

Engagement Report

Abernethy Road Traffic Study



Overview

The City engaged an independent traffic consultant to conduct the Abernethy Road Traffic Study which looks at traffic movements along Abernethy Road from Fulham Street to Leach Highway.

The study area included five key intersections along Abernethy Road:

- Fulham Street
- Gabriel Street
- Keane Street
- Scott Street
- Kew Street

The study was conducted in three stages including data collection and analysis, base model development and calibration, and future demand forecasting and options testing.

A public comment period provided residents with an opportunity read the study documents and ask a question or make a submission on the study recommendations, including how proposed changes may influence their use of Abernethy Road and surrounds.

Consultation Methodology

Promotion – public comment

The consultation was promoted in the following ways:

- Belmont Connect project page,
- City of Belmont website news item.
- letterbox drop to residents in the Abernethy Road area and surround streets,
- social media campaign (paid and organic),
- PerthNow Southern print advertising,
- Belmont BeNews email newsletter
- digital screens at Ruth Faulkner Library and the City of Belmont Civic Centre receptions.



Abernethy Road Study and Gabriel Street works

We are planning for the future of the Abernethy Road area through the Abernethy Road Traffic Study and immediate safety improvements at the Gabriel Street intersection.

The Abernethy Road Traffic Study considers current and future traffic movements and proposes safety and amenity improvements.

We are now seeking public questions and submissions on the study.

For more information visit Belmont Connect or contact the City.
e connect.belmont.wa.gov.au/abernethy-road-traffic-study



Engagement opportunities

The community could submit a comment on the Abernethy Road Traffic Study from Thursday 12 December 2024 to Sunday 2 February 2025.

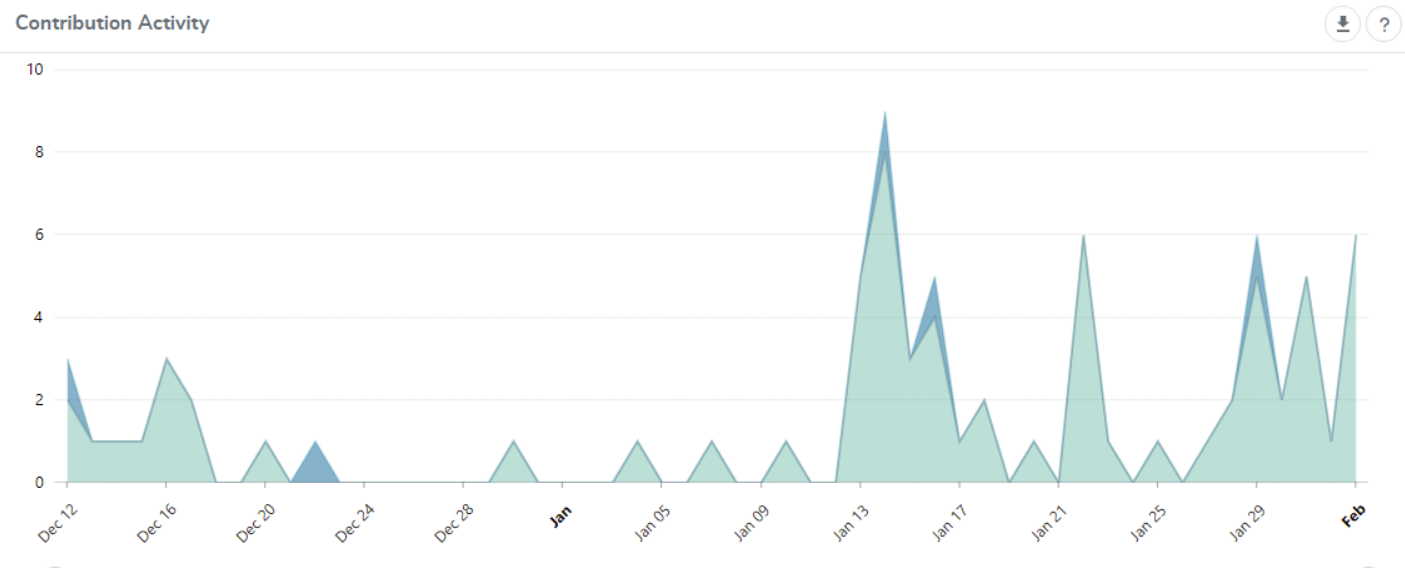
Community members could provide feedback by:

- completing an online or hard copy survey,
- submitting feedback in writing via email or post to the Design, Assets and Development team.

Results

The following contributions were received:

- Public comment survey - 73 submissions, 69 contributors
- Email/ in writing - 2 email contributions were received in addition to the survey.



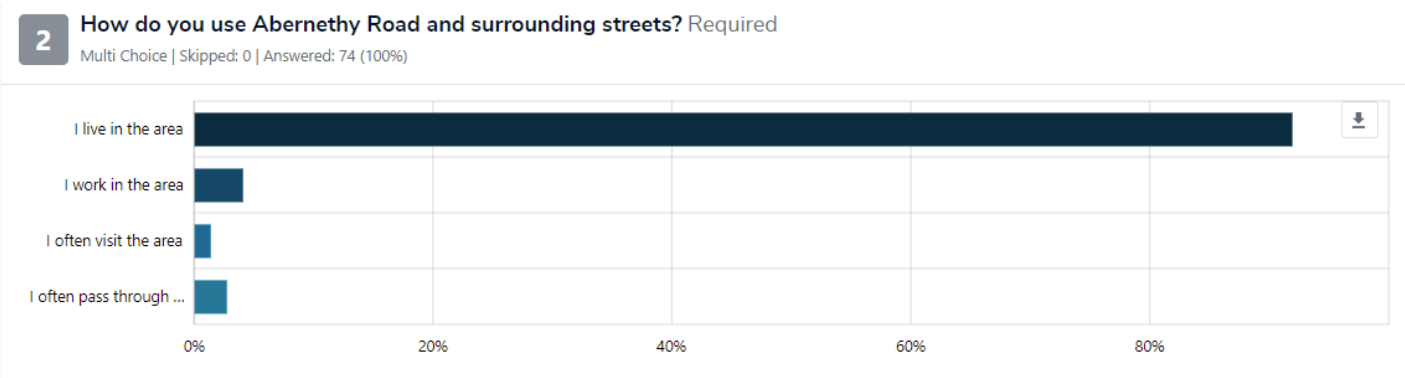
A note on duplicate entries

Due to the multiple ways people could submit feedback, email addresses were requested to reduce the risk of duplicate submissions. Three duplicate submissions have been removed from the results and one submitter provided two submissions on different aspects of the study.

Survey results

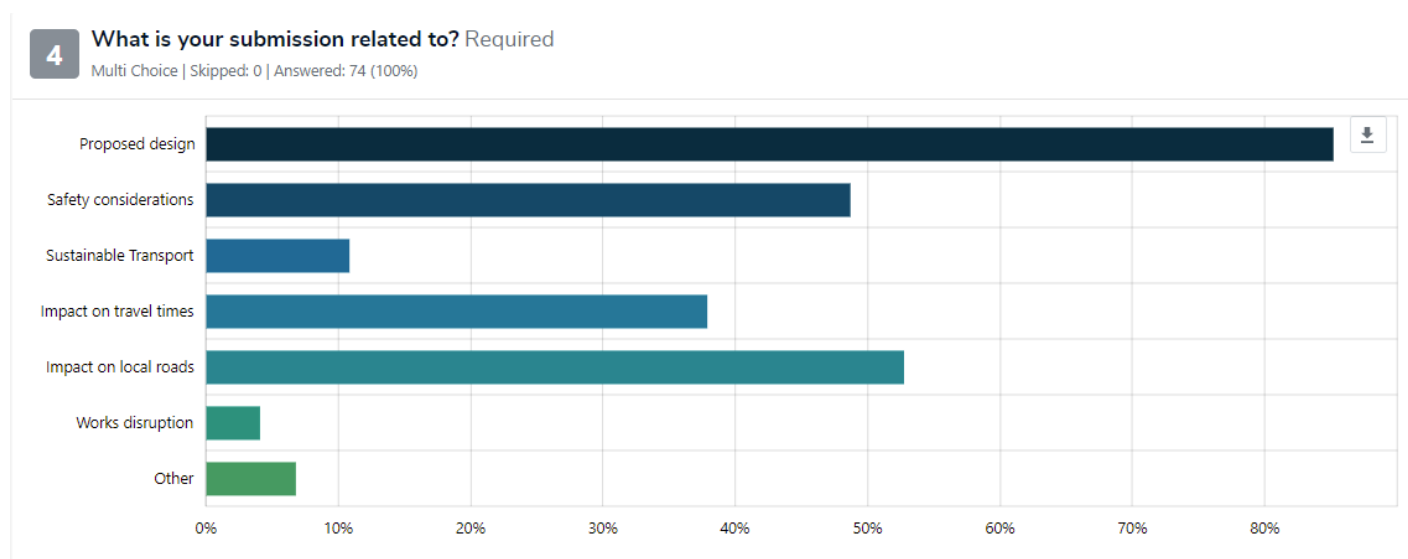
69 participants completed the survey either online or in person.

We heard from people who live, work, and often visit, and pass through the area, with 91.3% of respondents living in the area.



According to the community responses in the survey, submissions were related to the following topics. Respondents could select more than one option in a submission.

- 84.1% of responses were related to the proposed design.
- 46.4% of responses were related to safety considerations.
- 10.2% of responses were related to sustainable transport.
- 36.2% of responses were related to travel times.
- 50.7% of responses were related to the impact on local roads.
- 2.9% of responses were related to works disruptions.
- 5.8% of responses were related to another topic.



The main points of feedback were:

- Proposed Kew Street closure
- Potential impacts on surrounding streets
- Traffic signals at Scott Street
- Active Transport considerations
- Traffic signals at Keane Street
- Roundabout at Gabriel Street

The two comments received via email were after the comment period closed, but have been included in the collated feedback attached.

How the feedback has informed the study

The City provided the results of the public comment period to the consultants with a request to consider any modifications to the scenarios based on the feedback received. City officers reviewed comments received and noted key themes across submissions. A full list of comments is attached along with officer comments.

Scenario 7 Kew Street

During consultation, a key theme emerged in relation to concerns about treatments at Kew Street (29 comments).

A new Scenario 7 was considered that retains some right turn entry and exit movements between Kew Street and Abernethy Road.

Scenario 7 retains existing right turn movements on the southern leg of Kew Street (near the State Emergency Service - SES). On the northern leg the right turn into Kew will remain open as a trial and the right turn out onto Abernethy will be permanently closed.

The City will proceed with Scenario Option 7 as the preferred upgrade option for the Abernethy Road and Kew Street (northern leg) intersection.

Potential impacts on surrounding streets

The City will be undertaking traffic counts and monitoring the impact of works on Abernethy Road and surrounding streets to consider if any further traffic interventions are needed.

Traffic signals at Scott Street

The traffic signals at Scott Street are part of the preferred scenario and with clarification that the signals are for right turn movements only.

Active Transport considerations

Covered under section 6 of Stage Three, Traffic Modelling Report, active transport considerations will be considered under the detailed design phase, and under the City's Sustainable Transport Strategy.

Traffic Signals at Keane Street

Traffic signals at Keane Street were considered under scenario 7 and resulted in a poor level of service. Scenario 7 is the preferred optimal solution with a roundabout at Keane Street.

Roundabout at Gabriel Street

Scenario 7 with roundabout at Keane Street is the preferred option over Scenario 5 which includes a roundabout at Gabriel Street with improved level of service outcomes. In addition, constructing a roundabout at Gabriel Street would be challenging and costly to achieve.

Next steps

Works will be phased across a number of years and subject to budget and capital works approval processes.

The City will progress site investigations to progress design and development of the recommended options under Scenario 6 (Fulham Street, Gabriel Street, Keane Street and Scott Street intersections) and Scenario 7 (Kew Street (northern leg) intersection with closure of the right turn entry out of Kew Street onto Abernethy Road and the retention of the right turn entry movement from Abernethy Road into Kew Street, on a trial basis.

The Kew Street (southern leg) intersection will be retained for right turn entry and exit movements to and from the State Emergency Service and the Gerry Archer Athletic track.

The first works will be the permanent closure of Gabriel Street central median, which has been temporarily closed since December 2024. Residents who live in close proximity will be notified of the expected works schedule.

Further works will be considered as capital projects, with funding confirmed in the annual budgeting process for implementation of the various treatments over time, commencing in the 2025-2026 financial year.

The City will continue to monitor if works have any impact on increased and redistributed traffic on adjacent local roads to consider if any further traffic interventions are needed.

Public Comments

Feedback	Officer comments
4 way round about is not a good move, there is too much traffic from the Belmont Sports & Rec Centre / Foster Park. Traffic speeds can be excessive & drivers drive straight through roundabouts as is the case on the Cnr Gabriel & Fisher, that roundabout is a poor installation. Keane & Abernethy should be traffic lights. Scott Street should be 4 way roundabout, this will also stop congestion forming back to Leach Highway. Other solution...STOP BUILDING FLATS, the City of Belmont is literally busting at the seams!!!	Traffic signals were evaluated under option 2 however didn't offer an acceptable level of service. Roundabouts improve travel efficiency, accessibility and safety. Signals at Scott Street only for right turn movements which are challenging during peak morning and afternoon flows.
I think this is fantastic and cannot come quick enough! Keane street is horrible currently and near accidents daily. The roundabout will be perfect.	Complimentary feedback
As a long term resident (15 years) and using the Gabriel St intersection 4 times a day I believe that the safety issue is related to the reopening of the straight through from Gabriel east. The eastern side was originally turn in / turn out only. Once it was opened to allow traffic to go straight across Abernathy that's when the accidents increased. The blocking of right turn off Abernathy into Gabriel west (towards Orrong) with just increase congestion along Fulham St and the already over worked roundabout at Fulham / Belmont will just get worse. There is an existing issue with entry / exit from the fast food venues into Fulham and an increase in traffic will just move the accidents down one intersection. I support the idea of making Gabriel east in / out only and blocking across traffic but strongly disagree with stopping right turn off Abernathy into Gabriel West (towards Orrong)	Traffic modelling under Option 6 offers acceptable outcomes with redistribution of the right turn movements. This issue will be assessed under detailed design for the Fulham Street intersection upgrade. High incidence of right turn and crash incidents at this intersection, so these movements not permitted on safety grounds.
During the road works: - Have the alternative routes been tested with larger loads? As it is now the Fulham/Belmont Ave roundabout has a large build up at times. - Will there be measures in place for managing traffic flow through the Belmont Ave portion of Belmont Forum? Post road works: - I agree that something does need to be done for the Keane/Abernethy intersection. I use this one a lot. But considering many people don't know how to use a roundabout will this be more dangerous? I have experienced many drivers not even looking as they enter the roundabout, they seem oblivious that someone else may have to slam on their brakes to stop an accident.	Traffic management plans will be in place, which shall minimise inconvenience where possible. Roundabouts improve travel efficiency, accessibility and safety.

Hi Guys, Great changes to the design. My feedback is only on Scott Street with the following comments below : 1. The changes to make Scott Street left turn only is great. This proposed design should be retained. 2. Can we please not put a traffic light there? Having a straight flow until Fulham would maintain a smooth traffic flow those coming in from Leach Highway from Abernathy. 3. Perhaps extend the right turn alley from Abernathy (from Leach Highway) into Scott Street? Thank you. I hope you guys are well. I initially submitted my concerns about the traffic light on Scott Street. However, I would like to comment further regarding the roundabout on Keane Street. I would like to comment that the roundabout is better suited to be at Gabriel Street instead of Keane. This is because Gabriel Street interconnects with Victoria Park directly via Oats Street. Drivers from Belmont will be able to easily travel to Victoria Park using Oats Street which also leads to the train station. This is a much better change in comparison to Keane. Furthermore, from Redcliffe (Epsom Avenue) the fastest way to Abernathy Road is via Gabriel Street not Keane Street. I am hoping the Council will reconsider this design proposal. Thank you.	Complimentary feedback Signals at Scott Street only for right turn movements which are challenging during peak morning and afternoon flows. A dedicated pocket will be provided so through traffic on Abernathy Road is not disrupted. Option 6 with roundabout at Keane Street preferred over option 5 at Gabriel Street with improved level of service outcomes. Constructing a roundabout at Gabriel Street would be challenging and costly with private land requirements.
I have reviewed the Abernathy Road Traffic Study Stage 3 Traffic Modelling Report. In the main, I am very happy with the proposed option 6. I was quite amazed at the comprehensiveness of the analysis in the report. I can see why they are called Traffic Engineers. All of the proposed changes will make a great improvement. The roundabout at Abernathy/Keane in particular will be fantastic. I see so many near misses in this area it is not funny. Traffic flows along Abernathy way too quickly for my liking. In particular, when vehicles are coming down from Leach Highway heading towards Belmont. Often it is very difficult and dangerous to turn across it. The roundabout will not only provide a safer intersection, it will have a traffic calming effect as the vehicles approach the shopping precinct. The other changes will help a lot	Complimentary feedback

to reduce 'rat runs' and force drivers to use properly controlled intersections. As a cyclist I am interested in how the new features will make provision for road users other than cars. Bicycles, e-rideables and gophers are frequently seen in the area. For example, how might cyclists be able to cross at the roundabout without having to significantly interact with vehicle traffic? In the area there are a number of sporting and recreation clubs, it is important that pedestrians and other slow moving footpath traffic can safely and easily cross the busy Abernethy Road to get to these facilities. I commend the City of Belmont for taking action to address these important road issues. The area was fine 20 or 30 years ago, but nowadays the road network is not able to safely handle the volume and speed of traffic. I know this is not related to this project, but while they are looking at black spots, the intersection of Alexander and Orrong is just as bad. People should no longer be using these uncontrolled intersections. Block them off.	Active transport provisions will be considered in the detailed design phase, refer Traffic Modelling Report, stage three, section 6. Main Roads are evaluating a major upgrade of Orrong Road, under their Orrong Connect project, which includes this intersection.
I live, work & play within the City of Belmont and drive on & cross Abernethy Road several times a day. I strongly support the proposed Scenario 6	Complimentary feedback
I don't understand why you put a round about at Keane street that will cause more accidents having a round about pretty stupid idea.	Traffic signals were evaluated under option 2 however didn't offer an acceptable level of service. Roundabouts improve travel efficiency, accessibility and safety.
How will access to the SES and the athletic track in Jerry Archer park work when going south bound on Abanathy? The plans show a solid island which means the only access would be from Abanathy north bound and there is no way to turn around on Leach. Is there plans to alter the way pedestrians cross Abanathy on the east bound lane of Fullham? If the only way to go straight east bound when crossing Abanathy is a shared straight/left turn then pedestrians crossing Abanathy will impact that intersection. Is there plans to extend the gardens all along Abanathy but especially where the medium is being widened to remove the right turn off northbound Abanathy onto Kew. The removal of hard paving that radiates heat will be a net positive for the suburb.	Right turn from Abernethy Road into Kew Street retained under option 7. Pedestrian crossings will be considered in the detailed design phase. Central median treatments will be assessed in the detailed design phase.

I think what it proposed seems like a good idea.	Complimentary feedback
Why a roundabout at Keane and Abernathy? Should a left turn only on both sides be better suited? Only going to cause more issues with a roundabout.	Keane Street has high volumes, so there would be significant redistribution of traffic onto adjacent local roads for left turn in and out. Roundabouts improve travel efficiency, accessibility and safety.
We are facing problems we have to turn on Fulham Street and go all the way back to Abernthy Road to take turn Gabriel Street as we are living right on the intersection of Abernathy and Gabriel St.	Unfortunately, this will result in some inconvenience for residents.
i dont understand why the traffic flow will be altered again at Scott street when the round-about at Keane street. The round-about would solve ant difficulties people have getting on or off Abernethy and another set of lights will just stop the flow and you will get cars blocking the round about, dont look at what is legal look at what actually happens on these roads. Its a bit like the car park bays that were added to Wheeler street and then half of them removed but cars still stop at them even though they have been blacked out, Wheeler street is now a shocking road for trucks to get through and only a matter of time before there is a major accident happens	Signals at Scott Street only for right tun movements which are challenging during peak morning and afternoon flows.
Given that Gabriel is a feeder street (Oat St) would it not make sense to have a roundabout at this intersection allowing continual flow of traffic, enabling left turn to shops, right turn to airport area and continuation through to Hardey Rd for direct access to the Hwy and Ascot, Bayswater etc. Then have left turn only on both sides of Keane St?	This is option 5 which Is not favoured with inferior level of service for PM peak compared with scenario 6. Also requires private land resumption for roundabout, so costly.
This all is a fantastic idea. I live between the Gabriel - Kean street and both those intersections are very dangerous. Unfortunately people have been moving the bollards and it has made the Kean st intersection more busier. Hopefully those two intersections will take priority and be done asap. Thank you for doing this.	Complimentary feedback.
I fail to see why Scott St needs a set of lights when residents can just use the round a bout on Keane. Removing lights and installing a round a bout is a smarter solution. You also need to to take into account t that when motorists turn out of kewdale onto Abernethy at Keane this will dispute the contant flow of traffic on Abernethy heading East. Hence providing more safe gaps in traffic for Scott St to flow.	Scott Street signals only for right turn movements. Roundabout costly and require land resumption.
Submission	Overall complimentary.

After looking at this Traffic Study in great detail I totally agree with Scenario 6 Network - better traffic flow but need to look at Fulham traffic lights with a view to a U Turn as some are currently doing this illegally. Queue Length - There are no queues at Gabriel Street, since the left in left out was done in December, most of the time and only 2/3 at peak times turning left. Road Safety - As is the case with the temp measures at Gabriel Street, accidents will be significantly reduced and there will be less impatient drivers on the road. Technical Feasibility - Smother traffic flow with a roundabout at Keane Street - lights at Keane would halt traffic and to put them that at Gabriel would mean 4 sets of traffic lights in a row. There is also more land available for a roundabout at Keane Street. Social Environment - It has been noted at Gabriel Street now that there no cars turning right there are less emissions, cleaner air and a safer corner. With a roundabout at Keane Street I can see that producing a safer intersection with better traffic flow. Traveling up and down that section of Abernethy Road almost everyday scenario 6 is a good well thought out plan that will give people the option to turn right by using Fulham Street lights or Keane Street roundabout depending on which way you are going. Scott and Kew alterations in this Scenario also add to the usability of this plan which will make this a safer road to travel on in the future.	Main Roads WA to consider merits of a U turn at this location.
I live on Kew St and use the intersection every day. I strongly disagree with closure of the RH turn lane off Abernethy northbound into Kew, this has great sight lines down Abernethy and although the afternoon peak can be a little wait it is by no means extraordinary. The proposed lights at Scott St will provide more natural gaps in the southbond traffic flow to turn right across Abernethy which makes the RH turn option even safer than it is presently. The RH turn from Kew onto Abernethy is a death sentence, I drive down to Fulham or Wright via Belgravia rather than turn right against traffic there. Those attempting the RH turn block the sight lines of those turning left onto Abernethy. The LH sliplane on to Abernethy needs to be a gentler turn as when making that left in a longer car one tends to encroach the RH lane on Abernthy to avoid clipping the curb.	Right turn from Abernethy Road into Kew Street retained under option 7. No right turn to be provided from Kew Street to Abernethy Road.
Fulham road is hazardous between the lights on Abernethy and the roundabout at fisher road. There are	Parking along Fulham Street can be reviewed.

cars constantly parked in the road often on both sides of the road. This means single file for traffic and people drive erratically trying to clear the road blocks. Can you stop people parking at least on one side of the road so traffic can flow through? This road is busier with the changed traffic conditions already in place, and will only get busier.	
Turning right into Fulham St from Abernathy Rd. At the moment cars park on both sides of Fulham St especially in front of the apartment blocks on both sides of the road. When this happens it means the road isn't wide enough to let 2 cars through at the same time. Vehicles pull out to pass the cars parked on the side of the road, even if cars are coming in the opposite direction, and they do t have the right of way. To send more traffic along Fulham St from Abernathy Rd to Beverley Rd makes it more dangerous when cars are parked in both sides.	Parking along Fulham Street can be reviewed
I think this is a fantastic and well overdue idea.	Positive response.
I am very supportive of a left in left out intersection at Kew St. I requested this of the council around the time the speed bumps were installed in Kew St. I have lived on Kew St for almost 20 years and we experience a number of high speed chases up our street due to its proximity to Leach Hwy and the ease of access. It is a high traffic street due to it being the first access street off Leach Hwy, and the speed bumps do nothing to slow larger vehicles such as 4WDs and trucks, which are the vehicles that are really needed to slow down. Will bus routes along Kew St be disrupted due to the intersection change? Will the speed bumps be removed when the intersection is changed? The speed bumps are noisy, ugly and do nothing to slow down larger vehicles	Positive response. Bus routes unlikely to change. Speed bumps can be reviewed following possible behaviour change when intersection layout is changed.
So how I'm going to get home. I'm just near Abernethy road. I only turn left when coming out of Kew Street but coming home I need to turn right into Kew Street to get home. I live close to Abernethy Rd. Now we have more traffic from the units built on Abernethy road that all people enter/out via Tighe Street onto Kew Street you are now going to make a bottle neck . We already have buses coming into Tighe Street and backing out and going towards Abernethy road to make the staging area just near Leach Hwy. Several very close calls, have reported on several occasions but still backing blind onto Kew Street.	Right turn from Abernethy Road into Kew Street retained under option 7.
Closure of Kew st right turn. These changes will significantly inconvenience residents and road users. Removing the right turn option onto Abernethy Road as well as into Kew st means drivers will have to make numerous additional turns creating unnecessary detours and frustration as well as increasing length of travel.	Right turn from Abernethy Road into Kew Street retained under option 7 Right turn from Kew Street onto Abernethy Road challenging during peak

Additionally, the current wait times for turning right are not excessive, and there is no evidence of significant safety concerns or frequent accidents at this intersection to justify such drastic measures. The proposed roundabout at Keane st would create natural breaks in traffic flow, improving safety and accessibility without the need to block the intersection.	morning and afternoon periods, incidents likely. Right turn at Keane Street or Fulham Street signals under safer conditions.
I suggest Gabriel becomes light's with Keane a roundabout and Scott and Kew left turn only	Signals at Gabriel Street modelled under option 3 with low level of service, F. Also, this would result in three successive sets of traffic signals at Wright Street, Fulham Street and Gabriel Street leading to travel inefficiencies along Abernethy Road.
Hi, I'm aware that this intersection is not related to the above but I often see cars stopped past the stop line at the traffic lights turning right towards Leach Highway. It appears that they have mistaken the right turn lines for the stop line at the traffic light. It is very clearly a hazard for cars turning right into Abernethy Road coming in from Tonkin/Airport. I've lived in the area for about 5 years now and I've seen this happening from time to time which I feel shouldn't be happening at all. Unsure about how this could be better managed (perhaps a stop sign which would clearly demarcate the stop line) but would like to bring this to the attention of the Authorities.	City to investigate possible improvements.
Don't agree with the left turn only from Scott street onto Abernathy, if there's a traffic light, then why can't you turn right?	Traffic signals only for right turn movements from Abernethy Road into Scott Street.
I'm supportive of the roundabout for Keane intersection but a dedicated left turn lane coming from the Belmont/Kewdale side would improve this further as many would be held up by those waiting for 2 lanes to be free to cross over. Right now 2 cars can wait at the intersection with the left side able to flow much more freely.	This option can be considered in the detailed design phase.
I live on Dixon avenue and use leach / Tonkin southbound for work. Currently (for 2+ years) I travel up to Fulham street, bypassing Keane, to turn right onto Abernethy at the traffic lights, because I feel it's too dangerous turning right from Keane - the visibility is bad, but there are too many cars coming from different directions to make it safe. There is a lot of traffic at the Keane - Abernethy junction at peak times ; I'd like to flag concerns regarding the possibility the area is too small to accommodate a round	The roundabout at Keane Street will be designed to accommodate all types of vehicle type movements.

about needed for that level of traffic. Also I think more needs to be done at the Fulham junction if possible as this junction will only be more in demand as the other junctions are altered.	Several upgrades are proposed including signal phase changes and reconfiguration of approach and exit traffic lanes.
I'm not sure about the traffic light on Kew Street but 100% support the roundabout on Keane Street and the modifications to Gabriel Street.	Overall complimentary No traffic signals proposed at Kew Street.
With this proposal illegal U turns will simply occur at Scott street. A round about may help. Or allow right turns from Scott street as it will cause a increase to Fulham and Keane st undesirable as that would be the only right turn available options which is not enough east of Abernathy	Signs banning u turn movements can be considered in the detailed design phase. Right turns from Kew Street will be permitted under Option 7, while Keane Street roundabout and Fulham Street signal provide a safer environment for these movements.
I like the proposed design, my only concern is the traffic light timing at Fulham X Abernethy. Turning Right on to Abernethy from Fulham the light timing is very short and the queues can often back down to almost Belmont Avenue. If adjusting the timing on this set of lights could be considered that would be great for all residents and people passing through.	Traffic signal upgrade at this intersection includes removal of filtered right turns.
Why does Kew Street have to be blocked from turning right off Abernethy Road? There is not that much traffic, even in peak hour to warrant blocking this right hand turn. Local traffic will have to wait at the proposed Scott St traffic lights creating quite a build up of traffic between the Leach Hwy lights. I can understand making the turn out of Kew Street onto Abernethy left hand only but local residents should be able to turn right into Kew Street off Abernethy and not have to drive past their house and get back into the suburb using local smaller streets unnecessarily. Have you considered access to Gerry Archer Athletic Track when making Kew Street a left hand turn only? A figure 8 or 'peanut' shaped round about may be needed here to allow turning access into the Athletic Track/Kew Street similar to the intersection on William Street in Beckenham (near Diamond St & Tooting St).	Right turn from Abernethy Road into Kew Street north will be permitted under Option 7. Also, right turn movements from Abernethy Road into Kew Street south will be permitted to access Gerry Archer Athletic Track.
Firstly, I have no issue with making it a no right turn out of Kew st but as I live in Kew st, I feel we should be allowed to turn right into Kew St from Abernathy Rd as this will reduce the amount of extra traffic being forced to	Right turn from Abernethy Road into Kew Street north will be permitted under option 7.

go through local low use streets i.e. Wendron, Pendeen & the east end of Fisher st. Otherwise, installation of lights at Scott st should only be considered after closure of the Kew st right turns & traffic monitoring of local roads along with the Scott st intersection.	
The closure of the right-turn access from Gabriel to Abernethy has significantly increased the number of vehicles driving to Fulham Street to perform a U-turn at the lights, effectively shifting the hazard from one access point to another. This also applies to the traffic that now rat runs through Belinda Avenue to attempt to cross at Keane Street. Currently, the only legal option to head east is to turn right at Fulham which has led to heavy traffic congestion on this single street and an increased volume attempting to turn right at Keane Street. A practical solution is needed to allow traffic to cross Abernethy and access streets on the eastern side.	Fulham Street signals to be upgraded, including approach and exit lanes. City to investigate options for rat running on local roads impacted by the Abernethy Road, such as cul de sacs and left in/ left out restrictions.
The ONLY thing needed to fix this is the roundabout at Keane Street. The lights will only block the flow of traffic and create banked up traffic to the roundabout. Stay out of the way. This is not hard. Less is more. Thanks.	Complimentary feedback
I live on Kew st I don't think it's a good idea to block off Kew st if turning right off Abernethy. You will have to much traffic at Scott st and a set of lights that close is to Abernethy is not a good idea. Put another roundabout in at Scott or Kew st no more lights it backs up traffic. Keep traffic flowing not stopping every 200m	Right turn from Abernethy Road into Kew Street north will be permitted under option 7.
Don't stop the RH turn off Abernethy to Kew St please I use it every day that turn is not hard to turn across oncoming traffic. The closure of the Kew St RH turn off Abernethy will send that traffic down Scott and Wendron Streets the closure of that turn is not a good idea for local residents	Right turn from Abernethy Road into Kew Street north will be permitted under option 7.
There needs to be safety measures taken for the intersection of Keane and Abernathy - roundabout or traffic lights need to be installed. It is getting busier and more dangerous by the day and is near impossible to turn right onto abernethy from Keane at any given hour regardless of traffic. Pedestrian access is dangerous too if people are crossing four lanes of traffic. I understand the flow of traffic will slow but at the moment it is secondary to the safety of drivers and pedestrians.	Complimentary feedback
Put lights at Keane St, I have seen 2 lane in combination with 1 lane roundabouts at the airport, it's diabolical. The public cant use them safely. For the love of all things holy do not put a roundabout in, especially one that has unequal lanes on different sides. Trucks especially oversize that illegally use Abernethy will cut across both lanes and collide with cars on the inside lane as already happens further up Abernethy in High Wycombe. Its way too busy with trucks to put a round about in.	Option 2 has signals at Keane Street which does not have a favourable outcome for level of service and does not represent the best, optimal solution. The roundabout at Keane Street will be designed to

	accommodate all types of vehicle type movements.
I live on Kew Street, why would you block off my street to get home and create issues to go all the way around and inconvenience with extra traffic when it's already a dangerous as it is. Create more flow along the park (Scott st) risking small children and animals going to the park, plus the extra traffic on sporting days. . Kew street has speed humps and traffic isn't that bad. Transport will also be impacted as buses use the street to start the 38 route. The buses turn right off Abernathy rd too. Just built the new complex, try telling the new buyers their access will also be impacted. Not a a good idea.	Right turn from Abernathy Road into Kew Street north will be permitted under option 7.
Please DO NOT close the turning right into Kew. There is never a line and we can all cross safely, without incident into our street. If you close the turning right you will be forcing us 5 plus extra minutes to go up and around to access our house. There has not been a crash and you will increase traffic further into the other streets which are currently quiet. I would remove the turning right out of Kew because it blocks traffic trying to leave the street and cars are often there a long time due to the consistent flow of people turning right into the street. Please use common sense on this proposal.	Right turn from Abernathy Road into Kew Street north will be permitted under option 7.
We live 62 pearl road Cloverdale, and part of the reason we chose to buy this house was due to the easy accessibility to leach hwy from Kew st/kew st to leach hwy. the new proposal will force the residents living on the east side of Kew st will be forced to go out of their way to use Keane st as their route home from leach hwy. it also means that every single person coming off leach hwy will be using Keane st to access this area as there are no other turn offs to use. I feel this will make traffic worse for the locals and also cause more of a commute for locals trying to get from leach hwy to home. Scott st is also a no through road from pearl road so I still have to go all the way around to Keane st to get onto Abernathy which is well out of the way. I vote NO for these changes. Or atleast give a better option for Kew st!	Right turn from Abernathy Road into Kew Street north will be permitted under option 7.
I live on Kew street- the proposed changes to the Kew/Abernathy intersection would be detrimental to mine and all the other residents on this street. There are sufficient gaps from traffic lights, especially with the introduction of more traffic lights. Please do not do this!!!!!!	Right turn from Abernathy Road into Kew Street north will be permitted under option 7.
removing this intersection from abernathy to kew st will be a huge hinderance to residents living in the area. This will also put pressure on other, already awful and dangerous intersections in the area. It is a terrible idea!	
I understand and support removing the ability to turn right onto Abernathy road from all roads without a set of	Right turn from Abernathy Road into Kew Street north

lights or roundabout. I don't understand why you want to remove being able to turn right off Abernethy road onto Kew street, Scott street and Keane street you would be loading all that traffic onto the first set of lights and cause mass spillovers from turning traffic most hours of the day. Having the 3 roads to turn right reduces the possibility of people spilling onto Abernethy while waiting to turn, I believe at minimum to make Gabriel street the same as the three I mentioned or if a set of lights or a roundabout is more ideal for Gabriel street then do that I have always avoided Gabriel street northbound during peak hours it is a nightmare with the current arrangement.	will be permitted under option 7.
This study gives lip service to pedestrian safety and then totally neglects it when assessing scenarios. While Abernethy is recognised as severing the community due to difficulty crossing the road, this is unchanged or made worse with the recommended changes: a roundabout at Keane makes it more difficult and dangerous to access the Abernethy sport area from the north-east side. Deciding not to bother with improving the road from a Healthy Streets perspective is extremely disappointing.	Active transport provisions will be considered in the detailed design phase, refer Traffic Modelling Report, stage three, section 6.
Lights at Scott St should increase traffic gaps this removal of right turn from Abernethy into Kew should be kept.	Right turn from Abernethy Road into Kew Street north will be permitted under option 7
Good morning, I'd like to propose an alternative which is a combination of the current Kew Street/Abernathy proposal. I agree with stopping the right turn from Kew Street onto 4 lanes Abernathy. Keep right turn from Abernathy to Kew Street. Current. Keep the left turn from Abernathy to Kew Street. Current. Keep the left turn from Kew Street to Abernathy. Current Stop the right turn from Kew Street to Abernathy. Current new proposal. This will stop the bottle neck of traffic turning right from Kew Street across four lanes onto Abernathy and allow Kew Street traffic to continue to flow in and out from Abernathy.	Right turn from Abernethy Road into Kew Street north will be permitted under option 7
I don't agree with the idea of removing the turning point into Kew st from Abernethy it makes it very inconvenient for me to get home	
The study only considers traffic on Abernethy during peak hours and overlooks the impact on other local streets or on Abernethy outside of peak hours. This is a limitation of the study, and the full implications of this decision have	

not been thoroughly investigated. This submission looks at the Kew Street and Abernethy intersection only. The removal of the right turn into Kew Street from Abernethy Road poses the following considerations which appear to not have been fully considered or explored in the traffic survey: Consideration 1: As noted in the report, Kew Street is classified as a ‘Local Distributor’ road, while Scott Street is classified as an ‘Access’ road. Removing the right turn into Kew Street would increase traffic turning onto Scott Street, a trend likely to continue as housing density in the area increases. According to daily traffic counts from March 2024 for both Kew Street and Scott Street, the proposed removal of the right turn into Kew Street is contradictory and counterproductive to the intended purposes of these types of roads being: - Local Distributor Roads: Managed by Local Government, these roads are designed for the movement of traffic within local areas and to connect access roads to higher-order distributors (Figure 5). They typically have a desirable maximum traffic volume of 6,000 vehicles per day. - Access Roads: Also managed by Local Government, these roads primarily provide vehicle access to adjacent properties (Figure 5). Their desirable maximum traffic volume is 3,000 vehicles per day. Consideration 2: Removing the right turn into Kew Street will redirect most vehicles to Scott Street. These vehicles will then use alternative streets such as Wendron Street, Pendeen Street, Fisher Street, Trink Street, Belgravia Street, and Pearl Road to reach to their destination. Many of these streets lack footpaths and are commonly used by children riding bikes to the park, as well as pedestrians (with or without pets) walking to the park. Increased traffic, especially from drivers who may be impatient due to longer commutes, will heighten safety risks on these narrow streets. This, in turn, reduces both the walkability and liveability of the area for residents and visitors. Consideration 3: With no right turn into Kew Street, drivers will look at alternatives to not increase their commute, including, making U-turns at Scott Street traffic lights and utilising the right hand turn out of the road servicing Gerry Archer Sports & Recreation Facility. These alternatives are likely to be of higher risk than leaving the right hand turn into	Right turn from Abernethy Road into Kew Street north will be permitted under option 7
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Kew Street, which has had minimal accidents as stated in the report. Consideration 4: With the introduction of the traffic light at Scott Street, this will provide for a safer right turn into Kew Street as the traffic will be broken up and provide more opportunities to safely turn. Consideration 5: The removal of the right hand turn into Kew Street limits accessibility and increases time for access by emergency vehicles which puts the community at greater risk. Conclusion: Before a decision is made and to address the above consideration, the following alternative scenarios should be explored and tested.: - â€¢ Right hand turn traffic lights at Kew Street instead of Scott Street. - â€¢ Right hand turn traffic lights at both Kew and Scott Streets which are synced together for better traffic flow. - â€¢ A U-turn at Scott Street with the closure of the right hand turn into Kew Street. - â€¢ Right hand turning lane into Kew Street, as currently structured with Scenario 6. All these examples have the right hand turn out of Kew Street removed.	
I am happy with scenario 6 for the Abernethy Road changes. Will this allow for the proposed movement of Belmont Oasis to be closer to the Sports and Rec Centre? Also can you confirm Cloverdale Canine Companions will stay in the proposed changes? As its great for the doggy community	The City has not yet made a definitive decision on possible Belmont Oasis relocation.
This design seems to entirely fail to take people outside of cars into account. These intersections are all very dangerous for pedestrians, cyclists, and others trying to cross. The FAQ says here that, "As noted in the study, the provision for cyclists and pedestrians along Abernethy Road is challenging with the high traffic volumes, four lane road, and the physical constraints. Further planning for walking and cycling infrastructure will be considered in the final design of the upgrades planned along Abernethy Road." If it's 'challenging' to consider pedestrian and cyclist safety, there's all the more reason to address these concerns right from the beginning of the design phase rather than leaving them as an afterthought. Otherwise at the 'final design' phase it will become clear that it's too late to improve safety and amenity for non-drivers. And, at some point, you'll have an avoidable serious injury or death along this stretch.	Active transport considerations are discussed in section 6 of Stage Three, Traffic Modelling Report.

It's also unclear why this particular stretch of road is being redesigned. Why not continue through to the part of Abernethy Road near Volcano Playground and Belmont College, where parents and children regularly struggle to cross safely? This is a disappointing set of options from the City of Belmont. When will we start seeing more sustainable transport being supported? When will the safety and comfort of pedestrians and cyclists, including children, start being taken seriously?	Scope of the study was between Fulham Street intersection and Leach Highway in response to the high incidence of crashes along Abernethy Road, along with accessibility issues. The City is also considering development of a city wide traffic model, which would incorporate the Abernethy Route and Redcliffe Area Transport studies. The City is currently developing a Sustainable Transport Strategy which will look at various opportunities for improving infrastructure along with advocacy measures
Do not close the RH turn lane from Abernethy to Kew, I use this every day it is not dangerous.	Right turn from Abernethy Road into Kew Street north will be permitted under option 7
I live on wendron st and I always turn right onto Abernathy rd. I'm not happy with the proposed you want to implement, reason are there is going to be more traffic coming our way and you not offering any alternative for the resident that used Scott st onto Abernathy. Why change something that has being working well. I want you to reconsider your proposal . Thanks	Right turn from Abernethy Road into Kew Street north will be permitted under option 7
The closing Scott street and directing traffic that would normally use this road would direct traffic down to Scott street. Wendron street and Penndeen street would then be used as a rat run to access Kew streets and back roads. I do not believe consideration has adequately been taken to investigate the impacts to the proposed design. I also do not think the proposal for a right turn into Scott street from Leach hwy would be quit in length of the turning lane. The current temporary blocking of Abernathy Road from Gabriel Street should be implemented immediately.	Right turn from Abernethy Road into Kew Street north will be permitted under option 7 The permanent solution will be implemented in 2024/2025 FY.
Can swapping the lights from Scott street and Keane street be possible? Placing a roundabout at Scott would better serve the use.	Option 6 represents the optimal solution with option 7 retaining the right

Also is access to the athletics area being blocked to south bound Abernethy traffic? I am happy with most proposes just thing the lights and round about would be better swapped and have more option fr traffic to ease and flow better.	turn movements from Abernethy Road to Kew Street on both the north and south legs.
I agree that these works are vital to rудuce the accidents consistently occurring particularly at the Gabriel street intersection. My concern is with the elimination of the right hand turn into Kew street. This will result in a large number of vehicles cutting through Wendron street or Pendeen street to return to Kew street. This would be a disaster for the safety of the residents of these streets. They are not designed for the high traffic flow. There are no footpaths. I oppose this particular change, but very happy the council is finally doing something to reduce the carnage at the other intersections. Thankyou.	Right turn from Abernethy Road into Kew Street north will be permitted under option 7 Complimentary feedback.
I strongly oppose the proposal to extend the median across Abernethy Road to prevent Kew Street traffic from turning right towards Belmont or into Kew Street from Abernethy Road â€” Leach Highway. A roundabout would be a more effective solution for improving traffic conditions, as was proposed at the Keane Street intersection. Alternatively, leaving the Kew Street intersection as is, and adding a roundabout at the Scott Street intersection instead of a traffic light, would be a far better option for reducing congestion. A roundabout would improve traffic flow, allowing vehicles to safely and efficiently cross at regular intervals. Additionally, implementing roundabouts at the Fulham Street and Abernethy Road intersection, where traffic lights are currently located, would not only benefit the community but also reduce the growing issue of begging at traffic light intersections near Belmont Forum. In Western Australia, roundabouts have been shown to reduce traffic accidents by as much as 30% compared to traditional signal-controlled intersections. Additionally, they improve traffic flow and reduce delaysâ€”studies have demonstrated that roundabouts can increase capacity by up to 50% when compared to traffic lights. Not only do roundabouts help with traffic efficiency, but they also reduce fuel consumption and emissions due to fewer stop-and-go cycles, aligning with Western Australia’s commitment to sustainability. Given these benefits, roundabouts would provide a much better long-term solution than traffic lights at the Fullham Street x Abernethy Road intersection and the proposed Scott Street x Abernethy Road intersections, and would additionally benefit commuters at other intersections along Abernethy Road. I ask that you please strongly consider my suggestion before commencing the proposed road works as your current proposal will greatly effect the local community.	Option 6 represents the optimal solution with option 7 retaining the right turn movements from Abernethy Road to Kew Street on both the north and south legs.

route home from work. I support the idea of closing off right turns OUT of Kew Street, but I would like the entry retained. I think the other ideas are great though, it is a busy road and the current design isn't working. Thank-you.	Abernethy Road to Kew Street on both the north and south legs Complimentary feedback.
Dear Belmont in regards to the proposed left only turning at the intersection of Kew and Abernethy. I agree with the following suggestions. That a left only turning be installed as well at the intersection of Scott and Abernethy. I feel that the traffic lights should be installed at the cross intersection of Keane and Abernethy. The installation of the traffic lights at this cross roads would be more useful and benifit traffic to also cross Abernethy road. Also for traffic to have good access not only to Abernethy road but also allow traffic form Belgravia st side to cross over Abernethy road and gain easy access to the Sports club and Tomato lake etc. I sincerly hope that my suggestion gains merrit for consideration. In regards the easy flow off traffic and make the two sides of Abernethy more of a community athmosphere.	Option 6 represents the optimal solution with a roundabout at Keane Street. Traffic signals were considered under option 2 with a poor level of service outcome.
After reading your proposal on the Abernethy Road traffic study I would like to make the following points regarding the proposed modifications to Abernethy Road/ Kew Street . 1. The survey only looks at traffic during peak hours and not the traffic throughout the day. Turning right into Kew St from Abernethy Road I find has minimal wait times and the placing of lights at Scott St will also reduce the wait times during peak hour and make it safer to cross. 2. I live in Tighe Street and I used to travel northbound on Oats/Gabriel Street, turn right into Abernethy Road and left into Kew St, but with the closure of Gabriel Street, I tried the alternative route by turning left in Belmont Ave and right into Fulham Street but the wait time to turn right into Abernethy Road from Fulham Street could be five or six light changes (not in peak times) and the frustration of the cars coming out from the Belmont Shopping Centre or McDonald's holding up traffic, cutting off lanes and pedestrians crossing at the lights added more to the wait times. I now travel Orrong Rd, Leech Hway, Abernethy Road and right into Kew St. Wait times turning right into Kew St off Abernethy Road are a far lot less than turning right from Fulham St. 3. Removing the right turn from Kew Street to Abernethy Road during peak times may also reduce traffic interference and wait times at this section. 4. Closure of this section will also increase wait times and traffic volume onto Scott St, Wendron St, and Trink Street. I believe this will put more children and pedestrians at risk of incidents.	Right turn from Abernethy Road into Kew Street north will be permitted under option 7

5. Closure of this section will also increase the wait times for ambulances etc	
As a resident on Kew street of x years. I strongly oppose the propose changes to Abernethy Road blocking my right turn out of Q Street onto Abernethy Road and in reflection blocking my turn from leach Highway onto Abernethy Road into Kew Street turning right. I therefore also have concerns with my fellow neighbours in the surrounding area as follows The closing Scott street and directing traffic that would normally use this road would direct traffic down to Scott street. Wendron street and Penndeen street would then be used as a rat run to access Kew streets and back roads. I do not believe consideration has adequately been taken to investigate the impacts to the proposed design. Therefore, I strongly disagree with the changes on Scott Street and Kew Street should not go ahead.	Right turn from Abernethy Road into Kew Street north will be permitted under option 7 Right turn exits from Kew Street and Scott Street eliminated due to conflicts with significant through volumes on Abernethy Road and safety concerns. These movements will occur under improved safer conditions at either the Keane Street roundabout or Fulham Street traffic signals.
Submission to Belmont Council – Proposed Road Changes To: Belmont Council Subject: Feedback on Abernethy Rd & Kew St Turning Closure and Traffic Light Placement Dear Belmont Council, I am writing regarding the planned changes to the Abernethy Rd and Kew St turning closure. I am not opposed to these changes, as crossing at this location“especially when towing a trailer”is quite difficult. However, I would like to propose an alternative for your consideration. Instead of installing traffic lights at Scott St, I recommend placing them at the Abernethy Rd & Keane St intersection. This adjustment would provide several key benefits: Better Connectivity: Keane St is a longer through-road on both sides of Abernethy Rd, allowing for improved traffic flow. Improved Traffic Catchment: Drivers traveling south-west could continue along Keane St to Acton Ave, then turn towards Gabriel St to connect with Oats St, creating a more efficient route. Reduced Congestion: Redirecting traffic to a more strategic intersection would likely ease congestion in the surrounding areas and provide a more logical connection to major roads. In my opinion, this alternative would result in a more effective traffic management solution for the area. I	Complimentary feedback. Traffic signals at Keane Street were considered under option 2 with a poor level of service outcome. Option 6 represents the optimal solution with a roundabout at Keane Street

appreciate your time and consideration of this suggestion and look forward to your response.	
I've lived in Wendron st near Scott Street for 15 years and taken my children to Kewdale Primary school by crossing Abernethy for 13 years. Before the Abernethy overpass of Leach Hwy was created, all right turns on or off Abernethy were manageable often with a small wait time. Since the overpass there is a non-stop stream off traffic from Leach/ Abernethy intersection, no matter which traffic lights are green or red. This has caused some impatient and desperate driver behavior crossing Abernethy between Leach and Fulham. Could Leach/ Aber traffic lights be reconfigured to give a larger pause in the traffic coming from this intersection? Maybe an extra 4-5 seconds between one set of lights turning red and the next green light? I challenge Main Roads classification of Keane St as an access road. People from eastern Cloverdale and Redcliffe use Keane to travel to Kewdale Primary, the Tennis Club and Tomato Lake. Many in Cloverdale, Redcliffe and Kewdale use Keane to get to Leach Hwy and Tonkin Hwy. Instead of west(?)bound crossing at the difficult Gabriel St intersection, a combination of left turn from Gab onto Abernethy, then right onto Keane is heavily used. I believe it serves as a Local Distributor road as it has a minor network role. You should definitely consider it a local Distributor for all future planning. I applaud the plan for a roundabout here. It will be much safer and stop people using the Bowling Club carpark to help them cross Keane (which causes a build up of cars turning right form Abernethy onto Keane. Pedestrian crossing of Abernethy- No breaks in traffic from Leach, children cross Abernethy road coming home from school at Kew St, from the west side of road next to the SES/ Gerry Archer entrance road. It's a blind corner, you should move the ped crossing 20m or so north or completely remove it, it's very unsafe. Fulham lights- removal of filtered right turns- hopefully the current system of alternating the green lights between the east and west bound traffic using Fulham remains, otherwise if both directions of traffic get the green light together, there will be very few cars able to turn right as they leave Belmont Forum and right turning traffic will quickly queue here. Please keep the lights alternating on Fulham! Frequently people driving on Abernethy southbound do a U turn at the Scott street intersection, causing congestion in the right lane. I'm not sure if it is permitted there or not. Please add a No U turn sign. I have no issue with the other changes proposed, I have no opinion about removing the right turn lane from Abernethy onto Kew St, but I've heard residents of Kew Street are unhappy. Maybe you could do all the other changes first and only block this right turn after another traffic study?	Traffic signal phase adjustments are the responsibility of Main Roads WA, and the City will follow up. Keane Street is currently designated a Local Access Road under the Main Roads WA Hierarchy. Complimentary feedback. Active transport considerations are discussed in section 6 of Stage Three, Traffic Modelling Report. Noted, will be considered in detailed design phase. Ban on U turn movements will be considered in detailed design phase. Right turn from Abernethy Road into Kew Street north will be permitted under option 7

It is not clear what considerations have been taken for other adjoining streets and their traffic volume design. Gabriel/Oat St is typically busier than Keane St. Why not keep it that way? Since blocking off Gabriel right hand turn traffic has increased through my previously quiet street because people are detouring to Keane St. Drivers are also speeding through these quieter streets which raises concern for safety. Furthermore, is there any consideration for cyclist for future upgrades along Abernethy Rd?	City to investigate options for rat running on local roads such as Belinda Avenue, such as cul de sacs and left in/ left out restrictions. Active transport considerations are discussed in section 6 of Stage Three, Traffic Modelling Report.
Hi! Thank you for the opportunity to provide comments. In response to the stage 3 report and scenario 6, my comments are as follows: - I don't believe the modelled time horizon of 2031 as a future year is adequate. The phased implementation of works, according to the website, is to 2029, which would give us 2 years to 2031. Considering value for money and the disruption to residents and the community, wouldn't we want to ensure this design operates at a sufficient LOS beyond 2031? - o Does 2031 align with the City of Belmont's expected growth? - o Does it consider future changes to the local road network, such as Orrong Connect? - o My recommendation would be 2036 or 2041 as a future time horizon. - The description in Figure 11 should refer to Kew Street instead of Gabriel Street. Abernethy Road / Fulham Street - Will u-turns be permitted at the signals? Since the immediate safety measures on Gabriel Street have been undertaken, there has been an increase in the number of u-turns at these signals. - The study should be extended on Fulham Street to see what improvements can also be done here. It needs to take into consideration the access into McDonalds/KFC and Belmont Forum at the Homewood Street intersection. This area is an absolute nightmare with very long queue lengths (all the way to Belmont Avenue), traffic turning in, traffic turning out, no gaps in the queue for people to get out of the Forum, poor visibility and sight lines, etc. With the right turn closure at Gabriel Street / Abernethy Road, this section would attract more traffic and become even more of a safety concern. Abernethy Road / Gabriel Street - The problem here has always been traffic turning right from Gabriel Street onto Abernethy Road. I support the left in / left out, but reinstating the median break for	Traffic modelling horizon of 2031 is consistent with Main Roads WA model projections. Modelling beyond 2031 is challenging with levels of uncertainty in terms of land use patterns, traffic movements, likely timing and influence of major projects such as further GEH upgrades or more remote projects such as Orrong Connect. Noted. Banning u turns will be considered in the detailed design phase. Noted, will be considered in the detailed design phase. Right turn movements from Abernethy Road into Gabriel Street not permitted due to safety

traffic to turn right from Abernethy Road into Gabriel Street would be good and it would provide another option into the residential area. Abernethy Road / Keane Street - Has the roundabout taken into consideration the RAV network? - Has the roundabout, and its queue lengths, taken into consideration the access into Belmont Sports and Recreation Club (off Abernethy Road and off Keane Street) and Forster Park Community Centre (off Keane Street)? - I would recommend investigating an option for two lanes for the eastbound approach (Keane onto Abernethy) and westbound approach (Keane onto Abernethy). - o Currently, since the closure of the right turn from Gabriel Street onto Abernethy Road, the Keane Street / Abernethy Road intersection attracts a lot more vehicles and the queue lengths are quite long. This is because the wait times to turn right from Keane onto Abernethy are so lengthy, and no one can get past to turn left onto Abernethy, causing congestion. With the proposed design this will probably still occur, and to help alleviate demand at the Fulham Street / Abernethy Road intersection and to reduce this congestion at the roundabout, two lanes would be beneficial (as per Abernethy Road lane configuration). - o With the proposed design removing the right turn onto Abernethy Road from Kew Street and Scott Street, this roundabout will be the closest option for traffic to the east of Abernethy Road to be able to turn right and would surely cause an increase in volumes. I'm not sure what the queue lengths are here, but it could also warrant two lanes. - Will there be enough breaks in traffic for the east and west approaches to get onto Abernethy Road? Currently, in peak times, there are not a lot of breaks. Abernethy Road / Scott Street - Are there any reasons this can't be a full signalised intersection, instead of partial? i.e. Abernethy Road northbound stops at the signals, and right turns from Scott Street onto Abernethy Road are permitted. - o This will allow breaks in traffic to alleviate traffic congestion on the east and west approaches at Abernethy Road / Keane Street. - o Having the right turn from Scott Street could alleviate congestion on the east approach at Abernethy Road / Keane Street (where Forster Park Community Centre is). - o If u-turns are permitted here, it could provide an option for traffic from Gerry Archer Athletic Track and the SES. - o Gerry Archer and SES currently have right turn access	concerns with the high volume of through traffic on Abernethy Road. The roundabout design will provide for as of right RAV vehicle movements in the final design. Final configuration of the roundabout will consider local access options and lane capacity against contributing traffic volumes. Noted, and considered in detailed design phase. Th current demand for right turns from Scott Street into Abernethy Road is low and would not justify signals for this movement, with significant through movements along Abernethy Road. Option 7 retains right turn movements from Abernethy Road to Kew Street on both the north and south legs, with direct access to SES and the
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onto Abernethy Road from Kew Street. The proposed design closes the median, so has their access been considered?	Gerry Archer Athletic Track.
Right turn on Kew Street from Abernethy Road is very convenient for people living on Kew Street and Belgravia Street, please don't change this intersection.	Right turn from Abernethy Road into Kew Street north will be permitted under Option 7
City received statement of concerns on 24 February 2025 on behalf of the Belinda Action Group in response to increase in diverted traffic through Belinda Avenue since recent modifications at the Gabriel Street and Abernethy Road intersections	City to investigate options for rat running on local roads such as Belinda Avenue, such as cul de sacs and left in/ left out restrictions.
City received two email communications on 20 March 2025 from City of Belmont/ Victoria Park, State Emergency Service (SES) over closure of right turn entry and exit movements from their access on the southern leg of Kew Street, and the adverse impacts on urgent operational movements.	Option 7 retains right turn movements from Abernethy Road to Kew Street on both the north and south legs, with direct access to SES and the Gerry Archer Athletic Track.