



1st April, 2003

WORKS COMMITTEE MEETING

NOTICE IS HEREBY GIVEN THAT A WORKS COMMITTEE MEETING OF THE COUNCIL OF THE CITY OF RANDWICK WILL BE HELD IN THE COUNCIL CHAMBER, TOWN HALL, 90 AVOCA STREET, RANDWICK, ON TUESDAY, 8TH APRIL, 2003 AT 6:00 P.M.

Committee Members: His Worship, the Mayor, Cr D. Sullivan, Crs Backes, Bastic (Chairperson), Greenwood, Schick, Seng and White (Deputy Chairperson) and Whitehead.

Quorum: Five (5) members.

NOTE: AT THE EXTRAORDINARY MEETING HELD ON 5TH SEPTEMBER, 2000, THE COUNCIL RESOLVED THAT THE WORKS COMMITTEE BE CONSTITUTED AS A COMMITTEE WITH FULL DELEGATION TO DETERMINE MATTERS ON THE AGENDA.

1 Apologies

2 Minutes

CONFIRMATION OF THE MINUTES OF THE WORKS COMMITTEE MEETING HELD ON TUESDAY, 11TH MARCH, 2003.

3 Addresses to Committee by the Public

4 Mayoral Minutes

5 Works

5.1 DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 2
12/2003 - ARCADIA STREET AND MAJOR STREET, COOGEE -
ONE WAY TRAFFIC FLOW.

5.2 DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 5
13/2003 - BURBONG STREET, KINGSFORD - TRAFFIC
CONDITIONS.

6 General Business

7 Notice of Rescission Motions

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GENERAL MANAGER



Director Asset & Infrastructure Services' Report 12/2003

SUBJECT:	ARCADIA STREET AND MAJOR STREET, COOGEE - ONE WAY TRAFFIC FLOW
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DATE:	21 March, 2003	FILE NO:	R/0035/02 R/0494/02
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REPORT BY: DIRECTOR ASSET & INFRASTRUCTURE SERVICES

INTRODUCTION:

At the Traffic Committee meeting held on 10 December 2002, it was recommended, and subsequently adopted by Council, that:

- a. *The affected residents be surveyed regarding a proposal to convert:*
 - *Arcadia Street to a one way eastbound movement between Beach Street and Major Street.*
 - *Major Street to a one way northbound movement between Arcadia Street and Moore Street.*
- b. *Traffic volume and speed counts be undertaken in:*
 - *Arcadia Street between Beach Street and Major Street.*
 - *Major Street between Arcadia Street and Moore Street.*

ISSUES:

Questionnaires were initially distributed to all residents in Arcadia Street and Major Street, east of Beach Street. Following several enquiries from residents in Moore Street, east of Beach Street, those residents were also included in the survey.

The questionnaire advised that the proposal was to convert:

- Arcadia Street to a one way eastbound movement between Beach Street and Major Street; and

- Major Street to a one way northbound movement between Arcadia Street and Moore Street.

and asked 'Are you in favour of this proposal'?

The responses were as follows:

	<i>YES</i>	<i>NO</i>
ARCADIA STREET	10	6
MAJOR STREET	17	4
MOORE STREET	0	14
OTHER (corner properties)	2	1
	—	—
	29	25
	—	—

The committee was advised that the traffic volume and speed counts have not been undertaken.

CONCLUSION:

Council's officers considered that due to the fact that 25 responses were received which do not support the one way proposal, no further action should be taken in respect of this matter.

At the meeting, the State Member's representative indicated that the Member for Coogee at the time of the meeting supported the one way proposal. The Police and RTA representatives supported the recommendation that no action be taken.

RECOMMENDATION:

1. No action be taken to convert:
 - Arcadia Street between Beach Street and Major Street to a one way eastbound movement.
 - Major Street between Arcadia Street and Moore Street to a one way northbound movement.
2. Residents be advised illegal parking, in particular vehicles parking on the wrong side of the street in two ways streets, will be monitored by Council's Rangers.

ATTACHMENT/S:

Nil

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MICK SAVAGE
DIRECTOR ASSET &
INFRASTRUCTURE SERVICES

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FRANK ROTTA
WORKS MANAGER



Director Asset & Infrastructure Services' Report 13/2003

SUBJECT:	BURBONG STREET, KINGSFORD - TRAFFIC CONDITIONS
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DATE:	21 March, 2003	FILE NO:	R/0132/02
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REPORT BY: DIRECTOR ASSET & INFRASTRUCTURE SERVICES

INTRODUCTION:

At the Council Meeting held on 11 February 2003, it was resolved that:

“This matter be brought before the next Traffic Committee to be dealt with as a matter of urgency.”

A petition with 34 signatures plus supporting letters and photographs has been received requesting that the left turn from Anzac Parade into Burbong Street be banned, with signage and alteration to the kerb to ensure that the left turn is not possible.

This matter has been previously dealt with by the Traffic Committee once in 1997 and on two occasions in 2000. At its meeting held in December 2000, it was recommended that:

1. *No action be taken to close Burbong Street to traffic at Anzac Parade, or to make Burbong Street one way from east to west, as existing traffic conditions are considered satisfactory.*
2. *‘Crest’ warning signs (W5-11A) be installed on both approaches to the crest.*
3. *Mrs M Wheeler be advised of Council’s decision.*

A copy of this report and Council’s letter to Mrs Wheeler at that time is attached.

ISSUES:

The results from the traffic survey carried out in November 2000 indicate that traffic volumes are equal or less than those recorded in 1997 and it is considered that these would not have altered greatly to date.

The reasons for this request have been stated as safety issues caused by the horizontal and vertical alignment of the street, children playing in the driveways and footpaths and the

fact that the street is used as a short cut by vehicles trying to avoid traffic lights and more congested roads. The letter also suggests that the Bundock Street Defence site will exacerbate the existing traffic problems at this location.

CONCLUSION:

Councillors Schick, Backes and Tracey attended the Traffic Committee Meeting to discuss this item. Cr Schick fully supported the residents' request.

The Police representative did not support the proposal for the left turn ban as it would not address the safety issues raised by the residents. It was agreed by the members that the traffic counts currently available do not indicate the street is being used as a short cut and it was considered that the safety issue relates to internal residential traffic within the street.

The Committee considered that no action should be taken at this time, but the following 3 options could be considered should safety concerns persist.

1. centrelines be marked over the crest to improve safety
(this would result in the loss of parking spaces)
2. one-way traffic flow, eastbound
(including a median closure in Avoca Street)
3. one-way traffic flow, westbound

The RTA representative advised that a TMP would have to be presented to the Authority for approval for any one-way proposal or median closure, and there is no certainty that such an application would necessarily be successful.

The Traffic Committee recommended that

1. No action be taken to ban the left turn from Anzac Parade.
2. Speed and volume counts be undertaken in the near future to ascertain other options to address perceived safety issues at this location.

RECOMMENDATION:

THAT:

1. No action be taken to ban the left turn from Anzac Parade.
2. Speed and volume counts be undertaken in the near future to ascertain other options to address perceived safety issues at this location.

ATTACHMENT/S:

Copy of Mrs M Wheeler's letter.
RTC Meeting Report of 12 December,2000
Copy of 'Burbong Street Traffic Hazard' Submission

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MICK SAVAGE
DIRECTOR ASSET &
INFRASTRUCTURE SERVICES

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FRANK ROTTA
MANAGER DESIGN

ED:ED

R/0132/02

15 January 2001

Mrs M Wheeler
18 Burbong Street
KINGSFORD NSW 2032

Dear Mrs Wheeler,

Burbong Street, Kingsford – Traffic Conditions

In response to your letter dated 8 September and further to our letter dated 8 November 2000, a number plate survey was undertaken in Burbong Street to ascertain the volume of through traffic using the street.

The traffic surveys were undertaken during both the morning and afternoon peak periods. The results indicated that the total vehicular movements in Burbong street during the morning peak was 31 vehicles per hour, of which only 12 were through vehicles. During the afternoon peak the traffic volume was 19 vehicles per hour with only 6 of these being through vehicles.

When council received your initial request to close Burbong Street in 1997, traffic counts were undertaken and the results were presented to the Randwick Traffic Committee for consideration. The committee recommended that:

“That no Action be taken regarding the request to close Burbong Street to traffic at Anzac Parade as existing traffic conditions are considered satisfactory and traffic volumes in the am and pm peak hours are approximately 30 vehicles/hour which is very low.”

The results from the recent traffic survey indicate that traffic volumes are equal to or less than those recorded in 1997. Consequently, the current request to implement traffic control devices into Burbong Street was not supported by the Traffic Committee.

It was however noted that visibility was poor at the crest in Burbong Street, particularly in the afternoon when the sun is setting. It was consequently proposed at the Traffic Committee meeting that ‘Crest’ warning signs be installed on both approaches to improve the safety at the crest.

The Traffic Committee made the following recommendations to Council;

1. *That no action be taken to close Burbong Street to traffic at Anzac Parade, or to make Burbong Street one way from east to west, as existing traffic conditions are considered satisfactory.*
2. *That 'Crest' warning signs be installed on both approaches to the crest.*

These recommendations have been accepted by Council and an instruction will be issued to the RTA for the installation of the 'Crest' warning signs.

Should the traffic conditions change following the re-development of the Defence Department site then additional surveys could be undertaken to re-assess the through traffic movements.

Yours faithfully

Gordon Messiter
GENERAL MANAGER

Per:

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RANDWICK TRAFFIC COMMITTEE MEETING**HELD ON 12 DECEMBER 2000**

ITEM**NO.** B12 (Maroubra)**BURBONG STREET, KINGSFORD****R/0132/02****Traffic Conditions**

At the October 2000 Traffic Committee meeting (Item B20), consideration was given to a petition received from Mrs M Wheeler and 34 residents of Burbong Street, Kingsford seeking consideration of the following:

- Closure of the street to left turn traffic from Anzac Parade
- Total closure of the street at the Anzac Parade end
- Making Burbong Street one-way from east to west to prevent traffic from turning left from Anzac Parade

In the October meeting, reference was made to a request for closure of Burbong Street which was previously considered by the Traffic Committee in April and June 1997. When the committee addressed this initial request, consideration had been given to traffic counts undertaken in March 1997 which indicated that the average daily traffic volume in Burbong Street was 278 vehicles per day with an hourly traffic volume of 30 vehicles per hour.

The decision of the Traffic Committee in June 1997 was:

“That no Action be taken regarding the request to close Burbong Street to traffic at Anzac Parade as existing traffic conditions are considered satisfactory and traffic volumes in the am and pm peak hours are approximately 30 vehicles/hour which is very low.”

Following receipt of the new request, it was recommended at the October 2000 Traffic Committee meeting:

“That a traffic count be undertaken in Burbong Street, Kingsford to ascertain the volume of through traffic to provide a comparison with previous data.”

A traffic count (number plate survey) has subsequently been undertaken in Burbong Street during both the morning and afternoon peaks.

The results are shown below:

	EASTERN END (AT AVOCA ST)		WESTERN END (AT ANZAC PDE)		VOLUME THROUGH TRAFFIC	
	West bound (in)	East bound (out)	West bound (out)	East bound (in)	West bound (out)	East bound (in)
8.00-9.00 (am)	12	7	19	5	10	2
3.25-4.25 (pm)	9	3	8	5	6	0

Thus the total vehicular movements in Burbong Street during the morning peak was 31 vehicles per hour, of which only 12 were through vehicles. During the afternoon peak the traffic volume was 19 vehicles per hour with only 6 of these being through vehicles.

These results do not show any significant increase in traffic volume since 1997, with traffic volumes in the am and pm peak hours remaining very low. Thus it is proposed that no action be taken regarding the request to close Burbong Street to traffic at Anzac Parade, or to make Burbong Street one way from east to west.

Visibility is restricted at the crest in Burbong Street, particularly in the afternoon when the sun is setting. The installation of double centrelines on both sides of the crest would improve safety, however, due to the restricted road width it would also necessitate the loss of some kerbside parking. Given that the kerbside parking facilities appear to be utilised by residents, it is not desirable to eliminate these parking spaces. To provide improved safety at the crest it is recommended that 'Crest' warning signs (W5-11) be installed on both approaches.

Mrs M Wheeler raised concerns in her letter over the possible increase in traffic flows following completion of the redevelopment of the Defence site. At this stage there is insufficient information to ascertain the volume of traffic that may use Burbong Street as a short cut in preference to the designated traffic routes to and from the proposed development.

IT IS RECOMMENDED

1. That no action be taken to close Burbong Street to traffic at Anzac Parade, or to make Burbong Street one way from east to west, as existing traffic conditions are considered satisfactory.
2. That 'Crest' warning signs (W5-11A) be installed on both approaches to the crest.
3. That Mrs M Wheeler be advised of the decision of the Committee

ED

THAT:

1. No action be taken to close Burbong Street to traffic at Anzac Parade, or to make Burbong Street one way from east to west, as existing traffic conditions are considered satisfactory.
2. 'Crest' warning signs (W5-11A) be installed on both approaches to the crest.
3. Mrs M Wheeler be advised of the decision of the Committee.

TO - WORKS COMMITTEE
- TRAFFIC COMMITTEE
- RANDVICH COUNCIL

Burbong St Traffic Hazard.

There has been a serious and dangerous ongoing problem at Burbong street for some time.

The street itself is only short (1 block long) and has a very steep entrance to it from Anzac Pde to the west. This also ends up with a bend in the middle of a crest at the Anzac Pde end.

The street is used by many people, especially young children who play in their driveways and on the footpath.

Unfortunately, the street is also used as a shortcut by many motorists, to avoid the traffic lights at the corner of Avoca st and Anzac Pde, as well as those wishing to turn up Homer st. Motorists turn left on Anzac Pde, speed through ot street and then navigate Avoca st, to turn right, and thus getting access to Homer st, without going down to Moverley Rd.

This street is a residential street, extremely narrow, and has many blind spots. It is not safe for motorists to use it in the way they are.

Unfortunately again, this situation is about to be exacerbated by the residential development at the Army premises, and the rumoured blocking of traffic crossing Avoca st at Bundock st.

This will result in all that traffic coming down our small street.

This situation is extremely dangerous and getting worse, and immediate attention and positive action is sought to remedy the problems.

The most simple, and cost effective way is to stop traffic turning left from Anzac Pde into Burbong st. This is very easy to do and has minimal cost to all involved.

The following photographs and problems are attached for your information. As you will see, this is very urgent and requires immediate attention and support.

The following photographs, highlight the dangers and hazard of the current situation in Burbong st Kingsford.

The problems encountered are as follows:

1. When entering Burbong st from Anzac Pde, it is necessary to completely stop the vehicle to negotiate the more than 90 degree left corner, drainage channel and steep slope of Burbong st. This results in fast moving traffic building up behind vehicles turning, and in many cases, having difficulty avoiding a rear end collision with those turning. This is especially the case for STA Buses, travelling in the kerb lane



2. Once entering Burbong st from Anzac Pde, it is necessary to very cautiously go over the crest as oncoming traffic cannot see vehicles turning or having turned into Burbong st.



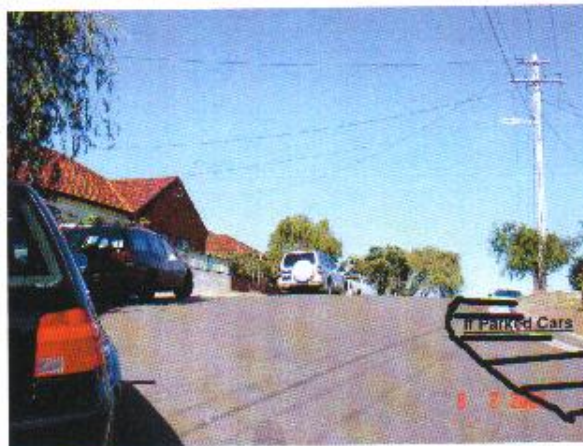
This is especially the case when the sun sets directly in the line of site of the vehicles travelling west on Burbong st towards Anzac Pde.

3. When Travelling west in Burbong st, as mentioned above, you cannot see oncoming traffic as they are coming up from below you and to the left, There is a bend at the top of the crest. The road at this point becomes extremely narrow and only one car can pass at a time.

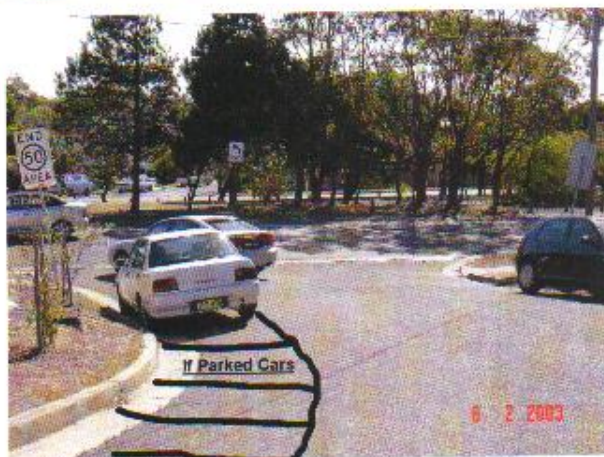


The following sequence of Pictures, show how the road is too narrow for two way through traffic.

From Anzac Pde end :



From Avoca st end to Anzac Pde:



As can be seen by these photographs, the Vehicles turning into Burbong st cannot see any oncoming vehicles coming down as they are over a crest and around a bend, as well as the road being obscured by trees.




Solution:

The best solution for the problems encountered in our street is to prevent vehicles from turning into Burbong st from Avoca st. This would required the erection of a no left turn sign, and minimal construction of an extension to the curb to prevent vehicles turning in, whilst still allowing vehicles to turn out of Burbong st, into Anzac Pde.



This is a very low cost solution that meets the needs, and has the support of 100% of the residents in the street.

I forward this matter for urgent consideration inlight of the matters raised and look forward with anticipation towards a favourable response


Peter Tzannes
Resident 17 Burbong st
Kingsford.

8-2-03