

1 July 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 JULY 2003 AT 6:00 PM

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, 10TH JUNE, 2003.

3 Addresses to Committee by the Public

4 Mayoral Minutes

5 Works

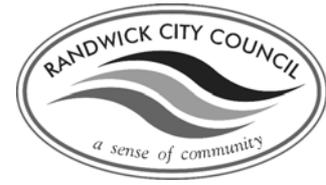
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| 5.1 | ACTING DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 29/2003 - HAROLD STREET AND AUSTRALIA AVENUE, MATRAVILLE - TRAFFIC COUNTS. | 2 |
| 5.2 | ACTING DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 30/2003 - KENSINGTON / WEST KINGSFORD LOCAL AREA TRAFFIC MANAGEMENT SCHEME (LATM). | 4 |
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6 General Business

7 Notice of Rescission Motions

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ACTING GENERAL MANAGER

Acting Director Asset & Infrastructure Services' Report 29/2003



SUBJECT:	HAROLD STREET AND AUSTRALIA AVENUE, MATRAVILLE - TRAFFIC COUNTS
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DATE:	24 June, 2003	FILE NO:	R/0361/02 R/0047/02
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REPORT BY: ACTING DIRECTOR ASSET & INFRASTRUCTURE
SERVICES

INTRODUCTION:

At the Ordinary Council Meeting held on 27 August 2002, it was resolved:

'That in view of the high usage of McCauley, Harold and Raymond Avenue, Matraville by super tankers and large trucks, that the possibility of traffic islands being installed to prevent access by these large vehicles, be referred to this traffic committee meeting as a matter of urgency and a report on this issue be referred back to the Works Committee Meeting.'

It was also resolved, in part, at the Ordinary Council Meeting of 17 September 2002 that:

'Council install traffic islands in Harold Street and Australia Avenue to prohibit heavy vehicle movements.'

ISSUES:

At the Randwick Traffic Committee meeting held on 10 December 2002, the Traffic Committee members considered that in order to determine the number of heavy vehicles using Harold Street and Australia Avenue as a short cut, a heavy vehicle classification count should be carried out. It was also discussed at the meeting that should a device be installed to prevent access for such vehicles into these streets it would also impact on waste vehicles and removalist trucks, which require access. It was noted that these roads are already signposted with load limits.

The installation of any traffic islands in McCauley Street and Raymond Avenue was not supported, as these roads are required to provide access for large vehicles.

At this December 2002 meeting, the Traffic Committee recommended:

“That heavy vehicle classification counts be undertaken in Harold Street and Australia Avenue to determine the extent of heavy vehicles using these streets.”

These counts were subsequently undertaken in the week 8 May to 14 May 2003 inclusive, and the results were discussed at the Randwick Traffic Committee meeting held on 10 June 2003.

The counts indicated that a total of two (2) ‘medium to large trucks’ used each of these streets during this week.

The results were discussed by the Committee members and it was agreed that no warrant existed for any further action in either of these streets.

CONCLUSION:

The installation of traffic islands in McCauley Street and Raymond Avenue (excepting the existing island in McCauley Street at its intersection with Perry Street) is not considered warranted as these streets by their nature and location must provide access for large vehicles. In respect of Harold Street and Australia Avenue no action is considered necessary, as the evidence provided does not support the need for traffic islands to prevent heavy vehicles from using Harold Street and Australia Avenue.

RECOMMENDATION:

That no further action be taken to prevent heavy vehicle access into Harold Street, Australia Avenue, McCauley Street and Raymond Avenue.

ATTACHMENT/S:

Nil

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DIRECTOR ASSET &
INFRASTRUCTURE SERVICES
ACTING DIRECTOR ASSET &
INFRASTRUCTURE SERVICES

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TRAFFIC ENGINEER

Acting Director Asset & Infrastructure Services' Report 30/2003



SUBJECT:	KENSINGTON / WEST KINGSFORD LOCAL AREA TRAFFIC MANAGEMENT SCHEME (LATM)
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DATE:	24 June, 2003	FILE NO:	98/S/4405
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REPORT BY: ACTING DIRECTOR ASSET & INFRASTRUCTURE
SERVICES

INTRODUCTION:

Summary

The LATM report has been in circulation for some time. A working group of Police, RTA, and STA reviewed the report on 21 March 2003. A further meeting with Council Officers and Ward Councillors was held on 30 May 2003. These groups generally agreed that at this stage the road closures would cause significant disruption to the local community. Both groups agreed that speed reduction would achieve significant community improvements.

Report

The Stapleton LATM report recommended works including:

- a) Changing the phasing and priorities of signals on Anzac Parade
- b) Introduction of half road closures at 5 locations to close current through traffic routes
- c) Introduction of half road closures at 7 locations to prevent new through traffic routes forming
- d) Introduction of road narrowings and speed management devices at 20 locations on 7 streets.

The estimated cost of this work is approximately \$2.15 million.

Working Group Review

A working group of Randwick Traffic Committee (Police, RTA, STA and Council) technical members held a discussion on 21 March 2003 to consider the above LATM report.

The working group reviewed the Stapleton LATM report and made a number of observations:

- Most roads identified as requiring treatment are currently classified as collector roads in Council's traffic hierarchy and as such carry the expected traffic volumes.

- The LATM report did not appear to review accident statistics and ‘black spots’ in the area.
- Traffic volumes on these roads have remained generally stable since before the construction of the Eastern Distributor.

The Stapleton LATM report recommends 4 main strategies:

Strategy 1

Change the phasing of signals to give greater priority to the main roads.

The working group gives “in principle” support to this strategy but notes that this is an RTA responsibility. Any changes to signal phasing would require the support and approval of the RTA. It is likely that significant modelling would be necessary to prove such a scheme would not have a detrimental effect on major road traffic flows. The estimated cost associated with this modelling is \$115,000.

Strategy 2

Prevent movement of selected “through traffic” movements by half road closures.

The working group acknowledges that such a solution would prevent the movement of through traffic in the area. However, they are concerned that such half road closures would have a detrimental effect on the area in terms of:

- Interference with local community travel patterns
- School bus routes and
- Loss of parking.

The working group is also concerned that detailed design has not been undertaken on these roads to prove that adequate turning circles are available.

Strategy 3

A series of secondary half road closures to ensure that drivers do not divert to adjoining local streets that are less affected by through traffic.

The working group has a similar response to Strategy 2 above.

Strategy 4

Circulation roads be managed to improve pedestrian safety and reduce the speed of traffic throughout the day. Including:

- Pedestrian Refuges not more than 160m apart
- Lane marking for bike and parking to reduce the visual width of the street.

The working group is supportive of reducing the speed environment in residential streets and considered that traffic speed surveys should be undertaken to determine the nature and pattern of speeds throughout the area. Further, the working group is concerned as to the effect of the proposed speed reduction treatments on the availability of parking in the area.

Overall, the working group is concerned as to the total cost of the LATM scheme given that there are no current budget allocations for the work.

The working group recommends that an alternative option consisting of the following two scenarios be implemented:

- The half road closure of Boronia St at Anzac Parade – a known ‘black spot’, on the provision of left turn into Boronia St only, and
- Treatment of Day Avenue (full length) and Doncaster Avenue (between Day Avenue and Anzac Parade) with Strategy 4 style.

These two options would achieve significant improvements for the study area. The estimated cost of this work is \$250,000.

This option is considered a more cost effective solution and treats a known ‘black spot’. It would also reduce a significant proportion of the through traffic and improve pedestrian amenity in Day Avenue and Doncaster Avenue.

Ward Councillor Review

The Ward Councillors initially agreed with the recommendations of the working group. It was agreed that the proposed half road closures would cause significant disruption to the local community. Speed was identified as a significant issue on a number of streets within the study area.

The Ward Councillors agreed that the partial closure of Boronia Street at Anzac Parade would result in a significant reduction in through traffic, particularly through the northern part of the study area. It was agreed that the treatment of this intersection would clearly improve a known ‘black spot’, significantly reducing the potential for accidents at this location. However, it was felt that the left turn in from Anzac Parade to Boronia Street should remain, to provide some circulation for the shopping centre traffic.

ISSUES:

At the Traffic Committee meeting held on 10 June 2003, both the RTA and NSW Police representatives requested that further information be provided and detailed proposals for traffic speed control devices prepared, in order to make a meaningful assessment of the proposed works. As such, it was recommended that traffic speed and volume counts be conducted in the streets that were identified for treatment in the Stapleton LATM report. This additional data was considered necessary, firstly, to ensure that the proposed treatments are required, and secondly, to best locate the various measures to maximise their effects. The safety of the intersection of Anzac Parade and Boronia Street was also discussed. The crash history of this site was provided by Council’s Traffic Engineer, which showed that a serious road safety problem exists at this site, given the high number of accidents that occur each year. Anzac Parade is under the responsibility of the RTA, and as such the Traffic Committee agreed that the RTA should be requested to investigate the safety of this intersection.

CONCLUSION:

Due to the history of the complaints in respect of traffic permeability for this area it is considered that more detailed information is required prior to determining the appropriate traffic management facilities for this area. Traffic speed and volume counts are necessary to provide the Traffic Committee with valid and up-to-date data to determine the appropriateness of the various traffic speed control devices proposed in the Stapleton Kensington/West Kingsford LATM report. Given that Anzac Parade is a State Road, and hence under the control of the RTA, it is considered that the RTA should be requested to investigate the safety of Anzac Parade at Boronia Street, given the high accident history of this site.

RECOMMENDATION:

That:

1. The RTA be requested to investigate the intersection of Boronia Street and Anzac Parade with regard to the safety of this intersection.
2. Speed and volume counts be carried out in the streets identified in the Kensington/West Kingsford LATM report as requiring treatments to accurately determine where treatments are warranted and the appropriate treatments that are required, and further that a plan detailing the proposed treatments be prepared and provided to a future Traffic Committee meeting for discussion and approval.

ATTACHMENT/S:

Nil

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 DIRECTOR ASSET &
 INFRASTRUCTURE SERVICES

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Acting Director Asset & Infrastructure Services' Report 31/2003

SUBJECT:	PAINES RESERVE PLAYGROUND PETITION
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DATE:	26 June, 2003	FILE NO:	98/S/1125
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REPORT BY: ACTING DIRECTOR ASSET & INFRASTRUCTURE
SERVICES

INTRODUCTION:

By letter dated 2nd May, 2003, a letter from Mrs Violet Schanzer of Ainslie St Kingsford was received indicating that a petition would be organised to request Council to construct a playground in Paine Reserve owing to the lack of facilities in her local area. Subsequently, by covering letter from Mrs Schanzer (head petitioner) dated 1st June, 2003, a petition containing 212 names was submitted to the Mayor requesting that a playground be provided in Paine Reserve with the following features:

“security fence, rubber softfall, shade (cloth/sail), modern play equipment”

ISSUES:

Paine Reserve is classified as a Neighbourhood Park within Council's City Open Space and Recreation Plan of Management (COSRPOM) and within this classification, playgrounds are defined as suitable facilities (District Parks Generic POM, page 15). A small low key playground presently exists within Paine Reserve and was developed approximately 7 years ago. The existing playground does not exhibit the facilities/features identified by the petitioners. Paine Reserve has not been identified within the current Management Plan (2003-06) as a reserve targeted for future works.

An examination of the locality surrounding Paine Reserve reveals that there is a limited supply of open space with the closest nearby reserves being Shaw Reserve located at 121 Middle Street Kingsford and Simeon Pearce Park located at the corner of Jane and Middle Streets.

Simeon Pearce Park was developed as a pocket park in the 1980's and has a small quantity of playground equipment and bar-be-que facilities. Shaw Reserve has been identified for development as a pocket park in the recently adopted 2003-06 Management Plan and has a maximum budget of \$130,000 (subject to a successful grant application of \$15,000 from Dept of Sport & Recreation). The brief for the development of Shaw Reserve requires that extensive community consultation be undertaken and that key user

groups be identified within that process. The provision of a playground as a component of the development of Shaw Reserve is anticipated to be one of the likely outcomes.

CONCLUSION:

Whilst it is acknowledged that the playground in Paine Reserve is small and low key and that Paine Reserve could be the site for a future playground project, it presently does not feature in the 2003-04 Capital Works Program or the 2003-06 Management Plan. However, the development of facilities at nearby Shaw Reserve in 2003-04 will provide an opportunity to address some of the deficiencies in the provision of playground equipment identified by the petitioners.

RECOMMENDATION:

It is recommended that:

1. The head petitioner:-
 - (a) be advised that no provision has been made in the 2003-04 Capital Works Program for the provision of a playground in Paine Reserve.
 - (b) be invited to participate in the community consultative process for the \$130,000 Shaw Reserve Project.
 - (c) advise her fellow petitioners of Council's decision on this matter.
2. Consideration be given to the inclusion of this project during the formulation of the 2004-07 Management Plan.

ATTACHMENT/S:

Nil

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FRANK ROTTA
ACTING DIRECTOR ASSET &
INFRASTRUCTURE SERVICES

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JOHN CALVANI
PARKS & RECREATION CO-
ORDINATOR