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Client name:	St Anthony of Padua School
From:	Clare Brown
Date:	10am on 22 August 2019
Subject:	Conference with Council and RMS re local traffic management arrangements for SSD DA 8865 St Anthony of Padua.

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The purpose of this File Note is to record the issues discussed and outcomes of a meeting convened at Liverpool City Council and via telephone link between representatives of St Anthony of Padua School (**St Anthony**), Liverpool City Council (**Council**) and Roads and Maritime Services (**RMS**).

The purpose of the meeting was to reach agreement on the treatment of the intersections and local road widening arising from SSD DA\_8865 and generally arising from the urban development of the surrounding precinct.

## Issues Discussed

### 1. Intersection Treatments

- Council expressed concern that it had not been invited to a meeting earlier in the year attended by the Department of Planning, Industry and Environment and RMS to discuss the installation of traffic lights as proposed under SSD DA\_8865.
- RMS reiterated the advice provide to the Department that the School does not now nor at full capacity under SSD DA\_8865 meet the warrants for the installation of traffic lights as proposed under the development application.
- The RMS position was that while the Council is responsible authority for local roads the RMS is responsible for the installation of traffic lights and pedestrian crossings and the safety of users. Further, if due to other factors in the precinct that traffic signals and other infrastructure upgrades are required then these should be pursued through an application not the Local Traffic Committee with input from the RMS Safety Committee.
- Council expressed the view that the intersections around the school need some treatment to facilitate pedestrian movement.
- Council expressed a preference to have the strategic modelling of the precinct redone. This was not supported by RMS.
- St Anthony representatives expressed the view that rather than remodelling the precinct that a staged approach to the delivery of road and intersection works be implemented. Josh Hollis advised that modelling of the local road network and intersections around the school had been undertaken without signals but with round-a-bout and give way/stop sign treatments

## **2. Staged implementation of upgrade works**

- It was agreed that provision should be made for the installation of round-a-bouts at the intersection of Fourth Avenue and Tenth Avenue and at the intersection of Fourth Avenue and Eleventh Avenue together with the widening of the pavement within the roads fronting the school site.
- Council requested that the intersection treatments be designed so that they have refuges on the approaches to the round-a-bouts and then when the necessary warrants are reached at some future time traffic signals can then be installed. This approach was agreed to by St Anthony on the basis that the school would deliver the round-a-bout when the school population generated the need for the works and that the intersections would be laid out so that at a future time should the Council or RMS wish to replace the round-a-bouts with signal that this would be possible.
- For Stage 1 and Stage 2 of the project it was agreed that stop and give way signs as well as marked pedestrian crossings would be the only works required to accommodate the anticipated traffic flows at that time.
- Council advised that if mid-block pedestrian crossings were to be delivered that an application would need to be submitted to the Council's Local Traffic Committee. This advice was noted.
- Council agreed that the round-a-bouts should be delivered at the time required under the traffic warrants.
- St Anthony advised that to provide Council certainty for the delivery of the round-a-bouts that a bond or bank guarantee would be submitted to Council to cover the cost of the two round-a-bouts.

## **3. Council local road works**

- Council advised that it had complete detailed design for the upgrade of Edmondson Avenue, and it was anticipated that the works would be constructed over the next two to three years. This was being undertaken using SIC Levy funding.
- Council will be dealing with the intersections of 10 Avenue and Edmondson and Eleventh Avenue and Edmondson as part of the works it was undertaking.
- Council requested

## **4. Response to Submissions Report**

- Council requested that the Response to Submissions Report include a commentary on the delivery of the road infrastructure, the staging of the delivery and arrangements for security for delivery of intersection works.

- Council also requested that an Operational Management Plan be prepared to tie together the delivery and use of the local road infrastructure and how that is to be updated over time. It was suggested that this be updated every two years or as each stage is delivered, whichever is the sooner.
- The Response to submissions report to detail the staging of the school and associated delivery of road and intersection upgrade works

## **5. Other matters**

- Council confirmed that the ultimate road works would deliver a four-lane road with a width of 13 metres.
- Council wants to retain on-street parking as part of the wider pavement.
- Council confirmed that it wanted the public domain works in the road reserve to be detailed on the Construction Certificate drawings. The civil drawings are to be consistent with the public domain/street tree planting plans. The drawings to detail Urban Tree Treatment and reflect the details shown on City Centre Public Domain Plan in the Council's development control plan which requires one tree per 812 metres of site frontage. Further the verge widths and to be provided in accordance with the DCP and any amendments to the cross sections that may be issued by Council in coming months.
- Council advised that it wanted all of the parking proposed under SSD DA\_8865 to be provided and no reduction from that proposed.
- It was agreed that a copy of the Response to Submissions Report when finalised would be forward to Council when submitted to the Department.