

TOWN OF COTTESLOE



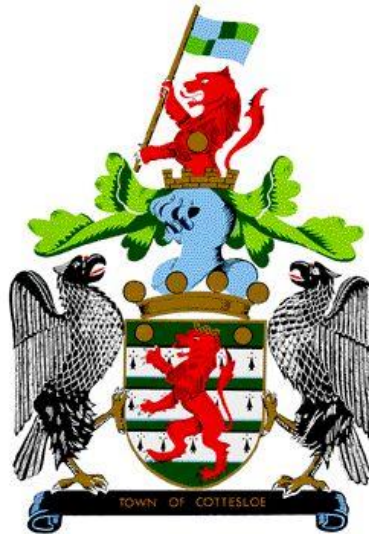
ATTACHMENTS

**NORTH COTTESLOE PRIMARY SCHOOL TRAFFIC SAFETY COMMITTEE
MEETING – 14 SEPTEMBER 2020**

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TOWN OF COTTESLOE



NORTH COTTESLOE PRIMARY SCHOOL TRAFFIC SAFETY COMMITTEE MEETING

ATTACHMENT

ITEM 8.1.1A: NORTH COTTESLOE PRIMARY SCHOOL BOARD - RESPONSE TO ROAD SAFETY AUDIT REPORT



4 September 2020

Town of Cottesloe NCPS Traffic Safety Committee

Dear Committee Members

The North Cottesloe Primary School (NCPS) Board would like to thank the Committee for having allowed further deliberation of the attachments to the meeting held on the 10 August, 2020.

Review of the Road Safety Audit by AD Bird Engineering (dated 11 May 2020 rev 0), raised several items of concern in relation to the proposal as contained within drawings prepared by Porters Consulting Engineering May (dated 29/7/20 rev B) for the Railway Street Alignment, and the existing parking facility on Eric Street. The co-linear arrangement of the warden crossing and wombat crossing through the proposed kiss + drop facility along Railway Street proves too unsafe for pedestrians, and hence the NCPS Board is unable to provide support for this aspect of the project. In addition to this, the observations contained within the Road Safety Audit of the existing facility on Eric Street identified items of concern relating to the management of vehicular traffic.

The NCPS Board has appreciated the additional time to discuss these main items of concern with both the Town of Cottesloe officers, and the Department of Education.

Our recommendation is for the project to be reviewed in light of the findings in the Road Safety Audit and also to incorporate the development of the Eric Street facility in any further design concepts.

We support the Town of Cottesloe and the Department of Education engaging with Main Roads to determine the concept design and timing of the proposed Eric Street Bridge upgrade, prior to any further consideration and design of the proposed parking facilities along Railway Street and Eric Street given this will also have implications on the optimal design. Further to this, the findings of the Road Safety Audit identified the area north of the school along Railway Street as a concern. The NCPS Board suggests this area is also considered and incorporated within the design development of the parking facilities as to improve pedestrian safety, in particular the movement of pedestrians to and from the Wanslea Early Childhood Centre.

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In summary, the NCPS Board supports a holistic approach to the traffic safety strategy for our school and is happy to work with the council and Main Roads as appropriate. Clarification of the brief may identify and not be limited to the following items:

- safe pedestrian crossings on both Eric and Railways Streets to allow student users autonomy which inherently supports more pedestrian activity to and from school,
- accessible parking and safe pedestrian connections for the Wanslea Early Childhood Centre,
- appropriate location and sizing of Kiss + Drop facilities so as to improve the current traffic flow around the school and to minimise any adverse impact on the community;
- provision of sufficient dedicated car bays for staff,
- futureproof the school from any road widening to Eric Street, such that the design of any parking and kiss and drop facilities take this into consideration.

On behalf of the school community, the NCPS Board would like to thank the Town of Cottesloe for the work undertaken thus far in the development of the proposal, and the process of due diligence which will ultimately provide a robust outcome for the future development of the parking facilities for our school.

On behalf of
North Cottesloe Primary School Board



Town of Cottesloe North Cottesloe Primary School Traffic Safety Committee

Response to Road Safety Audit Prepared *By-by* Adrian Bird | Feasibility Stage | May 2020 Rev 0

Prepared on Behalf of the North Cottesloe Primary School -Board

Item	Description	Response
1	Co-linear arrangement of wombat crossing and warden crossing	<p><i>The Safety Report commentary, with regard to the Wombat Crossing, highlights a fundamental safety flaw in the design. The Wombat Crossing places pedestrians, who currently cross Railway Street with the assistance of a crossing guard, in direct conflict with vehicles that are picking up students at the Kiss & Drop facility. While additional staff supervision might lessen this risk, WA Police Traffic Wardens will not take responsibility for the management of traffic through the Wombat Crossing and Department of Education staff do not have authority outside of the school site.</i></p> <p><i>Given the height of modern vehicles, it is foreseeable that a driver may not observe a child who has entered the Wombat Crossing.</i></p> <p><i>This was not an issue in the original plan as the exit for cars from the Kiss and Drop happened prior to the Wombat Crossing.</i></p>
2	Surround zone to pedestrian crossings to have suitable clearances	<p><i>The road re-alignment in the design concept has meant that, in order to comply with the required distances before the crossing, the crossing itself has had to be moved north of its current position. This raises a number of issues:</i></p> <ul style="list-style-type: none"> <i>• The crossing exit meets the school boundary at a 2-metre-high garrison fence and the rear of a 2 storey building.</i> <i>• Locating the crossing further north will encourage students, arriving over the Eric Street Bridge, to cross at the round-about rather than walking 50m to the crossing and then 20m back to a school entry point.</i> <p><i>This could be mitigated by:</i></p> <ul style="list-style-type: none"> <i>• The school through an alteration to the fence and entry points.</i> <i>• Fencing along the western side of Railway Street to prevent children crossing before the cross-walk.</i>
4	Restricted sight lines due to location of existing power pole	<p><i>The Safety Audit has highlighted the restricted sight lines caused by the location of a power pole in the middle of the road. We would like to understand the liability implications for the Department of Education and the Town of Cottesloe (ToC) should this be a contributing factor in the injury of a child or other road users.</i></p> <p><i>The original plan, with pole placement incorporated into the</i></p>

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		<i>carpark facility, did not result in restricted sight lines.</i>
5	Restricted sight lines with proposed safety barrier to existing power pole	Modification to crash barrier surrounding power poles <i>This modification is an admission that locating a power pole in the middle of the road is implicitly unsafe.</i>
6	Road user non-compliance with existing Eric Street facility	Existing kiss and ride will be staff parking and for mainly Wanslea Early Childhood Centre (Wanslea) related drop offs. <i>The safety aspects of the current design are altered if the current Eric Street kiss and drop facility is removed, as this will result in an increase in the volume of traffic in Railway.</i> <i>The Eric Street car park is not close to Wanslea. Parking near the Wanslea driveway would be more practical.</i>
7	Parking controls along railway street facility	ToC to confirm design has been modified to comply with Main Roads WA Traffic Warden Controlled Children's Crossing guidelines <i>Complying with Mains Road Crossing Guidelines results in the crossing moving further north. This is likely to increase the number of students deciding to cross at the Eric St roundabout in preference to walking further to the crossing site.</i> <i>Moving the crossing north also results in the exit being into the boundary fence, not a gate.</i>
8	All movements from proposed kiss + drop facility	<i>We are concerned for the impact on neighbouring streets should all traffic, unable of entering the kiss & drop, be obliged to drive anticlockwise through surrounding streets.</i> <i>The Eric St roundabout could be used as a 'slingshot' manoeuvre, causing further congestion.</i> Safety Management Plan to provide guidelines for NCPS drivers <i>NCPS will work with the students on correct use of the road crossing and kiss & drop. We can also encourage parents to adopt safe driving practices.</i>
9	Site lines at Eric St facility	<i>The Safety Audit identifies issues with the site lines in the current kiss and drop facility in Eric St.</i> <i>Does the documenting of these risks necessitate action on behalf of ToC to mitigate the risk?</i>
10	Pedestrian desire lines at Eric St intersection	Crossover at Eric St intersection necessary for non-school users ToC to include modification to existing landscaping within design scope Safety Management Plan required to inform NCPS users of appropriate school crossings



		<i>The school is able to produce a Safety Management Plan but would like to make it clear that, outside of the school boundary, we have no authority with which to change the behaviour of road users.</i>
11	Footpath along eastern edge of railway street	<p>NCPS to prune overhanging foliage to provide 2.5m min clearance</p> <p>Footpath to be fully paved from fence line to kerb edge and widened noted</p> <p><i>The school would be keen for the path to be fully paved from the fence to the kerb. The footpath currently accommodates foot traffic, bicycles, prams and pets – the narrowness often sees pedestrians step on to the road to accommodate other path users.</i></p>
13	Geometry of exit to Eric Street facility	<i>The development of the Railway St kiss and drop is still a work in progress. In the interim, an alteration to the exit of the current Eric St facility, to reduce the identified risk, might be advisable.</i>
14	Verge parking to the north of railway street kiss + drop	<p>ToC to confirm parking along verge is permissible ToC to provide concept for resurfacing</p> <p>Discuss with PTA delineation of parking for Grant St train station</p> <p><i>Wanslea parents were better served by the original plan which provided additional parking bays in Railway Street.</i></p> <p><i>The revised plan does not adequately cater for these parents.</i></p>