

**SUBMISSION TO THE INFRASTRUCTURE COMMITTEE**

1. **FILE NUMBER**

CA20/1097097

2. **TITLE**

Petition requesting Council implement traffic calming measures in Paris Street, West End

3. **ISSUE/PURPOSE**

To respond to a petition requesting Council implement traffic calming measures in Paris Street, West End, to reduce volumes of speeding vehicles.

4. **PROPONENT**

Marie Gales, Manager, Transport Planning and Operations, Brisbane Infrastructure

5. **SUBMISSION PREPARED BY**

Kiran Sreedharan, Senior Transport Network Officer, Transport Planning and Operations, Brisbane Infrastructure

6. **FOR RECOMMENDATION TO COUNCIL**

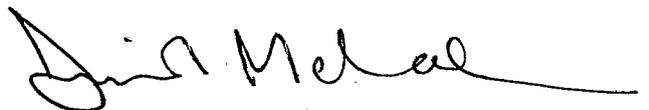
For recommendation to Council

7. **RECOMMENDATION**

It is recommended that the information in this submission be noted and the draft response, as set out in Attachment A, be sent to the head petitioner.



**Marie Gales  
MANAGER  
TRANSPORT PLANNING AND OPERATIONS  
BRISBANE INFRASTRUCTURE**



**Councillor David McLachlan  
CHAIR  
INFRASTRUCTURE COMMITTEE**

## 8. **BACKGROUND**

A petition has been received containing 20 signatures requesting Council implement traffic calming measures in Paris Street, West End. All of the petitioners live on Paris Street.

Paris Street has a 50 km/h speed limit and functions as a neighbourhood road in Council's road hierarchy under *Brisbane City Plan 2014*, providing access to local residential properties. Attachment B shows a locality map.

The petitioners' request for traffic calming measures in Paris Street, West End has been noted. Traffic calming measures commonly involve the installation of traffic calming devices such as speed platforms and chicanes to discourage use from non-local traffic and to moderate vehicle speeds, providing a safer environment for all road users. Road configuration changes, such as one-way streets, can also be considered as part of proposed area-wide treatments.

Council considers the installation of traffic calming devices only where there is a combination of both a demonstrated widespread issue of non-local traffic utilising the street and where there is a demonstrated speeding issue. Speeding issues alone are not sufficient to consider the use of traffic calming devices as speeding is observed to some extent in all streets throughout Brisbane. Instead, traffic calming devices are used as area-wide treatments in precincts where local roads are being used to bypass district access or higher routes, which are more major roads under Council's road network hierarchy.

The petitioners' request to consider a decrease in the speed limit has been noted. Speed limits on all roads in Queensland are set in accordance with the Queensland Government's *Manual of Uniform Traffic Control Devices* (MUTCD). This ensures that speed limits are set in a consistent and credible manner across Queensland. The 50 km/h speed limit is considered the most appropriate for residential street environments.

Council evaluates requests for 40 km/h zones based on the guidelines outlined in the MUTCD. Roads identified as potentially suitable for a speed limit reduction are then subjected to a formalised speed limit review process. All speed limit reviews consider the road's intended function, recorded traffic speeds and volumes, a risk assessment of the road environment and analysis of recorded crash data from the Queensland Government's crash database.

Under the MUTCD, 40 km/h zones can only be implemented in very specific circumstances. 40 km/h speed zones are usually limited to areas with highly concentrated pedestrian activity adjacent to the road or where traffic calming devices are installed to deter non-local traffic from using local streets, more commonly known as 'rat running'. As the suitability of traffic calming on Paris Street is yet to be determined, based upon current information it does not meet the requirements for consideration of a 40 km/h speed limit under the MUTCD.

It is noted that Paris Street is the only street in the vicinity running north to south which does not have painted thresholds onto Vulture Street. These painted thresholds are utilised to identify where the road environment changes from a higher order road, to a lower order road. In order to make the road markings consistent along Vulture Street, Council will install a red-coloured threshold marking at its intersection with Paris Street.

Council officers have also reviewed the most recent data from the official Queensland Government crash database for Paris Street from 1 January 2015 and 30 April 2020. There have been no recorded crashes of any kind in the street during this time.

A review of the data available for Paris Street did not identify any recent traffic surveys. Therefore, Council will undertake a new seven-day traffic survey to determine the volumes, types and speeds of vehicles using the street. Once the data is returned, a review of the potential suitability of the street for traffic calming measures can be undertaken.

The results of the abovementioned traffic survey will also be utilised to consider if a formal speed limit review is warranted. To ensure consistency with the adjacent side streets, traffic counts will also be undertaken on Turin, Bond, Exeter, Cambridge, Princhester, Thomas and Corbett Streets to assess their suitability for a speed limit review.

The petitioners are encouraged to raise any concerns with speeding motorists directly with the Queensland Police Service via the Hoon Hotline on 13 HOON (13 46 66).

It is recommended that the information in this submission be noted and the draft response, as set out in Attachment A, be sent to the head petitioner.

9. **FUNDING**

Not applicable.

10. **CONSULTATION**

Councillor Jonathan Sri, Councillor for The Gabba Ward, has been consulted and does not support the recommendation.

11. **CUSTOMER IMPACT**

The response will address the petitioners' concerns.

12. **OPTIONS**

Option 1 – Approve the recommendation

Option 2 – Do not approve the recommendation

Option 1 is the preferred option.

**NB: If the officer's recommendation is not followed, then the reasons for departure from that recommendation should be recorded here.**

**Attachment A**  
**Draft Response**

**Petition Reference:** CA20/1097097

Thank you for your petition requesting Council implement traffic calming measures in Paris Street, West End.

Your request for traffic calming measures in Paris Street, West End, has been noted. Traffic calming measures commonly involve the installation of traffic calming devices such as speed platforms and chicanes to discourage use from non-local traffic and to moderate vehicle speeds, providing a safer environment for all road users. Road configuration changes, such as one-way streets, can also be considered as part of proposed area-wide treatments.

Council considers the installation of traffic calming devices only where there is a combination of both a demonstrated widespread issue of non-local traffic utilising the street and where there is a demonstrated speeding issue. Speeding issues alone are not sufficient to consider the use of traffic calming devices as speeding is observed to some extent in all streets throughout Brisbane. Instead, traffic calming devices are used as area-wide treatments in precincts where local roads are being used to bypass district access or higher routes, which are more major roads under Council's road network hierarchy.

Your request to consider a decrease in the speed limit has been noted. Speed limits on all roads in Queensland are set in accordance with the Queensland Government's *Manual of Uniform Traffic Control Devices* (MUTCD). This ensures that speed limits are set in a consistent and credible manner across Queensland. The 50 km/h speed limit is considered the most appropriate for residential street environments.

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You are encouraged to raise any concerns with speeding motorists directly with the Queensland Police Service via the Hoon Hotline on 13 HOON (13 46 66).

Should you wish to discuss this matter further, please contact Mr Kiran Sreedharan, Senior Transport Network Officer, Transport Planning and Operations, Brisbane Infrastructure, on (07) 3178 1178.

**Attachment B**  
**Locality map**

