



## ROAD SAFETY ADVISORY GROUP (RSAG)

Thursday 27 April 2017 at 5.30pm

Venue: Function Room  
City of Vincent Administration and Civic Centre

### Unconfirmed Minutes

#### Attendees:

##### City of Vincent Councillors:

Mayor Emma Cole  
Cr. Jonathan Hallett

Chairperson (departed at 5.55pm)  
Elected member

##### Community Representatives:

Jade Lam Sin Cho  
Charlotte Dudley  
Regina Foley  
Toby Hodgson  
Parwez Jahmeerbacus  
Greg Korovesi

Community Representative  
Community Representative  
Community Representative  
Community Representative  
Community Representative  
Community Representative

##### Roadwise Officer:

Karen White

WALGA Roadwise - Road Safety Advisor

##### City of Vincent Officers:

Rick Lotznicker  
Craig Wilson  
Francois Sauzier

Director Technical Services  
Manager Asset & Design Services  
TravelSmart Officer

##### Invited Guests:

Steve, Dave and Patricia  
Alan, Lyn and Chris

Residents of Redfern Street, North Perth  
Residents of Randell Street, Perth

\*\*\*\*\*

#### 1. Welcome / Declaration of Opening at 5.40 pm

Mayor Cole opened the meeting at 5.40 pm welcomed the members and introduced herself and Cr. Hallett. Mayor Cole then opened the floor to members to introduce themselves.

#### 2. Apologies

Jonathan Riley  
Anthony Fisk

Community Representative  
Community Representative

#### 3. Confirmation of Previous Minutes – Moved Toby Hodgson, Seconded Karen White.

#### 4. Matter Arising from Previous Minutes – Nil

#### 5. Business

##### 5.1 Redfern Street, North Perth:

The Redfern Street residents were represented by Steve Talevski, Dave Scott and Patricia Edwards.

Craig provided some background on the streets classification and function:



*Redfern Street is classified as an Access Road under the Western Australian Road Hierarchy, linking Charles Street to Walcott Street, and is subject to the 50kph urban speed limit.*

*The function of an Access Road is defined as:*

*'Providing access to abutting properties with safety aspects having priority over the vehicle movement function. In urban areas, these roads are bicycle and pedestrian friendly, with aesthetics and amenity also important. Access Roads are managed by local government'.*

In the late 1980's the (then) City of Perth installed a series of speed humps the length of Redfern Street (between Charles and Walcott Streets), and the wider precinct in general, to regulate the speed of through traffic.

Steve, Dave and Patricia outlined their concerns in respect of traffic volumes and speed and in particular the increasing number of trucks using their street.

The Group then had a general discussion about the Redfern Street road environment and resident amenity which lead to the Group considering specific issues and possible solutions.

#### Intersection of Redfern and Walcott Streets.

The geometry of the junction is such that Redfern Street does not intersect with Walcott Street at 90d and as a result the road pavement is very wide at the junction with a larger than standard radius, or sweep, for the left turn into the Redfern Street from Walcott Street.

The concerns raised were twofold:

- vehicles do not have to slow down appreciably through the turning movement making it hazardous for pedestrians crossing Redfern Street, who legally have 'right of way'.
- there is a vehicle crossover providing access to the local neighborhood shopping center located on the southern side of Redfern Street, within 20m of Walcott Street, and that Walcott Street traffic is upon vehicles entering and exiting the car park before either driver is aware.

The suggested solution, as supported by the RSAG, is to improve the alignment of the intersection by 'nibbing out' the kerb-line on the southern side of the intersection, as shown on Plan 3432-CP-01 (prepared as an outcome of the meeting). This provides the opportunity to reduce the speed of the turning traffic, provide a protected bicycle 'slip lane' while reducing the width of road a pedestrian has to cross.

#### Intersection of Redfern and Hunter Streets

Redfern Street is undulating with the intersection located at a valley point. In addition Hunter Street grades down from north to south through the intersection, with the Hunter Street traffic movement regulated by a Stop Control.

The resident's concerns centered on the speed of traffic through the intersection, and in particular trucks. From either direction in Redfern Street it is a decline to the intersection so that potentially a vehicle is at maximum speed (50 kph) through the intersection before slowing on the incline (on the way out of the intersection). The residents were requesting that additional traffic measures be considered to improve the safety of the intersection and thereby the neighborhood.

Traffic data collected in February / March 2017, was tabled to assist in the discussion.

Craig advised that the traffic volumes in Redfern Street, including that of trucks, has increased marginally but was generally in-line with population and vehicle growth, while the 85% speed has remain has remained reasonably consistent with the 2014/15 counts.



The five (5) year accident data, 1 January 2012 to 31 December 2016, indicates that there has been one (1) reported accident, in 2014, at this location, resulting in minor damage only. The number of accidents is below the 'network average', as defined by Main Roads.

The residents did not share this view, particularly in respect of truck numbers, which lead to a broader discussion by the Group.

The Group, while acknowledging that the data did not indicate a problem with speed, traffic volumes or accidents, shared the resident's concerns about the potential for an accident involving a truck at the intersection. Having discussed, and discounted, a number of possible traffic calming measures the Group supported in principle a 'raised plateau' through the intersection, as shown on plan 3432-CP-01 (prepared as an outcome of the meeting).

Rick advised that the process from here would be a report to Council recommending re-aligning the Redfern and Walcott Streets intersection, possibly in the new financial year, under the Miscellaneous Traffic Management budget and consulting with residents about a raised plateau at the intersection of Redfern and Hunter Streets. However given the cost of a plateau is considerably more expensive than the proposed Redfern / Walcott intersection treatments it would require its own budget allocation and would likely be listed for consideration in the 2018/19 budget, if supported by the residents.

The matter to be reported to Council.

**Action: Craig Wilson**

## 5.2 **Randell Street, Perth**

The Randell Street residents were represented by Alan Wolfe, Lyn Bateman and Chris Hair.

Craig provided some background on the streets classification and function:

*Randell Street is classified as an Access Road under the Western Australian Road Hierarchy, linking Fitzgerald Street to Palmerston Street, and is subject to the 50kph urban speed limit.*

*The function of an Access Road is defined as:*

*'Providing access to abutting properties with safety aspects having priority over the vehicle movement function. In urban areas, these roads are bicycle and pedestrian friendly, with aesthetics and amenity also important. Access Roads are managed by local government'.*

Craig also advised that in the early 2000's median islands and low profile speed humps had been installed at either end of Randell Street, at the respective intersections, with 'painted' embayed parking. Further, in 2015 the City consulted with the residents (of Randell Street) in regards installing a mid-block speed hump (see attached drawing 2724-LM-01). The works were subsequently cancelled due to concerns raised by some of the residents who live in the immediate vicinity of the proposed speed hump.

Alan, Lyn and Chris outlined their concerns in respect of traffic volumes, speed and in particular the increasing number of 'rat runners' using their street.

Traffic data collected in March 2017, was tabled to assist in the discussion.

The average weekday traffic was in order of 1113 vehicles per day while the 85% speed was in the order of 50.4kph, therefore within the tolerance range for the 50kph urban speed limit. However approx. 17% of traffic was travelling at 50 kph and above. Further, there was a pronounced AM and PM peak period with motorists either avoiding the traffic signals at the intersection of Fitzgerald and Bulwer Streets or using Randell Street to access Palmerston and/or Brisbane Streets.

The Group then had a general discussion about the Randell Street road environment and resident amenity and while acknowledging that the data did not indicate a problem with speed



or traffic volumes shared the resident's concerns about the rat running and the need for a deterrent.

Alan outlined the results of the residents own discussions about what traffic calming measures they thought appropriate. They considered and discounted chicane style traffic calming devices and single lane slow points, as per the existing ones in Palmerston Street and were tending toward speed humps.

Rick pointed out that while speed humps are both effective and relatively inexpensive the noise generated by traffic driving over them can be annoying, to which the residents agreed.

However they, the residents, still thought that speed humps were the best option as long as they met a specific criteria in respect of spacing and dimensions. The resident's research lead them to request consideration of a series of regularly spaced, i.e. 60m apart, low profile speed humps. The theory being that it keeps the speed constant rather than the acceleration / deceleration as a vehicle passes over a speed hump. Further the wider low profile nature of the speed hump reduces the noise factor, as shown on plan 2724-LM-01A (prepared as an outcome of the meeting).

The Group agreed that while the residents had canvassed the views of their neighbours any additional traffic calming measures would require the City to undertake further consultation. If the majority of residents agreed, and the works approved by Council, it would be listed for consideration in the 2017/18 capital works budget, either under the local road resurfacing program (yet to be determined) or miscellaneous traffic management budget.

The matter to be reported to Council.

**Action: Craig Wilson**

## 6. RoadWise

Karen provided the Group with copies of WALGA's April/May Roadwise Report Metro - North and an overview of the following:

- That next week is (was in the beginning of May) the Fourth United Nations Global Road Safety Week focusing on speed and what can be done to address this key risk factor for road traffic deaths and injuries, and
- It is also Australia's 2017 National Road Safety Week with a number of campaigns being promoted and implemented.
- Further, WALGA RoadWise has developed a resource Kit to enable the RoadWise road safety network to focus local road safety action on safe speed initiatives, while also aligning with global and national campaigns during May 2017. The 'Local Safe Speed Initiatives Kit' is attached.
- In addition, also attached is WALGA's RoadWise Resource Kit to assist with implementation of the '*Shine a Light on Road Safety*' campaign. The *Shine a Light on Road Safety* campaign aims to raise awareness, prevent deaths and injuries on our roads and raise funds to support those impacted by road trauma.

Francois advised that the City had received a grant to purchase Road Safety Speed Trailer, which not only display's actual vehicle speeds with both affirmative and cautionary messages but can be programmed to display general road safety messages and/or advertise City events.



## 7 General Business

### 7.1 Black Spot locations

Jonathon asked if the Group could have access to the Black Spot data? Craig advised that the new data (1 January 2012 to 31 December 2016) was yet to be released but that it should be available for the next meeting.

**Action: Craig Wilson**

#### **IMPORTANT NOTE:**

The terms of Reference for this, or any Advisory Group, shall operate at all times in accordance with the City's Policy No. 4.2.12 – Advisory Groups, which states (in part):

- Any items which have been dealt with by the Advisory Group will not be implemented by the City's Administration until a report has been submitted to the Council for a decision.

## 8. Close / Next Meeting

Next meeting to start at 6pm and tentatively scheduled for Wednesday, 14 June 2017 (now confirmed).

The meeting closed at 7.10pm.

These minutes are confirmed as a true and accurate record of the meeting of the Road Safety Advisory Group (RSAG) held on 27 April 2017.

Signed:.....Chairman

Dated this:..... day of .....2017