

Survey Responses

24 May 2017 - 09 November 2020

Strathcona & Golding Street upgrades

The City of Vincent

Project: Strathcona & Golding Street upgrades



VISITORS

11

CONTRIBUTORS

5

RESPONSES

5

5

Registered

0

Unverified

0

Anonymous

5

Registered

0

Unverified

0

Anonymous



Respondent No: 1

Login: confidential

Email: confidential

m.au

Responded At: Oct 10, 2020 13:52:08 pm

Last Seen: Oct 10, 2020 05:36:47 am

IP Address:

Q1. Please use the space below to submit any thoughts or comments you would like to share about the proposed upgrades to Strathcona & Golding Street in West Perth.

The ROW's bounded by Strathcona and Cleaver Streets does not have safe entry/exist for vehicles and pedestrians. The ROWS are heavily utilised by pedestrians, local traffic and external traffic. Some of the properties abutting the intersection of the ROW's and Strathcona and Cleaver Street have high fencing built right on the boundary obscuring vision of oncoming foot and vehicular traffic. The existing off street parking layout abutting the ROW's presents a major traffic and public safety hazard. The line marking needs to be setback to allow proper sightlines COV signs need to be erected to state that parking on verges is not allowed. The verge in front of the previous Farnham House Child Care Centre on Strathcona often has cars parked on it thereby obscuring oncoming cars.

Q2. What street do you live on?

Newcastle Street West Perth



Respondent No: 2

Login: confidential

Email: confidential

Responded At: Oct 12, 2020 21:45:43 pm

Last Seen: Oct 12, 2020 13:41:16 pm

IP Address:

Q1. Please use the space below to submit any thoughts or comments you would like to share about the proposed upgrades to Strathcona & Golding Street in West Perth.

Support proposal. Would like to see more traffic calming measures applied to cleaver street too. Can additional street lighting be included as part of this upgrade? Carr and cleaver streets have insufficient lighting.

Q2. What street do you live on?

Carr street



Respondent No: 3

Login: confidential

Email: confidential

Responded At: Oct 15, 2020 20:52:21 pm

Last Seen: Oct 15, 2020 12:23:15 pm

IP Address:

Q1. Please use the space below to submit any thoughts or comments you would like to share about the proposed upgrades to Strathcona & Golding Street in West Perth.

I am the owner of a property adjacent to the Carr/Strathcona/Florence Street intersection and lived in the property up until earlier this year. I very, very strongly support the proposal. Rat running, often at ridiculous speeds, especially in the morning and evening peaks, using Cleaver/Carr/Strathcona has negatively affected amenity for residents of the precinct for some time. Investment that calms traffic speed and volumes can only be a good thing. While I am aware that Newcastle Street is a bus route (and likely controlled by the dreaded Main Roads) I would recommend that this CoV/DoT investment be leveraged to encourage some sort of investment to enable safe cyclist and pedestrian movement across Newcastle Street between Golding and Strathcona Streets. There are two well patronised bus stops immediately east of Strathcona/Golding Streets, and now safe active streets, but still no safe way of crossing Newcastle Street between them. The DoT should coordinate it's funding and overrule Main Roads' inevitable objections to any treatment on Newcastle Street. Thank you for such forward looking plans. I look forward to the proposed State funded pedway from Old Aberdeen Place to the CBD. BTW - why has the graphic designer depicted Carr Street as a dual carriageway, while Newcastle Street, an arterial, is a single!?! Shouldn't it be the reverse?

Q2. What street do you live on?

Carr Street



Respondent No: 4

Login: confidential

Email: confidential

Responded At: Oct 15, 2020 21:19:55 pm

Last Seen: Oct 15, 2020 12:50:02 pm

IP Address:

Q1. Please use the space below to submit any thoughts or comments you would like to share about the proposed upgrades to Strathcona & Golding Street in West Perth.

Fully support this proposal. I would strongly encourage the City to consider this proposal and connectivity in the broader context of the cycling facilities and key routes in the locality. - Cleaver Street already has on-road bike lanes. This should be connected to the proposed SAS in some way, to recognise that this will ultimately result in two parallel bike routes (eg. on-road lanes on Carr Street-Cleaver to Florence; or pavement marking through Colvin Lane). - The Loftus Street shared path/Kingston Avenue interface is poor. Kingston Ave is a key connector between the Loftus shared path, and the existing on-road bike lanes on Cleaver St. Noting the above comment, Kingston Ave will therefore be a key connector between the Loftus Street shared path and the proposed SAS, and a key contributor to the success of the proposed SAS. There must be a simple change to the curbing/bitumen treatment at the Loftus Street shared path/Kingston Avenue interface, to encourage cyclists to move between the two. The current configuration forces cyclists from the Loftus path, onto a narrow part of footpath, then onto a crossover, and then onto Kingston Ave. - The FAQs refer to the Mitchell Fwy PSP. There is no connectivity from this to the proposed SAS and this should be addressed. - Loftus Street provides an off-road, shared path which is good quality and is heavily used. However the northern side of Leederville Parade comprises a narrow footpath only. This should be widened/upgrade to shared path standard, to increase connectivity to to the proposed SAS (and Cleaver Street). - Acknowledging that this is beyond this SAS project, but the Cleaver Street road pavement requires remediation in the vicinity of the Vincent St intersection. There is heavy deflection and it an unpleasant cycling experience.

Q2. What street do you live on?

Mabel Street



Respondent No: 5

Login: confidential

Email: confidential

Responded At: Oct 26, 2020 15:08:21 pm

Last Seen: Oct 26, 2020 05:37:57 am

IP Address:

Q1. Please use the space below to submit any thoughts or comments you would like to share about the proposed upgrades to Strathcona & Golding Street in West Perth.

Having lived in Strathcona Street for 40 years and then for 20 years at my current address in Carr Street, I know these streets and the other streets in Cleaver Precinct very well. I have been a cyclist but now mainly drive my car and walk to get around this area. There are some good things about this proposal i.e. 30km in Florence and Strathcona Streets will definitely slow the speedsters down but unfortunately not the average of 50/60/70 km vehicles which use Carr Street - admittedly most of these vehicles do slow down to 20km at the hump in Carr Street between Cleaver and Charles Streets and then race on to the Charles Carr Street traffic lights. Initially I do see vehicles banking up at the corner of Florence & Carr Streets at peak hour 7.30 -8.45am mornings as they use the short cut to turn into Strathcona Street to get into Newcastle Street to go east or west. Unfortunately for some time at least this will be even more jammed as vehicles turn into Colvin Lane to get to park at West One. I can already visualize traffic coming to a standstill especially when I have to exit Colvin Lane into Strathcona Street to either get to Vincent Street via Cleaver Street, or to get into Newcastle Street from Strathcona Street. I often have early appointments in Subiaco and Wembley and so must leave my garage in Colvin Lane to get into Strathcona Street. Council needs to be alerted to the fact that The proposed placement of an additional tree on the road at the left beside the entrance to/exit from Colvin Lane is not a wise decision since it is already difficult to turn left from Colvin Lane into Strathcona Street, especially with cars for the West End Deli parked on either side of Strathcona Street. It would be wise not to place a tree in that position. I have already made a submission to Council re the speeding of vehicles into and inside Colvin Lane - I refer you to this recent submission dated October 23, 2020 (for myself and next door neighbour at .. Carr Street) we have been begging for the speed limit in our section of Colvin Lane to be 8km only). Council also must know that a COV rubbish bin truck as well as Toll trucks enter and exit Colvin Lane into Strathcona Street once or twice a week. At peak hour in the afternoons between 4.15 - 5.15pm most vehicles exist Colvin Lane into Strathcona Street but usually not causing as much congestion as in the peak hour morning traffic. In all of these situations, at this point in time, not many cyclist use Strathcona Street most use Carr Street to go either east or West. However, with the proposed cycle path in Florence Street CROSSING Carr Street get into Strathcona Street I know this will become quite a danger zone for quite some time especially if vehicles are still permitted to go faster than 40km in Carr Street which I have been told by your engineering department that Carr Street will be the street where cars can still travel at 50-60 km speed limit. With the West End Deli very busy at morning peak hour and often customers bring their dogs to the cafe as well as small children and babies, I do foresee a number of hazardous situations, especially as customers endeavour to park in Carr and Strathcona Streets - with car multiple car doors opening and shutting. How cyclists succeed in getting across Newcastle Street to get on the bike path going down Golding Street, will obviously be at own risk, since the bus stop on Newcastle Street is just around the corner from Strathcona Street is where the 15, 402, and 403 buses quickly cross the foot of Stratcona Street to pick people up from that bus stop. When I spoke to a staff member in COV Engineering Dept about this new proposal, I asked him where he thought the heavy traffic (which has for so long used Cleaver Precinct as a short cut to dodge the build up of traffic in Vincent/Loftus Street lights if wanting to get to Loftus Street and or Leederville, and further west, he said they could use Cleaver Street to get to Newcastle Street. Of course that is not possible, since there is NO right hand turn from Cleaver Street into Newcastle Street (that's why they use Strathcona Street to get to Newcastle Street) the corner of Newcastle and Cleaver Streets is a dedicated bus route right and left only. In the future as traffic gets thicket and thicker all around Cleaver Precinct it is likely this may have to be changed to accommodate this problem. Also for the unfortunate ratepayers who happen to live in Cleaver Precinct - we already have a difficult time getting into main road traffic no matter in which direction we need to go, this coupled with more and more road humps - (my car's shock absorbers are almost shot now) and the final HAZARD we locals will have to contend with are cyclists (who are many time dangerous speedsters - just as cars are - yet they don't have to pay cycle registration fees and don't take out insurance and because of their speed re often difficult to see for car drivers - they certainly will be particulary on the proposed Strathcona Cycle boulevard with its extra humps and additional trees on the road which are likely to further block our vision. As careful as we drivers are here in Cleaver Precinct, it looks as though we will just have to hope and pray that

we never get to hit an almost invisible speeding cyclist. At least Vincent Council can now be aware of the dangers that exist for car drivers in Cleaver Precinct, especially those of us who happen to live here. I must add that on rare occasions cyclists also use Colvin Lane as a sort cut to get through to Strathcona Street. Because myself and my next door neighbour cannot see traffic coming from either direction in Colvin Lane until we are half way out into the lane way, so far I have succeeded in missing by an inch three cyclists racing down our Colvin Lane - let's hope these rare cyclists, as they exit Colvin Lane, don't crash into a cyclist travelling along Stratcona Street at sometime in the future. Please do connect my email to COV re hazards of Colvin Lane and entering and exiting Strathcona Street. I will be happy to point out to Council some of the hazards I have mentioned in this submission.

Q2. What street do you live on?

Carr Street

Non EHQ Comments

Comment 1

Sent: Wednesday, 21 October 2020 2:57 PM

Subject: CSC request - Safe Active Streets - Strathcona and Golding Street

Good afternoon Sean,

Please can you call .. to discuss the below in relation to **Safe Active Streets – Strathcona Street?**

- the extent of alterations to Strathcona Street
- what a tree well is
- and will the installation of the site block access to Golding Street?
- and enquiries in relation to the speed humps

Thanks a bunch ☐

Comment 2

Sent: Monday, 26 October 2020 1:49 PM

Description: - Wanted to speak to the team regarding the proposed safe active streets plan primarily on Golding Street. Can we please call to discuss further? Thank you,

Comment:

Comment 3

Sent: Saturday, 17 October 2020 2:07 PM

I am reading the letter relating to upgrades in Strathcona and Golding Streets.

There are already existing bike lanes on Cleaver Street, as such there doesn't appear to be any reason to have a bike boulevard on Strathcona Street in addition.

As a long time resident it is already difficult enough driving in this area with speed humps and traffic calming measures on every street.

The speed humps on the corners of Strathcona & Florence Streets are dangerous in that they are too close to Carr and Newcastle streets and actually roll you towards the intersection.

Increasing the tree canopy is a lovely idea. It would be great to see some fruit trees amongst them.

I would also like to mention the issue with the warehouse on Old Aberdeen Street - near the corner of Holding Street.

This venue and Soggie Bones both have "events" that run ALL night. The music is extremely loud and the bass reverberates through my home.

I am currently working shift work often until late at night or commencing early in the morning. The noise coming from these venues makes it impossible to sleep. Particularly when they continue throughout the night.

I have previously had Council staff attend my home to measure the level of sound emanating from these venues.

It appears that they have reverted to not having any consideration for residents only a block away.

I would appreciate some attention to resolving this issue. If the proprietors and the venues are not willing to turn the "music" down and observe regulations then permits for functions/ events should not be granted.

Comment 4

Sent: Sunday, 18 October 2020 11:22 AM

I have read the proposed Safe Active Street in the Cleaver Precinct.

I have a few queries: The planting of the tree at the end of Colvin Lane on Strathcona Street will impede my view as my garage is on Colvin Lane and it is difficult enough now with the parked cars on Strathcona. As stated in your letter the parking on Strathcona will stay.

I am sure it would help to know exactly where the tree will be planted if the proposal goes ahead.

Comment 5

Sent: Thursday, 22 October 2020 9:07:54 pm AWST

Dear City of Vincent,

We are owners and residents of .. Strathcona Street and wish to advise that we are against the proposed road design changes to make Strathcona St a "Safe Active Street".

1. The speed bumps in Florence St, the curved encroaching median areas in Cleaver Street and the islands and narrow neck into Strathcona Street from Carr St already create potential traffic hazards for us making our way home from Vincent Street.
2. The cafe parking at the corner of Carr and Strathcona St, causes a traffic hazard bottle neck and traffic sightline issues.
3. There are significant traffic hazards when parked cars block sight lines when exiting the eastern ROW driveways onto Strathcona St
4. There are significant traffic hazards when parked cars block sight lines when turning onto Newcastle St from Strathcona St.
5. It appears that the proposed new tree wells will lessen the on-street parking available. Furthermore, we believe that the proposed changes will reduce the attractiveness of the street with its current broad streetscape, broad footpaths and residential gardens.
6. The ROW's bounded by Strathcona and Cleaver Streets does not have safe entry/exist for vehicles and pedestrians. The ROWS are heavily utilised by pedestrians, local traffic and external traffic.
7. Some of the properties abutting the intersection of the ROW's and Strathcona and Cleaver Street have high fencing built right on the boundary obscuring vision of oncoming foot and vehicular traffic.
8. The existing off street parking layout abutting the ROW's presents a major traffic and public safety hazard. The line marking needs to be setback to allow proper sightlines.
9. COV signs need to be erected to state that parking on verges is not allowed.
10. The verge in front of the previous Farnham House Child Care Centre on Strathcona often has cars parked on it thereby obscuring oncoming cars

Comment 6

Sent: Thursday, 29 October 2020 7:02 PM

For Attention: Staff handling the Strathcona & Golding Street upgrades survey. Submissions close at 5.00pm - 30 October 2020.

It is vital that these further comments be added to the survey I completed on 28/10/20 - I realize there were certain other points which I had failed to include in my survey submission, they are as follows:

Since making my submission, I have subsequently been told by council that Strathcona Street with the bicycle upgrade will become a "in one direction at a time - with cars having to pull into car parking bays (if there are any at the time) and skillfully trying not to hit cyclists who may be on the road in either direction at the same time, (I TRUST THERE WILL BE SIGNAGE WARNING CYCLISTS THEY ALSO MUST NOT TRAVEL AT MORE THAN 30 km whilst travelling through Strathcona Street in order to progress to the other end – either Carr Street heading north or Newcastle Street heading south. In certain circumstances, especially in bad weather there will likely be accidents if cyclists are hard to see when it is raining heavily.

At morning and evening peak hours car drivers, who generally in Carr Street, do not understand what the speed limit is, especially when turning into Strathcona Street, it would be smart for Council to at least have a LOUD SPEAKER announcing the reduction of the speed drivers are doing to 30km once they enter Strathcona Street. This initially as a preventative action only (to avoid serious accidents until drivers get to realize they must slow down. In order to help avoid traffic blockages in Florence Street (at the corner of Vincent Street, and Florence Street at the Carr Street end,, Carr, Street itself, Strathcona Street and at the entrance to Colvin Lane (off Strathcona Street) even now there are often 3 & 4 cars lined up in Strathcona Street, waiting to turn into Colvin Lane at morning peak hour and sometimes these have to back in Strathcona Street to let vehicles entering Strathcona Street exit Colvin Lane turning to pass the lined up cars in Strathcona Street to pass them to get to the corner of Carr Street.

Several times there have been rubbish trucks working in Strathcona Street and everything comes to a halt as there are parked cars on either side of the road at the same time. I would hope that Council staff and even some councillors have physically come to observe these already existing difficult situations. Another quick point too is the use of Strathcona Street for returning Fire engines and trucks as well as other large building vehicles who frequently use Strathcona and Carr streets.

The staff at West End Deli were told a while back that parking for the Deli restaurant would be looked after by permitting angle parking at the top of Strathcona Street on the verge. I asked COV staff about this yesterday and they said that this will not be allowed. Would be awful for the lovely trees and native bushland which is now successfully planted on the verge left hand side at top of Strathcona Street. In early morning – 7.30am until about 1030am parking is often at a premium, especially in Carr Street – outside Carr Street; from the top end of Strathcona Street to at leave ... and often from – this side often does have some vacant car spaces. Sometimes there are a few vacant car spaces in Florence Street. The vacant spaces tend to improve later in the day, but a bit busier again at lunchtime.

With all the problems that have been associated with COVID 19 (café closures etc) right now we locals and many non-locals who come from far and wide alike really enjoy their breakfasts, morning teas and lunches at the West End Deli. We fear the taking away of any parking spaces right up until at least after lunch hours, will seriously damage the operations of West End Deli. Please be aware of this problem when you attempt to take away any car spaces in Strathcona Street. I rarely need a car space myself (because I use my garage in Colvin Lane -this is often a strain because of the number approx. 60 a day of vehicles using Colvin Lane) – I live at .. Carr Street – but I do when my odd job man comes and occasionally other service people. Generally up till after lunchtime spaces are occupied by customers of the West End Deli so it can get tricky.

However COV's plan for vacant car spaces to be places where vehicles may pass each other could mean such vehicles could be holding up the rest of the traffic in the street for a considerable time.

Most important is that Council surely must make provision for the ratepayer owners of houses in Colvin Lane who have to use Colvin Lane to get out into Strathcona Street and then turn right or left (depending on which main road they need to get to must have some right to egress their properties and also to return to their properties).

We request Council to assure us that we will not be blockaded either from getting in or out of our homes.

I repeat as I did in my submitted survey, that Council should approach Main Roads in upgrading the corner of Cleaver and Newcastle Streets by putting in a roundabout permitting cars to turn right up the hill at Cleaver Street (the route the buses use (leave the traffic lights there as well) and also then permit cars to turn right into Newcastle Street from Cleaver Street – this will assist in the huge number of blockages which will result around Strathcona Street top and bottom. Again looking ahead with future planning for this area, just what action re traffic will Council take when the current lovely character houses still on the north side of Newcastle Street are demolished (as owners have assured me they eventually will be and they plan to building eight story apartments on each of these sites (this section of Newcastle Street is zoned R160) especially the site on the corner of Strathcona & Newcastle Streets. This could upset the cyclists proposed travel route dramatically.

Please be aware that Cyclists run the risk of being hit by Newcastle Street buses which pull quickly into the bus stop at the kerb just past the bottom of the left hand side of Strathcona Street – this when they plan to cross Newcastle Street to get to Golding Street. The same situation applies at the top of Golding Street at Newcastle Street (when cyclists use the route up Strathcona Street to return) since the Newcastle Street buses pull right into the corner at the top of Golding Street. In case Council is unaware, I was a local volunteer with the State Government Main Roads when the bus overpass and ramp along Charles Street off the Freeway was put in place and I was thanked for my involvement and participation in that role, especially since I have lived in the area for most of my life and know the roads so well.

Finally I do wish Council could look at the bigger long term picture/plan for our section of Cleaver Precinct Please do acknowledge receipt of this, my attachment to the Strathcona & Golding Street upgrades survey which is required to be at Council by 5pm on 30/10/20.

I have yet to receive a response to my earlier submission re the Colvin Lane issue.

Our Ref: E20-142 CB:MC

Level 7, 160 St Georges Terrace Perth WA 6000 PO Box 7130 Cloisters Square Perth WA 6850

30 October 2020

Attention: Sean Forster

City of Vincent
PO Box 82
Leederville WA 6902

Email: mail@vincent.wa.gov.au

Telephone 08 9226 4276 Facsimile 08 9322 7879 admin@tbbplanning.com.au

Toddville Prospecting Pty Ltd ABN 74 831 437 925

Dear Sean,

RE STRATHCONA AND GOLDING STREET SAFE ACTIVE STREETS, WEST PERTH

On behalf of our Client L J Hooker, Taylor Burrell Barnett is pleased to present the enclosed submission regarding the City of Vincent's proposed Strathcona and Golding Street Safe Active Streets. L J Hooker acts on behalf of the W.A Flour Mills Pty Ltd ACN008667532 Ladrift Pty Ltd ACN087012011, who own the lots that are affected by this proposal.

This submission objects to the City of Vincent's proposed usage of Golding Street as a major bicycle route due to the likely negative impacts this proposal will have on the accessibility to the subject site (particularly delivery trucks) which will impact upon the commercial viability of the lots, as well as the safety risks associated with the proposed route. This submission proposes an alternative concept design is adopted which will result in a similar outcome of promoted bicycle usage whilst also not negatively impacting upon the commercial viability of the subject site.

SUBJECT SITE

The subject site, shown in **Figure 1**, is located between Newcastle Street and Old Aberdeen Place, West Perth. The subject site currently accommodates a range of commercial and industrial land uses, including a car auction, car wash, storage, and warehouses, which are all heavily reliant on vehicular access via Golding Street. The existing land uses also create a large volume of car and truck movements on Golding Street and the surrounding street network. The current businesses operating on the subject site and their reliance on vehicular access is summarise below in **Table 1**.

It is noted that the core businesses operating and relying on truck deliveries on Golding Street have existed on site for a number of years. These businesses (that are consistent with the zoning of the land) have supported the local economy for a number of years and intend on continuing to do so, however in doing so they require Golding Street to continue to provide for these types of land use activities and to facilitate effective movement of trucks within this precinct. The lease duration of each business is noted below in **Table 1**.



Address	Business	Reliance on vehicular access	Duration of tenancy
Lots 1,3, & 6, 294 Old Aberdeen Place, West Perth, WA 6005	Aberdeen Auto Auctions & Hand City Car Wash	High volume of cars	25 years
19 Golding St, Northbridge, WA 6005	Vacant Warehouse	Large scale warehouse, future uses will require delivery trucks	Vacant
4A, 11 Old Aberdeen Place, West Perth WA 6005	Linton and Kay Galleries (artworks and framing)	Delivery trucks to move artworks & framing materials	10 years
5, 294 Old Aberdeen Place, West Perth WA 6005	David Barber (storage)	Delivery trucks moving goods to and from storage	25 years
10/294 Old Aberdeen Place, West Perth WA 6005	King River Resources (Mining Geological materials storage and sorting)	Delivery trucks used to transport mining materials	3 years
Part 294 Old Aberdeen Place, West Perth, WA 6005	Loop Recording Studios (Sublessee: Layer Cake Audio Pty Ltd) (Audio equipment)	Delivery trucks transporting audio equipment	30 years
15-17 Golding St, Northbridge WA 6005	Insight Lighting Solutions (WA) Pty Ltd ACN613206787	Delivery trucks transporting lighting equipment	13 years
Lot 7 & Lot 9, 13 Old Aberdeen Place, West Perth WA 6005	Fridays Studio Pty Ltd (Photography)	Delivery trucks transporting photography equipment	5 years

Table 1 Subject Site Businesses



Figure 1 Subject Site

SUBMISSION

We understand that the City of Vincent is proposing upgrades to convert Strathcona and Golding Streets to 'Safe Active Streets', to incorporate cycle routes with traffic calming measures to allow for a safer, shared street. Whilst the benefits of promoting bicycle usage is acknowledged and generally supported, the current location of the proposal will unreasonably impact the W.A Flour Mills Pty Ltd ACN008667532 Ladrift Pty Ltd ACN087012011 landholdings, pose safety risks for cyclists, and does not align with the current planning framework as outlined below.

TRAFFIC & ACCESS

Existing Traffic Network

Under the MRWA Road Hierarchy, Golding Street is classified as an Access Street. The MRWA Road Information Mapping System also identifies the subject site as an Industrial Area, and Golding Street as an Industrial Special Use Road, reflecting the nature of the uses and the traffic in this locality.

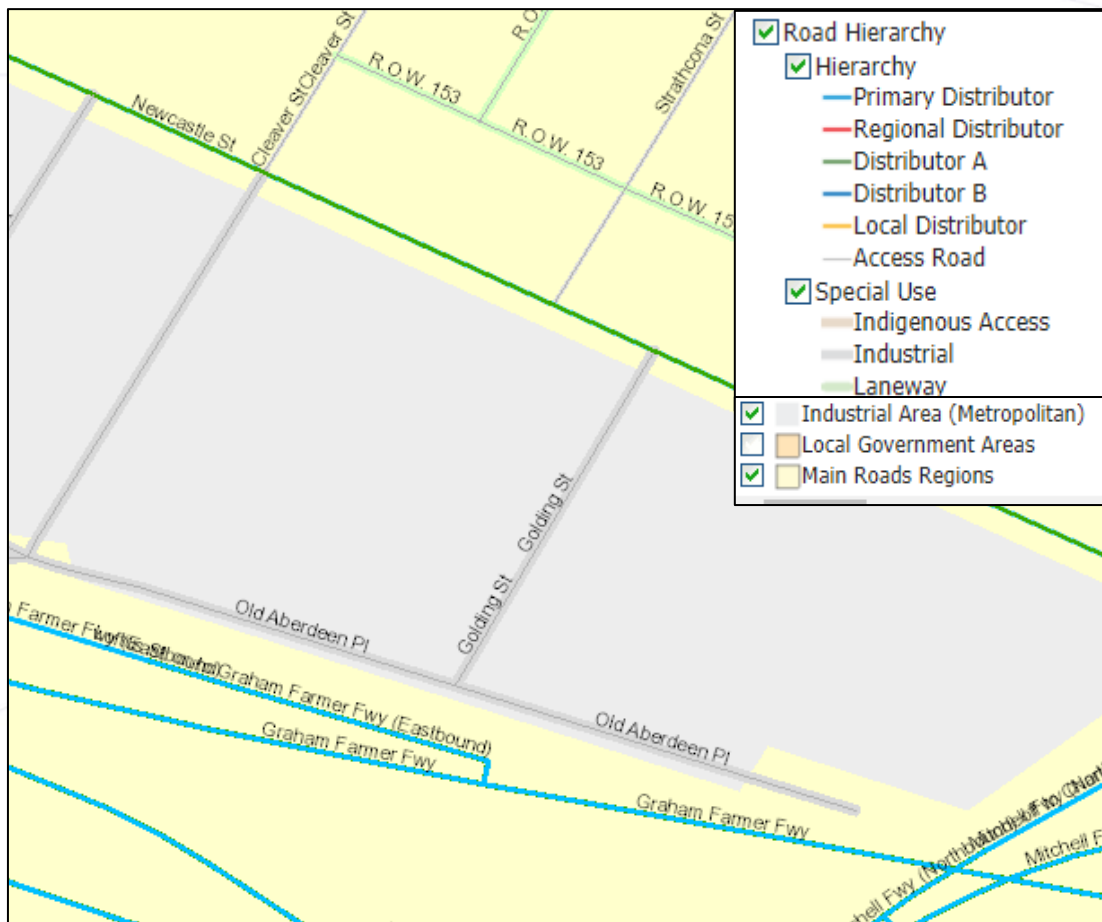


Figure 2 MRWA Road Information Mapping System

Vehicle Access and Manoeuvrability

The current Safe Active Street design proposes to reduce the width of Golding Street at the intersection with Newcastle Street and proposes the addition of three street trees within the road reserve (refer Figure 3).

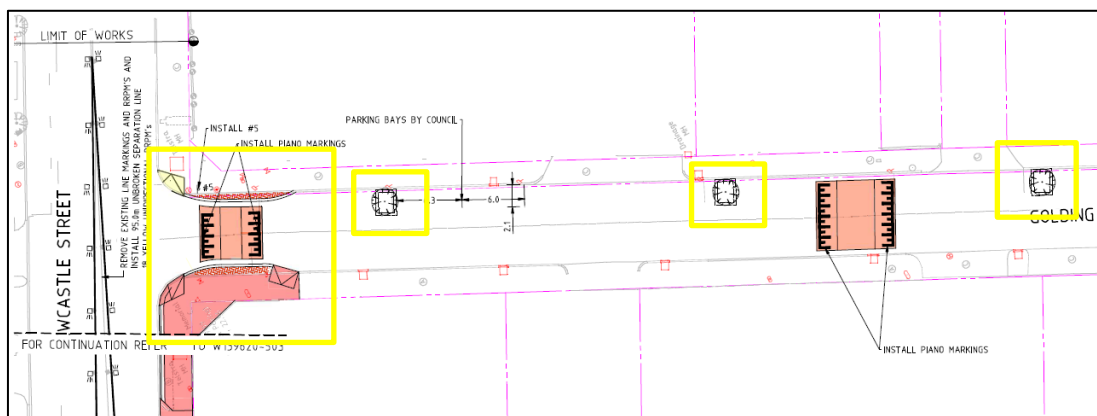


Figure 3 Safe Active Streets Design Extract (Golding Street and Newcastle Street intersection)



Given Golding Street is already a narrow road (approximately 7 metres), further reductions to its width would have a considerable impact upon vehicular access and manoeuvrability (refer **Figure 4**). In particular, large commercial vehicles and trucks accessibility will be impacted upon given they rely on Golding street to make several deliveries a week. Further to this, the addition of street trees within the road reserve will further impact upon vehicular access and manoeuvrability, (particularly given the constraints of tree canopies) making it difficult for trucks to pass each other.

In addition to the above concerns, the proposed reduction in speed to 20 km/h coupled with the addition of speed bumps at each end of Golding Street may greatly impact the flow of traffic on both Newcastle Street and Old Aberdeen Place. The type and size of truck movements utilising Golding Street is not conducive to speed bump and traffic management devices, and given the already mentioned high volume of delivery trucks and other vehicles that rely on Golding Street, these speed reduction methods have the potential to cause traffic to bank up into Newcastle Street and Old Aberdeen Place whilst trucks navigate the speed bumps. This issue would be reduced by utilising the more appropriate Cleaver Street route, which is discussed in greater detail below.

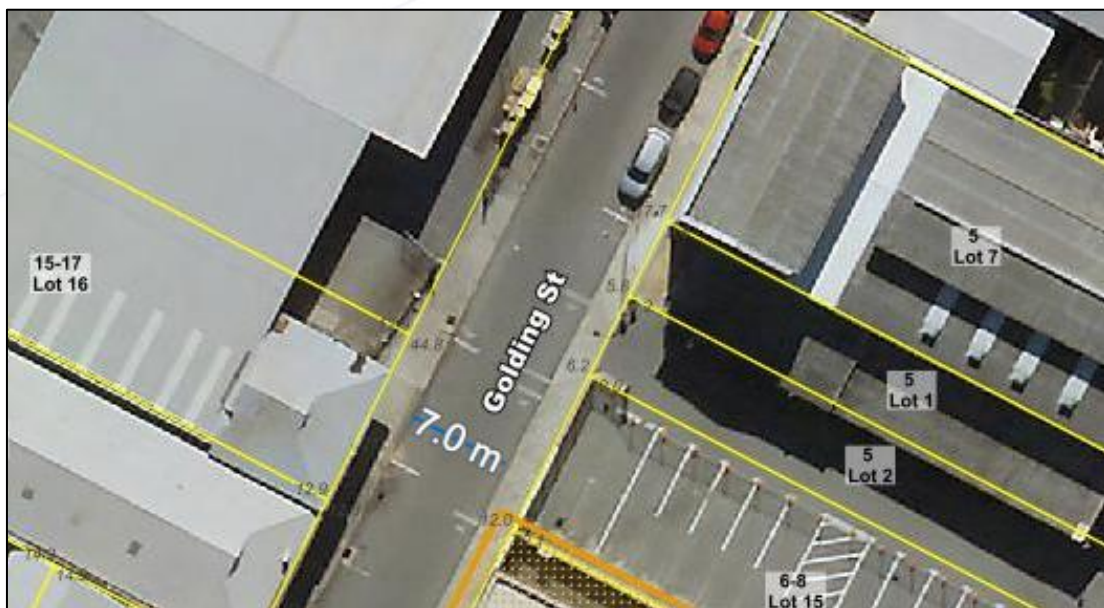


Figure 4 Aerial of currently proposed route road width, Golding Street (Source: City of Vincent Intramaps)

COMMERCIAL IMPACTS

The impact that the current Safe Active Street design is likely to have on vehicular access to the commercial entities operating within the subject site is not considered reasonable. Reducing the availability and ease of truck deliveries, and restricting vehicle movements will ultimately impact the commercial viability of the existing uses, given truck deliveries and vehicle accessibility are vital for ongoing business operations. Any restrictions to the accessibility will ultimately impact the ability of these businesses to operate, and impact the value of the commercial real estate.

SAFETY

The location of the proposed cyclist route along a narrow road reserve which services a large volume of commercial vehicles poses significant safety risks to cyclists. The proposed route will expose cyclists to trucks which are frequently entering and exiting the narrow Golding Street. This narrow road width and addition of proposed street trees within the road reserve, is likely to put the cyclists (and vehicle drivers) safety at risk given their will be a lack of separation clearance between trucks and cyclists.

The proposed route also requires cyclists to turn onto Newcastle Street to connect from Golding Street to Strathcona Street. Newcastle Street, which is classified as a Distributor A Road in the MRWA Road Hierarchy, also services the No. 15 bus route, meaning cyclists would be required to make right turns onto large volumes of oncoming traffic, and travel alongside busses. This risk is not considered reasonable nor appropriate.



PLANNING FRAMEWORK

The proposed Safe Active Street Plan does not align with the intent and objectives of the planning framework for the subject site as identified below.

Local Planning Scheme

The subject site is zoned Commercial in the City of Vincent Local Planning Scheme No. 2 (TPS 2). Land to the east and west of the subject site is also zoned Commercial. There are a range of land uses permitted (subject to compliance with TPS2) within the Commercial Zone which would also be heavily reliant on vehicular access, and create a large volume of car and truck movements, including but not limited to:

- Bulky goods showroom
- Car park
- Fuel depot
- Industry – cottage
- Industry – light
- Industry
- Motor vehicle, boat or caravan sales
- Motor vehicle repair
- Motor vehicle wash
- Service station
- Trade display
- Trade supplies
- Transport depot
- Warehouse / storage

If any of these uses were accommodated on or adjacent to the subject site, this would increase traffic volumes and truck movements on Golding Street, further limiting the accessibility to the subject site, and imposing safety risks to cyclists.

It is also considered that the proposed Safe Active Street design does not align with the objectives of the Commercial Zone which are:

- To facilitate a wide range of compatible commercial uses that support sustainable economic development within the City.
- To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including but not limited to solar passive design, energy efficiency and water conservation.
- To maintain compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.
- To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.

The proposal is not compatible with the commercial uses on the subject site, given the detrimental impacts it will create to the vehicle accessibility of the site, impacting the commercial viability of the existing uses.

Importantly, the proposed Safe Active Street design does not align with the following aim of LPS 2, which is:

to improve access around the City to ensure safe and convenient movement of people including pedestrians, cyclists, public transport users and motorists.

The proposed cyclist route is not compatible with the adjacent commercial land uses, and the proposed route poses significant safety risks to cyclists.

City of Vincent Bike Plan 2013

The City of Vincent's Bike Plan sets out an action plan for attaining immediate improvements to the cycle network and environment, and provides a strategic vision for the conditioned development and promotion of cycling in the medium to long term. The Bike Plan builds on the City's 2004 Bike Plan, and recommends where modifications to the 2004 Bike Plan should be made.

The 2004 Bike Plan identifies Cleaver Street as a Local Bicycle Route, and as Other Bicycle Route with Bicycle Lane or Shoulder (refer **Figure 5**). The 2004 Bike Plan does not depict Golding Street as a Bicycle Route.

The 2013 Bike Plan does not suggest any recommendations to divert the Bike Lane to Golding Street. The only recommendations the 2013 Bike Plan provide for Cleaver Street are for the portion of Cleaver street between Vincent Street and Newcastle Street, which is north of the subject site. The recommendations for this portion of Cleaver Street acknowledge that Cleaver Street provides direct access to Beatty Park and its associated facilities, however the bike route should be improved through increased traffic calming measures, signage, and intersection treatments.

The proposed Safe Active Street route is not in accordance with the City of Vincent 2004 and 2013 Bike Plans.





Figure 5 City of Vincent Bike Plan 2004 (Source: City of Vincent Bike Plan 2013)

RECOMMENDED ALTERNATIVE SAFE ACTIVE STREET ROUTE

The current concept design will as discussed reduce vehicular manoeuvrability, negatively impacting the businesses utilising Golding Street. In accordance with the City of Vincent’s Bike Plan (2013) it is recommended Cleaver Street is utilised to accommodate the Safe Active Street. Cleaver Street is considered to be more suitable given it has a wider road reserve (15m) (refer **Figure 6**), which not only allows for greater separation between vehicles and bicycles and therefore improves the safety of cyclists, it provides greater room for manoeuvrability of commercial vehicles. Cleaver Street (7m) also provides a direct link to Beatty Park from Old Aberdeen Place, and given the existing signaled intersection with Newcastle Street, removes the needs for cyclists to turn right onto Newcastle Street, further reducing safety risks to cyclists.

Further to the above, implementing the safe active street route in accordance with the City of Vincent's Bike Plan (2013) and utilising Cleaver Street (rather than the proposed Golding street) would reduce the impact on traffic flow to Vincent Street and Old Aberdeen Place. The proposal in its current form intends to reduce the speed limit to 20 km/h and include speed bumps at each end of Golding Street, which may result in a large bank up of vehicles on Newcastle Street and Old Aberdeen Place. It is considered likely that given the above-mentioned high volume of delivery trucks utilising the Golding Street, these traffic build ups have the potential to occur on a regular basis, which would have significant impacts to the traffic flow within the immediate surrounding area. It is however noted, that the combination of the Cleaver Street and Newcastle Street intersection including traffic lights to manage traffic flow and the generous width (15m) of Cleaver Street, ensures this road is more is less likely to cause traffic build ups than Golding street.

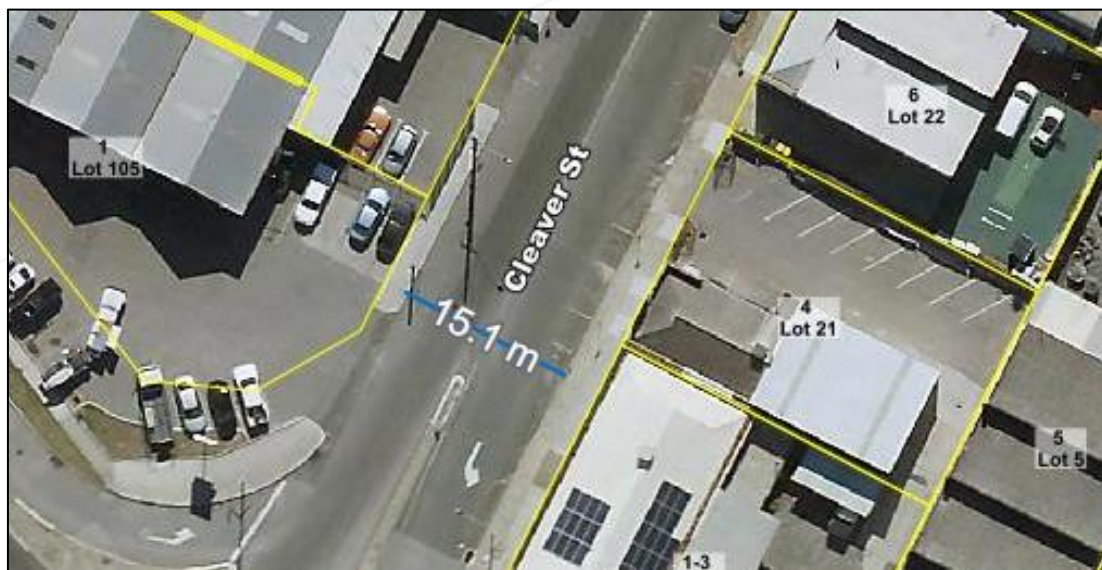


Figure 6 Aerial of preferred route road width, Cleaver Street (Source: City of Vincent Intramaps)

CONCLUSION

In conclusion, the current concept design is not supported due to the impacts it will have on the accessibility of the subject site, commercial viability of the businesses and safety to the cyclists. It is requested City of Vincent adopt the proposed alternative safer concept design included in this report which is in accordance with the City of Vincent Bike Plan (2013).

Please do not hesitate to contact Michael Clare on 9226 4276, or by email at michaelc@taylorburrellbarnett.com.au should you wish to discuss this submission further.

Yours faithfully
TAYLOR BURRELL BARNETT

A handwritten signature in black ink, appearing to read 'S. Thompson', with a long horizontal line extending to the right.

SAMANTHA THOMPSON
DIRECTOR



Safe Active Streets – Florence, Strathcona, Golding – Consultation Comments

Respondent	Administration Comments
<p>Respondent #1</p> <ul style="list-style-type: none"> • ROW's do not have safe egress due to sightlines. • Parked cars will cause sightline issues. 	<p>SAS design does not change the sightlines and speeds will be reduced from 50 Kmh to 30 Kmh, making the street safer for all road users.</p>
<p>Respondent #2</p> <ul style="list-style-type: none"> • Street lighting 	<p>SAS grants do not allow for street lighting upgrades. The existing street lighting is typical of residential streets within the City.</p>
<p>Respondent #3</p> <ul style="list-style-type: none"> • Newcastle St crossing not safe. 	<p>Proposed crossing meets the Department of Transport design guidelines. The anticipated volume of cyclist using the crossing initially does not warrant a higher level treatment at his time. Can be reviewed in future.</p>
<p>Respondent #4</p> <ul style="list-style-type: none"> • Issues with broader cycle network. 	<p>Beyond scope of this project. However the network is constantly evolving and with the adoption of the LTCN there is potential for increased funding in the future.</p>
<p>Respondent #5</p> <ul style="list-style-type: none"> • Issues with safety around the Carr/Strathcona/Florence Parking 	<p>SAS will slow traffic speeds along its length making the road environment safer for all users. Overall parking numbers not affected, minor impact only to accommodate trees. Note: surveys indicate existing parking not fully utilised.</p>
<p>Respondent #6 (Non-EHQ Comment #1)</p> <ul style="list-style-type: none"> • Various minor queries. 	<p>Respondent contacted and queries answered.</p>
<p>Respondent #7 (Non-EHQ Comment #2)</p> <ul style="list-style-type: none"> • Queried why Cleaver St could not be used. 	<p>Cleaver St has exiting on-road cycle lanes, is a bus route and does not link to the signalised crossing at Florence Street, not considered a suitable road for a SAS.</p>
<p>Respondent #8 (Non-EHQ Comment #3)</p> <ul style="list-style-type: none"> • Why could Cleaver St not be used? • Can tree wells have fruit trees? 	<p>See above. Generally not supported by the Parks team. Creates additional work and hazards.</p>
<p>Respondent #9 (Non-EHQ Comment #4)</p> <ul style="list-style-type: none"> • Exact location of tree wells. 	<p>Tree wells will be installed as per the plan, with minor amendments on site if required.</p>
<p>Respondent #10 (Non-EHQ Comment #5)</p> <ul style="list-style-type: none"> • Issues with safety around the Carr / Strathcona / Florence. • Traffic hazards around parked cars. • Reduced Car parking • ROW Egress / high fencing 	<p>SAS will slow traffic speeds along its length making the road environment safer for all users. Overall parking numbers not affected, minor impact only to accommodate trees. Note: surveys indicate existing parking not fully utilised. SAS design does not change the sightlines and speeds will be reduced to from 50 Kmh to 30 Kmh.</p>
<p>Respondent #11 (Non-EHQ Comment #6)</p> <ul style="list-style-type: none"> • Access issues from ROW's. • Install a loudspeaker. • Unsafe intersections. • Loss of parking. 	<p>SAS design does not change the sightlines and speeds will be reduced from 50 Kmh to 30 Kmh, making the street safer for all road users.</p>
<p>Respondent #12 (Non-EHQ Comment #5)</p> <ul style="list-style-type: none"> • Golding treatment have impact on truck access. • Reduced availability and ease of truck deliveries. • Not safe to mix cyclists with trucks. 	<p>Truck access will be maintained, albeit at lower speeds. As above. With the recent closure of the adjacent motor vehicle dealership the volume of commercial traffic is expected to decrease, and continue to decrease with the changing land use in the area. A reduction in commercial traffic, in conjunction with the traffic calming should improve the road safety for all road users.</p>