

**Residents Report  
on the need for  
  
Traffic and Parking Controls  
in  
Charles, Kyle and Duncan Streets  
Arncliffe NSW**

November 2012

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# Introduction

This report is the result of long term and continuing discussions and investigations by the residents of Charles, Kyle and Duncan Streets Arncliffe as a result of growing concern of very large increases of through traffic, parking difficulties and affects upon the residential nature of this area bounded by the main thoroughfares of Princes Highway, West Botany Street and Wickham Street.

For a very long time this area has remained a reasonably quiet close knit community largely unaffected by the daily bustle of traffic in the surrounding area and on bordering main roads. This began to change at about the time of completion of the M5 and increases in traffic relating to the airport and Port Botany precincts. More recently the effects of through traffic and parking issues have exponentially increased so as to impinge upon residents in very particular and unacceptable manners.

The effects upon residents and their very high level of growing disquiet has been so great as to lead to observation and investigation of the causes by individual residents and generate frequent discussions between neighbours. As a result of increasingly wider discussions it has become apparent to all of the commonality of problems to this whole area.

A meeting of a large number of residents was held within the area on 20th October 2012 to allow residents the opportunity for discussion and exchange of views and information. The overwhelming response of that meeting, as well as similar other individual discussions over a lengthy period previous, is that the residents of this area uniformly agree problems caused by through traffic and parking issues have reached unacceptable levels. The result is an unreasonable affect and impingement upon community life, general lifestyle, street facility, safety, health and amenity of resident individuals of all ages, including families with children.

## Summary of Issues

A summary of the main issues of concern to the residents of Charles, Kyle and Duncan Sts. Arncliffe.

- Increasingly heavy and at times excessive through car and heavy truck traffic, due in part to overflow from the build up of traffic on surrounding main roads, including the M5, and particularly in peak periods.
- Speeding and reckless driving particularly by drivers of through traffic vehicles, with little or no regard for residents or the residential nature of these streets.
- Heavy truck traffic over residential streets, each rated with a 3 tonne limit, resulting from businesses in the west end of Kyle St., businesses in the near surrounding area using these streets to park vehicles and through traffic of trucks ranging from fixed chassis to B-double using the area as a short cut.
- Long term non resident car and truck parking for periods ranging from daily work shifts through to continuous days and weeks at a time, most often associated with workers from the airport precinct or air travellers using the area as a free car park.

# Issues, Problems and Concerns in Detail

## Traffic

A 3 tonne load limit has long applied to each of these streets which is frequently disregarded by drivers of heavy trucks using the area as a short cut.

Heavy vehicles of all types associated with businesses at the western end of Kyle Street are forced to use residential streets to exit the area, but very frequently also use residential streets to enter these businesses even though it is possible to do so directly from Princes Highway. The resulting heavy vehicle traffic extends from very early to late in any working day as well as over weekends.

When traffic banks up in West Botany St. south bound at the M5 tunnel entrance, cars and trucks will often short cut through Duncan Street to Wickham Street to access an easier entrance to the M5 or to continue south bound on West Botany Street.

Large numbers of cars and trucks short cut through Bellevue Lane north bound, particularly in the morning peak period, mostly crossing Wickham Street in a dangerous manner to access Charles Street and continue through Duncan Street to West Botany Street.

Up to about 60 vehicles per hour have been frequently counted in the morning peak period travelling north bound from Charles Street through to Duncan Street to exit the area at its northern end.

Significant numbers of drivers continue to defy no right turn signs in the morning peak period at the northern ends of Bellevue Lane and Seghenoe Street.

Different residents have reported frequently sighting vehicles illegally traversing east bound from Burrows Street across the Princes Highway to enter Kyle Street in an attempt to short cut their journey.

Large numbers of vehicles have been observed to enter Kyle Street from the Princes Highway and by the actions of the drivers it is obvious they thought this would be a handy shortcut, when they proceed to drive back and forth, firstly in Kyle Street, trying to find out how to get out of the area.

A number of vehicles seeking to exit the area centered on Kyle Street, have been observed by residents to mount the gutter and footpath at the eastern end of Kyle Street to gain access through gaps in the existing barriers to West Botany Street.

Dangerous driving behaviour most often observed within this area includes excessive and dangerous speed, crossing to the wrong side of road, cutting corners, generally reckless driving.

Drivers of vehicles traversing the S bend at the northern end of Charles Street will often round the bends at high speed and almost always cross over the existing double unbroken lines in both corners of the S bend, with south bound vehicles frequently also remaining on the wrong side of the road for a significant portion of Charles street.

Drivers traversing the narrow and limited view hill section at the northern end of Duncan Street frequently do not keep to the correct side of the roadway and use excessive speed and dangerous driving practices.

Drivers of vehicles seeking to change their direction of travel will often enter Charles Street from Wickham Street and use the southern end of Charles Street to enact a U turn, then exit into Wickham Street. Often creating a dangerous situation for other vehicles entering Charles Street.

A prime mover and trailer combination is often parked overnight and at weekends by a non resident in the western end of Kyle Street. To access this parking position the driver generally drives the combination through Charles Street at any hour, mounting the gutter while turning into Kyle Street (west) and to exit will drive over the gutter and traffic island at the intersection of Princes Highway at the western end of Kyle Street. The driver has been observed enacting a "3 point turn" with a full length trailer attached manoeuvring within the intersection of Kyle and Duncan Streets. He will also often start and warm up the prime mover for some time in the very early hours disturbing the sleep of nearby residents.

A Truck with a tree chipping machine attached owned by a business based outside this area, has been observed parked in about the centre of Kyle Street and is used at some point during the day to chip the results of tree lopping carried out elsewhere. This carries on for some time and disturbs nearby residents.

Business traffic has been observed entering and exiting the driveway designated as No. 23A Duncan Street and would seem to be unreasonable for a business to be accessed from a residential street and between residential properties.

## **Parking**

Day and night workers are often observed parking or collecting vehicles in Charles Street and using the government 400 bus from the bus stop in Wickham Street to access the airport precinct.

Other day and night workers have also been observed parking or collecting vehicles in a similar manner in Kyle and Duncan Streets and appear to be accessing the airport precinct on foot.

Other persons have been frequently observed parking and collecting vehicles left for lengthy periods in Charles, Kyle and Duncan Streets being obviously long distance air travellers from their appearance and the carrying of significant luggage.

The fairly recently installed no standing signs in Charles and Duncan Streets are often disregarded particularly when little or no other parking is available. In one case a resident was told by the non resident driver concerned that they had parked there "because there was no where else to park".

Cars and trucks from businesses surrounding the area are often parked adjacent to residences in Charles, Kyle and Duncan Streets during business hours and also overnight.

Cars and trucks are also often parked overnight adjacent to residences by persons not resident in the area and are frequently observed to leave vehicles in the area with the driver ferried from and to that vehicle by others. It being evident that those vehicles are being parked in these streets as a convenience.

## **Holiday Periods**

In relation to both issues of traffic and parking, it has been frequently observed that while the density of traffic in the surrounding main roads and its overflow into residential streets may decrease in holiday periods, instances of the parking of vehicles adjacent to residences for extended periods by holiday travellers significantly increases.

Residents are then frustrated to find vehicles appearing suddenly and to see them remain for lengthy periods. Any relief they may observe from any decrease in though traffic at the same time is certainly not seen as a positive advantage.

# Proposals and Options

Proposals discussed by residents and detailed here include two general options presented as broad overall traffic control plans followed by further items considered by residents to be necessary and/or desirable.

## Traffic Control

### Option 1, see drawing in appendices

Close Bellevue Lane to traffic access into Wickham Street from areas to the south. This would curtail problems now associated with inappropriate traffic flow into Wickham Street and also on to Charles Street and alleviate excessive north bound traffic flow through Charles, Kyle and Duncan Streets plus excess traffic funnelling through streets to the south of Bellevue Street and Lane.

Improve and reinforce "No Right Turn" in peak periods signage at the northern end of Segenhoe Street.

Close Kyle Street immediately to the western side of its intersection with Charles Street with the installation at this closure point of large and heavy bollards over the full width of the closure and footpaths.

Open the western end of Kyle Street to two way traffic at its intersection with Princes Highway, by the removal of a traffic control island and the modification of traffic lights to allow entrance to Kyle Street (western end) from the Princes Highway south bound only and exit from Kyle Street to Princes Highway south bound only.

Install large and prominent "No Through Road" signs at the intersection of Princes Highway and Kyle St.

Install signs at the entrances of Charles (southern end) and Duncan (northern end) Streets to either disallow vehicle access for through traffic or to allow access for resident vehicles only during morning and evening peak traffic periods.

### Option 2, see drawing in appendices

Close northern end of Charles Street between its S bend and Kyle Street turning Charles Street into a cul-de-sac.

Close Duncan St. at about it's northern hill section, either north of residence No 2A or at the southern edge of the split level section.

Open the western end of Kyle Street to the Princes Highway for two way traffic access to and from Kyle and Duncan Streets, which would become a combined cul-de-sac.

Install large and prominent "No Through Road" signs at the intersections of Kyle Street and Princes Highway, Charles and Wickham Streets and Duncan and West Botany Streets.

Install signs at the entrance of Charles Street to allow access for resident vehicles only during morning and evening peak traffic periods.

## **Additional Traffic Control Considerations, see drawing in appendices.**

Install centre islands within the southern end of Charles Street against Wickham Street and the northern end of Duncan Street against West Botany Street to control heavy vehicles, U turns and corner cutting etc..

Installation of large and heavy bollards over the full width of the eastern end of Kyle Street and its footpaths.

Consideration be given to speed control measures such as speed humps and slaloms in close consultation with residents. Although residents are acutely aware of the need for speed limitation measures, they are also equally aware of the negative impact of increased vehicle noise and loss of parking spaces.

Consideration be given to the provision for angle parking on the western side of Duncan Street as a means of increasing available parking spaces.

Install clear and distinct signage and markings\lineage on road to prevent traffic cueing across the intersections of Segenhoe and Wickham , Charles and Duncan and Duncan and West Botany Streets to allow residents access, particularly at times of heavy peak traffic.

## **Parking**

Introduce a resident only restricted parking scheme and appropriate sign posting in all portions of Charles, Kyle (eastern section) and Duncan streets with a 2 hour limit at all times for non resident vehicles.

## **Conclusion**

Observations and evidence from and by residents clearly demonstrate a large existing problem and one growing out of control in regards to through traffic and parking within this area.

Many problems and their affects can be demonstrated to be caused by situations outside of the area, such as heavy main road traffic overflow, excessive use of available parking by non residents and higher parking fees charged in the area surrounding the airport precinct. But this in itself clearly shows there is a very large problem and one which will grow worse causing far greater problems for this and other nearby residential areas.

In the past a similar range of problems caused, for example, the closure of the of the western end of Innesdale Street and the installation of resident limited only parking in about that area. It would appear such problems are expanding rapidly. Valda Street is now also facing the same fate. Streets to the south of Wickham Street would also be affected by parking taken up by persons accessing the bus in Wickham Street to commute to the airport area.

The residents of Charles, Kyle and Duncan Streets do therefore strongly request that Rockdale City Council councillors and staff give firstly very great consideration to this present acute and growing problem in our area and secondly consult with residents and keep residents informed as to available options, proposals by council and progress of planning to implement appropriate solutions.

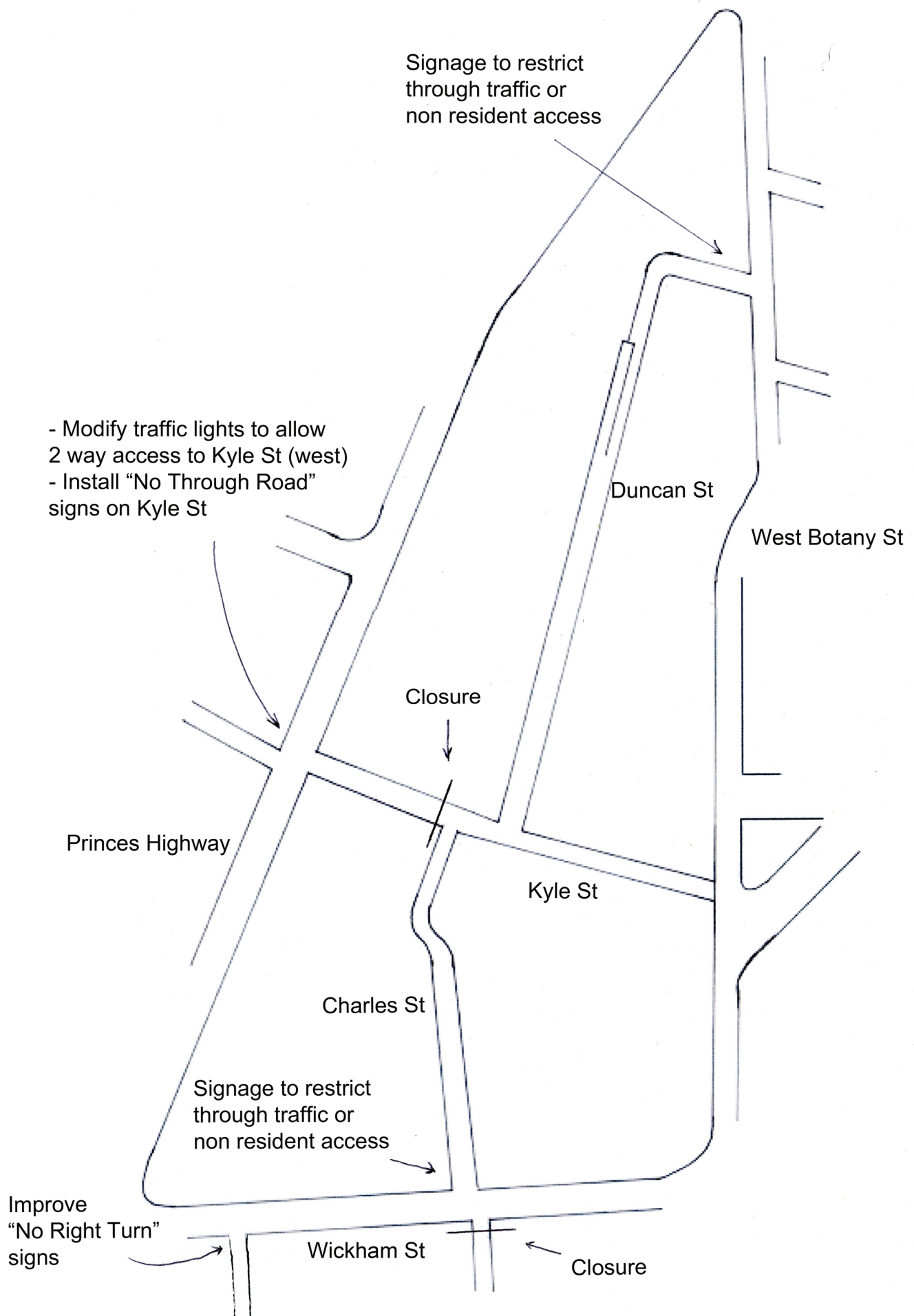
# Appendices

## Resident Responses 2012

- Traffic taking short cut through Bellevue Lane and across Wickham St.. to Charles St..
- Would like to see 2 hour residential only parking.
- Speeding, vehicles crossing over double lines and on wrong side of street, vehicles parking in driveways blocking pedestrian access in Charles St..
- Speeding vehicles in Duncan St.. Travelling north estimated at up to 100 km/hr and a danger to the many children in this street.
- North bound vehicles unfamiliar with Duncan St.. mistakenly enter the upper part of the split level section at high speed to be faced with a dangerous dead end.
- A lot of vehicle owners using Duncan St. for long term parking forcing locals to park on the pavement.
- Would like to see 45' parking on the western side of Duncan St. for increased parking spaces and in narrowing the street would force slower speeds.
- Excessive speeding in Charles and Duncan Sts., being used as alternative route to and from M5, extra pollution due to congestion caused by M5, lack of decent signage regarding 3 tonne limits and lack of enforcement.
- Long term parking of non resident vehicles recorded of 2, 3 and 4 weeks, parking of vehicles by commuters to airport precinct.
- Broken curbing and dying tree (dropping branches) outside 21 Duncan St.. promised by Council would be fixed last autumn.
- Rubbish dumping in streets especially at corner of Kyle and Charles Sts., one instance of a challenge by a resident to illegal dumping resulting in a serious assault by the dumper.
- Business traffic using access way to 23A Duncan St..
- Large trucks including semi and B-double trailer types using all streets as an alternative route, trucks parking in residential areas.
- Park at north end of Duncan St. is not used for children to play but by "homeless and druggies", part or all could be used for parking.
- Not an industrial area, businesses should not encroach on residential.
- Concerned about trucks parking near the corner of Kyle and Duncan making it difficult to see traffic at the corners.
- One accident at Kyle and Duncan resulting in written off resident's car was caused by parked trucks causing poor sight lines and the other car speeding.
- Cars and trucks continuing to the eastern end of Kyle St. and then returning to find their way, heavy trucks constantly parked in Kyle St., cars mounting gutter at eastern end of Kyle St. to gain entry to West Botany St..
- Commercial vehicles and trucks parked in Duncan and Charles Sts. in such a way as to take up extra parking spaces.
- Speed humps needed to address speeding, road closures needed to address through traffic.
- Semi trailer and prime mover regularly being parked in western end of Kyle St. gaining access via Charles St. or entering off Princes Highway and 3 point turned at the intersection of Kyle and Duncan Sts., is started and warmed up for extended time in very early morning, exits Kyle St. to Princes Highway by mounting island at western end.
- Woman putting child into car in Duncan in danger from reckless driver speeding past.
- When M5 congested or closed traffic spills over into streets.

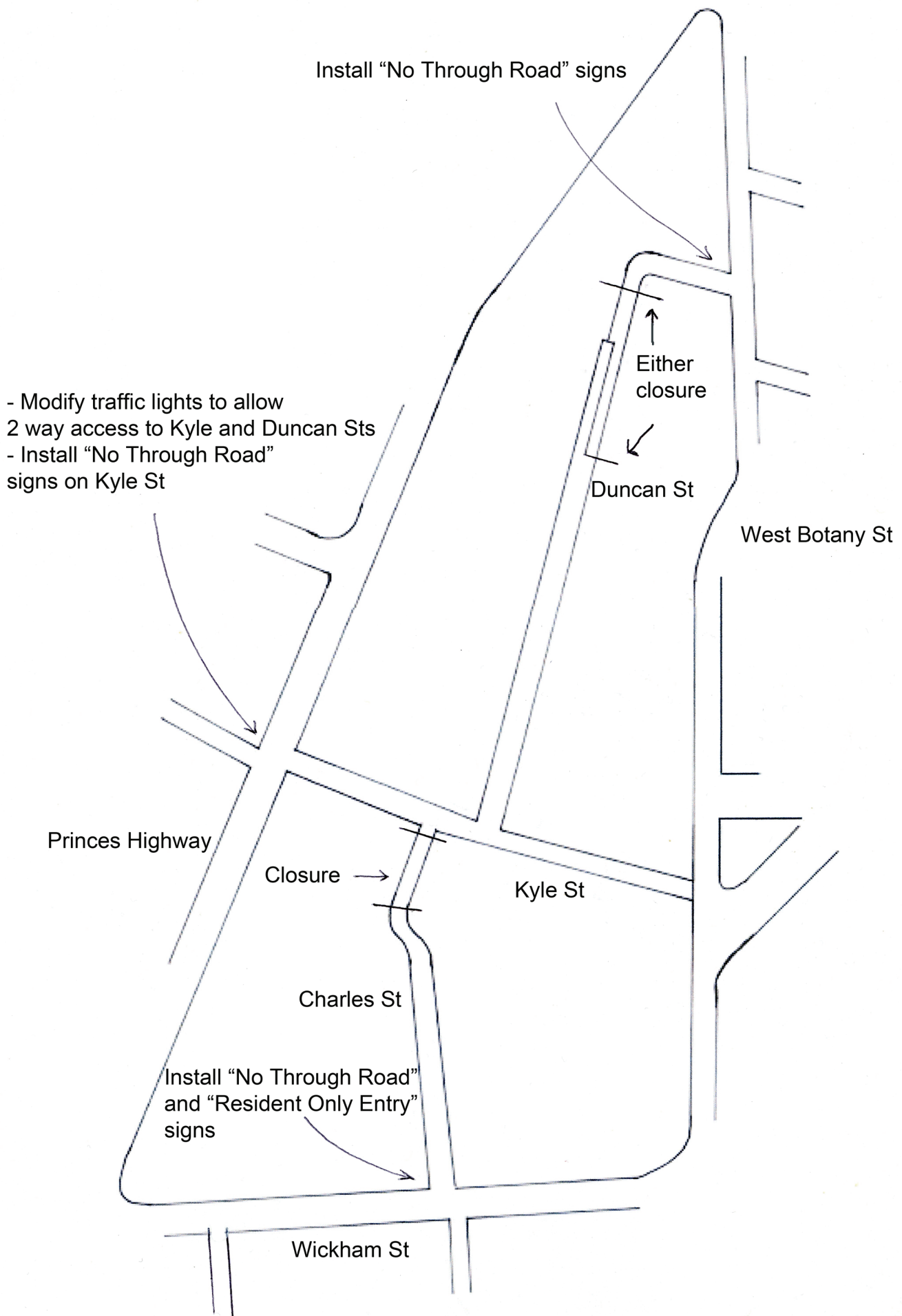


## Option 1 Traffic Control

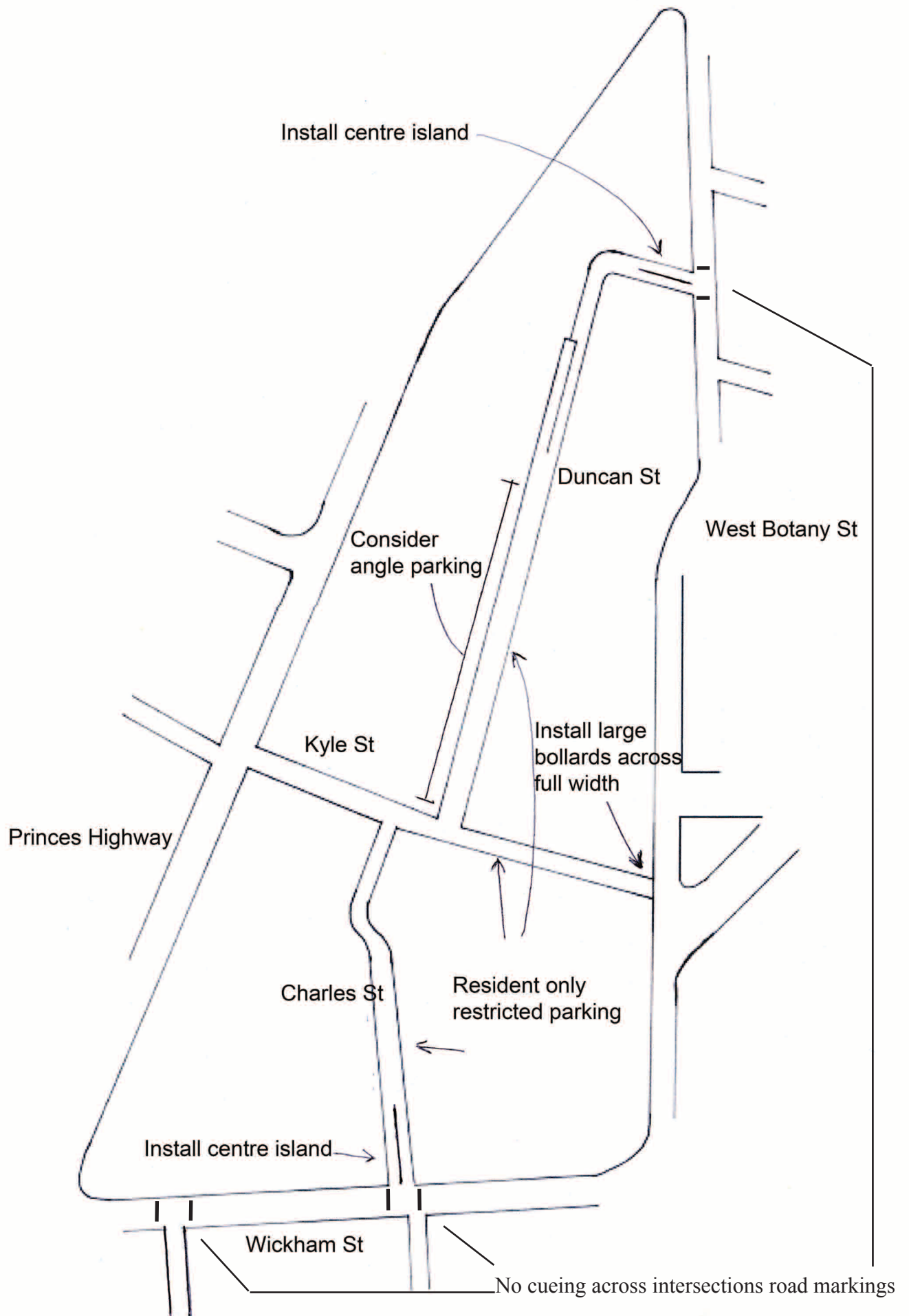




## Option 2 Traffic Control



## Additional Traffic and Parking





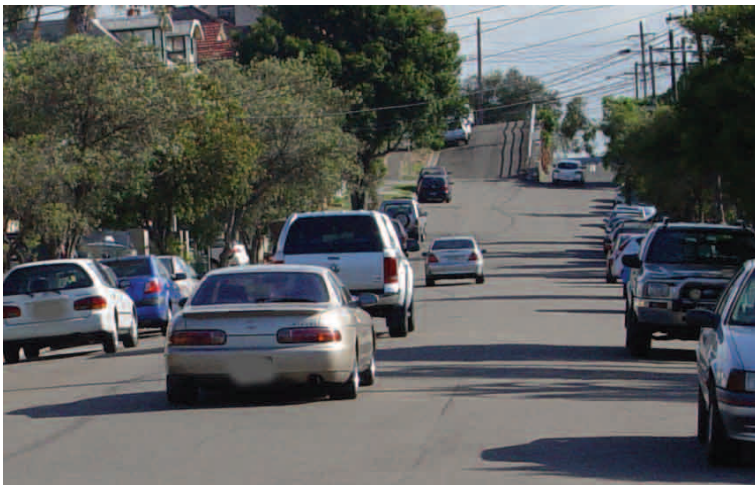
# Charles Street Traffic

Photographed over a short period in each of 2 days during morning peak period





**Duncan Street Traffic,**  
Photographed over a short period on  
1 day during morning peak period





Charles Street Parking 2012



From Google Earth 2009





Kyle Street Parking 2012



From Google Earth 2009





Duncan Street Parking 2012



From Google Earth 2009





## Additional Problems



About to turn right illegally, blinker on

There he goes



Working in the street



Barriers at eastern end of Kyle St in poor repair



Charles St S bend  
Trucks and cars dangerous  
cornering and driving practices

