

ORDINARY COUNCIL MEETING

NOTICE IS HEREBY GIVEN THAT AN ORDINARY COUNCIL MEETING OF THE COUNCIL OF THE CITY OF RANDWICK WILL BE HELD IN THE COUNCIL CHAMBER, TOWN HALL, 90 AVOCA STREET, RANDWICK, ON TUESDAY, 23RD NOVEMBER 2004 AT 6:00 PM.

Director Asset & Infrastructure Services' Report 91/2004

SUBJECT:	NEW ACCESS RAMPS AT SOUTHERN CROSS DRIVE AND GARDENERS ROAD
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DATE:	18 November, 2004	FILE NO:	98/S/4405
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REPORT BY: DIRECTOR ASSET & INFRASTRUCTURE SERVICES

INTRODUCTION:

On 24 January 2003, the Minister for Roads the Hon. Carl Scully announced an \$80 million 10-year program of works to upgrade and improve the road network in the South Sydney region. The Minister stated that a package of works will be undertaken to improve traffic along South Dowling Street and Southern Cross Drive by upgrading key intersections along their routes.

The road network improvements will be designed to cater for the large increase in developments in the South Sydney region, including the Green Square Development and the new buildings in the Victoria Park Master Plan site. Mr Scully said that the previous Member for Heffron, Ms Deidre Grusovin, had campaigned hard for the funds to be made available for these works. He added that “community consultation and environmental studies will begin shortly on these projects.”

However, other than the abovementioned broad statements by the Minister, no specific details of various works included in the program were available. Council to date is also unaware of any formal community consultation and environmental studies undertaken by the Roads and Traffic Authority (RTA).

The main issues of concern for Randwick City Council relate to the increased traffic passing into and through the Randwick local government area. Accordingly, Council in November 2003 made a submission to the RTA stating that the program should incorporate the following proposals:

- In regard to the major improvements foreshadowed in the Program for the intersections of Cleveland Street, Dacey Avenue and Todman Avenue with South Dowling Street, such improvement works should be suitably designed to reduce pressure on the existing street network in the area by discouraging traffic passing through the Randwick LGA;
- A direct connection to the Eastern Distributor, for both northbound and southbound traffic, from the Victoria Park Master Plan site;
- Substantial at grade improvements to provide at least two exclusive right turn lanes for traffic turning right from O'Dea Avenue into South Dowling Street;
- A full grade separated interchange at the intersection of Epsom Road and Southern Cross Drive;
- RTA's investigation should be extended to include the Eastern Distributor/Anzac Parade corridor. Currently the section of Anzac Parade, between the Kingsford roundabout and Todman Avenue, carries large volumes of through traffic that should ideally use Southern Cross Drive;
- Council supports the reconfiguration of the O'Riordan Street, Wyndham Street, Bourke Street and Botany Road intersection. However, the impact of the Green Square Town Centre development should be carefully assessed, and increased traffic on Epsom Road should be directed through Southern Cross Drive. It is stressed that the residential amenity of Lenthall Street cannot be compromised; and measures aimed at not only reducing traffic flows but also strengthening of the road pavement to cater for the heavy traffic flows would need to be undertaken;
- The widening of Lachlan Street and McEvoy Street is also supported, however, any increased cross regional traffic flow at its eastern end, should be directed along South Dowling Street/Eastern Distributor;
- Any direct connection between Southern Cross Drive and Gardeners Road should be carefully assessed in terms of its impact on the Kingsford roundabout.

The Ward Councillors were advised of Council's submission to the RTA as outlined above.

Subsequently Council at its meeting held on 25 May 2004, resolved:

“that Council's Traffic Officers meet with representatives of the Minister for Roads in relation to residents requests for the reopening of Dalmeny Avenue at Kimberley Grove.”

On 5 July 2004, a meeting was therefore convened to discuss this issue. At that meeting Council was represented by Mayor Councillor Murray Matson, Councillor John Procopiadis, Councillor Bradley Hughes, the then Director Asset and Infrastructure Services Mr Mick Savage, Director of Planning Ms Sima Truuvert and Senior Traffic Engineer Mr Ken Kanagarajan. The RTA was represented by Mr Michael Veysey, General Manager - Sydney Client Services and his team of Network Managers.

RTA officers indicated support in principle to Council's submission and stated that Council's proposals will be incorporated in the RTA's Traffic Modelling exercise, and Council will be advised in due course of the results of the RTA's investigation of the issues.

In regard to Council's request for the re-opening of Dalmeny Avenue, RTA representatives stated whilst this is not an issue for the RTA, it is a matter for the consideration of the City of Sydney.

The RTA indicated that although the re-opening of Dalmeny Avenue would reduce existing traffic volumes along Lenthall Street, it could however, adversely affect the residents of Dalmeny Avenue and therefore may not be supported by the City of Sydney.

Council's Senior Traffic Engineer then brought to the attention of the RTA's representatives of the proposed development of two 32 storey buildings housing 900 residential units on the "Dolina" site at 87-103 Epsom Road, Rosebery. He stated that this development, if permitted, will significantly increase the traffic and congestion in the area and cause a substantial increase in traffic on Lenthall Street, which is already experiencing very high traffic volumes, which are well above the pavement design levels.

RTA's Mr Michael Veysey stated that this development will be assessed under the provisions of Schedule No.1 of Environmental Planning Policy No. 11 (SEPP 11). He gave the assurance that the advice from the RTA to the City of Sydney concerning this development proposal will include a condition requiring consultation with Randwick City Council to discuss and implement suitable measures which will mitigate further traffic increases along Lenthall Street as a result of this development.

He added that the RTA does not have a proposal at this time for the provision of a full or partial grade separated interchange at the intersection of Epsom Road and the Eastern Distributor. However, the Authority would ensure that any new buildings or structures associated with the development on the "Dolina" site are erected clear of the land required for the future construction of the interchange.

Council is advised that the above conditions have been incorporated in RTA's letter dated 19 October 2004, to the City of Sydney.

Mr Michael Veysey then advised that early consideration of road network issues and the projected benefit cost estimates have indicated that the provision of access ramps from Gardeners Road to Southern Cross Drive would help alleviate congestion in the South

Sydney area. Consequently, this project has now been prioritised for immediate development while the other options are further analysed and developed.

SOUTHERN CROSS DRIVE / GARDENERS ROAD – PROVISION OF NEW ACCESS RAMPS

On 24 September 2004, the Minister for Roads released plans to build ramps on Gardeners Road at Eastlakes that will provide direct access to and from Southern Cross Drive.

The Minister said that this project, at an anticipated cost of \$12 million, would be the first to go ahead as part of the 10-year \$80 million Roads Boost for South Sydney program announced earlier in 2003.

There is currently no link between Gardeners Road and Southern Cross Drive, and this proposal will incorporate south facing ramps between these two roads.

The Minister announced that tenders are due to be called in the first half of 2005, with construction work planned to start in the second half of 2005 and completion expected in late 2006.

ANTICIPATED BENEFITS OF THE RAMPS:

It is considered that the Gardeners Road ramps with Southern Cross Drive will contribute greatly to the movement of people and goods across the southern inner City area. The impact of these ramps would help alleviate congestion as far as Cleveland Street.

The ramps have been proposed in line with the RTA's strategic aim of improving transport efficiency, alleviating congestion, improving the traffic flows and reducing travel times.

Currently, motorists who travel along Southern Cross Drive each day for their destinations in the eastern suburbs (e.g. University of New South Wales, The Prince of Wales Hospital, Sydney Cricket & Sports Grounds, Randwick Racecourse, Bondi etc.) either mainly use Link Road / Lenthall Street corridor, or O'Dea Avenue / Todman Avenue to reach their destinations. Should the ramps be completed, there will be a significant reduction of traffic volumes in Lenthall Street.

The ramps will also service the increase in transport demand anticipated from both the expected developments and growth in the South Sydney area and from the Cross City Tunnel. They will ease the pressure on access ramps elsewhere on Southern Cross Drive and provide a viable alternative for traffic wishing to access the Eastern Distributor / M5 routes.

DESIGN DETAILS OF THE RAMPS:

The ramp project (see Attachment) comprises:

- a northbound off-ramp for traffic exiting Southern Cross Drive into Gardeners Road, incorporating one left turn lane and two right turn lanes into Gardeners Road;
- a southbound on-ramp for traffic from Gardeners Road to Southern Dross Drive, incorporating one left turn lane for westbound traffic in Gardeners Road and one right turn lane for eastbound traffic in Gardeners Road;
- removal of the existing pedestrian signals across Gardeners Road at Tunstall Avenue;
- the provision of traffic signals to control vehicle and pedestrian movements at the intersections of both the on and off-ramps with Gardeners Road;
- relocation of a bus stop for westbound buses on Gardeners Road; and
- the closure of one lane of westbound traffic on the Gardeners Road overbridge.

ISSUES:

As stated earlier the ramps would alleviate congestion along the Southern Cross Drive intersections as far as Cleveland Street. There will be a significant reduction of traffic volumes in Lenthall Street.

The RTA has stated that the predicted traffic volumes on the ramps for the am peak hour for the year 2016 are 1162 vehicles per hour for the off-ramp and 717 vehicles per hour for the on- ramp.

It is expected that the proposed off-ramp with two right turn lanes to Gardeners Road will have a significant adverse impact on the West Kingsford Precinct. It is estimated that 800 vehicles during the am peak hour or two thirds of traffic on the off-ramp will pass into and through the Randwick local government area.

This will result in Tunstall Avenue, Eastern Avenue and Cottenham Avenue each carrying an additional traffic volume of approximately 200 vehicles per hour (3 to 4 vehicles per minute) during the am peak. In addition, the Kingsford roundabout will be further congested with an additional 200 vehicles per hour during the am peak.

Council has been greatly concerned for sometime about the speed and volume of traffic filtering through the residential streets of West Kingsford.

Following detailed investigations through the Randwick Traffic Committee and extensive community consultation, Council at its meeting held on 27 July 2004, approved the West Kingsford Local Area Traffic Management Scheme incorporating various traffic calming

measures at several locations within the area. Due to funding constraints, the implementation of these works has to be deferred at least until next year's budget allocation.

Council considers these works as priority measures for implementation due to the apparent inaction by the RTA in its management of the phasing and priorities of the operations of traffic signals on Gardeners Road and Anzac Parade to discourage cross traffic movements taking short cuts through local residential streets.

The construction of the proposed ramps will further deteriorate the amenity of this unique residential neighbourhood. It is therefore considered that the RTA should be responsible for providing traffic calming measures in the West Kingsford Precinct, to reduce the impact of any additional traffic infiltration resulting from the provision of the new access ramps. Increasing the capacity of the Kingsford roundabout system must be part of the Local Area Traffic Management now.

The RTA has not yet conducted a comprehensive traffic noise assessment as a result of the proposed ramps. It is therefore considered that the RTA should be responsible for the implementation of appropriate noise mitigation measures as required.

The Member for Heffron, Ms Kristina Kenneally, has supported the new access ramps and stated that "an environmental assessment as well as investigations into pedestrian movements and local traffic arrangements would now be undertaken. These are expected to be completed later this year."

FINANCIAL IMPACT STATEMENT:

There will not be any financial implication to Council as a result of the access ramps, should the RTA undertake implementation of the mitigation measures outlined in this report.

CONCLUSION:

It is considered that the Gardeners Road access ramps with Southern Cross Drive will contribute greatly to the movement of people and goods across the South Sydney area. There will be a significant reduction of traffic volumes in Lenthall Street and the impact of the ramps would alleviate congestion at key intersections as far as Cleveland Street.

Council should therefore support this initiative by the State Government and encourage its early implementation. However, this support should be subject to appropriate works being carried out.

The RTA should be responsible for providing traffic calming measures in the West Kingsford Precinct, as approved by Council at its meeting held on 27 July 2004 and as outlined in Attachment B, to reduce the impact of traffic infiltration through the Precinct.

In addition, the RTA should implement appropriate noise mitigation measures as identified in the environmental assessment, due to the impact of the proposed ramps.

RECOMMENDATION:

That:

1. Council support the concept of the Gardeners Road access ramps with Southern Cross Drive, and encourage the early implementation of this initiative by the New South Wales State Government subject to the following conditions, namely that:
 - a) The RTA be responsible for the funding and implementation of traffic calming measures in the West Kingsford Precinct as approved by Council, to discourage cross traffic movements taking shortcuts through these local residential streets;
 - b) The RTA implement appropriate noise mitigation measures, as identified in the environmental assessment, prior to the completion of the ramps, subject to Council being satisfied with these measures;
 - c) The provisions for pedestrian movements and local traffic arrangements on Gardeners Road shall be to the satisfaction of the Randwick Traffic Committee.
 - d) Six months after completion of the access ramps, the RTA shall undertake a full comprehensive traffic assessment of the operation of the Kingsford Roundabout to assess the impact of the ramps, and implement appropriate measures in consultation with Randwick City Council, to improve the traffic flows through Gardeners Road/the roundabout/Anzac Parade corridor;
 - e) The RTA shall undertake appropriate Community Consultation, prior to the implementation of measures outlined in a) to d) above;
2. A brief statement be included in the Mayor's column in the Southern Courier to state Council's position on the proposed ramps;
3. The City of Sydney be urged to consult Randwick City Council to discuss and implement suitable measures which will mitigate further traffic increases along Lenthall Street as a result of the proposed development on the "Dolina" site at 87-103 Epsom Road, Rosebery, prior to granting approval to this development, and as required by the RTA in its letter dated 19 October 2004 to the City of Sydney;
4. The City of Sydney be requested to investigate and undertake Community Consultation in relation to residents' requests for the reopening of Dalmeny Avenue, Rosebery, at Kimberley Grove;

5. The RTA be urged to formalise the design for the provision of a grade separated interchange at the intersection of Epsom Road and Southern Cross Drive and prioritise it as the next to go ahead as part of the 10 year \$80 million Roads Boost for South Sydney program;
6. The RTA be requested to provide an update of its investigations and traffic modelling of the various measures proposed by Randwick City Council for inclusion in the \$80 million program;
7. The Member for Heffron, Ms Kristina Kenneally, be advised that while Randwick City Council acknowledges, in principle, the wider benefits of the proposed ramps in improving overall transport efficiency, by contributing greatly to the movement of people and goods across South Sydney region, Council cannot unconditionally support any proposals that would be detrimental to the local residential amenity in its local government area, and would therefore seek her support in achieving appropriate Community Consultation and acceptance of the proposed mitigation works prior to their implementation by the RTA; and
8. The Member for Heffron be requested to liaise with the Council of City of Sydney in support of residents' requests for the reopening of Dalmeny Avenue, Rosebery, at Kimberley Grove.

ATTACHMENT/S:

The layout of proposed access ramps

.....
PETER STONE
ACTING DIRECTOR ASSET AND
INFRASTRUCTURE SERVICES

.....
KEN KANAGARAJAN
SENIOR TRAFFIC ENGINEER

PROPOSED ACCESS RAMPS AT GARDENERS ROAD

FROM
T. PETERS

TUNSTALL AVENUE

CB
CB
BUS

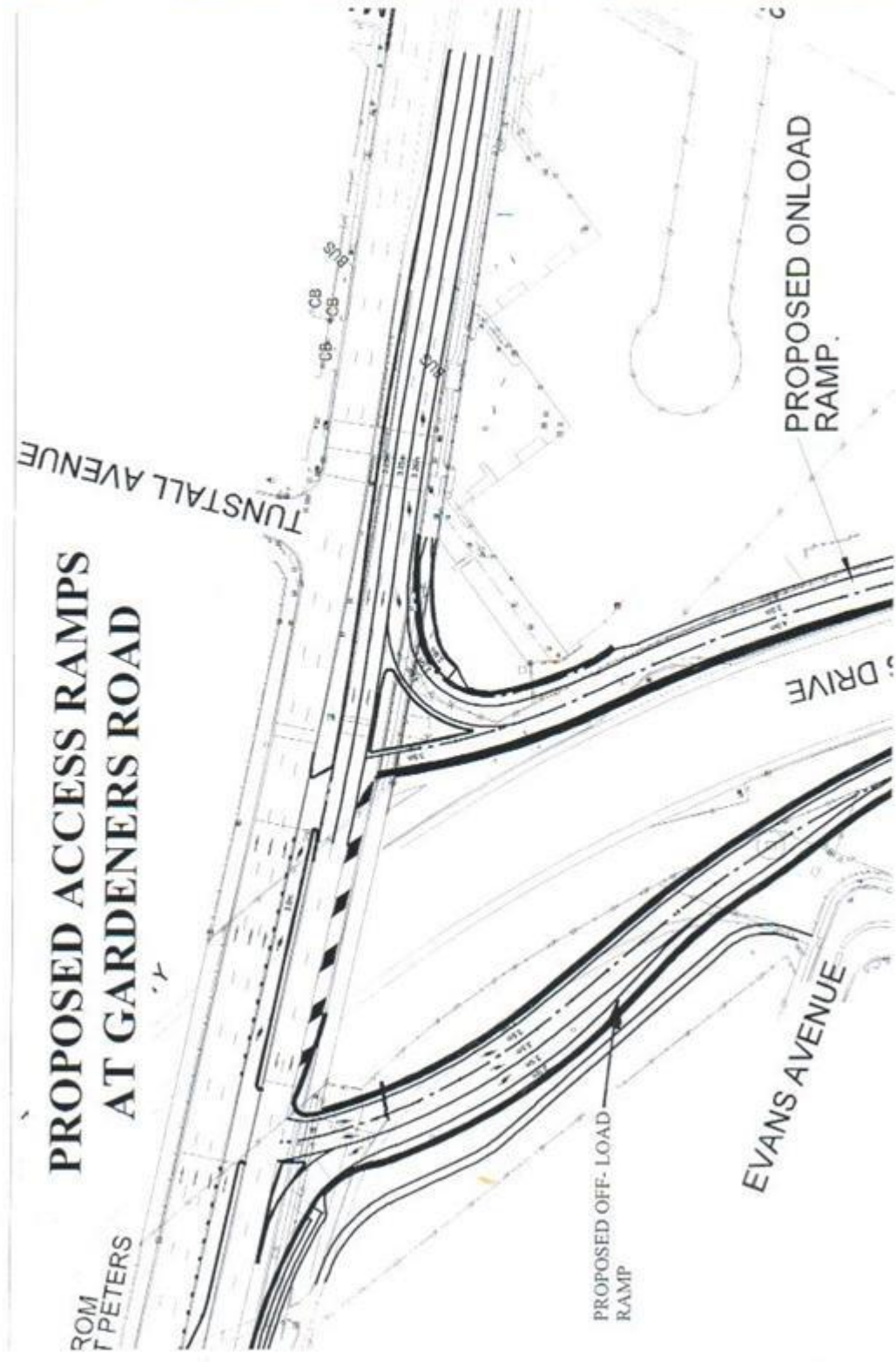
1.5m
1.5m
1.5m

DRIVE

PROPOSED ONLOAD
RAMP.

EVANS AVENUE

PROPOSED OFF-LOAD
RAMP



**MINUTES OF ORDINARY COUNCIL MEETING OF
THE COUNCIL OF THE CITY OF RANDWICK
HELD ON TUESDAY, 23RD NOVEMBER, 2004 AT 6:09 P.M.**

**.4 ACTING DIRECTOR ASSET & INFRASTRUCTURE SERVICES' REPORT
91/2004 - NEW ACCESS RAMPS AT SOUTHERN CROSS DRIVE AND
GARDENERS ROAD. (98/S/4405)**

304 **RESOLUTION:** *(Hughes/Procopiadis) that:*

- (a) *Council support the concept of the Gardeners Road access ramps with Southern Cross Drive, and encourage the early implementation of this initiative by the New South Wales State Government subject to the following conditions, namely that:*
- i. *the RTA be responsible for the funding and prior implementation of traffic calming measures in the West Kingsford Precinct with a new Local Area Traffic Management Scheme, to discourage cross traffic movements taking shortcuts through these local residential streets;*
 - ii. *the RTA implement appropriate noise mitigation measures, as identified in the environmental assessment, prior to the completion of the ramps, subject to Council being satisfied with these measures;*
 - iii. *the provisions for pedestrian movements and local traffic arrangements on Gardeners Road shall be to the satisfaction of the Randwick Traffic Committee.*
 - iv. *prior to the completion of the access ramps and six months after completion of the access ramps, the RTA shall undertake a full comprehensive traffic assessment of the operation of the Kingsford Roundabout to assess the impact of the ramps, and implement appropriate measures in consultation with Randwick City Council, to improve the traffic flows through Gardeners Road/the roundabout/Anzac Parade corridor;*
 - v. *the RTA, in conjunction with Council, Council officers and interested Councillors shall undertake appropriate community consultation, which shall include but not be limited to monthly public meetings with key stakeholders and community groups, letter box drops, newspaper advertisements, etc, to allow residents of West Kingsford and Kensington every opportunity to be informed of the details of the Ramps project and associated mitigation measures, and ensure that their concerns are addressed adequately prior to the commencement of construction of these facilities; such consultation shall be conducted and concluded to Council's satisfaction prior to the nomination of the successful contractor for the construction of these facilities;*

- (b) *a brief statement be included in the Mayor's column in the Southern Courier to state Council's position on the proposed ramps;*
- (c) *the City of Sydney be urged to consult Randwick City Council to discuss and implement suitable measures which will mitigate further traffic increases along Lenthall Street as a result of the proposed development on the "Dolina" site at 87-103 Epsom Road, Rosebery, prior to granting approval to this development, and as required by the RTA in its letter dated 19 October 2004 to the City of Sydney;*
- (d) *the City of Sydney be requested to investigate and undertake Community Consultation in relation to residents' requests for the reopening of Dalmeny Avenue, Rosebery, at Kimberley Grove;*
- (e) *the RTA be urged to formalise the design for the provision of a grade separated interchange at the intersection of Epsom Road and Southern Cross Drive and prioritise it as the next to go ahead as part of the 10 year \$80 million Roads Boost for South Sydney program;*
- (f) *the RTA be requested to provide an update of its investigations and traffic modelling of the various measures proposed by Randwick City Council for inclusion in the \$80 million program;*
- (g) *the Member for Heffron, Ms Kristina Kenneally, be advised that while Randwick City Council acknowledges, in principle, the wider benefits of the proposed ramps in improving overall transport efficiency, by contributing greatly to the movement of people and goods across South Sydney region, Council cannot unconditionally support any proposals that would be detrimental to the local residential amenity in its local government area, and would, therefore seek her support in achieving appropriate Community Consultation, acceptance and installation of the proposed mitigation works by the R.T.A. prior to the implementation of the ramps by the RTA;*
- (h) *the Member for Heffron be requested to liaise with the Council of the City of Sydney in support of residents' requests for the reopening of Dalmeny Avenue, Rosebery, at Kimberley Grove; and*
- (i) *the R.T.A. be urged to consider the provision of on and off ramps on the northern side of Gardeners Road to cater to the needs of Sydney City bound motorists and, further, to cater to the needs of motorists residing in the City of Randwick; and*
- (j) *Council's Senior Traffic Engineer write to the R.T.A. as to the benefits of the above northern on and off ramp arrangements to the City of Randwick.*

MOTION: (Hughes/Procopiadis) SEE RESOLUTION.