

## **14 RAILWAY AVENUE, PAKENHAM ROAD CLOSURE**

FILE REFERENCE INT1846464

RESPONSIBLE GENERAL MANAGER Michael Ellis

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### **RECOMMENDATION**

That:

- 1 Council commence the statutory procedures in accordance with clause 9 schedule 11 of the Local Government Act, 1989, (the Act) to block the Railway Avenue, Pakenham at Racecourse Road as shown on the attached locality plan.
- 2 Council publish a notice in the local paper for Officer under sections 207A and 223 of the Act advising of the proposal.
- 4 In the event of submissions being received, a committee comprising of the ward Councillors be appointed and the Chief Executive Officer be authorised to set the day, time and place for the hearing of such submissions.

### **Attachments**

*Nil.*

### **EXECUTIVE SUMMARY**

Railway Avenue, Pakenham runs along the railway line on the north side of the train station between Main Street and Racecourse Road. It currently acts as the main and only local access to and from the eastern side of the Pakenham town centre. The intersection of Railway Avenue and Racecourse Road is currently unsafe due to sub-standard sightlines. In order to address this issue, it is proposed to close Railway Avenue at the intersection, as soon as a safe alternative is available.

The opening of Henry Street in the near future will provide a safer option. Once this alternative is available, it is proposed to close Railway Avenue at the intersection with Racecourse Road, due to safety issues at this intersection.

The Henry Street intersection is a signalised intersection designed to current standards. Henry Street has been designed as a collector street and provides a safe alternative with capacity for the current traffic using Railway Avenue. It was envisaged to replace Railway Avenue as the eastern entrance into the Pakenham Town Centre in the development of the former Racecourse site.

Consultation will be required with Public Transport Victoria and VicRoads.

As the closure of Railway Avenue at Racecourse Road is a permanent road obstruction, it must be completed in accordance with clause 9, schedule 11 of the Local Government Act, 1989 and requires a public notice to be published by Council under sections 207A and 223 of the Act.

### **BACKGROUND**

Railway Avenue, Pakenham runs along the railway line on the north side of the train station between Main Street and Racecourse Road. It currently acts as the main and only local road access to and from the western side of the Pakenham Town Centre. This will change with the opening of Henry Street in the near future, which will provide a safer alternative. Once this alternative is available, it is proposed to close Railway Avenue at the intersection with Racecourse Road, due to safety issues at this intersection.

The intersection of Railway Avenue, Racecourse Road and Campbell Street is an un-signalised intersection with the railway level crossing to the immediate south. The Railway Avenue leg of the intersection is controlled by a stop sign, due to the sub-standard sightline to the south. The sight line to the south is less than the absolute minimum and well below the ideal safe intersection sight distance (SISD). The SISD provides enough sight for a motorist on the major road to identify a vehicle and stop before a collision should a motorist from the minor road fail to give way to the vehicle on the major road.



As the sight line issues at this intersection are created by the railway level crossing it is not possible to treat this intersection without altering the railway level crossing, which would be a multi-million dollar project.

Railway Avenue currently has an average traffic volume of 4,407 vehicles per day, which has had an increase of less than 200 vehicles per day in the last 10 years. The road also provides overflow on-street parking for the train station.

The Henry Street intersection is a signalised intersection designed to current standards. Henry Street has been designed as a collector street and provides a safe alternative with capacity for the current traffic using Railway Avenue. Henry Street also provides a more direct route into the town centre than Railway Avenue. As part of the former racecourse development site, the new Henry Street signalised access to Racecourse Road was envisaged to ultimately replace the substandard Railway Avenue and Racecourse Road intersection when developed.

Railway Avenue is currently the route for the 840, 927, 928 and 929 bus services along with train replacement bus services. Henry Street is a suitable alternative for these services as the signalised intersection will reduce delays when the buses are turning at Racecourse Road. Henry St has also been designed and built with bus stop provisions along the length of the road, which have been located in consultation with Public Transport Victoria (PTV). These bus stops will have greater passive surveillance, which will improve the safety for public transport patrons waiting for a bus. Council officers will consult with PTV to confirm that there are no impacts to existing services. It is

expected that PTV may have already commenced relocating some services to the Henry Street route by the time this consultation occurs.

The works to close the intersection will be in keeping with the surrounding area and will be undertaken in consultation with VicRoads, as the responsible Authority for the intersection and Racecourse Road. Initial discussions with VicRoads and PTV have indicated their preliminary support for the proposed closure. The proposed closure will include a turn bowl arrangement for vehicles to turn around at the dead end of Railway Avenue. In addition, the closing of this intersection provides opportunities to improve parking for the train station along this truncated length of road.

Ultimately Racecourse Road will be grade separated at the railway line. Given the close proximity of the intersection to the existing railway level crossing, this intersection will need to be closed to allow for the grade separation. There will also be a railway underpass connecting Webster Way to Henry Street which will also go under Railway Avenue.

It is proposed to time the closure of Railway Avenue to as close as possible to the opening of the Henry Street and Racecourse Road intersection so that it occurs, whilst motorists are still adjusting their driving habits to the new intersection.

As the closure of Railway Avenue at Racecourse Road is a permanent road obstruction, it must be completed in accordance with clause 9, schedule 11 of the Local Government Act, 1989 and requires a public notice to be published by Council under sections 207A and 223 of the Act.

#### **POLICY IMPLICATIONS**

Nil.

#### **RELEVANCE TO COUNCIL PLAN**

This proposal is relevant to the following actions in the Council Plan:

- 1.6.1. Work with the Police, Victorian Government and the community to improve safety in homes, businesses, public places and roads.
- 3.1.1. Maintain all Council roads and supporting infrastructure in accordance with the Road Management Act 2004.
- 3.2.1. Upgrade Council roads to improve safety while considering the traffic demand of the community.
- 3.2.3. Develop transport networks that incorporate effective public transport.

#### **CONSULTATION/COMMUNICATION**

A permanent road obstruction under clause 9, Schedule 11 of the Local Government Act, 1989, requires that under sections 207A and 223 that a person be given the opportunity to make a submission.

This requires the issuing of a public notice and a minimum 28 days for submissions to be made following the issuing of the public notice. A person making a submission that wishes may request to be heard in person at a meeting of Council, in this case a committee comprising a selection of the ward Councillors should be appointed and the Chief Executive Officer be authorised to set the day, time and place for the hearing of such submissions.

It is proposed that the public notice be authorised by Council at the July Council meeting and is published shortly following the opening of Henry Street and Racecourse Road intersection.

Consultation will also need to be undertaken with VicRoads as the responsible Authority for the intersection and with Public Transport Victoria as Railway Avenue is currently a bus route.

Should no submissions be received, the Chief Executive Officer should be authorised on behalf of Council to affect the proposal.<Enter text here>

## **FINANCIAL AND RESOURCE IMPLICATIONS**

The closure of Railway Avenue at the intersection with Racecourse road is expected to reduce maintenance costs in the long term as the current 4B Local Collector road classification can be reduced to a 4C Local Access road reducing the maintenance requirements.

The closure of the intersection is expected to cost up to \$100,000 and can be incorporated into the 2018/2019 roads rehabilitation program.

Council officers will need to identify and issue amendments to any planning permits that are restricted to having their delivery vehicles access their premises within the town centre via Railway Avenue to have this access amended to be via Henry Street (i.e. Pakenham Marketplace).

Future parking improvement opportunities will be considered separately. There are grant opportunities to improve parking around railway stations that may be able to fund these works.

## **CONCLUSION**

The intersection of Railway Avenue and Racecourse Road is currently unsafe due to sub-standard sightlines. To address this issue, it is proposed to close Railway Avenue at the intersection as soon as a safe alternative is available. A suitable alternative route will become available via the Henry Street and Racecourse Road signalised intersection, which is designed in accordance with current safety standards. As this is a permanent road obstruction, a public notice must be published and consultation undertaken in accordance with the Local Government Act, 1989.