

10.3 NORTH PERTH TRAFFIC REPORT

- Attachments:**
1. Proposed Extension of Median Island
 2. Proposed Location of Slow Points
 3. Transport Study Presentation North Perth

RECOMMENDATION:**That Council:**

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.

PURPOSE OF REPORT:

To seek Council's approval to conduct a trial, for a period of 12 months, of the closure of the median in Fitzgerald Street, intersection of View Street, to prevent the right turn into and out of View Street, based upon the conclusions of the report by the independent Traffic Engineering Consultants engaged by the City to undertake a traffic and road safety assessment for the area bounded by Vincent, Fitzgerald, Angove and Charles Streets. Further, to consult with the residents and businesses of the aforementioned area seeking feedback during the trial closure as well as proposed traffic calming measures in Alma Road, Camelia, Claverton, Alfonso and Leake Streets.

BACKGROUND:

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, resulting in several reports, a public forum and a number of discussions at the (now defunct) Urban Mobility Advisory Group (UMAG).

As part of the planning process the City engaged the services of an independent traffic engineering consultancy to assess the City's proposed response in respect of the staging the introduction of traffic calming measures within the precinct.

In addition, the City was at the time, finalising plans for the construction of the 'North Perth Common' in View Street, adjacent the North Perth Plaza.

In light of timing of the development the consulting traffic engineer was also asked to consider the impact of preventing the right turn movement into and out of View Street (to Fitzgerald Street) by closing the gap between the median islands in Fitzgerald Street, as a possible future enhancement of the North Perth Common.

The North Perth Common subsequently opened on 15 June 2019 at a well-attended community event.

However the City has, and continues, to receive feedback from the community that both the traffic volumes and speed are inappropriate for a 'shared space'.

The closure of the median is a relatively low cost change that will have an immediate and positive impact. Additionally, the City's Policy and Place Team is investigating possible staged changes to the North Perth Common to improve its function and activation. An urban design concept for the View Street Car Park is scheduled to be completed in the 2021/22 financial year, which will further consider North Perth Common and how these spaces can work together to enhance the vibrancy of the Town Centre.

North Perth Common will continue to have active and passive programming to encourage people to come into the space and linger longer. The Native Plant Sale and Young Makers Christmas Market both returned to North Perth Common this year, and elements such as art easels, lighting, and Christmas decorations have been added to maintain the passive activation of the space.

DETAILS:

Engagement of an Independent Traffic Engineering Consultant

To ensure that the City was not limiting its options and to take a more a 'holistic' approach to the precinct and to address the residents' concerns *GTA Consultants* (Traffic Engineers) were engaged to undertake an independent traffic and road safety assessment for the area bounded by Vincent, Fitzgerald, Angove and Charles Streets.

GTA were provided with the previous Council reports and UMAG minutes as well full access to the City's traffic data and MRWA/Police accident data. While they were not asked specifically to form an opinion of an appropriate 85% speed* they were advised that the one of the major concerns held by residents was that an 85% speed in the order of 50kph was excessive, irrespective of it being the current urban speed limit.

*the maximum speed at which 85% of the traffic travels.

Consultant's Report

GTA submitted their report to the City in mid-May 2019 (**Attachment 3**) and presented an overview of their findings to the UMAG at its meeting 27 May 2019.

The report considered a 'short term' or priority intervention strategy, as summarised below, as well as a suggested longer term strategy.

The short term strategy recommended a number of mid-block slow points to reduce the speed at those locations where the 85% speed is near, or exceeds, 50 kmh, as listed in the recommendation.

The longer term strategy, in addition to the above measures, was based around a series of raised plateau's at strategic intersections, in particular in Leake Street, and a possible 'diagonal road closure' at Alma Road and Leake Street. In addition, the report suggested that entry statements be considered at each entrance to those access roads that intersect with a District Distributor/Boundary Road.

The longer term strategy was seen as being dependent upon the outcome of the 40 kmh Speed Trial in the area to the south of Vincent Street. The premise being that if the trial proves successful the 40 kmh speed limit, if supported by Council, Main Roads WA and Road Safety Commission, it could be extended across the entire City of Vincent.

This goal has now been incorporated into the draft Accessible City Strategy to be implemented by 2023, and as such subject to the broader Community Consultation.

View and Fitzgerald Street Intersection- partial closure

As part of the study the Traffic Consultants modelled the operations of the intersections of Fitzgerald Street and Alma Road and Fitzgerald Street and Angove Street to assess the potential redistribution of traffic as a result of restricting the turning movements at the View Street and Fitzgerald Street intersection to left-in left-out only (LLO).

As part of the assessment process visual traffic counts were undertaken on a weekday morning (7:30-8:30 AM) and again in the afternoon (4:30-5:30) peak period for the intersection of Fitzgerald Street and View Street. Approximately 45 vehicles per hour were observed turning right from Fitzgerald Street into View Street in peak periods whilst approximately 12 vehicles turned right from View Street into Fitzgerald Street.

Two scenarios were tested:

- All the redistributed right turn vehicles that are currently turning right into and out of View Street utilise the signalised intersection of Fitzgerald Street and Angove Street.
- All the redistributed right turn vehicles that currently turn right from Fitzgerald Street into View Street turn right at the intersection of Fitzgerald Street and Alma Road.

Note: The level of service concept describes the quality of traffic service in terms of six levels, designated A to F, with level of service A (LOS A) representing the best operating condition (i.e. at or close to free flowing), and level of service F (LOS F) the worst (i.e. forced flow). More specifically:

A	Excellent
B	Very Good
C	Good
D	Acceptable
E	Poor
F	Very Poor

Scenario 1

All the redistributed right turn vehicles that currently turning right into and out of View Street utilise the signalised intersection of Fitzgerald St and Angove Street.

In the morning peak the intersection of Angove and Fitzgerald Streets currently operates with a Level of Service (LoS) D, with the redistributed traffic the LoS is not expected to change.

In the afternoon peak the intersection currently operates with a LoS B, with the redistributed traffic the LoS is not expected to change.

Impact	Based on the above measures, the impacts of all the redistributed traffic utilising the intersection of Fitzgerald and Angove Streets is considered acceptable.
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Scenario 2

All the redistributed right turn vehicles that currently turn right from Fitzgerald Street into View Street turn right at the intersection of Fitzgerald Street and Alma Road.

In the morning peak the intersection of Alma Road and Fitzgerald Street currently operates with a LoS A for the critical right turn from Fitzgerald Street. With the redistributed traffic the LoS is not expected to change.

In the afternoon peak the intersection currently operates with a LoS D for the critical right turn from Fitzgerald Street, with the redistributed traffic the LoS in not expected to change.

Impact	Based on the above measures, the impacts of all the redistributed traffic utilising the intersection of Fitzgerald Street and Alma Road is considered acceptable.
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Analysis

The conclusion drawn is that even if all of the redistributed traffic were to use Angove Street, although unlikely, it would not have a major impact upon the level of service of the intersection and therefore would not be a deterrent to peak hour traffic using Angove Street in preference to using Alma Road.

In respect of all of the redistributed traffic using Alma Road, again unlikely, it is not a direct route to Charles Street, as is Angove and View Streets, and in the morning would be more prone blockages and congestion on Charles Street queuing back to/beyond Alma Road in the AM peak. Further, a significant percentage of the traffic using View Street in the peak periods is accessing Bourke Street (to and from Loftus and Oxford Streets) and as such there is no benefit in using Alma Road as an alternative. Similarly in the afternoon PM peak the right turn into Alma Road from Fitzgerald Street is often difficult due to the constant flow and queuing of outward bound traffic on Fitzgerald Street.

Therefore it could be expected that if there were an impact upon Alma Road it would more likely be outside the peak periods and that it would be limited.

Further, with the closure of View Street during construction of the North Perth Common a majority of the redistributed through traffic was drawn to Angove Street, while a significant percentage of local traffic, predominately patrons of the North Perth Plaza, either used Alma Road or View Street via the City's and Rosemount Hotel carpark (to and from Angove Street).

Note: Traffic data was collected in the relevant streets in August 2018, before the 'Common' commenced, and again in June 2019 during construction (when View Street was blocked), November 2020 and, if the partial closure is approved, in February/March 2021 after school resumes.

Traffic Accidents

For the 5 year period 1 January 2015 to 31 December 2019 there were 14 reported accidents at the intersection of View and Fitzgerald Street. Closing the median would have eliminated 7 of the 14 (50%) all of which were classified as 'major property damage'.

Further, the location within the precinct with the most traffic accidents was the 90° angled parking adjacent the North Perth Plaza. There were 28 accidents at this location of which 21 could be directly attributed to vehicles either entering or exiting the parking bays or 'rear enders' as drivers stopped as a result of the activity.

Therefore it could be expected that not only would the partial closure of the Fitzgerald / View intersection significantly reduce traffic volumes through the 'Common' but also result in a significant reduction in traffic accidents in this locality.

Cost Implications

As part of the 2020/21 budget \$50,000 has been carried over from the 2019/20 budget to install traffic calming measures within the nominated area. Further community consultation, and therefore any works, were deferred due to the COVID-19 pandemic.

The cost of a single lane slow point, where no widening is required, is in the order \$8,000 inclusive of vegetation. An Oval Slow Point, as suggested by GTA, requires localised widening and is upwards of \$12,000+, dependent upon services. Raised intersection plateaus, similar to that at the intersection of Fairfield Street and Anzac Road in Mt Hawthorn, cost in the order of \$15,000/\$25,000, and again dependent upon services. Entry statements, where the road is narrowed with landscaped nibs and a speed hump installed, such as at the intersection of Strathcona and Newcastle Streets, West Perth, is in the order of \$15,000, excluding service relocations.

Therefore given a budget of \$50,000 the City would be able to install a combination of 'single lane slow points' and 'oval slow points' at the five locations identified by GTA but not the raised plateaus as suggested in Leake Street.

The estimated cost to trial the partial closure of View and Fitzgerald Streets intersection is \$10,000 (50% of which is for on-going traffic control during installation and maintenance). The works could be funded from the City's Minor Traffic Management Improvement Program budget.

Current Council Decision

At its Ordinary Meeting of 18 September 2018 Council approved the installation of two single lane slow points in Claverton and Leake Streets and to this time the decision has not been rescinded. The current recommendation is to consult on the two aforementioned mid-block slow points with additional three in Alma Road, Alfonso and Camelia Streets respectively.

CONSULTATION/ADVERTISING:

The matter has twice been considered by the UMAG as well as at a Public Forum held at the North Perth Town Hall on Monday 12 November 2018.

LEGAL/POLICY:

All of the roads within and bounding the precinct, other than Charles Street, as discussed in this report, come under the care, control and management of the City.

RISK MANAGEMENT IMPLICATIONS

Low/Medium: as the study has shown that, other than the specified two locations, the speeds and volumes within the study area are within the operating criteria for the respective streets in accordance with their classification.

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.

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*:

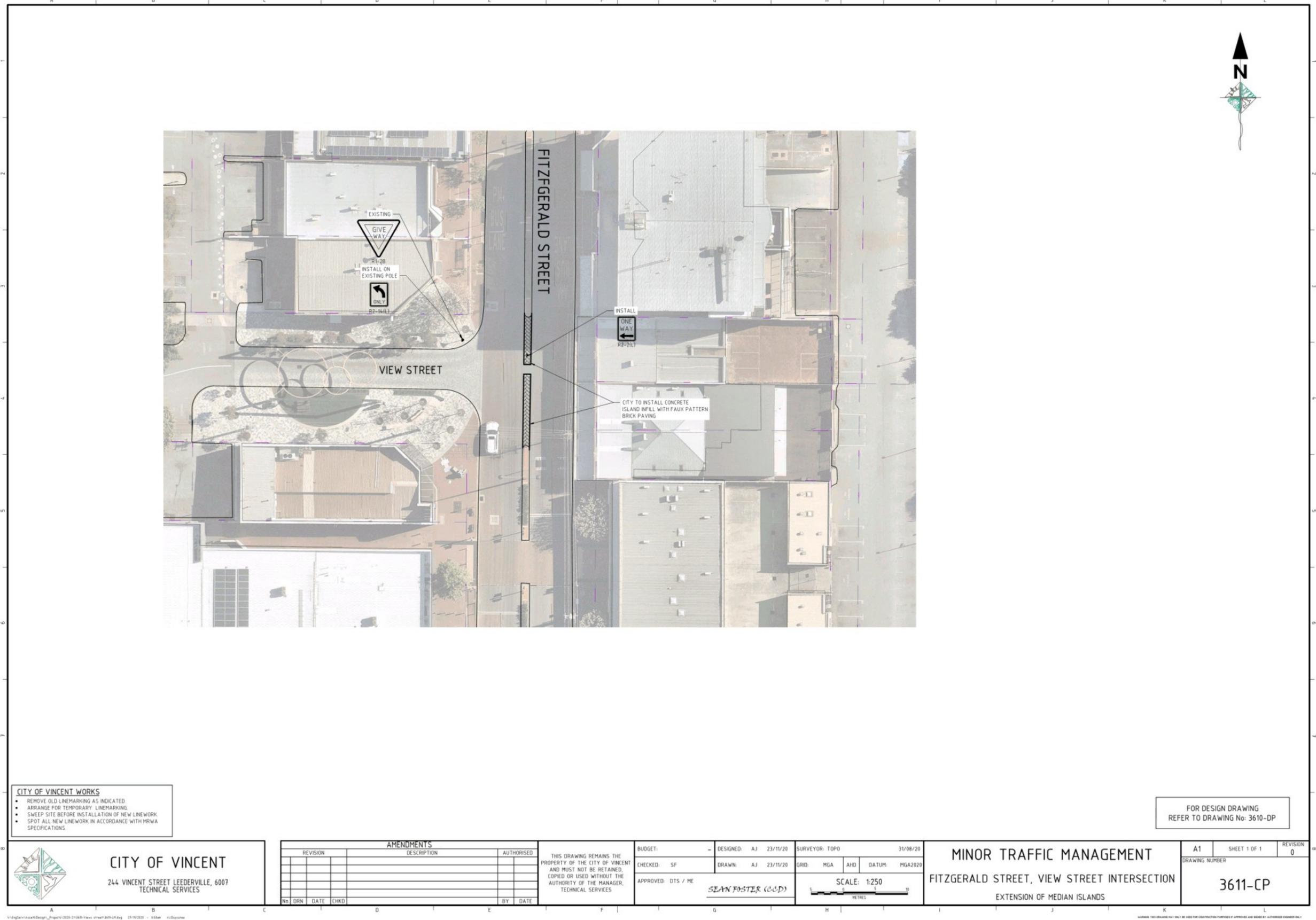
*Reduced injuries and a safer community***FINANCIAL/BUDGET IMPLICATIONS:**

The 2020/21 budget includes an allocation of \$50,000 with which to undertake traffic calming within the study area. A combination of three single lane slow points and two oval slow points would utilise the majority of the budget allocation.

The estimated cost to trial the partial closure of View and Fitzgerald Streets intersection is \$10,000. Whilst currently not funded the works could be funded from the City's Minor Traffic Management Improvement Program budget.

COMMENTS:

The installation of the recommended slow points will enable the City to compare the effectiveness of 'hard' traffic calming measures versus that of signage only as installed in the 40kmh Speed Trial area south of Vincent Street. Further, if the 40kmh trial proves successful it is envisaged, and now a cornerstone of the Accessible City Strategy, that the entire City of Vincent will become a designated 40kmh speed zone by 2023, potentially reducing the need for additional traffic measures and the resultant loss of resident amenity in the future.



- CITY OF VINCENT WORKS**
- REMOVE OLD LINEMARKING AS INDICATED.
 - ARRANGE FOR TEMPORARY LINEMARKING.
 - SWEEP SITE BEFORE INSTALLATION OF NEW LINEMARKING.
 - SPOT ALL NEW LINEMARKING IN ACCORDANCE WITH MRWA SPECIFICATIONS.

FOR DESIGN DRAWING
REFER TO DRAWING No: 3610-DP



CITY OF VINCENT
244 VINCENT STREET LEEDERVILLE, 6007
TECHNICAL SERVICES

AMENDMENTS			
REVISION	DESCRIPTION	AUTHORISED	
No	DRN	DATE	CHKD BY DATE

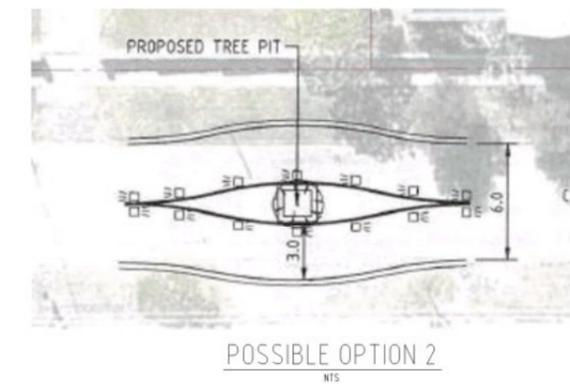
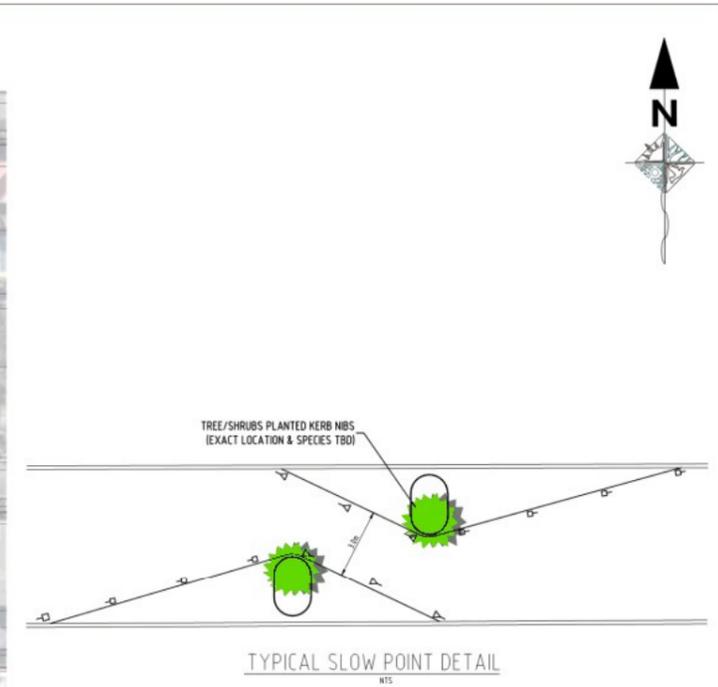
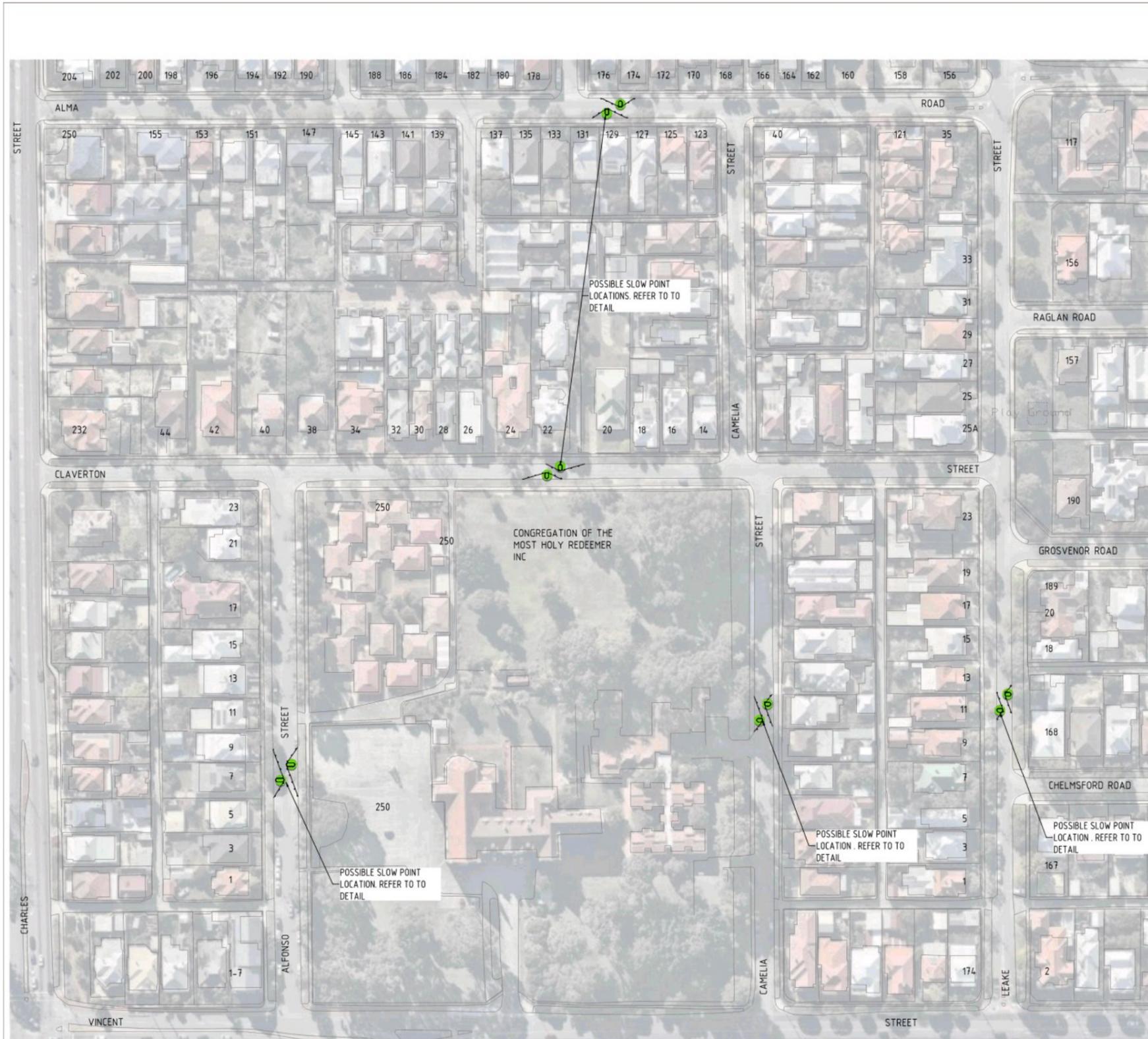
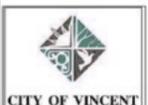
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BUDGET: — DESIGNED: AJ 23/11/20 SURVEYOR: TOPO 31/08/20
 CHECKED: SF DRAWN: AJ 23/11/20 GRID: MGA AHD DATUM: MGA2020
 APPROVED: DTS / ME *SEAN FOSTER (CDD)*

SCALE: 1:250


MINOR TRAFFIC MANAGEMENT
 FITZGERALD STREET, VIEW STREET INTERSECTION
 EXTENSION OF MEDIAN ISLANDS

A1	SHEET 1 OF 1	REVISION 0
DRAWING NUMBER		3611-CP

CITY OF VINCENT
244 VINCENT STREET LEEDERVILLE, 6007
TECHNICAL SERVICES

MARK	DATE	MADE BY	APPENDIX
A	10/13/20	AJ	ADDITION OF SLOW POINT ON CAMELIA STREET
			APPENDIX

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SCALE:	NTS (A1)
DATE:	SEP 2018
DESIGN:	AJ
DRAWN:	AJ
CHECK:	CW
APPROVED:	
	DIRECTOR TECHNICAL SERVICES

PROPOSED TRAFFIC CALMING MEASURES
ALMA ROAD, ALFONSO & LEAKE STREETS
NORTH PERTH

TECHNICAL SERVICES
DRAWING NO:
3484-CP-01A

NORTH PERTH PRECINCT

TRANSPORT AND ROAD SAFETY STUDY

Client Name City of Vincent
Project ID W171860



GTA Consultants | North Perth Precinct – Traffic and Transport Study

28/05/2019

NORTH PERTH PRECINCT

TRANSPORT AND ROAD SAFETY STUDY APPROACH

OBJECTIVE OF THE STUDY

A STRATEGY TO REDUCE SPEEDS AND IMPROVE SAFETY:

- REDUCE THROUGH TRAFFIC 'RAT RUNNING'
- ACHIEVE A 30 TO 40 KM/H SPEED AS REQUESTED BY LOCAL RESIDENTS

EXISTING SCENARIO

- REVIEW OF RESIDENTS CONCERNS (ALMA ROAD, LEAKE STREET, ALFONSO STREET)
- SITE ASSESSMENT OF EXISTING MOVEMENTS
- TRAFFIC DATA ANALYSIS
- CRASH DATA ANALYSIS

FUTURE SCENARIO

- REVIEW OF EXISTING TRANSPORT STRATEGIES



NORTH PERTH PRECINCT

CLAVERTON STREET



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NORTH PERTH PRECINCT

TRAFFIC VOLUME AND TRAFFIC SPEED ANALYSIS

TRAFFIC VOLUME



TRAFFIC SPEED



NORTH PERTH PRECINCT

ALMA ROAD WEST OF LEAKE STREET



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28/05/2019

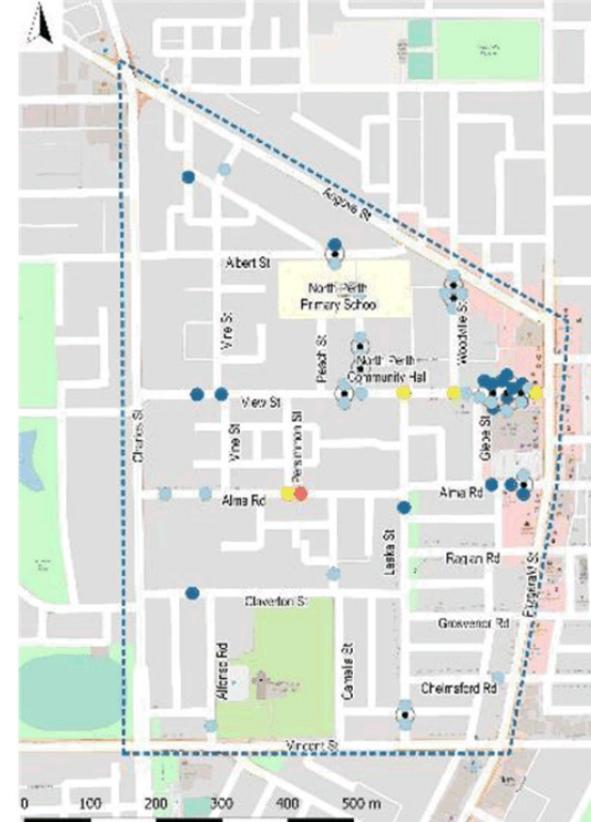
NORTH PERTH PRECINCT

CRASH DATA ANALYSIS

NUMBER OF CRASHES BY LOCATION



CRASH SEVERITY



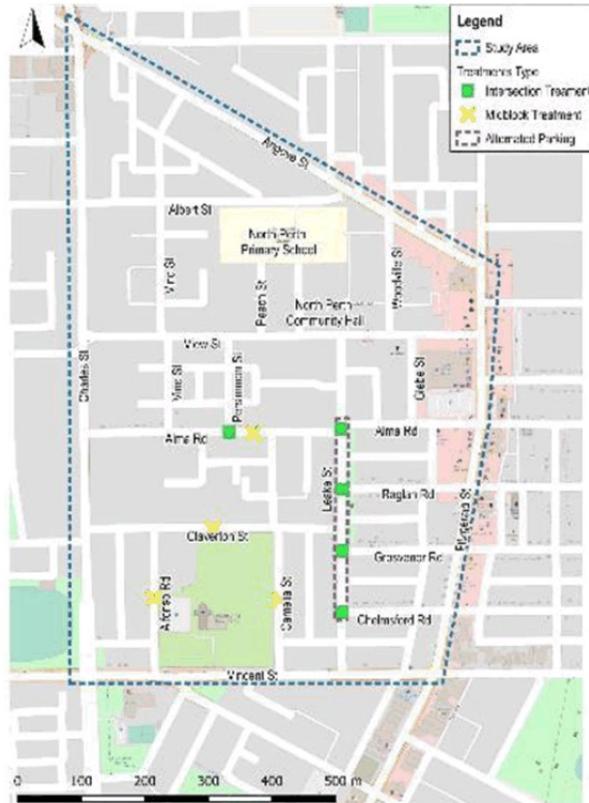
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NORTH PERTH PRECINCT

PROPOSED STRATEGY

SHORT TERM SCENARIO



ULTIMATE SCENARIO



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28/05/2019

THANK YOU

NSW QLD SA VIC WA

Level 2, 5 Mill Street Perth



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28/05/2019