



## ROAD SAFETY ADVISORY GROUP (RSAG)

Wednesday 28 September 2016 at 6.00pm

Venue: Function Room  
City of Vincent Administration and Civic Centre

### Unconfirmed Minutes

#### Attendees:

##### City of Vincent Councillors:

Mayor John Carey  
Cr. Matt Buckels

Chairperson  
Elected member

##### Community Representatives:

Jade Lam Sin Cho  
Charlotte Dudley  
Anthony Fisk  
Regina Foley  
Toby Hodgson  
Jonathan Riley  
Jane Higgins  
Greg Korovesi

Community Representative  
Community Representative  
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  
Allan Brown  
Francois Sauzier

Director Technical Services  
A/Manager Asset & Design Services  
TravelSmart Officer

##### Invited Guests:

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#### 1. **Welcome/Declaration of Opening**

Mayor Carey opened the meeting at 6.00pm and welcomed all members to the meeting.

Mayor Carey advised that Mrs Anne Bate had resigned from the Group in order to take up a place on the Pedestrian and Cycling Advisory Group, the City has passed on its appreciation for her contribution.

#### 2. **Apologies**

Parwez Jahmeerbacus

Community Representative

#### 3. **Confirmation of minutes of the meeting of 18 July 2016 and matters arising:**

##### 5.2 Gill Street, North Perth

Additional Information: It was agreed to add the following statement to the minutes, *there has been an increase of traffic by 25% over the last 5 years.*

**Moved and Carried**



## 4. Business

### 4.1. Local Traffic Information:

This information was emailed to all members for review.

RL provided an overview of the information. Plan of Metropolitan Functional Road Hierachy to be emailed to group.

AF asked regarding the new set out associated with the Charles Street Bus Bridge project. AB advised pedestrian crossings had been included in the proposed designs.

Discussion in relation to approval from MRWA for sign and linemarking being required on all changes to the road system, where the City may install the infrastructure however MRWA have to approve the regulatory signage and line marking drawings, if they don't approve it then they will not install the signage and/or line markings and the project cannot be implemented for liability reasons.

Discussion about the perception of speeding compared with the actual 85 percentile speed ensued. The procedure for deploying vehicle classifiers and the information was discussed. It was indicated that Road safety audits can also also undertaken, at selected locations when determined necessary. RF gave an overview of who would be included in the group when a safety audit was conducted.

FS advised that MRWA are reviewing their guidelines in relation to bike boulevards for at 30kph environment. Discussion regarding the feedback on the Bike Boulevard ensued.

### 4.2 Walcott / Beaufort Streets Intersection:

JC/RL gave an overview/history of the intersection:

RL advised that he and JC had previously met with the Federal Member for Perth, the State Member for Mount Lawley as all had received requests from constituents to consider undertaking urgent improvements at this intersection.

The outcome of this meeting formed the basis of the discussion at the Advisory Group meeting whereby the following matters were presented and where there was general consensus to what was being proposed.

- A working group was formed in 2012 with Police, MRWA, City of Stirling, City of Vincent and a number of other departments:

Outcomes: Permanent ban all right turns at the intersection, extend 40kph zone into Stirling's area, look at parallel walk phases (the City is not supporting this).

- There were 129 reported accidents in the last 5 years (only 5 over a 5 year period for a location to be classified as a Black Spot). The intersection is currently ranked No 43 on the State Black Spot list. Over the last five years it recorded a total of 129 accidents. While not all of the accidents were right hand turn related, when examining the crash data many of the accident types, right turning vehicles were a major contributing factor. Due to the existing buildings/awnings there is no scope to widen the intersection to provide dedicated right turn slip lanes and the provision of right turn filter arrows, within the existing carriageway configuration, would severely reduce the level of service of the intersection (due to existing high traffic volumes) as there is not enough room for two vehicles to undertake a simultaneous right turn.

The group was advised that currently there is a permanent right turn ban for north bound traffic on Beaufort Street wishing to turn right into Walcott Street. All other legs of the intersection have an AM and PM peak period right turn ban controlled by flashing LED signage.



A detailed analysis of the intersection undertaken over a 24 hour period in February 2012 showed that out of the 9,288 vehicles travelling east bound on Walcott Street only 626, or 6.7% of vehicles turned right into Beaufort Street. The average for all three legs was 6.3% of vehicles as shown in the following table:

Street	Walcott Street	
Location	West of Beaufort	East of Beaufort
Vehicles over a 24 hour period	17,602	16,086
Vehicles tuning right into Beaufort heading south	626	
Vehicles tuning right into Beaufort heading north		557

Street	Beaufort Street	
Location	North of Walcott	South of Walcott
Vehicles over a 24 hour period	25,630	24,968
Vehicles tuning right into Walcott heading west	628	
Vehicles tuning right into Beaufort heading east		10*

Note:\* Ten illegal movements as there is a permanent right turn ban on this leg of the intersection

In 2013 the Commissioner of Police advised that the WA Police did not support the installation of a red light camera at the intersection due to the limited space available and the existing awnings. The new type of cameras which also record vehicle speeds need more space than the older style single pole mounted cameras.

#### Parallel Pedestrian Walks:

Currently the entire intersection shuts down to allow pedestrians to cross. During the 2012, 24 hour intersection survey there were approximately 4,850 pedestrian crossings recorded. Of these, 1,100 crossed diagonally while the others crossed either north south or east west.

The concept of parallel pedestrian walks with permitted left-turns, while it would provide more efficient traffic flow due to accommodation of pedestrian crossing within a single pedestrian phase, the display of a green pedestrian symbol may not convey clear information to drivers and could condition motorists to make a left turn without considering pedestrians.

In addition with the existence of peak bus lanes, parallel walk phases would adversely affect bus movements.

While there are obvious 'traffic flow' benefits to introducing parallel pedestrian walks as there would be fewer delays for through traffic, it is considered that the vibrancy of the area lends itself more to allowing pedestrian the freedom to cross diagonally rather than restricting them to only north south and east west movements.

- It was indicated that the following would be recommended to Council:
  - before the trial take on a traffic system of potentially affected street (Rory, Barlee, Curtis);
  - liaise with MRWA and City of Stirling regarding the trail;
  - review lowering the posted speed (60kph to 40kph) on Walcott Street between Field and Stirling and Roy;
  - Conduct traffic system during the trial on affected streets;
  - Engage with key stakeholders before, during and at the conclusion of the trail prior to reporting to Council.



Discussion regarding adjustment of parking bays off Field Street/Raglan Road if traffic divert to these streets ensued.

## 5. RoadWise

- Safe Systems Booklet provided to the group with Karen's details for ease of contact.
- Provided monthly report.
- Alcohol Interlock commencing on 24 October, being advertised currently.
- Road Safety Conference – Statistics on alcohol escalated across whole country more in the last year to the last 10 years.
- Mobile Sign application has been lodged by the City and has been passed onto the Minister for consideration. Used for road variations, community events etc.
- Drug driving issued was discussed and there is discussions occurring to see if drug interlock can be commenced.
- Residents can be advised that stickers are available for Slow Down for Pedestrians stickers for bins. Available at the front administration

## 6 General Business

- 6.1 Consultation for 40kph zone in south Vincent will be commencing in the next couple of months. Area map to be attached to minutes. It was considered that group members should be involved when the campaign begins as it will be high profile. Information on Pro's and Con's will be provided, to ensure a fair and equitable process is undertaken. The statistics show that most of the streets in the area are already at 40kph. KW advised that there is information on lowering from 50kph to 40kph (Forty is the New Fifty).
- 6.2 TH queried ROW Loftus/Pennant/Chamberlain – parking – was going to email the Mayor.
- 6.3 Is the group going to the opening of the Shakespeare Street Bike Boulevard?
- 6.4 Parking on the footpath, is there stickers/signs that stops parking on the footpath. AB advised that putting stickers/flyers out contravenes the Local Laws on littering.
- 6.5 Vincent/Oxford intersection - the right turn. AB advised that MRWA have requested that an impact study/analysis is required.
- 6.6 Newcastle / Cleaver intersection and Newcastle / Charles where PTA is at.
- 6.7 Bike Lanes update of what is proposed for next agenda (finish Oxford Street after Water Corporation works are done).
- 6.8 List of Black Spots to be provided at the next meeting.

## 7. Close / Next Meeting

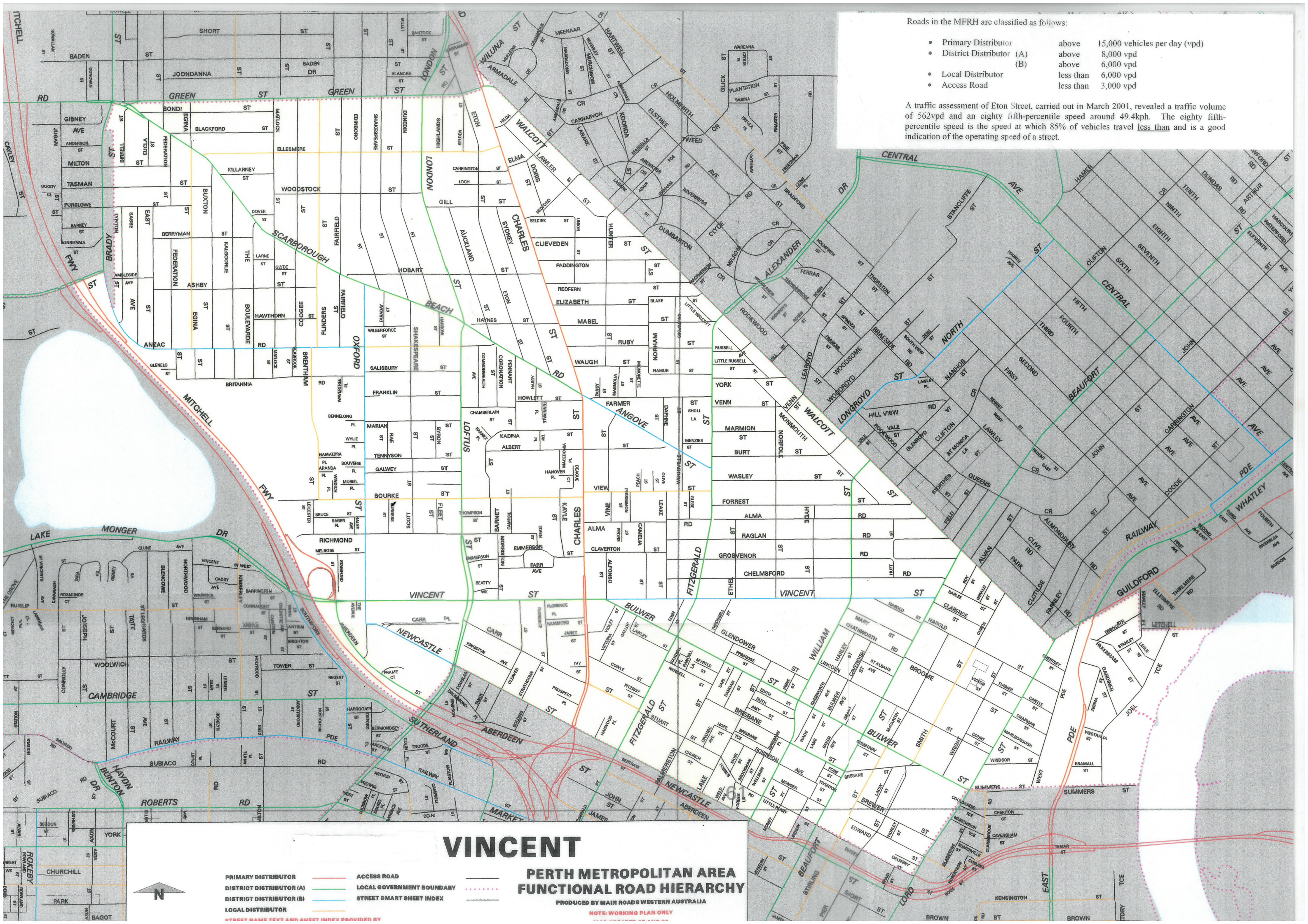
Meeting closed at

Next meeting: TBA

These minutes are confirmed as a true and accurate record of the meeting of the Road Safety Advisory Group (RSAG) held on 28 September 2016.

Signed: ..... Chairman  
Dated this: ..... day of ..... 2016





Roads in the MFRH are classified as follows:

- Primary Distributor                   above   15,000 vehicles per day (vpd)
- District Distributor (A)           above   8,000 vpd
- (B)           above   6,000 vpd
- Local Distributor                   less than 6,000 vpd
- Access Road                       less than 3,000 vpd

A traffic assessment of Eton Street, carried out in March 2001, revealed a traffic volume of 562vpd and an eighty fifth-percentile speed around 49.4kph. The eighty fifth-percentile speed is the speed at which 85% of vehicles travel less than and is a good indication of the operating speed of a street.

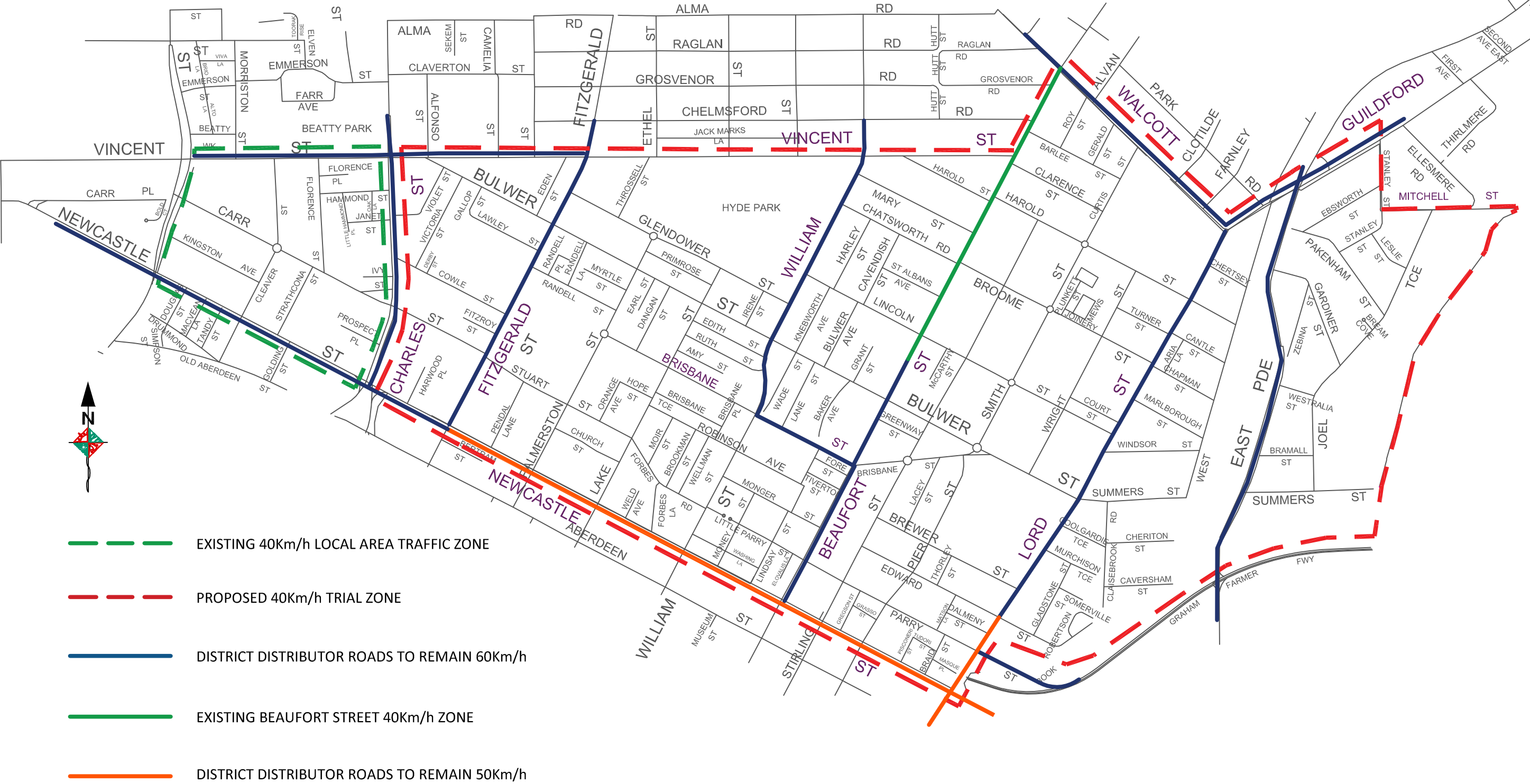
**VINCENT**  
**PERTH METROPOLITAN AREA**  
**FUNCTIONAL ROAD HIERARCHY**  
PRODUCED BY MAIN ROADS WESTERN AUSTRALIA  
NOTE: WORKING PLAN ONLY

PRIMARY DISTRIBUTOR  
DISTRICT DISTRIBUTOR (A)  
DISTRICT DISTRIBUTOR (B)  
LOCAL DISTRIBUTOR  
ACCESS ROAD  
LOCAL GOVERNMENT BOUNDARY  
STREET SMART SHEET INDEX



STREET NAME TEXT AND SHEET INDEX PROVIDED BY





**CITY OF VINCENT**  
244 VINCENT STREET LEEDERVILLE, 6007  
TECHNICAL SERVICES

ISSUE	DATE	BY	AMENDMENT

SCALE: N.T.S		
DATE: MAY 2016		
REF:		
DESIGN:	DRAWN:	CHECK:
-	AJ	CW
APPROVED:		
DIRECTOR TECHNICAL SERVICES		

**PROPOSED 40KPH AREA WIDE  
SPEED ZONE TRIAL  
SOUTH VINCENT**

TECHNICAL SERVICES	
DRAWING NO:	
3330-RD-01	
SHEET 1 OF 1.	A3