



# Minutes

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Unscheduled Council Meeting held at 12.30 PM on Monday 18 December 2023, online via Microsoft Teams.

## **Present**

Cr Rob Haswell (Mayor)  
Cr Lauren Dempsey  
Cr Murray Emerson  
Cr Kevin Erwin  
Cr Trevor Gready  
Cr Karen Hyslop  
Cr Eddy Ostarcevic PhD

Mr Brent McAllister, Chief Executive Officer  
Mr Vaughan Williams, Director Corporate and Community Services  
Mr Trenton Fithall, Director Infrastructure and Amenity  
Ms Justine Kingan, Director Strategy, Prosperity and Engagement

## **Affirmation**

We recognise the traditional owners of the land.  
We are inspired by the early pioneers and by those who gave their lives for our country.  
We now ask God's blessing on our deliberations  
and on our commitment to build a better lifestyle and environment.

Confirmed at the meeting of Council on Monday, 5 February 2024.

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## 1. Apologies

Nil

## 2. Disclosure of a Conflict of Interest at a Council Meeting

A Councillor who has a conflict of interest in a matter being considered at a Council meeting at which he or she-

- (i) is present must disclose that conflict of interest by explaining the nature of the conflict of interest to those present at the Council meeting immediately before the matter is considered; or
- (ii) intends to be present must disclose that conflict of interest by providing to the Chief Executive Officer before the Council meeting commences a written notice-
  - advising of the conflict of interest;
  - explaining the nature of the conflict of interest; and
  - detailing, if the nature of the conflict of interest involves a Councillor's relationship with or a gift from another person, the-
    - name of the other person
    - nature of the relationship with that other person or the date on receipt, value and type of gift received from the other person; and
    - nature of that other person's interest in the matter;

and then immediately before the matter is considered at the meeting announcing to those present that he or she has a conflict of interest and that a written notice has been given to the Chief Executive Officer.

The Councillor must, in either event, exclude themselves from the decision-making process, including any discussion or vote on the matter and any action in relation to the matter and leave the Council meeting immediately after giving the explanation or making the announcement (as the case may be) and not return to the meeting until after the matter has been disposed of.

### Members of Staff

A member of Council staff must disclose any conflict of interest in a matter in respect of which they are preparing or contributing to the preparation of a report for a Council meeting. They must immediately upon becoming aware of the conflict of interest, provide a written notice to the Chief Executive Officer disclosing the conflict of interest and explaining its nature.

Cr Kevin Erwin declared that he had an interest in the School Crossing Supervisors report as his wife works at Stawell Secondary College but he did not believe this was a conflict of interest.

Cr Karen Hyslop declared that she had an interest in the School Crossing Supervisors report as she was on the Stawell Secondary College School Council but she did not believe this was a conflict of interest.

### 3. Consideration of Reports of Officers

#### 3.1. School Crossing Supervisors

**Author/Position:** Trenton Fithall, Director Infrastructure and Amenity

#### **Purpose**

To determine if Council will provide and manage supervised school crossings within the municipality.

#### **Summary**

Council ceased providing school crossing supervisors across the municipality in December 2015 following a review of Local Law services. It was determined that Council had no legal requirement to provide school crossing supervisors at the six sites and would therefore stop providing the service, committing to working with the Department of Transport and Planning (VicRoads at the time), the Department of Education, local schools and the community on resolving the safety concerns for children getting to school.

The Department of Transport and Planning provided school crossing supervisors in January 2016, intending this activity to be an interim measure.

In September 2023, the Department of Transport and Planning notified Council and schools:

1. it will hand back responsibility for supervised school crossings on local roads to Council, including
  - Stawell Primary School (Barnes Street, Stawell)
  - Stawell West Primary School (Cooper Street, Stawell)
2. it will cease providing a supervisor at school crossing on arterial roads at the Stawell Secondary College (Patrick Street, Stawell)
3. it will continue to manage supervised school crossings on arterial roads (short-medium term) at:
  - St Patrick's Primary School Stawell (Patrick Street, Stawell)
  - St Arnaud Primary School (Charlton Road, St Arnaud)

Principals from Stawell Primary School, Stawell West Primary School and Stawell Secondary College met with Council on 9 October 2023, seeking to maintain the school crossing supervisors at Barnes Street, Cooper Street and Patrick Street, Stawell.

#### **Recommendation**

##### **That Council**

1. **does not join the School Crossing Scheme**
2. **implements the short-term priority recommendations of the road safety assessment**
3. **prepares design and cost estimates for the medium-term priority recommendations of the road safety assessment in order to be considered for the 2024/25 budget**
4. **provides temporary school crossing supervisors at**
  - a. **Stawell Primary School (Barnes Street)**
  - b. **Stawell West Primary School (Cooper Street)****until such time that crossing safety treatments have been undertaken.**

#### **RESOLUTION**

**That Council joins the school crossing scheme and provides supervised crossings at:**

1. **St Arnaud Primary School**
2. **St Patrick's Catholic Primary School**
3. **Stawell Secondary College**
4. **Stawell Primary School**
5. **Stawell West Primary School**

**starting Term 1 of the 2024 school year.**

**Moved: Cr Karen Hyslop**

**Seconded: Cr Kevin Erwin**

**THE MOTION WAS PUT AND LOST**

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Cr Hyslop called for a Division.

**FOR THE MOTION : CR HYSLOP AND CR ERWIN**

**AGAINST THE MOTION: CR OSTARCEVIC, CR DEMPSEY, CR HASWELL, CR GREADY AND CR EMERSON**

**RESOLUTION**

**That Council**

- 1. does not join the School Crossing Scheme**
- 2. provides temporary school crossing supervisors at**
  - a. Stawell Primary School (Barnes Street)**
  - b. Stawell West Primary School (Cooper Street)****until such time that crossing safety treatments have been undertaken.**

**Moved: Cr Eddy Ostarcevic**

**Seconded: Cr Murray Emerson**

**Carried**

Cr Hyslop called for a Division.

**FOR THE MOTION: CR OSTARCEVIC, CR DEMPSEY, CR HASWELL, CR GREADY AND CR EMERSON**

**AGAINST THE MOTION: CR HYSLOP AND CR ERWIN**

## **Background/Rationale**

### **History**

Historically Council has provided all supervised crossings across the municipality. In 2013, Council undertook a Local Laws Service Review and in April 2014 Council resolved the Local Laws Service Review, initiating a further review into the provision of school crossing supervisors at six sites, with the possibility of transferring the responsibility to the relevant schools.

In August 2014, Council initiated the School Crossing Supervisors Review, informing principals that Council had no legal requirement to provide school crossing supervisors and intended to cease providing the service.

In October 2014, Council initiated consultation, writing to schools seeking feedback on the review. Further consultation was undertaken through meetings held with schools and school communities. Feedback was received which informed the review.

In June 2015, Council resolved to cease providing school crossing supervisors, allowing for a six-month transition. Council committed to working with the Department of Transport and Planning, the Department of Education, local schools and the community on resolving the on-road safety concerns around schools.

In December 2015, at the end of the school year, Council ceased providing school crossing supervisors at all supervised crossing sites within the municipality.

The Department of Transport and Planning provided supervised crossings in January 2016, informing Council that its intervention would be an interim measure while alternative safety improvements were being trialled.

Supervised crossings are currently provided by the Department of Transport and Planning at five locations across the municipality:

1. St Arnaud Primary School (Charlton Road, St Arnaud)
2. St Patrick's Catholic Primary School (Patrick Street, Stawell)
3. Stawell Secondary College (Patrick Street, Stawell)
4. Stawell Primary School (Barnes Street, Stawell)
5. Stawell West Primary School (Cooper Street, Stawell)

### **Changes**

In September 2023, the Department of Transport and Planning notified Council:

1. it will hand back responsibility for supervised school crossings on local roads to Council, including
  - Stawell Primary School (Barnes Street, Stawell)
  - Stawell West Primary School (Cooper Street, Stawell)
2. it will cease providing a supervisor at school crossing on arterial roads at the Stawell Secondary College (Patrick Street, Stawell)
3. it will continue to manage supervised school crossings on arterial roads (short-medium term) at:
  - St Patrick's Primary School Stawell (Patrick Street, Stawell)
  - St Arnaud Primary School (Charlton Road, St Arnaud)

The changes are to come into effect at the end of the 2023 school year.

After seeking further clarification, the Department of Transport and Planning informed Council that it undertook a statewide review of supervised crossings, resulting in the changes. The Department of Transport and Planning will no longer provide for supervised crossings on roads managed by Council (local roads).

Schools within the municipality were also informed of the changes which resulted in the principals from Stawell Primary School, Stawell West Primary School and Stawell Secondary College meeting with Council on Monday, 9 October 2023. The principals from the three schools expressed their desire to maintain the school crossing supervisors at Barnes Street, Cooper Street and Patrick Street, Stawell. This initiated an analysis by officers, seeking to determine options that may resolve concerns and potentially maintain the school crossing supervisors.

## Analysis

Local government largely provides for supervised crossings in Victoria. Northern Grampians Shire Council and Strathbogie Shire Council are the exceptions. In some larger local governments this is a significant undertaking costing millions of rates annually. It is not a legal requirement for local government to provide school crossing supervisors. The cost of these services can be subsidised by the state government's Children's Crossing Subsidy Scheme, administered by the Department of Transport and Planning. It is stated that the scheme subsidises close to 50% of costs.

The subsidy scheme is well recognised amongst local government as not going far enough in meeting the requirements, being referred to as a flawed and underfunded program. Municipal Association Victoria supports local government with a specific advocacy campaign, calling for the Victorian State Government's entire attitude to shift towards working as true partners to ensure every municipality has a safe solution for their young people. Without a genuine partnership, and with the rising impacts of rate capping and other inflationary pressures, the MAV assesses there is no reasonable basis for councils to continue delivering school crossing supervision.

To be eligible for the subsidy scheme, a local government must provide for all school crossings within the municipality. Individual site eligibility for the scheme is determined based on meeting the funding warrants. The current Children's Crossing Subsidy Scheme warrants for a supervised crossing are:

- Primary School: more than 100 vehicles and 20 students using the crossing within the School Zone pick up/drop off period and
- Secondary School: more than 250 vehicles and 20 students.

The Department of Transport and Planning is currently developing a School Crossing Risk Assessment Framework, which is intended to replace the current funding warrants, providing greater clarity and a standardised approach to providing supervised crossings.

The School Crossing Risk Assessment Framework is intended to be applied across all crossings that fall within the subsidy scheme. The framework is expected to determine the extent of safety treatment required at each location, including

- Type of crossing treatment
- Supervisor requirements
- Funding eligibility, etc.

While the framework is not yet in place, it is expected to be rolled out to eligible crossings from 2024. The framework may result in crossings, increasing or decreasing the level of safety treatment in accordance with the framework.

In assessing options to retain crossing supervisors at the three sites where supervisors are set to be removed, officers determined that Council could not assess the crossing under the incoming framework as it was not in the subsidy scheme, nor could it join the Subsidy Scheme with the intention of providing for some of the supervised crossings within the municipality. The requirement to join the subsidy scheme is to agree to manage and provide for all supervised crossings within the municipality.

Traffic observations over the last two years indicate that the current funding warrants are not met at Barnes Street, Cooper Street and the Stawell Secondary College, indicating that supervisors at these locations may not be necessary, depending on the nature of the physical crossing infrastructure (signage, line marking, outstands, raised crossing, etc.) and nonphysical safety treatments (ie. speed restriction, sight distance, etc.). To assess the specific site safety issues at each location within Council responsibility, officers procured a road safety assessment, assessing the nature of the traffic risk and determining the appropriate safety treatment at the Barnes Street and Cooper Street crossings. The safety assessment for Barnes Street and Cooper Street crossing is attached.

In summary, the assessment found the traffic observations did not meet the warrants, and therefore neither site would be eligible for a crossing supervisor subsidy under the state government's scheme. It also found there was no crash trend, which requires immediate investigation at both crossings. Recommended treatments range from short term to long term priorities.

A summary of recommended treatments for both crossings is below.

| Issues Identified   | Remedial Measure   | Priority         |
|---|--|------------------|
| The traffic and pedestrian counts do not support eligibility for a crossing supervisor subsidy.           | Council has the following options: <ul style="list-style-type: none"> <li>retain a paid supervisor at full cost to the Council</li> <li>engage a volunteer supervisor (trained and equipped by Council)</li> <li>suspend use of a supervisor and leave the crossing unsupervised</li> </ul>  | Long Term        |
| The crossing has little prominence for approaching drivers  | Consider: <ul style="list-style-type: none"> <li>extending the centre line in the east approach over the slight crest (Cooper Street)</li> <li>installing hazard markers in the kerb outstands on both sides of the road (currently markers are installed on left side only)</li> <li>relocating the hazard markers closer to the carriageway</li> <li>installing zigzag markings in the approach lanes</li> </ul> | Short Term       |
|   | Consider: <ul style="list-style-type: none"> <li>electronic 40km/h signage at the commencement of the school speed zone (Barnes St)</li> </ul>   | Medium Term      |
| The supervisor indicated that the pedestrian hold lines on each approach to the crosswalk are very faded. | Repaint the pedestrian hold lines.   | Short Term       |
| There are no physical controls on vehicle speeds through the crossing.                                    | Reduce speeds of approaching vehicles by: <ul style="list-style-type: none"> <li>marking and signing cycle lanes (thereby confining the driving environment by reducing the width of traffic lanes on Cooper St)</li> </ul>  | Short Term       |
|   | Reduce speeds of approaching vehicles by: <ul style="list-style-type: none"> <li>installing a wombat crossing</li> </ul>   | Medium-Long Term |

Short term priority treatments are relatively minor and achievable within the year's scheduled works program. Medium Term priorities include:

- installing wombat crossings and
- electronic 40km/h signage at Barnes Street

will require further investigation to determine the design and cost requirements of the proposed treatments.

Below is an example of a Wombat Crossing, a raised pedestrian (zebra) crossing. They effectively reduce vehicle speeds and are an excellent road safety treatment used in priority locations across the municipality.



Figure 1: Example of a Wombat Crossing.



Council is currently pursuing two pedestrian crossing improvements on Ord Street, Stawell surrounding the Stawell Primary School. Concepts of the proposed treatments are attached. These projects are now being considered for grants with the Transport Accident Commission. Initial estimates in accordance with these proposed works have a new Wombat Crossing expected to cost \$70,000-\$110,000, depending on the drainage, lighting, and retrofitting requirements at each site.

### Conclusion

Providing all five crossing supervisors is expected to cost Council in the order of \$67,750 per annum. If Council was to join the School Crossing Subsidy Scheme and obtain the subsidy for all five crossings, it is estimated that the scheme will provide almost 50% subsidy, possibly reducing the net cost to approximately \$33,875 per annum. Over a ten year period (including indexation), providing full school crossing supervisors across the municipality is expected to cost Council a net of \$371,000.

Once the incoming School Crossing Risk Assessment Framework is applied to all five crossings, it is likely that the school crossings that do not currently meet funding warrants, Barnes Street, Cooper Street and the Stawell Secondary College, would result in the removal of crossing supervisors and trigger infrastructure improvements in accordance with the incoming framework. Or if Council chooses to continue to provide supervisors at these locations, the framework may reduce the level of subsidy, increasing Council's ongoing annual cost to deliver the program.

Alternatively, Council can choose not to provide all five crossings; in doing so, the Department of Transport will continue to manage crossings on arterial roads, leaving crossings on local roads to be managed by Council. Considering the Road Safety Assessment at Barnes Street and Cooper Street, improvements at these locations will require further design, planning and budgeting to undertake these works. In the meantime, Council could provide crossing supervisors at these locations until such time as the treatment has been delivered in full. It is noted that Council will not be eligible for the Subsidy Scheme and there would be little to no opportunity to have this program subsidised by other forms of Government.

Providing two supervised crossings is estimated to cost \$27,100 per annum. Using the mid-range cost estimate for works planned on Ord Street, Stawell, officers can assume a new Wombat Crossing at Barnes and Cooper Streets could cost in the order of \$90,000 each. Assuming these works will be successful in a 2024/25 budget process and Council is not able to obtain further grant support, Council could expect one annual cost of the crossing supervisors and an additional one-off cost of works at both sites, providing safe school crossing on local roads for \$207,100 net cost over the ten-year period.

A summary of each option is provided below.

| Option   | Advantages  | Disadvantages  | Ten-year net cost |
|--|---|--|-------------------|
| Join the School Crossing Scheme, committing to manage all supervised crossing  | <ul style="list-style-type: none"> <li>Supervised crossing will continue to be provided in its current form by Council.</li> </ul>  | <ul style="list-style-type: none"> <li>Additional service demands on Council.</li> <li>Supervised crossing requirements are subject to change at the will of the Department Transport and Planning</li> <li>Funding subsidy subject to change year on year at the will of the state government</li> <li>Enables further cost shifting from the state government to local government</li> </ul> | \$371,000         |
| Do not join the School Crossing Subsidy Scheme, committing to manage crossings at Barnes and Cooper Streets, Stawell | <ul style="list-style-type: none"> <li>Supervised crossing will continue to be provided in its current form at <ul style="list-style-type: none"> <li>St Arnaud Primary School (Charlton Road, St Arnaud)</li> <li>St Patrick's Catholic Primary School (Patrick</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>The future of the Stawell Secondary College's supervised crossing remains at the will of the Department of Transport and Planning</li> <li>Schools and school communities' expectations are</li> </ul>  | \$207,100         |

|  |   |  |  |
|--|---|--|--|
|  | <p>Street, Stawell)</p> <ul style="list-style-type: none"> <li>Local road school crossings are treated and made safer for all users as a long term solution</li> <li>No ongoing management and annual costs</li> </ul> <p><i>Optional</i></p> <ul style="list-style-type: none"> <li>Supervised crossing could continue to be provided by Council on a temporary basis at <ul style="list-style-type: none"> <li>Stawell Primary School (Barnes Street, Stawell)</li> <li>Stawell West Primary School (Cooper Street, Stawell)</li> </ul> </li> </ul> <p>until such point that the risk of each site is treated to no longer require supervisors.</p> | <p>not met</p> <ul style="list-style-type: none"> <li>Perceived risk to children at the crossings will increase due to the historic presence of a supervisor</li> <li>Works are required to be undertaken at both <ul style="list-style-type: none"> <li>Barnes Street, Stawell</li> <li>Cooper Street, Stawell</li> </ul> </li> </ul> |  |
|--|---|--|--|

*Note: Costs are estimates only and subject to change based on specific site constraints, market demands, Council and state budget assumptions.*

No matter the decision, any cost associated with supervised crossings has not been considered in Council's long term financial plan and will need to undergo a budget approval process once determined.

### Legislation, Council Plan, Strategy and Policy Implications

*Road Management Act 2004*

*Road Safety Road Rules 2017*

Austrroads Guide to Road Safety Part 6: Road Safety Audits 2022

As this subject is not relevant to a service currently being provided by Council, there are no applicable policies or strategies.

### Options

#### Option 1

That Council

- does not join the School Crossing Scheme
  - implements the short-term priority recommendations of the attached road safety assessment
  - prepares design and cost estimates for the medium-term priority recommendations of the attached road safety assessment in order to be considered for the 2024/25 budget
  - provides temporary school crossing supervisors at
    - Stawell Primary School (Barnes Street)
    - Stawell West Primary School (Cooper Street)
- until such time that crossing safety treatments have been undertaken. **[recommended]**

#### Option 2

That Council

- does not join the School Crossing Scheme
- endeavours to implement the attached road safety assessment when resources and budget allows
- does not provide crossing supervisors. **[not recommended]**

#### Option 3

That Council joins the School Crossing Scheme and provides supervised crossings at

- St Arnaud Primary School (Charlton Road, St Arnaud)
- St Patrick's Catholic Primary School (Patrick Street, Stawell)
- Stawell Secondary College (Patrick Street, Stawell)
- Stawell Primary School (Barnes Street, Stawell)
- Stawell West Primary School (Cooper Street, Stawell)

starting term one of the 2024 school year. **[not recommended]**

### **Implications**

Any identified sustainability issues (economic, social, environmental or climate change) or heritage/cultural, amenity, human rights/gender equality, privacy, risk management, budgetary and asset management implications have been addressed in this report.

### **Procurement**

No procurement requirements apply to the subject of this report.

### **Community Engagement**

No broad community engagement was undertaken due to the tight timeframe required to decide and respond to schools in preparation for the new school year.

The request from the schools impacted was presented to councillors and officers and was well considered in the preparation of this report

### **Innovation and Continuous Improvement**

Alternative options were considered in the ongoing pursuit of continuous improvement and efficiency gains over providing what has been historically provided.

### **Collaboration**

No collaboration with other councils, governments or statutory bodies was required for the subject of this report.

### **Officer's Declaration of Interest**

All officers providing advice to the Council must disclose any interests, including the type of interest.

Trenton Fithall, Director Infrastructure and Amenity

In providing this advice as the author, I have no disclosable interests in this report.

### **Attachments**

1. Cooper and Barnes Streets, Stawell, Road Safety Assessments, Final 2301213 [3.1.1 - 12 pages]
2. 502 School Crossings North Concept v 1 [3.1.2 - 1 page]
3. 502 School Crossings South Concept v 1 [3.1.3 - 1 page]



## Road Safety Assessment

# School Crossings on Cooper Street & Barnes Street, Stawell.

**Project Number** 230436

**Final Report** 13/12/2023

**Client** Northern Grampians Shire Council

## Document control record

### Document prepared by:

Trafficworks Pty Ltd  
ABN 59 125 488 977  
1<sup>st</sup> Floor 132 Upper Heidelberg Rd Ivanhoe Vic 3079  
PO Box 417 Ivanhoe Vic 3079  
Ph (03) 9490 5900  
[www.trafficworks.com.au](http://www.trafficworks.com.au)

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| Document control |   |
|------------------|---|
| Report title     | School Crossings on Cooper Street & Barnes Street, Stawell. |
| Project number   | 230436  |
| Client           | Northern Grampians Shire Council                            |
| Client contact   | Nic Murphy (0400 820 106)                                   |

| Revision | Date issued | Revision details / status | Prepared by | Authorised by   |
|----------|-------------|---------------------------|-------------|-----------------|
| Draft    | 12/12/2023  | Preliminary draft         | Bob Citroën | Paul Mihailidis |
| Final    | 13/12/2023  | For issue to client       | Bob Citroën | Paul Mihailidis |

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## 1 Introduction

The Northern Grampians Shire Council (the Council) has engaged Trafficworks to undertake road safety assessments of the existing school crossings in Cooper Street and Barnes Street, at Stawell West Primary School and Stawell Primary School respectively. The assessments are to focus on compliance of the crossings with the eligibility criteria under the State Government’s Crossing Supervisor Subsidy scheme and the identification of safety improvements that could be applied to the sites.

Figure 1 shows the location of the two sites.

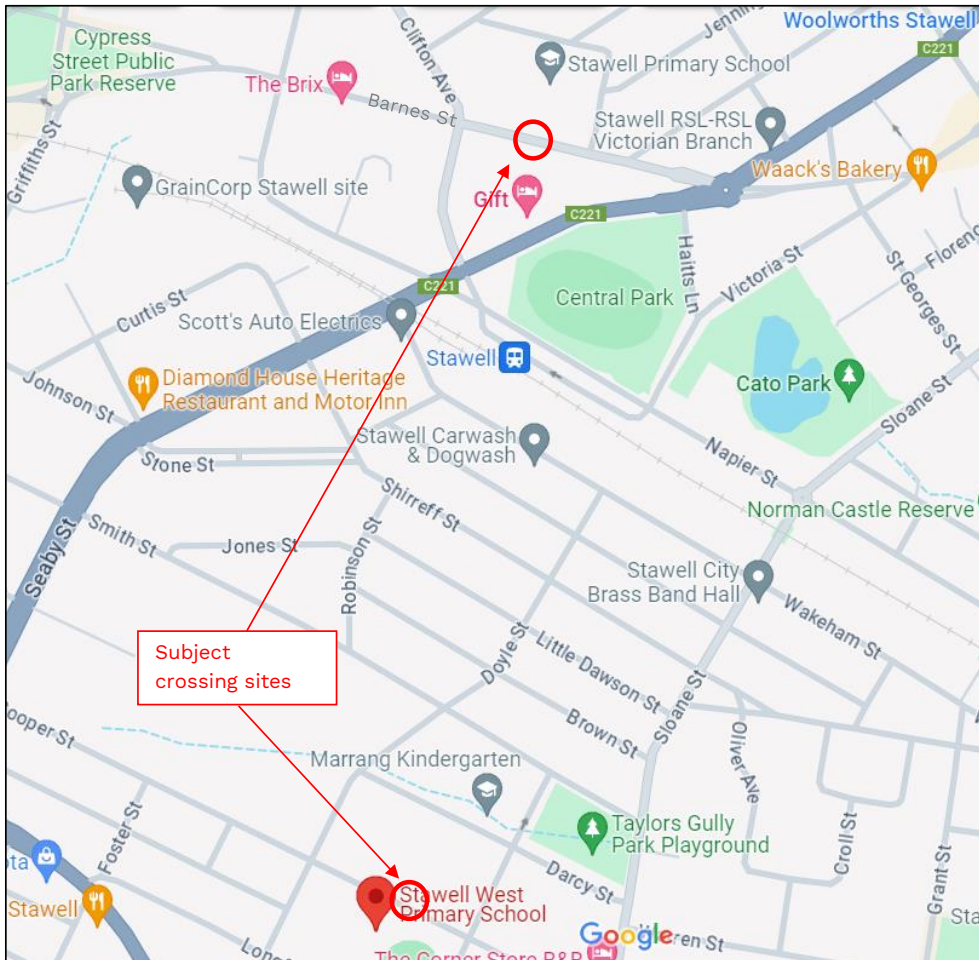


Figure 1: Subject school crossing sites in Stawell and nearby road network.

## 2 Existing conditions

### 2.1 Road network

#### Cooper Street

Cooper Street is an urban access street, managed by Northern Grampians Shire Council. It forms an east-west connector route across the southern portion of Stawell Township, intersecting with Seaby Street (Stawell-Avoca Road - C221) to the west and with Sloane Street to the east before terminating at Wild Cat Hill Bushland Reserve.

In the vicinity of the school crossing Cooper Street is configured as a 11.5 m sealed carriageway between kerbed boundaries, providing a 6.5 m width for traffic lanes (no marked centreline) bounded by 2.5 m parking lanes. This cross-section is reduced to 7.4 m between kerb outstands at the school crossing. Southeast of the crossing, part of the parking lane is reserved for school bus parking from 8:00 to 9:00 am and 3:00 to 4:00 pm on school days. A bus stop for the town bus service is located northeast of the school crossing.

Figure 2 shows the western approach to the Cooper Street school crossing.



Figure 2

The default urban 50 km/h speed limit in Cooper Street is reduced to a permanently signed 40 km/h zone from west of Sutherland Street to east of McLaughlin Street.



**Barnes Street**

Barnes Street is an urban collector street, managed by Northern Grampians Shire Council. It forms an east-west route through western Stawell Township, commencing at Stawell cemetery to the west and terminating at the roundabout at Main Street/Scallan Street (Stawell-Avooca Road - C221) to the east.

In the vicinity of the school crossing, Barnes Street is configured as a 13.4 m sealed carriageway between kerbed boundaries, providing a 6.4 m roadway (2 x 3.2 m traffic lanes) bounded by a 2.2 m parking lane and 1.3 m bicycle lane along each side. This cross-section is reduced to 7.7 m (2 x 3.85 m lanes) between kerb outstands at the school crossing. East of the crossing, sections of the parking lanes on both sides are reserved for bus parking from 8:00 to 9:00 am and 3:00 to 4:00 pm on school days. The stop condition at the school crossing has been emphasised with 'Dragon Teeth' markings along the edge line and centre line in each approach.

Figure 3 shows the western approach to the Barnes Street school crossing.



Figure 3

The default 60 km/h speed limit in Cooper Street is reduced to a 40 km/h time-based school speed zone from west of Clifton Avenue to east of Ord Street.

### Traffic counts

The results of vehicle and pedestrian counts undertaken by Council at the above crossings are summarised in Table 1. These counts confirm that neither crossing is eligible for a crossing supervisor subsidy under the State Government’s Scheme, which, for a primary school crossing, requires:

- Number of primary school children using the crossing: P = 20 minimum in the hour
- Number of vehicle movements through the crossing: V = 100 minimum in the hour
- Product: P x V must exceed 5,000

| Location      | Date/time     | pedestrians | Vehicles | Meets warrant |
|---------------|---------------|-------------|----------|---------------|
| Barnes Street | March 2023 AM | 7           | <100     | No            |
|               | March 2023 PM | 16          | <100     | No            |
| Cooper Street | 27/11/2023 PM | 15          | 47       | No            |
|               | 28/11/2023 AM | 13          | 42       | No            |

The count values also indicate that these sites would not meet the DTP criteria for the installation of pedestrian operated signals.

### Crash history

The DTP data portal, which details all injury crashes reported to the Police on roads throughout Victoria, indicates that one casualty crash occurred on Barnes Street in the vicinity of the school crossing in the last five-year period for which data is available, i.e. 1/01/2017 – 31/12/2021.

This crash involved a cross-traffic collision at the intersection of Barnes Street with Frayne Street and Clifton Avenue, which resulted in other (minor) injuries.

There were no reported crashes on Cooper Street near the school crossing.

**Conclusion:** based on the crash history, we conclude that there is no crash trend that requires immediate investigation at either crossing.

### **3 Site observations**

Site inspections were conducted on 12 December 2023 and potential safety issues discussed with the respective crossing supervisors on the morning of 13 December 2023.

The Inspections were undertaken by:

Bob Citroën [Dip Civil Eng, Grad Dip Road Safety]

Senior Road Safety Auditor

This report was reviewed by

Paul Mihailidis [BEng (Civil), GradCert Mgt, MIEAust, CPEng, NER]

Senior Road Safety Auditor


Conditions during the inspections were fine and sunny.

## 4 Problem identification and mitigation measures

Tables 2 and 3 shows a list of the identified issues and suggested mitigation measures to improve road safety at the school crossings. They are prioritised as follows:

- Short term                      can be implemented immediately
- Medium term                    implement within 12 months
- Long term                        implementation period of 24 months or longer, dependent on funding.


Table 2: Suggested mitigation measures to improve road safety at the Cooper Street school crossing

| Item | Identified issue   | Remedial measure   | Priority   |
|------|--|--|--|
| 2.1  | The traffic and pedestrian counts do not support eligibility for a crossing supervisor subsidy.  | Council has the following options: <ul style="list-style-type: none"> <li>– retain a paid supervisor at full cost to the Council</li> <li>– engage a volunteer supervisor (trained and equipped by Council)</li> <li>– suspend use of a supervisor and leave the crossing unsupervised</li> </ul>  | Long term  |
| 2.2  | The crossing has little prominence for approaching drivers, particularly on the east approach.<br><br>This was confirmed by the supervisor who recalled instances of cars failing to stop when directed. | Consider: <ul style="list-style-type: none"> <li>– extending the centre line in the east approach over the slight crest</li> <li>– installing hazard markers in the kerb outstands on both sides of the road (currently markers installed on left side only)</li> <li>– relocating the hazard markers closer to the carriageway</li> <li>– installing zigzag markings in the approach lanes</li> <li>– reinstating the painted 40 markings at the start points of the school speed zone (covered by a recent reseal).</li> </ul> | Short term<br><br>Short term<br><br>Short term<br><br>Short term |
|      |   |  |  |
|      | Note centre line and walk lines not visible over crest.  |  |  |
| 2.3  | The supervisor indicated that the pedestrian hold lines on each approach to the crosswalk are very faded.  | Repaint the pedestrian hold lines.   | Short term   |

| Item | Identified issue   | Remedial measure   | Priority  |
|------|--|--|---|
| 2.4  | There are no physical controls on vehicle speeds through the crossing.                           | Reduce speeds of approaching vehicles by: <ul style="list-style-type: none"> <li>marking and signing cycle lanes (thereby confining the driving environment by reducing the width of traffic lanes)</li> <li>installing a wombat crossing</li> </ul> | Short term<br>Medium to long term                                 |
| 2.5  | Installation of a wombat crossing will need to be accompanied by ancillary infrastructure works. | Ensure that the crossing is: <ul style="list-style-type: none"> <li>accompanied by an adequate drainage system</li> <li>DDA compliant</li> <li>provided with upgraded lighting</li> </ul>  | Medium to long term<br>Medium to long term<br>Medium to long term |

Table 3: Suggested mitigation measures to improve road safety at the Barnes Street school crossing

| Item | Identified issue  | Remedial measure  | Priority                                |
|------|---|---|---|
| 3.1  | The traffic and pedestrian counts do not support eligibility for a crossing supervisor subsidy. | Council has the following options: <ul style="list-style-type: none"> <li>retain a paid supervisor at full cost to the Council</li> <li>engage a volunteer supervisor (trained and equipped by Council)</li> <li>suspend use of a supervisor and leave the crossing unsupervised</li> </ul>   | Long term                               |
| 3.2  | The crossing lacks prominence for approaching drivers (refer Figure 3).                         | Consider installation of: <ul style="list-style-type: none"> <li>electronic 40 km/h signing at the commencement points of the school speed zone</li> <li>hazard markers in the kerb outstands on both sides of the road (currently markers installed on left side only)</li> <li>bike lane symbols within the cycle lanes.</li> </ul> | Medium term<br>Short term<br>Short term |

| Item | Identified issue  | Remedial measure  | Priority  |
|------|---|---|---|
| 3.3  | There are no physical controls on vehicle speeds through the crossing.  | Reduce speeds of approaching vehicles by: <ul style="list-style-type: none"> <li>installing a wombat crossing</li> </ul>  | Medium to long term   |
| 3.4  | Installation of a wombat crossing will need to be accompanied by ancillary infrastructure works.  | Ensure that the crossing is: <ul style="list-style-type: none"> <li>accompanied by an adequate drainage system</li> <li>DDA compliant</li> <li>provided with upgraded lighting</li> </ul> | Medium to long term<br>Medium to long term<br>Medium to long term |
| 3.5  | There are several kerb lips for pedestrians to negotiate when making the crossing.<br><br>These represent a tripping hazard for vision impaired users and impede the progress of wheelchairs, prams etc.<br><br>This will become particularly important if it is decided to cease supervision at this crossing. | Reconstruct the pram ramps to provide a smooth invert at each kerb line.<br><br>                       | Medium term   |
| 3.6  | The supervisor indicated that the pedestrian hold lines on each approach to the crosswalk are very faded (refer photo under Item 3.5)   | Repaint the pedestrian hold lines.  | Short term  |

## 5 Conclusion

This road safety assessment has been conducted generally in accordance with the procedures set out in the *Austrroads Guide to Road Safety Part 6: Road Safety Audits (2022)*.

The site was inspected and supporting documentation examined.

The findings and recommendations presented in the previous section of this document are provided for consideration by the client and any other interested parties.

### Assessors



**Wednesday, 13 December 2023**

Bob Citroën [Dip Civil Eng, Grad Dip Road Safety]

Senior Road Safety Auditor



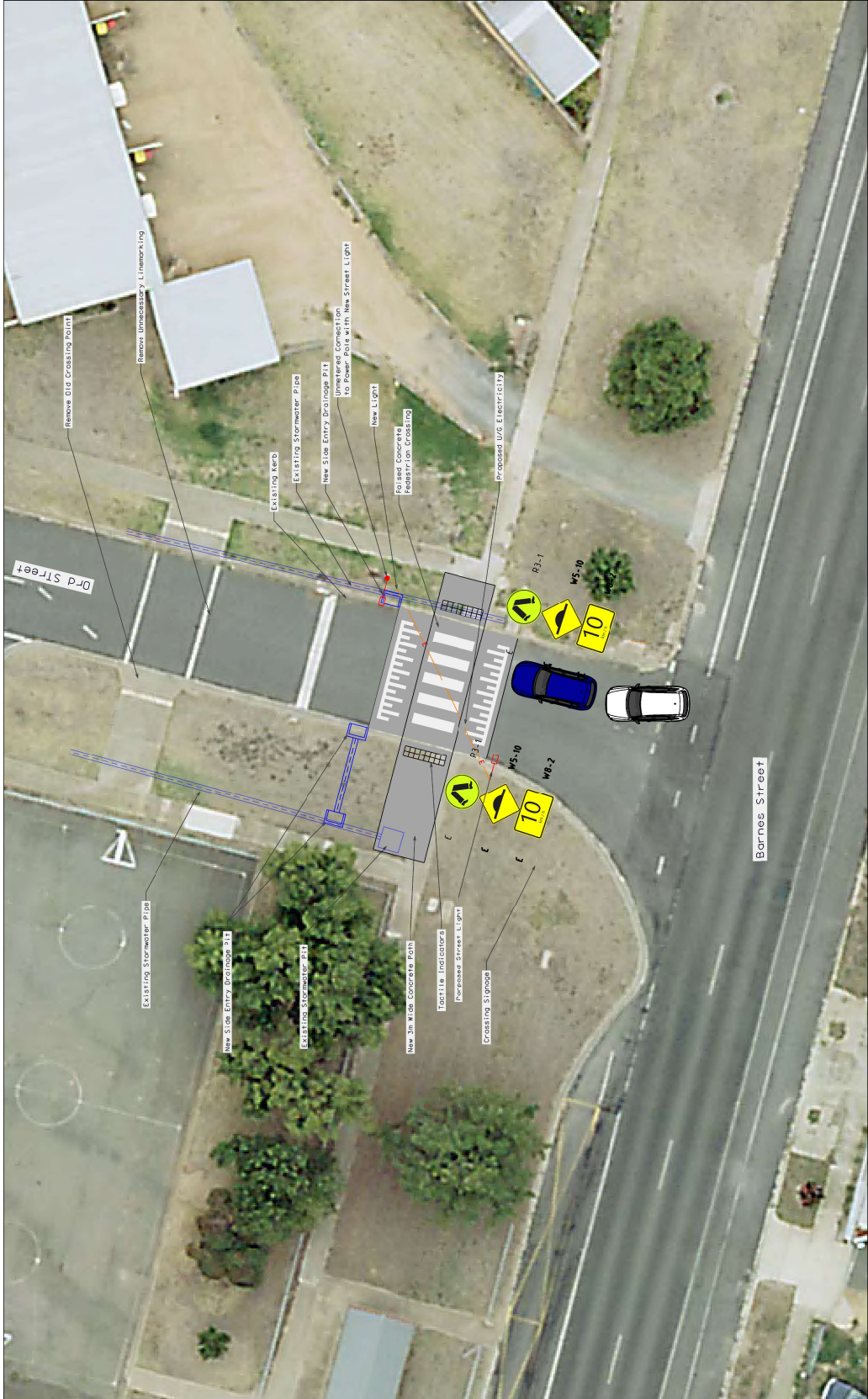
**Wednesday, 13 December 2023**

Paul Mihailidis [BEng (Civil), GradCert Mgt, MIEAust, CPEng, NER]

Senior Road Safety Auditor







| VERSION | DATE | AMENDMENTS |
|---------|------|------------|
| E       | -    | -          |
| D       | -    | -          |
| C       | -    | -          |
| B       | -    | -          |
| A       | -    | -          |

| GENERAL NOTES/CROSS REFERENCES |       |
|--------------------------------|-------|
| -                              | Notes |

|          |        |      |            |
|----------|--------|------|------------|
| DESIGNED | Murphy | DATE | 5 Sep 2022 |
| ENGINEER | Murphy | DATE | 2022       |
| CHECKED  | Murphy | DATE | 5 Sep 2022 |
| SCALE    | 1:200  | AS   |            |

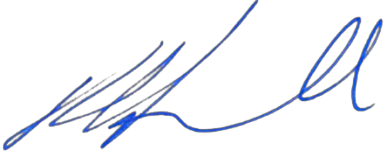
  

|  |  |                                    |  |
|--|--|------------------------------------|--|
| NORTHERN<br>Grampians<br>SHIRE COUNCIL |  | INFRASTRUCTURE SERVICES DEPARTMENT |  |
| Stowell E22 Primary School             |  | Pedestrian Improvement Works       |  |
| Ord Street Southern Crossing           |  | DRAWING No. -                      |  |
|  |  | JOB No. -                          |  |

**4. Close**

**There being no further business the Mayor declared the meeting closed at 12.56pm.**

Confirmed



CR ROB HASWELL  
MAYOR

Date: 5 February 2024