

17.2 Mayor Karen Vernon - Carlisle Traffic Management Review

In accordance with clause 23 of the *Town of Victoria Park Meeting Procedures Local Law 2019*, Mayor Karen Vernon has submitted the following notice of motion.

Motion

That Council requests the Chief Executive Officer to:

1. conduct a review of traffic management in Carlisle within the streets bounded by Roberts Rd, Orrong Road, Briggs St and Rutland Avenue, including but not limited to:
 - (a) the relevant traffic accident data within this area;
 - (b) the speed limits and any proposals to reduce speed;
 - (c) the extent of existing traffic interventions and calming treatments and their effectiveness;
 - (d) whether further traffic interventions and calming treatments are required on streets and intersections including Star/Lion, Bishopsgate/Lion and Planet/Mercury;
 - (e) if further traffic interventions and calming treatments are required, the locations, types, indicative costs and timing of implementation of such further interventions and calming treatments;
 - (f) how consultation with the community can be achieved.
2. report on the outcome of the review to Council by April 2023.

Reason

There is a considerable level of concern within the Carlisle community about the safety of local roads, and how traffic volumes and speeds are being managed across a cross-section of intersecting roads.

Given the increased traffic volumes on Roberts, Rd, Archer St and Oats St over the last 5 years, and anticipated increases in traffic, diversion of traffic during railway cross removals and railway line upgrades, it is timely to commence a review of the traffic management and effectiveness of traffic calming measures currently in use in this section of Carlisle, and potentially plan for future changes to traffic management.

A report by April 2023 should allow time for consideration ahead of the need for potential upgrades to be included in the next budget.

Strategic alignment

Insert strategic alignment provided by elected member.

Civic Leadership	
Community priority	Intended public value outcome or impact
CL1 – Effectively managing resources and performance.	Timely review will enable better budget planning.

Economic	
Community priority	Intended public value outcome or impact

EC2 - Connecting businesses and people to our local activity centres through place planning and activation.	Roads connect community and businesses safely and efficiently.
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Environment	
Community priority	Intended public value outcome or impact
EN6 - Improving how people get around the Town.	People get to their destinations safely and expeditiously.

Social	
Community priority	Intended public value outcome or impact
S1 - Helping people feel safe.	Traffic management that creates safer solutions for vehicles and residents

Officer response to notice of motion

Location	Carlisle
Reporting officer	Manager of Technical Services
Responsible officer	Chief Operations Officer
Voting requirement	Simple majority
Attachments	Nil

Officer comment

1. A records search indicates there have been no area wide traffic management studies initiated by the Town within the precinct area bounded by the Perth-Armadale Train Line, Roberts Road, Orrong Road and Oats Street in the last 15 years.
2. In 2003 a precinct structure plan study was undertaken for Carlisle that focused on the area south of Oats Street due to the industrial/residential interface and impacts by commercial traffic using local access roads. This study did take into account Oats Street for the extents of the assessment and Briggs Street.
3. It should be recognized that whilst there have been no formal studies, isolated treatments to improve road safety have been implemented incrementally in more recent years within the Carlisle area .
Examples include;
 - I. Star Street (Roberts Road to Lion Street – Red painted median with tree planting introduced to narrow the overall carriageway cross-section.
 - II. Bishopsgate Street – Roberts Road to Archer Street – 2 X blister island treatments and cycle lanes installed to reduce traffic speed.
 - III. Mercury Street – Orrong Road to Harris Street – Speed Humps installed to discourage rat-running and reduce overall traffic volumes accessing the local road network.
 - IV. Planet Street/Lion Street Intersection – Traffic Islands installed on the Planet Street approaches to improve visual cues for motorists as they approach the intersection.
 - V. Archer Street - Streetscape Improvement Project – Major ongoing works.
4. Technical Staff acknowledge that traffic distribution changes may result from the proposed Metronet related works which remove the at-grade railway crossings and include significant redevelopment improvements to the train stations.
5. Given the complexity of the network changes being planned (both temporary and permanent), potential need to liaise with the relevant state agencies and data collection, a report to Council by April 2023 is unlikely to provide adequate time to establish the necessary outcomes and therefore the report may only be considered at a high level.
6. It is unlikely that traffic modelling and detailed impact assessments can be undertaken in time for the April 2023 Council report.
7. It is suggested that the implementation of any future treatments on the Town's network be evidence based. Timing of Metronet works is yet to be fully understood as planning approvals are still being processed by the relevant authorities.

8. The Town's Integrated Transport Strategy (ITS), endorsed April 2022, recognises the Metronet Project and the need to work in partnership with Metronet & PTA to deliver the Level Crossing Removal Program which will potentially see the grade separation of the Mint/Archer Street, Oats Street and Welshpool Road level crossings and the upgrade and precinct planning of Carlisle and Oats Street Stations. This includes working with key stakeholders to implement the Place Plans for Carlisle and Oats Street Station.
9. The ITS identifies an action to create and implement a "Skinny Streets" Program and suggests to include a trial in one of the Town's suburbs such as Carlisle or East Victoria Park
10. The Town has also partnered with Main Roads Western Australia to deliver traffic safety treatments within the Carlisle area as part of the "Low Cost Urban Roads Safety Program". This will contribute to any future road plans as the works are intended to be implemented by as early as June 2023 and are 100% funded by the state agency.

Legal compliance

[Local Government Act 1996 - Section 6.2](#)

Risk management consideration

Risk impact category	Risk event description	Consequence rating	Likelihood rating	Overall risk level score	Council's risk appetite	Risk treatment option and rationale for actions
Financial	Costs for any future treatments are currently unknown at this stage therefore if any initiatives are supported by Council, municipal funds would likely be required to facilitate civil works. Other funding sources will also need to be investigated.	Moderate	Almost certain	High	Low	TREAT risk – Undertaking the study will highlight any amenity impacts and identify high risk issues for Council to consider.
Environmental	Nil	Nil	Nil	Nil	Medium	Nil
Health and safety	Nil	Nil	Nil	Nil	Low	Nil
Infrastructure/ ICT systems/ utilities	Future projects will need to be prioritised against other initiatives being brought to Council for	Moderate	Likely	Medium	Medium	Treat risk – New initiatives will be tabled with the Strategic Assets Advisory Group (SAAG) to ensure

	endorsement. Other projects may be delayed or postponed					they are fit for purpose and align with the Strategic Community Plan objectives
Legislative compliance	Nil	Nil	Nil	Nil	Low	Nil
Reputation	Taking a proactive approach will assist in communicating with residents of Carlisle that concerns regarding road safety and maintaining amenity for ratepayers is of high importance given the changes being planned along the rial corridor and intersecting streets. Complaints regarding the metronet project are likely to escalate once works commence.	Moderate	Almost Certain	High	Low	Accept Risk – Work with Communications team to develop a Comms Strategy and potential engagement survey for the Carlisle Precinct.
Service delivery	A study of this magnitude will likely require support from consultants. Timing to have a detailed report ready by April 2023 is not feasible. However, a minor high level review can be presented by April 2023.	Minor	Almost certain	Medium	Medium	Accept Risk – Transport Engineer to be tasked with collating existing information and preparing a high level review. Place Planning also required to assist with liaising with stakeholders to obtain any relevant data.

Financial implications

Current budget impact

At this stage, the focus of Council's "Notice of Motion" relates to officers undertaking a "traffic management review" of the Carlisle area bounded by Roberts Road, Orrong Road, Briggs Street and Rutland Avenue. Sufficient funds

	<p>exist within the FY23 annual budget to address this recommendation through the Street Improvement operating consultancy budget area.</p> <p>Staff time, additional data collection and potential consultancy works is yet to be quantified.</p>
Future budget impact	Future budget impacts are currently unknown at this stage. High level estimates will be provided in the report to Council.

Relevant documents