

report

R RANDWICK
CITY COUNCIL

TO: ACTING GENERAL MANAGER
REFER TO: FINANCE, WORKS AND SERVICES COMMITTEE
FROM: DIRECTOR OF ENGINEERING SERVICES
DATE: 22 May 1996 **FILE:** 462-4

SUBJECT: LENTHALL STREET, KENSINGTON
- PROPOSED ROAD CLOSURE

At its meeting held on 6 February 1996, Council resolved:

"That action be taken in accordance with the provisions of the Local Government Act (Roads Act) for the partial half road closure of Lenthall Street, at the junction of Epsom Road, to be carried out at the same time as the partial closures in West Kensington."

The Roads Act requires proposals for road closures to be advertised in local papers and the Government Gazette for a minimum period of 28 days. In addition, RTA guidelines requires that the matter be placed on public exhibition and the following authorities and organisations be notified:

- State Transit
- NSW Taxi Council
- NSW Branch of the Transport Workers' Union
- adjoining Councils, where appropriate
- appropriate public utility and emergency service organisations such as the Board of Fire Commissioners, Ambulance, Police and the RTA (Sydney Region).

In accordance with requirements of the Roads Act this road closure proposal was advertised in the Southern Weekly Courier on Tuesday, 5 March 1996 and in the Government Gazette.

In addition, approximately 600 letterbox questionnaires including a plan and a letter dated 22 March 1996 concerning this proposal was distributed by Council employees to all dwellings in:

- Lenthall Street
- Virginia Street
- Ingram Street
- Baker Street
- McDougall Street
- Milroy Street (south of Baker Street)
- Todman Avenue (between South Dowling Street and Kensington Road)

- Balfour Road
- Kensington Road
- Addison Street

A copy of the letter dated 22 March 1996, attached questionnaire and a plan of the location of the proposed closure is attached, together with details of traffic volumes, and traffic related information. (See Appendix 1)

FROM
WHAT
DATE
To 3 May 1996, a total of 276 submissions have been received.

A. SUMMARY OF SUBMISSIONS

The attached summary of submissions (TABLE 1) indicates the number of submissions received, the number of dwelling houses or units in each street and the number of submissions in favour of or against the half road closure proposal for Lenthall Street, Kensington.

1. SUBMISSIONS FROM RESIDENTS OF LENTHALL STREET

83 Lenthall Street residents favoured the proposal for a half road closure of Lenthall Street. One resident, residing at the western end of Lenthall Street, did not support the proposal. In addition, several residents provided a total of 18 detailed supporting letters in favour of the half road closure proposal. (See typical letters Appendix 2)

2. SUBMISSIONS FROM RESIDENTS OF NEARBY STREETS

156 submissions from residents of adjacent surrounding streets were received of which 96 residents were against the proposed closure of Lenthall Street and 60 residents were in favour of the half road closure.

In addition, in a letter dated 12 April 1996, Mr John Carter, a resident of Virginia Street has submitted a petition containing 311 signatories comprising 300 local residents of Kensington including a small number of residents of Tunstall Avenue, Kingsford and 11 non-residents who are strongly opposed to the half road closure of Lenthall Street. A copy of the petition is attached to the file. A copy of the title page of the petition is attached. (See Appendix 3)

3. OTHER SUBMISSIONS

i. Ambulance Service

The Ambulance Service has indicated that as Lenthall Street "is a major access route to the Eastern Suburbs including the immediate Kensington area from Rosebery, Mascot and Alexandria such a proposal could impact on critical ambulance responses." (See Appendix 4)

ii. New South Wales Fire Brigade

In a letter dated 2 April 1996, Mr Paul Rugg, Superintendent South 1, has advised "considerable concern is expressed at the expected delays in response times to this area, should the proposed closure go ahead. It is therefore sought, that the half closure not proceed and that Lenthall Street remain as is or further alternatives be examined, which do not affect responses, therefore maintaining protection of life and property. (See Appendix 5)

iii. Roads and Traffic Authority

The Roads and Traffic Authority, Sydney Region, Eastern Office, has objected to the closure of Lenthall Street for a number of reasons. A copy of this letter is attached and is self explanatory. (See Appendix 6)

The Area Business Manager, Driver and Vehicle Services of the Sydney Region of the RTA has advised that the Authority conducts driver ability road tests from the Rosebery Motor Registry. The manager has indicated that there are 20 driving tests in the Rosebery area of which 13 travel along Lenthall Street and 8 would be affected by the half road closure. The proposed closure would severely affect the Authority's driver testing operations at the Rosebery Motor Registry by limiting the viability of suitable streets/roads for proposed test courses.

iv. New South Wales Taxi Council

The Taxi Council has advised that they are opposed to the half road closure of Lenthall Street as the introduction of this closure would deny service providers such as the taxi industry from using Lenthall Street when conveying passengers in an easterly direction forcing a further cost factor by way of road deviation which would disadvantage a significant number of Randwick residents.

v. NRMA

The NRMA has advised that they have some concerns regarding the proposed treatment and possible adverse effect for motorists and residents alike.

The NRMA has indicated that if the half road closure is implemented eastbound motorists including local residents will travel an additional distance of approximately 1.5 km when travelling from Epsom Road to Anzac Parade via O'Dea Avenue. In addition, the NRMA has advised that consideration needs to be given for speedy access to properties in the affected area by emergency services such as Fire Brigade, Ambulance, Police, etc.

In their letter the NRMA has suggested that an alternate treatment for Lenthall Street could be implemented by the provision of edgeline marking supplemented

support for the proposal for the reconstruction of Lenthall Street, including the provision of traffic calming measures.

At this meeting the Traffic Committee recommended:

"THAT considering the views expressed by the emergency services, the Roads and Traffic Authority, the NRMA, Police and a large number of residents of Kensington, the proposal for a half road closure of Lenthall Street be rejected:

- i. On general safety considerations; and
- ii. As it is an inappropriate treatment which would:
 - Redirect approximately 4,000 free flowing vehicles towards already heavily congested intersections.
 - Significantly increase response times for emergency services such as fire brigade, ambulance and police vehicles.
 - Sever a traditional eastbound link which has provided free flow traffic conditions under Southern Cross Drive since the opening of the freeway in the late 1960's.

C. CONCLUSION

The major advantage of the Lenthall Street half road closure proposal is the forecasted reduction of traffic volumes from approximately 9,250 to 5,000 vehicles per day which would lead to an improvement in the residential amenity of this street.

The major disadvantages of the half road closure proposal involve:

- i. A significant increase in response times for emergency services such as fire brigade, ambulance and police vehicles which could be life threatening in certain circumstances.
- ii. Increased delays and traffic congestion in the surrounding road network.

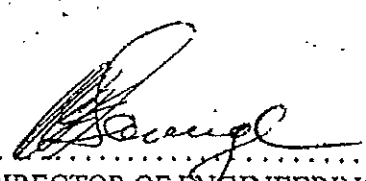
Therefore, the proposal for a half road closure or any road closure of Lenthall Street should be rejected on general safety considerations and traffic flow grounds.

However, it is considered highly desirable that traffic management measures should be provided to slow vehicular traffic in conjunction with the planned reconstruction of carriageway in Lenthall Street which has been programed to occur as soon as this partial closure proposal has been determined.

IT IS RECOMMENDED:

THAT:

1. The proposal for a half road closure of Lenthall Street, Kensington be rejected:
 - i. On general safety considerations; and
 - ii. As an inappropriate treatment which would:
 - Redirect approximately 4,000 free flowing vehicles towards already heavily congested intersections.
 - Significantly increase response times for emergency services such as fire brigade, ambulance and police vehicles.
 - Sever a traditional eastbound link which has provided free flow traffic conditions under Southern Cross Drive since the opening of the freeway in the late 1960's.
2. Appropriate traffic management measures be provided in Lenthall Street in conjunction with the future reconstruction of the carriageway in Lenthall Street.
3. That the construction of the half road closures of Myrtle Street, Baker Street and Winkurra Street at Dowling Street which was delayed pending the resolution of the proposed half road closure of Lenthall Street, be commenced at an early date.


.....
DIRECTOR OF ENGINEERING SERVICES
(Author: W Mertell)

G:\COUNCIL\COMMITTEE\FIN\WORKS\LENTHALL

Attach.

P 23.5.96

RANDWICK



CITY COUNCIL

WORKS & SERVICES
ITEM 45
Attach

WM:JB

462-4

ADMINISTRATIVE CENTRE

30 FRANCES STREET

RANDWICK NSW 2031

TELEPHONE 02 399 0999

DX 4121 MAROUBRA JUNCTION

FACSIMILE 02 319 1510

22 March 1996

TO ALL RESIDENTS OF
LENTHALL STREET
VIRGINIA STREET
INGRAM STREET
BAKER STREET
MCDOUGALL STREET
MILROY STREET (SOUTH OF BAKER STREET)
TODMAN AVENUE (BETWEEN SOUTH DOWLING STREET AND KENSINGTON
ROAD)
BALFOUR ROAD
KENSINGTON ROAD AND
ADDISON ROAD

Dear Sir/Madam

HALF ROAD CLOSURE IN LENTHALL STREET, KENSINGTON

The Council hereby advises that pursuant to Section 115 and Section 116 of the Roads Act it proposes to implement a half road closure by placing physical barriers in Lenthall Street, Kensington adjacent to the Southern Cross Drive Overbridge.

The purpose of the partial road closure is to eliminate eastbound through traffic using Lenthall Street to gain access to Todman Avenue and improve the residential amenity of the area.

Submissions should be forwarded to the Acting General Manager, Randwick City Council, 30 Frances Street, Randwick 2031 no later than Friday, 19 April 1996. Please quote file reference 462-4 in your reply. Alternatively, the questionnaire section can be completed and returned to Council.

A plan of the proposal and other relevant information is on display at the Administrative Centre, 30 Frances Street, Randwick between the hours of 8.30am and 5.30pm Monday to Friday.

Telephone enquiries should be directed to Mr W Mertell on 399 0914. A plan showing the location of the proposed partial closure is printed on the back of this sheet.

Yours faithfully

Ms Frances Howat
ACTING GENERAL MANAGER

Per: WM3-22.1

E. OTHER ROADWORKS

Half road closures of Myrtle Street, Baker Street and Winkurra Avenue at Dowling Street programmed for construction in the next few months.

F. SERVICING OF LOCAL PROPERTIES

Appropriate access to existing properties in Lenthall Street will be available from Todman Avenue.

G. HEAVY VEHICLE MOVEMENTS

Lenthall Street is a light traffic road with 2 tonne limit

H. BUS MOVEMENTS

3 State Transit industrial buses would be diverted from Lenthall Street if the proposal proceeded.

State Transit buses using Route 301 via Virginia Street and Lenthall Street would not be affected by the half road closure proposal.

42 Lenthall Street
Kensington 2033

14th April 1996

Ms. Frances Howat
Acting General Manager
Randwick City Council
Frances Street
Randwick 2031

Dear Ms. Howat

Re: *Half Road Closure In Lenthall Street, Kensington*
File Ref: 462-4

The proposed Half Road Closure has the overwhelming support of the residents of Lenthall Street.

Many long-term residents of Lenthall Street Kensington (including myself) bought their homes over 20 years ago when it was a safe, quiet residential street. Randwick City Council has since changed this by designating Lenthall Street a "collector road", thus diverting traffic from Southern Cross Drive into Lenthall Street.

Enclosed are the questionnaire responses from 70 households in Lenthall Street who support the closure, as well as a list of residents who have already sent their responses in favour of the closure to the Council. I also enclose responses from 5 households in Virginia Street, 25 households in McDougall Street and 26 households in Milroy Street (south of Baker Street) who also support this half road closure.

The Engineering Department has carried out several traffic management surveys along Lenthall Street. Enough surveys have been done. Enough meetings with the residents have been carried out. The problems are clearly evident, as are the residents' wishes.

Mr. Doug Lamont, RTA representative at Randwick Council, informed me on 5.12.95 that RTA was not in favour of the proposed partial closure of Virginia/Baker Street Kensington. However Randwick Council overrode his recommendation. In setting this precedent, we hope that Randwick Council will support the proposed half road closure of Lenthall Street.

South Sydney Council has demonstrated that it listens to and acts upon the wishes of its own Rosebery ratepayers who wanted Dalmeny Street Rosebery kept closed to prevent traffic from the new Kimberly Grove development of over 700 units using Dalmeny Street to travel east.

South Sydney Council will thus be in the enviable position of keeping its existing ratepayers happy and collecting new rates from the Kimberly Grove development, yet forcing the bulk of the traffic from this development onto Lenthall Street.

Sergeant Hargraves, the Police Representative on the Traffic Committee for both South Sydney Council and Randwick City Council, informed me on 14.12.95 that Dalmeny Street Rosebery will never be reopened (for safety reasons - to separate the industrial area from the residential areas) and Lenthall Street Kensington will not be closed. Surely this represents a conflict of interest? How can he give an unbiased opinion to Randwick Council?

Lenthall Street Kensington should be partially closed for the following reasons:

- (a) fire, ambulance and other emergency vehicle access will not be obstructed
- (b) 301 bus route will not be affected
- (c) future plans for the Eastern Suburbs distributor will not be affected
- (d) it is a residential street
- (e) the Engineering Department has publicly acknowledged that the proposed Virginia/Baker Street closure will increase the already heavily vehicular flow along Lenthall Street

This will help

No PED
CROSSING

- (1) reduce the traffic flow (which Randwick Council admits is increasing)
- (2) improve resident safety (particularly for the elderly residents and young children crossing the road)
- (3) encourage passing traffic to use alternate major roads
- (4) reduce pollution caused by the car fumes
- (5) reduce damage to the roads which are paid for by Randwick ratepayers

We ask that the Engineering Department give the residents of Lenthall Street the same consideration and support they have given to the closure of other streets in the West Kensington Triangle. The partial closure of Lenthall Street is workable, cheap and safe. Too often Randwick Council has supported the comfort of the passing, non rate-paying transit motorist. Passing motorists should be using alternative roads built to cater for the heavy vehicular flow e.g. Wentworth Ave, O'Dea St or Todman Ave and not take short cuts through Lenthall Street Kensington.

Enclosed are relevant newspaper clippings and minutes from the Council's meeting.

Yours faithfully

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S. Lim

Enclosed:

- (1) Signatures and names of Lenthall Street residents who support this partial closure
- (2) Signatures and names of Virginia Street residents who support this partial closure
- (3) Signatures and names of McDougall Street residents who support this partial closure
- (4) Signatures and names of Milroy Street residents who support this partial closure
- (5) Newspaper clippings and minutes from the Council's meeting

My family who have lived in Lenthall Street for 7 1/2 years endorse the Half Road Closure to protect our loved ones. The noise, vibration, pollution from the continual flow of cars, industrial buses and trucks is detrimental to our health and safety. Virginia Street may be worried about house devaluation (as in Mr Carters letter) but Lenthall Street is concerned about every day sanity and peace of mind.

Yours Faithfully

Mr & Mrs RD SA Hawkins

Mr & Mrs RD SA Hawkins

21 Lenthall Street Kensington NSW 2033

Enclosed are Copies of:

1. Mr Carter and committee letter and map circulation
2. Councillor John Procopiadis (Statement in the Southern Courier)
3. Meriton Apartment add in Southern Courier
4. Mrs Grusovin (Clips from papers)

	GENERAL MANAGER
	DIR. COURIER
	ADMIN. MANAGER
☒	DIR. ENG. SERV.
	DIR. PLANNING
	FINANCE MANGR.
	D.P. MANAGER
	DIR. L.B. SERV.
	ENG. SERV. SUPERV.
	PLG. & S. OFFICER
	HOUSING
	COMM.
	INSURANCE
	RECORDS & INFO.
	ACKNOWLEDGE

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HALF ROAD CLOSURE IN LENTHALL STREET, KENSINGTON

As local residents, We are strongly opposed to the half road closure.

Obviously there is now an apperent lack of confidence in the Councils method of operations. I suggest the Council should do more to inform the local residents of changes that concern the "people" and not to segregate areas.

I also presume that the RTA and the NSW Police dep is not in favour of this half road closure. Being a resident of this area for some 22 years, I have taken it upon myself to have well over 250 very concerned voters that are strongly apposed to this half road closure.

I trust that this will be the most important matter at the next council meeting which I shall be attending.

Yours Sincerely :
J. Carter
J. CARTER

JOHN CARTER
1. Please call. 12/4/96

urgent and replace

752/4/96

[illegible]

Rec'd [unclear] 12/4/96
[unclear] of James Howat

Appendix 3
(2 pages)



Ambulance Service
of New South Wales

WORKS & SERVICES
ITEM 45
Attach

SYDNEY DIVISION

93-105 Quay Street, Sydney N.S.W. 2000
P.O. K888, Sydney, 2000

Our Reference: D. Jenkins
Your Reference: 580-3106
Telephone:

8 May, 1996

The General Manager
Randwick Council
Frances Street
(Cnr Avoca Street)
RANDWICK NSW 2031

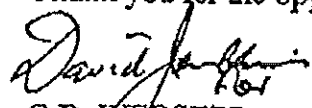
ATTENTION: MR WARWICK MERTELL

Dear Mr Mertell,

I refer to Randwick Council's proposal for a half road closure in Lenthall Street, Kensington.

The Ambulance Service is of the view that as this is a major access route to the Eastern Suburbs including the immediate Kensington area from Rosebery, Mascot and Alexandria such a proposal could impact on critical ambulance responses.

Thank you for the opportunity to comment on this proposal.


G.R. WEBSTER
DIVISIONAL SUPERINTENDENT

Appendix 4

**NEW SOUTH WALES FIRE BRIGADES
REGION SOUTH**

Level 5, Greenbank Building
Greenbank St Hurstville 2220

ITEM 15
Attach



All communications to be addressed to The Regional Commander
P.O. Box 120, Hurstville 2220
Telephone: 585 7700
Facsimile: 585 7788

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Order: STH00104

2 April 1996

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462-24

The Acting General Manager
Randwick City Council
30 Frances Street
RANDWICK NSW 2031

10478

Dear Sir

RE: HALF ROAD CLOSURE - LENTHALL STREET, KENSINGTON

An inspection of Lenthall Street and the proposed closure area was carried out by Officers of the New South Wales Fire Brigades.

Considerable concern is expressed at the expected delays to response times to this area, should the proposed closure go ahead.

It is therefore sought, that the half closure not proceed and that Lenthall Street remain as is or further alternates be examined, which do not effect responses, therefore, maintaining protection of life and property.

Yours sincerely

Paul Rugg
Paul Rugg
Superintendent South 1

GENERAL MANAGER	
DIR. COMM. SERV.	
ADMIN. MANAGER	
✓ DIR. ENG. SERV.	
DIR. PLANNING	
FINANCE MANGR.	
D.P. MANAGER	
DIR. L.B. SERV.	
DIR. M.D. SERV.	
FOURIER OFFICER	
RECORDS MANGR.	
CO. ST. MANGR.	
INSURANCE OFFICER	
RECORDS MANGR.	
ACM. COORDINATOR	

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Appendix 5

PLANTY CENTRE
MCH

ROADS AND TRAFFIC AUTHORITY

SYDNEY REGION

EASTERN OFFICE

FINANCE,
WORKS & SERVICES
ITEM 15

Attach

2324

I refer to the proposed closure of Lenthall Street, Kensington by Randwick Council.

Traffic Flow East objects to the closure of Lenthall Street due to the following:

- Alternative access is via the intersection of South Dowling Street, O'Dea and Todman Avenues. This would significantly increase delays and congestion, especially during morning and afternoon peak periods.
- Right turn from South Dowling Street was only installed on a trial and should traffic congestion increase turn will be removed.
- Traffic movements east/west and visa versa in the Kensington/Zetland area without either right turn from South Dowling to Todman Avenue or access along Lenthall Street would require a significant detour for local residents and general traffic.
- Council also intend to partially close all left turn movements out of Milroy Avenue, Caminya, Winkurra, Barker and Myrtle Streets onto South Dowling Street which will increase traffic volumes at the South Dowling Street, Todman Avenue and O'Dea Avenue intersection.
- Lenthall Street is a traditional route providing direct access from Botany Road to Anzac Parade.
- Emergency access also needs to be considered, alternative routes are via Todman Avenue and Gardeners Road which are approximately 2.5 km apart.

Prior to any changes a full traffic study is required. However, without improvements at South Dowling Street, Todman Avenue and O'Dea Avenue intersection it is extremely unlikely that the RTA could withdraw its objects to the Lenthall Street closure.

Any cost associated with intersections improvements would need to be borne by Council.

Regards

Col Warne

GENERAL MANAGER	
DIR. COMMUNITY	
DIR. OPERATIONS	
DIR. PLANNING	
DIR. PROJECTS	
DIR. RESEARCH	
DIR. TRAFFIC	
DIR. WORKS	
CC. COMMUNITY	
CC. OPERATIONS	
CC. PLANNING	
CC. PROJECTS	
CC. RESEARCH	
CC. TRAFFIC	
CC. WORKS	

Received by KNOX on 12/3/96 from
RTA representative of the traffic committee.

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