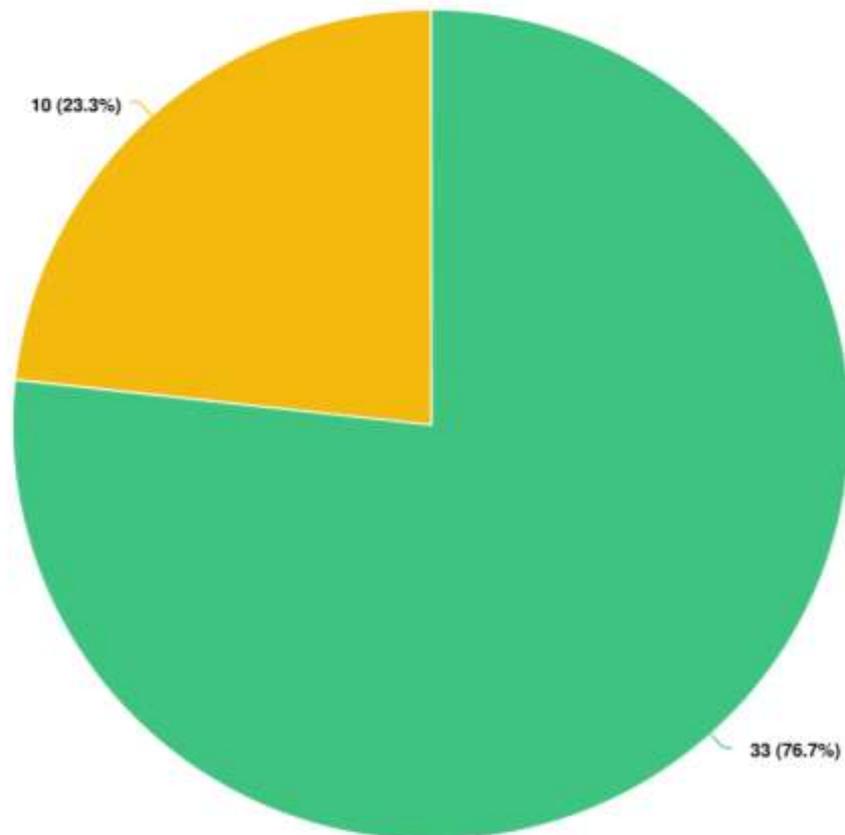
Question options

- I'm unsure
- No
- Yes

Optional question (43 response(s), 0 skipped)

Question type: Radio Button Question

Do you live in the area bounded by Charles, View, Fitzgerald and Vincent Streets?



Question options

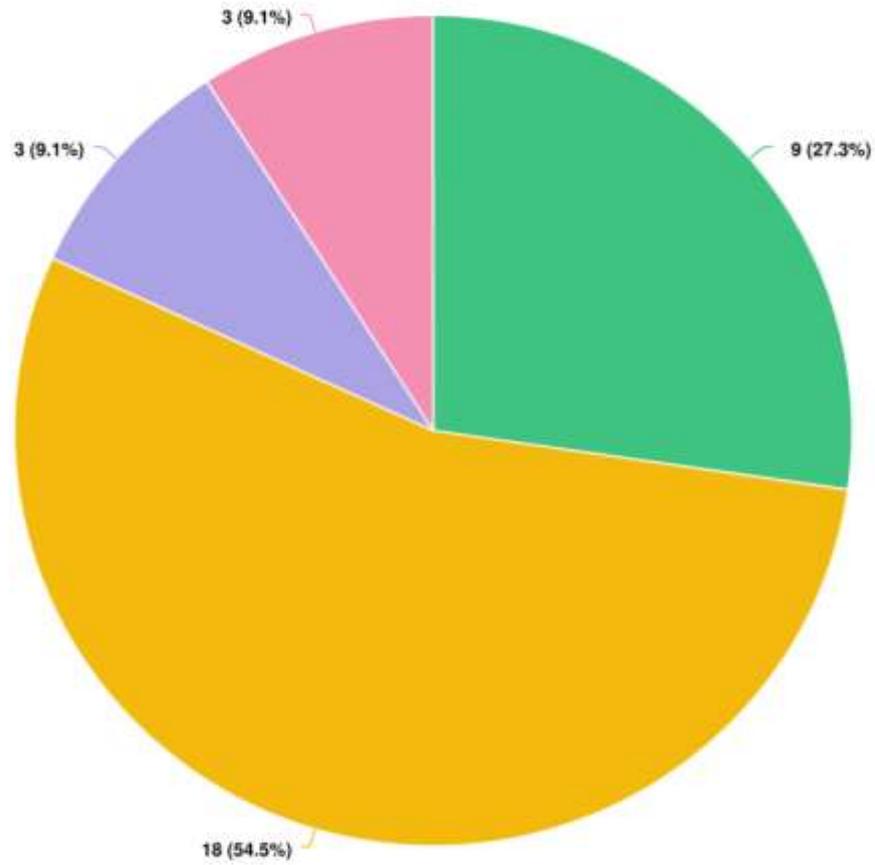
- No
- Yes

Optional question (43 response(s), 0 skipped)

Question type: Radio Button Question

The City of Toronto's Ordinary Council Meetings may also be viewed on:

How has the Fitzgerald/View Street intersection change affected your local transportation?



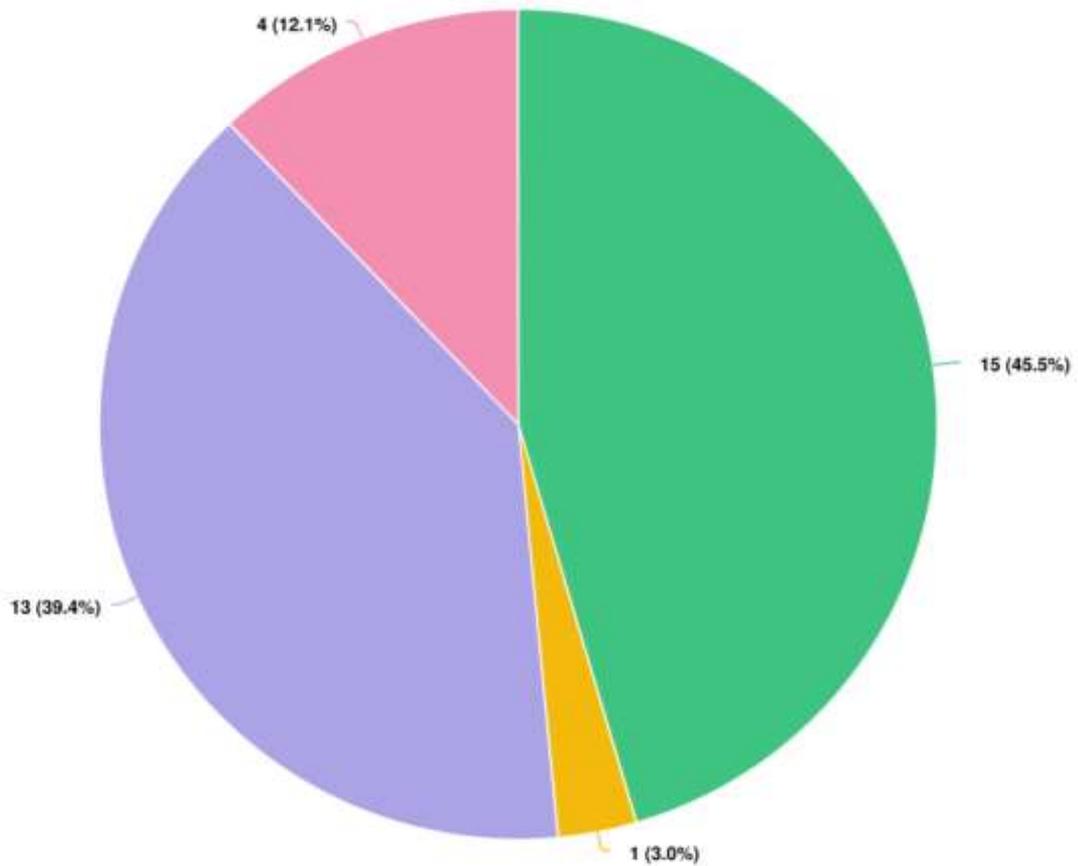
Question options

- I'm unsure
- It's had a positive impact
- It's had a negative impact
- It's had little to no affect

Optional question (33 response(s), 10 skipped)

Question type: Radio Button Question

Has the closure of the Fitzgerald Street median had a noticeable effect on the traffic along your street?



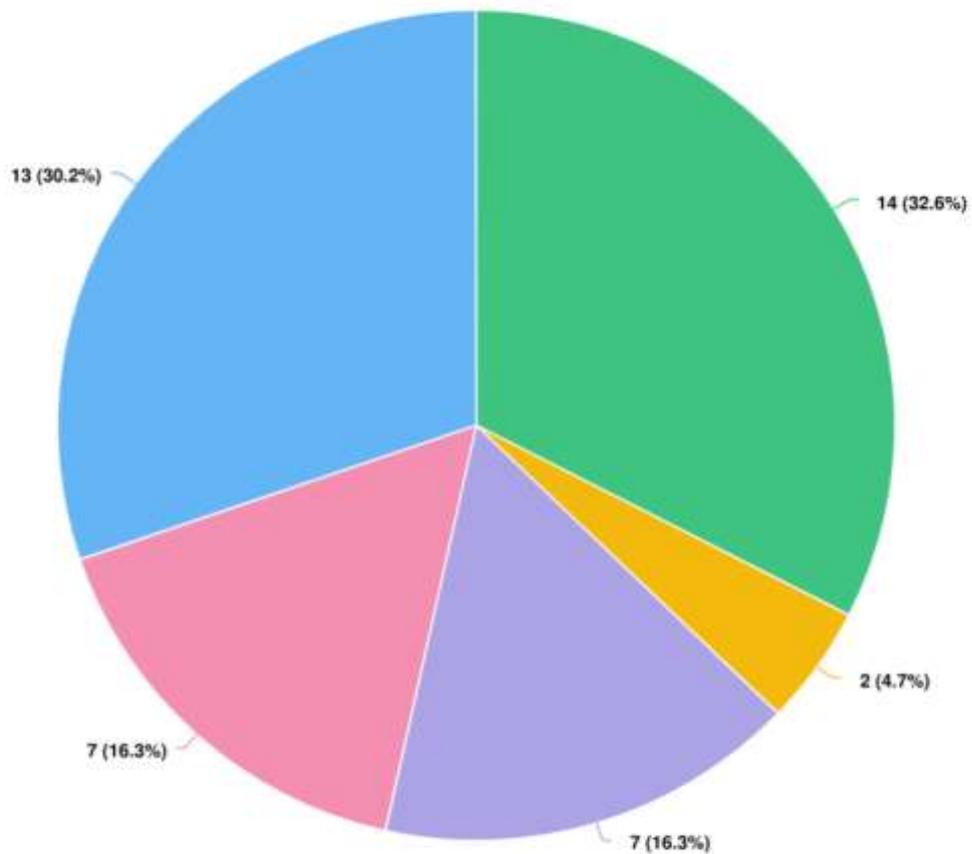
Question options

- I'm unsure
- No - I haven't noticed any significant changes in traffic on my street
- Yes - traffic on my street has noticeably decreased
- Yes - traffic on my street has noticeably increased

Optional question (33 response(s), 10 skipped)

Question type: Radio Button Question

Having experienced the Fitzgerald/View Street intersection change for the last two months, how likely are you to support making the change permanent when the City consults again early next year?



Question options

- Very unlikely
- Not that likely
- I'm unsure at this stage
- Somewhat likely
- Very likely

Optional question (43 response(s), 0 skipped)

Question type: Radio Button Question

Summary of Comments - Public Meeting Road Safety & Access Improvements in Solution to Petition			
Local Issues	Discussion	Comments/Action	Other Remarks
<p>Issue 1: The intersection of Albert Street and Park Street.</p> <p>Issue 2: The intersection of Albert Street and Albert Street.</p> <p>Issue 3: The intersection of Albert Street and Albert Street.</p> <p>Issue 4: The intersection of Albert Street and Albert Street.</p> <p>Issue 5: The intersection of Albert Street and Albert Street.</p> <p>Issue 6: The intersection of Albert Street and Albert Street.</p> <p>Issue 7: The intersection of Albert Street and Albert Street.</p> <p>Issue 8: The intersection of Albert Street and Albert Street.</p> <p>Issue 9: The intersection of Albert Street and Albert Street.</p> <p>Issue 10: The intersection of Albert Street and Albert Street.</p>	<p>Issue 1: The intersection of Albert Street and Park Street.</p> <p>Issue 2: The intersection of Albert Street and Albert Street.</p> <p>Issue 3: The intersection of Albert Street and Albert Street.</p> <p>Issue 4: The intersection of Albert Street and Albert Street.</p> <p>Issue 5: The intersection of Albert Street and Albert Street.</p> <p>Issue 6: The intersection of Albert Street and Albert Street.</p> <p>Issue 7: The intersection of Albert Street and Albert Street.</p> <p>Issue 8: The intersection of Albert Street and Albert Street.</p> <p>Issue 9: The intersection of Albert Street and Albert Street.</p> <p>Issue 10: The intersection of Albert Street and Albert Street.</p>	<p>Issue 1: The intersection of Albert Street and Park Street.</p> <p>Issue 2: The intersection of Albert Street and Albert Street.</p> <p>Issue 3: The intersection of Albert Street and Albert Street.</p> <p>Issue 4: The intersection of Albert Street and Albert Street.</p> <p>Issue 5: The intersection of Albert Street and Albert Street.</p> <p>Issue 6: The intersection of Albert Street and Albert Street.</p> <p>Issue 7: The intersection of Albert Street and Albert Street.</p> <p>Issue 8: The intersection of Albert Street and Albert Street.</p> <p>Issue 9: The intersection of Albert Street and Albert Street.</p> <p>Issue 10: The intersection of Albert Street and Albert Street.</p>	<p>Issue 1: The intersection of Albert Street and Park Street.</p> <p>Issue 2: The intersection of Albert Street and Albert Street.</p> <p>Issue 3: The intersection of Albert Street and Albert Street.</p> <p>Issue 4: The intersection of Albert Street and Albert Street.</p> <p>Issue 5: The intersection of Albert Street and Albert Street.</p> <p>Issue 6: The intersection of Albert Street and Albert Street.</p> <p>Issue 7: The intersection of Albert Street and Albert Street.</p> <p>Issue 8: The intersection of Albert Street and Albert Street.</p> <p>Issue 9: The intersection of Albert Street and Albert Street.</p> <p>Issue 10: The intersection of Albert Street and Albert Street.</p>

Additional comments received for all properties in the area covered by these, Albert, Albert and Albert Street as well as Albert on the north side of Albert Street and east side of Albert Street however not the south side of Albert Street. **2022 6. 10 residents attended the meeting.**

