



CITY OF VINCENT

TRAFFIC AND TRANSPORT STUDY SUMMARY

Highgate, Mt Lawley
and North Perth



OVERVIEW

The City of Vincent has completed a traffic and transport study for parts of Highgate, Mt Lawley and North Perth.

The study is part of a coordinated long-term approach to improving road safety, supporting safer walking and cycling, managing local traffic impacts and planning for future growth.

It included a review of crash data, traffic counts, previous studies and community feedback, along with detailed traffic modelling to understand how the network is expected to perform as the population grows. The traffic modelling tested how different improvements could affect the wider road network, helping identify potential benefits, trade-offs and any unintended impacts before decisions are made.

Overall, the study found these areas to be well connected and popular places to live, work and visit. However, it also identified several challenges, including:

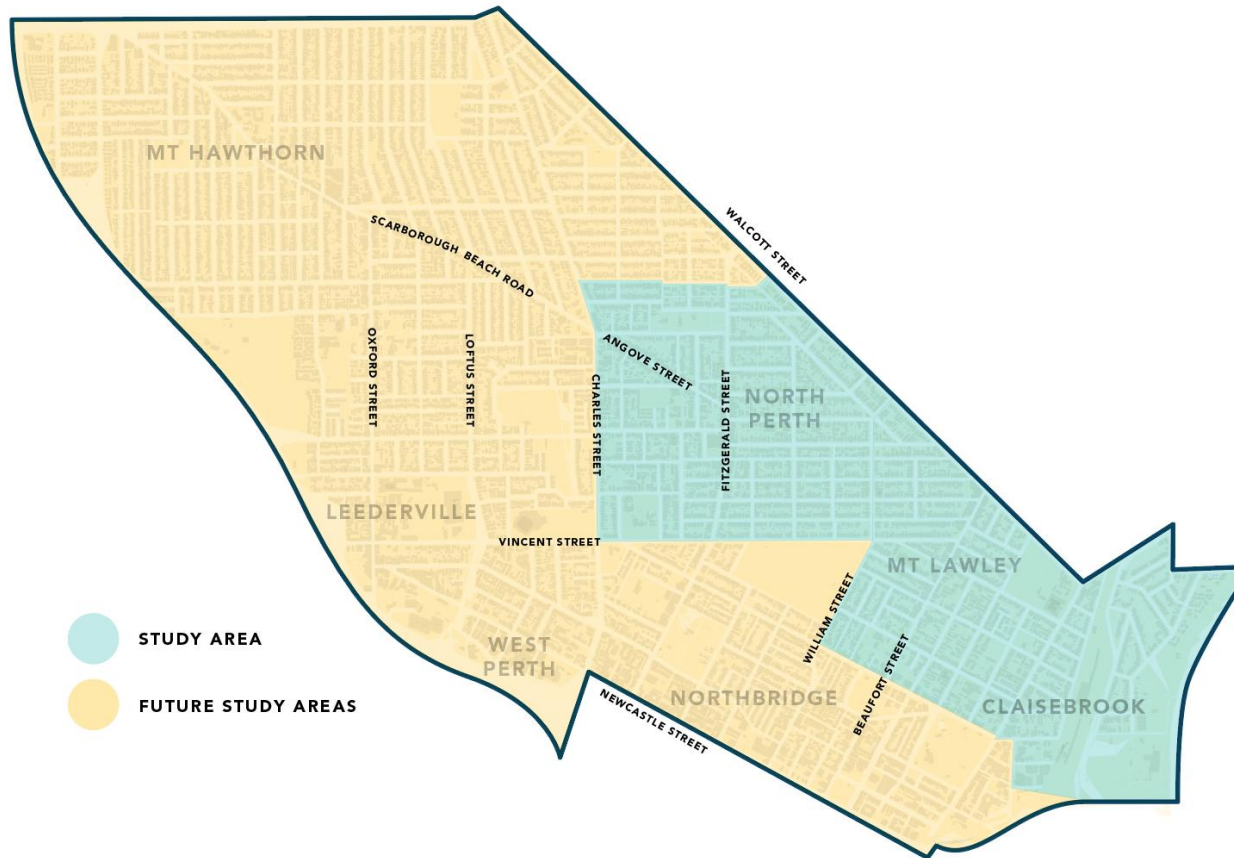
- Traffic congestion on major roads continuing to increase as Vincent and areas north of Vincent grow.
- Drivers using residential streets to bypass traffic congestion on main roads (rat running).
- Difficulty crossing busy four-lane roads on foot or by bike.
- Safety issues at a number of intersections.
- Growing pressure on the transport network as the population increases.

The study helped identify where changes should be made to improve road safety and create safer, more accessible streets. The proposed improvements aim to reduce the likelihood and severity of crashes, manage vehicle speeds, improve pedestrian and cycling connections and create streets that are safer and more comfortable for everyone.

The study recommends a range of potential improvements to improve safety, manage traffic and support future growth. It also identifies where further investigation and collaboration with State Government agencies may be needed. These are proposed options only and no decisions have been made. Community feedback will help shape the final road safety implementation plans.

PRECINCT-WIDE APPROACH

Rather than looking at individual streets in isolation, the studies examine how the entire transport network operates now and with future growth. This helps avoid shifting a problem from one street to another and supports fair, transparent and evidence-based decision making.



Supporting strategies

The following strategies and programs have been used to support our studies.

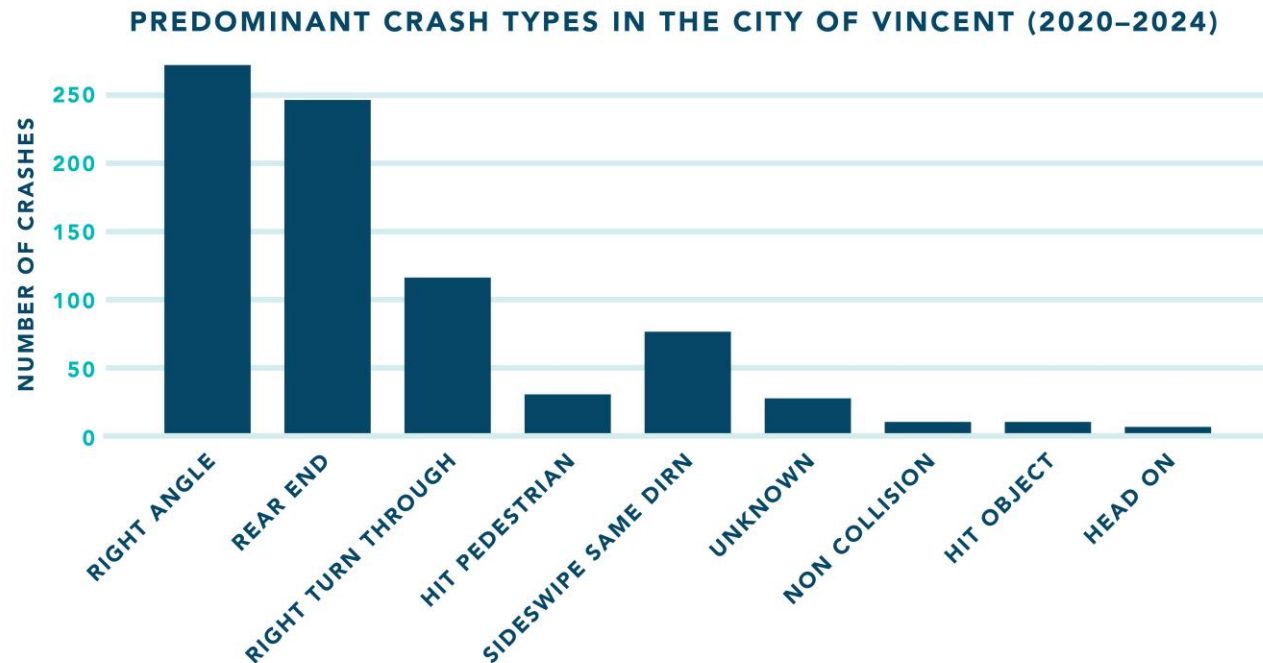
Strategic document / program	How the precinct studies respond
WA Driving Change Road Safety Strategy 2020-2030	Applies Safe System principles and prioritises infrastructure that reduces the likelihood and severity of crashes.
City of Vincent Road Safety Management Plan 2025-2030	Targets predominant crash types, vulnerable road users and proactive risk-based safety treatments.
Local Area Traffic Management Policy	Moves beyond individual street complaints by assessing traffic issues through a network and precinct lens.
Bike Network Plan, Accessibility Strategy and Place Plans	Supports safer walking, cycling, accessibility, public transport and place outcomes.
Capital works and grant funding programs	Creates an evidence-based pipeline for Black Spot, Low Cost Urban Road Safety Program and future capital works funding.

Reducing serious crashes

Vincent has already made progress in improving road safety through lower speed limits and targeted upgrades. However, serious injury crashes remain above State Government reduction targets, showing that speed changes alone are not enough.

The proposed safety improvements focus on reducing the most serious crash types, including right-angle crashes, right-turn-through crashes, and conflicts involving pedestrians.

The graph below shows the number of crashes resulting in a casualty in Vincent from 2020 to 2024.



HIGHGATE / MT LAWLEY

In Highgate and Mt Lawley, the study focused on road safety along Beaufort Street, Lord Street, Walcott Street and surrounding local streets. These roads carry significant traffic volumes and bus services while also supporting busy shopping areas, pedestrians, cyclists and residential neighbourhoods.

The study found that busy roads such as Beaufort Street, Lord Street and Walcott Street can be difficult to cross safely and experience a high number of crashes. It also confirmed that many residential streets are being used by drivers trying to avoid congestion on major roads, creating road safety and amenity impacts for local residents.

KEY CHALLENGES IDENTIFIED

The study identified several transport and road safety challenges across Highgate and Mt Lawley, including:

- High pedestrian and vehicle activity along Beaufort Street and surrounding town centre areas.
- Difficult and sometimes unsafe crossing conditions on major roads, particularly Beaufort Street, Lord Street and Walcott Street where there are no medians or medians are too narrow.
- Turning conflicts at intersections, particularly where vehicles turn across oncoming traffic.
- Through traffic (rat running) on local residential streets as drivers seek to avoid congestion on major roads.
- Increased traffic on local streets affecting neighbourhood amenity through noise, reduced liveability and safety concerns for residents.
- A high number of crashes on key transport corridors, particularly where pedestrian and vehicle activity is greatest.

PROPOSED IMPROVEMENTS

To respond to these issues, the study proposes improvements across both major roads and local streets, including:

- Lower speed limits on Beaufort Street while retaining it as a four-lane road.
- Raised intersection platforms to reduce vehicle speeds and crash severity.
- New pedestrian crossings, including signalised crossings where appropriate.

- Upgrades to traffic lights, including more right turns controlled by green arrows, and turn restrictions to reduce high-risk turning conflicts.
- Side road treatments to improve pedestrian priority.
- One-way and two-way slow points on local roads to discourage rat running while maintaining local access.

The traffic modelling found that some of these improvements may result in slightly longer travel times on major roads. However, this is a recognised trade-off of safer street design. The aim is to reduce serious crashes, improve conditions for people walking and cycling, and discourage through-traffic from using residential streets while maintaining the overall function of the road network.

Beaufort Street

Beaufort Street is a busy main street with high levels of pedestrian activity, frequent bus services and a mix of well-visited shops, cafés and businesses. However, it is currently designed primarily to move vehicles, making it less comfortable and more difficult for people walking and riding.

Potential improvements include lower speed limits, raised intersection platforms and new signalised pedestrian crossings to create a safer and more accessible environment for everyone.

Lord Street

Lord Street is an important distributor road connecting Perth's eastern suburbs to the CBD. High traffic volumes can make it difficult for vehicles to turn safely from side streets and for pedestrians to cross the road.

Potential improvements include new traffic signals, signalised pedestrian crossings, protected right-turn phases and selected turn restrictions to reduce conflict points and improve safety while maintaining traffic flow.

Walcott Street

Walcott Street is another major distributor road that carries high traffic volumes, particularly during peak periods. Similar to Lord Street, turning movements and crossing the road can be challenging for both motorists and pedestrians.

Potential improvements include new signalised intersections, protected right-turn phases and selected turn restrictions to improve safety for all road users.

East Parade

Common issues along East Parade and surrounding streets include rat running through local roads, limited opportunities for safe pedestrian crossings and challenges accessing key destinations across major roads.

Proposed improvements include raised intersection platforms, new and upgraded signalised crossings and changes to intersection layouts. These upgrades aim to slow traffic, reduce shortcutting, improve pedestrian safety and accessibility, and create safer connections to local neighbourhoods, public transport and key destinations.

Local streets

The study found that some residential streets are being used by drivers as shortcuts to avoid congestion on major roads. This rat running increases traffic volumes on local streets and can affect safety, noise levels and neighbourhood amenity.

Potential improvements include one-way and two-way slow points, raised speed platforms and other traffic calming measures designed to discourage through traffic while maintaining access for local residents.

PROPOSED SPEED LIMIT CHANGES

Street	Current speed limit	Proposed speed limit
William - Walcott to Bulwer	60km/h	50km/h
Beaufort - Walcott to Lincoln	40km/h	30km/h
Beaufort - Lincoln to Bulwer	60km/h	30km/h
Lord - Guildford/Walcott to Bulwer	50km/h	50km/h
East Parade - Guildford to Graham Farmer Freeway	60km/h	60km/h
Walcott - William to Lord	60km/h	60km/h
Vincent - William to Beaufort	40km/h	40km/h
All other Local Distributors and Access Roads in the Study Area	40km/h	40km/h

NORTH PERTH

The study explored how the North Perth Town Centre can accommodate future growth while maintaining a safe, accessible and attractive place for the community. The study considered how changes in land use, transport demand and the future role of Fitzgerald Street could shape the town centre over time.

The study used traffic modelling to test different future scenarios, including changes to development density, public transport investment and the allocation of road space along Fitzgerald Street. The modelling found that increased density within the town centre had limited impact on traffic volumes, while changes to how road space is allocated along Fitzgerald Street had a greater influence on network operation.

The study identified opportunities to improve road safety, support walking and cycling, reduce rat running on local streets and improve the experience of the North Perth Town Centre. The proposed short-term improvements focus on addressing known safety issues while maintaining Fitzgerald Street as a four-lane road. In the longer term, the City will continue advocating to State Government for improvements to public transport and opportunities to create a more people-focused town centre.

KEY CHALLENGES IDENTIFIED

- Fitzgerald Street is heavily focused on cars, making it difficult or intimidating for people walking and cycling in some areas.
- The walkable catchment of the North Perth Town Centre is expected to grow to 35 dwellings per hectare by 2050 to meet State Government housing requirements.
- Some major intersections are expected to experience increasing congestion as the area grows. These include Charles Street/Vincent Street, Longroyd Street/Walcott Street, and Fitzgerald Street/Walcott Street/Alexander Drive.
- There are limited safe crossing opportunities in several locations including for children walking to school.
- Turning conflicts at intersections, particularly where vehicles turn across oncoming traffic.
- Existing traffic calming measures on residential streets have had mixed success, highlighting the need for a holistic approach.
- Reducing traffic capacity on Fitzgerald Street without supporting measures could increase through traffic on nearby residential streets.

PROPOSED IMPROVEMENTS

Detailed traffic modelling was used to test several future scenarios, including increased housing density, different road layouts and future public transport options. The modelling found that planned residential growth in the town centre can be accommodated with relatively minor impacts on the overall road network, provided appropriate transport improvements are made.

Proposed improvements include:

- Fitzgerald Street retained as a four-lane road while introducing a range of safety improvements.
- Traffic calming measures on residential streets to discourage rat running.
- Safer pedestrian crossings, including signalised crossings where appropriate.
- Restrict right turns at some intersections to reduce the need to cross traffic.
- Changing the timing and sequence of some traffic lights so they operate more safely and efficiently.
- Raised platforms at some intersections.
- Improvements to cycling infrastructure and active travel connections.
- Advocating for future mid-tier public transport, such as Bus Rapid Transit or Light Rail, along the Fitzgerald Street corridor.

Fitzgerald Street

Based on the modelling, the study identified an interim preferred approach that retains Fitzgerald Street as a four-lane road while introducing a range of safety improvements, including raised intersections, new pedestrian crossings, traffic calming measures and targeted movement restrictions. The modelling found this approach would create a safer environment for pedestrians while only slightly increasing travel times for motorists.

These trade-offs will be carefully considered alongside community feedback before any future decisions are made.

Vincent Street

Along Vincent Street, raised intersection platforms and raised pedestrian crossings are proposed at Hyde, Norfolk, Throssell and Ethel streets. These upgrades are designed to slow traffic, make it safer and easier for people to cross the road and access Hyde Park, and create a lower-speed environment.

Angove Street

Proposed improvements along Angove Street include new raised wombat crossings and changes to the intersections at Woodville and Daphne streets. These upgrades aim to slow traffic, improve pedestrian safety by creating safer and shorter crossing points, make vehicle movements more predictable, and enhance access and parking in key locations.

William Street

Proposed improvements along William Street include raised intersection platforms, safer pedestrian crossings, changes to some turning movements and intersection layouts, and updated line marking. Together, these upgrades aim to slow traffic, reduce the risk of crashes, improve safety for people walking and cycling, discourage rat running, and make vehicle movements more predictable along the corridor.

Local streets

Common issues on local streets in North Perth were speeding, rat running, and safety concerns for people walking and riding, particularly around North Perth Primary School.

Proposed improvements include raised safety platforms, speed bumps, safer pedestrian crossings and changes to support school drop-off and pick-up. Together, these upgrades aim to slow traffic, improve safety and accessibility, reduce shortcutting through local streets, and create a safer environment for residents, students and families.

PROPOSED SPEED LIMIT CHANGES

Street	Current speed limit	Proposed speed limit
Fitzgerald - Walcott to Burt	60km/h	50km/h
Fitzgerald - Burt to Grosvenor	40km/h	30km/h
Fitzgerald - Grosvenor to Vincent	60km/h	50km/h
Angove - Charles to Daphne	50km/h	40km/h
Angove - Daphne to Fitzgerald	40km/h	30km/h
William - Walcott to Vincent	60km/h	50km/h
Beaufort - Walcott to Lincoln	40km/h	30km/h
Walcott - Charles to William	60km/h	60km/h
Vincent - Charles to Fitzgerald	60km/h	40km/h
Vincent - Fitzgerald to William	40km/h	40km/h
Norfolk/Alma/Ethel/Throssell	40km/h	30km/h
All other Local Distributors and Access Roads in the study area	40km/h	40km/h

PROJECTS ALREADY UNDERWAY

The precinct studies are not only long-term planning documents. They are also helping inform projects that are already being progressed, with some works moving into delivery or funding pathways. In some cases, this has been supported by community feedback or State Government road safety funding programs.

Project / area	Status	Reason it matters
Vincent Street speed reduction	Completed	Delivered following strong community lobbying and City advocacy. Supports safer speeds on an important east-west corridor.
Norfolk Street / Wasley Street Norfolk Street / Burt Street	Black Spot Funding secured	Located within the North Perth study area. These projects respond to known safety issues and help progress key road safety outcomes.

NEXT STEPS

The draft precinct studies and proposed treatments are now open for community feedback.

All feedback will be reviewed alongside crash data, traffic modelling, technical requirements and stakeholder input. This will help refine the final Road Safety Implementation Plans.

Updated plans for Highgate/Mt Lawley and North Perth will be presented to Council for consideration in late 2026. If endorsed, priority projects will move into detailed design, further consultation, funding applications and future delivery programs.

Further precinct studies will continue across Vincent in 2026-2027 and 2027-2028.