6.4 RESPONSE TO PETITION - CLOSURE OF GREEN STREET - IMPACT OF INCREASED TRAFFIC ON ELLESMERE STREET AND SURROUNDS

Attachments: **1. Petition - Ellesmere Street - Confidential**

RECOMMENDATION:

That in response to a petition received by the Council on 24 March 2025 in relation to Road Safety issues on Ellsemere Street, in paticular to speed, Council:

1. **NOTES the request for city staff to introduce temporary traffic calming measures to slow traffic such as bollards and restrictions during the closure period for the Main Roads WA project on the corner of Green Street, Brady Street and Scarborough Beach Road is not logistically practical given the project's near completion; and**

2. **REQUESTS Administration to continue with low-cost traffic calming initiatives such as the recent deployment of the Electronic Speed Radar Signs for the entire length of Ellsemere Street, from Scarborough Beach Road through to Charles Street; and**

3. **SUPPORTS the development of a 5 – year Road Safety Implementation Plan to traffic model, design and deliver permanent Road Safety projects identified within the Mount Hawthorn Precinct area including Ellsemere St from Scarborough Beach Road through to Charles Street; and**

4. **The draft Road Safety Implementation Plan to be presented for Council consideration by December 2026 (with progress update via Council Workshop May 2026) with delivery of works prioritised based on the treatment of severely or seriously injured crashes identified within the Mount Hawthorn precinct, with the intersections of Ellesmere Street ranked as high priority projects; and**

5. **CONSULT with Mount Hawthorn residents on 5 – year Road Safety Implementation Plan, including the option of permantly slowing speeds to 40km/h on Ellsemere Street from Scarborough Beach Road to Charles Street.**

PURPOSE OF REPORT:

To provide Council with a response to a petition received on 24 March 2025 in relation to Road Safety Issues on Ellesmere Street.

DELEGATION:

Council resolved that a further report be submitted to Council at the conclusion of traffic data and public consultation. Consequently, this matter is not subject to delegated determination.

BACKGROUND:

On the 24 March 2025, Council received a petition from Daniel Loden of Mount Hawthorn, as detailed within confidential attachment 1, containing 45 signatures. The petition requests that the Council accept the petition and refer the petition to city staff for action. All signatories are local residents and outlined concerns included the likelihood of increased traffic volumes following the temporary intersection closure at Green Street, Scarborough Beach Road and Brady Street intersection by Main Roads WA. Speeding, rat running, high traffic volumes and posted speeds above 40km/h formed additional road safety concerns for the residents, requesting city staff to investigate temporary traffic measures and consult on possible longer-term solutions to address community concerns.

DETAILS:

Ellesmere Street from Scarborough Beach Road to Charles Street is classified as a Local Distributor Road in the Metropolitan Road Hierarchy adopted by Main Roads WA. The maximum desirable traffic volume on a Local Distributor Road is up to 6,000 vehicles per day (vpd), the legal speed limit is 50km/h.

Traffic data showing the highest speeds along on Ellesmere Street came from the section of Scarborough Beach Road to Matlock Street. Data collected from 18 March 2024 to 26 March 2024 is as follows –

- **Traffic volume:** 1517 vpd (vehicle per day).
- **Speed:** 85% is 55.8km/h (The 85th percentile speed is the speed that 85% of vehicles are travelling at, or slower, under free-flowing conditions).
- **Average speed:** 48.2km/h.
- **Class:** Heavy vehicles 5%.

The traffic data shows the average weekday volume being 1517vpd, this is within the expected capacity of a Local Distributor Road. The 85th percentile speed is 55.8km/h which is higher when compared to the speeds recorded in comparable streets throughout the city and higher than the posted legal limit of 50km/h.

The Traffic Warrant scoring completed in July 2024 from data collected between 18 March 2024 to 26 March 2024 scored this section of road at 29, which suggests no further action required. Administration decided that low-cost non-capital works was warranted given the score was slightly below 30, speeding was an issue and as a result, deployed Speed Radars on Ellesmere Street from Scarborough Beach Road to London Street in March 2025 for a period of 6-months.

Administration reviewed the opportunity to introduce temporary traffic calming measures to slow traffic such as bollards and restrictions during the closure period for the Main Roads WA project on the corner of Green Street, Brady Street and Scarborough Beach Road, however given the short timeframe, this approach was considered not logistically practical. Main Roads WA have completed 80% of all project works and road closures are expected to be removed within the coming weeks.

The Traffic Warrant Scoring system is derived from the *Austroads Guide to Traffic Management*, Part 8: Local Street Management. Traffic parameter is detailed below –

Table 1 – LATM Warrant Scoring System

TRAFFIC PARAMETER	
Traffic Speed	85th percentile speed (km/h)
Traffic Volume	Average weekday traffic volume (vpd)
Crash Data	Fatal crashes
	Injury crashes
	Non-injury crashes
Road Design and Topography	Restricted sight distance on vertical/horizontal curve
	Unrestricted sight distance on bends
	Steep hill
Vulnerable Road Users	Major bicycle or pedestrian crossing point
	Important Bicycle Route
Activity Generators	Educational institution (e.g. school, college)
	Retail
Amenity Factors	Rat-running through traffic – percentage of peak hour traffic volume (%)
Heavy Vehicles	Percentage of heavy vehicles (%)
	LATM W

Crash statistics, road environment and condition, nature and volume of use with other criteria is assessed and points applied in accordance with the guidelines.

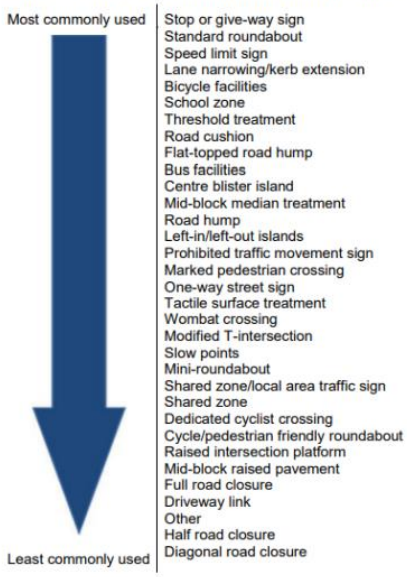
The warrant system suggests that aggregate scores from 30 and above require some level of intervention. Scores of 50 and above require capital works intervention, as shown in the table below –

Table 2 – Level of Action

TOTAL POINT SCORE	DECISION	ACTION RESPONSE
Greater than 50 points	Denoted as Technical Problem Site	Considered to be a site that has problems. Suitable solutions to be considered for funding and implementation.
30 to 50 points	Denoted as Minor Technical Problem Site	Consider low-cost non-capital works solutions (e.g. sign and line marking treatments, monitoring with electronic speed display signs) if appropriate.
Below 30 points	Denoted as a site with low safety and amenity concerns	No further action required.

Low-Cost treatments are recommended as non-capital works, examples being signs, line marking and speed monitoring. The Guidelines outline the commonly applied treatments as follows –

Figure 7.1: LATM devices commonly used by local governments



Source: Damen and Ralston (2015).

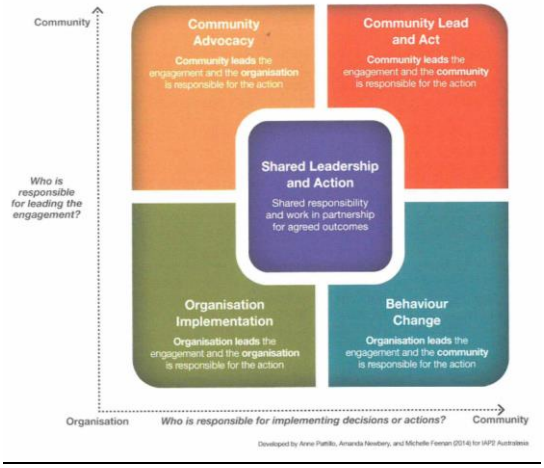
Administration has now Warrant Scored all areas of Ellesmere Street with scores noted below.

Sl No	Street	Location	Warrant Score	Date of traffic survey
1	Ellesmere Street	Axford Lane - Edinboro St	13	Jan-24
2	Ellesmere Street	Charles St - Eton St	8	Mar-24
3	Ellesmere Street	Dunedin St - London St	14	Jan-24
4	Ellesmere Street	Edinboro St - Fairfield St	14	Nov-24
5	Ellesmere Street	Fairfield St - Flinders St	12	Dec-20
6	Ellesmere Street	London St - Highland St	8	Mar-24
7	Ellesmere Street	Matlock St - Flinders St	14	Mar-19
8	Ellesmere Street	Pembroke Lane - Dunedin St	12	Mar-24
9	Ellesmere Street	SBR - Matlock St	29	Mar-24
10	Ellesmere Street	Selton St - Eton St	8	Mar-24

In July 2024, Administration was unsuccessful with a Blackspot application to upgrade the intersection of Ellesmere Street and Eton Street following a Petition received on 12 December 2023. Administration continues to work on road safety options in conjunction with the new development proposal on the Charles Hotel Site.

CONSULTATION/ADVERTISING:

Community consultation will take place with Mount Hawthorn residents including residents on Ellesmere Street, from Scarborough Beach Road to Charles Street after the draft Road Safety Implementation Plan is presented back to Council.



Community Advocacy
A community leads to identify, highlight and propose the action required to solve a problem or take an opportunity.

Tension: Gap between what's wanted and what you can do or influence.
Mitigation: Showing you're willing to be their decision-makers' advocate.

The community has idenified problems, opportunities or outcomes which could realistically (legally, financially, ethically and sustainably) be implemented

Proactively communicate with advocates to understand their positions and processes

LEGAL/POLICY:

Road Traffic Act 1974

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to receive a petition from the local community and requests/supports administration to investigate road safety improvements on a strategic level.

Strategic Implications:
This is in keeping with the City's *Strategic Community Plan 2022-2032*:

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

Connected and Healthy Community

We are an inclusive, accessible and equitable City for all.

Thriving Places

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

Sensitive Design

More people living in and working in or enjoying our town centres.

Innovative and Accountable

We engage with our community so they are involved in what we are doing and how we are meeting our goals.

SUSTAINABILITY IMPLICATIONS:

This does not contribute to any environmental sustainability outcomes. This action/activity is environmentally neutral, it relates to road safety.

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:

Municipal funding is included within the "Minor Traffic Management Improvements" budget with grant funding opportunities to be explored by administration through Main Roads WA.

COMMENTS:

Administration is confident that community concerns can be addressed through holistically looking at road safety improvements delivered across the Mount Hawthorn precinct area, which will prioritise Ellesmere Street focusing on –

- Permanent traffic calming projects which will decrease traffic speeds, discourage rat running and reduce traffic volumes.
- Mitigate the severity of crashes at problem intersections on Ellesmere Street.
- Allow administration to apply for a permanent 40km/h speed zone reduction on Ellesmere Street from Scarbrough Beach Road to Charles Street.