



City of Vincent – Norfolk Neighbourhood
Safe Active Street (SAS)
Community Engagement Outcomes Report
13 May 2022

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Introduction

The City of Vincent has initiated a community engagement program to gather the community's feedback on several options to create a Safe Active Street (SAS) in the North Perth neighbourhood of Norfolk Street and surrounds.

The Safe Active Street (SAS) program is jointly funded by Department of Transport and the City of Vincent and explores a potential Safe Active Street route which could include parts of Venn Street, Norfolk Street, Alma Road, Ethel Street and Throssell Street in North Perth.

A SAS incorporates a range of improvements, where local streets are upgraded to create an environment where traffic speeds are limited to 30 km/h and the volume of traffic is low. In most cases the streets have enhanced landscaping to help create an environment where people feel welcome, and it becomes safer to walk and ride.

A community engagement program has been developed, using a range of engagement tactics to gather a range of community perspectives, with a key interest in shaping the future of the Norfolk Neighbourhood

The first stage in the engagement process included hosting information sessions, to provide background to the project and canvass the community for their feedback on street designs that may improve safety when walking, cycling and travelling in and around the Norfolk Neighbourhood.

The City facilitated two face to face information sessions on Saturday 7th May and an online information session on Tuesday 12th May 2022. In addition, the City facilitated a pop up session in North Perth on Tuesday 12 May.

- A total of 37 residents participated in the community information sessions
 - Session 1 - 15 participants
 - Session 2 - 9 participants
 - Session 3 (online) - 13 participants

A wide range of feedback was gathered on a number of potential improvements to the streets for walking, cycling and driving around the Norfolk Neighbourhood.

A summary of the feedback received is outlined below.

Data Analysis: Potential Safe Active Street treatment responses

The following information provides an overview of the feedback collected from the community engagement to date.

Attendees at the information sessions were provided with a range of Safe Active Street treatments to comment on. At the face-to-face sessions participants were also asked to indicate whether they liked or disliked the treatments. Whilst online, participants were asked to provide feedback via the online engagement tool Mentimeter.

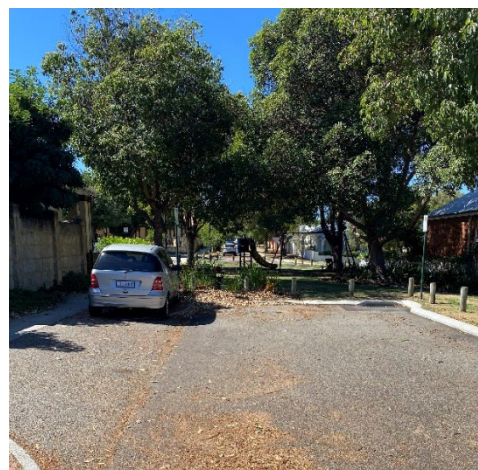
Red indicates a dislike for a treatment, whilst green refers to community members who liked a treatment.

In addition, community members were also asked to provide overall feedback on the options presented.

Road Humps



Pocket Parks



Feedback:

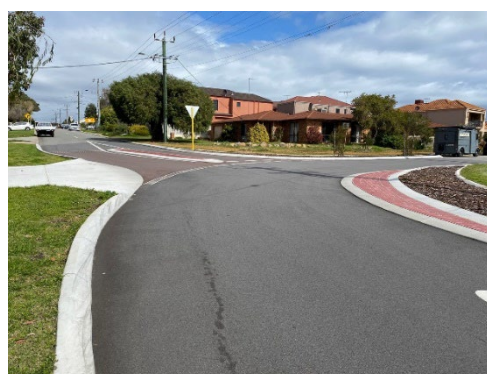
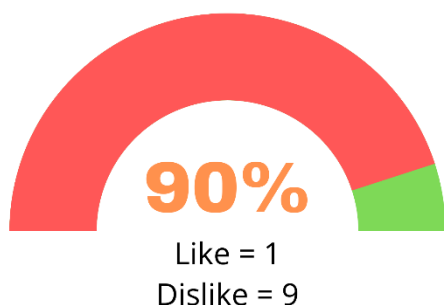
Community members were overwhelmingly in support of pocket parks.

Feedback on this option included:

- Offers more greenery and connections to their outer environment i.e. 'more tree use of space in a positive way.'
- Fosters social cohesion where it is a 'nice spot to sit and enjoy the neighbourhood' and is good for families and the community.
- Considered safe for children to access independently.
- Stops 'rat runners' was also mentioned.

One comment from the online session suggested this will only work if a road was closed.

Modified Intersection



Feedback:

Community members were overwhelmingly against modified intersections.

Feedback included:

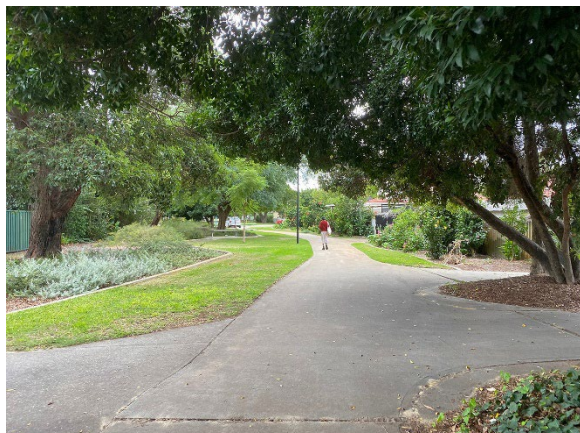
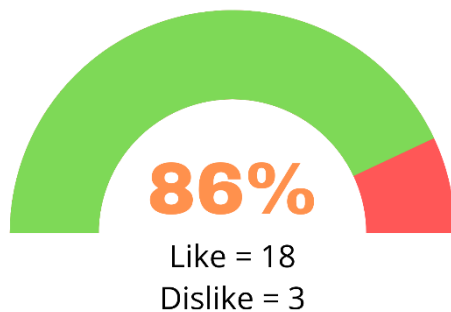
- Concerns about living near the intersection without the house having a fence.

- 'It does not discourage or slow traffic'.
- It will encourage the use of cars only.
- It can be confusing to cyclists and motorists.
- One person did note that they supported modified intersections and was 'not sure of the fuss of children'.

One comment from the online session suggested a location that this treatment could be included at:

- "The intersection of Venn St, Norfolk St and Monmouth needs to be adjusted like this. The current design is dangerous for pedestrians with cars speeding from West on Monmouth and south on Norfolk."

Mid-Blocked Parks



Feedback:

Community members were supportive of mid-blocked parks.

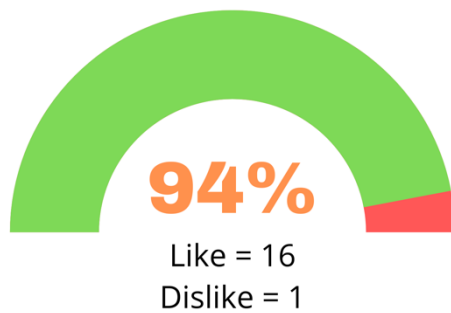
Feedback included:

- It is aesthetically pleasing and is 'attractive.'
- It offers a green space for wildlife.
- Creates a cooling environment was also noted by many others.
- It improves safety for the elderly and creates spaces for others to connect with each other.
- Creates 'pleasant' and accessible biking and walking routes.
- Promotes the neighbourhood as 'iconic' and improves neighbourhood appeal.

Feedback from the online session included:

- Concerns where this treatment would be applied in the community i.e. 'does not define the boundary between vehicles and pedestrian'.
- It would reduce rat running and traffic volume.

Partial Road Closures



Feedback:

Community members were supportive of partial road closures.

Feedback on this option included:

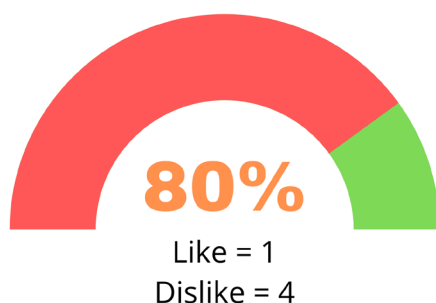
- Perceived to stop 'rat runners'.
- Aesthetically pleasing with the increased greenery.
- Is an effective traffic flow measure and may lead to slow traffic.
- Improves accessibility for cyclists.

One comment against partial road closures included concerns about increased signage in the neighbourhood.

Feedback from the online session included:

- It creates safety for children to walk and play outside their homes.
- Concerns regarding how cars can turn around.

Build Outs/Parking Nibs



Feedback:

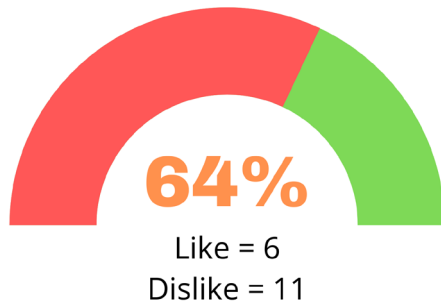
Supportive feedback included:

- Nibs/build outs with planting are good

Negative feedback included:

- Could be confusing “open to confusion”
- They may cause an issue where there is no off-street parking

Narrowing of Streets



Feedback:

Narrowing of streets created some mixed views.

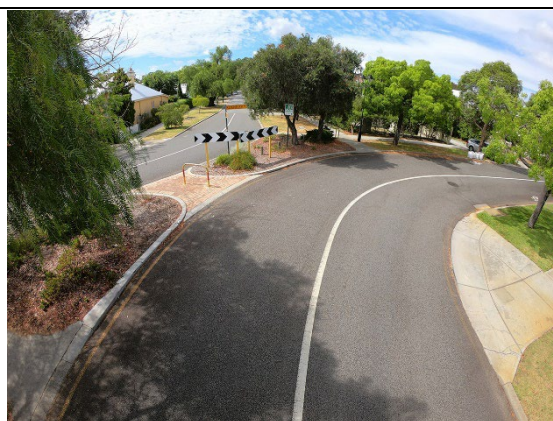
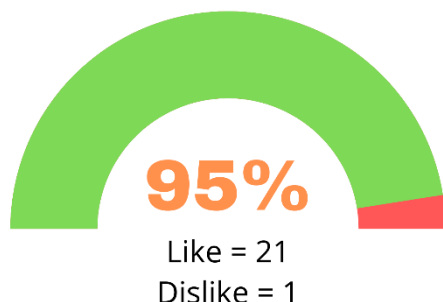
Supportive feedback included:

- It encourages the opportunity to run a community veggie garden.
- Fosters a safe environment for cyclists and vehicle users
- It improves safety in the nearby parks.
- It may slow down traffic.

Negative feedback included:

- Concerns that residents would lose parking, ‘not possible where people have no off-street parking’.

Diagonal Closure



Feedback:

Community members were overwhelmingly supportive of diagonal closures.

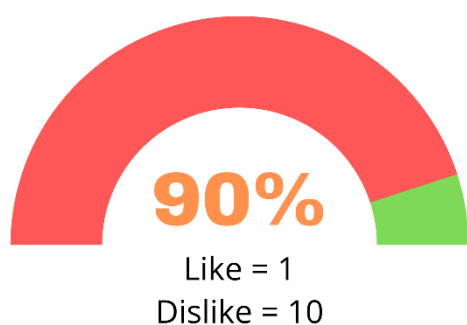
Feedback includes:

- Provides some 'character', allows increased greenery. However, others noted it might make the neighbourhood look 'barren'.
- Improves accessibility for pedestrians and cyclists.
- Would decrease traffic however it may limit residents ability to make route changes.

Feedback from the online session included:

- Concerns that it may not look aesthetically pleasing i.e. 'the area that divides the junction can look a little barren'.
- Cyclists crossing may need to cross a solid line.

Raised Intersection



Feedback:

Community members were overwhelmingly opposed to raised intersections.

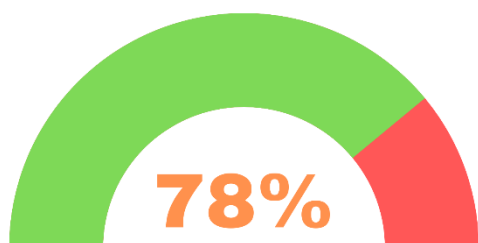
Feedback on the option included:

- Is not 'user friendly' and does not provide a clear path for cyclists.
- Concerns that it won't discourage motorists to slow down.
- It was also viewed as a 'great tool to make drivers aware of a change in road conditions'.
- It can encourage vehicles to slow down and can be a 'safer' intersection.

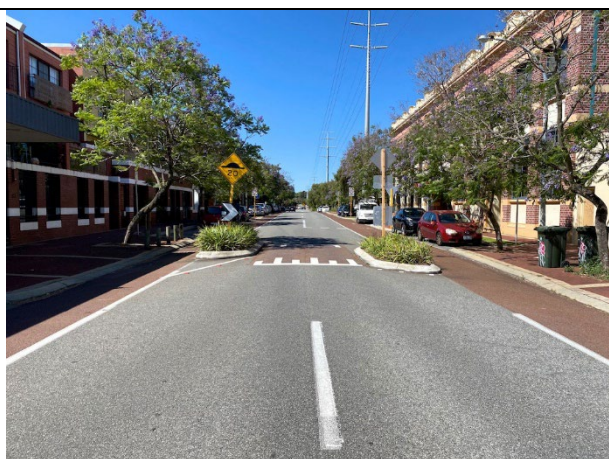
Feedback from the online session included:

- It is proven to calm traffic.
- Can be good for people with prams and cyclists.

Straight one lane passing



Like = 7
Dislike = 2



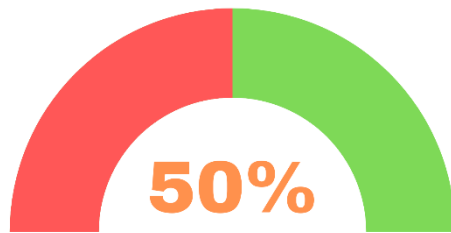
Feedback:

Community members were supportive of straight one-lane passings.

Feedback on this option included:

- Slows down traffic.
- Separates cyclists and vehicles from each other.
- Concerns that cyclists were prioritised more.
- Seen as good for cyclists.
- May create confusion for drivers especially regarding right of way for drivers and cyclists.
- Can work for streets with not too many cars.

Tightening corners



Like = 4

Dislike = 4



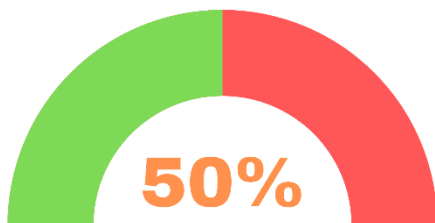
Feedback:

Tightening corners created some mixed views.

Feedback on this option included:

- Slows down traffic.
- Provides extra footpaths in the neighbourhood.
- Is not aesthetically pleasing and is 'ugly'.

Angled one lane passing



Like = 2

Dislike = 2



Feedback:

- Right of way difficult to determine.
- Prefer the islands next to the curb.

Other feedback

A number of residents from Throssel Street provided feedback and suggestions regarding existing traffic issues. This included:

- Diagonal closures at Wasley and Forrest Streets to create a loop to stop drivers accessing Wasley Street car park via Forrest and Wasley Street, should use Fitzgerald Street.
- Arrows at intersection of Vincent / Fitzgerald to allow both traffic heading east and west along Vincent to turn right into Fitzgerald Street - would help rescue rat runs in surrounding areas

Attendees also provided feedback on the inclusion of 'mini-roundabouts' trial in the Norfolk Neighbourhood:

- Some attendees were in support as it 'slows traffic'.
- Concerns included that mini roundabouts do not deter motorists from slowing down and others drive over the curb and roundabout, as it is narrow.
- On the map of the area a note was made – "don't put bike path along edge of Hyde Park as this will mean replacing greenery with hard bitumen landscaping"

Appendices

Appendix 1

Norfolk Neighbourhood Safe Active Streets Community Information Session Presentation



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Norfolk Neighbourhood Safe Active Streets

Community Information Session

Saturday 7th May 2022





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Acknowledgement of Country





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Welcome and introductions





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Purpose and agenda for the session





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Agenda

- Project Overview
- Safe Active Streets – What/Why?
- Healthy Streets
- Best Practice SAS Treatments
- Next Steps
- Gathering your feedback





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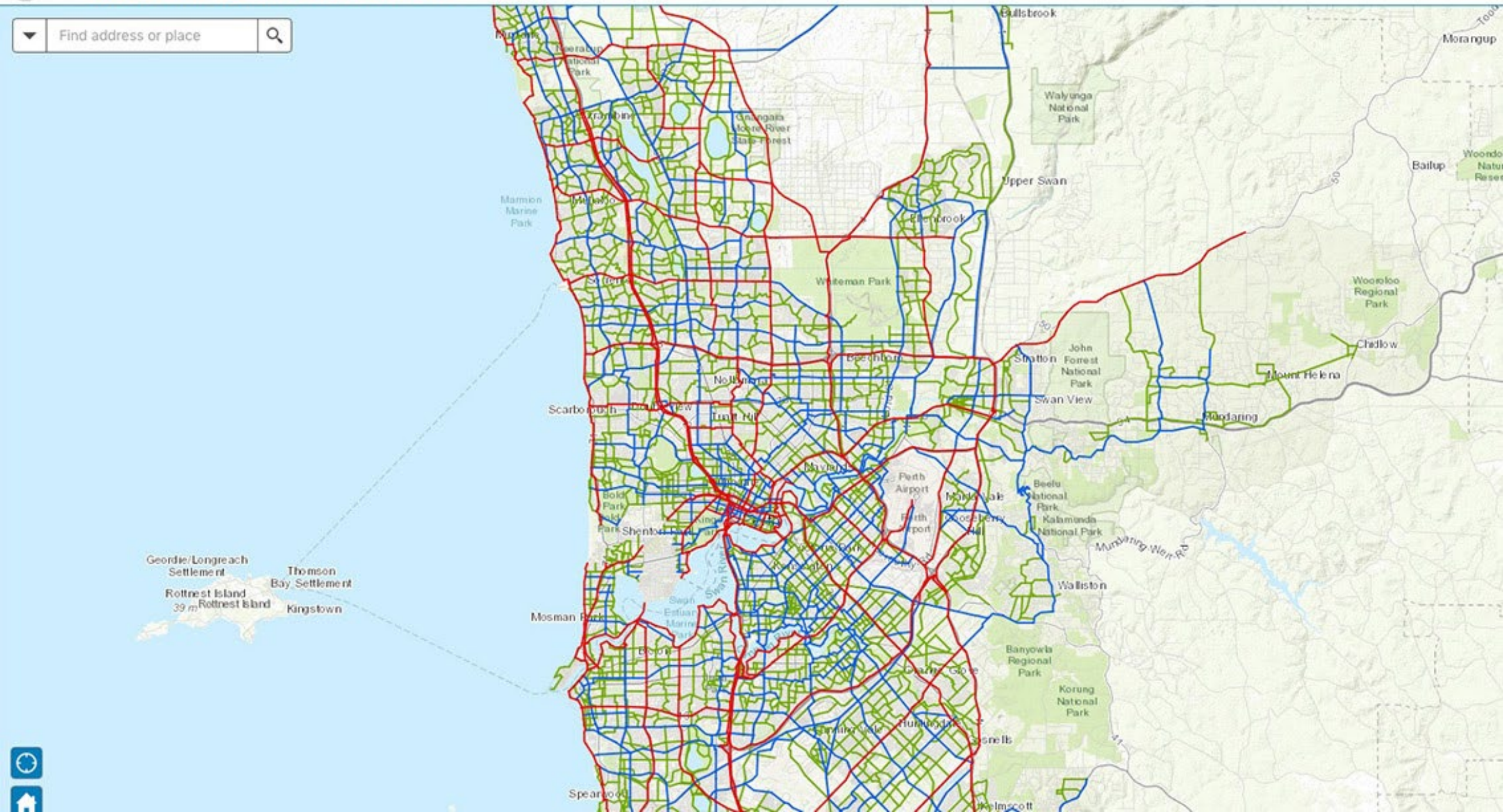
Project overview

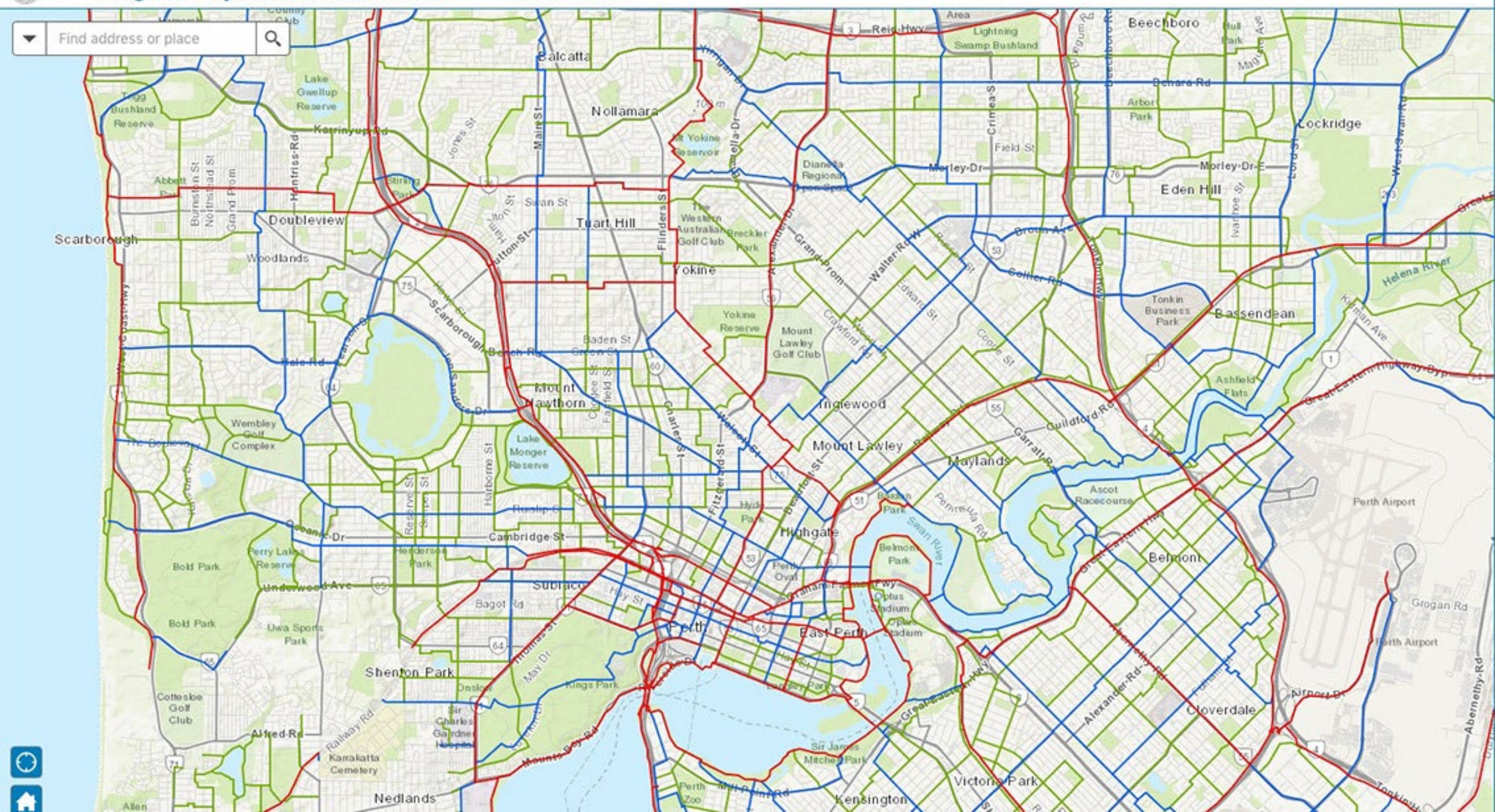


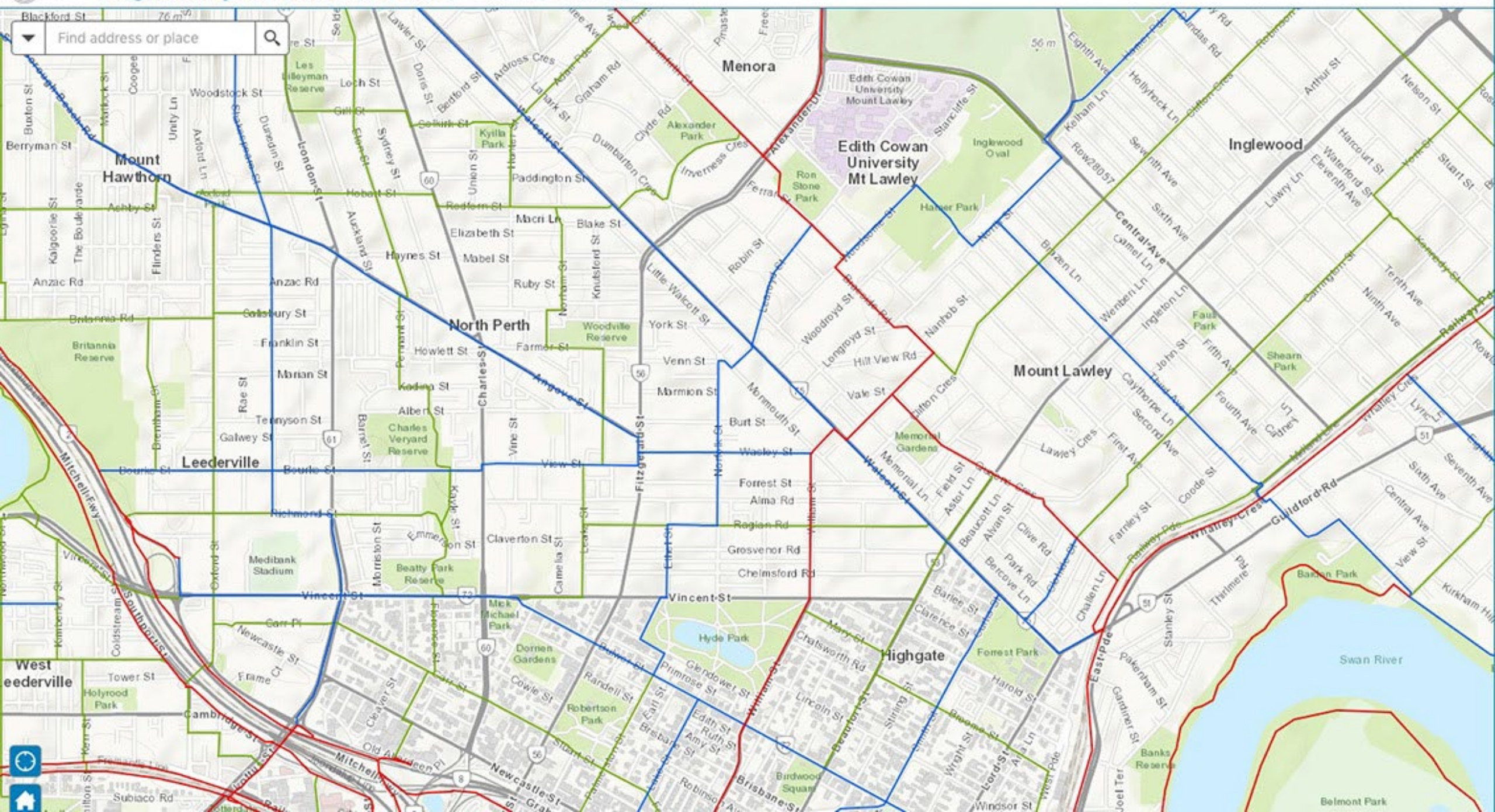
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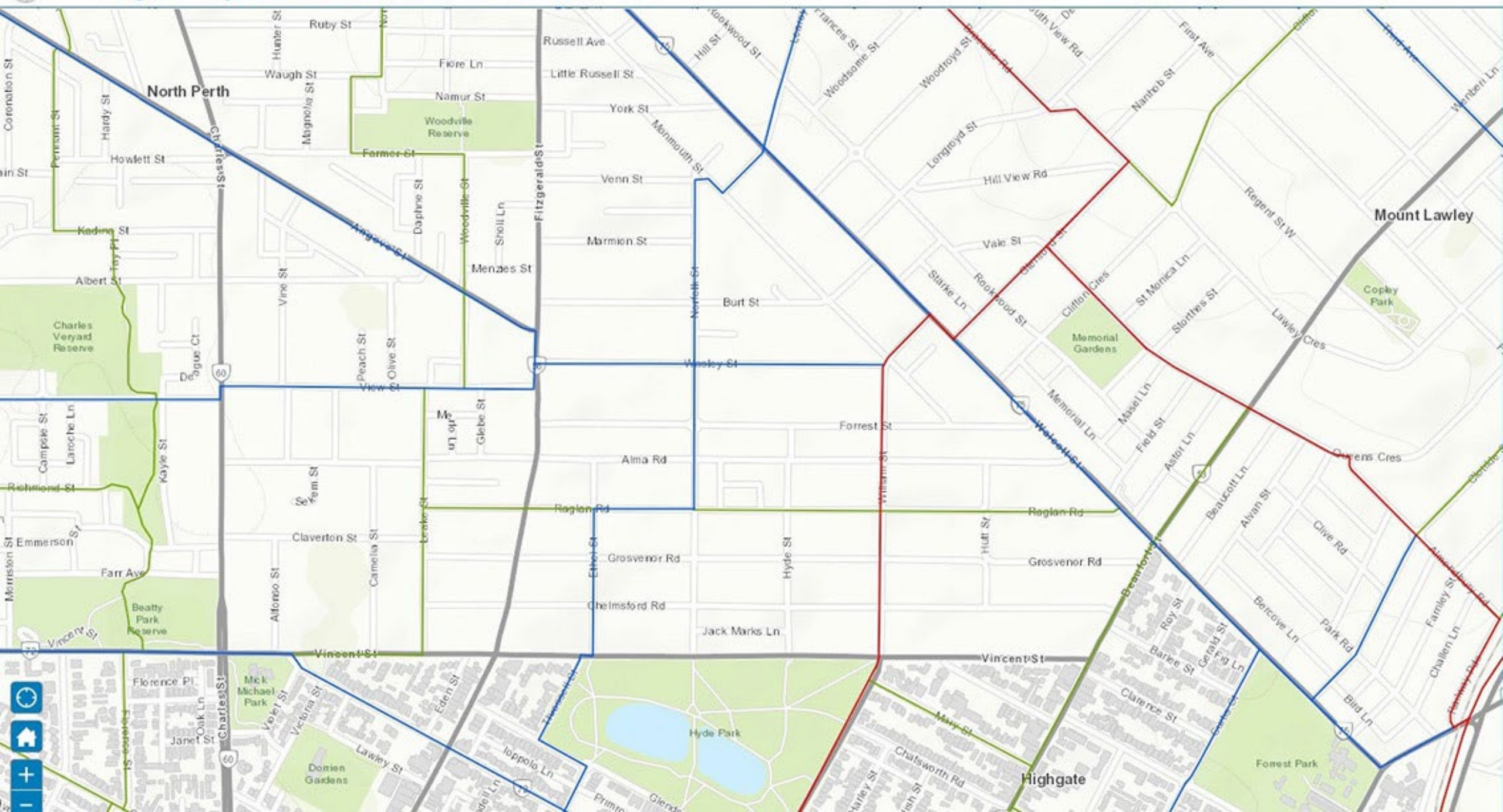
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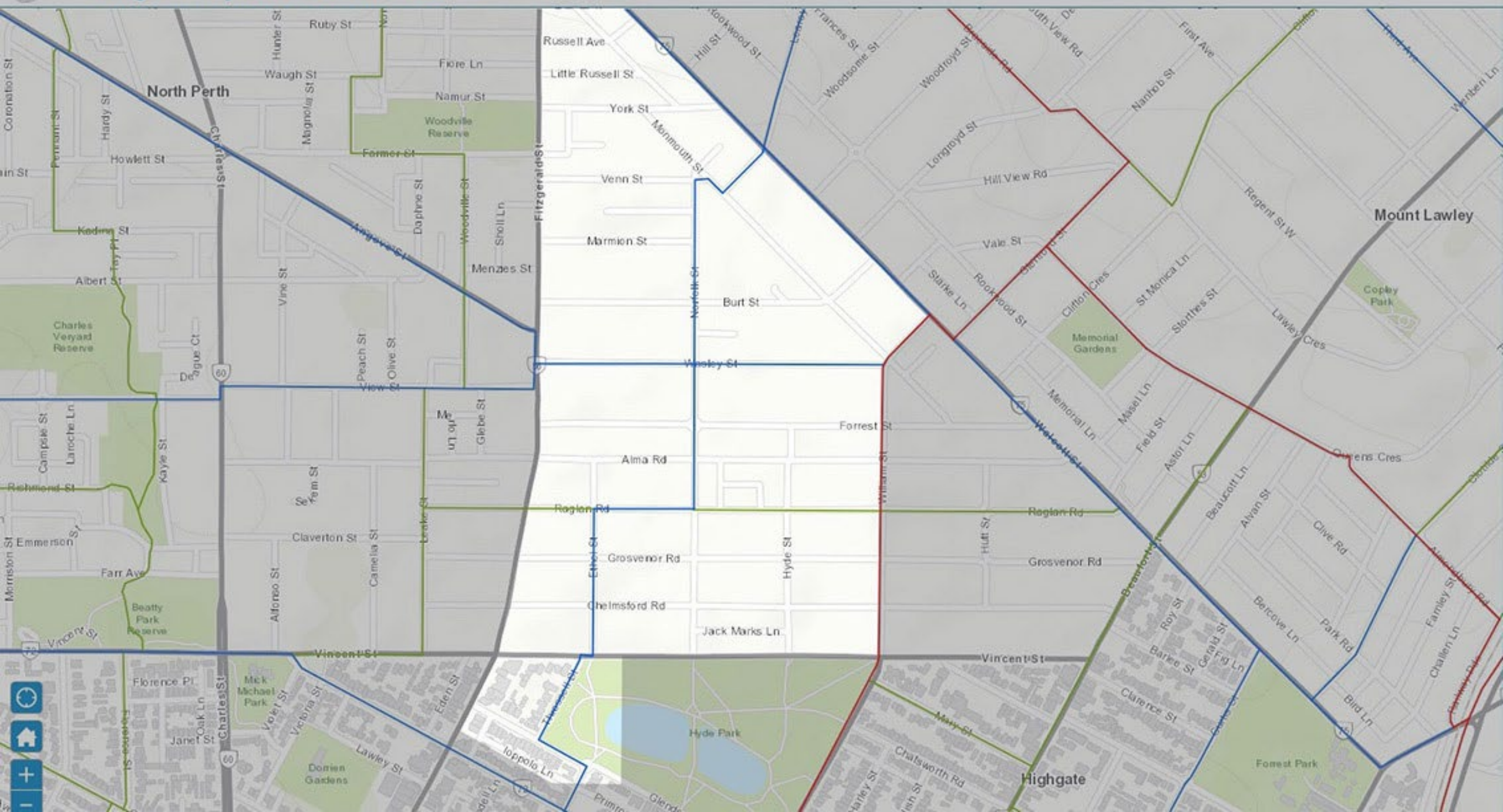
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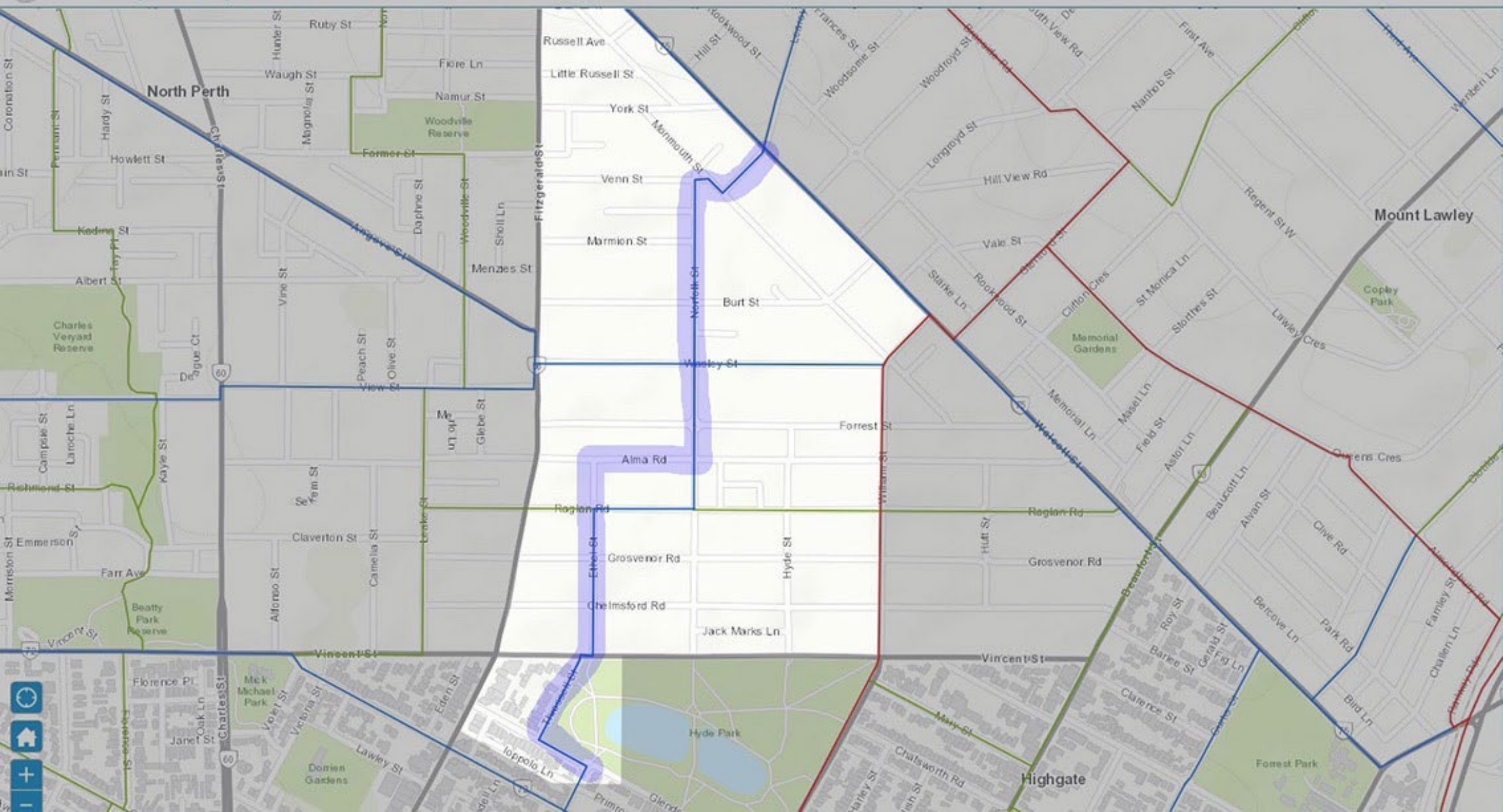




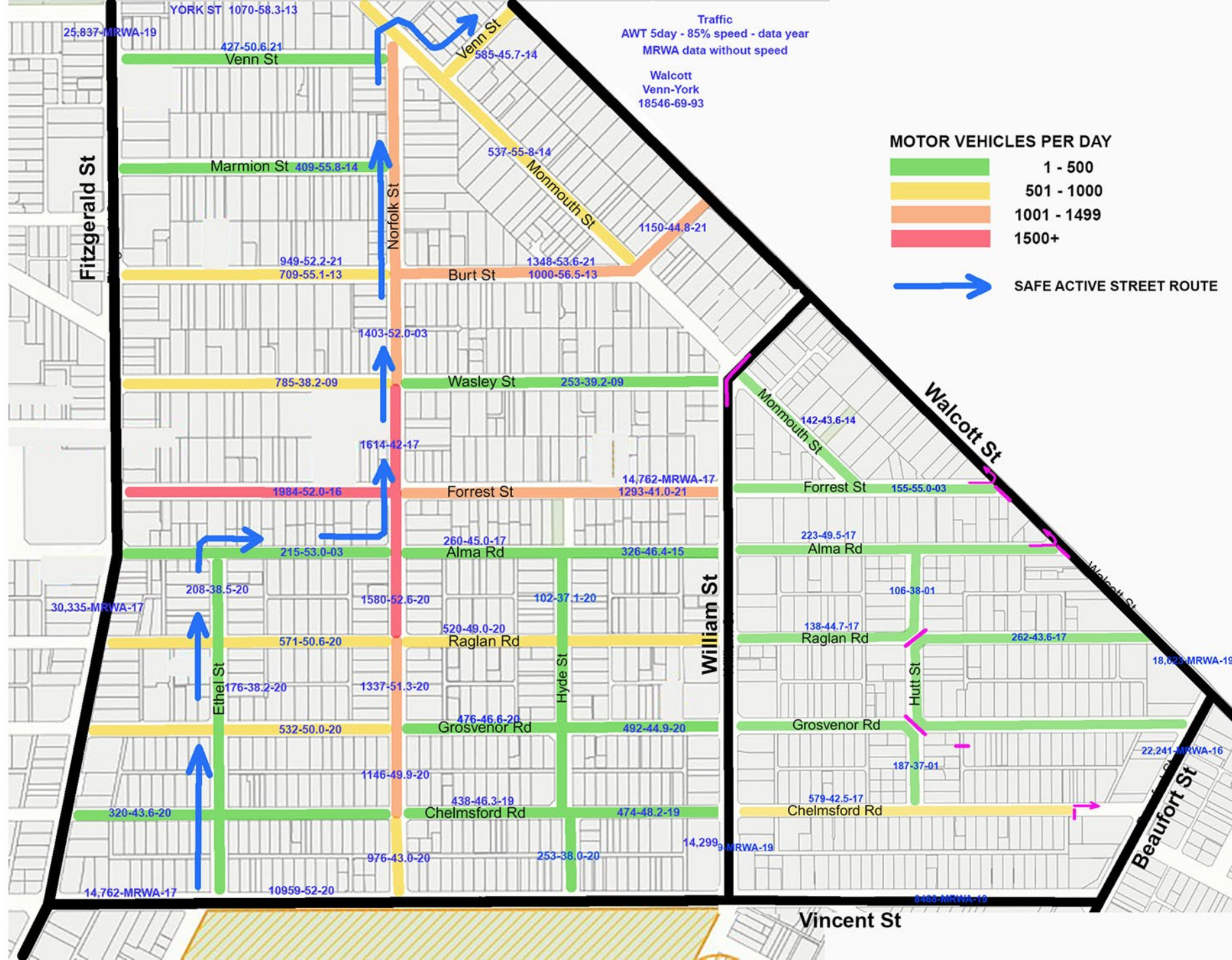




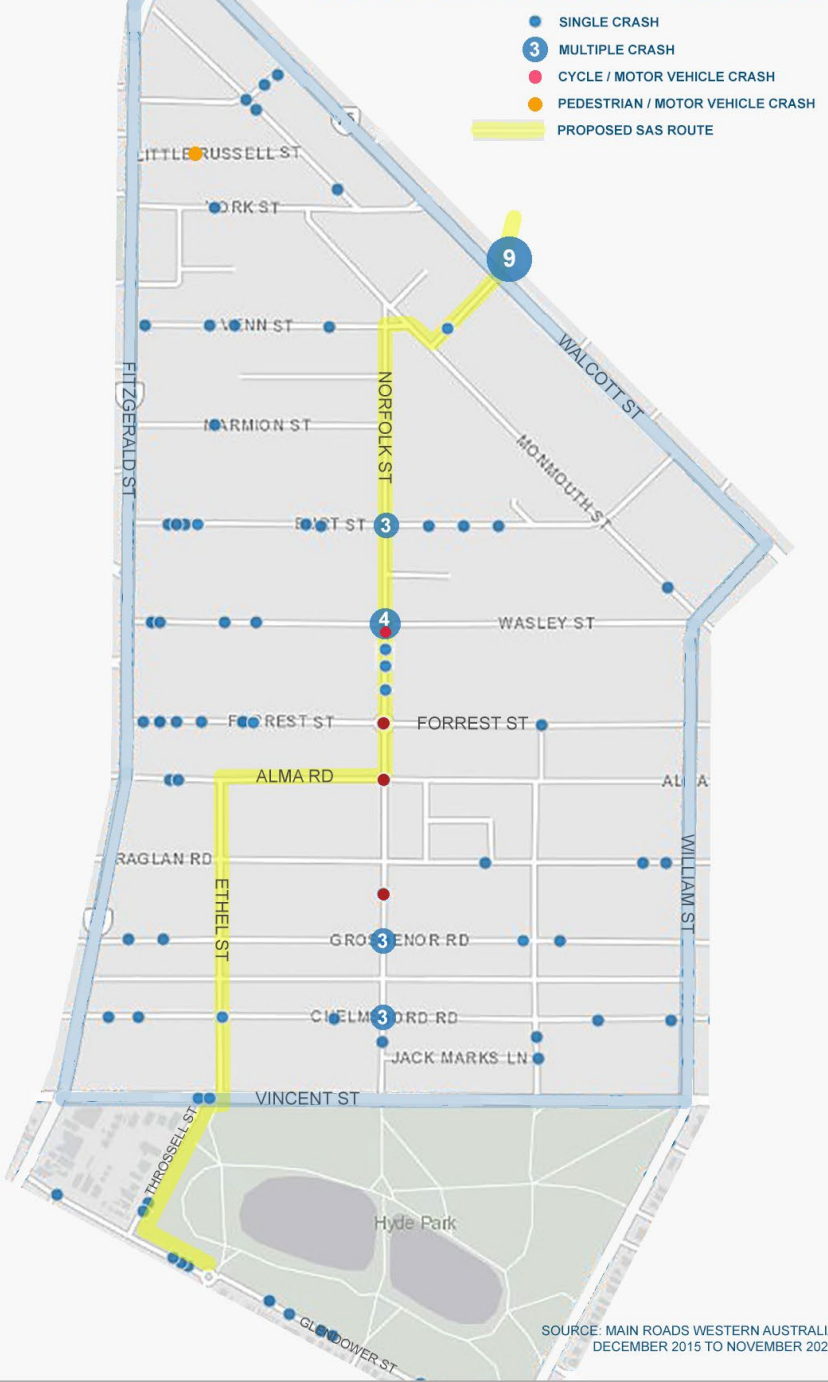








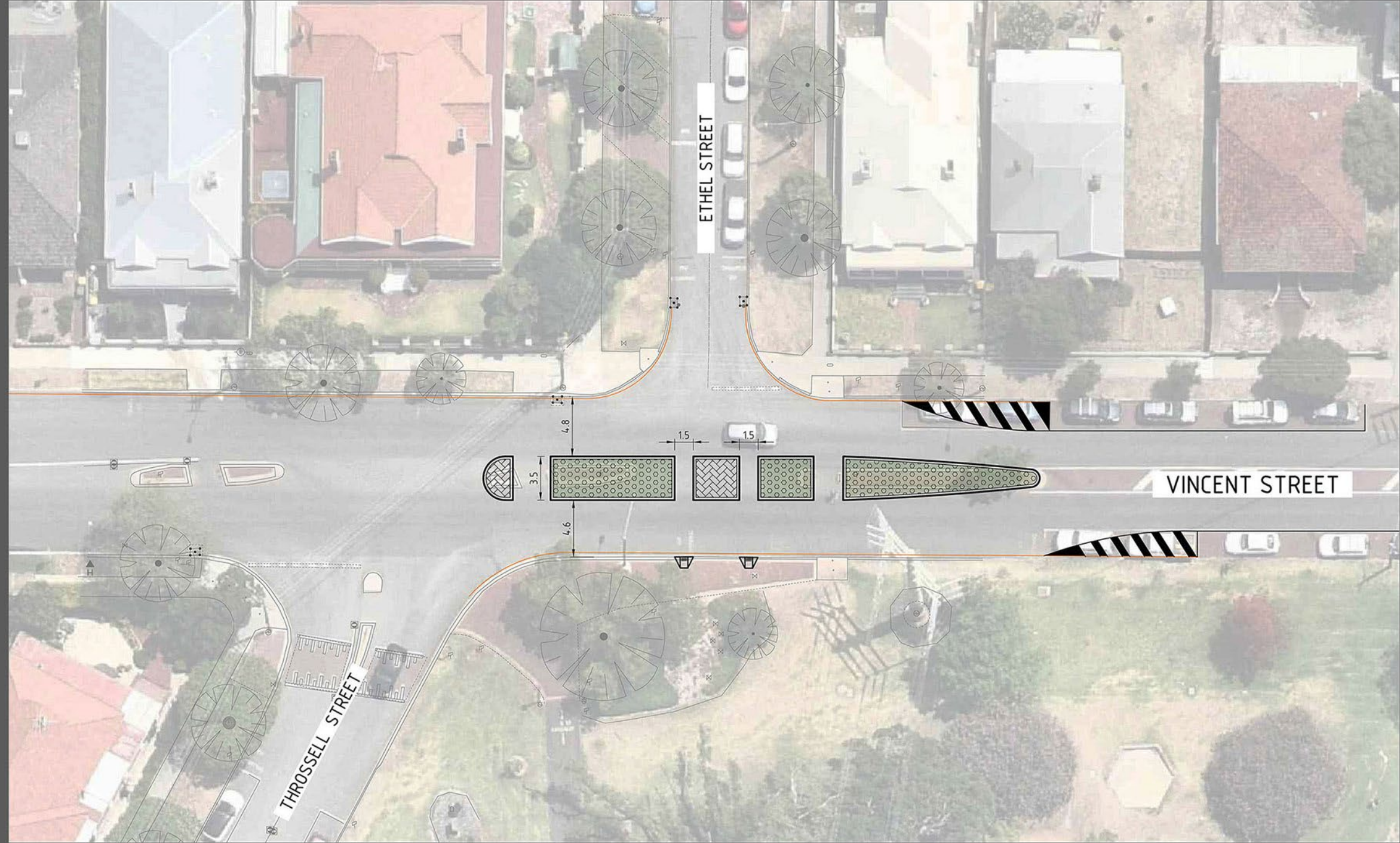
TRAFFIC CRASH HISTORY - FIVE YEARS



ETHEL STREET

VINCENT STREET

THROSSELL STREET





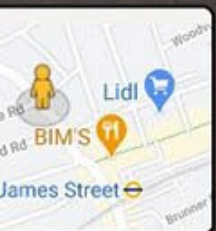




NEIGHBOURHOOD GREENWAY - VANCOUVER CANADA



ENJOY WALTHAM FOREST PROGRAM - LONDON



QUIETWAYS - LONDON



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VIDEO





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Q&As





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Safe Active Streets – What/Why?





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The Safe Active Streets Program is a Department of Transport (WA) initiative, developed in partnership with local government, that seeks to create desirable active travel routes on local streets, which provide a shared space; low speed, attractive environment for people of all ages and abilities to ride and walk safely and comfortably to

- I. local destinations such as schools, shops and recreational areas as well as
- II. connect to higher order cycling facilities and transport hubs.





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- While the SAS Program is WA's local, tailored approach to creating a safe shared space for people in cars and people walking and riding, this concept is successfully used all over the world.
- You will find Safe Active Streets under a range of different names including Bike Boulevards, Quiet Streets, Cycle streets and Neighbourhood Greenways in countries including the United States, Canada, the Netherlands, France and New Zealand.



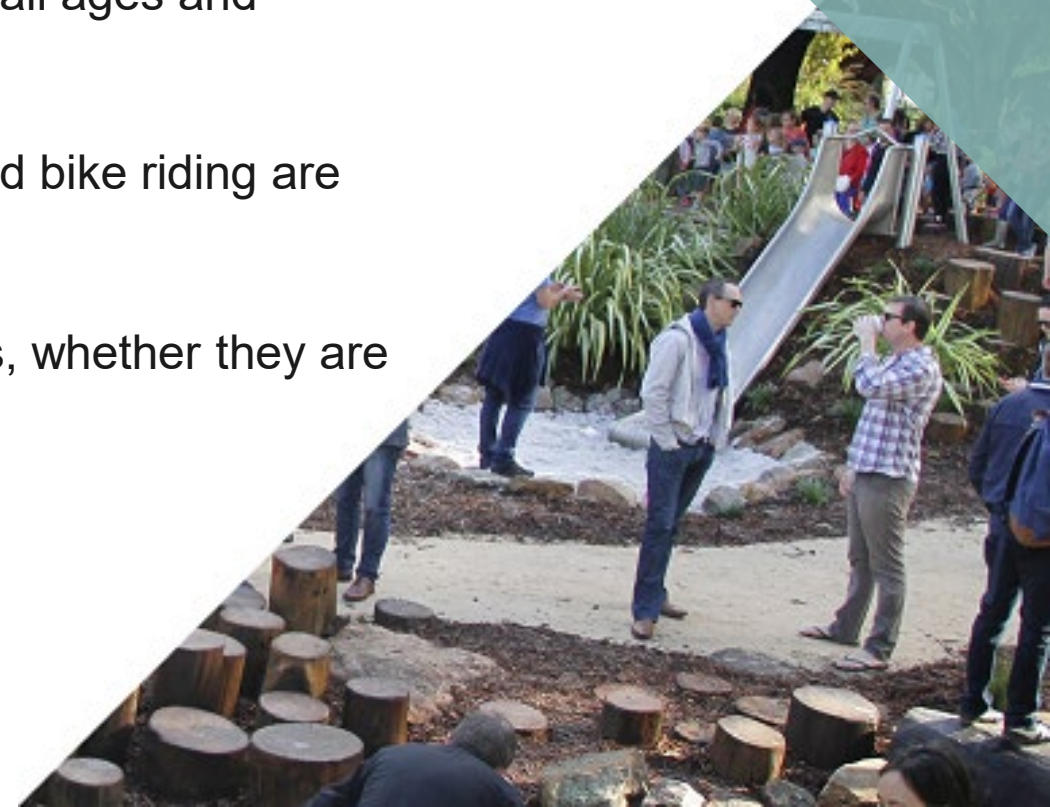


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- Safe active streets are placed on quiet local streets and use different design elements to encourage lower vehicle speeds and volumes, thereby creating a safe, attractive, more liveable environment that encourages people of all ages and abilities to choose bike riding and walking.
- Safe active streets help to create communities where walking and bike riding are safer, more convenient and attractive options.
- Safe active streets create a safe, shared space for all road users, whether they are driving, riding or walking.



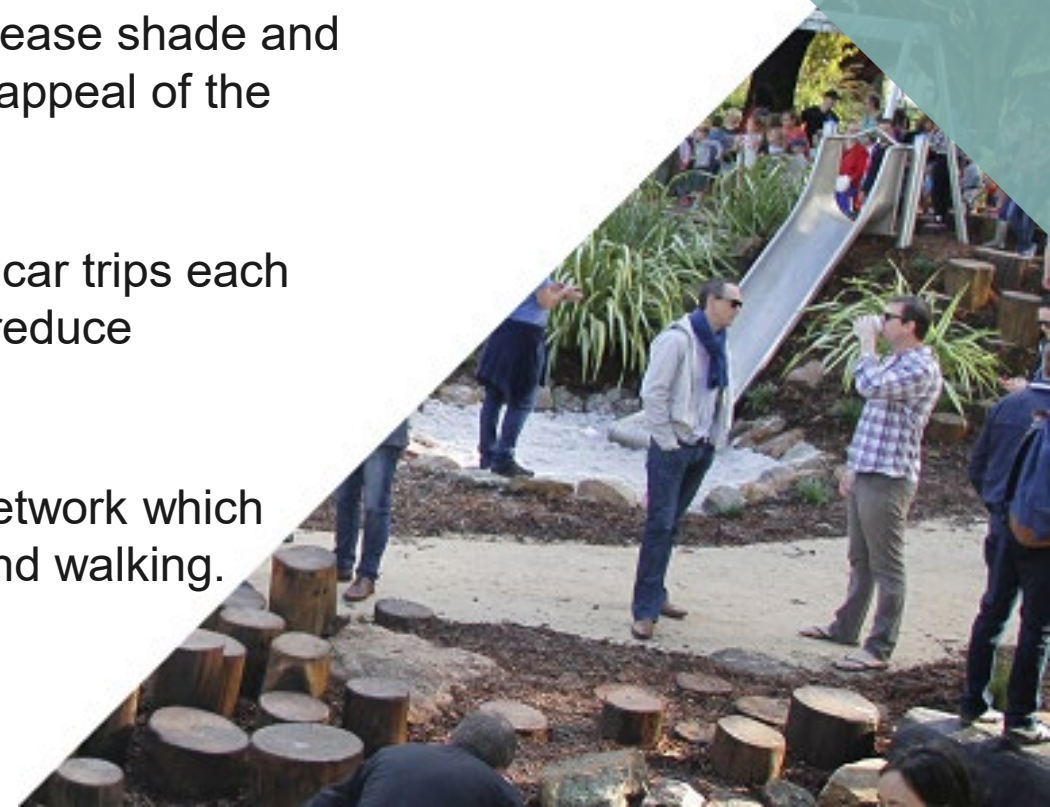


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- Safe active street routes are carefully selected to safely connect people to schools, shops, parks and other community facilities as well as shared path networks.
- More trees and plants are provided along safe active streets to increase shade and create a cooler and more welcoming street and improve the visual appeal of the neighbourhood.
- Safe active streets aim to encourage people to replace a few short car trips each week with riding or walking, to improve your health, wellbeing and reduce congestion and pollution.
- Safe active streets are an important part of WA's growing bicycle network which offers safe, attractive and connected infrastructure for bike riding and walking.





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Healthy Streets





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Healthy Streets is an approach developed in the UK (by Lucy Saunders) through research into the health impacts of transport, public realm and urban planning.

The approach recognises that the key elements necessary for public spaces to improve people's health are the same as those needed to make urban places socially and economically vibrant and environmentally sustainable.

Healthy Streets assessment is a check of technical metrics against which a street can be scored. These metrics are distilled into 10 Healthy Street Indicators™. Focussed on the human experience, these indicators show what really matters on all streets, everywhere, for everyone.



Source: Lucy Saunders





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Best practice SAS treatments





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Narrowing of Streets



- Slow vehicle speeds
- Easier to cross
- More space for footpaths and planting





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Diagonal Closure



- Stops unwanted Rat Running
- Additional Green Space for planting
- Safe riding environment





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Raised Intersection



- Slows vehicle traffic
- May discourage rat running
- Used as entry gateway to a street or area





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Partial Road Closure



- Stops unwanted rat running
- Reduction in conflict points at intersection
- Increase riding and walking safety





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Build Out/Parkin Nibs



- Incorporate shorter crossing point
- Slows vehicle speeds
- Delineate/protect parking spaces
- Provides for social interaction





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Pocket Parks

- Slows vehicle speeds
- Stops unwanted rat running
- Provides potential for community facilities (parks)



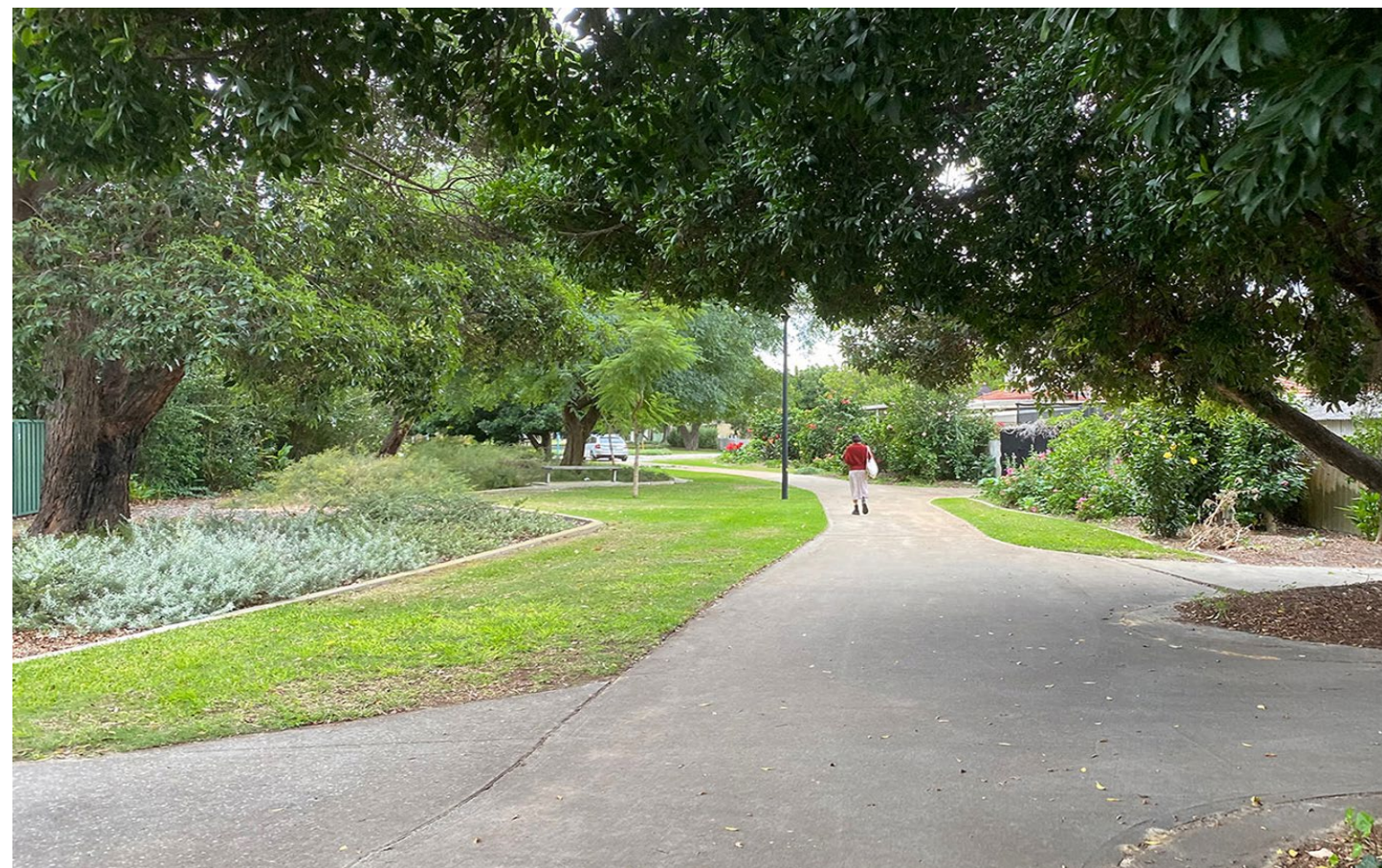


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Mid-Block Parks



- Slows vehicle speeds
- Stops unwanted rat running
- Provides potential for community facilities (play park / exercise space)





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Q&As





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Next Steps





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Gathering your feedback



Safe Active Streets Treatment– Group feedback from Face to face Community Information Sessions

City of Vincent's Norfolk Neighbourhood Safe Active Street (SAS) - Community Engagement Outcomes Report
361 Degrees Strategic Engagement & Communications 15

Potential SAS Treatment: Partial Road Closure

	Why do you Like or Dislike? • traffic slow-calming more trees. Usually more attractive. • can be built in such a way that the car is on the right side of the road, making it an extra challenge for drivers and potentially for the car to navigate in the left lane. Not a great solution if you're not planning to use the road. • this treatment is not a great solution for a street that is a main thoroughfare or a main street. • it's a good idea to have a street that is a main thoroughfare or a main street.		Why do you Like or Dislike? • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that.
Benefits • Stops unwanted rat running • Reduction in conflict points at intersection • Increase riding and walking safety		Benefits • Maintains walking and riding access • Provides street planting opportunities	

Potential SAS Treatment: Straight One Lane Passing

	Why do you Like or Dislike? • Effective in some areas in some cases. • It can be effective but it can be a bit of a pain to use in some cases. • It can be a bit of a pain to use in some cases. • It can be a bit of a pain to use in some cases.		Why do you Like or Dislike? • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that.
Benefits • Slows vehicle speeds • Restricts vehicles overtaking bike riders • Provides street planting opportunities		Benefits • When used in a series can regulate speed along length of the street • Reduction in road crashes	

Potential SAS Treatment: Angled One Lane Passing

	Why do you Like or Dislike? • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that.		Why do you Like or Dislike? • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that.
Benefits • Slows vehicle speeds • Restricts vehicles overtaking bike riders • Provides street planting opportunities		Benefits • When used in a series can regulate speed along length of the street • Reduction in road crashes	

Potential SAS Treatment: Build Outs/Parking Nibs

	Why do you Like or Dislike? • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that.		Why do you Like or Dislike? • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that. • Good in some areas like that but not in others like that.
Benefits • Incorporate shorter crossing point • Slows vehicle speeds • Delineate/protect parking spaces		Benefits • Space for social interaction • Provides street planting opportunities • Not as noisy as other treatments	

Potential SAS Treatment: Narrowing of Streets

 Benefits • Slow vehicle speeds • Easier to cross • More space for footpaths and planting	Why do you Like or Dislike? • encourage community veggie gardens • safer cycling and more crossing • safe space to enjoy the park • Extends pedestrian crossing environment • Slow spaces welcome all level of wheel/bike users inclusive • and get out to enjoy the park	 Benefits • Bike riders can travel in centre of lane • Easier to cross (central median) • Allows for indented on-street parking	Why do you Like or Dislike? • Have hard surfaces heat • Reducing the width of the road • More space for the road • More space for the road • More space for the road
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Potential SAS Treatment: Diagonal Closure

 Benefits • Stops unwanted rat running • Additional Green Space for planting • Safe riding environment	Why do you Like or Dislike? • This is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure	 Benefits • Allows for continuous footpaths through the intersection • Improved connectivity across the street	Why do you Like or Dislike? • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure
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Potential SAS Treatment: raised intersection

 Benefits • Slows vehicle traffic • May discourage rat running • Used as entry gateway to a street or area	Why do you Like or Dislike? • Like but not sure these are enough to clearly tell everyone who has priority + what to do • Does not seem to work • Doesn't do anything for cyclists	 Benefits • When used in a series can regulate speed along length of the street • Can provide colour to help highlight an intersection	Why do you Like or Dislike? • Does not seem to work • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure
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Potential SAS Treatment: Tightening corners

 Benefits • Slows vehicle turning speed • Reduces crossing distance • Additional space for planting	Why do you Like or Dislike? • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure	 Benefits • Additional footpath space • Alternative crossing option for less confident riders	Why do you Like or Dislike? • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure • It is a good idea to have a diagonal closure
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Potential SAS Treatment: Partial Road Closure



Benefits

- Stops unwanted rat running
- Reduction in conflict points at intersection
- Increase riding and walking safety

Why do you Like or Dislike?

- Stops rat running
- Increased greenery



Benefits

- Maintains walking and riding access
- Provides street planting opportunities

Why do you Like or Dislike?

- Very effective traffic flow measure.
- Increased greenery
- Clear prioritisation for people on bikes

Potential SAS Treatment: Straight One Lane Passing



Benefits

- Slows vehicle speeds
- Restricts vehicles overtaking bike riders
- Provides street planting opportunities

Why do you Like or Dislike?

- Slows down parking



Benefits

- When used in a series can regulate speed along length of the street
- Reduction in road crashes

Why do you Like or Dislike?

- Needs specific bike lanes and design to prioritise people on bikes

Potential SAS Treatment: Angled One Lane Passing



Benefits

- Slows vehicle speeds
- Restricts vehicles overtaking bike riders
- Provides street planting opportunities

Why do you Like or Dislike?



Benefits

- When used in a series can regulate speed along length of the street
- Reduction in road crashes

Why do you Like or Dislike?

- Right of way difficult to determine

Potential SAS Treatment: Build Outs/Parking Nibs



Benefits

- Incorporate shorter crossing point
- Slows vehicle speeds
- Delineate/protect parking spaces

Why do you Like or Dislike?

- Open to confusion



Benefits

- Space for social interaction
- Provides street planting opportunities
- Not as noisy as other treatments

Why do you Like or Dislike?

- Dumb.
- Problem where no off street parking.

Potential SAS Treatment: Narrowing of Streets

 Benefits • Slow vehicle speeds • Easier to cross • More space for footpaths and planting	Why do you Like or Dislike? • <i>slow parking</i> • Not possible where people have no off-street parking.	 Benefits • Bike riders can travel in centre of lane • Easier to cross (central median) • Allows for indented on-street parking	Why do you Like or Dislike? • <i>will not be effective</i> • <i>increased risk to cyclists/pedestrians.</i> • <i>would not like to drive down a road with cyclists in the middle due to high risk!</i> • <i>only effective on high volume roads will not make the street pedestrian friendly</i>
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Potential SAS Treatment: Diagonal Closure

 Benefits • Stops unwanted rat running • Additional Green Space for planting • Safe riding environment	Why do you Like or Dislike? • <i>improving reduction of rat runs.</i> • <i>delivers 100% better than other measures.</i> • <i>low volume, provides crossing at various angles</i>	 Benefits • Allows for continuous footpaths through the intersection • Improved connectivity across the street	Why do you Like or Dislike? • <i>Very effective - I know this area and works very well</i> • <i>Effective from potential.</i> • <i>there is no good, one is potential friendly</i>
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Potential SAS Treatment: raised intersection

 Benefits • Slows vehicle traffic • May discourage rat running • Used as entry gateway to a street or area	Why do you Like or Dislike? • <i>hard surface installation.</i>	 Benefits • When used in a series can regulate speed along length of the street • Can provide colour to help highlight an intersection	Why do you Like or Dislike? • <i>benefits: traffic volume.</i>
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Potential SAS Treatment: Tightening corners

 Benefits • Slows vehicle turning speed • Reduces crossing distance • Additional space for planting	Why do you Like or Dislike? • <i>Provides a challenge to squatters.</i>	 Benefits • Additional footpath space • Alternative crossing option for less confident riders	Why do you Like or Dislike? • <i>only on green zone</i> • <i>reduces vehicle speed</i> • <i>extra footpath can be planted</i>
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Appendix 3

Online Information Session – Participant Feedback via Mentimeter

What do you like or not like about Narrowing Streets?

I believe narrowing streets would decrease parking on already congested streets

possible bank up of traffic at either end? otherwise seems good

makes it easier to cross the street. shorter distance. Makes street feel more intimate. Sometimes it means street trees can touch together and form a canopy.

Don't mind the concept, but would like to see the design.

Wide verge is attractive

makes streets safer by slowing traffic more community feeling

No problem with narrowing street

Would slow traffic which is great, and encourage more trees, but would need dedicated bike lanes

Safety for young children, the rat running can be dangerous



What do you like or dislike about diagonal closures?

Like ability to cycle and walk and reduces raffic

Used to live in Subi so know this spot well. It's nice to walk through cos not much traffic.

Hard to comment not knowing where exactly it is being proposed, north end of Norfolk?

The area that divides the junction can look a little barren, I'm familiar with those nearer to beaufort st (the next block over)

Like the idea in principal, but wondering where on Norfolk this would be appropriate

definitely better for pedestrians and cyclists. strategically placed would be best and good landscaping and not too much signage

These would decrease traffic by eliminating through traffic but limit residents to making route changes.

provides some 'character', allows trees, easy access

A cyclist crossing diagonally would need to cross a solid line in order to cross. Can design elements indicate a crossing? Eg. like lines of raised intersection?



Tell us what you think about raised intersections?

No issue, proven traffic calming measure.

A great tool to make drivers aware of a change in road conditions

This is ok but much prefer some of the other options.

Can work well to slow drivers.

probably like this least of some of the other options, less trees and less clear path for cyclists

Encourages vehicles to slow down. Good for prams and bikes, safer intersection.

Prefer the fully raised to footpath approach. There's a good example of this between charles st and oxford st along bourke st

I would approach this with more confidence as a cyclist

Don't like very high speed bumps, not user friendly when have to drive there



Tell us what you think about raised intersections?

It doesn't stop people from taking off fast.



Tell us what you think about partial road closures?

Love this. Lots of trees and clear bike/pedestrian pathways

Supportive in the right location

Like this approach a lot, would be very effective at stopping the rat routing issue if combined with some of the narrow roads / pocket park ideas

Possibly a good idea. There is one already on Grosvenor at Beaufort st. Would help to reduce traffic.

in strategic areas this could work. downside is cars need to actually turn around? but great for cyclists and pedestrians

I like this. Attractive and effective

Wish I lived on a street that had this!! I would definitely feel much more comfortable letting my kids walk and play out the front of the house.

good option



Tell us what you think about partial road closures?

Good solution in correct location



Tell us what you think about pocket parks?

Not too sure. Positioning would be critical.

good for greening, community

With appropriate design elements kept (lighting, maintenance, etc) it's a great option. Top marks for trees to cool local area

Great option, especially with the playground. Although there's low lying powerlines which run along norfolk, so that may need assessing too

i like this idea. more green space and useable recreation space

Nice option .

Big yes to more pocket parks. Doesn't need to be fancy to make a very positive impact.

Only works when essentially closing a road.

Great idea, similar to what changed at Hyde St / AlmaRd to increase the size of the Hide Street reserve



What are your thoughts on mid block parks?

"I like it" (son, age 2)

Great in the correct location.

Does not define the boundary between vehicles and pedestrian. We do not know where this could be applied at Norfolk St

I love this. I feel that this would work really well in Norfolk Street. Definitely my preferred option

These would work assuming all vacant plots had been in filled so no heavy vehicles need to go through. Not sure about waste collection

in strategic areas this could work really well. also great for increased greenery and making spaces more pedestrian and cyclist friendly

This is very good. Combining this with some of the other options would greatly reduce rat routing and traffic volumes, also great opportunity for playground areas

Agree great in the great location



Do you like or dislike modified intersections?

A wide design like this seems to favour car traffic over cyclists / pedestrians

This doesn't seem to me to have as great a potential impact as the other options

The intersection of Venn St, Norfolk St and Monmouth needs to be adjusted like this or similar. The current design is dangerous for pedestrians with cars speeding coming from West on Monmouth and south on Norfolk

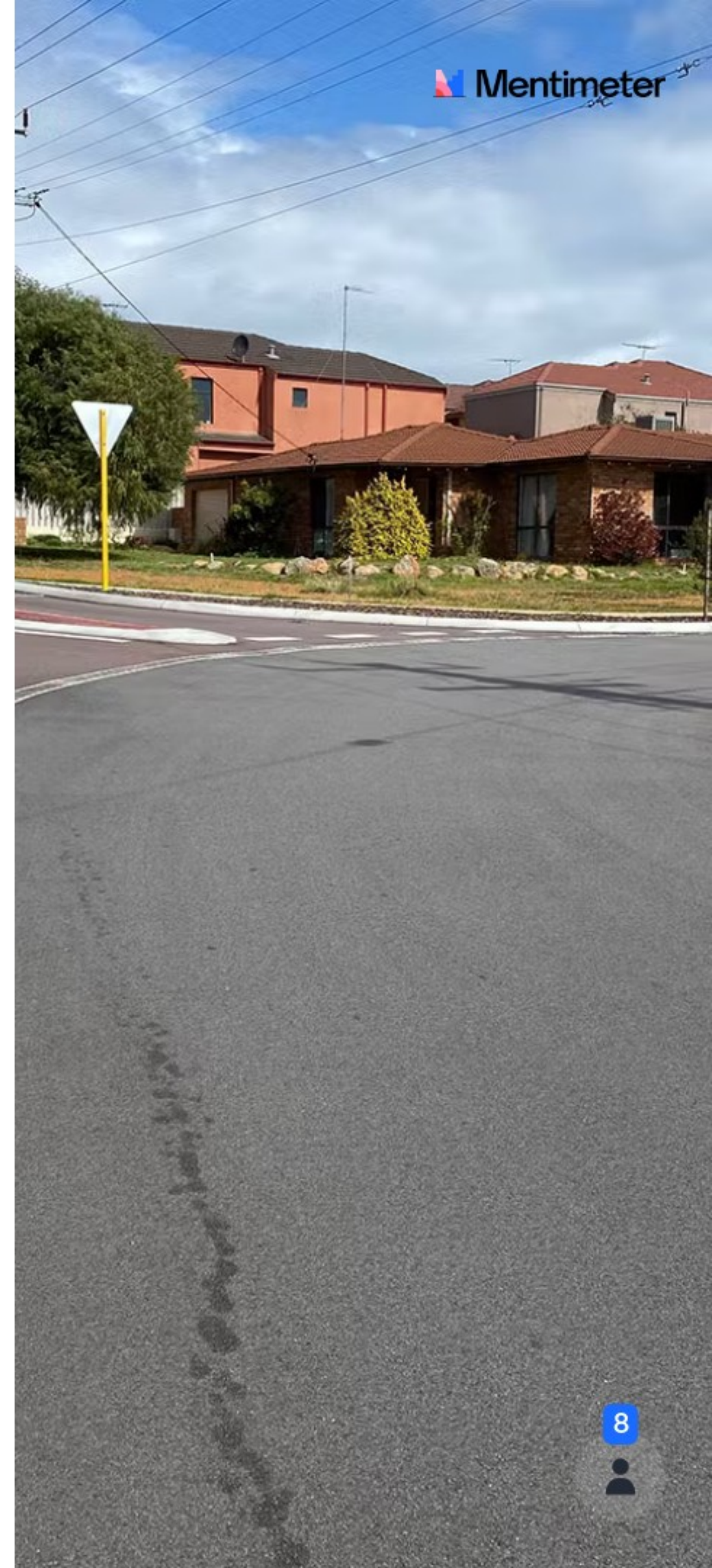
it looks ok but not as nice as some of the other options. I don't think this would stop many cars but could be ok in some of the intersections where an actual road closure is not suitable

These do slow traffic but not sure where these could apply in the Norfolk area.

Swapping the stopping and through traffic at Wasley and Norfolk would continue the traffic flow on Norfolk to reduce crashes

There have been multiple changes recently - corner Norfolk/Vincent, Chelmsford/Fitzgerald, and all the give way roundabouts in the area. Was this all wasted money?

The street doesn't look amazing but it's hard to comment without knowing what it was like before.



What are your thoughts on road humps?

don't find they have much impact on slowing cars down

Really don't like the noise generated by drivers hitting these and accelerating to the next.

Great. Motorists accept them



Tell us what you think about straight one lane passing?

I use this one all the time and it's excellent

No problem, really like it and works well for bikes

Used to live on this street, know it very well. Hump/one lanes are not bad for slowing traffic. Love the bike side bits. Note, this particular one is too close to Lake street intersection, should have been further up to be effective.

I've seen drivers / cyclists struggle with right of way / priority decisions with these layouts, may offer reduction in traffic through the delays, however may not be too safe

Annoy motorists. Cyclists love them.

ok for streets with not too many cars

These work, great for bikes, although cars can be confused as to who has right of way

I should have said I use it on my bike and it's excellent

Good for cyclists but does not stop rat running



Tell us what you think about straight one lane passing?

No real objection but can sometimes be a source of confusion for some drivers

