



# **Business Paper**

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## **Consultative Traffic Forum**

**Friday, 3 August 2018**

**8:30am**

**Committee Rooms 203 and 204,  
Level 2, Administration Building,  
4-20 Eton Street, Sutherland**

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**SUTHERLANDSHIRE**

## **ORDER OF BUSINESS**

- 1. APOLOGIES**
- 2. DISCLOSURES OF INTEREST**
- 3. CONFIRMATION OF MINUTES OF THE PREVIOUS MEETING**
- 4. REPORTS FROM OFFICERS – CONSULTATIVE TRAFFIC FORUM**  
CTF016-18    Howie Avenue Cronulla - Traffic conditions
- 5. ADDITIONAL MATTERS RAISED AT MEETING (if any)**

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**CTF016-18      HOWIE AVENUE CRONULLA - TRAFFIC CONDITIONS**

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**Attachments:** Appendix A [↓](#)

**EXECUTIVE SUMMARY**

- Council has received a concern relating to traffic conditions in Howie Avenue, Cronulla. The Traffic Engineer undertook to consult the community on a proposed one-way arrangement or restricting parking in the street.
- The results of traffic data collection and community consultation are reported.
- Notwithstanding the views expressed by some residents in response to consultation by Council, there is no substantial technical argument in support of restricting traffic flow in Howie Avenue to one-way, or in support of imposing parking restrictions.
- The current two-way arrangement is operating satisfactorily and should remain in place.

**REPORT RECOMMENDATION**

THAT:

1. The report on the results of traffic data collection and the community consultation in relation to a one-way traffic proposal or parking restrictions in Howie Avenue, Cronulla, between Kingsway and Thomas Street, be received and noted.
2. A letter be sent to all residents advising that the proposal for one-way traffic flow or parking restrictions in Howie Avenue, Cronulla will not proceed.

**LOCATION**

Howie Avenue, Cronulla, between Kingsway and Thomas Street.

**REFERRAL TO COMMITTEE**

Member of the public ([CR17-211035](#))

**ISSUES**

- Perceived problems caused by on-street parking.
- Perceived problems relating to speed and volume of traffic.
- Commitment by Traffic Engineer to consult with community on proposed one-way.

**PREVIOUS CONSIDERATION BY COMMITTEE**

Nil

**COMMENTS BY INVESTIGATING OFFICER**

A resident of Howie Avenue raised concerns relating to traffic and parking conditions in Howie Avenue. An investigation into traffic and safety conditions in Howie Avenue has been undertaken following a commitment made by a temporary Traffic Engineer dealing with the matter at the time, that the suggestions of the resident will be the subject of public consultation and a report to the Sutherland Traffic Committee.

The resident requested:

- Parking restrictions on one side of the street, or
- A resident parking permit scheme, and / or
- Turn restrictions from Thomas Street, or
- Turn restrictions from Kingsway, and
- That residents be forced to use their off-street parking area.

**Existing situation**

Howie Avenue is a local road in Council's Road Hierarchy. The road is only 180 metres in length between Kingsway and Thomas Street and has a carriageway width of approximately 7.2 metres with barrier kerb on both sides. A raised threshold provided at the Kingsway end of Howie Avenue serves as an entry treatment and conveys a change in road environment.

Kingsway is a State Road and serves as the primary arterial providing east-west mobility in the regional context. Thomas Street is a "Collector" road in Council's road hierarchy and provides east-west local access as part of a route formed by Denman Avenue, Franklin Road, Thomas Street, Kurnell Road and Burke Road, linking Gannons Road in the west to Elouera Road in the east.

### Vehicle volumes

Seven day traffic counts in May 2018 at the kink in Howie Avenue, outside House No.2 indicated an AADT of 142 vehicles per day with 66 vehicles southbound (towards the Kingsway) and 76 vehicles northbound.

### Traffic speeds

The traffic count indicated an 85<sup>th</sup> percentile speed of 29 km/h with no marked directional characteristics. The default speed limit of 50 km/h for local roads applies to Howie Avenue.

### Accident details

An analysis of the Centre for Road Safety's accident database revealed a single reported crash in Howie Avenue in the five year period ending June 2017. The crash type is recorded as "manoeuvring", and the details record that a light truck hit a stationary vehicle whilst reverse parking.

### Consultation

A letterbox drop was undertaken of all residents of Howie Avenue, seeking their comments in relation to a potential one-way traffic flow or parking restrictions on one side of the road. From a total of 32 letters sent (an apartment building, a boarding house, three dual occupancies and nine single dwellings), a total of 7 responses were received. No comments were received from residents of the apartment building or the boarding house.

Comments contained in the responses indicated the following preferences:

- One-way (three respondents)
- Not in support of one-way (one respondent)
- Parking restrictions (two respondents)
- Not in support of parking restrictions (two respondents)
- Requesting rolled kerb, thereby allowing vehicles to park partly on the nature strip (one respondent)
- Road closure, thereby creating a cul-de-sac (three respondents)

The main issues of concern for respondents in favour having something done about traffic and parking, are perceptions of problems caused by parked vehicles, speed and the volume of traffic. The main issues of concern for respondents opposed to the two proposals are loss of limited parking and increased speeding resulting from either proposal.

### Technical arguments

The advantages of one way roads are:

- Can prevent vehicles using a road as a short cut / "rat run" #
- Can create more road space for parking #
- Can help traffic move more freely #

# Not relevant in Howie Avenue

The disadvantages of one way roads are:

- Likely to increase vehicle speeds
- Vehicles may need to travel greater distances to get to their destinations
- Difficulty with domestic waste service pick-up

The advantages of parking restrictions are:

- Can help traffic move more freely
- Can help with improved sight lines

The disadvantages of parking restrictions are:

- Reduced availability of on-street parking
- Likely to increase vehicle speeds

### **Conclusion**

Whilst there is concern amongst some residents in relation to conflict associated with two way movements, the two-way system has operated successfully to date. Vehicle speeds and volumes of traffic are extremely low. Gaps in parking at driveways, particularly along the western side of the road, allow vehicles travelling in opposite directions to pass one another without difficulty. A parking restriction on the sharp kink would address the main area where parked vehicles affect the ability of opposing vehicles to sight each other. However this is likely to lead to increased speed.

On balance, given the very low vehicles volumes (less than 150 vehicles per day) and speeds (85% of vehicles travel at 30 km/h or less) there is no strong technical argument for any intervention in Howie Avenue. The current two-way arrangement should continue to operate.

### **RISK RANKING**

A risk ranking was performed in order to assist with decision making. A score of 20 was achieved in the "Risk Ranking of Traffic Engineering Works Involving Safety" score sheet. This is considered very low in comparison to many other roads in Council's network. This confirms that there is no strong risk based argument to support an intervention at this location (refer to attached Appendix A).

### **FINANCIAL / RESOURCE IMPLICATIONS**

N/A.

### **LIST OF APPENDICES**

Appendix A – Risk ranking calculation

### **RESPONSIBLE OFFICER**

The officer responsible for the preparation of this report is the Manager-Traffic and Public Domain Services/Executive Engineer, Mario Sherrie who can be contacted on 9710 0503.

File Number: 2018/297922

Risk Ranking of Traffic Engineering Works Involving Safety						
Project: <b>Howie Avenue, Cronulla - Traffic Issues</b>						
Criteria	Description	Points	Weight	Max Points	Enter Points	Weighted Score
RMS Accident Data (5 Year period)	Very 10 crashes or more	4	5	25	0.4	2
	High 6 to 9 crashes	3				
Mod 4 to 5 crashes	2					
Moder 2 to 3 crashes	1					
Low 1 crash	0.4					
	No recorded crashes	0				
	Plus one weighted point for each injury* type crash to a maximum of 5		1		0	0
Traffic Volume (vehicles / day)	>10,000 veh /day	4	4	16	0	0
	5,000 - 10,000	3				
	2,000 - 4,999	2				
	500 - 1,999	1				
	<500	0				
Pedestrian / Cycling Usage	High	3	4	12	1	4
	Moderate	2				
	Low	1				
Speed 85 percentile	15 km / hr or more over speed limit	4	3	12	0	0
	10 to 14 km / hr over speed limit	3				
	5 to 9 km / hr over speed limit - <i>Default</i>	2				
	0 to 4 km / hr over speed limit	1				
	Less than speed limit	0				
Level of Community Concern	High – Area Wide Scheme	3	3	9	2	6
	Moderate	2				
	Low	1				
	Very Low	0				
Road Geometry, Road Width & Topography	Road Width > 11m:		3	12	2	6
	Restricted sight	4				
	Sharp Curve	3				
	Curve and /or Crest	2				
	Long Straight	1				
	Short Straight	0				
	Road Width 8 - 11m:					
	Restricted sight	4				
	Sharp Curve	2				
	Curve and /or Crest	1				
Long Straight	1					
Short Straight	0					
Road Width < 8m:						
Restricted sight	2					
Sharp Curve	2					
Curve and /or Crest	1					
Long Straight	1					
Short Straight	0					
	Plus one point per % road grade greater than 10%		1		0	0
Adjacent to School /Park / Shopping Centre	Within 100m	3	2	6	0	0
	Within 200m	2				
	Within 400m	1				
Intersection safety issues / Driver behaviour	Wrong side of road	4	1	4	1	1
	High turning speed	3				
	Wide intersection	2				
	Other poor behaviour	1				
Existing Devices within 400m	Nil	4	1	4	1	1
	1 – 2 devices	1				
	3 – 5 devices	0				
	> 5 devices	-4				
	Traffic Signals	-10				
<b>TOTAL SCORE</b>						<b>20</b>