

# Further Consideration

## Attachment 9

Traffic Volumes and Basis for indicating growth

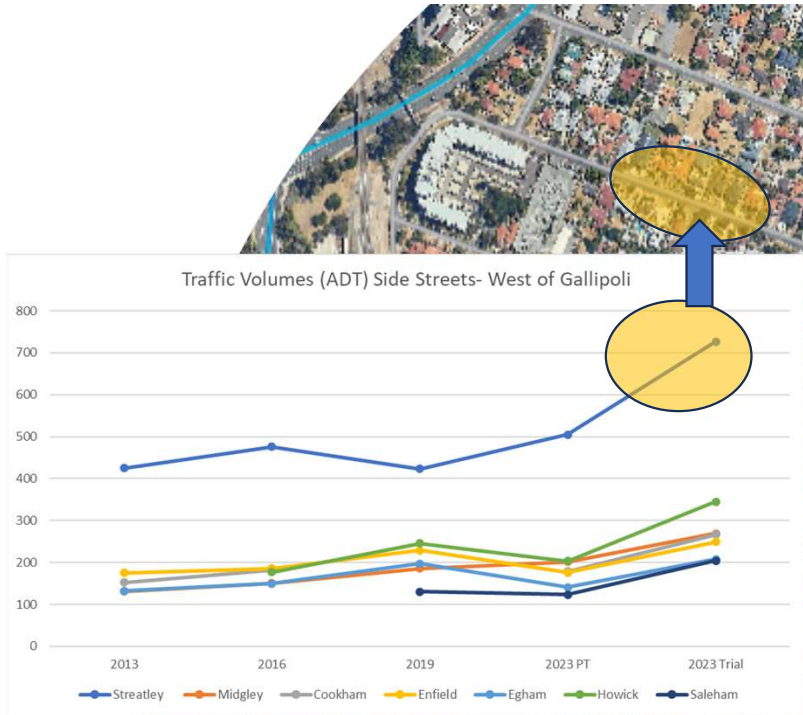
Potential Treatments – Howick Street, Streatley Road and Gallipoli Street

# Summary

A broader analysis was undertaken using available information from previous data collected throughout the Lathlain area

Data driven insights include:

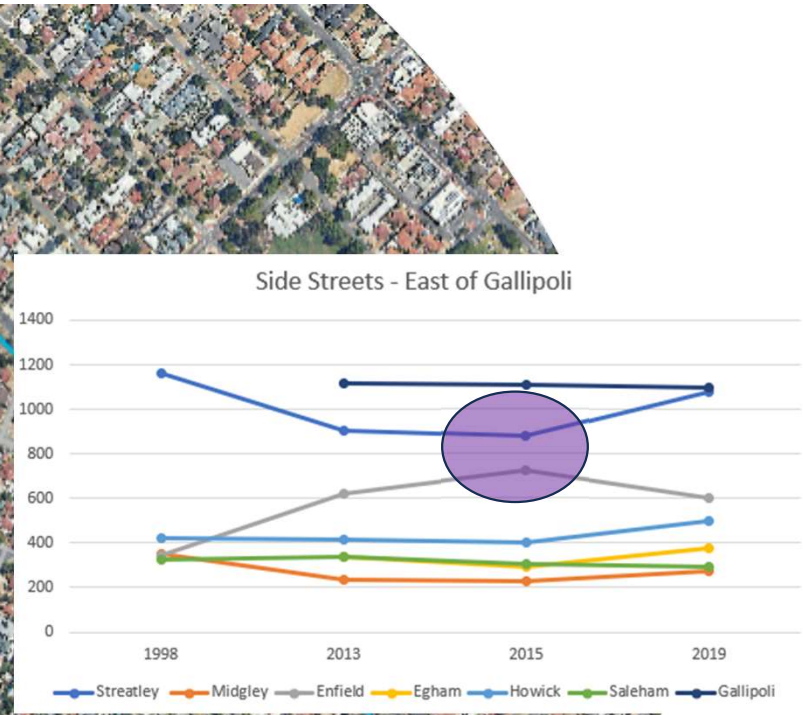
- Long term volumes are increasing on the side streets between Gallipoli and Rutland Avenue, but not increasing at anywhere near the same rate on the other eastern side of Gallipoli Street
- Streatley Road between Gallipoli Street and Castle Way were the only instance where speeds went up.
- Gallipoli Street had increased volumes but conversely decreased speeds during the trial
- Goddard Street has increased volumes with a long-term trend which sees this increasing at a greater rate than Gallipoli Street
- The area is due for a major snapshot of traffic information – the last comprehensive data set was 2019



**Side Streets West of Gallipoli**

- Volumes of traffic show noticeable increase trend
- Streatley Road has higher long-term volume and an increase during the Trial

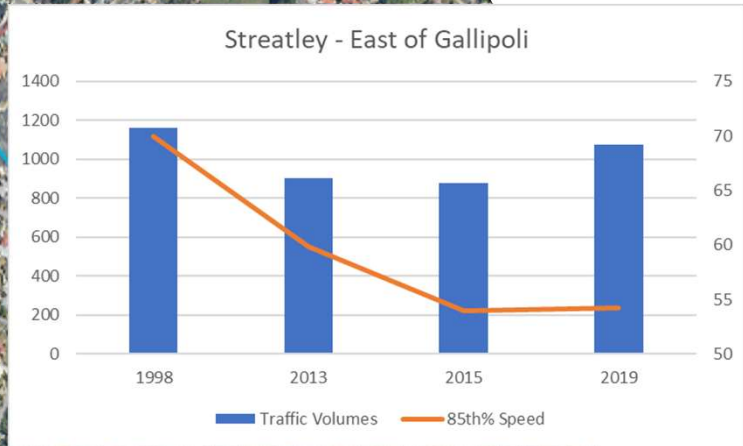
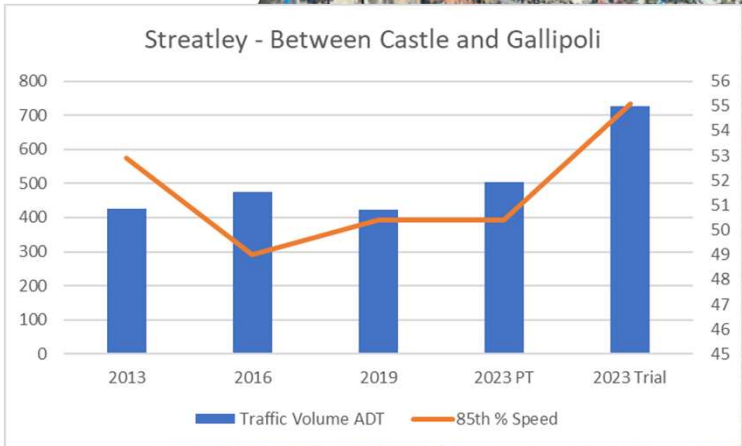
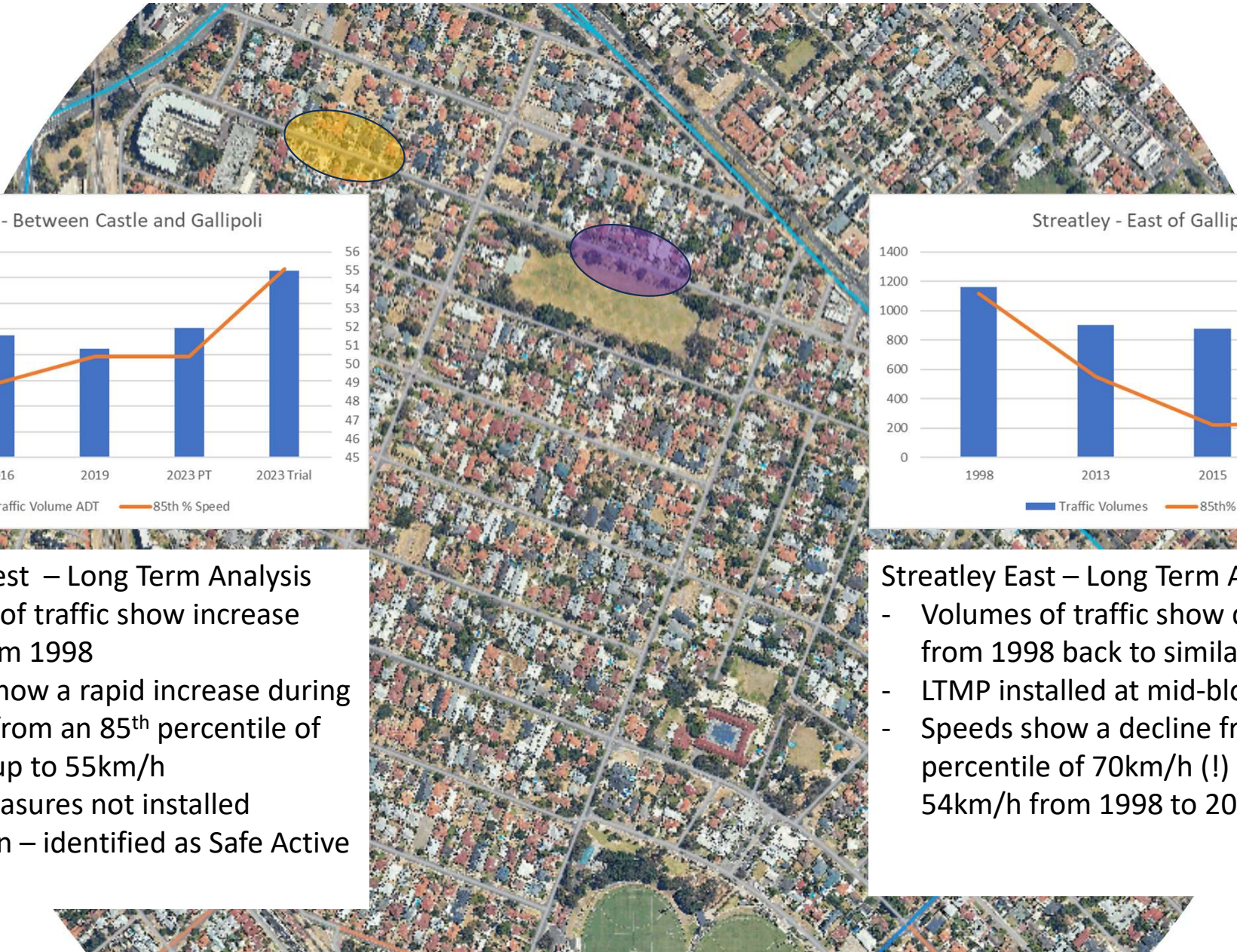
*Further Analysis provided on Streatley between Gallipoli Street and Castle Way*



**Side Streets East of Gallipoli**

- Volumes of traffic show minimal upward trend – not included within Trial
- Streatley volumes have increased more than the other side streets

*Further Analysis provided on Streatley between Gallipoli Street and Goddard Street*

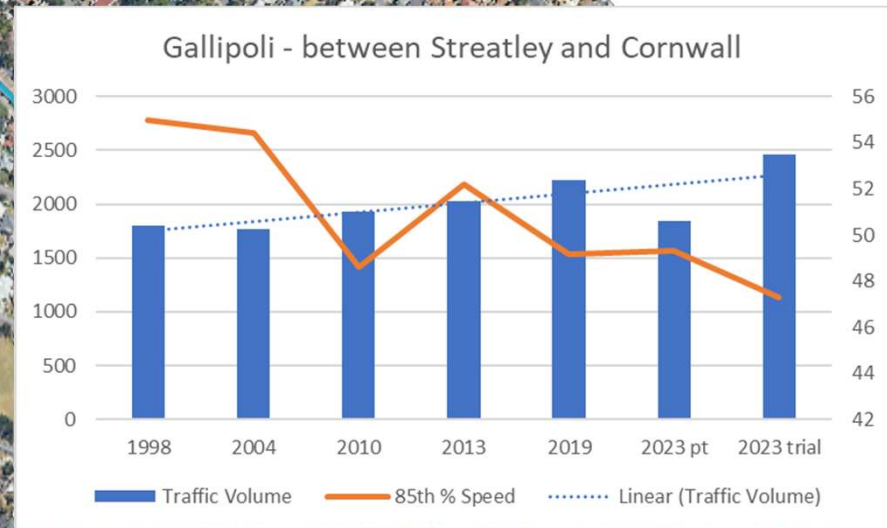
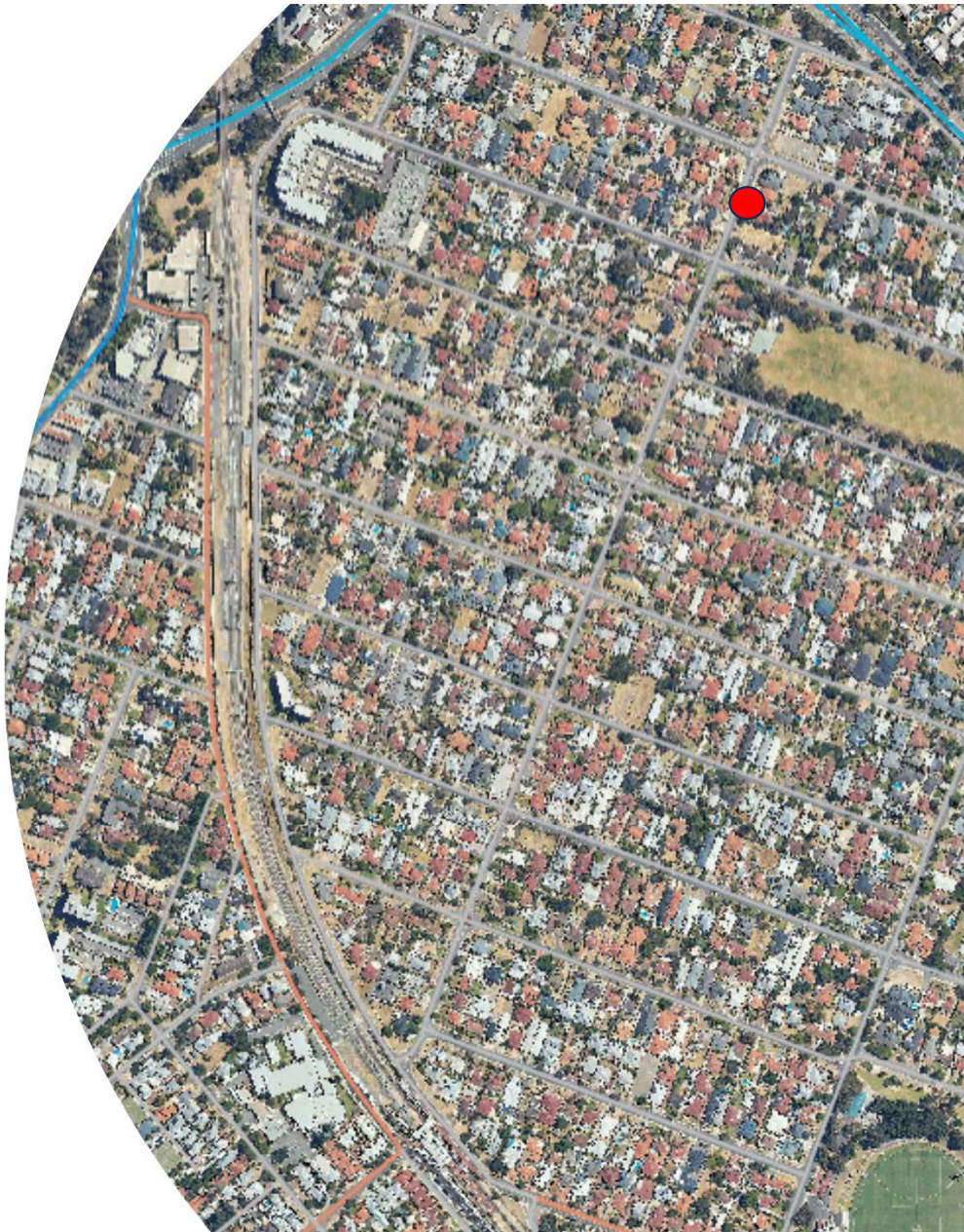


#### Streatley West – Long Term Analysis

- Volumes of traffic show increase trend from 1998
- Speeds show a rapid increase during the trial from an 85<sup>th</sup> percentile of 50km/h up to 55km/h
- LTMP measures not installed
- Place Plan – identified as Safe Active Street

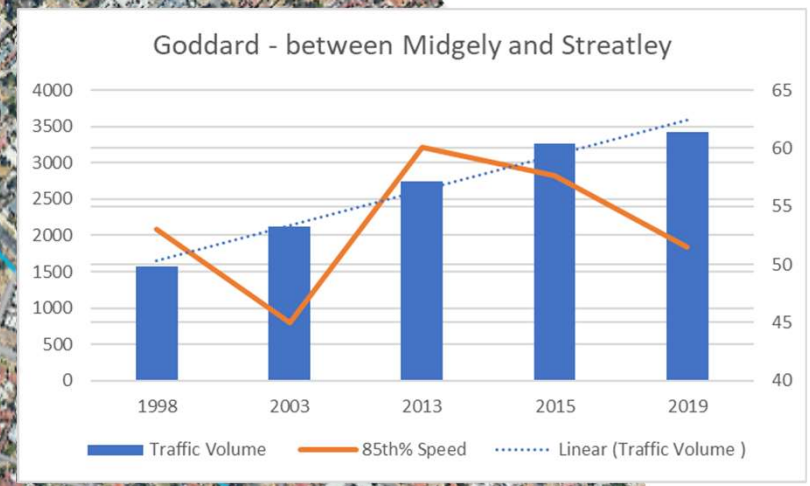
#### Streatley East – Long Term Analysis

- Volumes of traffic show decrease from 1998 back to similar volumes
- LTMP installed at mid-block
- Speeds show a decline from an 85<sup>th</sup> percentile of 70km/h (!) down to 54km/h from 1998 to 2019



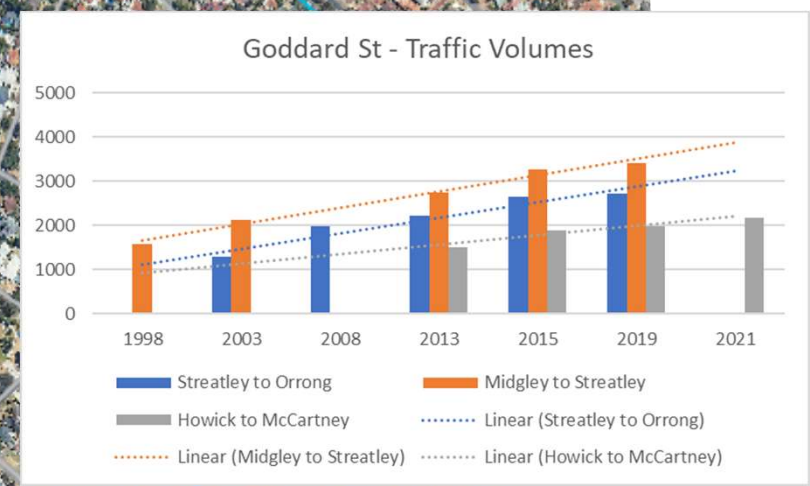
## Gallipoli – Long Term Analysis

- Data collected from the counter in between Streatley Road and Cornwall Streets has longest period of available data including the trial
- Volumes of traffic show increase trend from 1998 – Pre-trial was significantly down on long term trend
- Speeds show a decline from an 85<sup>th</sup> percentile of 55km/h down to 47km/h during the trial

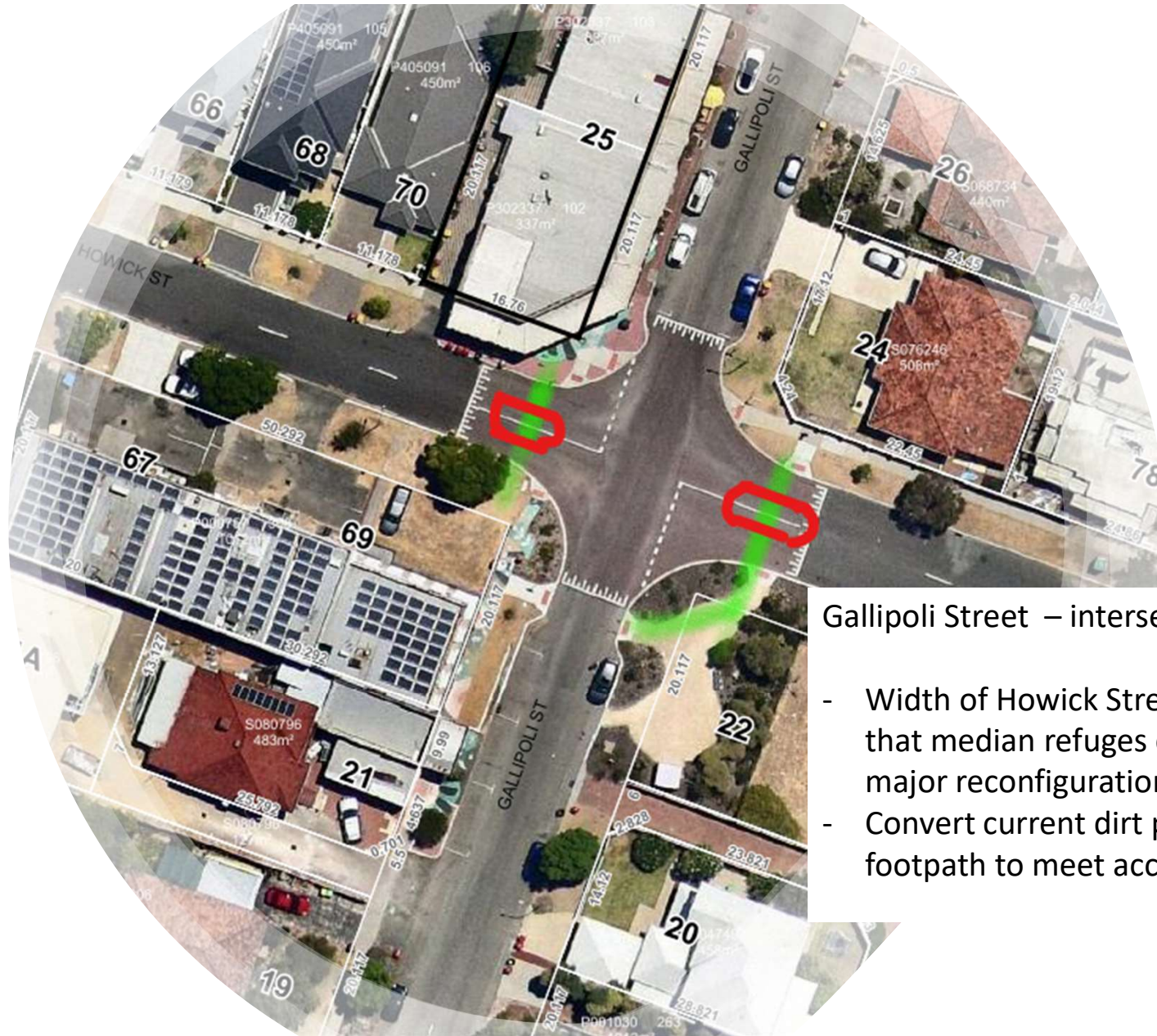


## Goddard Street – Long Term Analysis

- Data collected from the counters with long term data
- Focus on longest data in between Midgely Streets and Streatley Road
- Volumes of traffic show steady increase trend from 1998
- Speeds show a steady 85<sup>th</sup> percentile of 51km/h – similar to 1998 levels



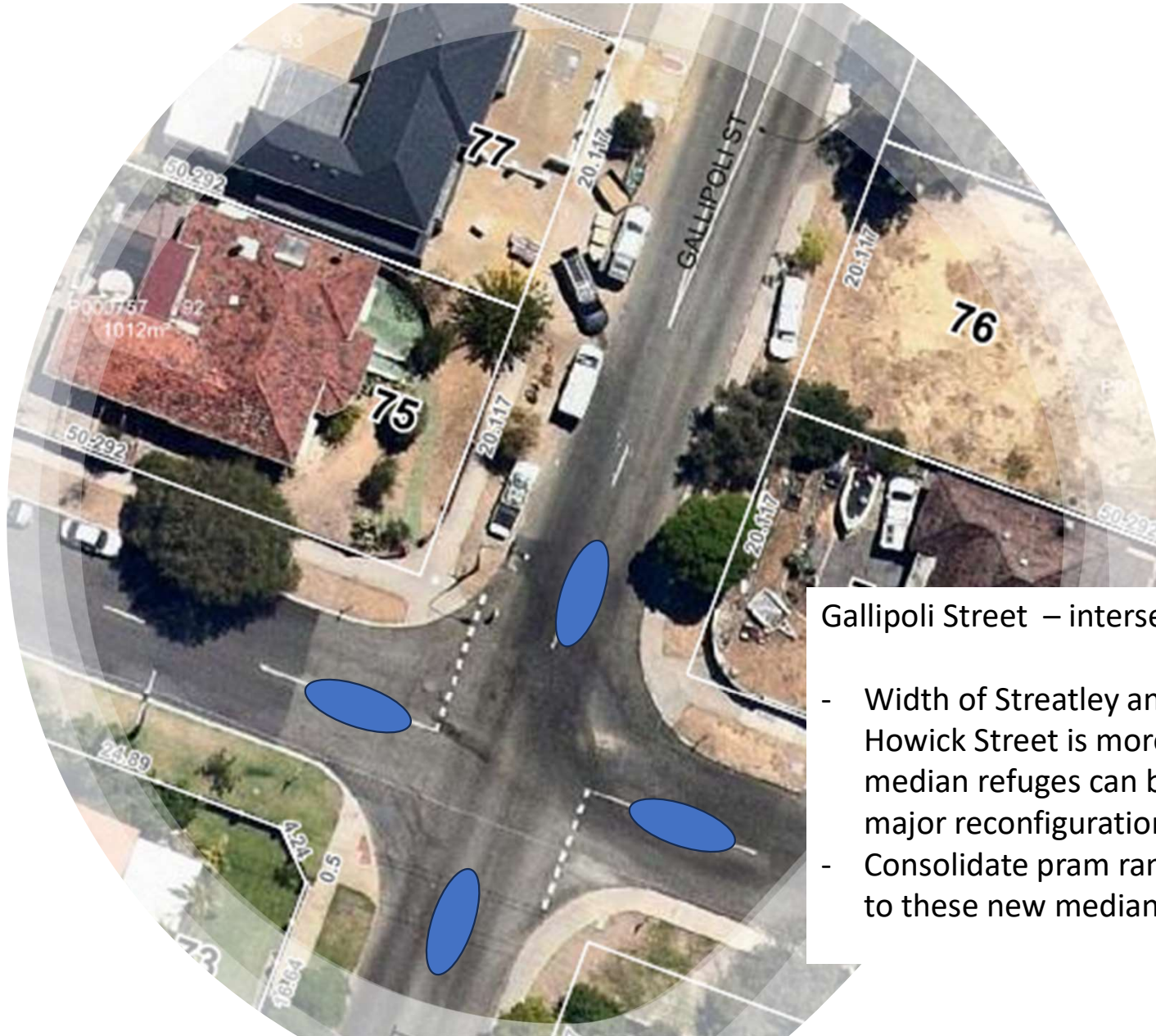




### Gallipoli Street – intersection with Howick

- Width of Howick Street is more than 10m so that median refuges can be installed without major reconfiguration
- Convert current dirt path to concrete footpath to meet access requirements





Gallipoli Street – intersection with Sreatley

- Width of Sreatley and Gallipoli in this area Howick Street is more than 10m so that median refuges can be installed without major reconfiguration
- Consolidate pram ramps and other footpaths to these new median crossing points

Recommended actions could include:

- Traffic calming at mid-block on Streatley Road to reduce the suburban speed
- Reconfiguration of path from the Clydesdale Bridge to Howick Street footpath
- Median refuges at Gallipoli Street – Howick Street intersection
- Median refuges at Gallipoli Street – Streatley Road intersection
- Look at other Footpath and potential improvements to link Gallipoli Street to Lee Reserve, upgrade pram ramps,
- Undertake a major snapshot of traffic information – the last comprehensive data set was 2019 – with control points to allow long term monitoring

Indicative Budget requirements would be in the order of \$150,000-200,000

Potential for Main Roads funding – but given the LTMP measures in place will be limited in the location of opportunities