

13.4.3 Lake Monger Drive Pedestrian Crossing

DIRECTORATE:	Infrastructure and Works
AUTHOR:	Alasdair Thom (Coordinator Traffic & Transport), Lewis Wise (Manager Engineering Services)
AUTHORISER:	Andrew Head, A/Director Infrastructure and Works
AUTHORITY / DISCRETION:	Executive
VOTING REQUIREMENT:	Simple Majority
AUTHOR INTEREST:	Nil
ATTACHMENT(S):	1. Lake Monger Drive Pedestrian Underpass [13.4.3.1 - 49 pages]

PURPOSE OF REPORT:

The purpose of this report is to respond to the Council resolution made at the December 2021 Ordinary Council Meeting (**refer CR21.126**) to investigate the feasibility of an underpass located on Lake Monger Drive at St. Vincents Avenue, and to seek Council approval to investigate the implementation of an at-grade formal pedestrian crossing on Lake Monger Drive at St Vincents Avenue.

COUNCIL DECISION: (ADMINISTRATION RECOMMENDATION)

Moved by Cr Cutler, seconded by Cr Le Page

That Council:

1. **NOTES** the complexity and cost associated with providing a pedestrian underpass within Lake Monger Drive;
2. **SUPPORTS** the investigation into the feasibility of an at-grade formal pedestrian crossing of Lake Monger Drive at St Vincents Avenue; and
3. **NOTES** that dependent on the outcomes of limb two, a project to undertake detailed design will be added to the draft 2025/26 Annual Budget for consideration.

Motion put and CARRIED EN BLOC (9/0)

For: Mayor Mack, Cr Barlow, Cr Cutler, Cr Carr, Cr Le Page, Cr Kennerly, Cr Foley, Cr Mayes and Cr Randklev
Against: Nil

BACKGROUND:

A Consultant report entitled 'Lake Monger Drive Pedestrian Underpass' was prepared (**refer Attachment 1**) for the Town in March 2019. This report investigated three locations for a pedestrian underpass and gave approximate construction costs.

The report concluded the three underpass options were viable, however each had several constraints such as services diversion or relocation, major earthworks and constructability issues. The construction cost estimates for these options ranged from \$3.46M to \$3.63M excluding GST (in 2019 prices). The Town has estimated these costs would have risen approximately 40% resulting in them ranging from \$4.87M to \$5.12M in today's prices.

The report also suggested a pedestrian overpass would be more straightforward to construct and recommended this be further explored by the Town, as it would provide a more cost-effective solution when compared to a pedestrian underpass.

At the Ordinary Council Meeting on 21 December 2021 (**refer CR21.126**) Lake Monger Pedestrian Crossing – Consideration of Submissions, Council considered the results of the community consultation for a proposed pedestrian crossing of Lake Monger Drive, where it was resolved:

That Council:

1. *RECEIVES the community consultation submissions for the proposed Lake Monger Pedestrian Crossing;*
2. *SUPPORTS the concept of an underpass located on Lake Monger Drive at St. Vincents Avenue, in line with the communities preferred crossing type and location, as detailed in Option 3;*
3. *APPROVES the Town to undertake a detailed feasibility study into an underpass located on Lake Monger Drive at St. Vincents Avenue, as detailed in Option 3; and*
4. *APPROVES the Town to prepare concept designs for:*
 - 4.1 *Multiple informal crossing points along Lake Monger Drive, between Gregory Street and Southport Street; and*
 - 4.2 *A formal crossing point located in close proximity to the Lake Monger and Northwood Street intersection.*

DETAILS:

Following the December 2021 Ordinary Council Meeting, the Town has investigated concept designs for multiple informal crossing points along Lake Monger Drive and a formal crossing near the Northwood Street intersection as detailed in limb four of the above resolution.

In discussions with Main Roads WA about establishing a formal crossing on the eastern end of Lake Monger Drive near Northwood Street, the possibility of a second formal crossing to the west, near St Vincents Avenue was introduced to gauge Main Roads WA's potential support for a crossing at this location.

An at grade formal pedestrian crossing near St Vincents Avenue was previously not feasible as it did not meet the warrants for a crossing used by Main Roads WA. A formal crossing was therefore not included in the community engagement survey as it was not considered a viable option. However, recently Main Roads WA have introduced new criteria for crossings which uses a different methodology and is more suited to assessing different scenarios.

Main Roads WA indicated they would be open to considering a formal crossing on Lake Monger Drive to access the southwest node of Galup (Lake Monger Reserve), acknowledging the increase in pedestrian activity.

COMMENT:

The Town has considered both the pedestrian underpass and pedestrian overpass however, these options are not ideal as they require ramps on either side of the road, making it less direct, unsightly and costly to construct.

As previously mentioned, MRWA are now more open to an at-grade formal pedestrian crossing in this location, making it a likely and more suitable alternative. This option offers a more direct and convenient crossing solution. This form of crossing would be significantly cheaper to construct (estimated at less than \$1m in 2024 prices) and could be designed and constructed in a much quicker timeframe (around two to three years).

The Town recommends further investigation into the feasibility of an at-grade formal pedestrian crossing at this location, instead of a pedestrian underpass or overpass. This would require a traffic survey to be undertaken, an assessment of the traffic volumes and gaps in traffic, and further discussions with Main Roads WA.

This feasibility study can be completed with existing budget allocations prior to 30 June 2025. Subject to the outcome of the study, a project to complete the detailed design will be added to the draft 2025/26 budget for consideration.

POLICY / STATUTORY IMPLICATIONS:

There are no policy or statutory implications related to this report.

RISK MANAGEMENT IMPLICATIONS:

Low: Undertaking an assessment of a formal pedestrian crossing would be straightforward and could be undertaken with minimal cost and time.

FINANCIAL IMPLICATIONS:

The feasibility assessment for a formal pedestrian crossing is estimated to cost around \$1,000. A crossing can be expected to be designed and constructed for under \$1 million, representing a significant cost saving compared to an underpass, which would cost at least \$4.8 million. The feasibility assessment can be completed by 30 June 2025 and funded through existing operational budget allocations.

STRATEGIC DIRECTION:

This report recommendation embraces the following strategies of the Town's Strategic Community Plan 2023-2033:-

Our People: A community that supports wellbeing, connection and inclusion

Places for People - Together with our community, plan, create and activate neighbourhoods that are distinctive, welcoming and accessible.

Our Environment: An urban forest that is protected and enhanced with tree-lined streetscapes, sweeping coastlines, natural bushland and accessible open spaces

Connection and Access – Improve our integrated transport networks, including infrastructure and programs that prioritise safety and connectivity for pedestrians and other sustainable transport modes.

COMMUNITY ENGAGEMENT:

This matter has been assessed under the Council Policy No: 019 Community Engagement Policy as:- Does not require community consultation, as this matter is administrative in nature.