

21 REPORTS FROM OFFICERS - INFRASTRUCTURE SERVICES DIRECTOR

21.1 FULLERS ROAD UPDATE

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CITY STRATEGY LINK:	4.2.2 BALANCE TRAFFIC MANAGEMENT
MEETING DATE:	25 NOVEMBER 2013

Purpose of Report

To provide Council with an update on the status of road safety proposals for Fullers Road.

Background

Council has been awaiting advice from RMS in regard to the implementation of Road Safety measures on Fullers Road for many months. In January of this year works were scheduled to commence on a six month trial of a road safety scheme involving linemarking adjustments to reduce the westbound traffic lane to a single lane and to create some right turn bays at intersections. In March 2013 this trial was placed on hold following community objections in regard to the safety implications of the proposal. An independent audit of the proposal was subsequently undertaken and placed on the RMS website in April 2013. In July 2013 staff were advised by RMS that they have reviewed the report and are in the process of amending the design. Advice in regard to the next step has been awaited with both Council and Local Members making renewed calls for action in the intervening months.

Discussion

Staff have recently met with staff from RMS on two occasions in regard to the work. At the second of these meetings RMS staff have advised that works in regard to the abovementioned road safety scheme (with some amendments) is imminent. Although a formal announcement in regard to timing for the works is not finalised it is anticipated that the first stage of the works involving resheeting of Fullers Road with a high friction surface between James Street and Millwood Avenue will be commencing in early December. Linemarking works to reduce the westbound carriageway to a single lane and to create turn bays into side streets will follow shortly thereafter.

From discussions with RMS officers it is unlikely that speed cameras will be introduced in conjunction with the current package of works. The RMS advises that the reasons for this are:

- a) In April 2008, Roads and Maritime Services (RMS) reduced the speed limit from 60 km/h to 50 km/h on the full length of Fullers Road. The number of crashes on Fullers Road has decreased by 36 per cent since the speed limit was reduced.

- b) Speed surveys have been undertaken on Fullers Road to the west of Park Avenue. These surveys showed the average travel speed (both directions) is 52.0 km/h and the 85th percentile speed is 59.4 km/h. This is a significant reduction in travel speeds since the speed limit reduction was implemented in 2008. The previous average was 58.5 km/h and 85th percentile was 65.4 km/h.
- c) That the high friction resurfacing and linemarking proposals are considered to be appropriate alternative treatments to further reduce crash rates and they should be introduced first.

Given the decline in crash rates and the reduction in the speed profile on Fullers Road it no longer ranks in the top 50 sites for installation of speed cameras. RMS and the Transport for NSW Centre for Road Safety do not support the installation of a fixed digital speed camera at this time. In addition they also advise that it is not possible to safely enforce a mobile speed camera along this route due to the winding nature of the road, regular intersections and its narrow alignment.

RMS have undertaken to meet with the NSW Police Force to plan a targeted enforcement program using traditional Police enforcement of speeds. RMS have reviewed speed profile data and found that most speed related accidents are occurring in the early hours of the morning and it is at these times that Police assistance with speed enforcement will particularly be sought.

RMS proposes to review travel speeds three months after the installation of the engineering works, and report on these. The crash history will also be reviewed and reported on after six months.

In regard to the package of works currently proposed the following comments are made:

- The high friction resurfacing is strongly supported and should be effective in reducing loss of control and run off road crash rates.
- The linemarking work to reduce the westbound carriageway to a single lane is likewise supported as it should result in reduced speeds and also allows the creation of right turn bays into side streets. This has been a major feature of Council requests for the road.
- The creation of right turn bays into Park Avenue, Mclean Ave, Edgar Street and Anglo Street is supported as it will improve local access and should reduce rear end and right turn crash rates.
- The banning of right turns into and out of Davies Street is unfortunate however the need to create a right turn bay into Park Ave (the most heavily used right turn) does not permit a right turn bay to also be created into Davies Street. Residents seeking to turn right into or out of Davies Street will need to use either McLean Avenue or Greville Street.
- The works do not provide for any pedestrian safety improvements on Fullers Road. This is a disappointing outcome however, in view of the low numbers of pedestrians currently crossing Fullers Road and the proposed location of various works on the road, it was difficult for the RMS to justify the provision of pedestrian refuges which had been included in original proposals. Further, the review of the traffic safety scheme undertaken by consultants Parsons Brinckerhoff commented that the pedestrian refuges did not appear to have been sited at locations which responded to any pedestrian desire lines and that their observations suggested that for the few pedestrians who did cross Fullers Road "in all instances the pedestrians continued in

the same direction along Fullers Road indicating that the crossing was an opportunistic event rather than a need to reach a specific destination". RMS staff did note that the painted medians, whilst not being an ideal solution will allow pedestrians to "prop" in some locations along the road, as only one direction of traffic at a time needs to be negotiated.

- The proposed works will not improve access along Fullers Road for cyclists. For cyclists proceeding west it will mean that they now have to share a single traffic lane with westbound traffic. To the west of Park Avenue these cyclists will however have the option of using the existing Shared Path.
- In terms of bus access, all Bus Zones along both sides of Fullers Road are retained. One Bus Zone to the west of Jenkins Street is relocated to its east to minimise disruption to through traffic flows. Other Bus Zones on the westbound side of Fullers Road are retained in their existing locations however as Fullers Road is reduced to a single lane in that direction there will be some disruption to westbound traffic flows as buses service those zones. Parsons Brinckerhoff have commented that "Bus route 545 west bound runs at 15 minute intervals during the AM peak and 10 minute intervals during the PM peak. Bus Route 256 west bound runs at approximately 30 minute intervals during the AM peak and PM peaks. In the PM peak, for west bound travel, dwell times could be expected to be about 10 to 15 seconds as it is considered that only a few passengers would be getting off the bus and even less getting on as the area is residential. This is considered unlikely to significantly affect the overall west bound traffic performance under the proposed layout."
- The works will have an impact on the ability of some residents, particularly on the southern side of Fullers Road, to turn in and out of their driveways. Parsons Brinckerhoff have concluded that "the overall impact of the proposed layout on the properties on the south side is a reduction in accessibility from that which they currently enjoy". This is because those residents are currently able to turn into and out of their properties into the largely unoccupied kerbside lane while through traffic continues west in the centre lane. With only one westbound traffic lane under the proposed scheme these residents must await a suitable gap in the traffic flow before exiting. Parsons Brinckerhoff did however note that "from observation on-site it is considered that there will be suitable gaps between the traffic platoons for vehicles to move in and out of their property "One resident on the southern side of Fullers Road remains strongly opposed to the proposed works in view of the impacts on their access. RMS is continuing to try and address this resident's concerns.

Conclusion

In summary, while acknowledging that the proposed scheme is not perfect and results in some disbenefits it is still considered that the overall impact of the scheme on Fullers Road traffic will be positive. It is noted that the RMS will continue to monitor traffic accident statistics and speeds on Fullers Road in the short term, and, if the linemarking works are not found to result in positive changes they are fairly easily removed. No physical changes to the road alignment of Fullers Road are proposed so the works are not of a type which cannot be quickly rectified. The high friction surface should also have a positive effect in assisting to reduce "run off road" vehicle accidents.

Elsewhere in this Council Agenda a notice of motion from Councillor Saville seeking a further public meeting in regard to the Fullers Road scheme is proposed. Given Council's ongoing concerns about safety conditions on Fullers Road it is considered that calling for a public meeting now is only likely to result in a delay in implementation of any road safety measures.

At this point in time it is considered that Council should resolve to support the works and continue fighting for other safety improvements in the longer term.

It is noted that at this stage no formal commitment to introduce the road safety scheme has been given and as such Council should frame any recommendations as being dependent upon an announcement of the works and a timeframe towards implementation

OFFICER'S RECOMMENDATION

That

- 1. Council support the proposed road safety scheme for Fullers Road incorporating high friction resurfacing and linemarking adjustments to create a single westbound traffic lane and turning bays into Park Avenue, McLean Avenue, Edgar Street and Anglo Street.**
- 2. A public meeting in regard to Fullers Road not be held provided Roads & Maritime Services releases advice on the commencement of works before Christmas and an acceptable timeline for their implementation.**
- 3. Council continue to support and lobby for the placement of a speed camera along Fullers Road.**
- 4. Council continue to press the RMS to ensure that access arrangements for residents on the southern side of Fullers Road are improved in conjunction with the program of works.**
- 5. A further report be brought to Council evaluating the outcomes of the first six months, following their implementation.**