

10.4 FULL MEDIAN STRIP FOR ANGOVE STREET AND WOODVILLE STREET INTERSECTION

Attachments: 1. Angove Woodville Median Strip Map

RECOMMENDATION:

That Council:

1. APPROVES:

- 1.1 Administration to finalise the concept design drawings of the Angove Street and Woodville Street median strip proposal at Attachment 1; and
- 1.2 community consultation based on the finalised concept design drawings proposing a 12 month trial of the traffic management treatment; and

2. REQUESTS a report back to Council on the outcome of the community consultation and advice whether the traffic management treatment trial should proceed.**PURPOSE OF REPORT:**

For Council to consider the concept design for traffic management treatment works on the intersection of Angove Street and Woodville Street and a proposal to seek community feedback on the final design.

BACKGROUND:

The Intersection of Angove Street and Woodville Street has received some minor Local Area Traffic Management treatments dating back to the early 2000's. The most recent treatment being the install of small median islands within the intersection, constructed in May 2016.

DETAILS:

Angove Street is classified as a district distributor B road under road hierarchy adopted by Main Roads WA (MRWA). The maximum allowable traffic volume on District Distributor B roads is up to 6000 vehicles per day(vpd). The legal speed limit on Angove Street is 40km/h throughout the intersection with Woodville Street.

The traffic data collected in April 2022 indicates that the average weekday traffic volume is 2864vpd which is within the expected capacity of the road. The 85th percentile speed (the speed that 85% of vehicles are travelling at, or slower, under free-flowing conditions) is 33.7km/h and average speed is 27.5km/h, which is also within the legal limit.

Woodville Street is classified as a local access road under road hierarchy adopted by MRWA. The maximum allowable traffic volume on local access roads is up to 3000 vehicles per day(vpd). The legal speed limit on Woodville Street is 50km/h.

The traffic data collected in February 2022 indicates that the average weekday traffic volume is 1644vpd which is within the expected capacity of the road. The 85th percentile speed (The speed that 85% of vehicles are travelling at, or slower, under free-flowing conditions) is 34.9km/h which is also within the legal limit. Woodville Street is also within the area proposal application to MRWA to be permanently slowed from 50km/h to 40km/h, expected implementation is mid-2023.

Administration has been working with MRWA on Road Safety initiatives and are currently considering areas that align with MRWA's "Driving Change" strategic objectives. The key shared principles with MRWA are;

- **Safe Roads and Roadsides** - roads and roadsides are designed and maintained to reduce the risk of crashes occurring, and to lessen the severity of injury if a crash does occur.
- **Safe Speeds** – speeds are managed to complement the road environment and ensure crash impact forces are within human tolerances.
- **Safe Vehicles** – vehicles that lessen the likelihood of a crash and protect occupants and other road users.
- **Safe People (road use)** – road users that are skilled, competent, alert and unimpaired.

CONSULTATION/ADVERTISING:

Community consultation is expected to follow the completion of the design drawings, should Council support the recommendation.

LEGAL/POLICY:

Road Traffic Act 1974.

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to prepare designs for traffic management treatments and consult the community on these proposals.

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

Our community facilities and spaces are well known and well used.

Thriving Places

Our town centres and gathering spaces are safe, easy to use and attractive places where pedestrians have priority.

Innovative and Accountable

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

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

Sustainable Transport**PUBLIC HEALTH IMPLICATIONS:**

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

Reduced injuries and a safer community**FINANCIAL/BUDGET IMPLICATIONS:**

Allowances within the Minor Traffic Management Improvements budget are expected to cover the costs for the design and construction of the works.

The estimated cost of the treatment would range from \$35,000 to \$50,000 subject to a detailed design.

COMMENTS:

Administration has been reviewing intersections to consider if there are any low-cost opportunities to provide further Local Area Traffic Management and the intersection of Angove Street/Woodville Street would benefit from a treatment as detailed within Attachment 1.

Advantages on providing an extension of the median island on Angove Street are:

- Providing safer crossing points for pedestrians.
- Restrict right turns out onto Angove Street from Woodville Street, treating the risk of right-angle crashes.
- Reduce the risk of “rat running” from Angove Street onto Woodville Street to avoid the signalised lights at the corner of Angove Street and Fitzgerald Street.
- Support future speed reduction applications to Main Roads WA on Angove Street.

