

Deputation

Item E23/24 Traffic Investigation for Bombard Street and Surrounds, Mount Pleasant

Mr G Larsen and B Wittber, Mount Pleasant

Melville Council Briefing - 14th November 2023

Agenda Item E23/24
The Traffic Report
November 2023



REPORT CONCLUSION
There's no problem
Do Nothing

We are respectful and grateful to the Director, Environment & Infrastructure and his team for providing full access to the traffic data & related information to allow the following Analysis to take place.

Bruce Wittber and Geoff Larsen



St Benedict's

Macrae Road

Bombard Street
Rat-Run
East & West

Initially, the Community is (at least) looking for an acknowledgement that there is a problem

Issue #1 - The Timeline & the Report (s)

Agenda Item E23/24
The November 2023 Traffic Report

July 2023

Agenda Item (traffic Report) was presented to Council in July & deferred until November

November 2023

Agenda Item E23/24 (Traffic Report) is now presented to Council in November 2023

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We had understood the Council direction was to re-present the July Report in November

November 2023

November 2023



Agenda Item E23/24

The November 2023 Traffic Report

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November 2023

We had understood the Council direction was to re-present the July Report in November

November 2023

But the **November** Traffic Report is different to the **July** Traffic Report? (Why?)

November 2023

We would have expected a simple explanatory "addendum" to the original
We now have 2 competing Reports (on your website) —> What is Council and Governance protocol?

Agenda Item E23/24

The November 2023 Traffic Report

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July 2023

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November 2023

Agenda Item E23/24 (Traffic Report) presented to Council in November 2023

November 2023

We had a meeting on November 2023

November 2023

But the November 2023 Report (Why ?)

November 2023

We would have expected a "Amendment" to the original
We now have 2 competing Reports (on your website) —> What is Council and Governance protocol ?

And it is disappointing there has been NO consultation with the Community on either Report

Agenda Item E23/24
The November 2023 Traffic Report

Issues #2, 3, 4, 5

What's
changed ?

There are **22** Traffic Counts in the November Report (page 73 &74)

There are **22** Traffic Counts in the July Report (page 62)



Agenda Item E23/24
The November 2023 Traffic Report

Issues #2, 3, 4, 5

What's
changed ?

There are **22** Traffic Counts in the November Report (page 73 &74)

There are **22** Traffic Counts in the July Report (page 62)



But ... **20** of the **22** Traffic Counts in the **November** Report have been changed with no explanation ?

Agenda Item E23/24
The November 2023 Traffic Report

Issues #2, 3, 4, 5

What's
changed ?

There are **22** Traffic Counts in the November Report (page 73 &74)



There are **22** Traffic Counts in the July Report (page 62)

But ... **20** of the **22** Traffic Counts in the **November** Report have been changed with no explanation ?

These changes have significantly altered the data for

(1) Average Daily Traffic (2) Peak Hour Traffic (3) 85th Percentile speed and (4) Average Speed

For example: the changes increased the peak hour traffic (in one hour) on one section of Bombard

from **199 (July)** to **350 (November)** an increase of 87% !!!!

Agenda Item E23/24
The November 2023 Traffic Report

Issues #2, 3, 4, 5

What's
changed ?

From July to November, we have two entirely
different Reports

These changes have actually made the case for
"some action" on Bombard & Mitchell **more**
compelling



(74)

n ?

(1)

ge Speed

For example.

section of Bombard

from 19

ase of 87% !!!!

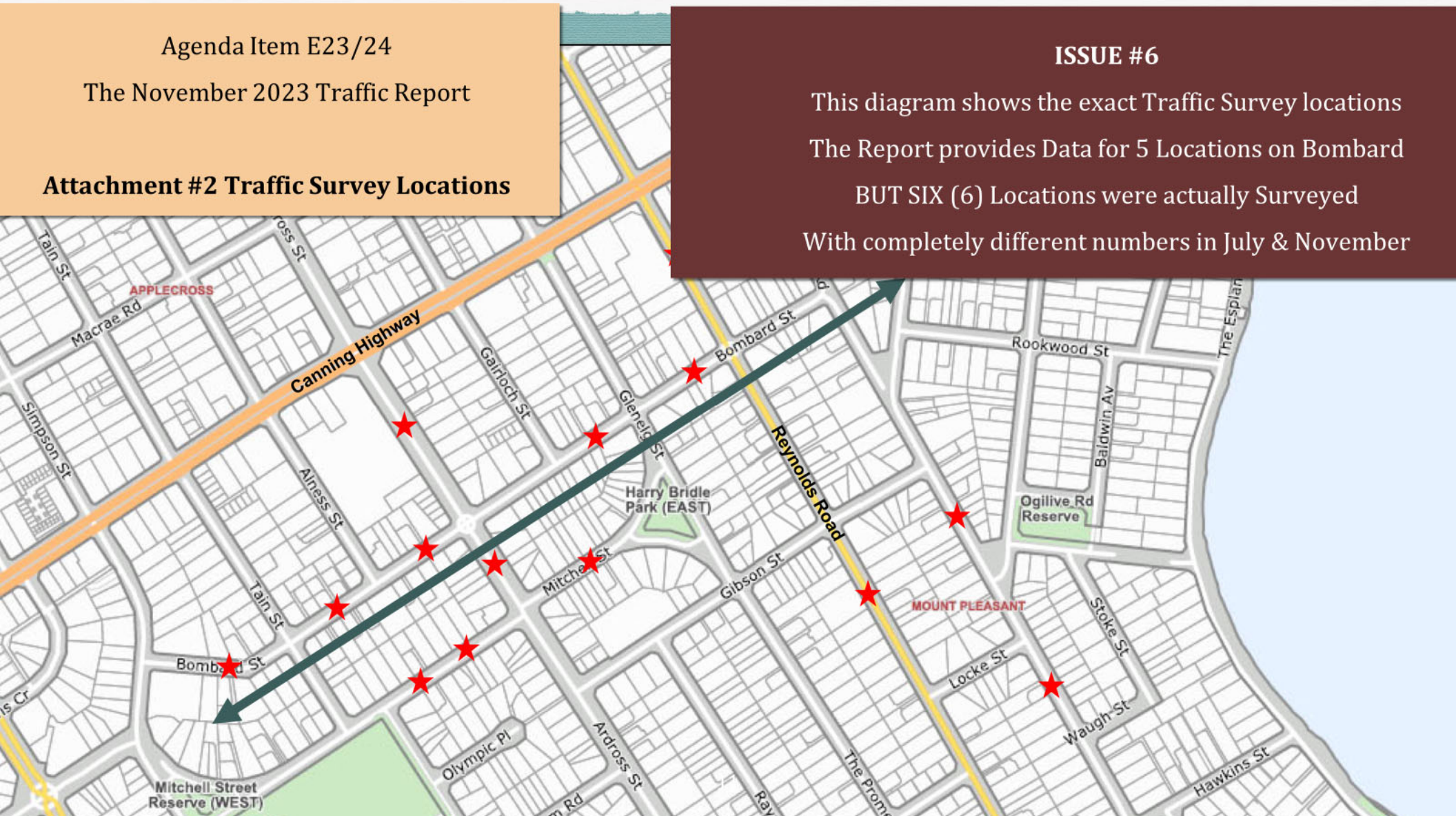
Agenda Item E23/24

The November 2023 Traffic Report

Attachment #2 Traffic Survey Locations

ISSUE #6

This diagram shows the exact Traffic Survey locations
The Report provides Data for 5 Locations on Bombard
BUT SIX (6) Locations were actually Surveyed
With completely different numbers in July & November



Agenda Item E23/24

The November 2023 Traffic Report

Attachment #2 Traffic Survey Locations

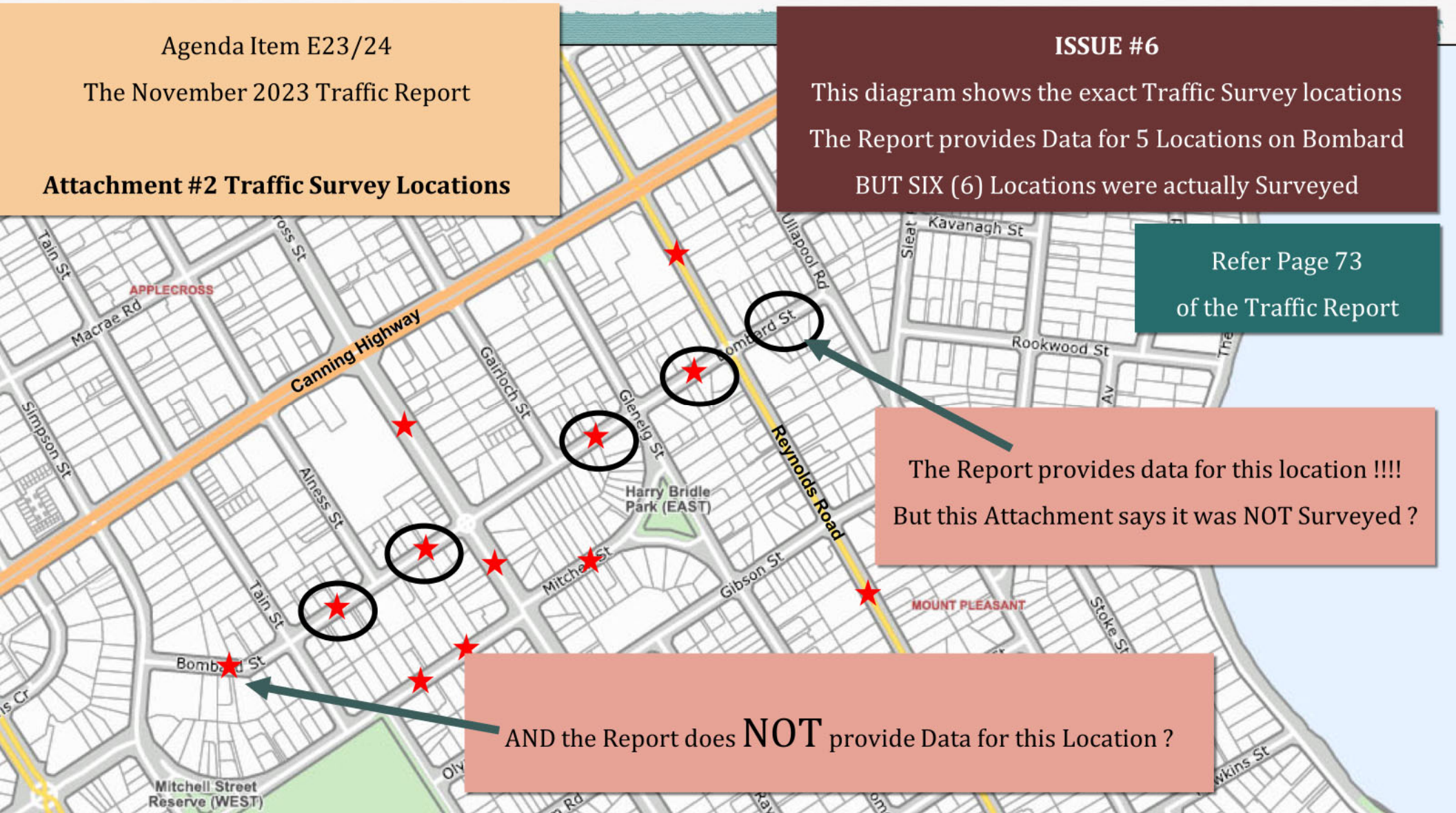
ISSUE #6

This diagram shows the exact Traffic Survey locations
The Report provides Data for 5 Locations on Bombard
BUT SIX (6) Locations were actually Surveyed

Refer Page 73
of the Traffic Report

The Report provides data for this location !!!!
But this Attachment says it was NOT Surveyed ?

AND the Report does **NOT** provide Data for this Location ?



Agenda Item E23/24

The November 2023 Traffic Report

Issue #7

Council Minutes

15/11/2016

Action on Macrae Road

The Report uses **Macrae Road** as an example of why no action is needed on Bombard / Mitchell

As a result, the Community took a close look at the Traffic Report & the Macrae Road decision

And Remember The Community Petition is NOT asking for Bombard to be closed

Issue #8

Council Minutes
15/11/2016
Macrae Road Action

Number of Vehicles Per Day (vpd)
Counted in September 2015
Prior to Woolworths

Bombard 2,166 (Page 48, Table 1) ✓

Sep 2015

Macrae 2,387 (Page 48, Table 1) ✓

Sep 2015

Issue #8

Agenda Item E23/24
The Traffic Report
November 2023

Council Minutes
15/11/2016
Macrae Road Action

May 2023
Bombard 2,727 (page 73) ✓

Bombard 2,166 (Page 48, Table 1) ✓
Sep 2015

Macrae 2,387 (Page 48, Table 1) ✓
(Prior to any road treatments)
Sep 2015



Issue #8

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The Traffic Report
November 2023

Council Minutes
15/11/2016
Macrae Road Action

May 2023
Bombard 2,727 (page 73) ✓

Bombard 2,166 (Page 48, Table 1) ✓
Sep 2015

2014
Macrae 2,900 (Page 75)
Council not told this in Nov 2016?

Macrae 2,387 (Page 48, Table 1) ✓
(Prior to any road treatments)
Sep 2015



Agenda Item E23/24 - The Traffic Report - November 2023

Extract
Page 69



“It has been suggested that Bombard Street has a similar issue to Macrae Road before the closure at **Glenelg Street** was put into place. However, the traffic data does not suggest this is the case with peak traffic on Macrae Road before the closure **over double** the peak traffic volume of Bombard Street.”

Gairloch

Agenda Item E23/24 - The Traffic Report - November 2023

Extract
Page 69



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Gairloch

MORNING PEAK HOUR

350 Vehicles Bombard (May, 2023)
450* Vehicles Macrae (Sep, 2015)

** Refer minutes , Page 48, Table 1, 15 Nov 2016*

AFTERNOON PEAK HOUR

307 Vehicles (Bombard, May 2023)

232 Vehicles (Macrae, May 2014)

Agenda Item E23/24 - The Traffic Report - November 2023

Extract
Page 69



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Gairloch

(May, 2014) Macrae
580 Vehicles (am peak)
Page 75

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Extract
Page 69



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Gairloch

MORNING PEAK HOUR

350 Vehicles Bombard (May, 2023)
450* Vehicles Macrae (Sep, 2015)

** Refer minutes Nov 2016*

The entire statement is incorrect

“Over Double” is not proven

And

The Street name should be “Gairloch”

And the Data Analysis

is misleading

AFTERNOON PEAK HOUR

307 Vehicles (Bombard, May 2023)

232 Vehicles (Macrae, May 2014)

Issue #10 (a)

Council Minutes 15/11/2016

(the positives for taking action)

After Action on Macrae Road the City Officers reported

Not mentioned in
Traffic Report

- Macrae Road unviable as a rat-running route;
- Increased the safety for all road users including pedestrians and cyclists; and
- Much lower traffic volumes in Local Access Streets as most of the internal traffic diverted to Distributor Roads which are designed to cater for higher traffic volume.
- Although the road closure at Macrae Road, Gairloch Street causes some inconvenience to some local residents who have to choose different routes to complete their journey, the gain in road safety far outweighs the negative impact achieved by the road closures.

Page 57
Extract from Nov 2016
Minutes

After the trial of changes on Macrae .. the Residents said

- **The main reasons residents supported the road closures were:**

- Macrae Road is safer for all road users including pedestrians and cyclists.
- The traffic on Macrae Road has reduced significantly.
- Traffic has reduced on other adjoining roads.
- Easier to exit driveways at peak hour on Macrae Road.
- Easier and safer for children to access the park.
- Safer for children to walk to school.
- Noticed decrease in rubbish that was previously thrown from cars.
- Noise pollution has decreased on Macrae Road.
- Greater sense of community with more people in the street.
- Noted there is an inconvenience but the benefits far out way the negatives.

Council Minutes

15/11/2016

Action on Macrae Road

Page 52
Extract from Nov 2016
Minutes

More Positives
Not mentioned in
Traffic Report


Issue #10 (b)

There are many more issues than those raised today

The July 2023
Traffic Report

The November
2023
Traffic Report

Macrae Road
Minutes of 15th
November 2016

The Traffic Report (s) deliberately compares Macrae Road & Bombard 

**The Community is of the view that a reasonable analysis would find
that the Traffic Report**

(1) has many anomalies;

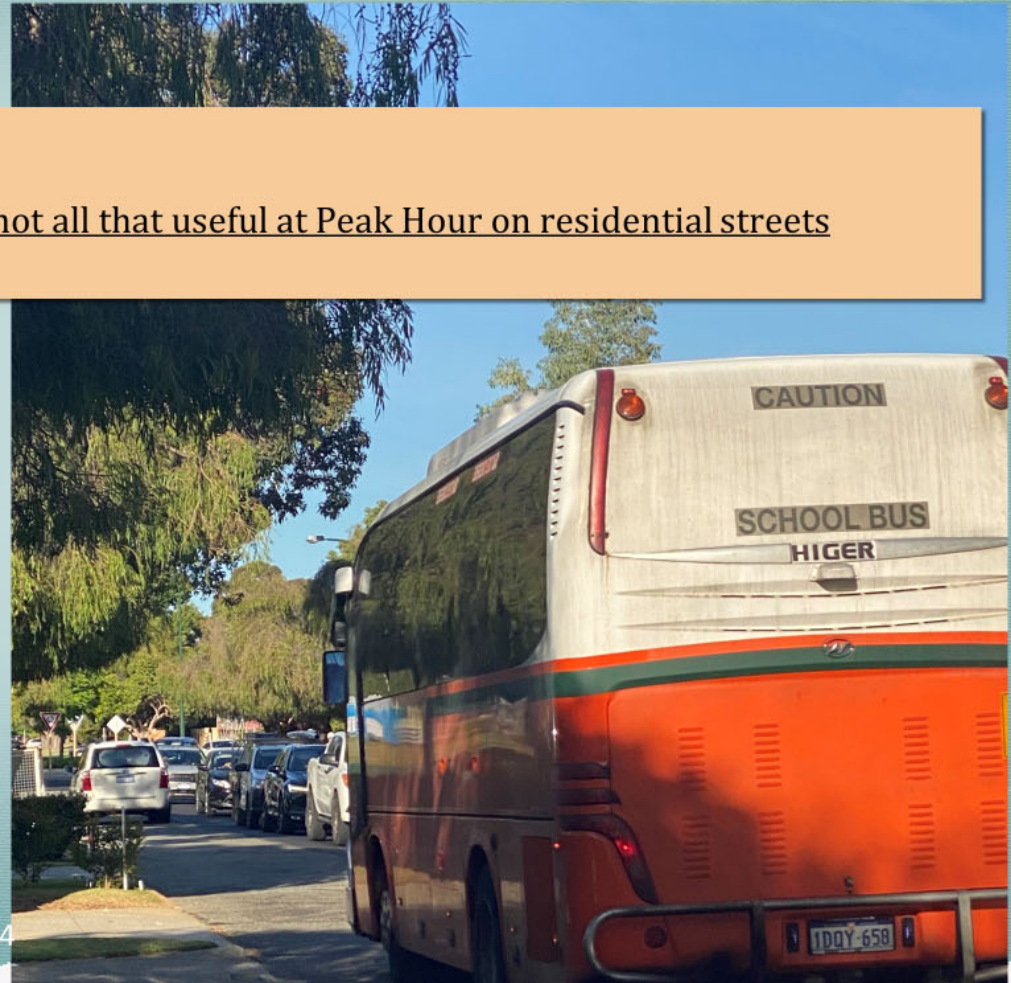
(2) has been developed without Consultation;

(3) is somewhat negative in nature; and

(4) is in complete conflict with the Macrae Road decision of the Council 

Bombard Street ... The Problem ?

“Average Speeds” and 85th Percentile Speeds are not all that useful at Peak Hour on residential streets



A Community Approach to Safer Streets

The Traffic Report and the
links to the Petition

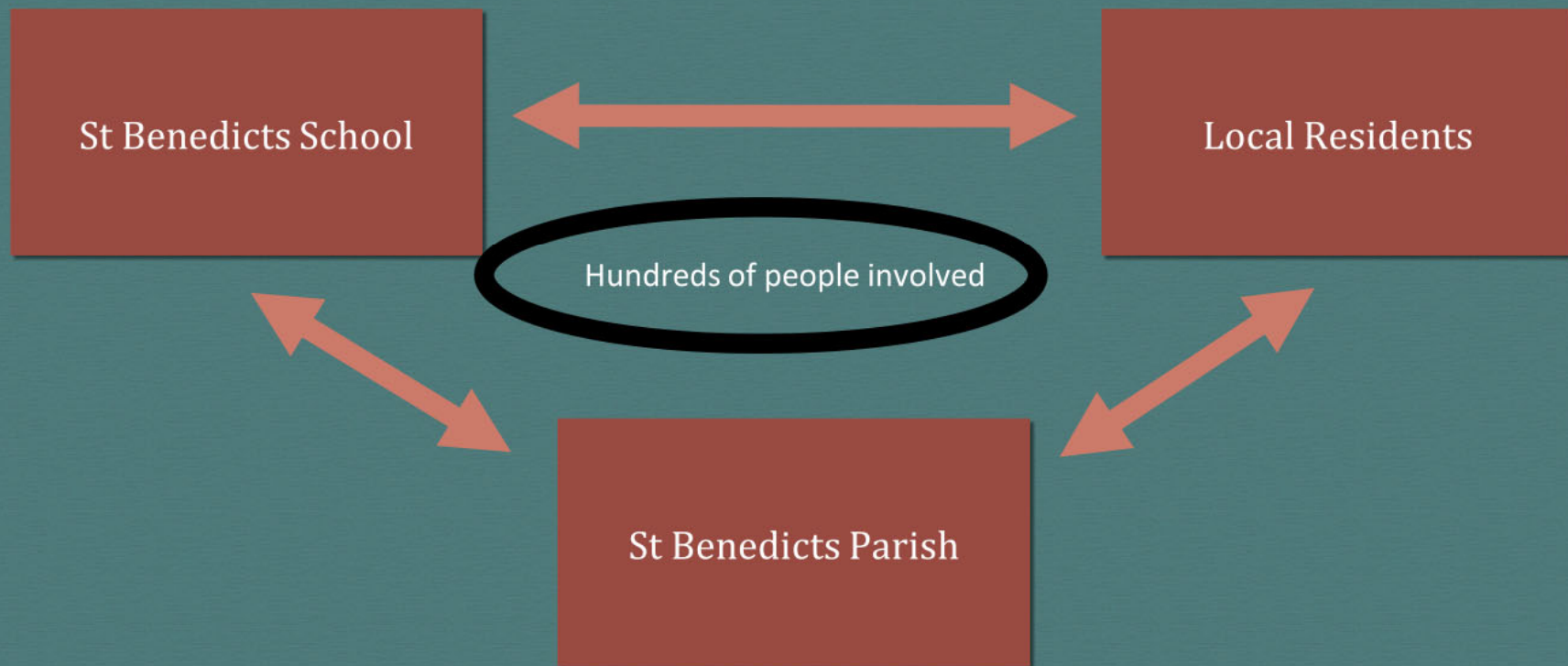


Safe Active Streets at Applecross High School
already a great result

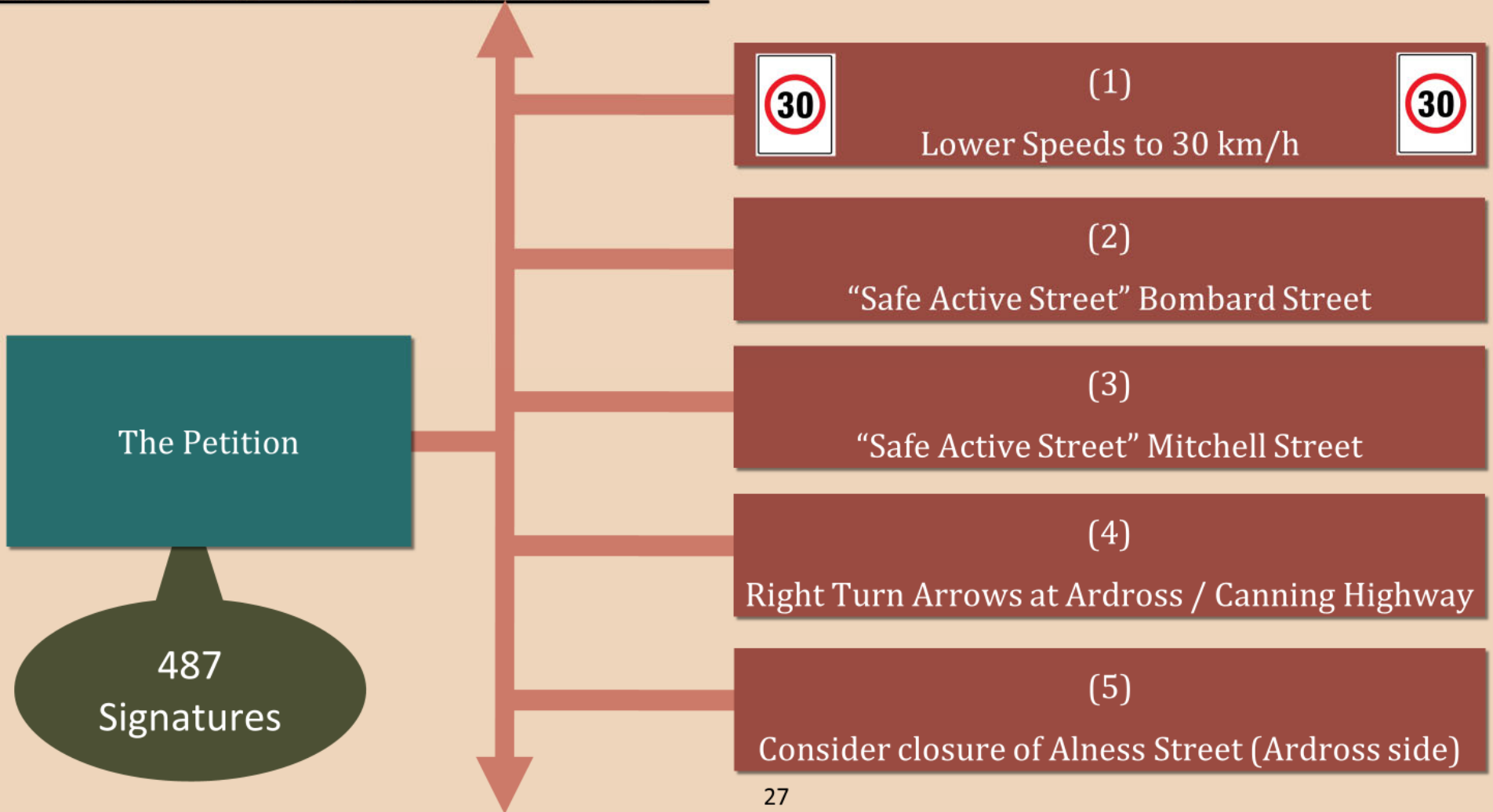
Safe Active Streets on Bombard and Mitchell would
extend your excellent work

The Traffic Report led to the need for a Petition on Safer Streets

The Community came together to promote Safer Streets



The Petition - Safe Active Streets





Safe Active Streets



(1)

Lower Speeds to 30 km/h

(2)

“Safe Active Street” Bombard Street

(3)

“Safe Active Street” Mitchell Street

(4)

Right Turn Arrows at Ardross / Canning Highway

(5)

Consider closure of Alness Street (Ardross side)

The Timeline

Tuesday
31st October 2023

Delivered Petition to the Council with 487 valid
Signatures

Friday
3rd November 2023

Council Agenda Released

Friday
3rd November 2023

Officer “Advice Note”
Included in the Agenda (page 196)
“Rejecting” the Petition



Safe Active Streets



(1)

Lower Speeds to 30 km/h

(2)

“Safe Active Street” Bombard Street

(3)

“Safe Active Street” Mitchell Street

(4)

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Let's look at the “Advice Note”

Extract from the Officer “Advice Note”

Council Agenda, 21st November 2023 (page 199)

“ The traffic report included in the July 2023 Council agenda summarises the traffic situation in this area. The officer recommendation remains the same being that the existing traffic treatments are working well to manage the traffic volume, speed and address road safety”



Safe Active Streets



(1)

Lower Speeds to 30 km/h

(2)

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“ The traffic report included in the July 2023 Council agenda summarises the traffic situation in this area. The officer recommendation remains the same being that the existing traffic treatments are working well to manage the traffic volume, speed and address road safety”

BUT ...

Why is the “Advice Note” based on the July Report when the data is entirely different to the November Report ?



The Petition from the Community is an attempt to seriously address the problems

Note:

The work done by the “Community” to date

Letters from the Principal of St Benedict’s to ALL Councillors

Letter from the St Benedict’s Parish to ALL Councillors

The Petition

The first step for the Council is to acknowledge there is a problem

The Community is keen to work with the Council and City Officers

COUNCIL BUDGET 2023/24



Page 10 - Council Budget Papers

Roads and Carparks	7,788,454	Bombard Street, Intermediate Road Remediation, Leeming Recreation Centre Carpark - Stage 2
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We understand \$651,000 for Bombard Street this financial year

Would Council consider a slight delay in the expenditure of funds to allow for further analysis to be completed ?

In Summary ...

- (1) 2 Competing Reports (July and November) with entirely different data
- (2) Approximately 100 changes to data and comments from July to November
- (3) Missing or wrong traffic counts
- (4) The Macrae Road Decision of 15th November 2016 and “no” links to the Traffic Report (s) ?
- (5) Peak Hour Data misleading
- (6) The report misses any positive statements
- (7) Report only examined the possibility of “closing Bombard” - no other options considered
- (8) Strong Community collaboration (St Benedict’s School, St Benedict’s Parish and Residents)
- (9) A “Petition” that identifies a possible way forward with “Safe Active Streets”
- (10) An “Advice Note” based on the wrong Report

A reasonable analysis of current data & the Macrae Road decision of 15/11/2016 would find

That there is a strong case for taking a closer look at action on Bombard and Mitchell

In considering Agenda Item E23/24 (and the Community Petition)
What Action might the Council Consider ?

The Community is of the view that the Council consider:

(a) "Setting Aside" the Traffic Report (E23/24)

(b) Adopting a similar approach to the Macrae Road Analysis, which would then include

..... an Independent Review of Bombard, Mitchell & Surrounds (particularly near to St Benedict's)

including a Community Consultation process and workshops

(Using corrected components of the Traffic Report & the Petition as input)

This was the approach with Macrae Road & 90 people attended the first Workshop

(Refer page 53 of the 15/11/2016 Minutes)