

**TO: TECHNICAL SERVICES COMMITTEE – MONDAY 15 OCTOBER 2012**

**SUBJECT: PROPOSED WOMBAT CROSSING TO IMPROVE PEDESTRIAN SAFETY  
AT BATH STREET BETWEEN YEPERENYE AND COLES SHOPPING  
COMPLEXES**

**AUTHOR: STEPHEN BALOBAN – MANAGER INFRASTRUCTURE**

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### **EXECUTIVE SUMMARY**

This report is in relation to improving pedestrian safety in Bath Street between the Yeperenye and Coles complexes.

### **RECOMMENDATIONS**

That it be a recommendation to Council:

**That Council gives its permission to build a Wombat Pedestrian Crossing at Bath Street between Yeperenye and Coles complexes to provide better pedestrian safety**

### **REPORT**

#### **1. BACKGROUND**

Council has requested the Department Technical Services investigate improving the pedestrian safety at Bath Street between Yeperenye and Coles complexes.

The Department Technical Services applied for funding through the NT Government Local Area Traffic Management (LATM) for a raised pedestrian crossing (Wombat Crossing) similar to the one on Gregory Terrace from Kmart to Coles shopping centres.

The funding arrangement for this Grant is \$ for \$ basis with the total estimated cost of the project being \$204,000.

On the 16 of July 2012 the Alice Springs Town Council received notice that Council was successful in its application of \$102,000 towards the raised pedestrian crossing (Refer attachment A)

#### **2. DISCUSSION**

At the Ordinary Council Meeting of 30 January 2012 Council requested the Technical Service Department to obtain report from a independent traffic engineer to confirm the need for a raised pedestrian crossing (Wombat Crossing) at Bath Street between Yeperenye and Coles complexes (refer attachment B)

A wombat crossing provides the following

- Pedestrian's have right of way
- Force cars to slow down to give way to pedestrians

It is recommended that Council gives its permission to build a Wombat Pedestrian Crossing at Bath Street between Yepereny and Coles complexes as per the report, to provide better pedestrian safety

**3. POLICY IMPACTS**

NIL

**4. FINANCIAL IMPACTS**

\$102,000 from LATM funding

\$102,000 from roads to recovery and Council road reseal program

**5. SOCIAL IMPACTS**

Nil

**6. ENVIRONMENTAL IMPACTS**

Nil

**7. PUBLIC RELATIONS**

Improve public safety

**8. ATTACHMENTS**

A A copy of the Grant approval

B A copy of the report from the Traffic Engineers



Stephen Baloban  
**MANAGER INFRASTRUCTURE**



Northern  
Territory  
Government

DEPARTMENT OF  
LANDS AND PLANNING

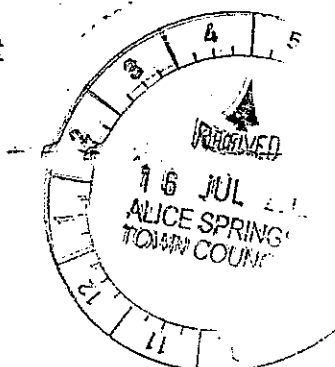
ATTACHMENT A

[www.nt.gov.au](http://www.nt.gov.au)

Our Ref: DDPI2010/4169-02 ~ 0013

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Mr Stephen Baloban  
Manger for Infrastructure and Development  
Alice Springs Town Council  
PO Box 1071  
ALICE SPRINGS NT 0871



Dear Stephen

I refer to your request for Local Area Traffic Management (LATM) joint funding, letter dated 30 March 2012.

The number of projects which have been completed in recent years and the planning of future projects part funded by the NT Government (via the LATM program), continues to ensure safer roads for all road users travelling through or within the Alice Springs Municipality.

I hereby approve the commitment of \$102,000 towards the Bath Street project listed in your 2012-13 submission for funding under the LATM/Grants and Subsidies program. The commitment of funds is approved on a 50/50 basis in accordance with the LATM program conditions.

It is imperative that all monies are expended and invoiced before 15 June 2013. All dollar values stated within this document are exclusive of GST. Please provide a program of works including committal and completion dates for all projects. All correspondence, project status reports, achievements, timeframes, financial claims etc shall be forwarded to Mr Pero Peric of this Division, on telephone 8924 7280 or email: [Pero.Peric@nt.gov.au](mailto:Pero.Peric@nt.gov.au).

Yours sincerely

  
GEOFF HORNI  
Director Roads Planning

10 July 2012



MLM:as/12-0238

21 September 2012

Mr Stephen Baloban  
 Alice Springs Town Council  
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MMR Consultants Pty Ltd T/A  
 Murray F. Young and Associates

ABN 79 102 630 759

Dear Stephen,

### ALICE SPRINGS CBD TRAFFIC STUDY

Further to our discussions regarding a CBD traffic study in Alice Springs, we have completed traffic and pedestrian counts on 29 August and 18 September 2012. I have attached the results for your information (refer Appendix A).

Reviewing the results identifies a peak hour traffic volume of 518 vehicles per hour (vph) was recorded at 4:00 pm.

The Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking (AS/NZS 2890.1:2004)* provides a guideline in respect to the requirements for a pedestrian crossing. Specifically, the Standard indicates that road authorities may have pedestrian or combined pedestrian/vehicle volume warrants for mid-block pedestrian crossings. An example of such warrants applied is as follows:

***"Pedestrian actuated traffic signals (mid-block)***

(a) *a pedestrian survey, undertaken in accordance with Appendix F, shows that:*

*In two separate one hour periods of a typical weekday:*

- (i) *60 or more pedestrians per hour actually cross the road and could reasonably be expected to use the crossing; and*
- (ii) *600 or more vehicles per hour pass the site during the same two hours where the pedestrians cross; and*
- (iii) *the product of the number of pedestrians per hour and vehicles in the same hour exceeds 90,000.*

***Wombat crossing (Raised pedestrian crossing)***

(a) *In two separate one hour periods of any day (including Saturday and Sunday):*

- (i) *40 or more pedestrians per hour actually cross the road and could reasonably be expected to use the crossing; and*
- (ii) *200 or more vehicles per hour pass the site where the pedestrians cross during the same two hours;*

or

- (b) *During eight hours of any day:*
- (i) *An average of 20 or more pedestrians per hour, cross the road (a total of 160 or more in eight hours) and could be reasonably be expected to use the crossing; and*
  - (ii) *An average of 200 or more vehicles per hour pass the site during the same eight hours (a total of 1600 or more in eight hours)."*

Reviewing the survey results illustrates that the above warrant is close to being met on Bath Street. This confirms that there is a demand for a pedestrian crossing at this location. In addition, an inspection of the site identified a number of non-compliance safety issues with the existing median. As an example, the width of the median is inadequate to act as a refuge for pedestrians.

In addition to the above preliminary assessment, I have reviewed the Alice Springs CBD traffic study report prepared by Cardno Willing and the locations of particular concern identified by Council. There are a number of locations which warrant review from a safety perspective. Appendix B provides a list of recommended locations where such a review is recommended.

Given the relatively large number of locations identified, the following approach to a CBD traffic study is suggested:

- preliminary inspection of each location with Council staff. It is anticipated that each location will be reviewed with a view to assessing those where additional data may need to be collected or where recommendations could be made based on site observations;
- detailed inspection of the sites by MFY staff with a view to identifying minor traffic control improvements to foster safety of road users;
- preparation of plans identifying recommended minor traffic control improvements (based on aerial photography);
- collection of data at identified location and review of data;
- recommended strategies for traffic control at locations where data is collected. This may include options or an approval for a further assessment (for example, a number plate survey to establish route patterns through the CBD may be valuable but is costly and should only be undertaken if the parking data collected indicates that it may be worthwhile); and
- a preparation of a report, summarising the findings of the assessment.

We would visit Alice Springs for the initial assessment and site inspection following the school holiday period.

Our fee to undertake the above assessment, excluding the surveys, would be \$35,000 (excluding GST). Once the extent of survey data required is known, we could provide an estimated cost for this component.

In the interim, we will review appropriate options for a pedestrian crossing facility for Bath Street, based on the survey results, plus a plan illustrating recommended traffic control treatments to the



existing median to achieve compliance with relevant Australian Standards and Austroads Guidelines.

I have attached our 2012 hourly rates schedule (refer Appendix C) which will apply to time spent for the pedestrian crossing assessment.

We look forward to assisting you with this project.

Yours sincerely,

**MURRAY F YOUNG & ASSOCIATES**

A handwritten signature in black ink, appearing to read 'Melissa Mellen'.

**MELISSA MELLEN**

Director

Encl.    Appendix A – Traffic and pedestrian count information  
          Appendix B – Recommended locations for review  
          Appendix C – MFY 2012 hourly rates



# **APPENDIX A**

## **TRAFFIC AND PEDESTRIAN COUNT INFORMATION**



Project no: 12-0209

Supervising Engineer: Melissa Mellen

Location : Bath Street Alice Springs

Date: Wednesday 29 Aug 2012

Surveyors Name & Mob : \_\_\_\_\_

Time: 10:00 am to 12:00 Noon Then 1 pm to 5pm

	Number of Vehicles <b>Northbound</b>	Number of Vehicles <b>Southbound</b>	
10:00 am to 10:15 am	52	56	
10:15 am to 10:30 am	48	82	
10:30 am to 10:45 am	50	63	
10:45 am to 11:00 am	34	39	
11:00 am to 11:15 am	59	39	
11:15 am to 11:30 am	49	65	
11:30 am to 11:45 am	53	48	
11:45 am to 12 noon	47	50	
1:00 pm to 1:15 pm	22	20	
1:15 pm to 1:30 pm	46	50	
1:30 pm to 1:45 pm	61	55	
1:45 pm to 2:00 pm	45	70	
2:00 pm to 2:15 pm	46	65	
2:15 pm to 2:30 pm	33	41	
2:30 pm to 2:45 pm	47	69	
2:45 pm to 3:00 pm	35	53	
3:00 pm to 3:15 pm	45	107	
3:15 pm to 3:30 pm	61	78	
3:45 pm to 4:00 pm	50	64	
4:00 pm to 4:15 pm	59	51	
4:15 pm to 4:30 pm	55	55	
4:30 pm to 4:45 pm	80	73	
4:45 pm to 5:00pm	70	75	



**A - Adult, C For Child, E for Elderly, B for Bike, (C & B for Child with Bike)**

Murray F Young Associates, 6/24 Glen Osmond Road, Fullarton SA 5063 (08) 8338 8888

Location : Bath Street Alice Springs  
Date : Tuesday 18 September 2012  
Time: 12:30 Noon to 4pm

### A - Adult , C For Child, E for Elderly, B for Bike, (C & B for Child with Bike)

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# **APPENDIX B**

## **RECOMMENDED LOCATIONS FOR REVIEW**

## **1 PEDESTRIAN REVIEW**

The following pedestrian locations are recommended for review. The review should include as a minimum:

- assessment of peak hour pedestrian movements (survey required);
- identification of main pedestrian links/routes;
- review of pedestrian injuries for the previous five to ten years;
- review of existing facilities (if any) in accordance with the relevant Australian Standards;
- identification of any potential crossing locations following review of pedestrian surveys;
- review of sightlines at pedestrian crossing facilities in respect to pedestrian safety; and
- recommendations to providing safe pedestrian crossing facilities for the identified locations.

### **1.1 INTERSECTION LOCATION**

- Gregory Terrace/Hartley Terrace.

### **1.2 MID BLOCK LOCATIONS**

- Bath Street between Gregory Terrace and Parson Street;
- Hartley Street between Gregory Terrace and Parsons Street;
- Parsons Street between Hartley Street and Todd Mall; and
- Wills Terrace between Hartley Street and Bath Street.

## **2 INTERSECTION REVIEW**

The following intersections are recommended for review. The review of the intersections should include as a minimum:

- assessment of peak hour turning movements of the subject intersection (survey required);
- review of crash history for the previous five to ten years;
- review of signal phasing (where required);
- review of geometry, lane widths and configuration;
- review of sightlines in accordance with the relevant Australian Standards; and
- recommendations to ameliorate any safety issues associated with the subject intersection.

### **2.1 SIGNALISED INTERSECTION LOCATIONS**

- Wills Terrace/Leichardt Terrace/Undoolya Road;
- Stott Terrace/Bath Street;

- Stott Terrace/Hartley Street; and
- Stott Terrace/ Todd Street.

## **2.2 UNSIGNALISED INTERSECTION LOCATIONS**

- Gregory Terrace/Bath Street;
- Gregory Terrace/Hartley Street;
- Gregory Terrace/Todd Street;
- Railway Terrace/Parsons Street;
- Parsons Street/Hartley Street;
- Leichardt Terrace/Stott Terrace; and
- Hartley Street/Wills Terrace/Anzac Hill High School Access.



# **APPENDIX C**

## **MFY 2012 HOURLY RATES**



## HOURLY RATES – 2012

The following hourly rates (excluding GST) apply for MFY staff:

Melissa Mellen (Director)	\$330 per hour
Murray Young (Consultant)	\$330 per hour
Jayne Lovell (Senior Associate)	\$260 per hour
Ben Wilson (Senior Associate)	\$260 per hour
David Kwong (Associate)	\$230 per hour
Andrew Townsend (Senior Traffic Engineer)	\$230 per hour
James Carn (Graduate Engineer)	\$100 per hour
Chris Harcourt (Associate)	\$160 per hour
Alex Hill (Technical)	\$100 per hour
Survey staff	\$40 per hour