

**TO: DIRECTOR TECHNICAL SERVICES**

**AUTHOR: MANAGER INFRASTRUCTURE – STEPHEN BALOBAN**

**SUBJECT: REPORT FROM INFRASTRUCTURE UNIT FOR THE MONTH OF AUGUST 2012**

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This report provides an update of current infrastructure and engineering projects for August 2012.

- 1. Certificate of Occupancies for Council Buildings.**  
The Building Certifier is working on the following buildings
  1. TRAEGER PARK – TENNIS –PUBLIC TOILETS
  2. TRAEGER PARK – BASEBALL – PUBLIC TOILETS SOUTH EAST
  3. JIM MCCONVILLE PARK - CHANGE ROOMS
  4. HARTLEY STREET – Exeloo
- 2. Todd Mall shop access ramp outside camera shop – Reg Harris lane**  
Completed
- 3. Civic Centre Air-conditioning**  
Completed
- 4. Upgrading Gap road (through Roads to Recovery) stage 2**
  - Stage 2 works to include-new carpark outside of BP and new carpark outside Toddy's backpackers
  - Works 80% complete
- 5. Percy Court – Bus turn around**  
Completed
- 6. Library Upgrade \$100,000**
  - 1 New footpath from Leichhardt Terrace to library complete
  - Internal works commenced
- 7. Footpath program Started 2011/2012**
  - Completed
  - Footpath program 2012/2013 to be put out to tender in September
- 8. Jim McConville – toilet upgrade \$55,000**  
90% complete
- 9. Roundabout at Undoolya Road and Sturt Terrace (Lil'Ants Child Care) traffic safety issue \$300,000 Blackspot funding**

Traffic report received from Traffic Engineers (*Refer attachment A*) Regarding the installation of wombat crossings at roundabouts and the concerns of the Alice Springs Cycling Club

**10. Public Library Air conditioning upgrade through CEEP \$ for \$ grant \$515,000**

The Technical Service Department with BCA Engineers are preparing a revised scope works for Tender

**11. \$ for \$ Grant for a raised pedestrian crossing along Bath Street between Coles and Yeperenye shopping Centre**

- The Technical Service Department applied for funding through the NT Government (LATM) for a raised pedestrian crossing similar to the one on Gregory Terrace from Kmart to Coles shopping centres
- The Technical Service Department has organised for a Traffic study to be done on the CBD to justify the raised pedestrian crossing
- The Traffic study report expected September



Stephen Baloban  
**MANAGER INFRASTRUCTURE**



MLM:as/12-0239

21 August 2012

Mr Stephen Baloban  
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Dear Mr Baloban,

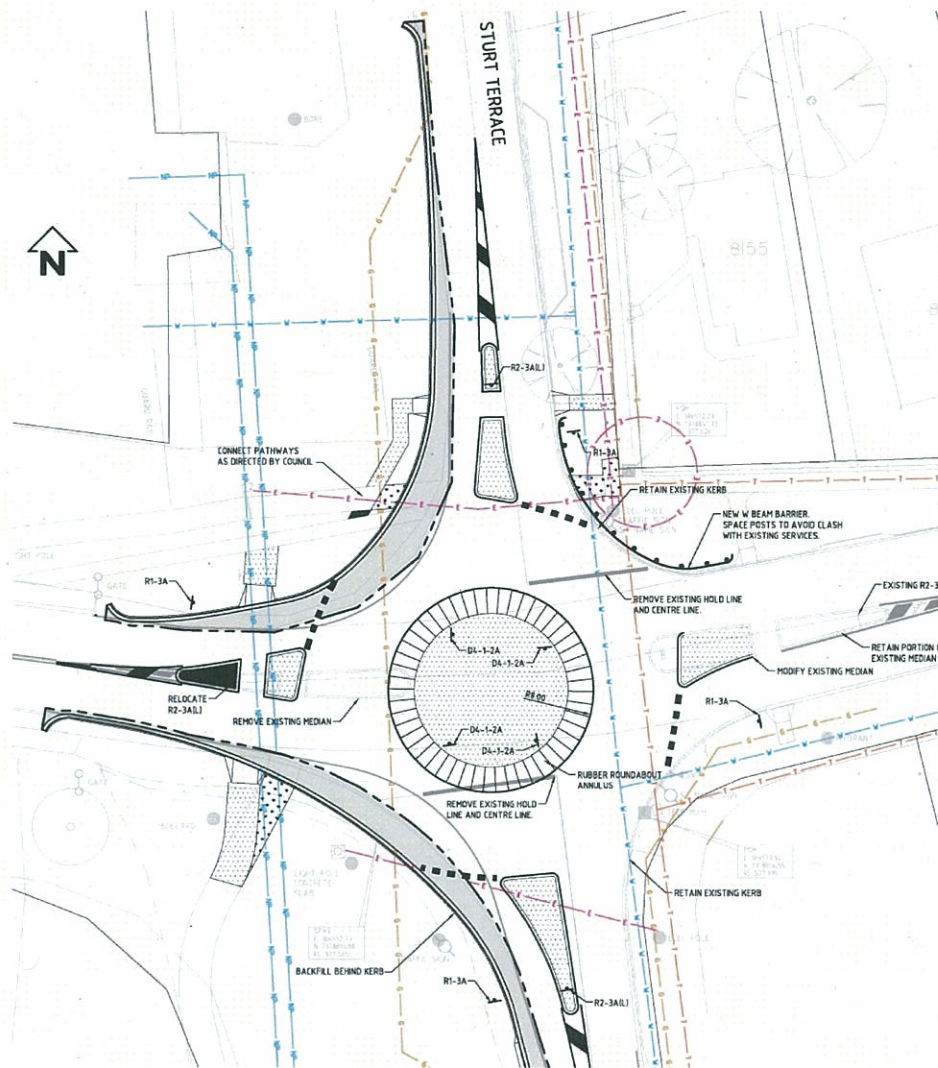
**PROPOSED WOMBAT CROSSINGS  
UNDOOLYA ROAD AND STURT TERRACE, ALICE SPRINGS**

I refer to your request to review the proposal to install wombat crossings on each approach to a roundabout. The roundabout, to be constructed at the intersection of Undoolya Road and Sturt Terrace, Alice Springs has received Blackspot funding as part of the Federal Government Blackspot Funding programme. I understand that a suggestion to incorporate wombat crossings on each approach to the facility has been raised to address concerns in respect to pedestrian safety, particularly in relation to the Kindergarten adjacent the subject site.

When implementing traffic control solutions, it is important to understand all elements of the operation of the site. Of equal importance is that the safety of all site users is critical. As an example, the installation of a heavy duty bollard to protect a property from errant vehicles is often proposed. Such a device, however, can have a significant impact on road safety and, in particular, could result in serious injuries to a vehicle occupant. This demonstrates that what can be perceived as a simple safety solution can actually create a significant hazard.

A concept design plan of the intersection has been prepared by Greenhill Engineers, as depicted in Figure 1.





**Figure 1: Concept roundabout design (Source: Greenhill Engineers)**

The operation of both a roundabout and a wombat crossing are governed by the Australian Road Rules. Essentially, drivers on approach to the roundabout must give-way to all other drivers on the roundabout and drivers must give-way to pedestrians on the crossings.

The issue with a priority pedestrian crossing facility being close to an intersection (be it treated with a roundabout or otherwise) is one of queuing. A queue of vehicles at a roundabout crossing would likely extend into the intersection (roundabout). This will make the roundabout inoperable but more importantly, result in potential safety issues for vehicle's occupants. Similarly, vehicles queued at the roundabout could extend across the wombat crossing. While drivers are required to not queue across a crossing, this is often difficult to judge and would result in the crossing being obstructed for pedestrians and the resultant pedestrian/vehicle conflict. Figure 2 illustrates the potential queuing and conflict issues at a roundabout with adjacent wombat crossings.





I am also in receipt of correspondence from the Alice Springs Cycling Club which has raised concern in respect to the provision for on-road cyclists at the roundabout. The correspondence, amongst other comments, provides the following suggestion:

Recent research has indicated that a dedicated bicycle lane through the roundabout is actually a less safe treatment than ensuring a cyclist can claim their space. Nonetheless, we agree with the cyclist club that the design should provide appropriately for cyclists.

- peak hour turning movements at the intersection;
- cyclist movements;



- pedestrian movements and desire lines; and
- the largest vehicle which needs to be accommodated.

Based on these data, design solutions can be developed for the intersection, which considers all road users, including integration of a safe solution for pedestrians and cyclists.

Applying a treatment without review of applicable data could inadvertently result in decreased intersection safety and increased pedestrian/vehicle conflicts.

Yours sincerely,  
**MURRAY F YOUNG & ASSOCIATES**

A handwritten signature in black ink, appearing to read 'Melissa Mellen', followed by a horizontal line.

**MELISSA MELLEN**  
Director