

Impartiality Interest Declaration - Cr Kate Barlow

Cr Barlow disclosed an interest affecting impartiality and declared as follows: "with regard to Item 13.4.4, I declare that I have been contacted by members of the community relating to these areas and as a consequence there may be a perception that my impartiality may be affected. I declare that I will consider this matter on its merits and vote accordingly."

13.4.4 Railway Parade Signalised Pedestrian Crossing near Northwood Street

DIRECTORATE:	Infrastructure and Works
AUTHOR:	Jannatul Ferdaush (Engineering Project Officer), 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):	<ol style="list-style-type: none">1. Concept Plan - Proposed Signalised Pedestrian Crossing on Railway Parade [13.4.4.1 - 1 page]2. Community Consultation Feedback [13.4.4.2 - 10 pages]3. 2021 Election commitment letter from MRWA - Signalised Pedestrian Crossing Funding [13.4.4.3 - 1 page]

PURPOSE OF REPORT:

The purpose of this report is to inform the Council on community feedback received during the Town's consultation regarding the proposed replacement of the existing traffic warden crossing with a signalised pedestrian crossing on Railway Parade near the Northwood Street intersection in West Leederville. Council approval is sought to proceed with the implementation of the signalised pedestrian crossing, which will necessitate banning the right-turn movement from Northwood Street onto Railway Parade.

EXECUTIVE SUMMARY:

This report provides Council with the results of community feedback received during the Town's consultation on the proposed replacement of the existing traffic warden-controlled crossing with a signalised pedestrian crossing on Railway Parade near the Northwood Street intersection in West Leederville.

The report outlines the strong community support for the project, the benefits of the signalised crossing for road user safety and accessibility and addresses concerns regarding potential traffic impacts from banning the right-turn movement from Northwood Street onto Railway Parade.

Council support is sought to proceed with the implementation of the signalised pedestrian crossing, which was a 2021 state election commitment, in partnership with Main Roads WA, which will fund and manage the civil and signal works. This initiative supports the Town's objectives of improving safety, connectivity, and active transport infrastructure for the community.

COUNCIL DECISION:
(ADMINISTRATION RECOMMENDATION)

Moved by Cr Barlow, seconded by Cr Cutler

That Council:

1. **NOTES** Main Roads WA letter for the 2021 State Government funding commitment of \$378,685 for the signalised pedestrian crossing on Railway Parade, west of Northwood Street as per Attachment 3;
2. **RECEIVES** the community consultation survey results for the proposed signalised pedestrian crossing on Railway Parade;
3. **APPROVES** the projects progression to detailed design and construction of the signalised pedestrian crossing to replace the existing traffic warden-controlled crossing located on Railway Parade near the Northwood Street intersection; and
4. **NOTES** the ban of right-turn movements for vehicles exiting Northwood Street onto Railway Parade being necessary to implement the signalised pedestrian crossing.

Motion put and CARRIED (8/0)

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

BACKGROUND:

In February 2020, the Town was contacted by Bob Hawke College (BHC) to provide information in support of a travel plan for the school and a Warden Crossing. The location of the crossing was proposed on Railway Parade, west of the West Leederville train station underpass and Northwood Street intersection. The Town worked with Bob Hawke College and the WA Police to gain approval for the warden crossing through the Children's Crossings and Road Safety Committee (CCRSC). Approval was granted in August 2020.

At a similar time, Vision Australia, formerly located near the Northwood Street and Railway Parade intersection, were lobbying the State Government for a signalised crossing at Railway Parade near their facility. Main Roads WA (MRWA) subsequently provided in principle support for a signalised crossing.

At the November 2020 Ordinary Council Meeting (**refer Item CR 10.4**), it was resolved.

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.*

In June 2021, a warden crossing was constructed on Railway Parade as an interim measure (refer limb 5 above).

In November 2021, the Town engaged with the Railway Parade and Northwood Street Precinct Reference Group. This group included Elected Members, Town Officers, Consultants, business and community representatives, as well as representatives from Bob Hawke College and Vision Australia. There were some differing views from businesses and residents as to whether restricting the Northwood Street to left out only at the intersection of Railway Parade was appropriate. Overall, the proposal was generally viewed as an improvement; however, concerns were raised regarding its impact on vehicle accessibility, the potential increase in traffic on surrounding streets, and the placement of the signalised pedestrian crossing on the west side of the intersection, where the current children's crossing is located. Specific challenges were noted for pedestrians crossing to and from the east side of Northwood Street. While the Bob Hawke College P&C was not part of the Reference Group, they expressed support for the signalised crossing during a meeting with Town officers in November 2022.

DETAILS:

A signalised pedestrian crossing has a push button which once activated, stop traffic by displaying a red light and give pedestrians and cyclists a green light to cross. This type of crossing is similar to the pedestrian crossing on Cambridge Street between Northwood Street and Kimberley Street.

Main Roads WA (MRWA) has confirmed the 2021 State Government funding commitment of \$378,685 for the pedestrian crossing on Railway Parade, west of Northwood Street (**refer Attachment 3**). MRWA has also agreed to oversee the detailed design and delivery of the civil and signal works for the proposed project. The installation of the signalised crossing is contingent upon prohibiting right-hand turns from Northwood Street onto Railway Parade, a measure deemed necessary to improve safety and reduce congestion at the intersection.

An online community consultation survey was created, featuring a concept drawing of the proposed signalised crossing (**refer to Attachment 1**). The survey was promoted via the Town's website, social media channels, and large signage installed near the proposed crossing site. Key stakeholder groups, including Bob Hawke College, Project Reference Group, local business owner, Children's Crossing Unit, Vision Australia, WestCycle and West Leederville Primary School were invited to participate in the survey and share their feedback.

The objective of the survey was to gather valuable feedback and assess the level of support for the installation of the signalised crossing and the ban of the right turn movement.

The survey was opened on 16 September 2024 and closed on 25 October 2024 with a total of 219 responses received.

Survey Results:

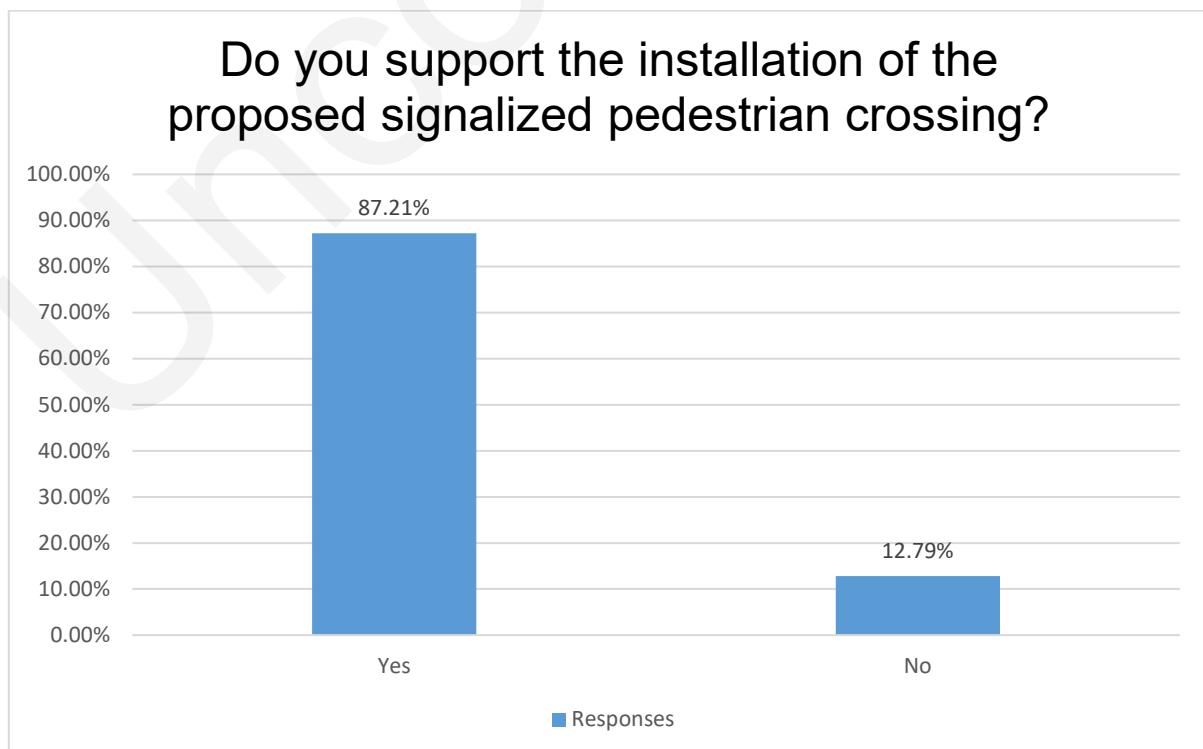
The survey asked six questions and gave the option of providing additional comments. The following six questions were asked:

1. Please provide your details.
2. Do you support the installation of the proposed signalised crossing?
3. Please provide the reason, if you do not support the proposal.
4. What is your predominant mode of transport to this intersection?
 - My most frequent mode is on the road (by car, bicycle, motorbike etc.)
 - My most frequent mode is on footpath (by Bike, Scooter, e-rideable etc.)
 - My most frequent mode is on footpath (by foot, walking, running etc.)
 - My most frequent mode on road (by bus, train, rideshare etc.)
5. How frequently do you go through this intersection?
 - Multiple times a day
 - At least daily
 - Weekly
 - Occasionally
6. What is your predominate reason for travel via this intersection?
 - To access public transport train/bus etc.
 - To attended employment or learning opportunities (Work/School)
 - To access the local services or shopping district.
 - On transit to employment or learning opportunities (Work/School)
7. Do you have any further comments in relation to this project?

Question 1 Participants provided detailed information such as Name, Address, City/Town and Email Address.

Question 2 gave participants the opportunity to support or not support the proposed signalised pedestrian crossing. Of the 219 responses,

- i. 87.21% of participants supported the proposal (refer to Graph 1).



Graph 1 – Response to The Proposed Signalised Pedestrian Crossing

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Question 3 gave opportunity to the respondents who did not support the proposal to provide comments (**refer to Attachment 2**). Of the 67 comments, of which 18 respondents provided non-supportive comments.

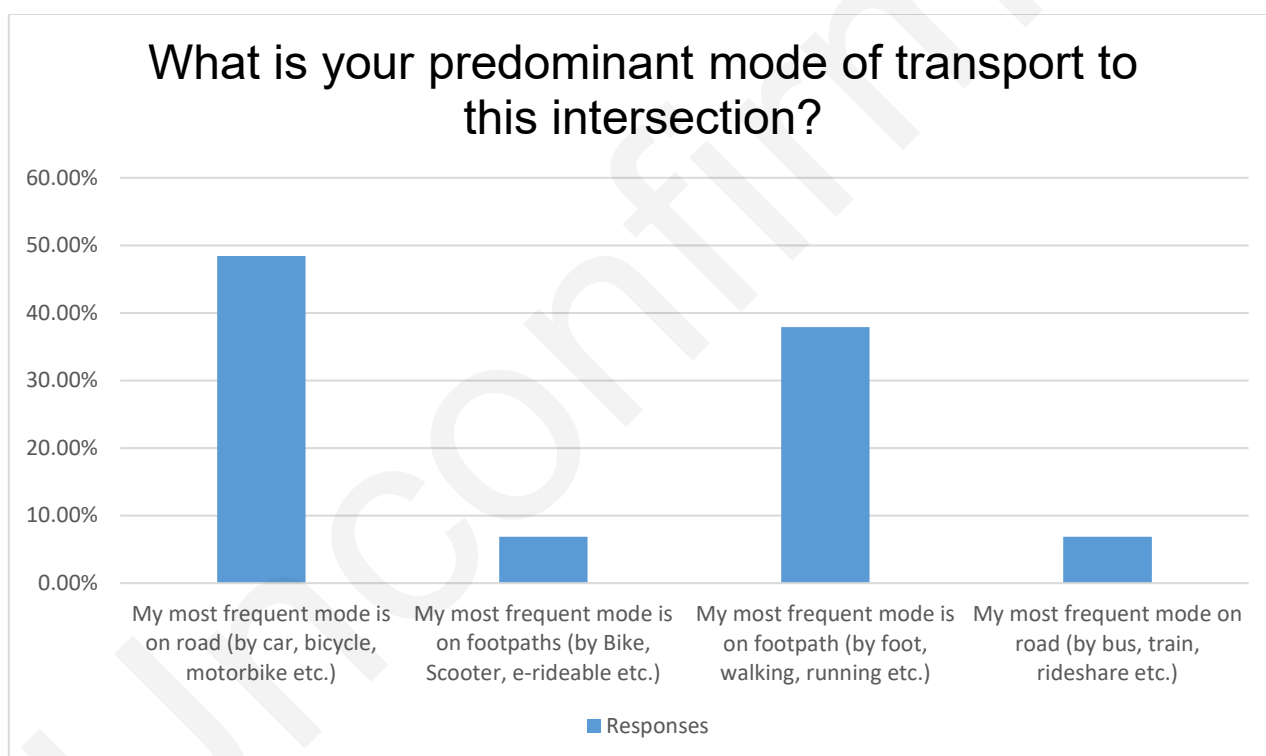
A summary of the main themes of the non-supportive comments are:

- i. Concerns about potential impacts on the road network resulting from the ban on right turns from Northwood Street onto Railway Parade.
- ii. The possibility of traffic flow disruptions, increased congestion and higher traffic volumes on surrounding roads
- iii. A greater risk of accidents at the Kimberley Street and Railway Parade roundabouts.

Question 4 gave participants an opportunity to choose their predominate network (road or footpath) and mode of transportation to the Railway Parade and Northwood Street Intersection.

Among the 219 responses,

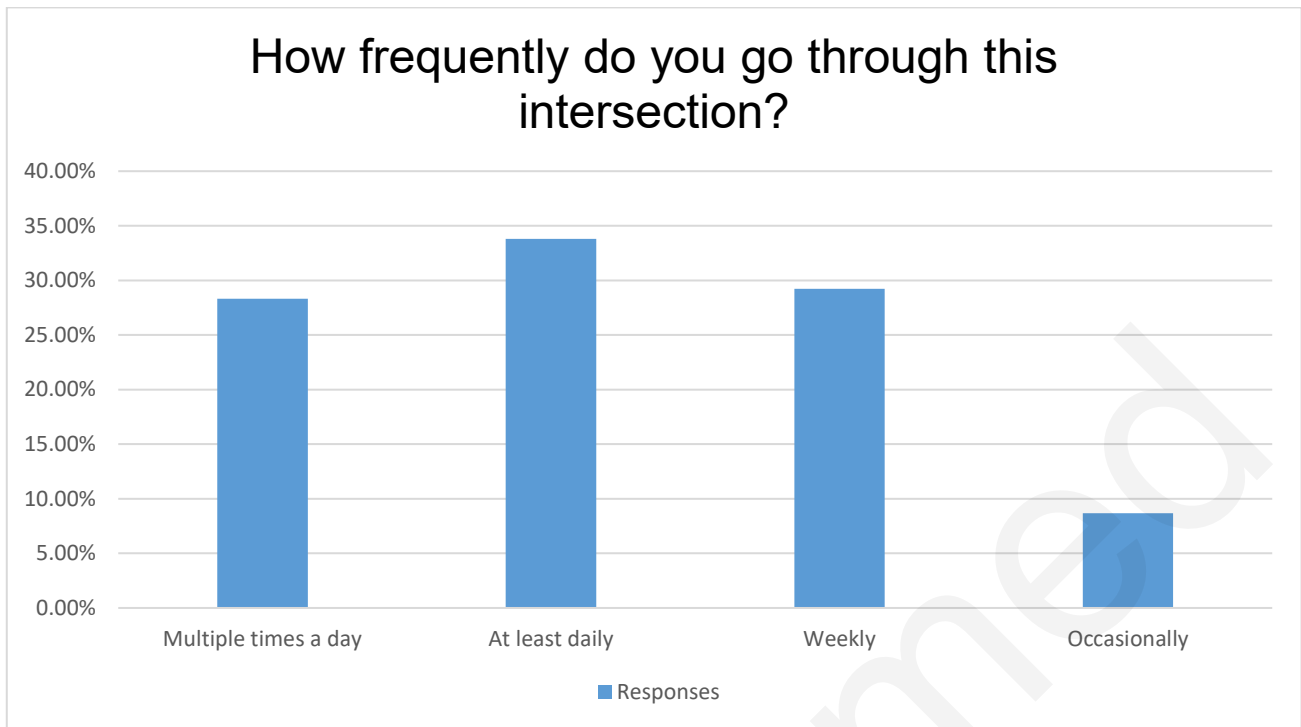
- i. 106 participants used the road by car, bicycle and motorbike,
- ii. 15 participants used the road by bus, train and ridesharing,
- iii. 83 participants used the footpath by foot, walking and running and;
- iv. 15 participants used the footpath by bike, scooter and e-rideable (**refer to Graph 2**).



Graph 2 – Response to The Predominate Mode of Transportation to the Railway Parade and Northwood Street Intersection

Question 5 asked participants about how frequently they travel through this intersection

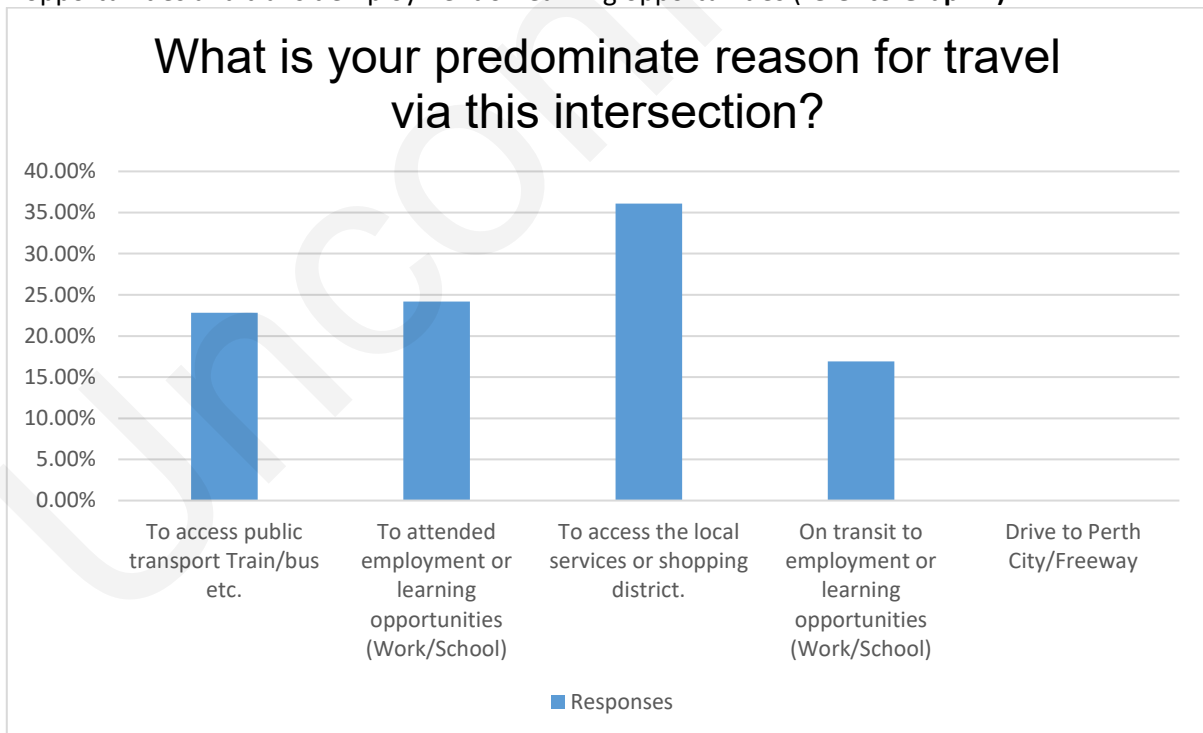
- i. Most respondent travel at least daily.
- ii. The remaining participants travel through the intersection multiple times a day, weekly and occasionally (**refer to Graph 3**).



Graph 3 – Response to The Frequency of Travelling Through the Intersection

Question 6 gave respondents the opportunity to choose predominate reason for travel via this intersection.

- i. Most respondent travels through the intersection to access local services or shopping district.
- ii. The remaining respondents prefers to access public transport, to attend employment or learning opportunities and transit employment or learning opportunities (**refer to Graph 4**).



Graph 4 – Response to Predominate Reason for Travel Via This Intersection

Question 7 gave participants an opportunity to provide additional comments regarding the proposed signalised pedestrian crossing and banned right turn from Northwood Street onto Railway Parade (**refer to Attachment 2**). Of the 219 participants, 112 participants answered the question, and 107 participants did not answer the question. Of the 112 responses, 89 participants provided positive comments on the proposal.

A summary of the main themes of the comments are:

- i. Enhanced safety for Bob Hawke College students and other vulnerable road users, including pedestrians and cyclists.
- ii. Reducing traffic speeds along Railway Parade.
- iii. Improved accessibility is expected to encourage active transport, such as cycling, and reduce car usage.
- iv. Northwood Street serves as a critical link between Ruislip Safe Active Street and the West Leederville Train Station underpass, which connects to the Principal Shared Path (PSP) along the train line.
- v. Unlike the current traffic warden-controlled crossing, the signalised crossing will provide a safer, all-day solution for students and the broader community.

COMMENT:

The majority of respondents expressed support for replacing the existing traffic warden-controlled crossing with a signalised pedestrian crossing and subsequent banning of the right turn movement from Northwood Street onto Railway Parade. The issues and concerns previously raised at the reference group meeting in November 2021 did not emerge as dominant themes in this latest community consultation.

To address any concerns about potential traffic congestion resulting from the banned right turn on Northwood Street, the Town engaged an engineering consultant to perform traffic modelling for the intersection. The modelling assumed that vehicles currently making the right turn from Northwood Street would instead turn left onto Railway Parade, execute a U-turn at the Kimberley Street roundabout, 230m to the east, and then proceed back along Railway Parade through the intersection at Northwood Street. The results indicated that banning the right turn would not lead to additional traffic congestion. On the contrary, the intersection was shown to perform more efficiently. This improvement is attributed to the shift in traffic patterns, as vehicles turning left experience fewer delays, allowing queues on Northwood Street to clear more quickly without being obstructed by right-turning vehicles.

A signalised crossing on Railway Parade, a district distributor carrying a weekday average of 15,250 vehicles daily, will enhance safety and accessibility for all road users. Positioned at the terminus of the Town's Safe Active Street, it will improve connectivity to key destinations such as the West Leederville Train Station, Activity Centre, Bob Hawke College, and the Principal Shared Path to Subiaco via the Railway Parade underpass. The crossing will provide a safe, all-day option for vulnerable users and strengthen pedestrian and cycle links between the town centre, train station, and local schools.

Once the Council has resolved to support this project, MRWA will provide the suggested timeframes for project delivery (**refer Attachment 3**).

POLICY / STATUTORY IMPLICATIONS:

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

RISK MANAGEMENT IMPLICATIONS:

Low: This is a road safety improvement project which will provide a safe crossing opportunity for pedestrians and other vulnerable road users. The proposed measures have been discussed and agreed with Main Roads WA and have received funding commitment from Main Roads WA to undertake detailed design and construction of the project. The Town has also received positive support from the community in the recent consultation exercise.

FINANCIAL IMPLICATIONS:

There are no financial implications for the signalised pedestrian crossing, as the Town has secured funding through the 2021 State Government's election commitment, which allocated \$600,000 for two pedestrian crossings benefiting Bob Hawke College. Following the completion of the first crossing on Roberts Road in Subiaco, \$378,685 remains available for this project. Main Roads WA has committed to delivering the project by undertaking detailed design, civil construction and traffic signal works.

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 neighborhoods 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 priorities 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:-

CONSULT

A community engagement has been conducted by The Town to seek feedback on the proposed signalised pedestrian crossing at Railway Parade near the Northwood Street intersection. This report summarises the feedback received from the 219 survey respondents, which has been used to determine the Town's recommendation. The results of the survey indicate that the majority of the respondents support the proposal and prefer it as the safest measure.

Information will also be placed on the Town's website to inform the community of the outcome, and explain the next steps being undertaken by the Town.

Attachment_13.4.4.1_Concept_Plan_-_Prop

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Attachment_13.4.4.2_Community_Consultat

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Attachment_13.4.4.2_Community_Consultat page 2

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Attachment_13.4.4.2_Community_Consultat page 3

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Attachment_13.4.4.2_Community_Consultat page 4

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Attachment_13.4.4.2_Community_Consultat page 5

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Attachment_13.4.4.2_Community_Consultat page 6

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Attachment_13.4.4.2_Community_Consultat page 7

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Attachment_13.4.4.2_Community_Consultat page 8

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Attachment_13.4.4.2_Community_Consultat page 9

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Attachment_13.4.4.2_Community_Consultat page 10

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Attachment_13.4.4.3_2021_Election_commi

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