



# **Sturt Street South West Rocks**

Traffic Management  
Options Discussion Paper

**March 2020**

# 1. Introduction

## Background

In response to local resident concerns about traffic problems in Sturt Street, South West Rocks, Council has committed to detailed investigations of options to improve the existing traffic conditions.

The section of Sturt Street of concern to local residents is between Seaview and Hill Streets (see locality map below).

As part of the investigations, Council is seeking local resident comment on the improvement options detailed in Section 4.0 of this document (see page 5).



**Locality Map**

## 2. Scope of Investigations

### Identifying traffic management solutions

The investigations proposed will focus on identifying traffic management solutions for the section of Sturt Street between Seaview and Hill Streets.

Council is aware of other traffic related issues in South West Rocks and is prepared to consider traffic issues directly related to the problems identified for the subject section of Sturt Street.

Council also expects traffic issues in adjoining streets to be raised as part of the community consultations.

## 3. Existing Conditions

### Traffic information

Sturt Street is formed by a variable width bitumen sealed pavement. The street currently caters for a two-way traffic flow, with adjoining properties having direct access to the street from their respective driveways.

The section of Sturt Street under investigation is formed with layback kerb and guttering between Pacific and Seaview Streets. The section between Pacific and Hill Streets has no kerb or guttering (see photos on page 4).

Traffic information was collected over an eleven (11) day period during October 2019 and the following key results were recorded:

#### Hill to Pacific Streets

Average Speed = 40kmh

85th % speed (speed at which 15% of traffic exceed) = 48kmh

Average Daily Traffic Volume = 597 vehicles per day

Average Heavy Vehicle Volumes = 3 vehicles per day

#### Pacific to Seaview Streets

Average Speed = 40kmh

85th % speed (speed at which 15% of traffic exceed) = 47kmh

Average Daily Traffic Volume = 608 vehicles per day

Average Heavy Vehicle Volumes = 3 vehicles per day

The recorded information indicates the majority of traffic is not exceeding the default 50kmh speed limit.

Council road design guidelines for residential subdivision developments are provided in the Kempsey Shire Council DCP 2013. In accordance with the design guidelines, Sturt Street is classified as a 'local street.' The guidelines would normally require a 'local street' to have a 9m wide carriageway with capacity to cater for up to 2000 vehicle movements per day and include space for on-street parking.

Sturt Street was constructed prior to the current design guidelines and, as such, is unlikely to have been designed taking existing or forecasted traffic volumes into account. It appears many of the streets developed in the older sections of the town centre had a road formation similar to the section of Sturt Street between Pacific and Hill Streets.

Local residents have advised that the demand for on-street parking increases during peak holiday seasons. On-street parking observed during October 2019 indicated between 8 to 10 vehicles parked each day between 4:00pm to 6:00pm. Over a three (3) day period during January 2020, a local resident observed the following on-street parking in Sturt Street between Hill and Seaview Streets:

**7:00am to 9:00am:** 61 parked vehicles, i.e. average 20 parked vehicles per day

**4:00pm to 6:00pm:** 59 parked vehicles, i.e. average 20 parked vehicles per day



**Sturt Street between Seaview and Pacific Streets viewing south**



**Sturt Street between Pacific and Hill Streets viewing south**

During early 2019 in response to the issue of fines by NSW Police for illegal parking, local residents approached Council to discuss the circumstances of Sturt Street parking and options to address the parking problems.

Council staff met local residents on site and acknowledged the existing street formation has limited capacity to provide safe and functional parking on the road carriageway. It was evident from the site inspections and discussions with residents that parking within the existing road relied upon approaching traffic to give way. Further, where traffic did not give way, this increased the risk of an accident, especially in instances where cars were parked in close proximity on opposite sides of the street.

Council followed up with NSW Police regarding the existing street constraints and resident concerns to the issue of the fines.

During the discussions with residents it was also acknowledged that widening of the existing road formation aligned with new kerb and guttering is an 'ideal solution,' estimated to cost in the vicinity \$1 million.

As major reconstruction of Sturt Street had not been an identified priority for Council, it is not scheduled in Council's ten (10) year Transport Infrastructure Works Program.

## 4. Options

### Proposed interim traffic improvement options

The following options have been identified as worthy of detailed investigation and consultation with local residents and affected road users. These options were considered by the Local Traffic Committee at its December 2019 meeting. The Committee recommended to Council that it support the following traffic management options in principal for further community and stakeholder consultation. Council endorsed the recommendation of the Committee at its December 2019 meeting.

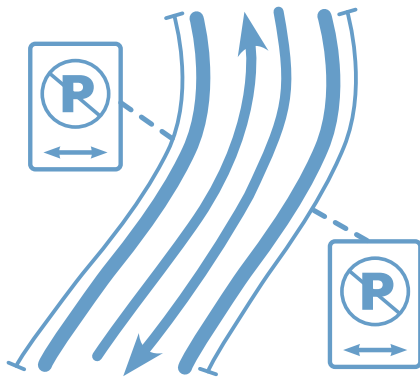
#### Option 1 – Do nothing



This option involves no physical works, supports continuation of existing parking arrangements and two-way traffic flows, and is reliant upon parking rules not being enforced by Council and NSW Police.

Given the recent consultations with NSW Police, the issue of future fines in this locality is unlikely. However, it should be noted that Council has no control over the issue of parking fines by NSW Police and, as such, is unable to give any guarantee that future fines will not be issued.

## Option 2 – On-street no parking controls



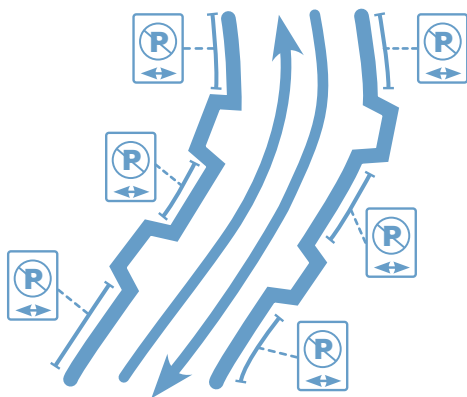
This option is shown in APPENDIX A (page 9)

This option, as shown in APPENDIX A, proposes installation of 'NO PARKING' within Sturt Street between Sea and Hills Streets during peak morning and evening traffic flows. Appropriate signs would be placed along Sturt Street on both sides of the street at specific locations.

This option aims to prohibit on-street parking and reduce disruption to through traffic during peak morning and afternoon periods and is reliant upon appropriate enforcement of the parking sign controls.

Funding of this option is available from current road infrastructure operational funds.

## Option 3 – Parking bays



This option is shown in APPENDIX B (page 10)

This option proposes indented parking bays located generally as shown in APPENDIX B. It aims to provide for on-street parking within the bays and ensures no disruption to the through traffic flows.

This option may also include provision of 'NO PARKING' signs in the remaining sections of the street to ensure parking stays only within the bays.

This option would involve construction of 4 x parking bays at a total estimated cost of \$100,000. Funding for this option is not available within the current 2019/20 transport infrastructure operational budgets.

## Option 4 – One way north traffic flow



This option is shown in APPENDIX C (on page 11)

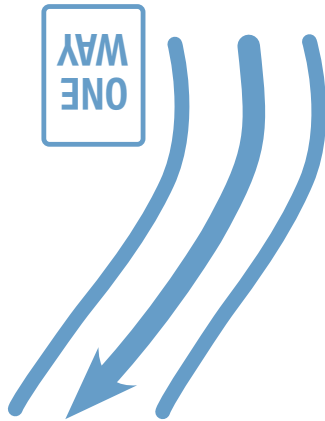
As shown in APPENDIX C, this option proposes the 'ONE WAY' control of traffic flows through the provision of signs and line markings, providing more functional on-street parking due to the removal of the southbound traffic.

It also provides ease of access north towards the South West Rocks town centre and is not likely to discourage through traffic seeking access to the centre or other northern destinations.

Sturt Street residents wishing to access destinations south of Sturt Street would need to do so via McIntyre Street, then Gregory or Mitchell Streets.

Funding of this option is available from current road infrastructure operational funds.

## Option 5 – One way south traffic flow



This option is shown in APPENDIX D (on page 12)

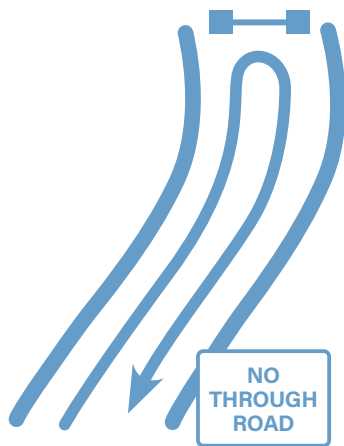
This option also proposes the 'ONE WAY' control of traffic flows through the provision of signs and line markings, as shown in APPENDIX D.

It provides more functional on-street parking due to the removal of the northbound traffic. It also provides ease of access south towards Gregory Street via Sturt Street.

This option will remove northbound through traffic seeking access to the town centre and other northern destinations. Sturt Street residents wishing to access the South West Rocks town centre and other destinations north of Sturt Street would need to access these destinations via Pacific or Hill Streets and then via Mitchell Street.

Funding for this option is available from current road infrastructure operational funds.

## Option 6 – Closure of Sturt Street



This option is shown in APPENDIX E (on page 13)

This option, as shown in APPENDIX E, proposes a physical closure of Sturt Street immediately south of Seaview Street. It removes through traffic access and allows for more functional on-street parking due to the removal of through traffic.

The removal of through traffic is expected to relieve resident concerns around parked and travelling vehicle conflicts. With the road closure, local vehicle movement is expected to be slow and more aware of the on-street parking conditions. This option will require traffic wishing to access destinations north of Sturt Street to travel via Pacific or Hill Streets and then via Mitchell Street.

This option would involve construction of a road closure suitable for traffic turnarounds south of the Seaview Street intersection. These works are estimated to cost in the vicinity of \$150,000. Funding for this option is not available within the current 2019/20 road infrastructure operational budgets.

# 5. Community Engagement

## Have your say

Community will have the opportunity to have a say on the proposed options outlined in this paper. A combination of online and face-to-face engagement (in South West Rocks) will take place so Council can acquire community feedback vital to the decision making process.

To access the online survey and see upcoming events related to this project, visit Kempsey Shire Council's online community engagement portal, Your Say Macleay: [yoursay.macleay.nsw.gov.au/sturt-street-swr-traffic](https://yoursay.macleay.nsw.gov.au/sturt-street-swr-traffic)

Affected road users include, but are not limited to;

- Immediate residents
- Local bus service providers
- Local emergency services
- South West Rocks Primary School
- Local Taxi services
- Local Traffic Committee (represented by Council, Transport NSW, the Member for Oxley and NSW Police)
- Broader community
- Chamber of Commerce

# 6. What next?

## Next steps

Council will review feedback submissions before discussion at the next Local Traffic Committee meeting. From there recommended options will be presented to Council in June for consideration before being placed on public exhibition for further feedback. The final recommendation will be presented to the August 2020 Council meeting.

## APPENDIX A: Option 2 – On-street no parking controls



## APPENDIX B: Option 3 – Parking bays



## APPENDIX C: Option 4 – One way north traffic flow



## APPENDIX D: Option 5 – One way south traffic flow



## APPENDIX E: Option 6 – Closure of Sturt Street

