

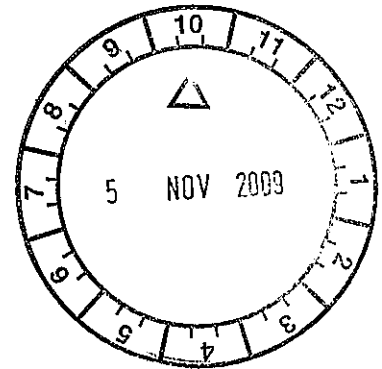
PUBLIC



Enquiries: Paul Giamov – (08) 9345 8711

Our Ref: DW 2201200

3 November 2009



Hon Brian Ellis MLC
Chairman
Standing Committee on Environment and Public Affairs
Parliament of Western Australia
Parliament House
GPO Box A11
PERTH WA 6837

Dear Mr Ellis

**PEDESTRIAN SAFETY ISSUES – SCARBOROUGH BEACH ROAD,
SCARBOROUGH AND DOUBLEVIEW**

Thank you for your letter of 14 October 2009 in which you advised the City of a petition tabled by the Hon Liz Behjat MLC in the Legislative Council on 2 June 2009 concerning pedestrian safety on the section of Scarborough Beach Road in Scarborough and Doubleview, particularly the section between Flamborough Street and Westview Street. In response to the particular queries raised in your letter, I wish to provide the following information.

- ***Has the Council investigated the need for a pedestrian crossing on Scarborough Beach Road? If so, please provide details.***

I wish to confirm that the City has indeed investigated the possibility of a pedestrian crossing on Scarborough Beach Road.

I wish to confirm the comments made by the Hon Simon O'Brien MLC, Minister for Transport, in which he advised that Scarborough Beach Road is a local road under the care and control of the City of Stirling. While the City is able to make investigations to determine the feasibility of pedestrian crossings, their approval and installation falls within the jurisdiction of Main Roads Western Australia (MRWA).

In assessing applications for pelican crossings, MRWA has previously advised that they may be considered if the following criteria are satisfied:

- (a) *For each of 3 hours on an average day:*
 - *the number of pedestrians crossing in close proximity of the site (generally within 30m) exceeds 350 persons per hour;*
 - *the traffic volume of the road exceeds 600 vehicles per hour, or 1000 vehicles per hour where there is a central median.*
- (b) *For each of 8 hours on an average day:*
 - *the pedestrian volume exceeds 175 persons per hour; and*

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Administration Centre

- *the traffic volume of the road exceeds 600 vehicles per hour or 1000 vehicles per hour where there is a central median; and*
- *there is no zebra crossing, footbridge or underpass within a reasonable distance.*

Recent traffic surveys suggest that the number of vehicles travelling along this section of Scarborough Beach Road would exceed the minimum vehicular warrants for a pelican crossing. However, it is unlikely that the pedestrian warrant of 350 persons per hour over 3 hours, and 175 persons per hour for the remaining 5 hours (giving a minimum requirement of 1,925 pedestrians in an 8-hour period) would be satisfied. Based on this information, the City considers that it is unlikely that MRWA would approve the installation of a pelican crossing along this section of Scarborough Beach Road.

Pelican crossings rely on motorists stopping at a red light to allow the pedestrian to cross the road. The onus is on the driver to comply with the traffic regulations to avoid the conflict. However, based on complaints received at a number of pelican crossings in the City (such as Beaufort Street, Inglewood and Main Street, Osborne Park), drivers unfortunately do not always stop at the red light, especially if the frequency and volume of pedestrians crossing the road is low. It is for this reason that MRWA requires a high number of pedestrian movements before considering the establishment of a pelican crossing.

- ***Has the Council received any requests by residents to provide a pedestrian crossing on the stretch of road in question? If so, what was the Council's response?***

The City of Stirling received a request for a pedestrian crossing on Scarborough Beach Road from Mr Jack Wilkins, President of the Scarborough Autumn Club, on 23 April 2009. It is noted that Mr Wilkins was also the originator of the petition that was presented to the Legislative Council on 2 June 2009.

The City provided a response to Mr Wilkins on 1 May 2009 to advise that the installation and approval of pedestrian crossings on all public roads in this state fell within the jurisdiction of MRWA. The City also provided Mr Wilkins with the minimum pedestrian and vehicular warrants for such crossings, as described above. Given that not all of the minimum warrants are satisfied, the City advised Mr Wilkins that it was unlikely that MRWA would approve of such a crossing.

- ***What action does the Council intend to take, if any, to address residents' concerns about pedestrian safety on Scarborough Beach Road?***

The ultimate (long term) configuration of Scarborough Beach Road will likely include opportunities for improved pedestrian crossing facilities. The City's Strategic Planning Unit, in conjunction with the Department for Planning and Infrastructure (DPI), is currently undertaking a Scarborough Beach Road Activity Corridor study to determine this ultimate configuration.

Given that the above is a long-term planning study, the City has recognized that an alternative solution is required in the interim to address some of the issues and concerns raised by adjacent residents. As such, the City has funds listed on the 2009-2010 Annual Budget for the design of an upgrade of the Doubleview Commercial Centre along Scarborough Beach Road, between Flamborough Street

and Westview Street. It should be noted however that this upgrade would be subject to community consultation and approvals from relevant state government authorities.

As part of this upgrade, the City is investigating the possibility of installing traffic signals (with a dedicated pedestrian phase) at either the Grand Promenade or Gildercliffe Street intersection. Depending on the traffic carrying capacity and potential congestion issues, the City is also considering reducing this length of Scarborough Beach Road to a single lane in each direction, similar to the section through Mt Hawthorn.

The upgrade would then include a wide landscaped median, improved pedestrian facilities, on-street parking, general aesthetic improvements to the overall streetscape and the possible undergrounding of power.

It should be noted however that only the design will be undertaken during the 2009-2010 financial year. The actual construction of the upgrade will need to be listed for consideration within future Annual Budgets and compete for limited funding with other traffic management projects.

Finally, I can also advise that the City recently commissioned a Local Area Traffic Management (LATM) study of a precinct in Scarborough / Doubleview, which includes this section of Scarborough Beach Road under consideration. One of the recommendations of this LATM study was to consider the installation of traffic signals at the intersection of Scarborough Beach Road and Grand Promenade. However, it should be noted that the findings of the study have yet to be officially endorsed by Council.

I trust the above information assists in responding to your specific queries regarding this matter. Should you or your staff wish to discuss these matters further, please do not hesitate to contact the City's Traffic Design Engineer, Mr Paul Giamov on 9345 8711.

Yours sincerely



Eddy Albrecht
ACTING DIRECTOR INFRASTRUCTURE

cc: Councillor Stephanie Proud
Councillor Elizabeth Re
Councillor Jason Robbins
Councillor Bill Stewart