



1<sup>st</sup> June, 2004

## 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, 8<sup>TH</sup> JUNE, 2004 AT 6:00 P.M.

Committee Members: His Worship the Mayor, Cr M. Matson, Crs Belleli, Hughes (Deputy Chairperson), Notley-Smith (Chairperson), Seng, Sullivan, Tracey & White.

Quorum: Five (5) members.

NOTE: AT THE EXTRAORDINARY MEETING HELD ON 5<sup>TH</sup> 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, 11<sup>TH</sup> MAY, 2004.

**3 Addresses to Committee by the Public**

**4 Mayoral Minutes**

**5 Works**

5.1 DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT 2  
27/2004 - ELPHINSTONE ROAD, SOUTH COOGEE -  
PROPOSED TRAFFIC CALMING MEASURES

**6 General Business**

**7 Notice of Rescission Motions**

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GENERAL MANAGER

## ***Director Asset & Infrastructure Services' Report 27/2004***



<b>SUBJECT:</b>	ELPHINSTONE ROAD, SOUTH COOGEE - PROPOSED TRAFFIC CALMING MEASURES
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<b>DATE:</b>	27 May, 2004	<b>FILE NO:</b>	R/0270/02
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**REPORT BY:** DIRECTOR ASSET & INFRASTRUCTURE SERVICES

### **INTRODUCTION:**

Council at its meeting held on 26 August 2003 resolved that a report be submitted on traffic calming measures on Elphinstone Road, South Coogee.

Elphinstone Road runs between Bundock Street and Moverly Road and is fronted by housing estates on both sides of the street. The road is 11.1 metres wide between kerbs with 3.6 metre wide footways on both sides.

Elphinstone Road is subject to a 50kmph speed limit except in the section between Moverly Road and Jacaranda Place which is subject to a School Zone: 40kph speed limit.

Between Jacaranda Place and Wauchope Crescent, the street forms on an extensive horizontal curve and therefore double centrelines are already in place on this section of the roadway. Double centrelines with a traffic dome are in place in the section immediately south of Bundock Street.

An investigation of traffic accident data revealed that during the five year period between 1988 and 2003, there were five accidents reported at various locations along the street. The most critical section with little treatment at present is between Yamba Place and Iluka Place.

The Traffic Committee at a previous meeting (May 2003) assessed the number of vehicles travelling along and the number of pedestrians crossing Elphinstone Road and concluded that the pedestrian volume did not meet the warrant established by the RTA for the installation of a marked pedestrian crossing.

Council's Officers have recently (April 2004) carried out traffic speed and volume surveys to obtain a full assessment of existing traffic conditions. The results of the surveys are shown on the following table:

Location	85 <sup>th</sup> percentile speed (km/hr)	AADT (Average number of vehicles/day)
Elphinstone Road, between Yamba Place and Iluka Place: South-eastbound traffic	55	1,701
Elphinstone Road, between Yamba Place and Iluka Place: North-westbound traffic	62	1,410
Elphinstone Road, between Yamba Place and Iluka Place: Both directions	Average 58	Total 3111

### ISSUES:

The Traffic Committee has reported that the above recorded traffic volume and the speed data do not warrant introduction of traffic calming devices. However, given the residential environment and the presence of young children on both sides of the street, Council's Traffic Engineers presented a low cost treatment, as shown on the attached drawing for the consideration of the Committee.

The proposal includes construction of concrete islands supplemented by painted edge lines with reflective thermoplastic material and raised pavement markers. It is considered that such an arrangement will impact on the streetscape very effectively as a median island. Similar cost effective treatments have been successfully trailed in other Councils such as Sutherland Shire Council.

With the proposal shown on the attached drawing, parking will be retained on both sides of the road whilst maintaining two-way traffic with an effective median at the centre. The reduced width of the carriageway on both directions will achieve a reduction in traffic speed.

The Randwick Traffic Committee at its meeting held on 11 May 2004 has endorsed and supported the implementation of the above measures.

### CONCLUSION:

Councils face an ever increasing demand and pressure from residents for the implementation of traffic calming proposals. While many of the various traffic calming devices have achieved the safety and enhanced residential amenity of neighbourhoods, they have the following implications:

- Council has to fund their implementation entirely from its resources, State funding is not available for this purpose;

- Traffic calming devices often have adverse implications to urban design characteristics;
- Certain devices do not offer flexibility to changes in traffic conditions, such as introduction of a new bus route.

Funding is the prime constraint, due to other more severe black spot locations within the City that need to be treated as priority.

It is therefore considered that the proposed measures are the most cost effective traffic calming treatment aimed at achieving safety and speed control in Elphinstone Road, with due regard to the severity of existing traffic conditions and current funding limitations.

**RECOMMENDATION:**

That:

- A. The proposed traffic calming measures on Elphinstone Road, South Coogee, as shown on the attached drawing, be approved for implementation; and
- B. A sum of \$6,000 for the implementation of the above works be made available from the residual funds allocated for traffic facilities in the current budget (2003/2004) but which have not attracted the required funding from the RTA in order for these projects to proceed.

**ATTACHMENT/S:**

Drawing showing Elphinstone Road - Proposed Traffic Calming.

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MICK SAVAGE  
DIRECTOR ASSET &  
INFRASTRUCTURE SERVICES

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KEN KANAGARAJAN  
SENIOR TRAFFIC ENGINEER

