

12. REPORTS AND RECOMMENDATIONS OF COMMITTEES

12.1 COMMUNITY AND RESOURCES COMMITTEE - 16 MAY 2023

Councillor David Lagan disclosed an Impartial Interest in Item 12.1/ES1 as he has met ratepayers on site and met with Simon Millman MLA on site.

Councillor Bianca Sandri disclosed an Impartial Interest in Item 12.1/ES1, as she has spoken to residents on this issue/previously met MLA on site.

12.1/ES1 INTERSECTION OF CENTRAL AVENUE AND CLIFTON CRESCENT, INGLEWOOD AND MOUNT LAWLEY - OUTCOMES OF PUBLIC CONSULTATION

Intersection of Central Avenue and Clifton Crescent - Outcomes of Public Consultation

Business Unit:	Engineering Services	Service: Transport Services
Ward:	Inglewood and Lawley	Location: Intersection of Central Avenue and Clifton Crescent
Applicant:	Not Applicable	

Role

Executive - *Governing the City and the community through executive powers.*

Council Resolution

0523/025

Moved Councillor Lagan, seconded Councillor Ferrante

1. That Council **ENDORSES** Option 4 as the preferred treatment for the intersection of Central Avenue and Clifton Crescent.
2. That the City **SUBMITS** a grant funding application under the **2024/2025 Black Spot Program** for the implementation of the preferred treatment at the intersection of Central Avenue and Clifton Crescent.

The motion was put and declared CARRIED (11/4).

For: Councillors Creado, Dudek, Farrelly, Ferrante, Hatton, Krsticevic, Lagan, Olow, Perkov, Sandri and Thornton.

Against: Councillors Migdale, Proud, Re and Mayor Irwin.

Reason for Motion

On balance, when reviewing the consultation outcomes alongside the technical opinions provided within each of the options, the raised plateau will improve vehicle safety, pedestrian safety and avoid distribution of traffic along residential roads.

Committee Recommendation

1. That Council **ENDORSES** Option 2 as the preferred treatment for the intersection of Central Avenue and Clifton Crescent.
2. That the City **SUBMITS** a grant funding application under the **2024/2025 Black Spot Program** for the implementation of the preferred treatment at the intersection of Central Avenue and Clifton Crescent.

Officer's Recommendation

1. That Council **ENDORSES** Option 2 as the preferred treatment for the intersection of Central Avenue and Clifton Crescent.
2. That the City **SUBMITS** a grant funding application under the **2024/2025 Black Spot Program** for the implementation of the preferred treatment at the intersection of Central Avenue and Clifton Crescent.

Purpose

To advise Council of the results of public consultation for traffic management options for the intersection of Central Avenue and Clifton Crescent in Inglewood and Mount Lawley.

Details

The intersection of Central Avenue and Clifton Crescent is located on the boundary of Inglewood and Mount Lawley. The intersection has been the subject of road safety concerns from the local community, with reports being presented to Council in October 2022 and February 2023.

At its meeting held 7 February 2023, Council requested that the City consult with the community on a range of options to assist in determining a preferred treatment for this intersection. The options were discussed and agreed with Inglewood and Lawley Ward Councillors prior to distribution of the community consultation. These options were as follows:

- Option 1 – Extension of the Central Avenue median through the intersection (to prevent through and right turns in and out of Clifton Crescent).
- Option 2 – Modification of traffic islands on the two Clifton Crescent approaches (to prevent through and right turns out of Clifton Crescent, yet still allow right turns into Clifton Crescent from Central Avenue).
- Option 3 – Cul-de-sac closure of Clifton Crescent north (to remove all movements in and out of the northern approach).
- Option 4 – Raised intersection plateau across entire intersection (with no movements restricted).
- Option 5 – Do Nothing.

Financial Assessment and Implications

There are currently no funds allocated for the construction of treatments at the intersection. However, all treatments have been subject to a preliminary assessment under the parameters of the State and Federal Government Black Spot programs, and all treatments would likely attract funding assistance from these programs. Once a preferred treatment has been endorsed by Council, the City can submit a funding application through the next available round, which will be the 2024/2025 Black Spot Programs.

Stakeholder Engagement

Consultation letters were sent on 20 March 2023 to approximately 2,100 property owners and residents within the area of Inglewood and Mount Lawley bound by North Street / Hamer Parade (to the west), Dundas Road (to the north), Beaufort Street (to the east) and First Avenue (to the south). The consultation letter contained a brief background on the previous Council resolution and a review of the options being considered. Residents were given the option of providing a response via an online survey hosted on the City's website or by posting a survey form to the City. Links to the City's survey were also posted on the City's social media pages as well as local community Facebook pages. The online survey was open and accessible to all residents and motorists, including those that lived outside of the direct mail out area. A copy of the consultation letter, including a sketch of each of the options, is included in Attachment 1.

The survey provided residents and motorists with the opportunity to indicate their level of support for all five options, ranging from strongly dislike to strongly support. This type of survey was chosen to allow residents to indicate support for multiple options, rather than a single preferred option.

The consultation period was open for five weeks, closing on Friday 28 April 2023. A total of 936 valid responses were received during this period, including 885 responses via the online survey link and 51 hard copy forms. Most responses were from residents of Inglewood (57%) and Mount Lawley (37%), with the remaining responses from neighbouring suburbs of Bedford, Dianella, Maylands, Bayswater, Menora and Yokine. A summary of the responses is represented graphically in Figure 1. It should be noted that a small percentage of respondents to the online survey did not provide feedback for all options, so the total number of responses for each option varies slightly.

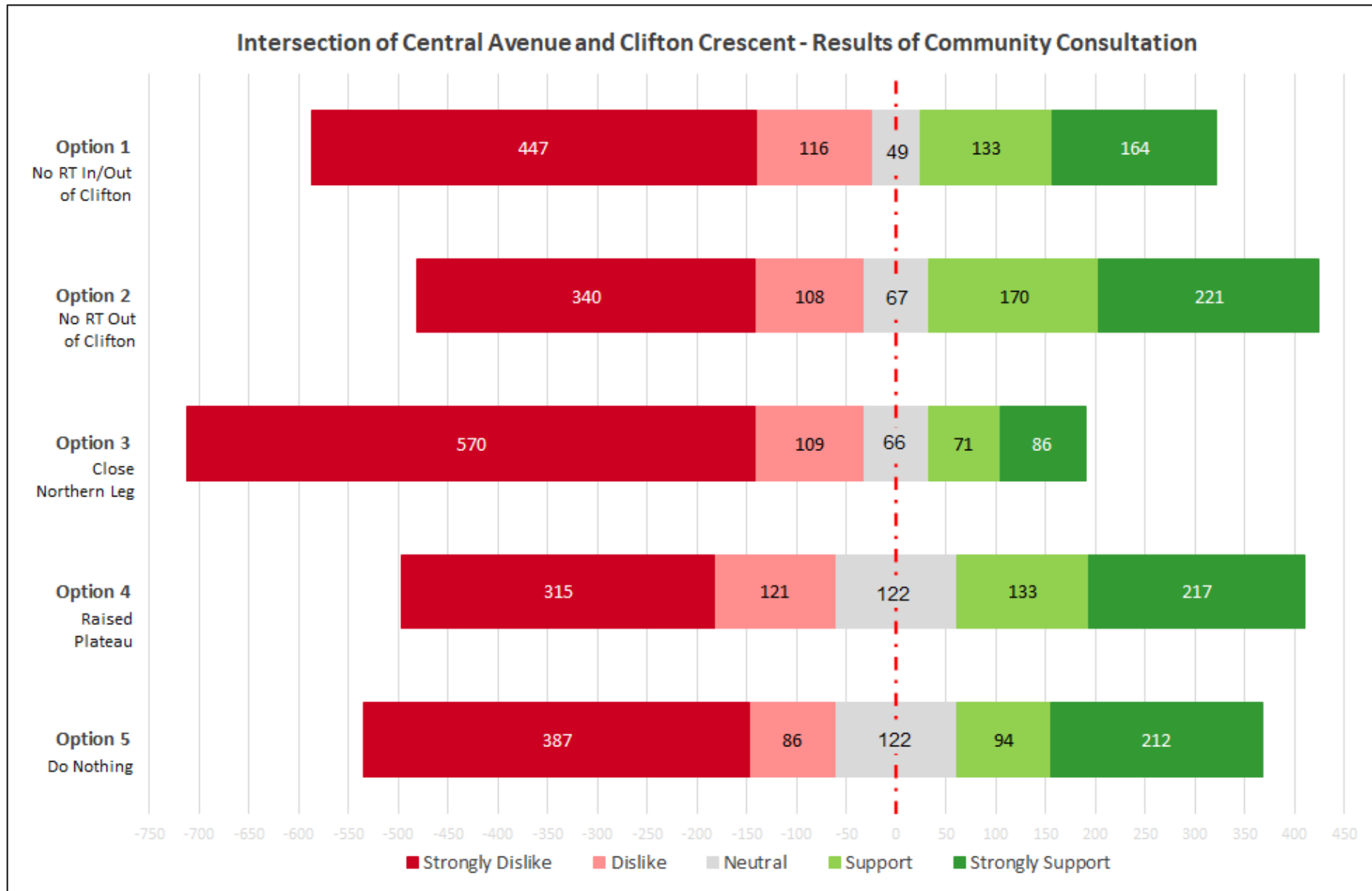


Figure 1 – Results of Community Consultation

Based on the level of support for each option being allocated a numerical value (i.e. 1 = Strongly Dislike, 2 = Dislike, 3 = Neutral, 4 = Support, 5 Strongly Support), the weighted rating (out of five) for each of the options in descending order of preference would be as follows:

Option	Description	Weighted Rating (out of 5)
2	Modification of traffic islands on the two Clifton Crescent approaches.	2.806
4	Raised intersection plateau across entire intersection.	2.797
5	Do Nothing	2.621
1	Extension of the Central Avenue median through the intersection	2.396
3	Cul-de-sac closure of Clifton Crescent north.	1.885

Options Summary

The following options were considered.

	OPTION
1.	Extension of the Central Avenue median through the intersection to prevent through and right turns in and out of Clifton Crescent.
2.	Modification of traffic islands on the two Clifton Crescent approaches to prevent through and right turns out of Clifton Crescent, yet still allow right turns into Clifton Crescent from Central Avenue.
3.	Cul-de-sac closure of Clifton Crescent north to remove all movements in and out of the northern approach.
4.	Raised intersection plateau across entire intersection (with no movements restricted).
5.	Do Nothing

A detailed options analysis is included in the consultation letter shown in Attachment 1.

Recommended Treatment

Prior to the community consultation, the Officer's recommended treatment was Option 1. This recommendation was based on this option being the least complex option to implement, whilst at the same time providing the greatest impact in reducing crashes. It was acknowledged that this option may result in some redistribution of traffic to adjacent roads (albeit to distributor roads that can accommodate that traffic), and this point was raised as a potential concern by some respondents during the consultation.

Based on the information available, it is recommended that Council endorses Option 2 as the preferred treatment for the intersection of Central Avenue and Clifton Crescent. The primary reasons for this recommendation are as follows:

- Option 2 was the treatment that received the highest level of support from residents during the community consultation.
- Option 2 addresses the most problematic movements at the intersection – being the through and right turn movements out of Clifton Crescent – and would provide a clear improvement to road safety at the intersection.
- Option 2 does not restrict as many movements as Option 1 and would therefore result in less traffic re-distribution.
- The implementation of a smaller scale treatment under Option 2 takes into account that a high number of responses were for the 'Do Nothing' option.
- The implementation of Option 2 does not preclude further improvements being considered in the future, including further restrictions proposed in Option 1 or the raised intersection platform proposed in Option 4.
- Option 2 provides the optimal balance between crash reduction, cost feasibility, network permeability and traffic redistribution, as well as being the highest supported option during consultation.

While Option 4 was the second most favoured treatment during the consultation, the City has concerns regarding potential adverse impacts due to the additional traffic noise generated by vehicles traversing the raised platform. This additional noise can generally be tolerated by abutting residents when raised treatments are constructed on local roads with much lower traffic volumes. However, based on an average weekday traffic volume of around 15,000 vehicles per day on Central Avenue, the noise impacts may be significant.

Once a treatment has been implemented, the City would continue to monitor the intersection (as it does with all major intersection upgrades) to ensure the works have served their purpose and to determine if any future modifications are required. The City would also monitor the traffic conditions for surrounding local roads to ensure any other issues are not created across the network.

Alternative Treatments Not Supported

As advised in the February 2023 report to Council, the City has previously been requested to consider the installation of a roundabout or traffic signals to address the road safety issues. These options are not considered viable for the following reasons:

- There is insufficient space within the existing road reserve to accommodate a dual lane roundabout (without acquiring land from the adjacent corner properties).
- Discussions with Main Roads WA indicated they would not approve an application for traffic signals at this intersection due to Clifton Crescent being classified as a Local Access road only.
- Traffic signals or a roundabout would encourage further traffic movements to Clifton Crescent, which is already operating above capacity.

During the recent consultation, suggestions were made for a single lane roundabout instead of a dual lane roundabout. A single lane roundabout could be accommodated within the available road reserve area. However, there are concerns of unintended adverse consequences for the following reasons:

- The two lanes of fast-moving traffic on Central Avenue would need to merge into a single lane on the approach to the roundabout, which has the potential to increase the risk of sideswipe crashes.
- Based on the required taper length to merge two lanes into one (as prescribed in Austroads and Main Roads WA design guidelines), the merge would need to extend approximately 200m on each approach to the intersection. The merge on the western approach would commence near the intersection of Central Avenue and North Street, which may have flow-on impacts to that intersection.
- The merging of two lanes of high-volume traffic into a single lane would result in an increase in queue lengths and delays, particularly during peak hours.
- There would be increased difficulty and safety implications for residents of Central Avenue when they are trying to enter and exit their driveways in the middle of merging traffic lanes.
- The recently redeveloped property on the south-east corner of the intersection was configured and approved to allow rubbish collection from the Central Avenue frontage of the property. If this intersection was reduced to a single lane roundabout, all traffic movements on the eastern approach would be blocked when rubbish is being collected.

For the reasons listed above, the City would not support or recommend a single lane roundabout for this intersection.

Relevant Policies, Legislation and Council Resolutions

[Local Government Act 1995](#)

Meeting Date	Council Resolution Number	Council Resolution
11 October 2022	1022/011	<ol style="list-style-type: none"> 1. That a report be PRESENTED to Council exploring options for the Central Avenue and Clifton Crescent, Inglewood intersection to address the ongoing safety issues. 2. That the City INSTALLS temporary traffic management devices that remove right turns and through movements at the intersection of Central Avenue and Clifton Crescent for the period when traffic detours are in place for Water Corporation's Pipes For Perth project.
7 February 2023	0223/004	<ol style="list-style-type: none"> 1. That the City CONSULTS with the surrounding community on a range of options to determine the preferred treatment for the intersection of Central Avenue and Clifton Crescent. 2. That the options be AGREED with Inglewood and Lawley Ward Councillors prior to distribution of the community consultation. 3. That a further report be PRESENTED to the Community and Resources Committee in May 2023 to advise of the results of the consultation and to provide a recommended treatment.

Sustainable Stirling 2022-2032

Key Result Area: Our built environment

Objective: An accessible and connected City

Priority: Provide and maintain safe and accessible roads and parking

Strategic Risk

Strategic Risk	Risk Appetite
People and Safety	The City will employ a capable workforce that is culturally aligned and is empowered to deliver strategic objectives without comprising safety.

Relevant Documents and Information

Attachments

Attachment 1 - Consultation Letter and Options Assessment [↓](#)

Available for viewing at meeting

Nil

Linked Documents

1. [Minutes of Council Meeting, 11 October 2022, Item 14.1 \(page 247\)](#)
2. [Minutes of Council Meeting, 7 February 2023, Item 12.1/ES1 \(page 25\)](#)



Enquiries: Russell Jackson – (08) 9205 8555

20 March 2023

«Owners»
«ServAddrLine1»
«ServAddrLine2»
«ServAddrLine3»

Dear Owner/ Occupier

Central Avenue / Clifton Crescent Intersection Road Safety Options Survey

The intersection of Central Avenue and Clifton Crescent in Mount Lawley has recently been the subject of road safety concerns from the local community. City Officers have analysed the crash history in the area and presented a list of feasible options to improve safety at this intersection. Council considered this issue at their meeting on 7 February 2023 and resolved:

1. That the City **CONSULTS** with the surrounding community on a range of options to determine the preferred treatment for the intersection of Central Avenue and Clifton Crescent.
2. That the options be **AGREED** with Inglewood and Lawley Ward Councillors prior to distribution of the community consultation.
3. That a further report be **PRESENTED** to the Community and Resources Committee in May 2023 to advise of the results of the consultation and to provide a recommended treatment.

To best meet community needs, the City asks for your assistance to determine which is your preferred option. You can submit your preference and any other feedback by Friday 21 April 2023 via:

Online (preferred): [SHAPING OUR CITY LINK](#)

By post to: City of Stirling, 25 Cedric Street, Stirling WA 6021.

Thank you in advance for your assistance in helping the City find the best option for our community. Results will be presented to Council at a future meeting for their consideration in this matter.

Yours sincerely

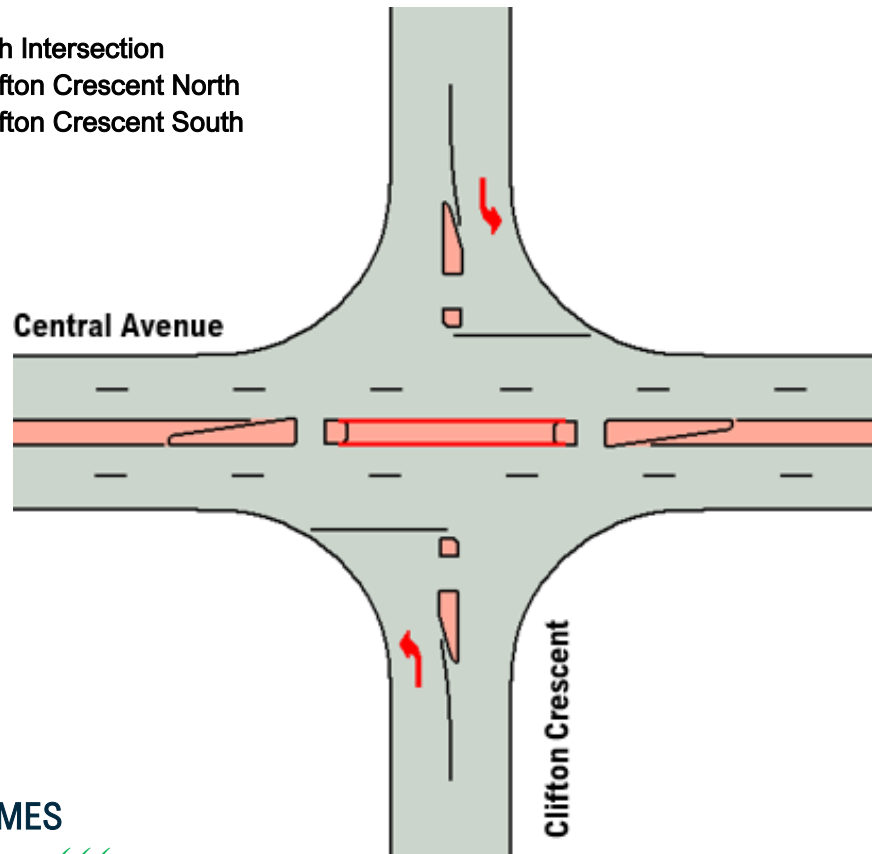


Russell Jackson
SENIOR TRAFFIC / TRANSPORT OFFICER – TRANSPORT SERVICES



OPTION 1

Extend Median Through Intersection
Left In / Left Out for Clifton Crescent North
Left In / Left Out for Clifton Crescent South



EXPECTED OUTCOMES

ROAD SAFETY	✓✓✓
PEDESTRIAN SAFETY	✓✓
VEHICLE SPEEDS	~
ACCESSIBILITY	xx
TRAFFIC REDISTRIBUTION	xx

OPTION SUMMARY

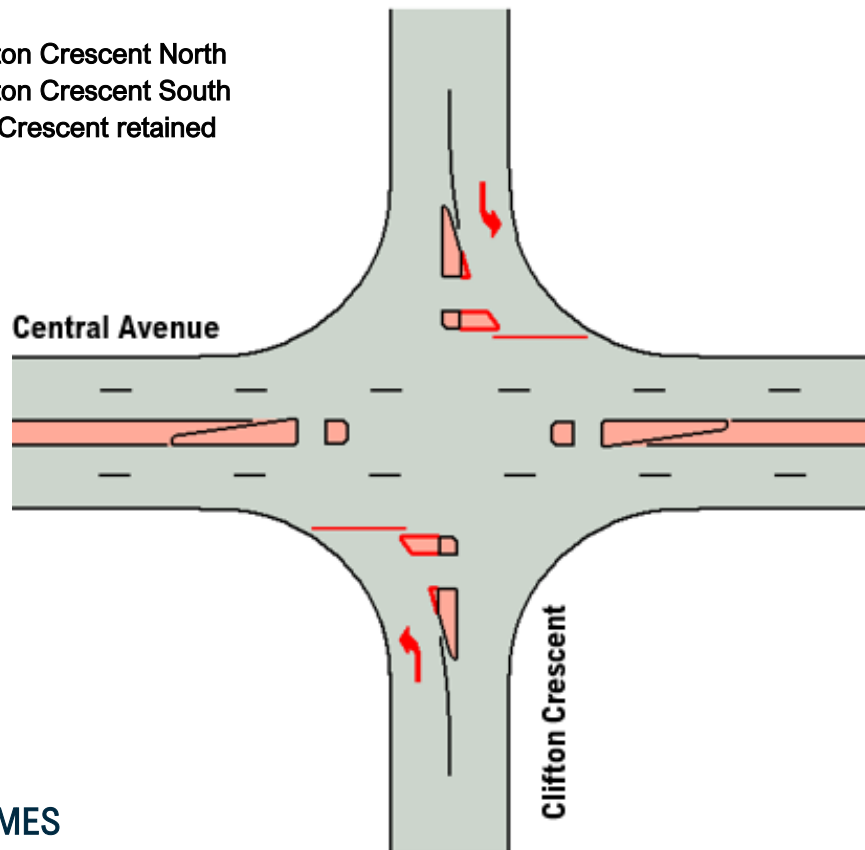
Option 1 provides the greatest safety benefit for vehicles by removing the most complex manoeuvres where driver errors are most likely to result in crashes. There is also an improvement in pedestrian safety crossing Clifton Crescent as the number of cars will be reduced.

As Option 1 will prevent right turns into and out of both legs of Clifton Crescent and motorists will need to use an alternative route this will reduce accessibility and lead to a redistribution of traffic to surrounding roads.



OPTION 2

Left In Out only for Clifton Crescent North
Left In Out only for Clifton Crescent South
Right turns into Clifton Crescent retained



EXPECTED OUTCOMES

ROAD SAFETY	✓✓
PEDESTRIAN SAFETY	✓
VEHICLE SPEEDS	~
ACCESSIBILITY	✗
TRAFFIC REDISTRIBUTION	✗

OPTION SUMMARY

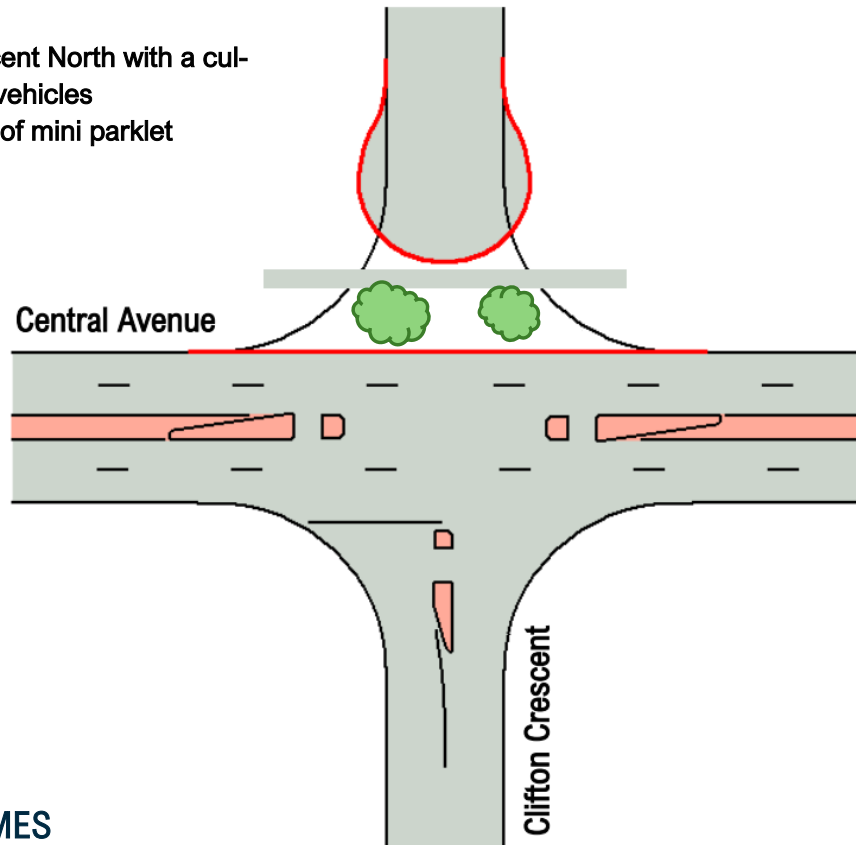
Option 2 provides a moderate safety benefit by removing right turns out of Clifton Crescent and the through movement across Central Avenue. There is also a small improvement in pedestrian safety crossing Clifton Crescent as the number of cars will be reduced.

As Option 2 will prevent right turns into both legs of Clifton Crescent and motorists will need to use an alternative route this will reduce accessibility and lead to a redistribution of traffic to surrounding roads though the right turn into Clifton Crescent will still be allowed.



OPTION 3

Closure of Clifton Crescent North with a cul-de-sac to allow turning vehicles
Potential for installation of mini parklet



EXPECTED OUTCOMES

ROAD SAFETY	✓✓✓
PEDESTRIAN SAFETY	✓✓
VEHICLE SPEEDS	~
ACCESSIBILITY	xx
TRAFFIC REDISTRIBUTION	xx

OPTION SUMMARY

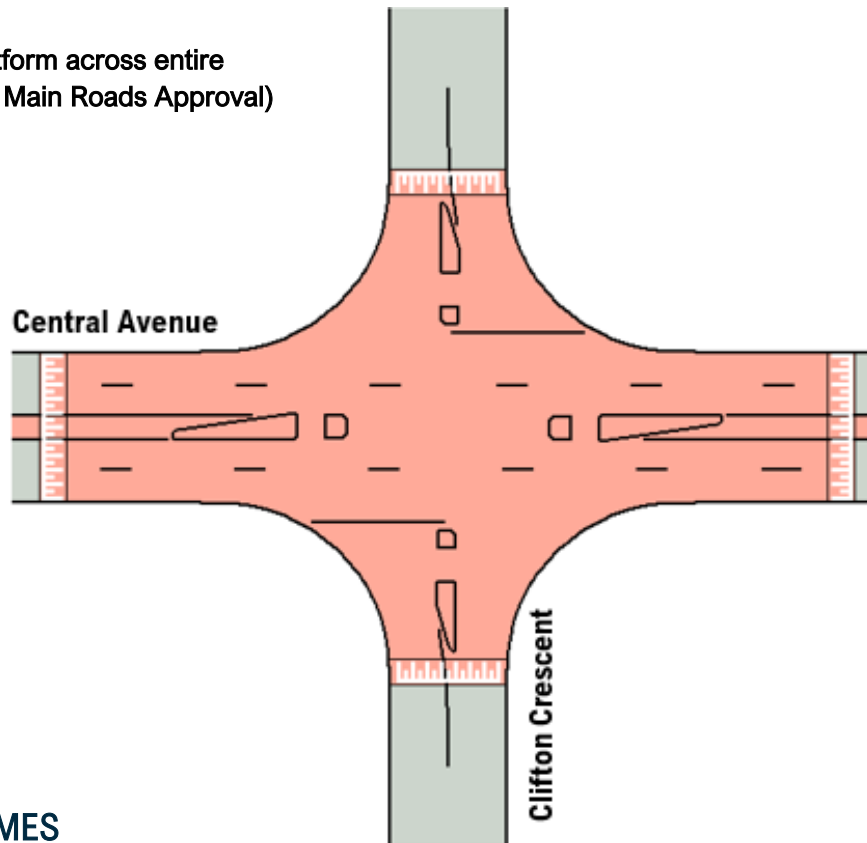
Option 3 provides the greatest safety benefit for vehicles by closing the northern leg of Clifton Crescent to traffic. Pedestrian safety will be significantly improved by removing on the northern leg of Clifton Crescent as it will be closed to traffic but this option will have a very small impact on the southern leg of Clifton Crescent (by removing through vehicles).

Option 3 will prevent all movements on the northern leg of Clifton Crescent so motorists on this side of Central Avenue will need to use an alternative route leading to a significant redistribution of traffic to surrounding roads.



OPTION 4

Raised intersection platform across entire intersection (subject to Main Roads Approval)



EXPECTED OUTCOMES

- ROAD SAFETY ✓✓
- PEDESTRIAN SAFETY ✓✓
- VEHICLE SPEEDS ✓✓
- ACCESSIBILITY ~
- TRAFFIC REDISTRIBUTION ~

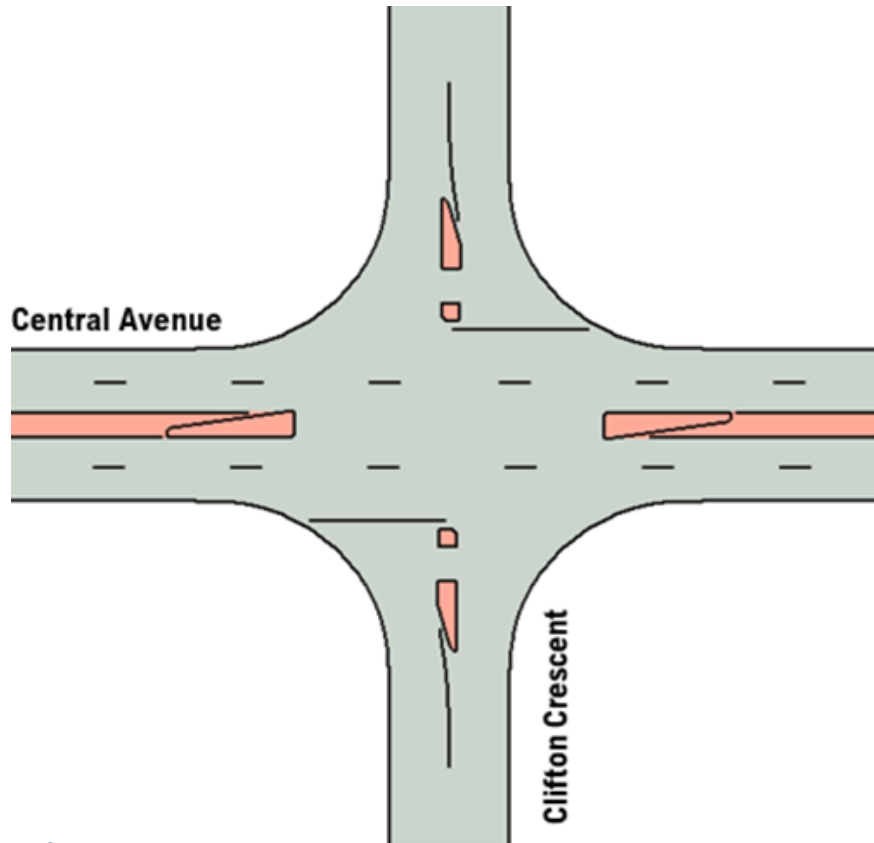
OPTION SUMMARY

Option 4 will reduce crashes by lowering vehicle speeds on Clifton Crescent (allowing more time to make a decision). If a crash does happen, the outcomes will be less severe as vehicles are travelling more slowly. The approach ramps will also alert drivers of the intersection. This will also improve pedestrian safety as vehicles will be travelling more slowly through all legs of the intersection.

Option 4 Allows all movements so it will not impact on accessibility or redistribute traffic through the local road network.



OPTION 5
Do Nothing



EXPECTED OUTCOMES

- ROAD SAFETY ~
- PEDESTRIAN SAFETY ~
- VEHICLE SPEEDS ~
- ACCESSIBILITY ~
- TRAFFIC REDISTRIBUTION ~

OPTION SUMMARY

Option 5 is to make no changes to the Central Avenue / Clifton Crescent intersection which will result in no safety improvements and no changes to traffic movements.



Central Avenue / Clifton Crescent PROPOSED INTERSECTION UPGRADE OPTIONS

Name: _____

Address: _____

Please indicate your level of support for all five options below:

OPTION 1 – Prevent right turns in to and out of Clifton Crescent

Strongly Dislike 1 2 3 4 5 Strongly Support

OPTION 2 – Modify Clifton Cres to stop right turn out and straight movements

Strongly Dislike 1 2 3 4 5 Strongly Support

OPTION 3 – Close northern leg of Clifton Crescent

Strongly Dislike 1 2 3 4 5 Strongly Support

OPTION 4 – Install speed platform on Central Avenue

Strongly Dislike 1 2 3 4 5 Strongly Support

OPTION 5 – Do Nothing

Strongly Dislike 1 2 3 4 5 Strongly Support

Comments:

Please note that due to the number of responses expected to be received during this public consultation, it will not be possible to provide a direct written response to individuals. Your assistance is greatly appreciated, please provide feedback online at [SHAPING OUR CITY LINK](#) or return this questionnaire by no later than **Friday 21 April 2023**.