

13.3 Petition: Intersection of Burlington St & Leichardt St Proposed Improvements

Location	St James
Reporting officer	Richard Gale
Responsible officer	John Wong
Voting requirement	Simple majority
Attachments	Nil

Recommendation

That Council:

1. Receives the report in response to the petition from residents regarding the intersection of Leichardt Street and Burlington Street received by Council at the September 2020 Ordinary Council Meeting.
2. Notes the actions that officers have taken at the intersection since initial concerns were raised with the Town.
3. Requests the CEO to monitor the intersection over the next 2 years and consider further changes and upgrades if required.

Purpose

The purpose of this report is to present the Town’s response to the petition received by Council at September 2020 OCM which states the following:

Investigate & consider making changes to the road layout & intersection of Leichardt & Burlington Streets in St James. The petitioners are concerned both streets are used by increasing volumes of traffic as “short cuts” or “rat runs” with motorists ignoring current Stop Signs. The residents are worried it will only be a matter of time before there will be a serious accident resulting in property damage and/or injury or death.

As part of the Town’s investigation & consideration of changes to the street layout we ask that the attached documentation (causation/ risk assessment & treatment options) compiled by the Petitioners to be taken into account.

We request the Town liaise with the lead petitioner where possible to arrive at an effective workable solution acceptable to all parties. Should budgetary constraints prevent short term changes, we ask that traffic modelling underpinning the Town’s decision be maintained and updated for future budget deliberations.

In brief

- The Town must gain Main Roads Western Australia (MRWA) approval for changes to line markings and signage on local roads.
- As a result of a previous resident requests dated 30th June and 8th August 2020, the Town undertook a review and gained approval from MRWA to improve delineation and priority at the intersection by installing new signs and line marking, these have been implemented in mid-November 2020.
- The petition received by Council at the September 2020 Ordinary Council Meeting reiterated the need for staff to investigate the intersection of Leichardt Street and Burlington Street and consider making

changes the road layout. At the time, staff were already in the process of liaising with Main Roads Western Australia to improve the legibility of the intersection.

- Analysis of crash history identified a common issue of drivers potentially not realizing that Leichardt Street had priority over Burlington Street failing to stop and give way at the intersection.
- Recently acquired traffic data indicates that “rat-running” and high average traffic speed do not appear to be contributing factors to crashes at this location.
- The Town’s Traffic Intervention Warrant assessment system does not indicate a need for more significant intersection configuration modifications at this stage. However, it is proposed to undertake another review at the end of 2021.

Background

1. Existing Situation: Burlington Street and Leichardt Street are classified as Local Access Roads under the control of the Town of Victoria Park. By definition, this category of road is “to provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly.” The intersection of Burlington Street and Leichardt Street is a four-way intersection. The intersection was previously set up under Stop Control arrangement (i.e., Stop signs in place), however, recent upgrade works prior to the petition being lodged triggered a requirement for the intersection to be converted into Give Way control in order to meet Australian Standards and MRWA requirements.
2. The following changes were installed in mid-November 2020 in order to improve delineation at the intersection and reinforce priority:
 - (a) installation of advance warning signs ‘Give Way Ahead’
 - (b) installation of two ‘Give Way’ signs on either side of the intersection (previously one Stop sign on either side)
 - (c) installation of unbroken and broken separation lines on both give-way approaches to the intersection
 - (d) installation of yellow bi-directional raised reflectors
 - (e) installation of a wider give way line on the pavement
3. Crash History: A review of the recent crash history from the MRWA database has been conducted at the subject intersection for the five-year period to the end of December 2019. The database listed 3 “thru thru” and 1 “other” crashes during the 5 years. These crashes were all intersection crashes and typically right-angle crashes with vehicles from adjacent approaches. This 5 year period would include data from before the conversion from Stop to Give Way control and the installation of additional regulatory traffic signs and line marking.
4. Traffic Data: The below tables show surveyed traffic data for the intersection of Burlington Street and Leichardt Street. Typically, the maximum desirable traffic volume of these roads is 3,000 vehicles per day as recommended by the WA Planning Commission Liveable Neighbourhoods policy.

Burlington St (Alday St – Leichardt St)					
Count Date	Average Week Day Traffic (AWT)	Average Week Day Traffic AM Peak Vol	Average Week Day Traffic PM Peak Vol	85 th Percentile (Km/h)	AWT Bicycle
2020 (September)	666.4	46	60.2	46.44	4.8

2010	670	54 (ADT)	61 (ADT)	48.2
2004	555	40.2 (ADT)	49.2 (ADT)	48.2

Leichardt St (Burlington St Abany Hwy)					
Count Date	Average Week Day Traffic (AWT)	Average Week Day Traffic AM Peak Vol	Average Week Day Traffic PM Peak Vol	85 th Percentile (Km/h)	AWT Bicycle
2020 (September)	910	60	72.6	51.12	1.2
2016	565	37.4	44.6	46.8	1
2013	464.4	31.2	36.8	49.7	

Strategic alignment

Environment	
Strategic outcome	Intended public value outcome or impact
EN02 - A safe, interconnected and well maintained transport network that makes it easy for everyone to get around.	Improve signs and line marking at the intersection in order to improve safety for all road users.

Engagement

Internal engagement	
Stakeholders	Comments.
Street Improvement	Provided technical support.

Other engagement	
Main Roads WA	Provided technical support.
Residents who raised road safety concerns prior to Officers receiving this petition	Corresponded with local residents regarding the concerns raised and the solutions proposed.
Lead Petitioner	Received petition, subject of this report, (raising similar concerns previously raised by other residents) while the above mentioned design solutions were progressing.

Legal compliance

Road Traffic Code 2000

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
Health and safety Harm or injury to people with potential time loss and/or medical care.	The recently installed intervention treatments have no impact.	Major	Possible	High	Low	Review recently installed intervention treatments when 2020 and 2021 crash data is released.
Reputation Media exposure that may or may not impact reputation and image and may or may not require action or intervention.	Negative public perception towards the Town may result if the Town doesn't properly investigate and respond to petition request.	Moderate	Unlikely	Medium	Low	Respond to petition and investigate issues raised.
Financial	NA				Low	
Environmental	NA				Medium	
Infrastructure/ ICT Systems/ Utilities	NA				Medium	
Legislative Compliance	NA				Low	
Service Delivery	NA				Medium	

Financial implications

Current budget impact	nil
Future budget impact	Nil unless further actions are required following monitoring and assessment, in which case these works will be considered in future budgets

Analysis

5. **Crash Mitigation:** The resident petition received provided a level of validation of crash safety issues recorded for the intersection of Burlington Street and Leichardt Street. The recorded and recently reported crashes indicate a trend of “thru thru” crashes. This indicates that drivers are either not realizing that Leichardt Street has through priority over Burlington Street or they are failing to stop and give way. As the previous signs and line marking provided at this intersection were minimal, the first step taken was to install additional signs and line marking as recently completed. The newly installed signs and line marking is considered a vast improvement on the existing in terms of delineation and high lighting intersection priority. These changes should have a positive impact on reducing the number of crashes and near misses at this intersection.
6. **Traffic Data Review:** A comparative review shows traffic growth along Leichardt Street but static growth along Burlington Street. It was also found that traffic average traffic speed is in line with the posted speed limit. The peak hour traffic volume is usually within 10% of the total daily traffic thus rat-running is not a significant issue at this location. Furthermore, there is no trend of crashes occurring during peak times when rat-running is most prominent. Thus, the traffic data indicates that crashes are not exasperated by “rat-running” traffic or high average traffic speeds.
7. **Warrant Assessment:** The Towns Traffic Intervention Warrant system denotes this site as a “Minor Technical Problem Site”. The action response is “consider minor physical treatments if appropriate and for review again after 2 years”. At this stage, it not recommended that the intersection layout is modified any further. The Town proposes to undertake further reviews of this intersection at the end of 2021 and 2022. These reviews with updated data may trigger a need for further action in accordance with the Towns’s warrant system. If warranted, future funding opportunities such as Black Spot funding may be considered for this project.