Canterbury Traffic Committee

Venue: Function Room
2nd Floor
137 Beamish Street, Campsie

Date: Monday, 6 April 2009

Time: 9.30 a.m.

Responsibilities
• Local Road System  •  Traffic Management  •  Road Environment  •  Road Safety

Attendance
Councillor B. Robson, the Deputy Mayor Councillor K. Saleh, Councillor L. Eisler, Councillor K. Nam, Director of City Works, Team Leader Traffic & Transportation, Road Safety Officer, Member for Canterbury, Member for Lakemba, Roads and Traffic Authority, State Transit Authority and Police.

Council's Goals/Core Values
• Community Leadership  •  Technical Excellence
• Quality Customer Service  •  Responsible Financial Control
• Environmental Responsibility

Council's Mission
To enhance our community's lifestyle by the provision of works and services that are efficient, cost effective and accessible.
MEETING NO: 3/09

The Canterbury Traffic Committee is constituted in accordance with a resolution of the Council and under the provisions of the Traffic Authority Act 1976.

Voting rights on the Committee lie with the Council, Police Service, Roads and Traffic Authority representatives and the Local Members.

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1. MINUTES OF THE CANTERBURY TRAFFIC COMMITTEE MEETING HELD ON 2 MARCH 2009

FILE NO: L-50-3 PT3

Summary:
The minutes of the Canterbury Traffic Committee meeting held on 2 March 2009 were considered by Council at its meeting on 26 March 2009.

City Plan and Budget Implications:
This report has no implications for the Budget, and supports our City Plan long term goal of Transport Alternatives That Work.

Report:
It was resolved that the recommendations contained in the Canterbury Traffic Committee minutes be adopted.

RECOMMENDATION:
THAT the resolution of Council on 26 March 2009 regarding the Canterbury Traffic Committee minutes be noted.
2. **KINGSGROVE TO REVESBY RAIL QUADRUPICATION PROJECT (K2RQ) – CHANGES TO NARWEE COMMUTER CARPARK AND ESTABLISHMENT OF SITE COMPOUND AT FRAPPELL RESERVE**

**FILE NO:** F-26-5 PT2

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**Summary:**
- The Kingsgrove to Revesby Quadruplication Alliance (K2RQ) is a consortium engaged by Transport Infrastructure Corporation to design and construct additional rail tracks alongside the existing tracks between Kingsgrove and Revesby.
- K2RQ has submitted detailed plans for the modification of the commuter carpark in Hannans Road near Narwee Station; modifications caused by the rail quadruplication work.
- The modification involves the narrowing and extension of the carpark and results in the loss of 11 parking spaces. It is considered that the entry/exit, kerb side parking arrangements and signage proposals in Hannans Road adjacent to the driveways are satisfactory.
- K2RQ has also submitted a detailed plan for the occupation of the western part of Frappell Reserve as a construction compound. A limited occupation licence during the rail quadruplication construction period was approved by Council at the meeting on 23 October 2008. Entry/exit proposals off Hannans Road address road safety issues and are considered satisfactory.
- It is recommended that the entry/exit, extended kerb side parking and signage proposals submitted for both the Hannans Road carpark and the Frappell Reserve compound be approved.

**City Plan and Budget Implications:**
This report has no implications for the Budget, and supports our City Plan long term goal of Transport Alternatives That Work.

**Report:**

1. **Commuter Carpark at Narwee Station**

   K2RQ have now submitted detailed plans for the proposed alterations to the commuter carpark off Hannans Road at Narwee Station. Due to the additional railway lines being installed, the carpark will need to be narrowed and the parking configuration altered. The current carpark has a two way aisle with 90° parking on either side. It has a capacity of 83 vehicles. The proposed narrower carpark will necessitate one way vehicle movements from east to west with 45° angle parking being provided either side of the aisle. To partially compensate for the reduction in parking, the carpark will be extended westwards towards the scout hall. The carpark will have a capacity of 72 vehicles and the construction will involve the removal of nine trees within the extension area. Some of these trees are mature specimens however their removal cannot be avoided.
2. **Frappell Reserve Compound**

In October 2008, Council approved a request from the Alliance to occupy and use the western section of Frappell Reserve Narwee as a construction compound for the K2RQ project.

K2RQ have now submitted a more detailed plan for the works compound layout. This involves the installation of a number of portable buildings within a fenced off compound area. The compound will be used to accommodate small plant, tools, materials and the buildings will be used for offices, meals, ablutions and first aid. There will be a single entry/exit point to the compound located at the western end and the occupation will require the removal of six small trees.

A plan of the proposed compound area is shown below:
Conclusion

1. **Hannans Road Carpark**
   The extension of the carpark requires the removal of nine trees. Due to the narrowing of the carpark caused by the rail quadruplication there is no scope to keep these trees if the loss of parking spaces is to be minimised. The loss of trees will be partially compensated for by the planting of advanced specimens of the following species: Smooth-barked Apple, River She-oak, Grey Box, Grey Ironbark, Grey Gum, Forest Red Gum, Blueberry Ash, Snow-in-Summer, Broad Leaved Paperbark and Tulepo.
   Overflow parking is available using parallel kerbside parking on both sides of Hannans Road. The carpark has a one-way westbound traffic flow with separate ingress and egress driveways. The ingress driveway is about 40 metres further west of the station that the present entrance. The egress driveway is on a bend in the road near the crest. It has good sight distance to the west and adequate sight distance (around 70 metres) to the east. Hannans Road has a signposted speed limit of 50 kph. The proposed regulatory signage (10m either side of the entry driveway and 40.5m and 14m to the east and west of the egress driveway, respectively) and the re-establishment of the linemarking in Hannans Rd opposite the carpark is satisfactory and addresses any road safety issues.

2. **Frappell Reserve Compound**
   The Alliance is licensed to occupy part of Frappell Reserve until December 2011. Installation of the portable buildings will result in six small sized trees being removed. K2RQ are required to reinstate the park to its original condition at the end of the licence period as well as carry out additional landscaping. The single entry/exit point is located near the low-point in Hannans Road and has good sight distance in both directions. No signage adjacent to the entry/exit driveway is proposed. No objections are raised from a road safety point of view.

**RECOMMENDATION:**

**THAT**

1. The entry/exit, extended kerb side parking and signage proposals submitted for both the Hannans Road carpark and the Frappell Reserve construction compound be approved.

2. K2RQ be advised of the decision.
KINGSGROVE TO REVESBY RAIL QUADRUPICATION PROJECT (K2RQ) – CHANGES TO NARWEE COMMUTER CARPARK AND ESTABLISHMENT OF SITE COMPOND AT FRAPPELL RESERVE (CONT.)
Frappell Reserve – Proposed Layout of Site Compound
3. BELFIELD LOCAL AREA TRAFFIC MANAGEMENT SCHEME – AREA BOUNDED BY BURWOOD ROAD, PUNCHBOWL ROAD, BAZENTIN STREET AND CARTER STREET; PUBLIC CONSULTATION RESULTS

FILE NO: N/A

**Summary:**
- At the Traffic Committee meeting held on 1 December 2008, it was recommended that the residents of the Belfield Precinct, an area bounded by Punchbowl Road, Burwood Road, Carter Street and the Chullora Branch Railway Line, be consulted regarding 2 options under consideration to address a significant increase in bypass traffic and accidents in Linda Street. It was also recommended that the results of the public consultation be reported to a future meeting of the Traffic Committee.
- On 19 December 2008, 535 questionnaires with concept plans were posted to the affected residents and non-residential property owners in the Belfield west precinct inviting them to comment on the proposed options. Option 1 proposed to close Linda Street, Seymour Parade and Persic Street at Punchbowl Road and Option 2 proposed the installation of traffic calming devices in Linda Street, Seymour Parade and Persic Street and channelisation treatments at the intersections of Central/Linda Streets and at Mena Street/Seymour Parade.
- 195 responses were received which represented a response rate of 36.4%. Option 1 (road closures) was favoured by residents in Linda Street and Seymour Parade only. Of the residents surveyed in all the other streets, a majority favoured Option 2, the installation of traffic calming devices.
- Based on the comments received from residents a new less radical traffic calming/control treatment has been developed. It is recommended that it be the subject of public consultation.

**City Plan and Budget Implications:**
This report has no implications for the Budget, and supports our City Plan long term goal of Transport Alternatives That Work.

**Report:**

**Background**
The problem of traffic volume, traffic speed, accidents and the volume of bypass traffic using the residential streets in the Belfield West precinct, particularly Linda St, has been a problem of concern to the residents since 1987. Bazentin St and Persic St were closed at Punchbowl Rd some years ago to address part of the bypass traffic problem and other options in other streets, including road closures, implementing no right turn restrictions in Linda St, Seymour Pde and Persic at Punchbowl Rd and traffic claming have all been considered. Residents, depending on where they live in the precinct, perceive the traffic problems throughout the area differently, with the result that none of the proposals previously considered, have ever received widespread support.
Over the last 12 months, a number of residents in Linda St have raised concerns about the traffic issues in their street. These concerns resulted in the collection of up to date traffic data in all of the streets within the precinct, an information report being presented to the Traffic Committee on 1 December 2008 and a proposal being adopted to again survey the residents of the area to obtain their views of concern in the precinct.

Traffic and accident data gathered in each street of the study area, together with some general background information and 2 LATM options for treating the problem (see Appendix 1) were circulated to each property (and property owner) in the precinct during late December 2008 and January 2009 and comment invited.

The following report considers the results of this public consultation and based on the information received proposes that another traffic management option for the area be the subject of further public consultation.

Results of Public Consultation

On 19 December 2008, 535 questionnaires with concept plans were posted to the affected residents and non-residential property owners in the Belfield west precinct inviting them to comment on 2 proposals being considered to address the traffic problems in the area. The proposals under consideration were:

Option 1. Closure of Linda St, Seymour Pde and Persic St at Punchbowl Rd.
Option 2. Installation of traffic calming devices throughout the area.

195 responses were received which represented a response rate of 36.4%. Option 1 (road closures) was favoured by residents in Linda Street and Seymour Parade only. The residents surveyed in all the other streets favoured Option 2, the installation of traffic calming devices.

The responses to the questionnaire are listed in street order below with the percentage of street responses included (in brackets) in the table. (It was noted that some households photocopied the questionnaire and sent back replies from each family member):-

<table>
<thead>
<tr>
<th>Street and number sent (-)</th>
<th>Total No of Household Responses (% Rec’d of Total Sent)</th>
<th>Total No. Responses Received</th>
<th>Option 1 (% of Responses Rec’d)</th>
<th>Option 2 (% of Responses Rec’d)</th>
<th>Other</th>
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<tr>
<td>Bazentin Street (64)</td>
<td>19 (29.6%)</td>
<td>19</td>
<td>2 (10.5%)</td>
<td>16 (84.2%)</td>
<td>1 (5.3%)</td>
</tr>
<tr>
<td>Boronia Street (28)</td>
<td>10 (35.7%)</td>
<td>10</td>
<td>1 (10%)</td>
<td>9 (90%)</td>
<td>-</td>
</tr>
<tr>
<td>Burwood Road (165)</td>
<td>41 (24.8%)</td>
<td>41</td>
<td>2 (4.9%)</td>
<td>33 (80.5%)</td>
<td>6 (14.6%)</td>
</tr>
<tr>
<td>Carter Street (14)</td>
<td>0</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Linda Street (100)</td>
<td>44 (44%)</td>
<td>44</td>
<td>28 (63.6%)</td>
<td>13 (29.3%)</td>
<td>1 (2.3%)</td>
</tr>
<tr>
<td>Mena Street (1)</td>
<td>1 (100%)</td>
<td>1</td>
<td>1 (100%)</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>Persic Street (53)</td>
<td>22 (41.5%)</td>
<td>32</td>
<td>12 (37.5%)</td>
<td>15 (46.9%)</td>
<td>2 (6.2%)</td>
</tr>
<tr>
<td>Punchbowl Rd (31)</td>
<td>2 (6.45%)</td>
<td>2</td>
<td>1 (100%)</td>
<td>1 (50%)</td>
<td>3 (9.4%)</td>
</tr>
<tr>
<td>Seymour Parade (89)</td>
<td>41 (46.1%)</td>
<td>44</td>
<td>22 (50%)</td>
<td>13 (29.3%)</td>
<td>9 (20.5%)</td>
</tr>
<tr>
<td>Anonymous</td>
<td>2</td>
<td>2</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TOTAL:</td>
<td>181</td>
<td>195</td>
<td>69 (35.4%)</td>
<td>102(52.3%)</td>
<td>4 (2%)</td>
</tr>
</tbody>
</table>

Note 1: While Option 1 is favoured in Linda St and Seymour Pde, Option 2 is favoured overall.
Note 2:- A number of residents (10%) requested that we do nothing and, in addition, a 3rd option which was not well received by residents was circulated by an anonymous resident of the precinct in Linda St, Bazentin, Boronia, Persic, Mena and Seymour Pde. The resident’s option proposed “the closure of Linda St at Punchbowl Rd, the closure of Bazentin St between Seymour Pde and Linda St and the closure of Carter St at Seymour Pde.”

Numerous other alternatives were also suggested by residents regarding the type and number of traffic calming devices that could be installed and a number suggested half road closures at Punchbowl Road, rather than the full closures of the 3 streets as proposed in Option 1. A more detailed summary of residents’ comments is tabulated in Appendix 2.

Team Leader Traffic – Comments on Public Consultation Outcomes
1. **Bazentin St**
   84.2% of the Bazentin St residents who responded to the survey favoured the installation of traffic calming devices (Option 2); only 10.5% favoured road closures (Option 1). Bazentin St is closed at Punchbowl Rd and currently is not affected by through traffic. The residents are concerned that the closing of additional streets at Punchbowl Rd will increase traffic in Bazentin St and make it too difficult for them to access and depart from the precinct.

2. **Boronia St**
   90% of the Boronia St residents who responded to the survey favoured the installation of traffic calming devices (Option 2); only 10% favoured road closures (Option 1). Boronia St is closed at Punchbowl Rd hence these residents hold similar views to those expressed by Bazentin St residents.

3. **Burwood Rd**
   80.5% of the Burwood Rd residents who responded to the survey favoured the installation of traffic calming devices (Option 2); only 4.9% favoured road closures (Option 1) and 14.6% preferred the do nothing option. The residents of Burwood Rd are very concerned that if 3 streets along Punchbowl Rd are closed then all the residents in the precinct, and all bypass traffic, will be forced to use Burwood Rd. This would not only increase traffic volumes in Burwood Rd but also add to the congestion at the Burwood Rd/Punchbowl Rd intersection which is already heavily used and a concern. The additional traffic in Burwood Rd would also further affect access and egress from their properties. Burwood Rd is classified as a regional road and carries a traffic volume of 13,198 veh/day (Nov. 2002). According to the RTA Guidelines a regional road can carry up to 20,000 veh/day. There is only one trafficable lane in each direction and all day kerbside parking is allowed on both sides of the street.

4. **Carter St**
   There are only 4 properties in this street and no responses were received.
5. **Mena St**
   There is only 1 property rated to this street and the resident favoured Option 2; no reasons were provided.

6. **Linda St**
   63.6% of the Linda St residents who responded to the survey favoured road closures (Option 1) and 29.5% favoured the installation of traffic calming devices (Option 2). It is understandable that the majority of residents of Linda St would favour the road closure option, as they are currently experiencing high traffic volumes and speeding vehicles in the street. Some of the residents from Linda St (and Seymour Pde), suggested that consideration be given to banning the right turn movements (partial closures) in Persic, Seymour Pde and Linda St at Punchbowl Rd.

7. **Persic St**
   46.8% of the Persic St residents who responded to the survey favoured the installation of traffic calming devices (Option 2); 37.5% favoured road closures (Option 1). The residents of Persic St have commented that traffic is not a problem in their street and that the road closure option would adversely affect their current relatively easy access to and from the precinct.

8. **Punchbowl Rd**
   Only 2 residents in this street responded to the survey and both favoured the road closure option.

9. **Seymour Pde**
   50% of the Seymour Pde residents who responded to the survey favoured the installation of road closures (Option 1); 29.5% of residents favoured the installation of traffic calming devices (Option 2) and the remainder (20.5%) favoured doing nothing. Some residents, as in Linda St and Persic St, requested that right turn bans into and out of Persic St, Seymour Pde and Linda St, be considered as an alternative proposal.

10. **Belfield RSL and Chamber of Commerce**
    The Belfield RSL and the Belfield Chamber of Commerce held a public meeting over the matter. Advice was provided that the majority of the residents who attended the meeting favoured the installation of traffic calming devices (Option 2). No consensus was obtained for any other options, such as the banning of right turns into and out of Punchbowl Rd at Persic and Linda Sts and at Seymour Pde.

    The Belfield RSL Club has also advised that since the closure of Bazentin St at Punchbowl Rd, the Club has struggled to remain in business. The proposed closure of Persic St at Punchbowl Rd would impact the Club even more.

**Overall Results from all Streets in the Precinct**
- 52.3% favoured the installation of traffic calming devices (Option 2);
- 35.4% favoured road closures (Option 1) and
- 10.3% favoured doing nothing.
- 2% favoured a private resident option.
Burwood Road is on the boundary of the precinct and excluding the responses from these residents, the results from the residents of the other local roads are as follows:-

- Option 2 (traffic calming) - 44.8%
- Option 1 (road closures) - 43.5%
- Do Nothing Option - 9.1%
- Option 3 (resident) - 2.6%

**Conclusion**

The response to the resident consultation revealed that a majority of the residents of the precinct favoured the installation of traffic calming devices (Option 2) as it does not impact on their ability to move in and out of the Belfield West precinct. It seems clear that the majority of residents (except for Linda St) do not support Option 1.

Option 2 will not result in an increase in traffic volumes in Burwood Road or further congestion at the intersection of Burwood Road at Punchbowl Road and will not result in less traffic volumes in the precinct. It is evident that traffic is using Linda St to avoid Burwood Rd and the congestion at the Burwood Rd/Punchbowl Rd intersection.

**Future Proposal**

It seems evident from the public consultation undertaken, that except for the residents of Linda St, the road closure option was not favoured by the majority of residents of the precinct. It appears that the majority are willing to accept existing traffic volumes, provided traffic speed can be managed and appears to place greater importance on unrestricted access to the area.

It was noted that some of the residents in their responses/comments suggested that consideration could be given to restricting No Right Turns into and out of Linda St, Seymour Pde and Persic St at Punchbowl Rd with some traffic calming devices being installed in Linda St to address the speed issues and accident problems.

**New Proposal**

Based on the results of the survey and taking into consideration the residents’ views that a less radical option might receive greater support, the following new proposal is submitted for consideration:

- Install seagull islands in Linda St and Seymour Pde and a median island in Persic St at Punchbowl Rd;
- Install a roundabout at the Linda St/Bazentin St intersection and a channelisation treatment at the Linda St/Central St intersection;
- Install median islands in Persic St at Bazentin St and at the Stop signs in Bazentin St at Seymour Pde.

**Advantages**

- It will reduce southbound bypass traffic flows in Linda St;
- It will not adversely affect or relocate traffic volumes into Seymour Pde;
- It will reduce accidents along Punchbowl Rd;
- Access will be available to all residents and emergency vehicles (left in and out only) with unrestricted access still being available at Persic St/Punchbowl Rd;
- It will not increase northbound traffic in Burwood Rd;
• It will not disadvantage the Belfield RSL Club.

Disadvantages
• It will not completely eliminate bypass traffic from using Linda St.
• All eastbound vehicles along Punchbowl Rd will need to turn right into Burwood Rd at the traffic signals to enter the Belfield West precinct.

Conclusion
It is recommended this new proposal be the subject of public consultation and that the results/comments received be reported back to a future meeting of the Traffic Committee for consideration.

RECOMMENDATION:
THAT
1. A traffic calming proposal involving the construction of seagull islands in Linda Street and Seymour Parade at Punchbowl Road, median islands in Persic Street at Punchbowl Road and Bazentin Street and in Bazentin Street at Seymour Parade, a roundabout at the intersection of Linda Street and Bazentin Street and channelisation in Linda Street at Central Street, be the subject of public consultation.
2. The responses received from the public consultation be reported back to a future meeting of the Traffic Committee.
3. The matter of heavy vehicles using the road within the precinct (Light Traffic Thoroughfares) be referred to the Rangers for surveillance and enforcement.
Dear Sir/Madam,

Subject: Traffic Study in the Residential Area bordered by Burwood Road, Punchbowl Road and the Chullora Branch Railway Line, Belfield.

Following complaints from a number of residents from the abovementioned Precinct regarding traffic speed and accidents in the area, an origin and destination, traffic volume and speed survey was carried out in each street. Reported accidents and the percentages of heavy vehicles using each street in the Precinct was also obtained. The information collected is shown on the enclosed plan.

The origin and destination survey revealed that the bypass traffic using each of the north-south streets in the Precinct was:

<table>
<thead>
<tr>
<th>Street</th>
<th>A.M.</th>
<th>P.M.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Linda Street</td>
<td>498v/3hr (67.1%)</td>
<td>704v/3hr (76.2%)</td>
</tr>
<tr>
<td>Seymour Parade</td>
<td>79v/3hr (42%)</td>
<td>94v/3hr (37.9%)</td>
</tr>
<tr>
<td>Persic Street</td>
<td>32v/3hr (51.6%)</td>
<td>21v/3hr (23.1%)</td>
</tr>
</tbody>
</table>

Clearly, the most badly affected street in the Precinct is Linda Street where the bypass traffic movement, overall traffic volume and traffic speed, are all above acceptable limits. Reported accidents are not high, although information obtained from residents indicates that many accidents go unreported.

A report on the traffic problems in the Precinct was considered by the Local Traffic Committee on 1 December 2008. It was decided that rather than address the problem in Linda Street alone, by taking action which may only transfer the problem into the adjoining streets, a Local Traffic Management Scheme (LATM) should be developed for the entire Precinct.

It was considered that the following 2 proposals (see Option 1 & 2 enclosed) should be the subject of public consultation with affected residents. This recommendation was adopted by Council on 11 December 2008.

- **Option 1 - Close Linda Street, Seymour Parade and Persic Street at Punchbowl Road.**

  **Advantages:**
  - Bypass traffic currently using Linda Street, Seymour Parade and Persic Street would be eliminated.
  - Except for traffic to and from the Belfield RSL, all other traffic in the Precinct would be local residential traffic.
  - Accidents in Punchbowl Road at Linda Street and Seymour Parade may be reduced.

  **Disadvantages:**
  - All traffic into/out of the Precinct would be via Carter Street, Linda Street (South), Bazentin Street and Central Street.
  - Traffic volumes in Burwood Road would increase and the efficiency of the traffic signals at the intersection of Burwood Road and Punchbowl Road may be affected.
  - Access to the Precinct for emergency vehicles and for patrons attending the Belfield RSL would be via the abovementioned streets.
If this option is supported by the majority of residents, the procedure to close the roads requires RTA approval and wider notification and could take some time.

- **Option 2 - Installation of Traffic Control Devices.**

  **Advantages:**
  - Traffic speed and accidents would be reduced.
  - There could be a reduction in the volume of heavy vehicles using the street.
  - Devices could be landscaped to improve the streetscape.

  **Disadvantages:**
  - Traffic calming (speed reduction) devices can cause some noise, will affect kerb side parking and may cause some inconvenience.
  - Traffic volumes in the streets will probably not change significantly; bypass traffic will still use the street.

If this option is supported by the majority of residents, it should be noted that traffic calming installations usually have little affect on traffic volumes.

I am seeking residents’ views regarding the proposed options and in this regard I would suggest you review the information enclosed and respond using the questionnaire provided. I would encourage all residents to provide comment so that an outcome can be developed to the benefit of all who live in the Precinct.

Please return the questionnaire in the enclosed Reply Paid envelope by 5.00 p.m. Friday 23 January 2009.

Your comments will be considered by the Traffic Committee. You will be further advised if any future action is proposed.

If you require additional information please contact me.

Yours sincerely

Sri Sritharan

TEAM LEADER TRAFFIC & TRANSPORTATION

19 December 2008
BEFIELD TRAFFIC STUDY

Your input is important and valuable – please take the time to fill in this survey.

I/we are in favour of implementing Option 1 (road closures), as explained in the attached letter and illustrated on the concept plan.

I/we are in favour of implementing Option 2 (installing traffic calming devices) as explained in the attached letter and illustrated on the concept plan.

Further comments or suggestions (if any):

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Signature: .................................................................

Name: ........................................................................

Address: .................................................................

To lodge your reply by Friday 23 January 2009:

➢ Mail your reply in the Reply Paid Envelope, marked to the attention of the Traffic Team Leader; or
➢ Mail your reply to Council at PO Box 77, Campsie 2194, marked to the attention of the Traffic Team Leader; or
➢ Hand deliver your reply to our Customer Service Centre on the Ground Floor, 137 Beamish Street, Campsie, or
➢ Fax your reply to Council on (02) 9787 2703, Attention Traffic Team Leader.
OPTION 2, Install Traffic Calming

CITY OF CANTERBURY

Page 24
APPENDIX 2
Comments by Residents are précised in the following table with Comments provided by the Team Leader Traffic:-

<table>
<thead>
<tr>
<th>Street</th>
<th>Residents’ Comments</th>
<th>TLT&amp;T Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bazentin Street</td>
<td>In favour of Option 2:</td>
<td>• Bazentin St is closed at Punchbowl Rd; either Option 1 or 2 will cause traffic increases in Bazentin St, between Persic St and Punchbowl Rd.</td>
</tr>
<tr>
<td>(Option 2 – 84.2%)</td>
<td>• Bazentin St is having cargo train traffic which will no doubt increase as Port Enfield comes into full operation.</td>
<td>• It is agreed that Option 1 will increase traffic congestion at the Punchbowl/Burwood Rd intersection due to increased traffic from local residents plus Linda St bypass traffic.</td>
</tr>
<tr>
<td>(Option 1 – 10.5%)</td>
<td>• Option 1 will not work; too much traffic already on Burwood Rd; it can take 2-3 light changes to get through the Burwood Rd/Punchbowl Rd intersection.</td>
<td>• Something needs to be done in Linda St however to address the increase in traffic volume which has doubled in the last 11 years.</td>
</tr>
<tr>
<td>(Option 3 – 5.2%)</td>
<td>• It would be disastrous to close all 5 streets turning off Punchbowl Rd; traffic is backed up from Burwood Rd intersection every morning. (This is the view of 5 households in Bazentin St)</td>
<td>• The accident history and traffic volumes do not support the RTA criteria for the installation of traffic signals.</td>
</tr>
<tr>
<td>(Do Nothing 5.2%)</td>
<td>• Suggest installation of traffic lights at Linda/Bazentin Sts.</td>
<td>• This is the purpose of the public consultation just undertaken.</td>
</tr>
<tr>
<td>Boronia Street (Option 2 – 90%)</td>
<td>• Road closures are not acceptable; there should be a public discussion between residents, RTA and Council.</td>
<td>• Option 2 includes a proposal for roundabouts in Bazentin St at the intersections of Seymour Pde and Linda St.</td>
</tr>
<tr>
<td>(Option 1 – 10%)</td>
<td>• Roundabouts should be considered in Bazentin St at Seymour Pde and Linda St intersections.</td>
<td>• N/A</td>
</tr>
<tr>
<td></td>
<td>In favour of Option 1:</td>
<td>• Boronia St is a cul-de-sac with a nil accident history and does not warrant any action at this stage.</td>
</tr>
<tr>
<td></td>
<td>• Those who favoured Option 1 provided no additional comments in support of their choice.</td>
<td>• The RTA has been asked to address the right-hand turn phase in Burwood Rd for many years however the Authority cannot prioritise its action due to the high costs which involve land acquisition.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Noted; something needs to be done, however, to address the excessive volume of traffic in Linda St.</td>
</tr>
</tbody>
</table>
### Traffic Committee

**6 April 2009**

**Belfield Local Area Traffic Management Scheme – Area Bounded by Burwood Road, Punchbowl Road, Bazentin Street and Carter Street; Public Consultation Results (Cont.)**

<table>
<thead>
<tr>
<th>Street</th>
<th>Residents' Comments</th>
<th>TLT&amp;T Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burwood Road</td>
<td><strong>In favour of Option 1:</strong> This the only viable long-term choice.</td>
<td><strong>N/A</strong></td>
</tr>
<tr>
<td></td>
<td><strong>In favour of Option 2:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Consider extra congestion, noise and pollution in Burwood Rd.</td>
<td>- Burwood Rd is a regional road and by definition could carry up to 20,000.</td>
</tr>
<tr>
<td></td>
<td>- Big mistake to close Linda St - Burwood Rd will become chaotic.</td>
<td>- (as above)</td>
</tr>
<tr>
<td></td>
<td>- Exiting driveways in Burwood Rd is a constant problem.</td>
<td>- Burwood Rd is a regional road and delays when egressing from driveways are to be expected.</td>
</tr>
<tr>
<td></td>
<td>- Simple solutions such as upgrading traffic lights at Burwood Rd with right turn arrow have not been recommended. (This comment was made by 8 households).</td>
<td>- The RTA has been asked to address the right-hand turn phase in Burwood Rd for many years however the Authority cannot prioritise its action due to the high costs which involve land acquisition.</td>
</tr>
<tr>
<td></td>
<td>- Burwood Rd/Punchbowl Rd intersection is already congested.</td>
<td>- Agreed. Proposed road closures will increase congestion.</td>
</tr>
<tr>
<td></td>
<td>- Large trucks attempting right turns at the lights are a problem.</td>
<td>- Trucks need to use the regional road; not the local roads, which in this precinct are designated Light Traffic Thoroughfares.</td>
</tr>
<tr>
<td></td>
<td>- No traffic management plan has been outlined for Burwood Rd.</td>
<td>- The problem being addressed is excess traffic using Linda St.</td>
</tr>
<tr>
<td></td>
<td>- No information was provided about the number of accidents on Burwood Rd or at the Punchbowl Rd intersection.</td>
<td>- Some traffic calming has been installed in Burwood Rd but this is limited due to its status as a regional road and a bus route. (only 6 accidents have been recorded in Burwood Rd south of Punchbowl Rd in the last 5-year period).</td>
</tr>
<tr>
<td></td>
<td>- Anything that slows down emergency services should be avoided.</td>
<td>- All traffic calming devices are designed to accommodate emergency vehicles.</td>
</tr>
<tr>
<td></td>
<td>- Option 1 (road closures) would add to the chaos caused by attendees at the Korean Church in Burwood Rd which operates all weekend with language schools and services.</td>
<td>- It is acknowledged that the Korean Church activities on Saturdays and Sundays add to what otherwise would be low weekend traffic volumes in Burwood Rd.</td>
</tr>
<tr>
<td></td>
<td>- Roundabouts should be considered at the intersections of Burwood Rd/Clarence St and Burwood Rd/Bruce Ave.</td>
<td>- The accident history at these intersections does not justify the installation of roundabouts, at this stage.</td>
</tr>
<tr>
<td></td>
<td>- Put roundabouts in Bazentin St at both intersections.</td>
<td>- Option 2 provides for roundabouts in Bazentin St.</td>
</tr>
<tr>
<td></td>
<td>- Suggest traffic lights be installed in Punchbowl Rd at Linda St.</td>
<td>- The accident history does not warrant the installation of traffic signals in Linda St at Punchbowl Rd and this would add to traffic volumes in the street.</td>
</tr>
<tr>
<td></td>
<td>- <strong>If the problem is at the intersection of Linda St at Punchbowl Rd then change the traffic conditions there.</strong></td>
<td>- All options will be considered to address the Linda St traffic volume problem.</td>
</tr>
</tbody>
</table>
### Traffic Committee

**BELFIELD LOCAL AREA TRAFFIC MANAGEMENT SCHEME – AREA BOUNDED BY BURWOOD ROAD, PUNCHBOWL ROAD, BAZENTIN STREET AND CARTER STREET; PUBLIC CONSULTATION RESULTS (CONT.)**

<table>
<thead>
<tr>
<th>Street</th>
<th>Residents’ Comments</th>
<th>TLT&amp;T Comments</th>
</tr>
</thead>
</table>
| **Burwood Rd - Ctd.**    | - Cheaper option – Council installs 40 km/h on Linda St and speed cameras and the RTA could repay Council out of the fines they collect.  
- Close Seymour Pde and Persic St only.  
- Install “No Right Turns” on Punchbowl Rd at Linda St, Persic St and Seymour Pde - emergency vehicles excepted.  
- More Police patrols at night are needed. |
|                          | 40 km/h speed zones are only installed by the RTA and only outside schools or high density pedestrian areas. Speed cameras would not be installed by RTA in local streets.  
Seymour Pde and Persic St currently have very low traffic volumes and closing these streets would only increase traffic in Linda St.  
- Signs alone are not satisfactory to prevent illegal turns. Police cannot continually patrol the intersection, however consideration will be given to this option.  
- Police are carrying out enforcement as often as possible. |
| **Carter Street**        | No responses received                                                                 | N/A                                                                            |
| **Linda Street**         | In favour of Option 1:  
- Support Option 1, but believe Linda St should be closed at the Carter St end. Cars turn a sharp left from Burwood Rd and speed down Linda St to Punchbowl Rd. (Resident’s vehicle has been hit 3 times attempting to reverse from driveway.)  
- In addition to Option 1, roundabouts should be installed at the intersections of Bazentin/Linda Sts and Burwood Rd/Linda St and median and blister islands at Central/Linda Sts.  
- Option 1 should stop all the bypass traffic in Linda St and will make a big difference.  
- Option 1 is best – the amount of traffic speeding in Linda St has increased significantly over the last 10 years.  
- Improve the efficiency of the Burwood Rd/Punchbowl Rd signalised intersection by installing right turn signal.  
- Thank you for Option 1; traffic volumes, speeding and heavy trucks using the street from 4.00 a.m. and are a problem. |
|                          | This would increase traffic volumes in all streets and will not reduce the traffic volume in Linda St between Bazentin St and Punchbowl Rd.  
If Option 1 is approved (road closures), the need for the installation of any additional traffic calming devices could be considered after a 12 month period.  
Agreed.  
Agreed.  
RTA decision; low priority.  
Noted. Rangers will be advised. |
<table>
<thead>
<tr>
<th>Street</th>
<th>Residents' Comments</th>
<th>TLT&amp;T Comments</th>
</tr>
</thead>
</table>
| Linda St - Ctd. | - As residents of 20 yrs+ we have been through this process before and we hope this time the street will be closed for safety.  
- Support Option 1 but could right hand turns in and out of Linda St be banned, rather than the street being fully closed? (This was suggested by a number of residents.)  
- Option 1 is supported and also Option 3 (circulated by resident) which suggests closing Linda St at Punchbowl Rd, closing Bazentin between Linda St & Seymour Pde and closing Carter St between Seymour Pde & Burwood Rd.  
- Traffic calming devices will not stop the traffic volumes in Linda St and will only cause further amenity issues – braking etc.  
- Please close off the street as we cannot reverse out of our driveway due to the volume and speed of traffic.  
- Street needs to be made safer for our children.  

In favour of Option 2:  
- Plants requested in the roundabouts to improve streetscape.  
- A request for no plants in the middle of the roundabouts.  
- Option 2 is overdone and should be simplified by eliminating right turns in and out of Linda St; install only 2 traffic calming devices on Linda St; no roundabouts in Bazentin St and “Stop” signs should remain in their present positions. This solution is fairer, more economical and less intrusive.  
- Closing streets will mean that more traffic will flow via the intersection of Linda St/Bazentin St which is already an accident spot. Option 2 will fix the speed issue.  
- Option 2 should also incorporate speed humps to stop speeding.  
- Stop left turns into Linda and Carter Sts from Burwood Rd.  
- More policing is required at both ends of Linda St to stop drag racing by hooligans during the night.  

All options will be considered.  
This suggestion will be considered.  
The Resident’s Option 3 could address the traffic volume problem in Linda St, however, it would make access difficult for residents in Seymour Pde and Persic St.  
Agreed.  
The approved option will need to address the safety issues.  
Safety issues need to be addressed.  
A roundabout with centre plantings may or may not be considered, depending on the design of the roundabout.  
These suggestions will be considered.  
Agreed.  
Speed humps are not preferred by most residents due to impact noise.  
This suggestion will be considered.  
Police are enforcing anti-social driving and speeding in Linda St, as resources allow.  
Agreed, but this suggestion will not address the amount of bypass traffic using Linda St.  |
| Persic Street | In favour of Option 2:  
- Not in favour of closing streets due to impact on Burwood Rd and Punchbowl Rd. Persic St traffic volume is not a problem; only install traffic calming devices in Linda St.  

Agreed.  
Speed humps are not preferred by most residents due to impact noise.  
This suggestion will be considered.  
Police are enforcing anti-social driving and speeding in Linda St, as resources allow.  
Agreed, but this suggestion will not address the amount of bypass traffic using Linda St.  |
### Residents' Comments

#### (Do Nothing – 9.4%)
- More signs at the entrance to Persic St to stop heavy vehicles and 40 km/h signs should be installed.
- Option 2 favoured; Option 1 would restrict access for residents and mean a longer, more indirect route to and from home.
- In addition to Option 2, right turns should be banned in and out of Linda, Persic and Seymour Pde.

In favour of Option 1:
- Road closures would be a valuable asset for this precinct. Thanks for taking notice of the residents’ concerns.
- Traffic calming devices cause noise pollution in the street.
- Traffic calming devices cause more traffic and accidents.

Do Nothing:
- Do nothing; traffic using Linda St and Seymour Pde travels to Belmore and Campsie.
- Consider a partial closure to allow only left turns in and out of Linda St and angle slowpoints in Bazentin St on both sides of Linda St.
- Consider closing Carter St at Burwood Rd and a partial closure of the southern end of Linda St to left-turning traffic from Burwood Rd.
- Option 3 also has the potential to increase accidents for vehicles from Persic St and Seymour Pde trying to turn right onto Punchbowl Rd.
- Option 3 proposed by some residents is ridiculous.
- A roundabout or narrowing of Persic St and linemarking double lines are needed at Bazentin St.

#### Persic St – Ctd.
- 2 residents support Option 3; one of which also suggested that in addition to these closures that right turns be banned in and out of Persic St and Seymour Pde during peak hours.

### TLI&T Comments

- Light Traffic Thoroughfare signs are adequately signposted in Seymour Pde at Punchbowl Rd; 40 km/hr speed zones are only installed outside schools and in high pedestrian areas.
- Agreed and Option 2 will partly address the bypass traffic problem in Linda St.
- This suggestion will be considered.

Residents are always consulted about changes.

The type of traffic calming proposed will not affect amenity.

Traffic calming devices do not cause accident problems.

Traffic travelling to these suburbs should use the regional and State Road (Burwood and Punchbowl Rds).

This suggestion has been proposed by a number of residents and will be considered.

This would not address the problem of excessive bypass traffic in Linda St between Bazentin St and Punchbowl Rd.

Option 3 was suggested by a resident; it is not supported as it would cause problems for residents in Seymour Pde and Persic St.

(As above)

The accident history does not warrant a roundabout at this location, however, linemarking and a median island will be considered.

Option 3 is not supported as it would cause problems for residents in Seymour Pde and Persic St.
BELFIELD LOCAL AREA TRAFFIC MANAGEMENT SCHEME – AREA BOUNDED BY BURWOOD ROAD, PUNCHBOWL ROAD, BAZENTIN STREET AND CARTER STREET; PUBLIC CONSULTATION RESULTS (CONT.)

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<thead>
<tr>
<th>Street</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Punchbowl Road</strong></td>
<td>▪ Option 1 is preferable; traffic calming devices cause noise and pollution.</td>
<td>▪ N/A</td>
</tr>
<tr>
<td>(Option 1 – 100%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Seymour Parade</strong></td>
<td>In favour of Option 1:</td>
<td></td>
</tr>
<tr>
<td>(Option 1 – 50%)</td>
<td>▪ Option 1 is best with an additional road closure at Carter St (Option 3).</td>
<td>▪ The need for the installation of any additional traffic calming devices will be considered.</td>
</tr>
<tr>
<td>(Option 2 – 29.5%)</td>
<td>▪ Vehicles often lose control and crash into the yard at 2 Seymour Pde (3 times in 7 years and 2 months ago.)</td>
<td>▪ It is not practical to close off all the streets; residents need to be able to get out of the precinct, north and south. The traffic calming devices proposed will not increase noise.</td>
</tr>
<tr>
<td>(Do Nothing – 20.5%)</td>
<td>▪ First priority is to close off all streets as traffic calming devices will not decrease the traffic volumes and will add to the noise and amenity issues.</td>
<td>▪ Agreed.</td>
</tr>
<tr>
<td></td>
<td>▪ Road closure will make it safer for our children.</td>
<td>▪ Noted.</td>
</tr>
<tr>
<td></td>
<td>▪ Option 1 treats all the streets fairly.</td>
<td>▪ Noted.</td>
</tr>
<tr>
<td></td>
<td>▪ Option 1 is the way to go; there are so many accidents at the Seymour Pde/Punchbowl Rd intersection.</td>
<td>▪ Noted.</td>
</tr>
<tr>
<td></td>
<td>▪ Option 1 is long overdue; Opt 2 is a waste of taxpayers money.</td>
<td>▪ Noted.</td>
</tr>
<tr>
<td></td>
<td>▪ Road closure will make it safer for our children.</td>
<td>▪ This suggestion will be considered.</td>
</tr>
<tr>
<td></td>
<td>▪ Alternatively, prefer No Right Turn for vehicles in and out of Linda St, Persic St and Seymour Pde. (7 households support this.)</td>
<td>▪ It would be difficult to suggest which 2 streets to close.</td>
</tr>
<tr>
<td></td>
<td>▪ Suggest only close 2 of the 3 roads and test this for 3-6 months.</td>
<td>▪ The traffic calming devices proposed will not cause noise.</td>
</tr>
<tr>
<td></td>
<td>▪ Noise from freight trains is enough without traffic calming devices being installed in the street.</td>
<td>▪ Noted.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Seymour Pde – Ctd.</strong></td>
<td>In favour of Option 2:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>▪ Option 2 will address our concerns about speeding drivers; some exceed 90 km/h. Dangerous for children crossing to the park.</td>
<td>▪ Noted.</td>
</tr>
<tr>
<td></td>
<td>▪ Speed humps preferred to single lane angle slowpoints.</td>
<td>▪ Speed humps are noisy and not preferred by most residents.</td>
</tr>
<tr>
<td></td>
<td>▪ Prefer devices to be installed in Linda St only.</td>
<td>▪ If Option 2 is approved, the installation of traffic calming devices could be staged.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>▪ Addressing traffic issues sometimes incurs inconvenience.</td>
</tr>
<tr>
<td></td>
<td>▪ Closing Seymour Pde will add at least 10 minutes to travelling time to and from work.</td>
<td></td>
</tr>
<tr>
<td><strong>Do Nothing:</strong></td>
<td>▪ Do nothing; this is unfair to Burwood Rd residents.</td>
<td>▪ Burwood Rd is a regional road and high traffic volumes are expected.</td>
</tr>
<tr>
<td></td>
<td>▪ Do nothing; how many times are these proposals to be rehashed? This</td>
<td>▪ The increase in the traffic volumes using Linda St is much</td>
</tr>
<tr>
<td>Street</td>
<td>Residents' Comments</td>
<td>TLT&amp;T Comments</td>
</tr>
<tr>
<td>------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>large block does not lend itself to road closures. All streets now have increased traffic volumes. Enforcement is the solution.</td>
<td>higher than other streets and needs to be addressed. Police enforce as much as resources allow.</td>
</tr>
<tr>
<td></td>
<td>▪ Childcare Centre staff and parents prefer nothing is done. The traffic in Seymour Pde is not heavy and Linda St only should be treated initially with a follow up survey later to see if anything further is warranted.</td>
<td>▪ This suggestion will be considered.</td>
</tr>
<tr>
<td></td>
<td>▪ More police enforcement of speed and heavy vehicles.</td>
<td>▪ Police are already patrolling as much as resources allow.</td>
</tr>
<tr>
<td></td>
<td>▪ Option 3 should not be considered; it would be impossible to turn right onto Punchbowl Rd. Consider a roundabout at Bazentin St and Burwood Rd intersection.</td>
<td>▪ Noted.</td>
</tr>
<tr>
<td></td>
<td>▪ The bypass traffic volumes are a result of inadequate traffic controls at the intersection of Burwood/Punchbowl Rds. (Commented by a number of residents.) Widening at the intersection was proposed a decade ago and it’s time the traffic signals were fixed to ease congestion.</td>
<td>▪ Agreed, however the RTA has determined that the location is a low priority due to the high cost of land acquisition.</td>
</tr>
<tr>
<td></td>
<td>▪ Vehicles parked illegally on the western side of Burwood Rd outside the fruit shop and newsagency add to the congestion.</td>
<td>▪ This matter has been referred to the Rangers.</td>
</tr>
<tr>
<td></td>
<td>▪ Traffic calming devices are not “calming”. However something needs to be done as it is difficult to turn left out of Seymour Pde onto Punchbowl Rd because of the long line of traffic.</td>
<td>▪ Delays in exiting from a local road onto a State Road are to be expected.</td>
</tr>
<tr>
<td>Mena Street</td>
<td>Resident in favour of Option 2 only – no supporting comments.</td>
<td>N/A</td>
</tr>
</tbody>
</table>
4. BEAMISH STREET CAMPSIE – TEMPORARY CLOSURE FOR CAMPSIE FOOD FESTIVAL (6 JUNE 2009)

FILE NO: A-128-3 09

Summary:
• The Campsie Food Festival Organising Committee is seeking approval for Beamish Street to be closed between South Parade and Evaline Street to permit the celebration of the Campsie Food Festival on Saturday 6 June, 2009.
• As in previous years the event will be held between 10.00 a.m. and 4.00 p.m.
• It is recommended that a temporary closure of Beamish Street from South Parade to Evaline Street and Amy Street at Amy Lane Campsie on Saturday 6 June 2009 (4.00 a.m. to 10.00 p.m.) be approved, subject to conditions.

City Plan and Budget Implications:
Funding has been approved for the festival as part of the 2008/09 City Plan and Budget.

Report:
The proposed date for this year’s Campsie Food Festival is Saturday 6 June 2009. The aim of the Festival is to promote the City, its cultural diversity, local businesses and the variety of cuisines, and produce available in Campsie. Local businesses, community organisations and Council support the festival each year, which incorporates numerous food, retail and information stalls, street theatre, multicultural entertainment, cooking demonstrations, face painting and amusements.

Road Hierarchy
Beamish Street is a regional road.

Public Transport.
Beamish Street is a bus route for both the STA and the Punchbowl Bus Company.

Comments
The festival is held in Beamish St between Evaline St and South Pde and in Anzac Mall and attracts crowds in excess of 15,000 people. It receives positive feedback from the community, particularly the local businesses.

Beamish St will need to be temporarily closed between South Pde and Evaline St from approximately 4.00 a.m. to 10.00 p.m. In addition, Amy St is proposed to be closed at Amy Lane. A Road Occupancy Licence must be obtained from the Roads and Traffic Authority prior to any special event involving the closure of traffic lanes on a public road. The Roads and Traffic Authority also require the submission of a Traffic Management Plan assessing the impact of any closure on traffic flow, local residents, businesses and public transport. A Traffic Management Plan and Application for Road Occupancy License is presently being prepared for submission to the Roads and Traffic Authority.

Large numbers are expected to attend the 2009 Campsie Food Festival leading to additional vehicular and pedestrian traffic, which will necessitate the provision of marshals to control traffic and crowds. In this respect, the agreement and support of the Police Traffic Services Branch in implementing the road closures and detours during the event is important.
A copy of the Traffic Management Plan for the temporary closure of Beamish Street and Amy St is included with the report.

RECOMMENDATION:

THAT

1. The temporary closure of Beamish Street, between Evaline Street and South Parade and Amy Street at Amy Lane Campsie on Saturday, 6 June 2009 from 4.00 a.m. to 10.00 p.m. be approved subject to:
   1.1. The Festival Organising Committee advertising the event, the road closures and proposed detours in the local media.
   1.2. The Festival Organising Committee advising all businesses affected by the road closures via letterbox drop a week prior to the event.
   1.3. Advance signage to be installed at appropriate locations to advise motorists, pedestrians and other road users of the road closures and detours.
   1.4. The Police Service, Fire Brigade, Ambulance Service and State Emergency Service being advised of the temporary road closures and contact details in case of an emergency.
   1.5. Adequate traffic arrangements to be initiated and adhered to and appropriate marshals provided to control the event.

2. The Traffic Management Plan and Application for Road Occupancy License be submitted to the Roads and Traffic Authority’s Transport Management Centre for approval prior to the event.
**Summary:**
- At the Traffic Committee Meeting held on 2 February 2009 the Chairperson requested that a report be submitted to the Committee regarding the outcomes of school safety patrols conducted in Term 4 of 2008.
- The Team Leader Enforcement has provided details of the patrols undertaken in Term 4 of 2008.
- It is recommended that the report be noted.

**City Plan and Budget Implications:**
This report has no implications for the City Plan and Budget.

**Report:**
The Team Leader Enforcement has provided the following report on school safety patrols conducted during Term 4 this year.

<table>
<thead>
<tr>
<th>School</th>
<th>No. of Patrols Term 4</th>
<th>Date of Patrols</th>
<th>a.m. or p.m.</th>
<th>No. of Fines issued</th>
<th>Type/No. of Offences (Within School Zones)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 All Saints Greek Junior-Lakemba</td>
<td>2</td>
<td>30/10/08 07/11/08 (Plus additional inspections by residents as requested.)</td>
<td>a.m. p.m.</td>
<td>12 Nil</td>
<td>Parked in Bus Zone - 3 Parked in No Stopping – 6 Double Parked – 3</td>
</tr>
<tr>
<td>2 All Saints Greek Senior-Belmore</td>
<td>0</td>
<td></td>
<td></td>
<td>22</td>
<td>-</td>
</tr>
<tr>
<td>3 Ashbury Public School</td>
<td>2</td>
<td>21/11/08 23/11/08</td>
<td>a.m. p.m.</td>
<td>2 Nil</td>
<td>Parked in No Stopping – 1 Double Parked – 1 Parked in No Parking - 2</td>
</tr>
<tr>
<td>4 Belmore Boys’ High High</td>
<td>1</td>
<td>8/12/08</td>
<td>a.m.</td>
<td>1 Nil</td>
<td>-</td>
</tr>
<tr>
<td>5 Belmore North Public School</td>
<td>2</td>
<td>05/11/08 10/11/08</td>
<td>a.m. p.m.</td>
<td>1 2</td>
<td>Parked in No Stopping – 3</td>
</tr>
<tr>
<td>6 Belmore South Public School</td>
<td>1</td>
<td>28/11/08</td>
<td>a.m.</td>
<td>4 Nil</td>
<td>Parked on Footway – 1 Parked in No Stopping - 2 Parked wrong direction - 1</td>
</tr>
<tr>
<td>7 Beverly Hills North Public</td>
<td>2</td>
<td>6/11/08 7/11/08</td>
<td>a.m. p.m.</td>
<td>Nil 1</td>
<td>Parked in Bus Zone - 1</td>
</tr>
<tr>
<td>8 Beverly Hills Girls’ High</td>
<td>2</td>
<td>28/10/08 14/11/08</td>
<td>a.m. p.m.</td>
<td>3 3</td>
<td>Parked in No Stopping – 3</td>
</tr>
<tr>
<td>9 Campsie Public School</td>
<td>2</td>
<td>14/10/08 04/12/08</td>
<td>p.m. a.m.</td>
<td>4 6</td>
<td>Parked in No Parking - 6 Parked in No Stopping – 3 Double Parked – 1</td>
</tr>
<tr>
<td>10 Canterbury Public School</td>
<td>3</td>
<td>09/10/08 30/10/08 04/11/08</td>
<td>p.m. a.m.</td>
<td>1 3 4</td>
<td>Parked in No Stopping – 3 Double Parked – 1 Stop on Ped Crossing – 2 Exceeding time limit - 2</td>
</tr>
<tr>
<td>11 Canterbury Girls’ High</td>
<td>2</td>
<td>30/10/08 10/11/08</td>
<td>a.m. p.m.</td>
<td>Nil Nil</td>
<td>-</td>
</tr>
<tr>
<td>12 Canterbury South Public</td>
<td>2</td>
<td>21/10/08 25/11/08</td>
<td>a.m. p.m.</td>
<td>Nil Nil</td>
<td>-</td>
</tr>
<tr>
<td>School</td>
<td>No. of Patrols Term 4</td>
<td>Date of Patrols</td>
<td>a.m. or p.m.</td>
<td>No. of Fines issued</td>
<td>Type/No. of Offences (Within School Zones)</td>
</tr>
<tr>
<td>------------------------------</td>
<td>-----------------------</td>
<td>-----------------------</td>
<td>--------------</td>
<td>---------------------</td>
<td>-------------------------------------------------------------</td>
</tr>
<tr>
<td>13  Clemton Park Public School</td>
<td>1</td>
<td>18/11/08</td>
<td>p.m.</td>
<td>4</td>
<td>Parked in No Stopping – 4</td>
</tr>
<tr>
<td>14  Earlwood Public School</td>
<td>1</td>
<td>20/11/08</td>
<td>a.m.</td>
<td>9</td>
<td>Parked in Bus Zone -7</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Parked in No Stopping – 2</td>
</tr>
<tr>
<td>15  Hampden Park Public School</td>
<td>1</td>
<td>7/11/08</td>
<td>a.m.</td>
<td>3</td>
<td>Parked in No Stopping – 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Double Parked – 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Parked Not Near Left - 1</td>
</tr>
<tr>
<td>16  Hannans Road Public School</td>
<td>2</td>
<td>20/10/08</td>
<td>p.m.</td>
<td>Nil</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>17/11/08</td>
<td>a.m.</td>
<td>1</td>
<td>Parked in Bus Zone - 1</td>
</tr>
<tr>
<td>17  Harcourt Public School</td>
<td>2</td>
<td>15/10/08</td>
<td>a.m.</td>
<td>2</td>
<td>Parked in Bus Zone - 2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>15/10/08</td>
<td>p.m.</td>
<td>1</td>
<td>Parked in No Stopping – 1</td>
</tr>
<tr>
<td>18  Holy Spirit College Lakemba</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19  Kingsgrove Nth. High</td>
<td>2</td>
<td>11/12/08</td>
<td>a.m.</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>18/12/08</td>
<td>a.m.</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>20  Lakemba Public School</td>
<td>1</td>
<td>24/10/08</td>
<td>a.m.</td>
<td>5</td>
<td>Parked in No Stopping – 5</td>
</tr>
<tr>
<td>21  McCallums Hill Public School</td>
<td>1</td>
<td>27/10/08</td>
<td>a.m.</td>
<td>3</td>
<td>Parked in Bus Zone - 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Parked in No Stopping – 2</td>
</tr>
<tr>
<td>22  Narwee Public School</td>
<td>2</td>
<td>24/11/08</td>
<td>p.m.</td>
<td>2</td>
<td>Parked in No Stopping – 2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>03/12/08</td>
<td>a.m.</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>23  Our Lady of Lourdes Earlwood</td>
<td>1</td>
<td>11/11/08</td>
<td>a.m.</td>
<td>5</td>
<td>Parked in No Stopping – 5</td>
</tr>
<tr>
<td>24  Punchbowl Public School</td>
<td>1</td>
<td>21/10/08</td>
<td>a.m.</td>
<td>2</td>
<td>Parked in No Stopping – 2</td>
</tr>
<tr>
<td>25  Rissalah College Lakemba</td>
<td>2</td>
<td>16/10/08</td>
<td>p.m.</td>
<td>2</td>
<td>Parked in No Stopping – 2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>16/12/08</td>
<td>a.m.</td>
<td>1</td>
<td>Parked in No Stopping – 1</td>
</tr>
<tr>
<td>26  Riverwood Public School</td>
<td>2</td>
<td>11/11/08</td>
<td>p.m.</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>12/11/08</td>
<td>a.m.</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>27  St. Francis Xaviers Croydon Park</td>
<td>2</td>
<td>16/10/08</td>
<td>a.m.</td>
<td>Nil</td>
<td>Parked in No Stopping – 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>26/11/08</td>
<td>p.m.</td>
<td>5</td>
<td>Parked wrong direction – 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Parked on Footway - 2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Parked Not Near Left - 1</td>
</tr>
<tr>
<td>28  St. Jerome’s Punchbowli</td>
<td>1</td>
<td>5/12/08</td>
<td>a.m.</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>29  St. Joseph’s Belmore</td>
<td>2</td>
<td>23/10/08</td>
<td>a.m.</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>24/11/08</td>
<td>a.m.</td>
<td>3</td>
<td>Parked in No Stopping – 3</td>
</tr>
<tr>
<td>30  St. Mels Campsie</td>
<td>1</td>
<td>2/12/08</td>
<td>a.m.</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>31  St. Michaels Belfield</td>
<td>1</td>
<td>2/12/08</td>
<td>p.m.</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>32  St. Therese Lakemba</td>
<td>1</td>
<td>25/11/08</td>
<td>a.m.</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>33  Undercliffe Public</td>
<td>2</td>
<td>17/10/08</td>
<td>p.m.</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>01/12/08</td>
<td>a.m.</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>34  Wiley Park Public</td>
<td>1</td>
<td>4/12/08</td>
<td>p.m.</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>35  Wiley Park Girls’ High</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Totals                      | 53                    | 93                    |
• Morning patrols are generally conducted between the hours of 8.15 a.m. & 9.10 a.m. by the Rangers – 4 days per school week.
• Afternoon patrols are conducted by the Community Patrol Officers between the hours of 2.30 p.m. & 3.30 p.m. – 5 days per school week.

Due to lower staffing levels (CPOs) during Term 4 in 2008 more patrols were undertaken in the morning by the Rangers than during the afternoons. Overall, 53 School Safety Patrols were undertaken at 32 of the 35 schools in our area and a total of 93 offences were recorded against the Australian Road Rules.

The major offence in school zones during Term 4 2008 was:-
• Disobeying “No Stopping” - 56%

RECOMMENDATION:
THAT the report be noted.
6. BELMORE ROAD (EASTERN SIDE) NORTH OF M5-MOTORWAY AT ROTARY PARK – REQUEST FOR A BUS ZONE

FILE NO: N/A

Summary:
• A request has been received from the Punchbowl Bus Co to install a Bus Zone in Belmore Road Riverwood outside Rotary Park.
• It is recommended that an 18m Bus Zone be installed adjacent to the existing bus shelter in Belmore Road Riverwood opposite Rotary Park, as per the concept plan included with the report.

City Plan and Budget Implications:
This report has no implications for the Budget, and supports our City Plan long term goal of Transport Alternatives That Work.

Report:
A request has been received from Punchbowl Bus Co Pty Ltd to install a Bus Zone in Belmore Road Riverwood outside Rotary Park.

Road Hierarchy
Belmore Road is regional road and part of a Punchbowl Bus Co bus route.

Comment
• The location has been inspected and traffic flow and parking observed in Belmore Rd on a number of occasions.
• No illegal parking was observed in Belmore Rd at the time of inspection.
• Punchbowl Bus Co has advised that nearby residents and workers from the surrounding factory area catch the bus at this location. There are 2 bus routes which operate along this section of Belmore Rd; both bus routes make a right-hand turn out of Wiggs Rd into Belmore Rd.

No objection is raised to the installation of a Bus Zone on the eastern side of Belmore Rd immediately south of the entry/exit driveway to Rotary Park, as shown in the concept plan included with the report.

RECOMMENDATION:
THAT
1. An 18m Bus Zone be installed on the eastern side of Belmore Road Riverwood opposite Rotary Park, as shown in the concept plan included with the report
2. The Punchbowl Bus Co be advised of the decision.
Summary:

- A petition from 27 residents of Mayfair Crescent Beverly Hills requesting that “Do Not Queue Across Intersection” signs and linemarkings be installed in Broadarrow Road at the Mayfair Crescent intersection has been received.
- A traffic survey was carried out at the intersection of Mayfair Crescent and Broadarrow Road to determine the time taken for motorists to turn left and right out of Mayfair Crescent. The time taken to exit the street is well within the RTA’s Guideline requirements and does not meet the warrant for the markings and signage requested.
- Complaints have also been received regarding the new pedestrian crossing and blister islands installed in Broadarrow Road opposite Beverly Hills Girls High School. The complaints relate to the traffic queuing and the time taken to negotiate the King Georges Road/Broadarrow Road intersection.
- A traffic survey was carried out by Curtis Traffic Surveys during the a.m. peak hours to determine the length of time taken for motorists to travel along Broadarrow Road from the signalised intersection of Hannans Road/Penshurst Road and turn into King Georges Road. The details of the survey are outlined in the report.
- It is recommended that “Do Not Queue Across Intersection” markings and signs not be installed in Broadarrow Road at Mayfair Crescent, that no changes be made to the recently installed pedestrian crossing facility in Broadarrow Road opposite the school (just west of Jordan Avenue) at this time, and that traffic conditions in the street continue to be monitored.

City Plan and Budget Implications:

This report has no implications for the Budget, and supports our City Plan long term goal of Transport Alternatives That Work.

Report:

A petition from 27 residents of Mayfair Crescent Beverly Hills has been received in the following terms:

“Further to our letter written to Council dated 17 November 2008, we again approach Council to seek a solution to traffic flow problems which residents of Mayfair Crescent confront each time we seek to enter Broadarrow Road at peak times, particularly at school drop off and pick up times.

It is sometimes impossible for drivers to make a right hand turn and we therefore have to turn left and travel in a circuit around the block, up Broadarrow Road to King Georges Road, along King Georges Road to Shorter Avenue and then a left turn into Shorter Avenue to enable us to rejoin the route we were attempting in the first place. We have to rely on courteous drivers who choose to pause long enough for our vehicles to enter the main traffic stream.”
We have noted that in recent days extensions have been made to the pedestrian refuge crossing near Beverly Hills Girls High School, which will now reduce two lanes each way in Broadarrow Road to one lane each way. This will inevitably lead to long queues of traffic banking up from the Narwee direction and the queue across Mayfair Crescent will make entry into the traffic stream impossible for residents.

We feel it is imperative that a stop line and a sign “DO NOT QUEUE ACROSS INTERSECTION” must be installed to allow traffic to flow into and out of Mayfair Crescent at all times.

It would be much appreciated by the residents of Mayfair Crescent if Council would give consideration to the installation of a stop line and a “DO NOT QUEUE ACROSS INTERSECTION” sign at Mayfair Crescent (as is in place at Jordan Avenue.)

We trust that Council will be able to give urgent consideration to this request.”

Hurstville City Council has also referred to Canterbury for comment, an enquiry they received from the Member for Kogarah and a resident, concerning the recently modified pedestrian crossing in Broadarrow Rd opposite the Beverly Hills Girls' High School. Its effects on traffic queuing, traffic congestion and intersection clearance time at King Georges Rd are the issues of concern. One of the abovementioned enquirers is requesting that the crossing be removed to provide for an additional traffic lane while the other is merely requesting to be informed as to the reasoning behind the work.

In addition to the above, correspondence has also been received from the Relieving Principal of Beverly Hills Girls High School, expressing their appreciation to Council and the RTA, in providing a pedestrian crossing in Broadarrow Rd which addresses the road safety issues of concern for their students.

Road Hierarchy
Broadarrow Road is a collector Rd (between Kardella Cres and King Georges Rd). The centre line of the road defines the City boundary between Canterbury and Hurstville local government areas. Mayfair Crescent is a local road.

Existing Traffic Management
• 40km/h School Zone in Broadarrow Rd, from Mayfair Cres to King Georges Rd.
• Centre separation line markings exist in Broadarrow Road.
• A marked pedestrian crossing with kerbside blister islands (both sides) exist in Broadarrow Rd just west of Jordan Ave, opposite the Beverly Hills Girls’ High School. The crossing and islands were installed in January 2009.
Traffic Volume and Speed Survey

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Direction</th>
<th>Traffic Volume veh/day</th>
<th>85th Percentile Speed Km/ph</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sept 2002</td>
<td>Broadarrow Rd between Kardella Cres and Mayfair Cres (outside No. 9)</td>
<td>East bound</td>
<td>6773</td>
<td>64.9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>West bound</td>
<td>6663</td>
<td>64.1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Both directions</td>
<td>13436</td>
<td>64.5</td>
</tr>
</tbody>
</table>

Note: The 85th percentile speed of traffic in this section of Broadarrow Rd was recorded prior to the change in the urban legal speed limit to 50 km/h on 1 November 2003.

Accident History – 5-Year Period (Jan 2003 – Dec 2007)

No accidents have been recorded at the Mayfair Cres/Broadarrow Rd intersection during the most recent 5-year period on record and only 1 accident has been recorded in King Georges Rd 40m north of Broadarrow Rd. (This is not a Blackspot location as suggested by the complainant.)

Traffic Survey – Mayfair Cres at Broadarrow Rd

A traffic survey was carried out by the Traffic Investigations Officer in Mayfair Cres at the Broadarrow Rd intersection on Thursday 5 February 2009, between the hours of 8.10 and 9.10 a.m. All vehicles cleared Mayfair Cres, turning either left or right, in less than 3½ minutes. It was noted by the Officer that many parents turned right into Mayfair Cres to drop-off children, negotiated a U-turn in the first available driveway in the street and then rejoined the eastbound traffic in Broadarrow Rd.

A. “Do Not Queue Across Intersection” Lines and Signage

The RTA Guidelines for installing “Do Not Queue Across Intersection” markings and signs state that:

“Requests to install transverse pavement markings and signs which merely restate the law, should generally be opposed.”

The Guidelines suggest that there are 2 situations where “Do Not Queue Across Intersection” markings and signs may be warranted:

“(1) Where a minor road joins a major road close (30 metres or less) to a signalised intersection.”

This is not the case in this instance as Mayfair Cres is about 160-170m from the traffic signals at King Georges Rd;

“(2) Where “unreasonable” delays are experienced by traffic exiting the minor road. The RTA defines “unreasonable” as being “regularly forced to wait for a period greater that two hypothetical signal cycle lengths before they (drivers) can carry out their manoeuvre….This can be up to 3½ minutes.”

The Traffic Officer reports that traffic was able to exit Mayfair Cres in less than 3½ minutes. (see above)
Comments
The traffic survey undertaken at the intersection of Broadarrow Rd/Mayfair Cres determined that the time taken to egress Mayfair Cres was less than 3½ minutes. The RTA Guidelines clearly state that egress from a minor road must exceed 3½ minutes to enable the installation of “Do Not Queue Across Intersection” signs and linemarkings to be considered.

B. Broadarrow Road – Pedestrian Crossing west of Jordan Ave
Background
• In response to a concern raised by the Principal of the Beverly Hills Girls High School regarding student safety in Broadarrow Rd, the Traffic Committee at the meeting held in June 2007 requested that pedestrian/vehicle counts be carried out at the existing pedestrian refuge in Broadarrow Rd, just west of Jordan Ave. Pedestrian/vehicle counts were subsequently obtained and the matter reported back to the Traffic Committee in October 2007. The counts obtained met the RTA Reduced Warrant for the installation of a marked crossing outside a school and the proposal was recommended for approval.
• As Broadarrow Rd defines the boundary between Hurstville City and Canterbury City Councils, the recommendation for the installation of the marked crossing was referred to Hurstville for their approval. The Hurstville City Council considered the matter at a meeting held on 3 April 2008 and requested an on-site meeting with all affected stakeholders.
• An on-site meeting was held on 5 June 2008. In attendance were the Team Leader Traffic (Canterbury), the Traffic Manager of Hurstville City Council, the RTA Representatives on both Canterbury and Hurstville City Councils Traffic Committees, the Hurstville Police Traffic Sergeant and the Deputy School Principal of Beverly Hills Girls’ High School. It was decided that blister islands and additional drop-off/pick-up zones should also be installed on the northern (Canterbury) side of Broadarrow Rd, west of the crossing. These changes were approved by the Canterbury Traffic Committee at the meeting held on 7 July 2008. The matter was again referred back to Hurstville City Council for their formal approval.
• At a further meeting requested by Hurstville City Council in December 2008, representatives of both Councils decided that the marked crossing, blister islands and drop-off/pick-up zones proceed. The Hurstville Council representatives requested that the work be carried out by Canterbury and that Hurstville would install the fence adjacent to the kerb on the school side of Broadarrow Road to force students to use the crossing. The pedestrian crossing was completed in January 2009. The fencing opposite the school has not yet been installed by Hurstville City Council.

Traffic Travel Time - Recorded Tuesday 17 February 2009
Curtis Traffic Surveys conducted a travel time survey of vehicles travelling between the signalised Hannans Rd/Penshurst Rd intersection to the signalised intersection of Broadarrow Rd/King Georges Rd. (A vehicle’s number plate was recorded at the departure point (Hannans Rd/Penshurst Rd intersection) and clocked when it cleared Broadarrow Rd at the King Georges Rd traffic signals.) The times taken for motorists to complete this journey are included in the following table.
BROADARROW ROAD AT MAYFAIR CRESCENT, NARWEE – PETITION REQUESTING “DO NOT QUEUE ACROSS INTERSECTION” LINES AND ROAD MARKINGS AND A REVIEW OF TRAFFIC QUEUING IN THE STREET DUE TO RECENTLY INSTALLED PEDESTRIAN CROSSING (CONT.)

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Maximum Time (mins/secs)</th>
<th>Average Time (mins/secs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.00 – 7.15 a.m.</td>
<td>1.31</td>
<td>1.28</td>
</tr>
<tr>
<td>7.15 – 7.30 a.m.</td>
<td>3.18</td>
<td>1.59</td>
</tr>
<tr>
<td>7.30 – 7.45 a.m.</td>
<td>3.29</td>
<td>2.24</td>
</tr>
<tr>
<td>7.45 – 8.00 a.m.</td>
<td>6.44</td>
<td>4.16</td>
</tr>
<tr>
<td>8.00 – 8.15 a.m.</td>
<td>6.34</td>
<td>6.20</td>
</tr>
<tr>
<td>8.15 – 8.30 a.m.</td>
<td>7.07</td>
<td>5.00</td>
</tr>
<tr>
<td>8.30 – 8.45 a.m.</td>
<td>7.28</td>
<td>5.32</td>
</tr>
<tr>
<td>8.45 – 9.00 a.m.</td>
<td>3.25</td>
<td>2.35</td>
</tr>
</tbody>
</table>

Comments

- Since the installation of the marked crossing and blister islands, a number of complaints have been received by Hurstville City Council regarding extensive traffic delays for eastbound traffic in Broadarrow Road. The correspondence was referred to Canterbury as it was the blister island on the northern side of the road that was seen to be causing the traffic delays. At the same time correspondence was also received from the Relieving Principal of the Beverly Hills Girls High, thanking us for improving safety for the students at this location.

- A contractor was engaged to carry out a survey of the time delay for vehicles travelling between the intersections of Hannans Rd/Penshurst Rd and clearing the intersection of Broadarrow Rd at King Georges Rd. A car number plate survey revealed that a vehicle leaving the traffic signals at Hannans/Penshurst Rd intersection takes between 2 and 7 minutes during the a.m. peak hours (7.00 to 9.00 a.m.) to get through the traffic signals at Broadarrow/King Georges Rd. The longest journey time recorded was between 8.00 and 8.45 a.m., this was also the time when parents were observed to be dropping-off students at the High School. It was also observed that many parents come from King Georges Rd (westbound), turn right into Mayfair Cres, make a U-turn close to the Mayfair/Broadarrow Rd intersection and rejoin the eastbound traffic on Broadarrow Rd, which adds to the Broadarrow Rd delay.

- The marked pedestrian crossing in Broadarrow Rd was installed at the pedestrian desire line and is in accordance with RTA Guidelines. It addressed the safety issues raised by the High School and was supported by both Councils. (A marked pedestrian crossing without kerbside blister islands does not comply with RTA Guidelines and could not be approved.)

C. Conclusion

It is recommended that “Do Not Queue Across Intersection” signs and linemarking not be installed in Broadarrow Road at Mayfair Crescent, as it does not meet the RTA warrant for such a facility. It is also recommended that no action be taken regarding the removal of the kerbside blister islands on the northern side of Broadarrow Road, adjacent to the marked pedestrian crossing and that the traffic situation in Broadarrow Rd continue to be monitored.
RECOMMENDATION:

THAT

1. “Do Not Queue Across Intersection” signs and linemarking not be installed in Broadarrow Road at Mayfair Crescent, as it does not meet the RTA warrant for such a facility.

2. No action be taken regarding the removal of the kerbsite blister islands on the northern side of Broadarrow Road, adjacent to the marked pedestrian crossing at this time and that traffic conditions in the street continue to be monitored.

3. Hurstville City Council be advised of the decision to enable them to respond to the enquiries they received from the Member for Kogarah and a local resident.

4. The Head Petitioner for the residents of Mayfair Crescent be advised of the decision.
TRAFFIC COMMITTEE

6 APRIL 2009

BROADARROW ROAD AT MAYFAIR CRESCENT, NARWEE – PETITION REQUESTING “DO NOT QUEUE ACROSS INTERSECTION” LINES AND ROAD MARKINGS AND A REVIEW OF TRAFFIC QUEUING IN THE STREET DUE TO RECENTLY INSTALLED PEDESTRIAN CROSSING (CONT.)
TRAFFIC COMMITTEE

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BROADARROW ROAD AT MAYFAIR CRESCENT, NARWEE – PETITION REQUESTING “DO NOT QUEUE ACROSS INTERSECTION” LINES AND ROAD MARKINGS AND A REVIEW OF TRAFFIC QUEUING IN THE STREET DUE TO RECENTLY INSTALLED PEDESTRIAN CROSSING (CONT.)
BROADARROW ROAD AT MAYFAIR CRESCENT, NARWEE – PETITION REQUESTING “DO NOT QUEUE ACROSS INTERSECTION” LINES AND ROAD MARKINGS AND A REVIEW OF TRAFFIC QUEUING IN THE STREET DUE TO RECENTLY INSTALLED PEDESTRIAN CROSSING (CONT.)