

## **FPOL1711-9 HILTON TOWN CENTRE PROJECT SCOPE**

<b>Meeting Date:</b>	08 November 2017
<b>Responsible Officer:</b>	Manager Infrastructure Engineering
<b>Decision Making Authority:</b>	Council
<b>Agenda Attachments:</b>	1. Concept Plan no 021-CP-001-B 2. Community consultation feedback summary

### **SUMMARY**

**This report recommends that Council approve concept plan 021-CP-001-B (see Attachment 1), for detailed design and delivery this financial year.**

### **BACKGROUND**

In response to community concerns over pedestrian and vehicular safety at South Street, between Paget Street and Victor Street, the City applied in 2008 for Blackspot funding to provide a traffic signalised intersection at this location. This application was to improve road safety and reduce crashes following a pedestrian fatality and number of other casualty crashes at this intersection.

Note: This section of South Street is owned and managed by Main Roads WA.

The Blackspot funding was approved in 2010 to address both crashes and poor traffic movements at the intersection. The crash records used for the Blackspot application showed 29 crashes between 2005 and 2010. This proposal was finally withdrawn as a project in 2012 following significant petitioning from the Hilton shopping centre owners (at the time) to Main Roads WA and The City's Elected Members.

As an alternative solution, Main Roads WA installed activation loops in the road on both Paget Street and Victor Street in order to activate the existing traffic signals on South Street and assist with vehicles exiting from both side roads.

This solution was deemed to be ineffective due to the impact on the traffic flows to South Street and Main Roads WA subsequently deactivated the loops.

The Hilton shopping centre owners have since changed and the recorded accident statistics at this intersection continue to remain high (20 crashes in the last five years).

The dominance of traffic has led to South Street acting as a barrier that divides Hilton town centre, creating an unpleasant and unsafe pedestrian environment.

This report details the recent work carried out with Main Roads WA and the subsequent consultation with the community to improve both the safety of the intersection and make Hilton town centre a more welcoming place for the community.

## **FINANCIAL IMPLICATIONS**

Through a local election commitment, the City of Fremantle have secured \$250 000 from the State Government's Local Projects, Local Jobs Program and the City has also allocated \$50 000 towards delivering the project this financial year.

Main Roads WA have approved the use of red asphalt (which is a non-standard Main Roads WA material – See Proposal 5 in the Consultation below) to resurface the areas shown on the attached plan (021-CP-001-B). Main Roads WA has however indicated that they may require a contribution from the City towards future maintenance of the non-standard Main Roads WA material.

Currently, the City is having on-going discussions with Main Roads WA regarding future maintenance costs of the red asphalt.

## **LEGAL IMPLICATIONS**

Not Applicable.

## **CONSULTATION**

From 2–20 October 2017, the draft concept plan was presented to the community via 'My Say Freo' website, providing the opportunity to comment on the concept design. Six key proposals (shown below) were made available for comment:

1. Prevent vehicles turning right out of Paget Street and Victor Street on to South Street.
2. Improve signage to make drivers aware of the crossing and encourage them to slow down while driving through the town centre.
3. Improve street lighting at the pedestrian crossing.
4. Improve ramps at Paget Street and Victor Street to make it easier and safer for people with prams, wheelchairs and mobility issues to cross the street.
5. Introduce a different colour asphalt roadway to delineate the Hilton town centre.
6. Remove the steel mesh fence on South Street and add new landscaping and street furniture to improve the public space.

250 letters promoting the My Say Freo consultation were distributed to surrounding residents of Hilton via mail.

Posters were displayed at the town centre businesses and City Officers spoke in person with the business owners in the affected area on South Street, promoting the My Say Freo consultation.

City Officers promoted the My Say Freo consultation through the City's social media streams.

City Officers attended the Hilton Town Centre Precinct meeting on 17 October 2017 and provided information about the concept design and promoted the My Say Freo consultation.

- 87 people visited the My Say Freo website.
- 33 people registered and provided feedback.
- 26 people were Hilton residents.
- 4 people were Hilton business owners.
- 3 people were just interested.

See Attachment 2 for a full copy of the 'My Say Freo' consultation feedback.

## **OFFICER COMMENT**

Prior to the consultation, Officers considered three key options (thought to be the most high profile), in order to address the problems on South Street;

- A. This included the six (1 to 6) key proposals in the consultation detailed above, incorporating the recommendation to prevent vehicles turning right out of Paget Street and Victor Street on to South Street.
- B. This included only five (2 to 5) of the key proposals in the consultation detailed above, excluding the recommendation to prevent vehicles turning right out of Paget Street and Victor Street on to South Street.
- C. This included the original proposal from 2008, whereby the existing signalised crossing be removed and the intersection between Paget Street and Victor Street be signalised instead.

Due to the fact that Option C (above) was not supported by Main Roads WA, Officers focused on Options A and B.

In reviewing all options and implications above, Officers determined Option A to be the most effective proposal that comprehensively addresses pedestrian safety. For this reason, Option A formed the basis of the consultation process.

In summary, the community feedback from the 'My Say Freo' consultation is divided (50/50 regarding the right hand turn ban from Paget Street on to South Street (Proposal 1). The remaining proposals (2 – 6) are supported by the majority.

Of the 16 responses that opposed the proposal to prevent vehicles turning right out of Paget Street and Victor Street;

- 2 gave the reason that it was due to inconvenience.
- 9 gave the reason that it was because of concerns of the impact it would have on moving traffic on to adjoining streets.
- 2 were because of both of the above reasons.
- 2 were due to concerns of the potential impact to business.

The City's traffic analysis shows the number of vehicles turning right out of Paget Street on to South Street as low (41 vehicles during the peak hour between midday and 1pm, verses 79 turning left during the same period), however, the number of accidents is disproportionately high. In the past five years, 16 vehicles have crashed attempting this single manoeuvre. This is also putting the community at the pedestrian crossing at risk.

If prevented from making the right turn manoeuvres from Paget Street and Victor Street, vehicles have several alternative routes to pick from.

Existing traffic counts and speed checks of the alternative routes are already being established and City Officers are planning to re-check these following the delivery of this project. This will allow the City to assess the impact and determine if further traffic calming and budget allowances are required in future financial years (Ethlewyn Street, Noel Street, Victor Street, Hughes Street, Paget Street, Lee Avenue, Gallop Street and Rennie Crescent).

With Council support, Officers will progress to detailed design and delivery of this project during the current financial year.

Officers are also currently in discussion with business owners either side of South Street, in order to agree a lease of two parcels of land, such that the area of newly installed soft landscaping can be maximised for this project and Hilton can feel more like a traditional town centre, as well as causing traffic to slow down and create a safe and welcoming place for everyone.

The majority of responses to the consultation supported the introduction of native trees and plants along South Street. The business owners have been positive in principal about the lease agreements and whilst these have not yet been finalised, the absence of the agreements will not halt the delivery of this project.

## **VOTING AND OTHER SPECIAL REQUIREMENTS**

Absolute Majority Required.

## **OFFICER'S RECOMMENDATION**

**Council:**

**Council approve Option A (as detailed in this report), for the delivery of the project using the \$300 000 budget to address the following works and improve safety on South Street between Paget Street and Victor Street:**

- 1. Prevent vehicles turning right out of Paget Street and Victor Street on to South Street.**
- 2. Improve signage to make drivers aware of the crossing and encourage them to slow down while driving through the town centre.**
- 3. Improve street lighting at the pedestrian crossing.**
- 4. Improve ramps at Paget Street and Victor Street to make it easier and safer for people with prams, wheelchairs and mobility issues to cross the street.**
- 5. Introduce a different colour asphalt roadway to delineate the Hilton town centre.**
- 6. Remove the steel mesh fence on South Street and add new landscaping and street furniture to improve the public space.**

**Council acknowledge potential provision in the 2018-19 budgets for further traffic calming or other safety improvements on surrounding local roads that may be required as a result of this project. (Ethlewyn Street, Noel Street, Victor Street, Hughes Street, Paget Street, Lee Avenue, Gallop Street and Rennie Crescent). Following further assessments by Officers, this will be applied for, through the budget approval process.**