

**Item 4.3 - Traffic - 19/03/21**

N O R T H S Y D N E Y C O U N C I L R E P O R T S



---

**To the General Manager**

**Attach:** 1. List of Recommendations

---

**SUBJECT:** (4.3) Minor Traffic Investigations

**AUTHOR:** Report of Manager Traffic and Transport Operations, Michaela Kemp

**DESCRIPTION/SUBJECT MATTER:**

Attached is a list of recommendations made for minor traffic investigations.

**RECOMMENDATION:**

**1. THAT** the recommendations made for minor traffic investigations be received.

**MINOR TRAFFIC INVESTIGATIONS**  
**538<sup>th</sup> TRAFFIC COMMITTEE - 19 MARCH 2021**

	<b>Street/ Location</b>	<b>Precinct, Ward,</b>	<b>Issue/ Request</b>	<b>Investigation</b>	<b>Recommendation</b>	<b>Signs &amp; Lines Priority</b>	<b>Standard/ Guideline</b>	<b>ECM</b>
1	East Crescent Street, McMahons Point – between Waiwera Street and Blues Point Road	Lavender Bay/ Wollstonecraft	<p>Two residents of East Crescent Street Lavender Bay have raised safety concerns at the intersection of East Crescent Street with Blues Point Road and Waiwera Street.</p> <p>It is claimed that vehicles exiting East Crescent Street onto Blues Point Road are traveling against the One-Way traffic east bound.</p> <p>It is also claimed that vehicles are turning right onto East Crescent Street from Waiwera Street in contravention of the No Right turn restriction.</p>	<p>East Crescent Street is a one-way road from Blues Point Road to Parker Street.</p> <p>A site inspection revealed that the street is currently signposted with One-Way Signs at Blues Point Road and Waiwera Street.</p> <p>It was also noted that the One-Way sign at Waiwera Street could be hidden behind the blooming tree.</p> <p>Additional “No Right Turn” sign on the southern side of the intersection of East Crescent Street and Waiwera Street facing Waiwera Street, to improve driver awareness was approved under Traffic Delegated Authority (21/013) and was installed recently.</p>	<b>1. THAT</b> the information concerning safety at East Crescent Street and Blues Point Road be received.	NA	AS1742.2	8236389 8404799 8408473 (IM)
2	Rangers Road, Cremorne – at Allister Street	Harrison, Victoria	<p>Council has received a request from Redlands School for ‘Keep Clear’ markings and No Stopping during school drop-off and pick-up times in Rangers Road at Allister Street to alleviate congestion at the intersection when vehicles are waiting to turn right.</p>	<p>Council obtained traffic counts at the intersection of Rangers Road and Allister Street in November 2020. The intersection count diagram is attached.</p> <p>In the AM peak hour 8am-9am, 144 (25%) of westbound traffic on Rangers Road turns right at Allister Street. Queuing data obtained in the AM peak shows the average east-bound queue was 65m (10 vehicles). From 9am-9.30am the average east-bound queue was 27m (4 vehicles).</p> <p>In the PM peak hour 2.30pm-3.30pm, 84 (13%) of westbound traffic on Rangers Road turns right at Allister Street. Queuing data obtained in the PM peak, 2.30pm-3.30pm shows the average east-bound queue was 76m (13 vehicles). From 3.30pm-4pm the average east-bound queue was 78m (13 vehicles).</p>	<b>1. THAT</b> the information concerning the intersection of Rangers Road and Allister Street be received	N/A	RMS Guide to Traffic Generating Developments  RMS Delineation Manual	8411130 (MK)

	Street/ Location	Precinct, Ward,	Issue/ Request	Investigation	Recommendation	Signs & Lines Priority	Standard/ Guideline	ECM
				<p>The average travel time from Spofforth Street to Allister Street under free-flowing conditions is 9 seconds. The average travel time from Spofforth Street to Allister Street during peak periods is 46 seconds per vehicle. This means the average delay due to the right turning traffic during peak periods is approximately 37 seconds per vehicle. According to RMS Level of Service advice the intersection has a Level of Service C which is satisfactory.</p> <p>There were two (2) crashes recorded at the intersection in the past 5 years of available TfNSW crash data to 2018. One involved a car turning right out of Allister Street that collided with a pedal cyclist travelling west on Rangers Road; the other involved a car turning right into Allister Street that collided with a pedal cyclist travelling west on Rangers Road. An outside distraction was reported as a factor in the first crash.</p> <p>It is understood that the request for 'Keep Clear' markings was to assist vehicles turning right out of Allister Street onto Rangers Road. Review of the intersection survey footage found that queues in the westbound lanes on Rangers Road occasionally extended across the intersection of Allister Street in the PM peak. 'Keep Clear' markings are typically installed on the lanes nearest to the side road to allow right turning vehicles to cross the queue. As the queuing is occurring on the far lanes, these markings would not be appropriate as traffic exiting Allister Street is required to give way to traffic on Rangers Road. In most cases, vehicles exiting Allister Street were able to select an appropriate gap in the traffic once the west-bound queue had cleared after the traffic signal cycle.</p>				

	Street/ Location	Precinct, Ward,	Issue/ Request	Investigation	Recommendation	Signs & Lines Priority	Standard/ Guideline	ECM
				Removal of parking on the southern side of Rangers Road opposite Allister Street would allow west-bound traffic on Rangers Road to overtake right turning vehicles. It is unlikely that the removal of the parking would prevent the crash types that have previously occurred at the intersection. The removal of parking at this location has previously not been supported by the Traffic Committee due to the impact on resident parking. Given that the intersection is operating at a satisfactory level it is recommended that the parking be retained.				
3	Thrupp Street, Neutral Bay – between Kurraba Road & Aubin Street	Hayes, Victoria	<p>Council has received a petition from residents of Thrupp Street (9 properties) and Kurraba Road (2 properties) requesting to convert the lower part of Thrupp Street between Aubin Street and Kurraba to one-way or a ‘cul-de-sac’.</p> <p>It is alleged that:</p> <ol style="list-style-type: none"> <li>1. Cars are using Thrupp Street as a rat-run to avoid the traffic lights on Wycombe Road.</li> <li>2. Safety concerns when crossing lower Thrupp Street.</li> <li>3. A bottle neck situation with opposing traffic due to Thrupp Street being so narrow.</li> </ol> <p>In addition to the issues above, concerns were raised with difficulties to see traffic travelling east on Kurraba Road when turning right from Thrupp Street into Kurraba Road. It was suggested that the</p>	<p>Thrupp Street is two-way between Kurraba Road and Aubin Street. The carriageway width of this section of Thrupp Street is approximately 7.3m and parking is permitted on both sides of the road.</p> <p>With vehicles parked on both sides of the road, the effective travel lane width is reduced to approximately 3.1m. Although this is not wide enough for two vehicles to pass each other there are numerous driveways along the roadway which provide opportunities for passing bays. This is typical for many low volume roads in urban areas such as Thrupp Street.</p> <p>A traffic count has recently been undertaken in Thrupp Street for a seven-day period starting on 19 February 2021.</p> <p>Results obtained from the traffic count indicated that the average daily volume of traffic travelling north on Thrupp Street from Kurraba Road to Aubin Street is 263 vehicles. There are 231 vehicles per day travelling south on Thrupp Street from Aubin Street to Kurraba Road.</p>	<p><b>1. THAT</b> the head of the petitioners be advised 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.</p> <p><b>2. THAT</b> the existing GIVE WAY line at the intersection of Thrupp Street and Kurraba Road be moved forward to improve sight distance.</p>	2	AS2890.1, TfNSW Delineation. Section 6. Transverse Markings	8275244 8386980 (NW)

	Street/ Location	Precinct, Ward,	Issue/ Request	Investigation	Recommendation	Signs & Lines Priority	Standard/ Guideline	ECM
			<p>existing concrete blisters on the corner of Kurraba Road and Thrupp Street be extended to improve sight distance.</p>	<p>The 50<sup>th</sup> percentile and 85<sup>th</sup> percentile speeds were recorded at 29km/h and 37km/h respectively which are within the 50km/h default urban speed limit.</p> <p>Based on the traffic count results, the traffic volume in Thrupp Street is not considered excessive for a local road.</p> <p>A review of the most recent five-year crash history from TfNSW revealed no recorded crashes in Thrupp Street. This indicates that drivers are generally aware of the road conditions and adjust their behaviour accordingly.</p> <p>Based on the recorded low traffic volume and speed and the lack of crash history, it is difficult to justify the necessity for the one-way flow.</p> <p>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.</p> <p>One-way configuration, conversely, can have the following detrimental effects: speeds are often higher, flexibility in choice of direction is removed, adjacent streets get a greater loading of traffic, numerous signs need to be installed and maintained.</p> <p>The other suggested option for a permanent closure of Thrupp Street at Kurraba Road will significantly impact on the traffic flow in the surrounding streets especially for Aubin Street.</p>				

	Street/ Location	Precinct, Ward,	Issue/ Request	Investigation	Recommendation	Signs & Lines Priority	Standard/ Guideline	ECM
				<p>With regard to the request for the kerb blister extension at the intersection of Kurraba Road and Thrupp Street, the existing kerb blister on Kurraba Road has been installed for a distance of 10m west from Thrupp Street. Further extension will result in the removal of on street parking space.</p> <p>A review of the crash history revealed no recorded crash at the intersection of Kurraba Road and Thrupp Street.</p> <p>It appears that the available sight distance from Thrupp Street to Kurraba Road is approximately 35m slightly less than the minimum sight distance requirement of 45m according to the Australian Standards. It may be appropriate to move the existing Give Way line forward allowing motorists to achieve a maximum sight distance of approximately 60m. Refer to attached plan.</p>				





# Thrupp Street at Kurraba Road – Proposed Giveway Line Adjustment

