

## 10.4 RAILWAY PARADE PEDESTRIAN CROSSING PROJECT UPDATE

### PURPOSE OF REPORT:

To seek Council's approval of the Schedule of Works for the design and construction of a pedestrian crossing on Railway Parade West Leederville and the re-allocation of additional funds to enable the project to be progressed as a priority, for safety reasons.

### SUMMARY:

The Town has been contacted by the Bob Hawke College Board requesting works to be expedited on either a guarded school crossing or a signalised pelican crossing on Railway Parade in West Leederville. The Town had been working with the College and the Children's Crossings and Road Safety Committee to gain approval for a guarded school crossing close to Northwood Street. However, Vision Australia had also been lobbying State Government for a signalised pelican crossing in close proximity between Northwood and Rosslyn Street.

These two proposed crossings are too close in proximity to gain approval from relevant authorities, so the Town selected the signalised pelican crossing as the most beneficial option to progress. As a compromise, the crossing location was changed to suit both the Bob Hawke College and Vision Australia.

Additionally, the Town also had to consult with the Public Transport Authority (PTA) as the proposed location was in conflict with the bus embayment servicing the West Leederville Train Station.

The purpose of this report is to provide an update on the project and to seek additional funds to complete the works.

### AUTHORITY / DISCRETION

- |                                     |                |  |
|-------------------------------------|----------------|--|
| <input type="checkbox"/>            | Advocacy       | When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.   |
| <input checked="" type="checkbox"/> | Executive      | The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.                             |
| <input type="checkbox"/>            | Legislative    | Includes adopting local laws, town planning schemes & policies.  |
| <input type="checkbox"/>            | Review         | When the Council operates as a review authority on decisions made by Officers for appeal purposes.   |
| <input type="checkbox"/>            | Quasi-Judicial | When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. |
| <input type="checkbox"/>            | Information    | For the Council/Committee to note.   |

Address/Property Location:	Railway Parade, West Leederville
Report Date:	18 November 2020
Responsible Officer:	Director Infrastructure and Works, Kelton Hincks
Reporting Officer:	Manager Technical Services and Works, Peter Foxcroft
Contributing Officers:	Manager Technical Services and Works, Peter Foxcroft
Reporting Officer Interest:	Nil
Attachment(s):	1. Letter from the Bob Hawke College Board 2. Railway Parade Pedestrian Crossing Concept Design

## **BACKGROUND:**

The Town was contacted by the Principal of the Bob Hawke College in February 2020 for the purpose of providing a travel plan for the school and additional information in support of a guarded school crossing. The proposed location of the crossing was on Railway Parade to the west of both West Leederville Train Station underpass and Northwood Street intersection. The guarded crossing was to assist the school children cross Railway Parade from the northern catchment areas.

At the same time, Vision Australia, who are located on Rosslyn Street, were also lobbying the State Government to approve a signalised crossing on Railway Parade closer to their facility. Vision Australia were successful in this regard and Main Roads Western Australia (MRWA) provided in principle support for the crossing.

Unfortunately, the proposed guarded school crossing and the signalised pelican crossing are in close proximity (less than 100 metres apart) and as a result only one would be approved by MRWA.

The Town had been working with the Principal of the College and the Western Australian Police on the approvals, location and designs of the guarded crossing. Significant progress was made through the process with a final decision to be made on 25 August 2020 by the Children's Crossings and Road Safety Committee (CCRSC).

At a site meeting prior to their final decision on 25 August 2020, the CCRSC were informed about the proposed signalised crossing to the east towards Rosslyn Street. The Town's staff discussed the issues in relation to the proximity of the crossings and also the relocation of a bus embayment in front of the train station. As a result of this discussion, the CCRSC delayed their decision on the guarded school crossing pending the Town's resolution on the signalised pelican crossing.

On 4 November 2020, the Town received a letter from the Bob Hawke College Board in relation to the delays in the construction of the guarded school crossing. The main purpose of the letter was to request the Town construct either the guarded school crossing or the signalised pelican crossing prior to the commencement of the 2021 school year (**refer Attachment 1**).

## **DETAILS:**

Pelican crossings are signalised pedestrian road crossings with a push button activation and is also suitable for cyclists. Once activated, vehicle traffic is stopped by a red light and pedestrians are given a green light to cross. This type of crossing is similar to the pelican crossing on Cambridge Street between Northwood Street and Kimberly Street. A concept design has been completed and is provided in (**refer Attachment 2**).

The location and type of crossing was chosen after consideration for the type and number of users. It will offer safe crossing of Railway Parade between the West Leederville Commercial Area, West Leederville Train Station and the railway under pass. It provides a connection along the proposed Safe Active Street route, cycle networks and will be used by school students from three different schools.

Following discussions with the main stakeholders, the Town has produced concept plans for the modification of Railway Parade to facilitate the signalised pelican crossing. The installation of the crossing will require the relocation of a PTA bus bay. The embayment adjacent to the West Leederville Train Station is used by standard bus services as well as school buses and acts as a stop for train replacement bus services. Therefore, before the Town could proceed to detailed design, there was a requirement to acquire an agreement in principle from the PTA, this was received in mid-October.

The Town is currently progressing with full feature and level surveys to facilitate the detailed design of the required road works and the installation of the pelican crossing.

The proposed road works include:

1. The relocation of the PTA's bus embayment to the west of the Northwood Street intersection, including the modification of median islands and lane widths to accommodate it;
2. Closure of the pedestrian crossing immediately to the west of the intersection of Northwood Street;
3. Building out of kerb lines to each side of Railway Parade including associated paving of verges;
4. Installation of a larger median island pedestrian refuge and facilities for signals; and
5. Review parking facilities on Northwood Street between Cambridge Street and Railway Parade to make up for the parking removed by the installation of the crossing.

### **INDICATIVE TIMELINE:**

The proposed works schedule is as follows:

<b>Date</b>	<b>Project Stage</b>
20-Nov-20	Receive quotations for feature and level surveys
27-Nov-20	Acceptance of survey quotation
10-Dec-20	Receive survey
11-Dec-20	Proceed with detailed design
18-Jan-21	Approval of detail design and issue drawings for stakeholder approval
8-Feb-21	Consider amendments to design
15-Feb-21	Issue request for quote for contractors to undertake construction works
22-Feb-21	Acceptance of quotation for road works
1-Mar-21	Commence roadworks
17-May-21	Works complete

### **COMMENTS:**

Both guarded school crossings and signalised pelican crossings require similar amounts of roadworks and therefore the time to complete will be comparable. The main difference being the pelican crossing requires the installation of poles and signal lights which will take place during the road works.

The guarded school crossing is dependent on a guard to stop vehicle traffic and direct the pedestrians. This guard is only present during the times required by school students, outside of these times the crossing will only act as a standard pedestrian road crossing. This treatment would not be acceptable by other frequent users such as Vision Australia, shop owners/customers and PTA as it operates at limited times during the school term. The Pelican Crossing will operate 24 hours a day, 7 days a week without the need for a guard.

To accommodate both a guarded school crossing and a pelican crossing will double the required roadworks, substantially increase traffic congestion on Railway Parade and both crossings will not be accommodated or approved by MRWA within the available area.

This pelican crossing will safely service all pedestrians and cyclist crossing Railway Parade which is a district distributor road with a traffic volume of over 15,900 vehicles per day. This crossing is located at the end of the Town's proposed Safe Active Street connecting the West Leederville Train Station with Lake Monger. It will give a safe crossing for pedestrians and cyclists between the commercial area of West Leederville, bus stops, Train Station and the railway under pass to Subiaco.

The proposed schedule of works listed above has been derived through analysing the projects critical path. It also contains estimations of time on behalf of other authorities such as MRWA and the PTA. These stakeholders could influence the project either by extending the completion date, or bringing forward the works.

#### **POLICY/STATUTORY IMPLICATIONS:**

There are no Policy or Statutory Implications related to this report.

#### **RISK MANAGEMENT IMPLICATIONS:**

**Low:** This report provides an indication on the progress of the Railway Parade Pedestrian Crossing and therefore presents low risk to the Town.

#### **FINANCIAL IMPLICATIONS:**

The Town has allocated \$124,900 in the 2020/2021 Budget for a Pelican Crossing on Railway Parade. There is a requirement to increase this budget item by \$125,100 to allow for the additional costs associated with the relocation of the PTA bus embayment and associated roadworks. The additional funds will either be sourced from savings from other projects, or from the Area Improvement Reserve. The source will be determined at the mid-year budget.

#### **STRATEGIC DIRECTION:**

In accordance with the Town's strategic community plan 2018-2028, the following goals and strategies are applicable:

##### **Our Council**

**Goal 10:** The Town is a proactive local government that provides financially sustainable public assets, services and facilities.

Strategy 10.1 Ensure appropriate resources are allocated to the preparation and implementation of day to day decision making, broader strategic planning and major projects.

Strategy 10.2 Promote equity and transparency in the provision of infrastructure and services throughout the Town.

Strategy 10.3 Ensure sound and sustainable financial planning, management and reporting. Sustainability implications: not applicable.

#### **COMMUNITY ENGAGEMENT:**

In accordance with Policy 019 - Community Engagement, community consultation will be undertaken and will include notification to affected properties prior to commencement of any works.

**ADMINISTRATION RECOMMENDATION:**

Moved by Cr Barlow, seconded by Cr Bradley

That Council:-

1. **APPROVES** the Railway Parade, West Leederville Pedestrian Crossing to be a signalised crossing and the Schedule of Works as detailed in this report; and
2. **APPROVES BY ABSOLUTE MAJORITY** the relocation of \$125,100 from the Area Improvement Reserve to increase the project budget to \$250,000, to enable the works to be completed as a priority, for safety reasons.

Debate ensued.

**AMENDMENT:**

Moved by Mayor Shannon, seconded by Cr Timmermanis

That further clauses be added to the motion as follows:-

3. **REQUESTS** the CEO and Mayor write to the Minister of Infrastructure and the Minister for Education seeking a funding contribution toward the construction of the pedestrian crossing; and
4. **REQUESTS** the Administration consults with affected local businesses on the design and the likely reduction of on street parking required by the proposed design.

**Amendment put and CARRIED (9/0) (unanimous)**

During discussion, Cr Everett suggested that a further clause be added to the motion as follows:

5. **REQUESTS** the Administration works with Bob Hawke College to look at an interim solution.

In accordance with Clause 9.11 of the *Town of Cambridge Meeting Procedures Local Law 2019*, the mover of the motion, with the consent of the seconder, amended the motion accordingly.

**COUNCIL DECISION:**

That Council:-

1. **APPROVES** the Railway Parade, West Leederville Pedestrian Crossing to be a signalised crossing and the Schedule of Works as detailed in this report;
2. **APPROVES BY ABSOLUTE MAJORITY** the relocation of \$125,100 from the Area Improvement Reserve to increase the project budget to \$250,000, to enable the works to be completed as a priority, for safety reasons;
3. **REQUESTS** the CEO and Mayor write to the Minister of Infrastructure and the Minister for Education seeking a funding contribution toward the construction of the pedestrian crossing;

4. **REQUESTS the Administration consults with affected local businesses on the design and the likely reduction of on street parking required by the proposed design; and**
5. **REQUESTS the Administration works with Bob Hawke College to look at an interim solution.**

**Motion, as AMENDED, put and CARRIED BY AN ABSOLUTE MAJORITY (9/0)**