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**Thursday, March 2, 2017**

West End LATM project team  
Brisbane City Council  
City Projects Office  
505 St Paul's Terrace  
FORTITUDE VALLEY QLD 4006

Dear West End LATM project team

RE: West End Local Area Traffic Management survey

Kurilpa Futures is a local community group contributing a vision for sustainable and livable development in the South Brisbane and West End area.

Kurilpa Futures is pleased that Brisbane City Council (BCC) has responded to concerns raised by the local community about rat-running, parking, speeding, pedestrian safety and motorist safety in the West End area between Montague Road, Vulture Street and Hardgrave Road.

The need for a thorough rethink and improvements for road safety in the Hill End area is a result of new dense development to the West of Montague Road.

The opportunity for residents to contribute towards enhancing the Local Area Traffic Management for the area is vital to the success of the scheme.

Some of our members have taken the opportunity to provide feedback and make suggestions for the installation of Local Area Traffic Management (LATM) devices using the on-line survey. We found the survey easy to use, and an exciting innovation in seeking feedback from residents.

We do however have some questions and concerns about the process.

## **Community Engagement**

Kurilpa Futures notes that there have been reports that some people who live in the catchment area, did not receive the letter of invitation to the survey. Some letters were addressed to the Body Corporate for buildings with multiple dwellings, and it is not clear to us whether all residents were individually invited to participate. With the growing population living in apartments along the river, it is important that all residents have the opportunity to provide feedback.

*Is it possible to extend the deadline for the survey to ensure that this has occurred?*

## **Scope of the Study**

Kurilpa Futures has also observed that the focus of the survey is on the movement of vehicular traffic and less on pedestrians and cyclists. In addition to the limited scope of this LATM initiative we would request that Council develops a public and active transport strategy for the West End Peninsula, with the emphasis being on people movement rather than on traffic movement.

Changes to traffic management within the Montague, Hardgrave and Vulture Street catchment will inevitably have impacts in other parts of West End. For example Vulture Street, is already very congested and treatments at the Montague Road end of Vulture Street, cannot be considered in isolation from traffic impacts along the whole of its length. Dornoch Terrace is a primary route for vehicles and cyclists entering and exiting the peninsula, but is not included in the current study despite being often congested and having no pedestrian crossings.

Given the massive scale and rapid pace of development on the West End peninsula traffic and transport issues are a major community concern and to date Council has not produced a local traffic and transport strategy to manage the impacts of thousands of additional vehicles.

*Can Council supply Kurilpa Futures with a copy its area-wide traffic management plan so we can make this available to the community at large?*

## **Street Treatment Options**

The survey specifically offers treatments that include, speed platforms, chicanes, splinter islands, threshold treatments and local traffic only signs, and pedestrian refuges. Our members have reported that streets such as Grey and Drake have had some of these traffic treatments for some years, and yet these streets are still used for rat-running.

*Kurilpa Futures seeks an expansion of the proposed treatment ideas and offers some new suggestions for consideration in the attachment to this letter.*

## **Feedback and accountability**

Finally, Kurilpa Futures is interested in receiving feedback on how the West End LATM project team intends to assess the disparate ideas presented by residents in the survey, and importantly, how it plans to report the findings to residents at the close of the investigation.

**Proactive partnership opportunity**

Kurilpa Futures would like to support BCC in proactively improving road safety in the Hill End area. We would like to discuss further opportunities for partnership with BCC. There are several road safety grant opportunities such as with TMR, Suncorp and others.

*In conjunction with other community groups such as West End Primary School P&C, West End Community Association and others, we propose a meeting with City Projects to outline a proactive way forward.*

Yours Sincerely,

Patrice Draper

On behalf of Kurilpa Futures

**Contact Details**

For follow-up, please contact the Kurilpa Futures Planning Spokesperson, Phil Heywood on 0409278043 or at philhey@bigpond.com

Kurilpa Futures Email: [kurilpafuturesgroup@gmail.com](mailto:kurilpafuturesgroup@gmail.com)

CC:

- Councillor Jonathan Sri, Gabba Ward
- Councillor Adrian Schrunner, Chair, Public and Active Transport Committee
- The Honorable Jackie Trad, Deputy Premier and Member for South Brisbane
- Dr Erin Evans, President, West End Community Association

### **Road Hierarchy and LATM treatments**

LATM treatments are tools to support the appropriate use of roads based on the road hierarchy, used as part of a broader strategy for road safety at a neighbourhood level. LATM treatments are focussed on local access and neighbourhood access roads. All of the roads in the current area are either Neighbourhood access or local access function. These two types of roads should have LATM treatments that encourage an operating speed of 50km/h for neighbourhood access and 30km/h for local access roads.

In the study area south of Vulture St, there are only neighbourhood access and local access roads. We accept that Vulture St and Montague Rd to the north of Vulture St perform district access functions. To the south of Vulture St, Montague Rd should be clearly designed to reflect a neighbourhood access function.

### **Types of LATM treatments**

The list of proposed treatments listed in the BCC letter dated 30 January 2017 included just five options:

- Speed platforms (local and neighbourhood access)
- Chicanes (local and neighbourhood access)
- Splitter islands (local access at neighbourhood access intersection)
- Threshold treatments and local traffic only signs (local access at neighbourhood access intersections)
- Pedestrian refuges (neighbourhood access roads)

Other LATM treatments that should be listed include:

- Partial road closures (exit or entry only, but leave road two-way)
- Full road closures (block local road half way along)
- Left in, left out for local access roads by placing median on the neighbourhood access road
- Change road to one-way
- Narrower traffic lanes on collector roads
- Raised threshold treatments with continuing footpath
- Raised intersections
- Roundabouts with raised zebra crossings on every leg
- Raised zebra crossing at intersections and mid block
- Parking on one side only, alternating from one side of neighbourhood access streets to the other
- Nose in parking on wide local access streets alternating from one side to the other to encourage lower speeds and increase parking spaces
- Low cost landscaping - street trees down the centre of neighbourhood access roads or in line with parallel parking spaces to define parking areas

### **No through access on local access roads**

Currently many local access roads have problems with rat-running through traffic. The most cost effective way to solve these issues is with partial or full road closures on local access streets. Drake St and Victoria St are both impacted by inappropriate rat running.

### **Speeding**

Posted speed limits should be 40 for neighbourhood access roads and 30 for local access roads. The current posted speed limit of 60 on Montague Road is absolutely unacceptable.

### **Encouraging Walking**

Currently there is no continuity of footpaths with priority over local streets in West End. Raised threshold treatment with continuing footpath (eg Rowes La, CBD) or raised zebra crossings at intersections (Blair Dr, St Lucia) are effective ways to maintain continuity of the footpath along neighbourhood access roads.

### **Encouraging Cycling for short trips**

There must be safe operating space for all road users including pedestrians, bicycle riders and vehicle drivers on neighbourhood access roads. Currently there is no exclusive space for bicycle riders in any streets in West End. Cycle tracks should be retrofitted onto all neighbourhood access roads. See example below and attached proposed neighbourhood access road cross section.

### **Parking**

Parking should be encouraged and increased on local access roads. This can be achieved on wider local access roads by designating nose-in parking instead of parallel parking. This can be combined with one-way access with contra-flow bicycle lane.

Parking should reduce on neighbourhood access roads. By placing parking on one side only, there is room for separated cycle tracks or for bicycle lanes. The current practice of marking edge line Bicycle Awareness Lane is absolutely unacceptable as it encourages new riders into the door-zone of parked cars and encourages drivers to illegally pass bicycle riders too closely.

### **Options for further consideration in conjunction with feedback from the survey include:**

- Changing neighbourhood access road cross sections for safety of all road users - parking one side only, regular raised zebra crossings with refuges, cycle tracks both sides:
  - Montague Road
  - Hardgrave Road
  - Hoogley St and Ganges St
- Partial or full road closures on local access roads between Hardgrave Rd and Montague Rd including Ashington, Skinner, Victoria, Drake and Gray.
- Raised thresholds with continuing footpaths along neighbourhood access roads
- Montague Rd at Victoria - centre median with raised zebra crossing and traffic channelling outside ALDI supermarket.

- Dornoch Tce at Hardgrave Rd and Ganges St - raised intersections with three zebra crossings on the raised area
- Vulture St at Montague Rd - raised zebra crossing and narrowing over Vulture St or a signalised intersection with separated cycle tracks through the intersection.
- Vulture St at Hardgrave St - a right turn lane from Hardgrave Rd into Vulture St and buildouts to narrow crossing distance on all other sides
- Montague Rd at Drake St and Ferry Rd - centre median on Montague Rd to stop through traffic into Drake with refuge for pedestrians and bicycle riders
- Hoogley St at Drake St - raised zebra crossing along Hoogley St
- Hoogley St at Gray Rd - raised zebra crossings on all legs of roundabout

### **Green Space Strategy**

All this presents an opportunity for Council to integrate the Public and Active transport strategy with the awarding winning Kurilpa Green Space strategy<sup>1</sup>. For example, converting road verges into public green space also helps slow down cars and encourages walking and cycling.

### **Successful LATM outcomes**

Port Phillip local council has successfully implemented 40 zones throughout their local government area with posted 50 on through roads. Raised threshold treatments, raised zebras, roundabouts with raised zebras on all legs, adding bicycle lanes and cycle tracks and installing medians on neighbourhood access roads to limit through traffic are just a few LATM treatments they have used to successfully achieve 'safe system' outcomes in a proactive way.

### **Examples of LATM treatments**

*Example of proposed neighbourhood access road cross section (Artillery Way, Copenhagen)*

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<sup>1</sup> Green Space Strategy for 4101 [https://kurilpafutures.files.wordpress.com/2014/10/jmgreenspace\\_2.pdf](https://kurilpafutures.files.wordpress.com/2014/10/jmgreenspace_2.pdf)





*Example of partial road closure (no entry, bicycle excepted) with raised threshold at entry to local street, Brunswick, Victoria.*



*Example of raised threshold at entry to local street, Port Phillip, Victoria*



*Example of low cost cycle track or 'buffered bike lane', Melbourne CBD*



*Examples of raised zebra crossings at single lane roundabout, Port Phillip*





Proposed neighbourhood access road cross section for Montague Rd (south of Vulture St), Hardgrave Rd, Vulture St, Hoogley St and Ganges St.

