

10.4 OUTCOME OF CONSULTATION: 12 MONTH DIAGONAL DIVERSION TRIAL/PROPOSED REDUCTION OF SPEED LIMIT WITHIN AREA BOUNDED BY CHARLES, FITZGEARLD, ANGROVE AND VINCENT STREETS

- Attachments:**
1. Consultation Report Raw Data
 2. Consultation Report Online Survey
 3. Traffic Data 2018 - 2022 - Alma Road Leake Street.
 4. Traffic Flow Diagram Alma Road and Leake Street
 5. Traffic Flow Diagram to Coles
 6. Item 10.4 North Perth Traffic Calming - Public Consultation Results
 7. Proposed Design Options for Diagonal Closure

RECOMMENDATION:

That COUNCIL:

1. **NOTES** the outcome of the consultation in regard to:
 - 1.1 a proposed 12 month trial of a 'diagonal diversion' at the intersection of Alma Road and Leake Street,
 - 1.2 the proposed reduction of the speed limit to 40 kph on local roads within the area bounded by Charles, Fitzgerald, Angove and Vincent Streets; and
2. **NOT PROCEED** with the 12 month trial of the 'diagonal diversion' (closure) of Leake Street and Alma Road, North Perth and **NOTES** that Administration will continue to work with Main Roads Western Australia (MRWA) on alternate traffic calming treatments.
3. **ENDORSES** progression of a formal application to Main Roads Western Australia (MRWA) for the approval of a 40km/h zone in North Perth area bounded by Charles Street (West), Angove Street (North), Fitzgerald Street (East) and Vincent Street (South); and
4. **ENDORSES**, subject to MRWA approval, Administration to progress the project with MRWA and commence preparation of the signage plans and engagement with the community to advertise the speed zoning changes, noting that this will need to be completed prior to the formal enactment of the new speed zones.

PURPOSE OF REPORT:

To inform Council of the results of the consultation regarding the following proposals –

- 12 month trial of a 'diagonal diversion' at the intersection of Leake Street and Alma Road, North Perth; and
- Seek Council approval to progress the formal application and following enactment of the new 40km/h Zone in North Perth (bounded by Charles, Angove, Fitzgerald and Vincent Streets).

BACKGROUND:

The issue of North Perth traffic, for the area bounded by Charles, Vincent, Fitzgerald and View Streets, has been subject to several Council reports, public meetings and advisory group discussions since 2018 and is yet to be resolved. Attachment 6 which details Item 10.4 (North Perth Traffic Calming Public Consultation Results) has some historical information dating back to 2018.

Since the last Council meeting held 5 April 2022 Council approved the installation of raised intersection plateaus at various locations in North Perth. Council further requested Administration to undertake community consultation in respect to the implementation of a 12 month trial diagonal diversion/closure at the intersection of Leake Street and Alma Road in North Perth, as well as a proposal to implement a 40km/h zone in North Perth.

Council requested the outcomes of consultation be returned for consideration at its August 2022 meeting.

Administration consulted residents of the affected streets asking for responses to these two proposals as well as confirmation that the respondent is a resident of the streets outlined in the proposal.

The area mentioned above is a mix of residential, commercial and educational facilities.

DETAILS:

Following the Council meeting held on 5 April 2022, Item 10.4 (see attachment 6 for details), amended resolution approved raised plateaus at eight different intersections to be installed on Claverton Street, Alma Road and Leake Street.

All eight intersections have now been completed including Alma Road and Leake Street. Subsequent traffic data obtained in July 2022 (see attachment 3 for details) now shows that;

- Traffic volumes have reduced on Alma Road and Leake Street.
- Traffic 85th percentile speeds have reduced on Alma Road and Leake Street.
- Traffic average speeds have reduced on Alma Road and Leake Street.

12-month trial of a 'diagonal diversion' at the intersection of Alma Road and Leake Street

Following a high-level desktop traffic analysis, it is expected that;

- Alma Road traffic, east bound from Fitzgerald Street, could be diverted to View Street, a Local Distributor Road, to continue onto Charles Street, taking some traffic volume away from Alma Road between Charles and Leake Streets. Although this is expected, potential negative impacts on diverted roads and laneways with increased traffic volumes and speeds is likely.
- Alma Road traffic, east bound (uphill) from Charles Street to Fitzgerald Street could be diverted towards Vincent Street with the option of using either Raglan, Grosvenor or Chelmsford Roads to access Fitzgerald Street. Although this is likely to benefit Alma Road, negative impacts on potential diversion roads with increased traffic volumes and speeds is likely.
- Leake Street north bound heading from Vincent Street could be diverted to Chelmsford Road or Grosvenor Road towards Fitzgerald Street. Although this is likely to benefit Leake Street, negative impacts on potential diversion roads with increased volumes and speeds is likely.
- Leake Street south bound heading from View Street could be diverted to Alma Road towards Fitzgerald Street. Traffic could potentially be diverted onto other streets such as Raglan Road and adjoining laneways. Although this is likely to benefit Leake Street, negative impacts on potential diversion roads with increased volumes and speeds is likely.

Attachment 4 details a colour coded, high level traffic flow diagram (travel North, South, East and West) and concludes that although both Alma Road and Leake Street may benefit from a diagonal diversion closure, roads which have additional traffic volumes resulting from the diverted traffic are likely to be impacted negatively. There is a greater number of roads which is likely to be impacted negatively compared to positively and with the success of the completed traffic calming measures (raised plateaus) in reducing speed and traffic volumes, the trial may not be warranted and at risk of not being supported by Main Roads Western Australia (MRWA).

Attachment 5 details a colour coded, high level traffic flow diagram (travel North, South, East and West) ~~and concludes that although there may be a benefit towards Alma Road and Leake Streets, there is likely a greater number of roads which may be~~ focusing on traffic flows in and around the Coles store located on Fitzgerald and View Streets, North Perth. Compared to attachment 4 (details above) there are similarities in traffic flow and suggests that customers using the store will need to divert through several different possible routes as a result of the diagonal diversion. These routes and roads may be impacted negatively due to an increased volume of traffic resulting from the diagonal diversion closure.

Attachment 7 details three possible designs being implemented for the trial diversion.

- Detail 1 – Diagonal diversion constructed from concrete kerbing, brick paving and soft landscaping.
- Detail 2 – Four-way plateau diversion constructed from red asphalt and linemarking.
- Detail 3 – Temporary water filled barrier diversion.

The duration of 12 months, for the temporary diversion is recommended however shorter durations can be implemented. The minimum diversion of a 6-week period would be acceptable however this would need to

capture peak traffic periods therefore, not recommended to be completed during school holidays, the data capture may not be accurately reflective of traffic movements during school holidays. Consultation was undertaken from 24 May 2017 until the 18 July 2022.

At the conclusion of the consultation period for the diagonal diversion of Alma Road and Leake Street, 85 responses were received in total. A majority of responses (77%) were not in favour of the trial going ahead.

Reduction of the speed limit to 40 kph on local roads within the area bounded by Charles, Fitzgerald, Angove and Vincent Streets

Following a high-level desktop traffic analysis, it is expected that;

- Lowering the speed limit from 50km/h to 40km/h will reduce the risk of severe accidents.
- It is unlikely that traffic flow will be affected on the traffic network following implementation of the speed reduction.
- Slower speeds could be more fuel efficient.

At the conclusion of the consultation period for the new 40km/h Zone, 36 responses were received with the majority (64%) in favour of Council seeking MRWA approval to implement a speed reduction to 40km/h within the area bounded by Charles, Angove, Fitzgerald and Vincent Streets.

CONSULTATION/ADVERTISING:

Consultation was undertaken from 24 May 2017 to 18 July 2022. Consultation packages were hand delivered to businesses and residents in the streets affected by the proposal as well as online submissions sought via a public consultation link on the City of Vincent website. Attachment 1 contains the raw data information from the consultant's project report without the personal information of the participants. The report details the results and information regarding the outcomes of the two surveys being;

- Survey 1 - a proposed 12 month trial of a 'diagonal diversion' at the intersection of Alma Road and Leake Street,
- Survey 2 - the proposed reduction of the speed limit to 40 kph on local roads within the area bounded by Charles, Fitzgerald, Angove and Vincent Streets

Both survey participants did provide street addresses of where they lived however for survey 1, out of the 85 respondents, 55 of these did not provide street addresses therefore remained anonymous. This means it is unlikely that a true reflection of what individual streets were supportive or not supportive of the proposal within survey 1 cannot be ascertained.

The results show that overall the community are:

- Survey 1 – Not Supportive
- Survey 2 – Supportive

LEGAL/POLICY:

Local Government Act 1995 – Sect 3.50

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to not implement the diagonal diversion and proceed with pursuing MRWA to implement 40km/h to the zone listed in the report

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 are an inclusive, accessible and equitable City for all.

Sensitive Design

Our planning framework supports quality design, sustainable urban built form and is responsive to our community and local context.

Innovative and Accountable

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

Active transport such as walking, and cycling would likely benefit from a lower speed zone by improving the traffic safety environment in the area.

PUBLIC HEALTH IMPLICATIONS:

Active transport such as walking and cycling would likely benefit from a lower speed zone by improving the traffic safety environment in the area.

FINANCIAL/BUDGET IMPLICATIONS:

There are no budget implications not to implement the trial diagonal diversion. The City has listed on budget funds to proceed with the 40km/h zone implementation estimated to cost \$20,000 - \$30,000.

The cost for each type of temporary diversion is expected to be;

- Detail 1 – Diagonal diversion cost range from \$35,000 to \$60,000
- Detail 2 – Four-way plateau diversion cost ranging from \$30,000 to \$40,000
- Detail 3 – Temporary water filled barriers diversion cost ranging from \$30,000 to \$40,000

COMMENTS:

Based on the consultation feedback, Administration recommends that;

- The City does not proceed with the 12 month trial of the diagonal diversion closure of Leake Street and Alma Road, for the below reasons;
 - Completed traffic calming measures within the area have been successful at reducing speeds and traffic volumes on Alma Road and Leake Street.
 - The intersection at Alma Road and Leake Street has no traffic data to support any safety concerns nor does the overall data warrant further traffic calming.
 - Lack of community support.
 - Risk of MRWA not supporting the trail closure.
- Council endorses a formal application to be issued to MRWA for approval and subsequent enactment of the new speed zones in North Perth area bounded by Charles, Angove, Fitzgerald and Vincent Streets.

SurveyTool:		12-month	24-May-2017		to	
Tool Status	Archived	Date of contribution	Survey Response			
Visitors	99		Do you support a 12-month trial of a 'diagonal closure' at the intersection of Alma Road?	Do you live within the affected area?	Do you live within the affected area? (Other (please specify))	Do you have any further comments to make?
Contributors	65	Jul 01 22 08:49:22 am	No			These measures are impacting the amenity of the area, including the over use of speed humps at a significant mass. This invites kids to use the road as skate parks and bike ramps. Also has significantly increased street noise with cars accelerating and braking. Please leave the residents alone. You are not required to spend rates payers money
Registered	10	Jul 01 22 09:04:32 am	No			
Unverified	0	Jul 01 22 09:05:18 am	No			
Anonymous	55	Jul 01 22 09:06:10 am	No			
Admin	0	Jul 01 22 09:06:29 am	No			
SUBMISSIONS	85	Jul 01 22 09:06:53 am	No			
		Jul 01 22 09:07:08 am	No			
		Jul 01 22 09:10:19 am	Yes	Yes		
		Jul 01 22 10:36:00 am	No			I do not support the closing of streets that will make residents have to take longer routes around the closure. This will simply put the traffic onto other streets and in my opinion will only benefit the properties in the direct vicinity of the intersection. I also don't see any evidence in the meeting minutes that the issue of commercial vehicles using back streets is a major problem, beyond that some residents have raised concerns? I think the council is better served spending it's money in other areas rather than further traffic calming devices of questionable value.
Demographics Graphs Below		Jul 01 22 10:32:34 am	No			Closing the intersection will push traffic onto neighbouring streets, either because they are heading to Charles Street travelling north (traffic will likely deviate down Alma, then onto Persimmon or Vine to reach Angove Street, then right onto Charles Street to go north. Alternatively, cars heading south to the left turn only on Vincent Street will instead of using Leake St) need to deviate/rat run through Vine/Alma/Claverton Streets to avoid the diagonal closure and reach Vincent Street to travel east.
		Jul 01 22 04:37:27 pm	Yes	No	I use it frequently	
		Jul 02 22 10:18:32 am	Yes	Yes		
		Jul 03 22 08:57:18 am	Yes	Yes		The recently installed traffic treatments in Alma Road appear to have done little to reduce activity and seem to have made motorists more aggressive. I thought that the initial proposal was to reduce parts of Alma Road to single lane which would have made it very unattractive to non residents.
		Jul 03 22 11:28:43 am	No			
		Jul 03 22 12:09:32 pm	Yes	Yes		
		Jul 03 22 03:48:57 pm	Yes	Yes		
		Jul 04 22 09:23:52 am	Yes	Yes		
		Jul 04 22 10:20:01 am	No			We live in Raglan Road between Fitzgerald St and Leake St. We are extremely concerned that this action will simply divert more traffic down our street. We have already seen an high increase in traffic since the introduction of changes as to how vehicles exit/enter Grosvenor and Chelmsford Street from Fitzgerald Street. Our section of the street is used as a rat run and will only get worse if this suggestion is implemented. We are also very concerned about impact on traffic should the development at the Cor of Raolan Road and Fitzcerald Street go ahead. We also do not understand why or how this closure as residents and owners at 153 Raglan Road for over 17 years, we do not support the proposed closure in its current format. We agree this intersection requires some form of remedial action to help residents who are immediately affected but our principal concern is that the proposed diagonal changes to the intersection are going to simply deflect traffic off of Alma Road and onto the surrounding streets including Raglan Road, which is contrary to the proposed outcome of diverting traffic away from residential streets to use those roads better aligned with the traffic demands.
		Jul 04 22 10:21:21 am	No			
		Jul 04 22 11:15:29 am	Yes	No		More of these 'diagonal closures' could be implemented around the neighbourhood.
		Jul 04 22 03:30:45 pm	No			I am an owner/occupier of a house on Vine Street, between View and Albert. The proposed diversion will negatively impact my street and amenity by the following: - Traffic, including heavy commercial traffic, wanting to travel north up Charles street will be diverted to View St and likely up Vine St to Albert or Angove. Vine Street is a narrow cartage way with parking on both sides. In the mornings, there is always a substantial number of cars cutting through and 'rat running' to avoid congestion on Charles Street. This diversion will further
		Jul 04 22 07:57:10 pm	No			Will divert traffic towards North Perth Primary School and St Rita's Aged care on View Street resulting in multiple fatalities.
		Jul 05 22 11:59:05 am	Yes	Yes		
		Jul 05 22 04:12:46 pm	No			Soon it will be impossible to drive through our suburb. I don't understand what this possibly achieves, for anyone.
		Jul 05 22 07:43:25 pm	Yes		On Charles Street between Alma and Claverton so we utilize these roads daily.	Although a slight inconvenience, it will make the area safer and more family-friendly. Will hopefully encourage people to walk.
		Jul 05 22 08:12:50 pm	No			This will increase traffic down the laneway next to 105 Alma as cars cannot go south from Coles (Alma Rd carpark). Leaving my home to go to the city will involve turning right at Leake, left onto View, left onto Persimmon, left onto Alma, then finally right onto Leake so I can go south on Leake to get to Vincent Street. Diverting more cars past North Perth Primary.
		Jul 06 22 09:01:02 am	No			While I generally support the concept of local traffic calming policies, in this case, I'm concerned that Persimmon, Vine and Gebe Streets will experience the "unintended consequences" (ie increased traffic flow) of a diagonal diversion at Leake and Alma Streets. Leake Street, while not a major thoroughfare, provides a good 'medium-sized' road for access between View Street and Vincent Street for local drivers.
		Jul 06 22 10:39:41 am	No			THIS WILL MAKE IT VERY DIFFICULT FOR RESIDENCES TRYING TO ACCESS THE SHOPPING CENTRE AND SCHOOL
		Jul 06 22 12:37:31 pm	Yes	Yes		127 Alma Rd resident
		Jul 06 22 12:37:59 pm	Yes	Yes		127 Alma Rd resident
		Jul 07 22 12:18:42 pm	Yes	No	I live nearby and walk through the affected area.	
		Jul 07 22 02:15:38 pm	No			With restricted access to View street from Fitzgerald, and only left hand turns at both View and Alma onto Fitzgerald, this further closure would make getting around that area even harder
		Jul 07 22 02:25:10 pm	No			As a resident of Leake st, the newly installed speed humps and parked cars already make the drive inconvenient, adding the closure would mean that I would be diverted to a main road which would add considerable time to a short trip. Also once forced onto a main road it would be nearly impossible to turn back into my road (Chelmsford/Leake) due to one way turning/other permanent changes to the roads on Fitzgerald/Vincent.
		Jul 07 22 02:25:34 pm	No			

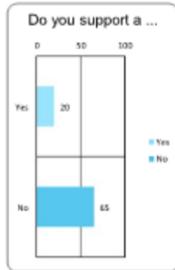
Jul 07 22 02:25:50 pm	No			
Jul 08 22 08:33:11 am	No			- Not satisfied this proposal has fully considered the impact on Raglan Road and lane ways giving consideration to proposed multi residential and commercial plans. - It also does not address pedestrian access along Leake St e.g a wheelchair or child cannot safely cross at a footpath over Leake and Raglan - Concerned of the impact to cross View street to the school
Jul 08 22 09:34:58 am	Yes	Yes		
Jul 08 22 07:27:05 pm	Yes	Yes		
Jul 09 22 09:32:43 am	No			The diagonal closure will mean that vehicles wanting to travel west from North Perth Plaza will be obliged to use View Street. The vehicles who then want to go North CANNOT turn right at Charles Street will then choose Vine Street. We have lived on Vine Street for over 30 years. It is a small narrow street with numerous young families and children. The 'no-right' turn at Charles from View already encourages vehicles to turn right at Vine Street using it as a cut through to Albert or Angove to get access to a North turn onto Charles. This will only exacerbate this problem by increasing traffic along Vine, including heavy
Jul 10 22 11:10:54 am	Yes	Yes		This is a great initiative which will improve the amenity of the WHOLE area - by improving both pedestrian and driver safety
Jul 10 22 03:06:27 pm	No			would be excessive to add street closure on top of the newly installed raised plateaus.
Jul 12 22 12:10:14 pm	Yes	No		I support the proposed trial closure. The intersection has an unusual 'offset' layout which is currently a hazard, but that makes it ideal for this type of traffic calming treatment. I would suggest that a ramp or cut-through be provided to allow cyclists to continue along Leake Street if they desire. This would create a modal filter, enabling cyclists to use this road and enjoy the reduced traffic resulting from the closure. This
Jul 12 22 12:30:05 pm	No			Coles delivery trucks will be diverted to View Street. Those wanting to turn north will then turn onto Vine Street to get to Albert Road or Angove Street. This would create safety issues on Vine Street.
Jul 12 22 01:39:57 pm	No			I have lived in this house in North Perth for the last 30 years and during that time have been gradually hemmed in by ever-increasing 'traffic management' initiatives to the point where it is very difficult - not to mention uncomfortable - for me and my visitors to enter or leave the area. Blocking this intersection would mean that I would be forced to travel to my local shopping centre - by driving in the opposite direction and through the traffic lights or - more likely the case - using the rear laneways ... a ludicrous situation!
Jul 13 22 11:16:54 am	No			We have many elderly residences in the immediate area, and by doing the intersection will result in moving the traffic onto other local streets and in some cases resulting having to negotiate traffic on Fitzgerald St. This change will also increase traffic on other local streets such as View, Raglan, & Glebe street. I would support traffic calming change to minimize through traffic.
Jul 13 22 11:20:58 am	No			I think it dismisses the value of car disbursement via side streets. Closure will create congestion on Fitzgerald approaching north into Alma and inside the Coles carpark for outgoing cars onto Fitzgerald as a lot of traffic will have no choice but to exit in a northern direction and there is only space for 3 or 4 cars near Fitzgerald. Surely there's a better way to redirect heavy vehicles by installing "Local Traffic Only" signs and installing an oblique roundabout at the intersection on Leake/Alma. This will also add to the slower traffic running down Leake St along with the effect of the
Jul 13 22 10:37:40 pm	No			
Jul 13 22 10:37:59 pm	No			
Jul 14 22 12:47:06 pm	No			The proposed closure will redirect commercial traffic from the carpark onto View Street which is already an overused 'rat run' for large and small commercial vehicles and cross suburb traffic. View Street seems to be the forgotten road when it comes to traffic calming in North Perth. As a resident of View Street for the past 16 years I have observed traffic volumes continuously increase year on year. Access onto View street from Charles St needs to be redirected to Ancoote St and Vincent St. View St is dangerously narrow in particular when facing lane
Jul 14 22 12:51:31 pm	No			As a resident of Leake St I'm quite aware of the number and type of traffic frequenting the surrounding streets in this area. I do not see the need for the trial of a diagonal closure as the assumption that there is an over-usage of surrounding streets by heavy vehicles is not supported with any evidence. Also, by installing this closure the heavy traffic that do use these streets will be concentrated instead into a smaller number of streets (ie. View St) which would be unfair. Another reason for not closing this intersection is the significant inconvenience it would create to residence in a large number of surrounding streets
Jul 14 22 02:02:48 pm	Yes	No		
Jul 14 22 05:20:38 pm	No			It is needless especially with the newly added speed bumps
Jul 14 22 08:41:44 pm	No			You send more traffic to wards North Perth Primary school and the park were children play
Jul 14 22 08:54:25 pm	No			Stupid idea from one complaint and that person no longer resides in Alma Road, let alone that this diversion will still have traffic driving by her place!
Jul 14 22 08:56:41 pm	No			What you're proposing is not a temporary closure, if that was the case, all you would need to do is place a concrete barrier. Much cheaper and definitely temporary.
Jul 14 22 08:56:41 pm	No			I go through that intersection to get to Merlo Lane to get into my garage due to the other side on Leake Street having a steeper driveway and also to get into Glebe Street easier than going all the way around.
Jul 15 22 10:29:28 am	Yes	Yes		Firstly I would like to acknowledge and thank the City for taking a vested interest in the safety of our streets. I welcome the decision to have the diagonal diversion installed. However I believe the proposed installation will divert traffic into Raglan Rd through to Fitzgerald st. Our section of Raglan rd between Fitzgerald st and Leake st receives constant 'rat racino' traffic as drivers cut through the
Jul 15 22 03:23:46 pm	No			Will divert a significant amount of traffic from the Alma Rd shopping precinct onto Leake St North.
Jul 15 22 05:44:21 pm	No			Will add to traffic in already dangerous Vine St; no offstreet parking, no traffic calming, already having people not turning am and pm
Jul 15 22 07:04:11 pm	No			I think it will increase traffic too much on view st rather than spreading out the traffic between the 2 streets.
Jul 15 22 07:04:48 pm	No			Increased traffic on view street and blocks access to Fitzgerald St heading south for us
Jul 15 22 07:18:06 pm	No			Living on Vine St, I believe traffic may be heavier due to no right turn from View St onto Charles St. We already have trouble on Vine and this would likely make it worse.
Jul 15 22 08:23:38 pm	No			I strongly oppose this diagonal closure for a number of reasons This will divert more cars on alma road by the shops to go to view street, and then on to vine street where I live if they want to turn right onto Charles street as they cannot use view street to turn right. Vine st is already used a lot by other cars for this purpose and we don't need more cars doing this.
Jul 15 22 08:48:32 pm	No			I live on Sakom Street and regularly drive on Alma Road and turn left on Leake Street when I'm travelling in a north-west direction, and the opposite way when returning home. If this intersection is blocked, my travel route will change to Alma/Perimmon/View Street, using Perimmon Street instead of Leake Street as a thoroughfare. This is a narrower street without street parking along the side of the road and I feel is less safe to drive along. There is also less visibility when turning onto Alma Road from Perimmon Street compared to Leake Street.
Jul 16 22 12:05:32 pm	No			It would make a 2minute drive over 10 minutes on main roads due to all the no turning already in place or force local traffic into/down laneways which are too narrow for two way and dangerous
Jul 16 22 12:06:18 pm	No			
Jul 16 22 02:47:08 pm	No			It will be extremely inconvenient for us to drive to the shops and doctors if we are continually forced onto the main streets of Fitzgerald and Charles which are always very busy with traffic which is dangerous for what should be a short trip to the shops. It will also increase inconvenience for residents on all the streets off Leake Street (Chelmsford, Grosvenor, Raglan, Alma) and also increase traffic on these streets and up the lane ways. But the inconvenience and possible dangers of going on the busy main streets is my main objection.
Jul 16 22 02:48:39 pm	No			Unnecessary and inconvenient
Jul 16 22 06:39:27 pm	Yes	Yes		I 100% support and agree with the installation of a trial diagonal diversion. Apart from a very minor inconvenience for me having to get to Fitzgerald St when I need to travel North by car (of which will be mitigated by utilising View St instead), there is absolutely no perceived disadvantage that I can identify, which will be created by the proposed diagonal diversion. I oppose the diagonal closure at the intersection of Alma Road and Leake Street as the traffic issue will only be shifted to View Street, which already is a busy road, and then onto Vine Street. As there is no right turn from View Street on to Charles Street, traffic issues will then arise in Vine Street for vehicles wanting to access Charles Street north bound. Vine Street is a narrow street with a lot of street parking and already has to contend with vehicles using the street to access Charles Street north. The situation will only worsen with the proposed diagonal closure.
Jul 17 22 10:54:48 am	No			It will just push traffic onto other streets which aren't Fitzgerald street. If you want to reduce traffic, don't let Celsius build a massive development between Raglan and Alma.

Jd 17 22 10:56:13 am	No			This is a very short sighted solution. It will not stop traffic it will just divert it to other streets that are not better equipped to tolerate it. It will push significant volumes of traffic towards View Street putting children's lives more at risk at a crossing that is already dangerous. Put some thought into making our children's lives safer. This trial will push traffic down surrounding streets that are less able to tolerate the traffic increase, it will severely restrict accessibility for residents being able to access their homes.
Jd 17 22 10:57:22 am	No			My view is that this would just divert traffic to other smaller streets as vehicles will still want to avoid busy Fitzgerald. Also, the recent raised junctions haven't been given time to assess effectiveness.
Jd 17 22 02:20:09 pm	No			I currently live on Leake St and the proposed closure would cut off my access to the town centre, the primary school and the nearby daycare. One of the City's arguments for the change is for sustainability. However walking is not always an option for all residents due to weather, mobility issues etc. Residents that drive to various parts of the town centre will continue to do so. This proposal will however add considerable distance to what should be a short journey. Making it quite a poor sustainability outcome. The proposal will have considerable negative impact on local residents.
Jd 17 22 02:25:38 pm	No			It will make travel times longer as you will have to drive further to get to the town centre. It is an unnecessary expense.
Jd 17 22 02:26:35 pm	No			I strongly oppose the diagonal closure.
Jd 17 22 02:27:54 pm	No			This will have a bad impact on me.
Jd 17 22 02:28:34 pm	No			
Jd 17 22 02:30:14 pm	No			I strongly disagree with the proposal and it will cause a lot of issues getting from my house.
Jd 17 22 02:31:05 pm	No			I currently live on Leake St and the proposed closure would cut off my access to the town centre, the primary school and the nearby daycare. One of the City's arguments for the change is for sustainability. However walking is not always an option for all residents due to weather, mobility issues etc. Residents that drive to various parts of the town centre will continue to do so. This proposal will however add considerable distance to what should be a short journey. Making it quite a poor sustainability outcome.
Jd 17 22 02:34:26 pm	No			
Jd 17 22 02:36:06 pm	No			
Jd 17 22 02:49:41 pm	No			Penalises residents & families.
Jd 17 22 02:50:43 pm	No			
Jd 18 22 03:26:17 pm	No			The case for this closure is not clear - correspondence/web site reference refers to commercial vehicle issues whereas council minutes refer to "rat run" issues. In either case I do not think the justification is suffice to install a diagonal diversion.
Jd 18 22 04:22:00 pm	No			I'm an owner of a residential property on Glebe St. The proposed diagonal closure at the intersection of Alma Road and Leake Street, inadequately addresses a symptom rather than a problem. The large commercial vehicles accessing this intersection in order to service the various business nearby is the result of the poor management of access by commercial tenants.

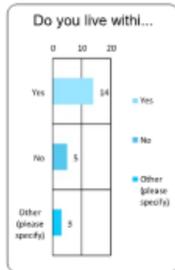
Survey Responses Graph

*special characters like '&' will be removed from options

Do you support a trial of a diagonal closure at the intersection of Alma Road and Leake Street?	
Yes	20
No	65



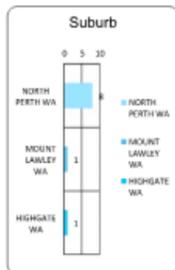
Do you live within the affected area?	
Yes	14
No	5
Other (please specify)	3



DEMOGRAPHIC ANALYSIS of Contributors - Based on Sign-up form responses

*special characters like '&' will be removed from options

Suburb	
NORTH PERTH WA	8
MOUNT LAWLEY WA	1
HIGHGATE WA	1



Project Report

24 May 2017 - 18 July 2022

The City of Vincent

Proposed 12 month trial diagonal closure and 40 km/h speed limit



Visitors Summary



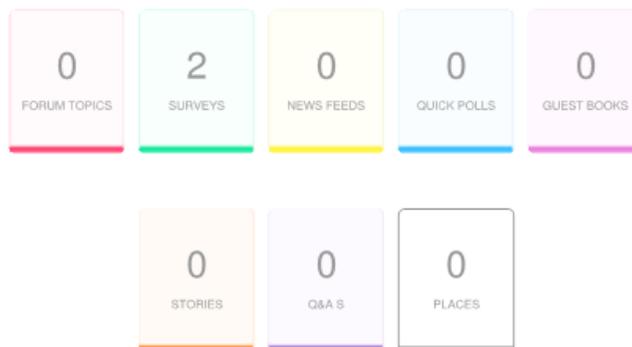
Highlights

TOTAL VISITS	225	MAX VISITORS PER DAY	17
NEW REGISTRATIONS	24	ENGAGED VISITORS	91
		INFORMED VISITORS	121
		AWARE VISITORS	193

Aware Participants	193	Engaged Participants	91		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	193	Contributed on Forums	0	0	0
Informed Participants	121	Participated in Surveys	36	0	55
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	27	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	32				
Contributed to a tool (engaged)	91				

The City of Vincent : Summary Report for 24 May 2017 to 18 July 2022

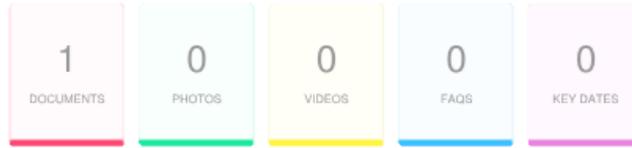
ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	12-month trial of a 'diagonal closure' at the intersectio...	Archived	96	10	0	55
Survey Tool	Permanent reduction of speed limit from 50km/hr to 40km/h...	Archived	66	36	0	0

The City of Vincent : Summary Report for 24 May 2017 to 18 July 2022

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	North Perth Diagonal Closure - Alma Rd & Leake Street - 40km Speed ...	27	31

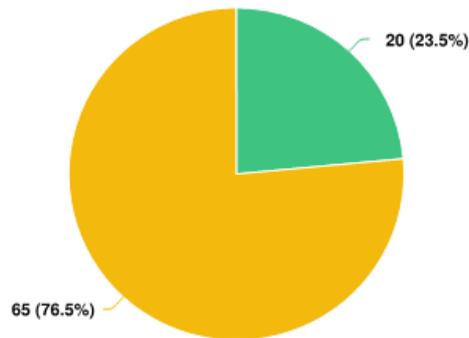
The City of Vincent : Summary Report for 24 May 2017 to 18 July 2022

ENGAGEMENT TOOL: SURVEY TOOL

12-month trial of a 'diagonal closure' at the intersection of Alma Road and Leake Street

Visitors 96	Contributors 65	CONTRIBUTIONS 85
--------------------	------------------------	-------------------------

Do you support a 12-month trial of a 'diagonal closure' at the intersection of Alma Road and Leake Street?



Question options

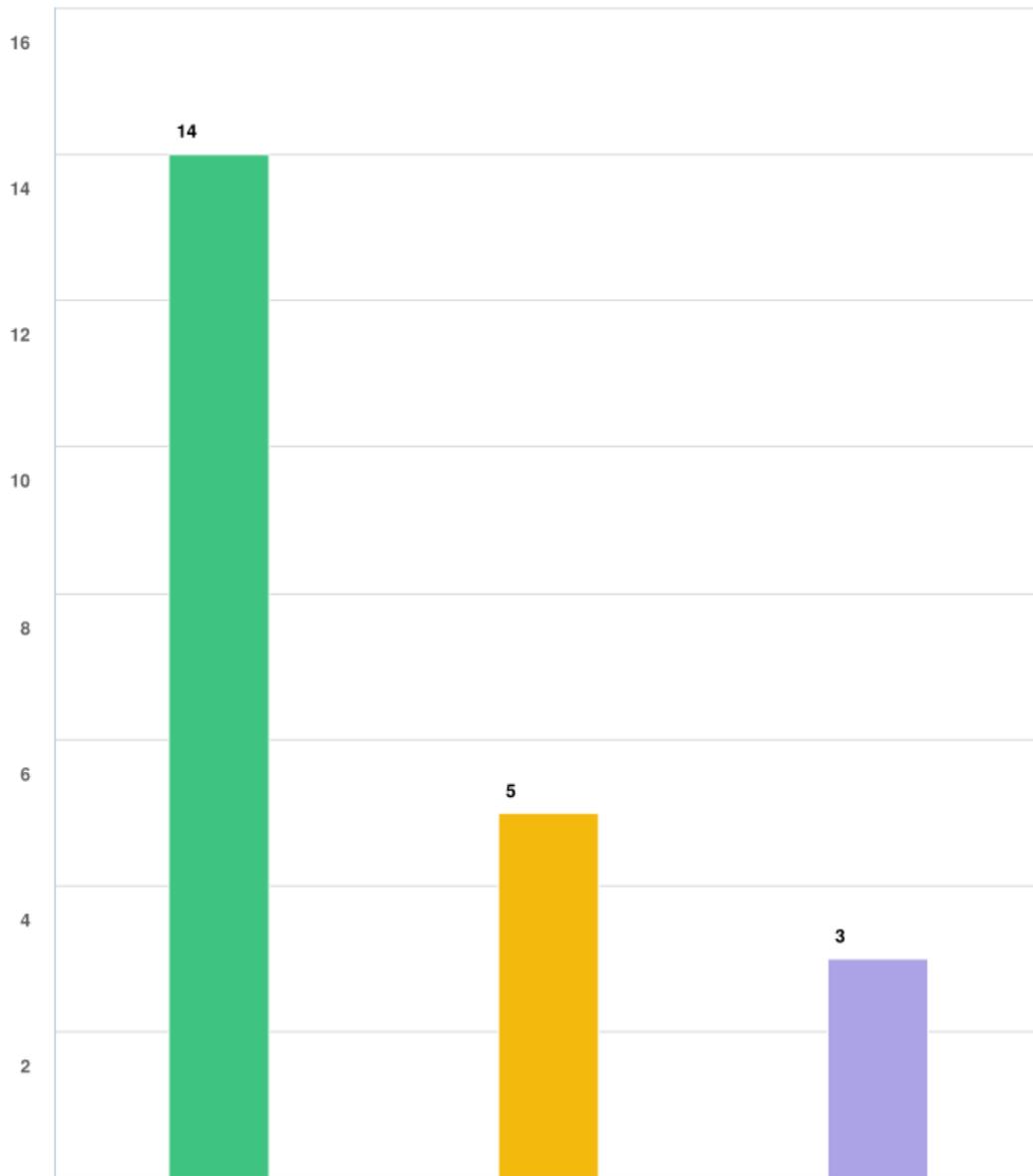
- Yes
- No

Mandatory Question (85 response(s))

Question type: Radio Button Question

The City of Vincent : Summary Report for 24 May 2017 to 18 July 2022

Do you live within the affected area?



Question options

- Yes
- No
- Other (please specify)

Optional question (20 response(s), 65 skipped)

Question type: Checkbox Question

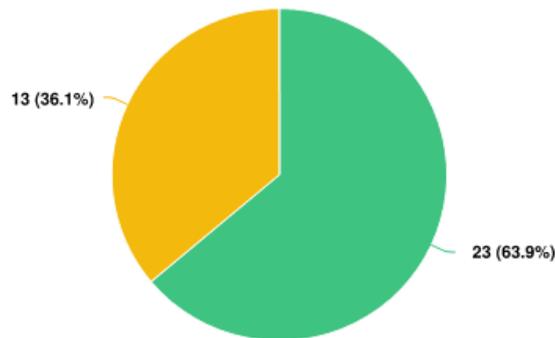
The City of Vincent : Summary Report for 24 May 2017 to 18 July 2022

ENGAGEMENT TOOL: SURVEY TOOL

Permanent reduction of speed limit from 50km/hr to 40km/hr within North Perth

Visitors 66	Contributors 36	CONTRIBUTIONS 36
--------------------	------------------------	-------------------------

Do you support the permanent reduction of speed limit from 50km/hr to 40km/hr within North Perth?(North Perth area bounded ...



Question options

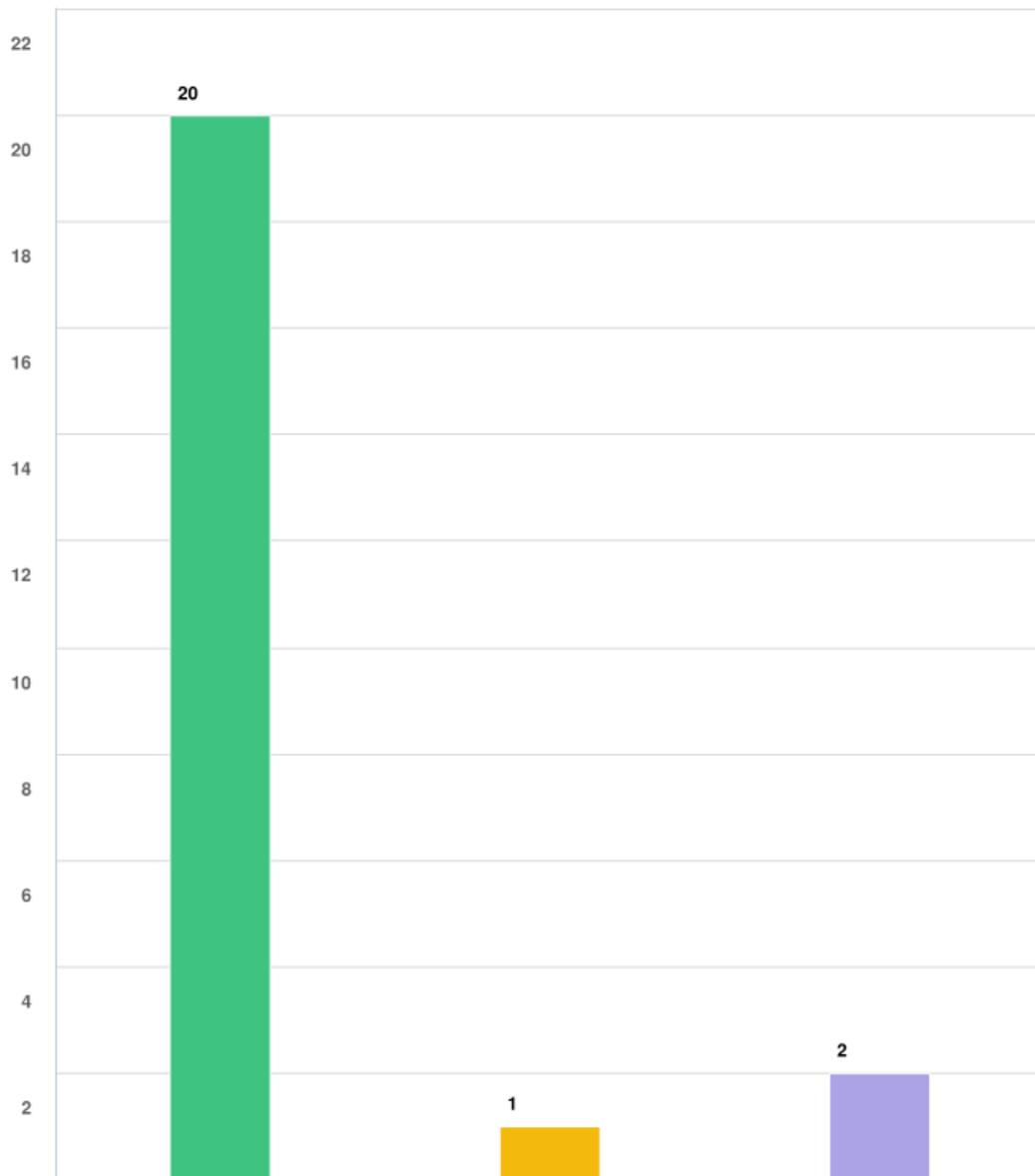
- Yes
- No

Mandatory Question (36 response(s))

Question type: Radio Button Question

The City of Vincent : Summary Report for 24 May 2017 to 18 July 2022

Do you live within the affected area?



Question options

- Yes
- No
- Other (please specify)

Optional question (22 response(s), 14 skipped)

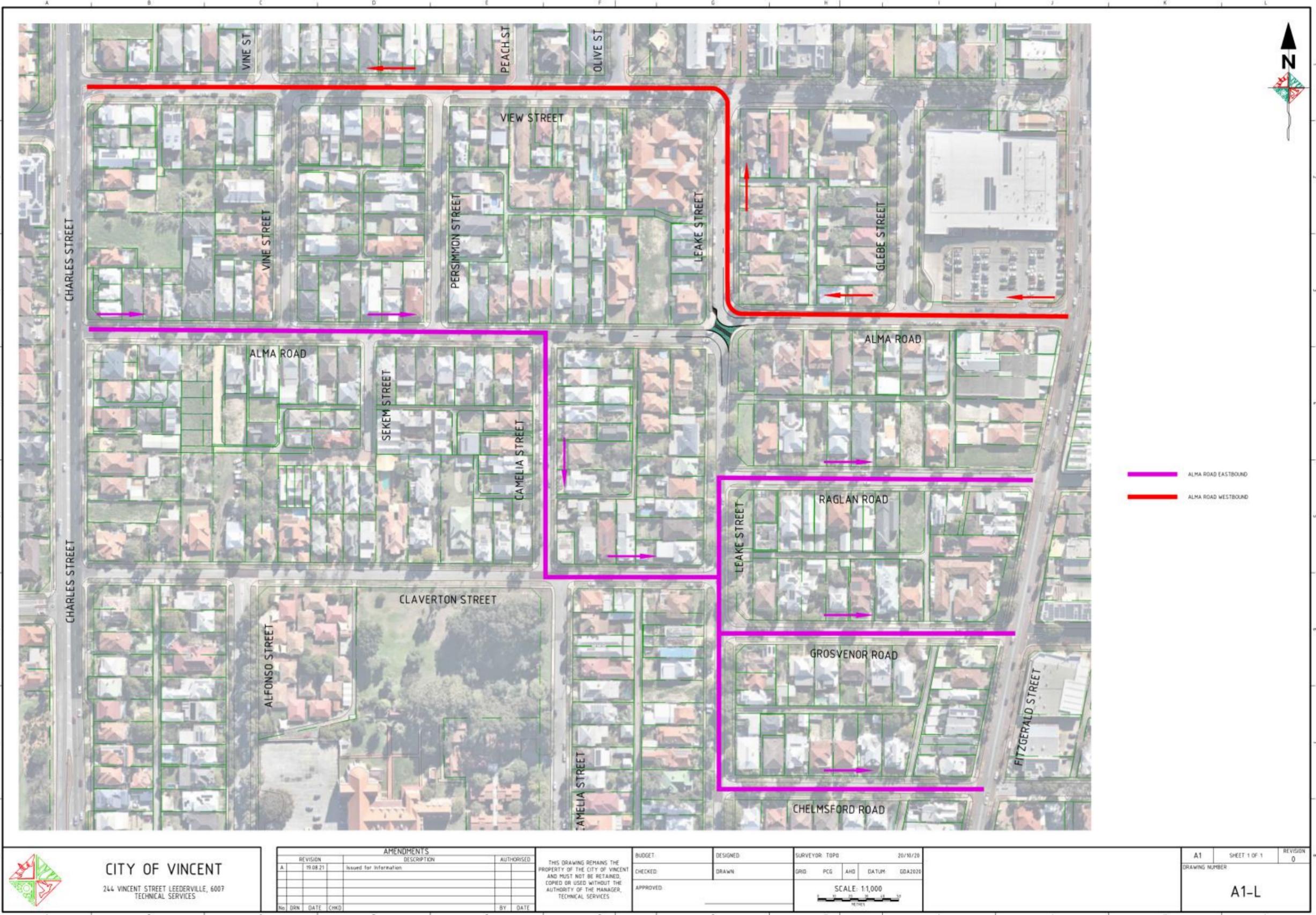
Question type: Checkbox Question

PAST-POST TRAFFIC DATA FOR NORTH PERTH TRAFFIC CALMING

SI/No	Location	Year	AWT	85% km/h	Avg Speed km/h	Heavy veh %	DIFFERENCE			
							AWT	85% km	Avg Speed km/h	Heavy veh %
1	Alma Rd (Charles-Vine)	Jul-22	966	41.9	34.8	3.2	-150	-5.3	-5	0.6
		Mar-18	1116	47.2	39.8	2.6				
4	Alma Rd (Camelia- Leake)	Jul-22	956	41.2	34.6	2.5	-121	-4.0	-3.5	0
		Feb-22	1077	45.2	38.1	2.5				
8	Leake St (Chelmsford-Vincent)	Jul-22	517	38.3	32.3	3.1	-205	-6.4	-4.3	0.4
		Feb-18	722	44.7	36.6	2.7				
11	Leake St (Alma-Raglan)	Jul-22	1130	40.9	34.4	3.2	-232	-5.9	-5	0.4
		Sep-21	1362	46.8	39.4	2.8				

Negative (-ve) = Decrease

Positive (+ve) = Increase



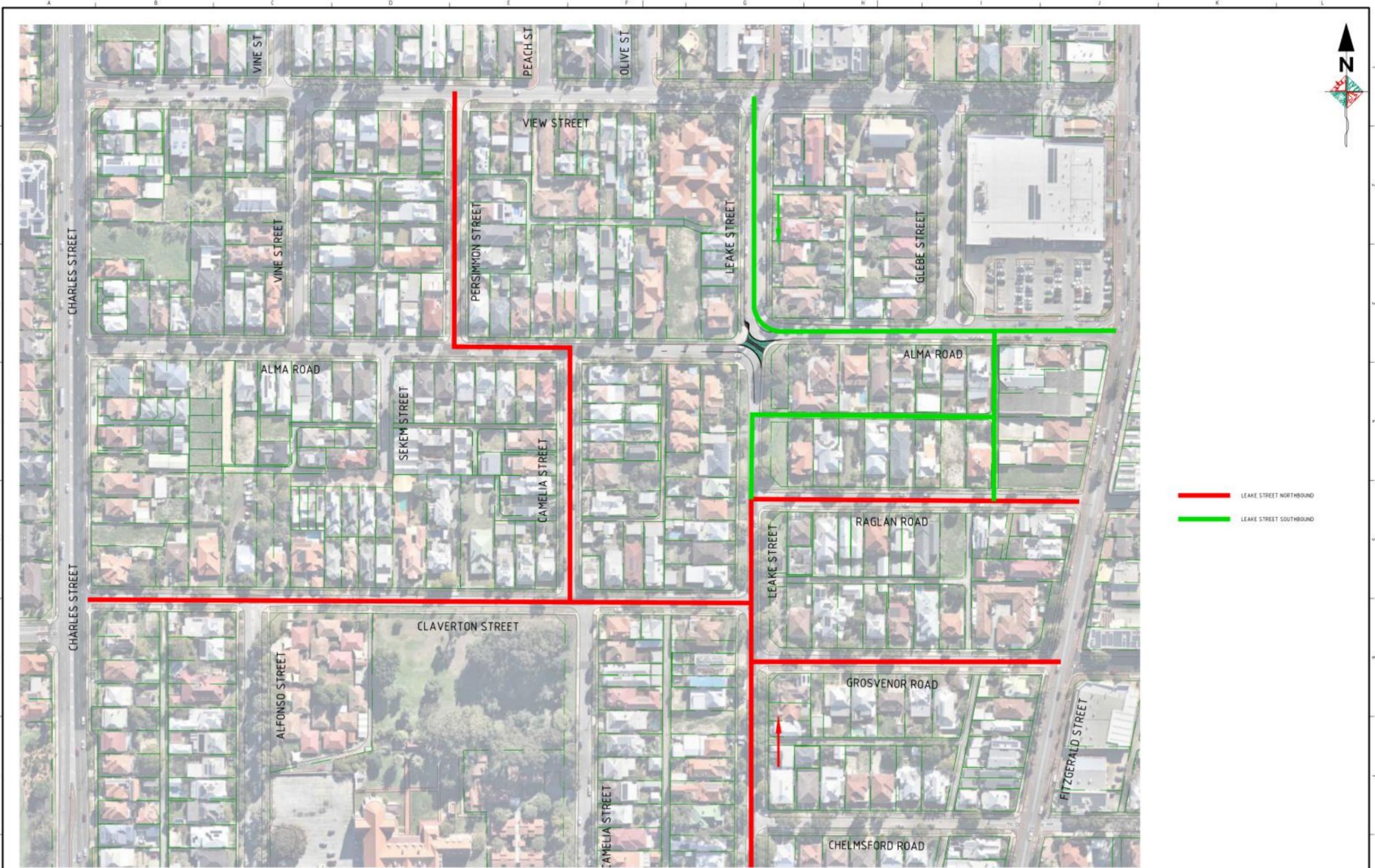
CITY OF VINCENT
 244 VINCENT STREET LEEDERVILLE, 6007
 TECHNICAL SERVICES

REVISION		AMENDMENTS	AUTHORISED
No	DRN	DATE	CHKD
A		19.08.21	
		Issued for information	

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BUDGET:	DESIGNED:	SURVEYOR: TDP0	20/10/26
CHECKED:	DRAWN:	GRID: PCG	AHD: DATUM: GDA2020
APPROVED:		SCALE: 1:1,000	

A1	SHEET 1 OF 1	REVISION
DRAWING NUMBER		0
A1-L		



— LEAKE STREET NORTHBOUND
— LEAKE STREET SOUTHBOUND

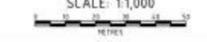


CITY OF VINCENT
 244 VINCENT STREET LEEDERVILLE, 6007
 TECHNICAL SERVICES

REVISION		DESCRIPTION	AUTHORISED
A	19.08.21	Issued for information	
No	DRN	DATE	CHKD
			BY
			DATE

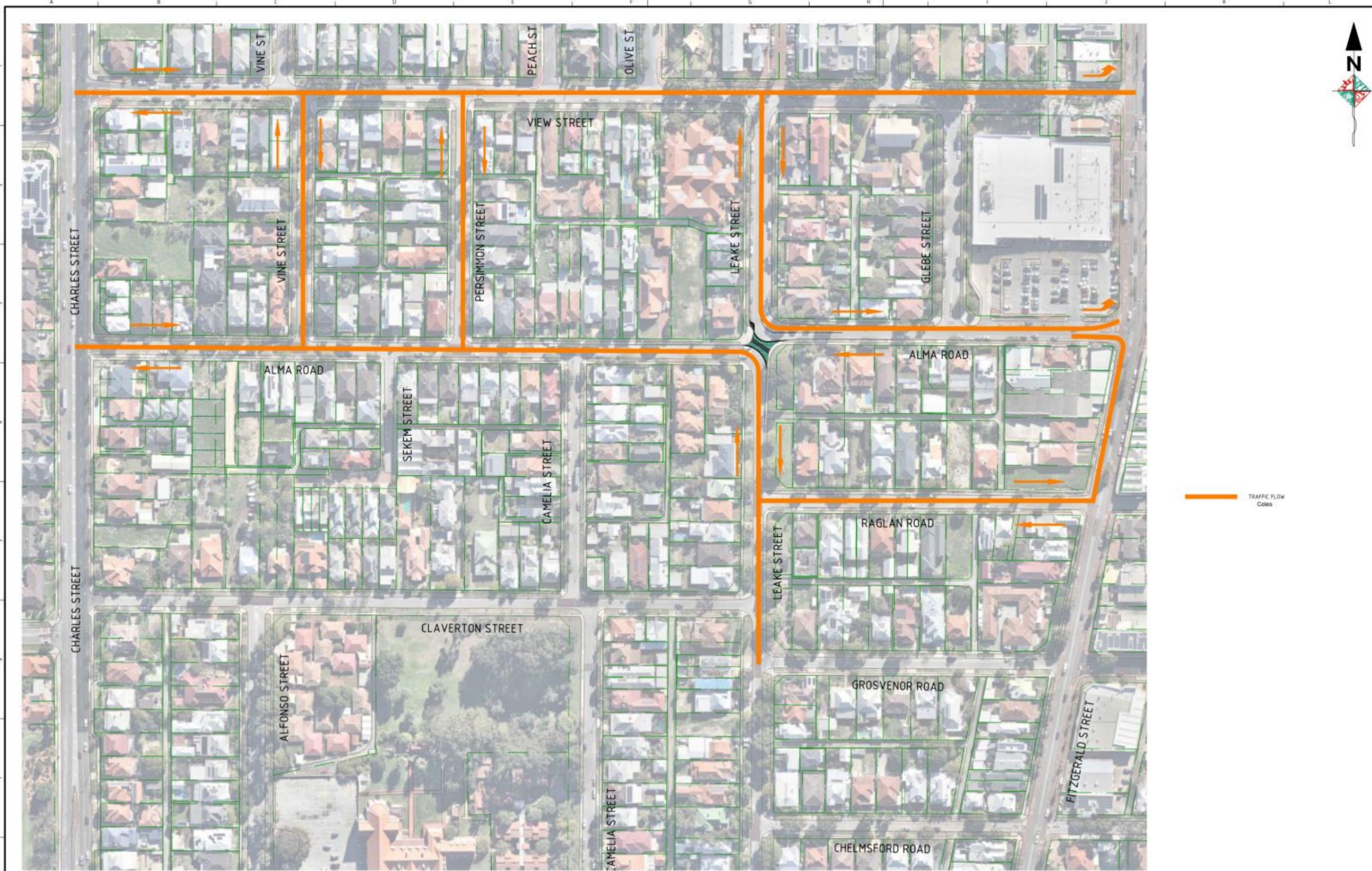
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BUDGET:	DESIGNED:	SURVEYOR: T0P0	20/10/26
CHECKED:	DRAWN:	GRID: PCG	AHD: DATUM: GDA2020
APPROVED:		SCALE: 1:1,000	



SCALE: 1:1,000

A1	SHEET 1 OF 1	REVISION
DRAWING NUMBER		0
A1-L (2)		



TRAFFIC FLOW Coles

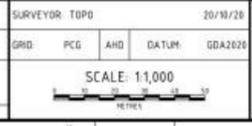


CITY OF VINCENT
244 VINCENT STREET LEEDERVILLE, 6007
TECHNICAL SERVICES

REVISION		DESCRIPTION	AUTHORISED
A	19.08.21	Issued for information	

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BUDGET:	DESIGNED:	SURVEYOR TOPO:	20/19/20
CHECKED:	DRAWN:	GRID:	PCG AHD DATUM: GDA2020
APPROVED:		SCALE: 1:1,000	



A1	SHEET 1 OF 1	REVISION 0
DRAWING NUMBER		
A1-L (3)		

ORDINARY COUNCIL MEETING AGENDA

05 APRIL 2022

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.

ORDINARY COUNCIL MEETING AGENDA

05 APRIL 2022

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

ORDINARY COUNCIL MEETING AGENDA

05 APRIL 2022

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.

ORDINARY COUNCIL MEETING AGENDA**05 APRIL 2022**

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.

ORDINARY COUNCIL MEETING AGENDA

05 APRIL 2022

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.

ORDINARY COUNCIL MEETING AGENDA

05 APRIL 2022



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.

ORDINARY COUNCIL MEETING AGENDA**05 APRIL 2022**

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.

ORDINARY COUNCIL MEETING

5 APRIL 2022

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



CITY OF VINCENT

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 Claverton 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).

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244 Vincent Street, (Cnr Loftus),

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| Email: mail@vincent.wa.gov.au

The City has collected traffic data on Alma Road, Angove, View and Giebe 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

Administration & Civic Centre
244 Vincent Street (Cnr Loftus),

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Slow Point Designs

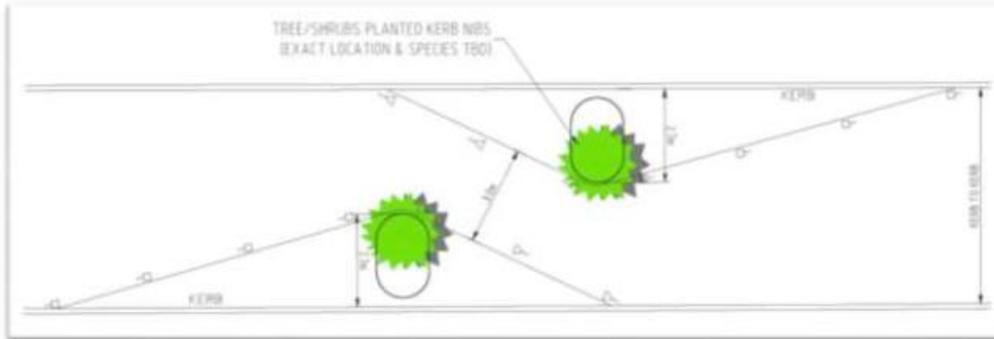


Figure 1: Slow Point Design A – mid block, single lane

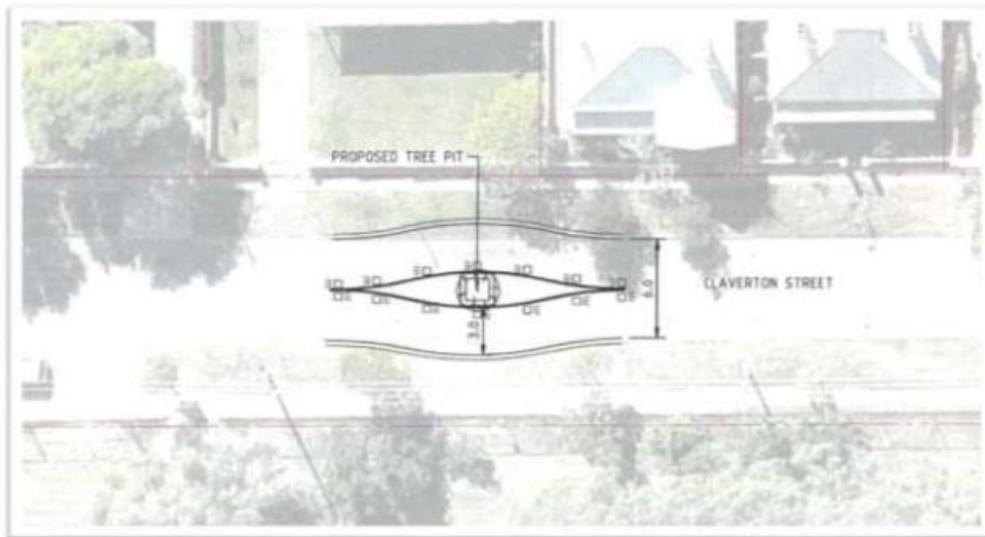


Figure 2: Slow Point Design B – Blister

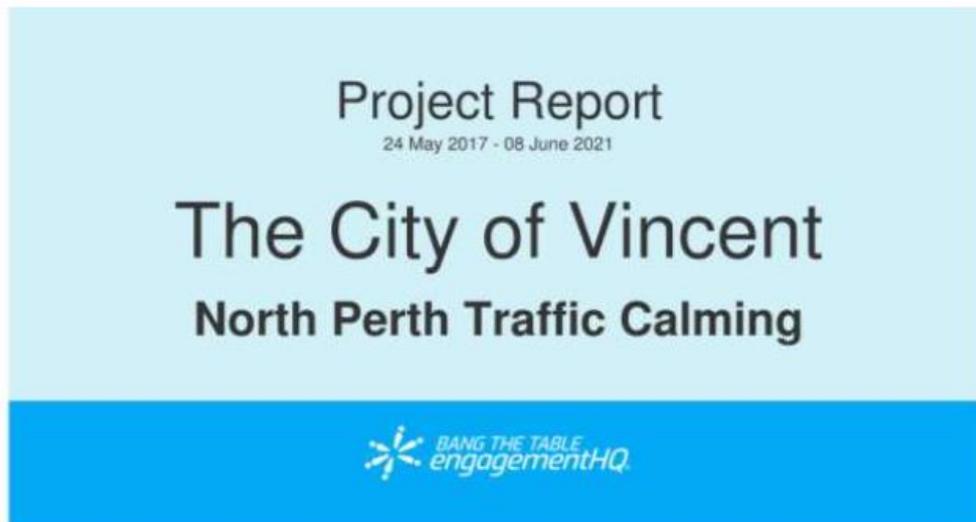
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PO Box 82,

Tel: (08) 9273 6000

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Visitors Summary

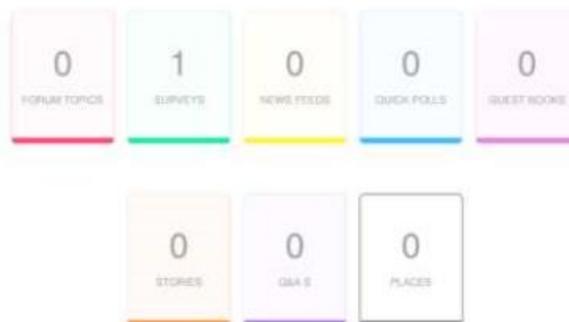


Highlights

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

Aware Participants		Engaged Participants	
153		43	
Aware Actions Performed	Participants	Engaged Actions Performed	
Visited a Project or Tool Page	153		Registered Unverified Anonymous
Informed Participants	102	Contributed on Forums	0 0 0
Informed Actions Performed	Participants	Participated in Surveys	43 0 0
Viewed a video	0	Contributed to Newsteds	0 0 0
Viewed a photo	0	Participated in Quick Polls	0 0 0
Downloaded a document	48	Posted on Guestbooks	0 0 0
Visited the Key Dates page	0	Contributed to Stories	0 0 0
Visited an FAQ list Page	0	Asked Questions	0 0 0
Visited Instagram Page	0	Placed Pins on Places	0 0 0
Visited Multiple Project Pages	62	Contributed to Ideas	0 0 0
Contributed to a tool (engaged)	43		

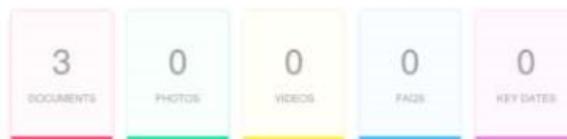
ENGAGEMENT TOOLS SUMMARY



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

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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

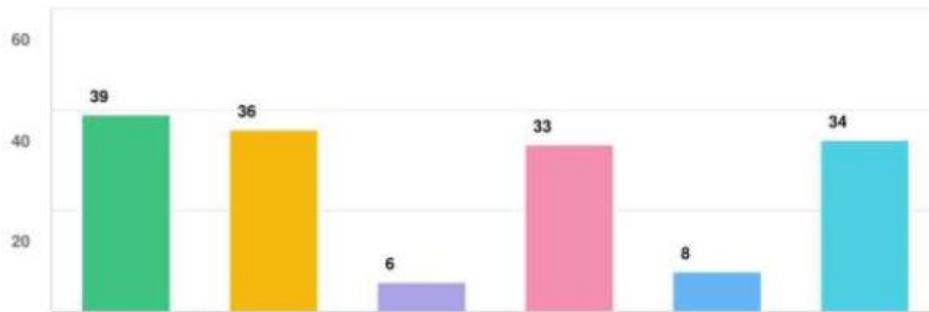
Page 3 of 12

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



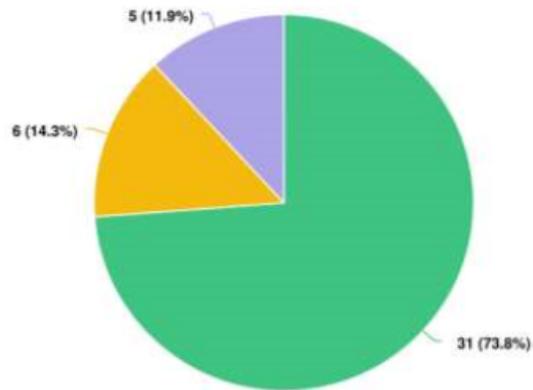
Question options

- 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

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?

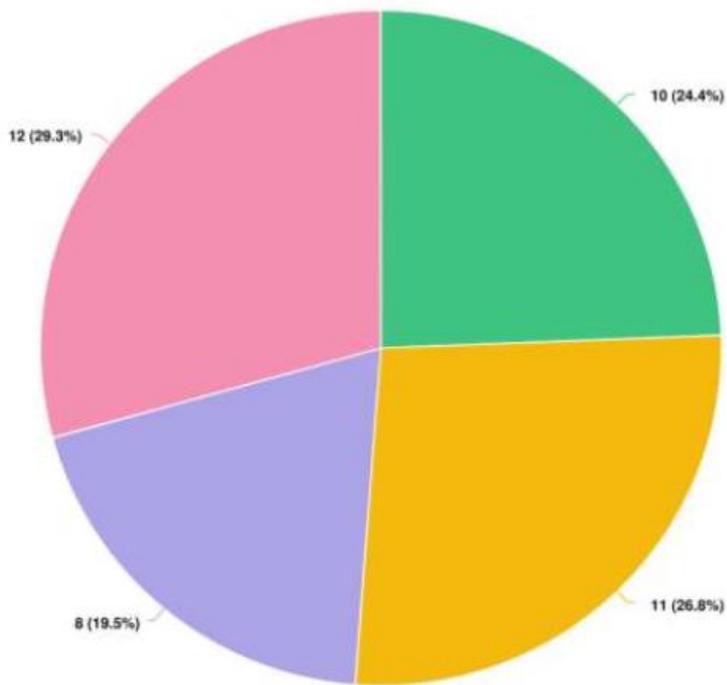


Optional question (42 response(s), 1 skipped)

Question type: Likert Question

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



Question options

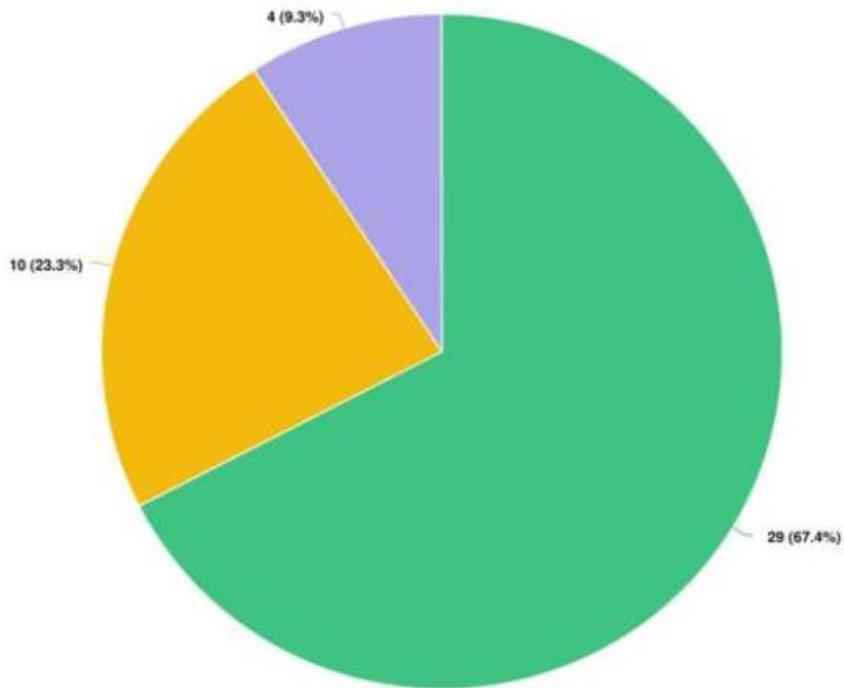
- I'm unsure
- Either design
- Blister slow points
- Mid-block, single lane slow points

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

Question type: Radio Button Question

Page 7 of 12

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



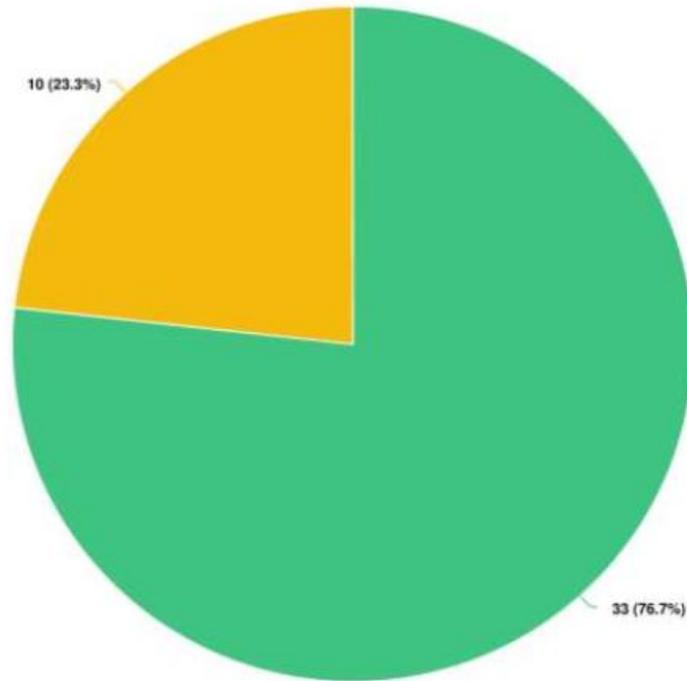
Question options

- 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?



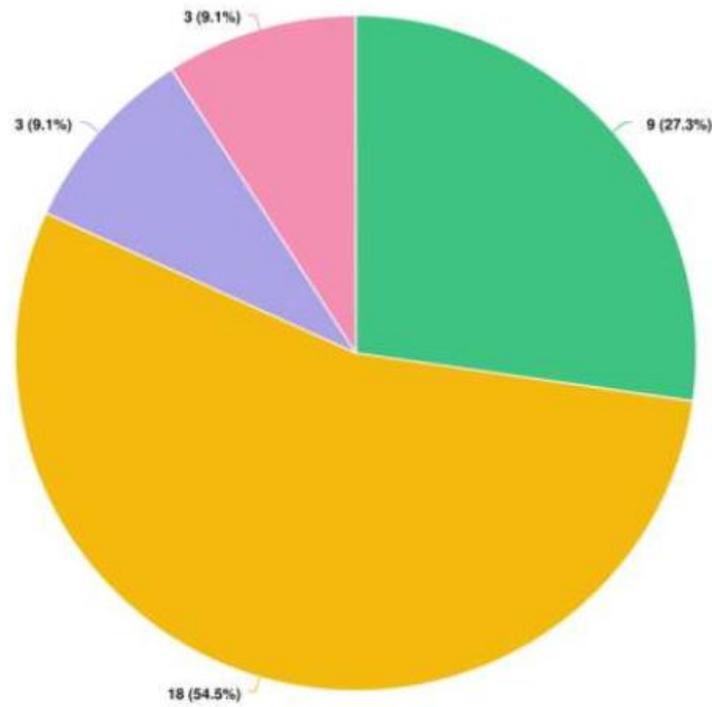
Question options

- No
- Yes

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

Question type: Radio Button Question

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



Question options

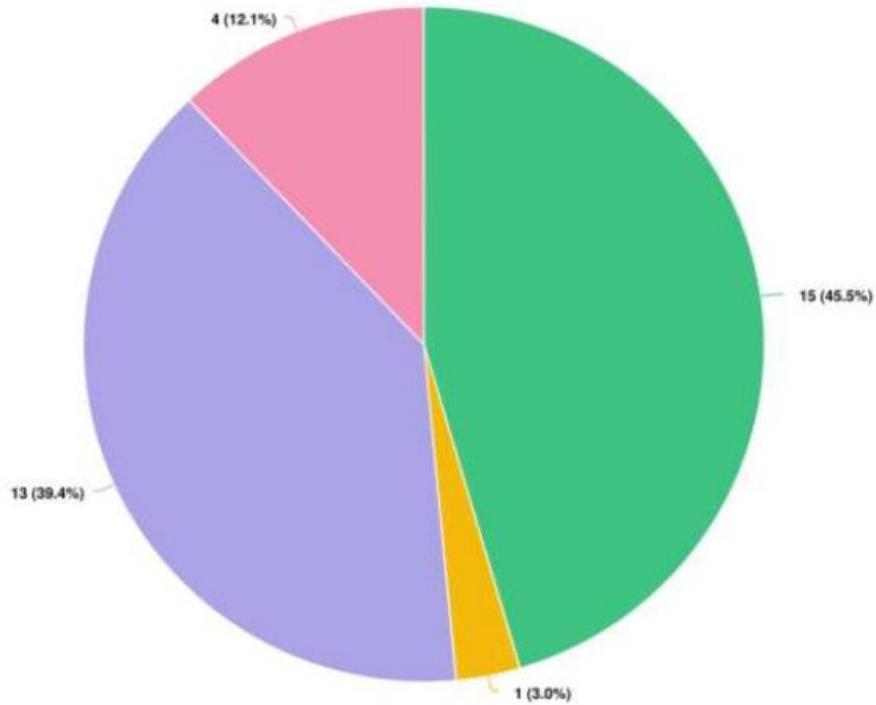
- I'm unsure
- It's had a positive impact
- It's had a negative impact
- It's had little to no affect

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

Question type: Radio Button Question

Page 10 of 12

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



Question options

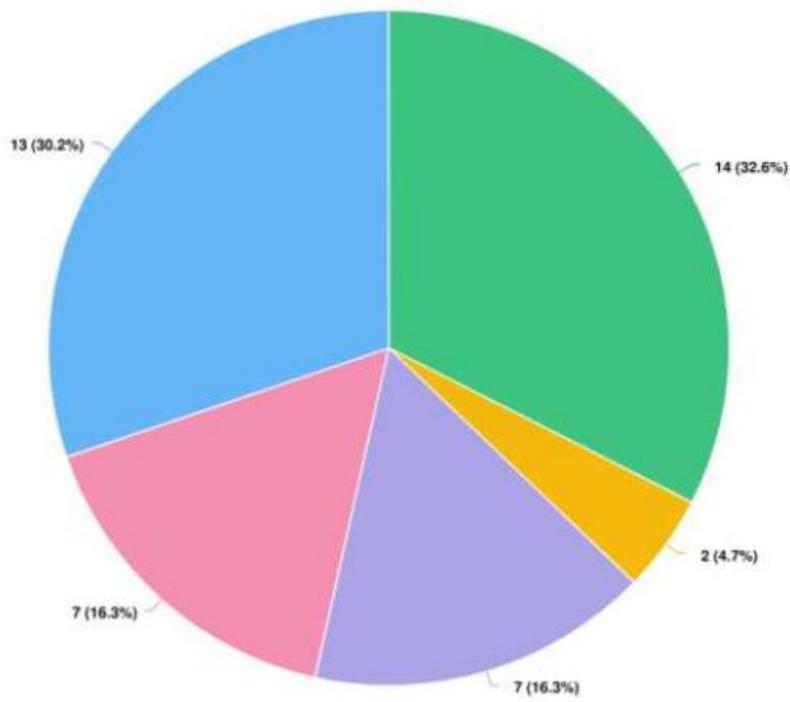
- I'm unsure
- No - I haven't noticed any significant changes in traffic on my street
- Yes - traffic on my street has noticeably decreased
- Yes - traffic on my street has noticeably increased

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

Question type: Radio Button Question

Page 11 of 12

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?

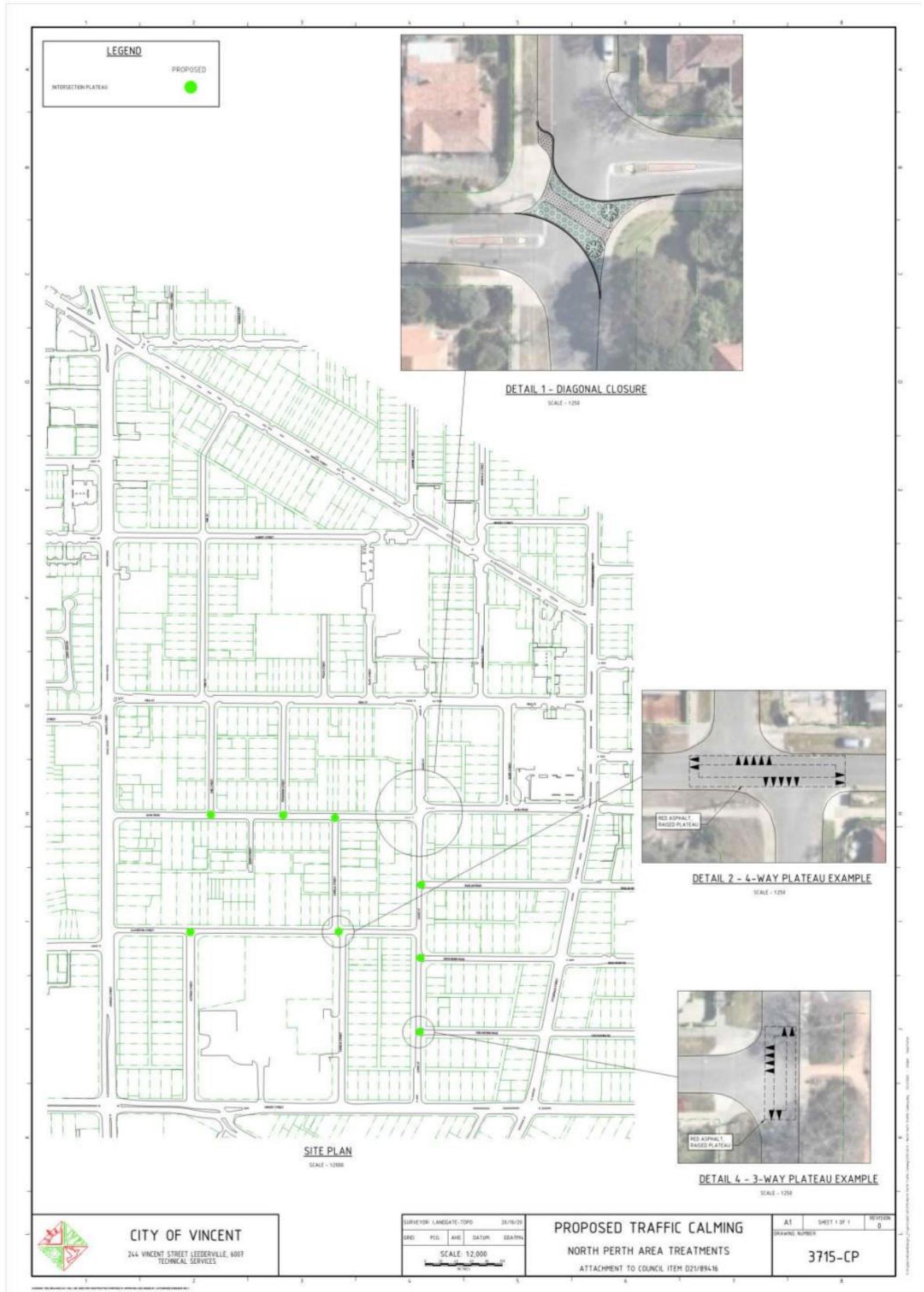


Question options

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

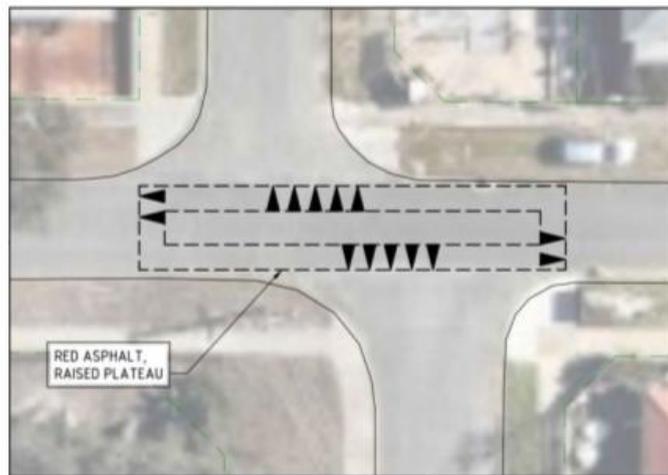
Optional question (43 response(s), 0 skipped)

Question type: Radio Button Question





DETAIL 1 - DIAGONAL CLOSURE



DETAIL 2 - 4-WAY PLATEAU EXAMPLE



Detail 3 – Temporary Water Filled Barriers