



Business Paper

Consultative Traffic Forum

Friday, 4 August 2017

8:30am

**Committee Rooms 203 and 204,
Level 2, Administration Building
4-20 Eton Street, Sutherland**

ORDER OF BUSINESS

- 1. APOLOGIES**
- 2. DISCLOSURES OF INTEREST**
- 3. REPORTS FROM OFFICERS – CONSULTATIVE TRAFFIC FORUM**
CTF004-18 Box Road, Jannali, at Jannali East Public School - Pedestrian Safety
- 4. LATE REPORTS TABLED AT MEETING (if any)**
- 5. LATE MATTERS RAISED AT MEETING (if any)**

**CTF004-18 BOX ROAD, JANNALI, AT JANNALI EAST PUBLIC SCHOOL -
PEDESTRIAN SAFETY**

Attachments: Nil

EXECUTIVE SUMMARY

- Concerns regarding pedestrian safety, footpath provision and driver habits have been received from the President of the Jannali East Public School Council. This report will address;
 1. Safety of pedestrians crossing Shorland Avenue and Box Road, Jannali.
 2. Illegal parking and the operation of 'kiss and ride' facilities.
- The request for a marked pedestrian crossing across Shorland Avenue was investigated and found not to be justified based on the RMS reduced warrant for crossings used predominantly by school children.
- Although the existing pedestrian crossing in Box Road may not cater for all pedestrian desire lines, it is the most appropriate location for a pedestrian facility for this school.
- A request to move the bus zone to the opposite side of Box Road in order to create more drop off and pick up for private motor vehicles is not supported due to the potential negative effect on safety of school children.

REPORT RECOMMENDATION

THAT:

1. The report regarding pedestrian safety surrounding Jannali East Public School be received and noted.
2. The Authorised Officers of Sutherland Shire Council Council be requested to conduct regular patrols at Jannali East Public School to enforce existing parking restrictions.

LOCATION

Box Road, Jannali adjacent to Jannali East Public School. Surrounding streets of interest are Shorland Avenue (which becomes Kingsbury Place), Seventh Avenue and Eighth Avenue, Jannali.

REFERRAL TO COMMITTEE

President of Jannali East Public School school council (CR17-188477). Three separate customer requests have been created to deal with the issues raised. CR17-194256 was created in relation to a request for a pedestrian crossing over Shorland Avenue at Box Road, and CR17-194273 was created regarding a request to relocate an existing 'Bus Zone' to the northern side of Box Road in order to create an additional 'kiss & ride' area adjacent the school. CR17-194239 was created in relation to safety concerns at the Georges River Road pedestrian crossing at the First Avenue and Davey Street, Jannali roundabout.

ISSUES

- Pedestrian safety.
- Request for new and/or more convenient pedestrian crossing(s).
- Illegal driver behaviour.
- Convenient drop-off and pick-up areas for private vehicles.
- Area for school excursion buses.
- Parking for teachers.

PREVIOUS CONSIDERATION BY CONSULTATIVE TRAFFIC FORUM

On 24-03-2000 (STR080-00) the Traffic Committee approved the relocation of the existing Children's Crossing in Box Road, further from the intersection of Eighth Avenue.

On 07-06-2002 (STR166-02) the Traffic Committee approved 20 metres of 'No Parking 8.30am - 3.30pm School Days' in Box Road, near the intersection of Shorland Avenue.

On 03-08-2007 (STR016-08) the Traffic Committee recommended a 19 metre long 'Bus Zone 8.30am - 9.30am, 2.30pm - 3.30pm School Days'. The 'No Parking' zone times were also adjusted.

On 01-05-2009 (STR107-09) the Traffic Committee approved a 32 metre long 'No Parking 8.30am - 9.30am, 2.30pm - 3.30pm School Days' zone in Shorland Avenue, near the school gate.

COMMENTS FROM INVESTIGATING OFFICER**Background**

Council has received written concerns from the President of the School Council regarding pedestrian safety surrounding Jannali East Public School. The request raises the following issues and this report addresses the first two concerns;

1. Safety of pedestrians crossing Shorland Avenue and Box Road, Jannali.
2. Illegal parking and the operation of 'kiss and ride' facilities including a request to consider moving the 'Bus Zone' to the opposite side of Box Road in order to create a more convenient location for drop off and pick up by private vehicles.

3. Lack of footpaths and priority of footpath construction in Council's future works program. (This matter was referred to Council's Roads & Footpaths Manager and a response provided on 21 June 2017).
4. Drivers not giving way to pedestrians at the existing pedestrian crossing on the northern leg of Georges River Road at the roundabout intersection of Georges River Road, Davey Street and First Avenue.(This will be the subject of a separate report some time in the future).

A site meeting took place on Monday 26 June 2017 where representatives of the School Council, the P&C Committee and the school Principal were invited to further expand on the issues raised in the letter. This report will only deal with the pedestrian safety issues in the streets immediately surrounding the school.

The safety of pedestrians at the existing pedestrian crossing on the northern leg of Georges River Road at the roundabout intersection of Georges River Road, Davey Street and First Avenue will be the subject of a separate report in the near future.

The representatives of the school community were concerned with:

- the pedestrian crossing movement across Shorland Avenue,
- the pedestrian crossing movement across Box Road in the vicinity of Seventh Avenue and Shorland Avenue, noting that the location of the existing pedestrian crossing in Box Road near Eighth Avenue does not fully satisfy all of the pedestrian desire lines in Box Road.
- the traffic congestion caused by vehicle movements associated with school drop-offs and pick-ups into, and out of, Shorland Avenue.
- the need for more convenient kerbside parking space for drop-off and pick up activity by private vehicle.
- the need for convenient parking for teachers close to the school.

Surveys and observations

A pedestrian-vehicle survey was conducted during the afternoon from 2.30pm to 3.30pm on Tuesday 27 June 2017. The results of this count is tabled below;

Shorland Avenue south of Box Road. Afternoon peak hour			
Time period	Pedestrians	Shorland southbound	Shorland northbound
2.30 - 2.45 pm	8	16	6
2.45 - 3.00 pm	21	18	7
3.00 - 3.15 pm	99	9	25
3.15 - 3.30 pm	23	7	10
	151	50	48
			98

During this time the pedestrian movement across Box Road in the vicinity of Shorland Avenue and Seventh Avenue was recorded as 76 pedestrians. It was observed that two buses arrived at 2.48pm and left within 4 minutes. The first children were seen to leave the school gates at 3.03pm.

A pedestrian-vehicle survey was conducted during the morning from 8.15am to 9.15am on Wednesday 28 June 2017. The results of this count is tabled below;

Shorland Avenue south of Box Road. Morning peak hour			
Time period	Pedestrians	Shorland southbound	Shorland northbound
8.15 - 8.30 am	17	18	15
8.30 - 8.45 am	25	24	31
8.45 - 9.00 am	32	30	25
9.00 - 9.15 am	26	11	17
	100	83	88
		171	

During this time the pedestrian movement across Box Road in the vicinity of Shorland Avenue and Seventh Avenue was recorded as 59 pedestrians. A bus was observed waiting for children at the 'Bus Zone'. This bus was observed to leave at 9.07am. Some congestion was observed at the intersection when vehicles turning into Shorland Avenue had to wait for northbound vehicles to exit before being able to proceed in a southbound direction.

A pedestrian-vehicle survey was also conducted at the pedestrian crossing across Box Road near Eighth Avenue during the morning from 8.15am to 9.15am on Friday 21 July 2017. The results of this count is tabled below;

Box Road west of Eighth Avenue. Morning peak hour			
Time period	Pedestrians	Box Rd eastbound	Box Rd westbound
8.15 - 8.30 am	6	7	10
8.30 - 8.45 am	26	15	24
8.45 - 9.00 am	37	18	20
9.00 - 9.15 am	12	11	15
	81	51	69
		120	

It was also observed that a further 22 pedestrians crossed Box Road in the vicinity of Eighth Avenue but not at the pedestrian crossing. The largest group of users of this area were observed to be parents leaving the school after the morning bell. It was observed that children would deviate from a convenient desire line to use the 'Wombat' pedestrian crossing. It was also observed that some drivers had little respect for 'No Stopping' restrictions at the pedestrian crossing and would treat these areas as a convenient set down area to drop off school children.

Discussion

Pedestrian crossing movement across Shorland Avenue

The Roads & Maritime Services (RMS) requires that any consideration for the provision of pedestrian (zebra) crossings is subject to various warrants as set out in the RMS Supplement to AS1742. The RMS does allow a significantly reduced warrant for pedestrian crossings used predominantly by school children. The reduced warrant requires that pedestrian volumes shall be equal to or above 30 and vehicle volumes shall be greater than 200 in two hours immediately before and after school.

In Shorland Avenue the one hour survey results have revealed the following:

- during the morning and afternoon periods, 100 and 151 pedestrians (respectively) cross Shorland Avenue. This satisfies the RMS reduced warrant of 30 or more pedestrians.
- during the morning and afternoon periods 171 and 98 vehicle movements (respectively) were recorded in conflict with the pedestrian movement. This is well below the RMS reduced warrant of 200 vehicles.
- While the number of pedestrians satisfies the reduced RMS warrant, the number of vehicle movements is only 50% to 85% of the minimum RMS warrant of 200 vehicles.
- A review of the crash database reveal no reported collisions in the five year period ending June 2016 at this intersection.

As the required RMS reduced warrant for the provision of a marked crossing used predominantly by children is not met, the request for the provision of a marked pedestrian (zebra) crossing or "wombat" crossing across Shorland Avenue is not supported.

Vehicle movements in Shorland Avenue.

Site observations and the one hour survey results revealed the following:

- during the morning and afternoon periods 171 and 98 vehicle movements respectively were recorded to travel in Shorland Avenue.
- observations revealed that a large proportion of these vehicle movements were associated with school drop off and pick up activity.
- observations revealed that the 30 metre long "No Parking" zone near the intersection of Shorland Avenue and Kingsbury Place functioned well as both a drop off area during the morning peak and to combat congestion at this intersection.
- observations revealed that some congestion was caused at the intersection of Box Road and Shorland Avenue when southbound vehicles first had to wait for northbound vehicles to exit Shorland Avenue before they could proceed.
- observations showed very little respect for "No Stopping" restrictions at this intersection and at the pedestrian crossing; these areas instead being treated as convenient set down areas for dropping off of school children.

Prohibition of parking on one side of this section of Shorland Avenue is not considered warranted, given the extent of the problem observed. Consideration could be given to extending the "No Stopping" restrictions on one or either side of Shorland Avenue near Box Road to create space where turning vehicles can wait while the opposing movement clears. This would also improve sight distances for pedestrians crossing Shorland Avenue.

Pedestrian crossing movement across Box Road.

In Box Road the one hour survey results have revealed the following:

- during the morning and afternoon periods 59 and 76 pedestrians respectively were observed to cross Box Road in the vicinity of Shorland Avenue and Seventh Avenue.
- during the morning period 81 pedestrians were observed to cross Box Road at the existing pedestrian crossing.
- during the morning period a further 22 pedestrians were observed to cross Box Road in the vicinity of Eighth Avenue.
- during the morning period 120 vehicle movements were observed in Box Road. Although the vehicle volume in Box Road was not recorded during the afternoon, based on observations there is no reason to believe that it was substantially more than the morning volume.
- while the number of pedestrian movements across Box Road satisfies the reduced RMS warrant, the number of vehicle movements is only 60% of the minimum RMS warrant of 200 vehicles.

As the required RMS reduced warrant for the provision of a marked crossing used predominantly by children is not met, the request for the provision of a marked pedestrian (zebra) crossing or "wombat" crossing across Box Road in the vicinity of Shorland Avenue and Seventh Avenue is not supported. Notwithstanding it not meeting the reduced RMS warrants, the existing "wombat" crossing of Box Road west of Eighth Avenue should be retained as it is an existing facility which was constructed in response to safety concerns with a children's crossing previously situated at this location.

Bus parking

The one hour surveys revealed the following:

- The current 'Bus Zone' on the school side was used on two of the three observation periods.
- A 17 metre long "No Parking" zone exists between the 'Bus Zone' and the intersection which can be used by drivers to drop-off or pick-up passengers.
- During the afternoon period two buses were observed to arrive, set down a large number of school children, and depart within 4 minutes
- During a morning period a bus was observed to wait for passengers. After the morning bell a stream of school children were observed to exit a school gate and proceed to board the bus. The bus departed at 9.07am.
- Although the school children were accompanied by adult supervisors, observations showed that children left the bus and entered the school property while the adult supervisor waited at the bus door for all children to disembark. Therefore there are safety concerns should the 'Bus Zone' be relocated to the other side of Box Road.

Hence, the relocation of the 'Bus Zone' to the opposite side of Box Road is not supported based on current observations.

Conclusion

As the required RMS reduced warrant for the provision of a marked crossing used predominantly by children is not met, the request for the provision of a marked pedestrian (zebra) crossing or "wombat" crossing across Shorland Avenue is not supported.

As the required RMS reduced warrant for the provision of a marked crossing used predominantly by children is not met, the request for the provision of a marked pedestrian (zebra) crossing or "wombat" crossing across Box Road in the vicinity of Shorland Avenue and Seventh Avenue is not supported. Notwithstanding it not meeting the reduced RMS warrants, the existing "wombat" crossing of Box Road west of Eighth Avenue should be retained as it is an existing facility.

Prohibition of parking on one side of Shorland Avenue is not considered warranted. However it is recommended that the "No Stopping" restrictions on one or either side of Shorland Avenue near Box Road be extended to improve sight distances for pedestrians and create space where turning vehicles can wait while the opposing movement clears.

The relocation of the 'Bus Zone' to the opposite side of Box Road is not supported based on current observations.

LIST OF APPENDICES

NIL.

File Number: 2017/262950