

29 April 2015

In reply please quote reference:

Ref: A2595621

Dear Ms Elijah

Re: Public Question Time 20 April 2015

Thank you for your question raised at public question time at the Council meeting on 20 April 2015.

"Although the school crossing did not proceed as originally scheduled, why were residents only informed verbally by officers less than 2 weeks before the Easter school holidays that Council had intended to install the school crossing during the Easter break, when residents had asked back in November 2014 to be informed about the proposed timelines and process for decisions to be made about the crossing?"

I now offer the following information to address your specific concern.

As background, officers conducted a thorough consultation process which included the following elements:

- An initial letter was sent out in November 2014 advising residents that Council intended to construct a school crossing on Clyde Street.
- Following community feedback a letter was sent out in December advising that a community meeting would be held in February 2015.
- Community meeting was held in February 2015 to discuss the design of the project
- A revised design and results of alternate investigations was circulated to the community for comment and inviting them to attend a community meeting in March 2015.
- A further community meeting was held on 19 March 2015.
- A further community meeting was held on 26 March 2015 for those that could not attend the first meeting.
- A final letter was sent to the community in early April advising that the project would be considered at the 20 April 2015 Council meeting.

It is considered that the affected community has been well informed and engaged throughout the process, of the timelines and progress of the project. I note that officers attempted on several occasions to arrange a suitable time for a meeting(s) with residents (including out of business hours) to discuss this matter further as needed, however these offers were not accepted by all affected residents.

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Concerning the timing of works, officers proposed to construct the crossing during the Easter school holidays as this would minimise the impact on school operations and the broader community. However, as a result of resident concerns, officers elected to delay these works until the matter could be considered by Council, based on merit.

The recommended works have been developed following the 2012 Travel Survey and Audit Report, to address safety and risk concerns for children and their families who cross Clyde Street to the school.

Thank you again for your question on this matter. If you have any further questions, please do not hesitate to contact us.

Yours sincerely



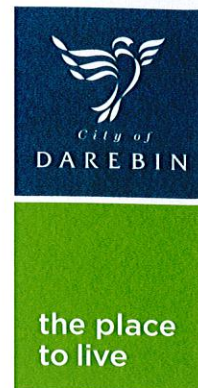
Steve Hamilton

Director Assets and Business Services

29 April 2015

In reply please quote reference:

Ref: A2595613



Dear Ms Schroeder

Re: Public Question Time

Thank you for your questions raised at the 20 April 2015 Council Meeting in relation to the proposed Clyde Street school crossing:

Why has council prioritized installing a crossing in Clyde Street ahead of recommendations in the Travel Survey and Audit Report for Wales Street Primary School to install crossings at two other more hazardous locations?

I now provide the following information to address your specific concern.

As background, the Travel to School Audit for Wales Street Primary School (2012) identified the following items (Item 4 through 11), with associated recommendations to improve road crossings for pedestrians travelling to and from the school. For each item, I have provided the current status of works, and note any further action required / to be considered by council:

- **Item 4 – Wales / Clyde intersection:** lack of formal crossing at large width of busy road at east and west legs. Recommendation: x2 refuge islands, x1 on each leg to stage crossings and slow turning speeds. Current status: Currently presented for Council consideration of the recommended treatment. Recommendation upgraded to formal supervised crossing due to volume of students crossing (102 pedestrians per hour at peak time), which significantly exceeds the VicRoads warrant of 20 children per hour.
- **Item 5 – Wales / Mansfield intersection,** lack of formal crossing across large width of 50km/h road on east leg. Recommendation: x1 refuge island stage crossing and slow turning speeds. Current status: to be considered further by officers. Currently considered a comparatively lower priority due to distance from school and existing kerb build outs.
- **Item 6 – Speight / St David intersection,** lack of formal crossing across large width of busy road at east leg. Recommendation: x1 refuge island stage crossing and slow turning speeds. Current status: Completed.
- **Item 7 – Darebin Road pedestrian crossing,** cars travelling through the pedestrian crossing against the red light. Recommendation: Adjust wait time in between red vehicle light and green walking light. Current status: Location currently has a supervisor and is a signalised crossing.

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- Item 9 – **Victoria Road between Kellet and Clifton**, lack of formal crossing across large width of busy arterial at 60km/h. Recommendation: More detailed survey and assessment of need. Consider signalised crossing midblock. Current status: Completed.
- Item 11 – **St David / Clarendon intersection**, lack of formal crossing at an intersection recommended in Walking Route 1. Recommendation: More detailed survey and assessment of need. Consider signalised crossing. Current status: Location has a pedestrian refuge in place. Considered a comparatively lower priority than Clyde Street crossing based on safety and risk.

As a result of our investigations and works to date, officers have prioritised the treatment of the Clyde / Wales school crossing for this financial year based on an assessment of safety and risk, and consideration that most of other items listed have been completed.

As you are aware, officers have carefully considered other potential treatment options at this location, in consultation with residents. Following this, officers determined that the recommended treatment provides the necessary outcomes to protect the vulnerable users of the crossing as they traverse Clyde Street. I do note that this crossing, once constructed, will be the third busiest (non-signalised) school crossing in the Municipality. At present, it is unsupervised, with no formal crossing infrastructure in place.

Thank you again for your question. If you have any further questions regarding this matter, please do not hesitate to contact us.

Yours sincerely



Steve Hamilton

Director Assets and Business Services