

## Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal. Many comments are subjective or self-explanatory and therefore Officer Technical comments not warranted in this instance.

Comments Received in Objection:
Waste of rate payers money – I avoid Beaufort St for this reason
Will not address issue – needs to be policed and target problem drivers
Comprehensive whole area traffic management is needed
Already enough speed humps/traffic calming throughout the City
No demonstrated crash, death and serious injury problem.
There is no problem
Rat running is a result of traffic calming on major roads
There is no lack of neighbourhood feel – roads are not built for people to play on.
Real issue is people not paying attention while driving
Driving cars in lower gears actually increases fuel emissions
Excessive numbers of parked cars in our streets already slows traffic
Investigate other measures to reduce speed rather than just signs
Is just a revenue raising agenda
Trial only looks at speed and does not discourage rat running – review of the road hierarchy needed so as there are 60kph connecting roads
Improve the traffic flow through the main arteries of the city instead

Comments Received in Support:
Reduce width of some streets (include a cycle lane if possible)
On heavily parked streets (ie Raglan), make all four way intersections regulated by Stop controls
Extend to other areas not just the south of Vincent
Vincent has many narrow streets with on-street parking where people speed
Just spending on signs would be cheaper than installing infrastructure
Car noise is reduced when cars travel more slowly

## Other Traffic Issues

Issue Raised:
There is no issue
Homeless people keep walking out in front of moving cars
Heavy vehicles, parking on footpaths, construction traffic behaviour, non-resident parking, buses on 'timing' stops.
More safe crossing points for families near pre-primary/kindergarten & day-care centres.
Roads in poor condition and congested – mismanaged and poor parking design
Only allow single side parking on narrow roads as sightlines are impacted
Stop cyclists from riding two abreast
Don't narrow lanes on major roads such as Vincent at Hyde Park as it does not allow for cars to overtake cyclists.
Parking too close to intersections and across footpaths
Inattention – mobile phone usage by pedestrians, drivers etc.
Ensure local streets are connected and that there is a provision of safe crossing facilities of major roads.
Assess local traffic flow in whole areas not just street by street.
Allow the left turn on a red light like in the USA.
Need zebra crossing or extra STOP lights on Beaufort St near Vincent and Mary streets
I live in a 40KMH zone but there is no policing
Regular accidents on cnr of Bulwer and Fitzgerald needs to be addressed
More bike paths
Rat racing is a big issue
Speeding on Fitzgerald Street – cars using bus lanes and aggressive drivers
Slowing traffic flow on main arteries such as Bulwer St results in frustration, road rage and rat running.
Parking on the left lane of main distributors such as Fitzgerald St represents an obstacle to traffic circulation at any hour of the day.
Bus lanes disrupt car traffic and reduce the overall carrying capacity of the road
Increase road widths to facilitate separation of cars and bicycles and remove all traffic
Increase Clearways to 7pm on main roads.
Allow only resident parking on small narrow streets.
Increase ranger patrols and fine people parking on pavements
Improve pedestrian safety on crossing Charles Street
Better maintenance of line marking
Parking in residential streets by commuters – leads to congestion and unsafe conditions.
Late night/early morning speeding
Parking restrictions not enforced by rangers
Speed limits are not 'one size fits all' – need different speeds for differing roads
Residential driveways where view of oncoming pedestrians on footpaths are obscured by high walls or fences.

#### Q 14 Other Comments

Comment raised:
Increase area of free bus zone or put on CAT buses and improve cycle paths
Address pedestrian signal phasing cycles at the corner of Fitzgerald and Newcastle
Reduce speed on Lord Street south of Walcott St and William Street between Vincent and Newcastle to provide for safer pedestrian crossings
Focus on maintenance of roads, footpaths, building site fences, bin collection etc
More consistency needed – why are sections of Lord St at 60kmh then at 50kmh?
Some traffic calming seems ad-hoc – Brisbane St – humps between Lake and William but not Lake & Palmerston.
Lobby to increase Police enforcement
Improve/increase the number of pedestrian islands and safer crossings
Improve pedestrian/cyclist infrastructure across Vincent, but especially in the North Perth town centre areas and at all major intersections.
Install speed humps to achieve 40kmh, but ensure does not hinder cycle traffic
East west connections should be at 50kmh.
Speed humps increases wear on vehicles and often confused with pedestrian crossings
Elma Street North Perth is a terrible rat-run route.
Cars often speed on Joel Terrace
Keep Bulwer at 60kmh as it is an major east west distributor
Reduce speed to 30kmh on Amy/Brisbane Tce/Edith between Lake & William streets.
Congestion in the area is a consequence of bus lanes on Fitzgerald Street
Work with RAC, driving groups and schools to raise the level of driving skills.
Council policy (residential development) has led to increased traffic. – narrowing roads, reducing traffic lanes, trees in roads speed bumps – this leads to congestion – not safe for any one.
Please extend it to Walcott Street