

5.4. Thrupp Street, Neutral Bay – between Aubin Street and Kurraba Road

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ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS: Nil

PURPOSE:

Investigate traffic and parking issues in Thrupp Street between Aubin Street and Kurraba Road.

EXECUTIVE SUMMARY:

The matter concerning a request to covert Thrupp Street between Aubin Street and Kurraba Road to one-way has been investigated on a number of occasions. Most recently, the matter was considered at the traffic committee meeting on 11 June 2021 where the following recommendation was made:

- 1. THAT** the recommendations made for minor traffic investigations be received.
- 2. THAT** Council acknowledge the site meeting that occurred in Thrupp Street on the 3 May 2021, the attendance of residents and the concerns raised at the traffic meeting on the 11 June 2021.
- 3. THAT** a report be brought back to the Traffic Committee as soon as possible on the issues and possible solutions for Thrupp Street, whether Council should introduce restricted parking and that parking be allocated for residents only.
- 4. THAT** Ms Bournazos be thanked for attending the meeting and raising these issues.

At the site meeting held on 3 May 2021, the residents presented stated the road was closed on occasions due to construction works during the traffic count period between 21 May -27 May. Therefore, an additional traffic count was undertaken in Thrupp Street from 2 June – 8 June.

A further analysis of the traffic count results has been undertaken with excluding the days where partial or full road closure occurred in the vicinity of Thrupp Street that might affect the traffic flow conditions. The results of the analysis are attached in this report.

Based on the recorded traffic speeds and volumes, it can be concluded that the traffic conditions in Thrupp Street are not considered problematic. Furthermore, based on the consistent volume of traffic flow in both directions, it is difficult to justify for the need to convert the street to one-way.

Additionally, Council has received representations from the residents in Thrupp Street regarding difficulty in finding parking in the area due to the spaces being taken up by

construction staff and vehicles parked on the road all day because of the current lockdown restrictions.

Since Council is unable to increase the supply of on-street parking, the only equitable way to manage the parking in the area and give residents and visitors fair access to the resource, is to place time restrictions on the available parking spaces.

Therefore, a resident survey is being prepared and will be distributed to the residents in Thrupp Street and the surrounding streets as soon as practical to determine their views on the installation of parking restrictions.

FINANCIAL IMPLICATIONS:

Nil

RECOMMENDATION:

- 1. THAT** Council does not support the one-way or road closure proposal at the lower end of Thrupp Street between Kurraba Road and Aubin Street.
- 2. THAT** a report be brought back to the Traffic Committee regarding the results of the community consultation on the installation of parking restrictions in Thrupp Street.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
- 2.4 Improved traffic and parking management

BACKGROUND

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A further analysis of the traffic count results has been undertaken with excluding the days where partial or full road closure occurred in the vicinity of Thrupp Street that might affect the traffic flow conditions. The results of the analysis are attached in this report.

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CONSULTATION REQUIREMENTS

Community engagement will be undertaken in accordance with Council's Community Engagement Protocol.

Relates to ECM No: 8275244, 8386980

Standard or Guideline Used: AS1742.13, AS2890.5

Signs & Lines Priority: N/A

Precinct and Ward: Hayes, Victoria

Impact on Bicycles: Nil

Impact on Pedestrians: Nil

Impact on Parking: time restricted parking may be installed subject to community consultation.

DETAIL

Thrupp Street - Traffic issues

Traffic counts were undertaken in Thrupp Street on several occasions. At the site meeting held on 3 May 2021, the residents presented stated the road was closed on occasions due to construction works during the traffic count period between 21 May -27 May. Therefore, it was agreed to undertake additional traffic count in Thrupp Street from 2 June – 8 June.

The results from the most recent traffic counts undertaken in Thrupp Street between Aubin Street and Kurraba Road are summarised in the tables below:

19 Feb – 25 Feb 2021

Speed limit 50km/h	50 th percentile speed	85 th percentile speed	5-day avg. daily traffic volume	7-day avg. daily traffic volume
South	31	38	231	231
North	27	36	263	263
Combined	29	37	494	494

21 May – 27 May 2021

Speed limit 50km/h	50 th percentile speed	85 th percentile speed	5-day avg. daily traffic volume	7-day avg. daily traffic volume
South	29	38	233	232
North	27	36	260	251
Combined	28	37	493	483

2 June – 8 June 2021

Speed limit 50km/h	50 th percentile speed	85 th percentile speed	5-day avg. daily traffic volume	7-day avg. daily traffic volume
South	30	38	263	250
North	28	37	283	271
Combined	29	37	547	521

It is evident from the above traffic count results that the speed and volume of vehicles travelling in Thrupp Street are fairly consistent with a slight increase of traffic volume between 2 June – 8 June.

Considering there are construction works in the area, a further analysis of the traffic count data was undertaken with excluding the days where partial or full road closure occurred in the vicinity of Thrupp Street that might affect the traffic flow conditions.

A review of Council records revealed the following Stand plant applications for private developments in the months of May and June:

- 14 Thrupp Street - 8/6/21-10/6/21
- 147 Kurraba Road - 7/6/21
- 14 Thrupp Street - 5/6/21
- 147 Kurraba Road - 1/6/21-4/6/21
- 14 Thrupp Street - 27/5/21-31/5/21
- 182 Kurraba Road - 7/6/21-11/6/21
- 147 Kurraba Road - 25/5/21

Excluding the data of the above dates from the traffic count results revealed the following:

21-24 May & 26 May 2021

Speed limit 50km/h	50th percentile speed	85th percentile speed	average daily traffic volume
South	30	37	205
North	27	34	206
Combined	29	36	411

6 June 2021

Speed limit 50km/h	50th percentile speed	85th percentile speed	average daily traffic volume
South	30	37	194
North	28	36	214
Combined	29	35	408

The above results indicate that there is little difference in terms of the traffic speed and volume between the days with and without full or partial road closures.

Additionally, the traffic counts indicate that the number of trucks accessing Thrupp Street ranges from 1-5%. The difference in heavy vehicle movement percentage may correlate with the different stages of the development construction. Generally, there are higher truck

movements during the phases of excavation stage and major concrete pours. Heavy vehicle movements are expected to reduce as the development progresses.

Generally, a local road will accommodate a speed limit of 50km/h and up to 2000 vehicles per day. Based on the recorded traffic speeds and volumes, it can be concluded that the traffic conditions in Thrupp Street are not considered problematic. Furthermore, based on the consistent volume of traffic flow in both directions, it is difficult to justify for the need to convert the street to one-way.

It is to be highlighted that, the benefits of two-way configuration are that flexibility is retained for all users, alternative option is available if street is temporarily blocked at one end, speeds are generally lower due to the presence (or expectation) of opposing traffic, signage is minimised, motorists expectations are better met etc.

Thrupp Street - Parking issues

Parking in Thrupp Street is mostly unrestricted along the entire length. Residents have also raised concerns with difficulty in finding parking in the area due to the spaces being taken up by construction staff and vehicles parked on the road all day because of current lockdown restrictions.

Since Council is unable to increase the supply of on-street parking, the only equitable way to manage the parking in the area and give residents and visitors fair access to the resource, is to place time restrictions on the available parking spaces.

Therefore, a resident survey is being prepared and will be distributed the residents in Thrupp Street and the surrounding streets as soon as practical to determine their views on the installation of parking restrictions.