Agenda Item 14.4.2
Report No 236/12cncl

TO: ORDINARY COUNCIL – MONDAY 10 DECEMBER 2012

SUBJECT: BLACK SPOT FUNDING FOR THE PROPOSED ROUNDAABOUT AT UNDOOLYA ROAD / STURT TERRACE INTERSECTION

AUTHOR: STEPHEN BALOBAN – MANAGER INFRASTRUCTURE

EXECUTIVE SUMMARY

This report is in regard to the Government Grant awarded to Council for a roundabout at the intersection of Undoolya Road and Sturt Terrace.

IT IS RECOMMENDED that Council endorse one of the following recommendations:-

A. That Council approve the installation of a new roundabout at the intersection of Undoolya Road / Sturt Terrace

OR

B. That Council write to the NT Government and cancel the grant funding between Council and the Federal Black Spot program.

REPORT

1. BACKGROUND

In 2009 Council requested the Technical Service Department to investigate reducing the risk of vehicular impact at the intersection of Undoolya Road and Sturt Terrace.

The Technical Service Department applied for Black Spot funding in 2010/2011 for the roundabout but was unsuccessful however a further application in 2011/2012 has now been successful (refer attachment “A”).

The Black Spot funding of $300,000 is for a new roundabout and crash barriers at the intersection of Undoolya Road and Sturt Terrace.

2. DISCUSSION

The NT Government have raised concerns that the Alice Springs Town Council has not commenced the project and have suggested if Council does not intend to proceed with the project the Northern Territory Government should be advised as soon as possible.

Council's Roads to Recovery funding program and Road Reseal program also have been put on hold until Council makes a decision regarding the roundabout project.

The Roundabout project at Undoolya Road and Sturt Terrace will be funded by Federal Black spot funding.
It is intended to use Roads to Recovery money to reseal extra roads through the roundabout.

Council is required to decide on whether to proceed or not to proceed with the roundabout project for the following reasons:

- To avoid the loss of future funding opportunities with both the Federal and Northern Territory Governments;
- To allow Council to commence using its Roads to Recovery program;
- To allow Council to put out to tender its Road Reseal program;
- To give the NT Government time to reallocate the funding not required to another Council before the end of the financial year.

It’s the Technical Service Department recommendation that Council endorse one of the following recommendations:

A. That Council approve the installation of a new roundabout at the intersection of Undoolya Road /Sturt Terrace

OR

B. That Council write to the NT Government and cancel the grant funding between Council and the Federal Black Spot program.

3. POLICY IMPACTS

NIL

4. FINANCIAL IMPACTS

$300,000 from Black Spot Funding
Rods to Recovery as required

5. SOCIAL IMPACTS

Nil

6. ENVIRONMENTAL IMPACTS

Nil

7. PUBLIC RELATIONS

Improve safety at the intersection of Sturt Terrace and Undoolya Road
8. ATTACHMENTS

A. A copy of the Grant approval for the Roundabout
B. Report from MFY Traffic Engineers
C. Correspondence and Council Decisions regarding the Intersection of Sturt Terrace and Undoolya Road.
D. Report (No: 118/12ts) to Technical Services Committee of 16 July 2012.
E. Report (No: 189/12cncl) to Ordinary Council Meeting of 24 September 2012.

Stephen Baloban
MANAGER INFRASTRUCTURE

Greg Buxton
DIRECTOR TECHNICAL SERVICES
From: Claire Ashard
Sent: Monday, 28 May 2012 2:52 PM
To: Greg Buxton; Damien Ryan
Subject: FW: SNOWDON RELEASE - $660,000 TO FIX FOUR BLACK SPOTS IN LINGIARI [SEC=UNCLASSIFIED]

FYI

Regards,
Claire Ashard
Media & Communications Officer
Alice Springs Town Council
Ph: 08 8950 0546
Mb: 0408 857 167
www.alicesprings.nt.gov.au

From: Butler, Marcus [mailto:Marcus.Butler@dva.gov.au]
Sent: Monday, 28 May 2012 2:03 PM
Subject: SNOWDON RELEASE - $660,000 TO FIX FOUR BLACK SPOTS IN LINGIARI [SEC=UNCLASSIFIED]

Media Release

THE HON. WARREN SNOWDON MP
Federal Member for Lingiari

$660,000 TO FIX FOUR BLACK SPOTS IN LINGIARI

Federal Infrastructure and Transport Minister, Anthony Albanese and Member for Lingiari, Warren Snowdon, today announced the Gillard Labor Government will provide $660,000 to fix four dangerous black spots.

The approved projects in the Federal electorate of Lingiari are:
SNOWDON RELEASE - $660,000 TO FIX FOUR BLACK SPOTS IN LINGIARI

- Intersection of Undoolya Road and Sturt Terrace in Alice Springs: $300,000 to install a roundabout;
- Section of Arnhem Highway (between CH170-171km) at Kakadu: $200,000 to improve the road seal width and linemarking;
- Section of Arnhem Highway (between CH175-175.5km) at Kakadu: $100,000 to improve the road seal width and linemarking; and
- Section of Dhupuma Road at Gove: $60,000 to reduce roadside hazards and improve the clear zone around a sweeping bend along Dhupuma Road.

These projects were recommended by a panel of independent road safety experts and will be delivered during the course of the coming financial year (2012/2013).

Mr Snowdon said since being elected in 2007, the Federal Labor Government has allocated more than $4.3 million to fix twenty one black spots across the Lingiari electorate.

“This investment is helping to make our local roads even safer for motorists, cyclists and pedestrians, with thirteen of these projects already completed,” said Mr Snowdon.

“And the good thing about our Black Spot program is that anyone can suggest an intersection or section of road they believe should be considered for a safety upgrade.

"Nomination forms are available from my office. Alternatively, they can be downloaded from: www.nationbuildingprogram.gov.au."

Mr Albanese said an independent evaluation of the program has estimated that the measures funded during the program's first seven years are today preventing over 4,000 crashes and almost 30 road fatalities a year.

"That's why nationally we've doubled the program's funding to half a billion dollars - more than honouring all our election commitments."

This year's Federal Budget allocated $300 million to extend the Program for a further five years until 2019, building on the record $500 million Labor had previously allocated to it. This new funding can be expected to prevent more than 2,000 accidents and the loss of 14 lives a year.

Monday 28 May 2012

Media Contacts
For Mr Albanese: Jeff Singleton 0410 476 890
For Mr Snowdon: Lidija Ivanovski 0407 108 935

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Your Anti-virus Service scanned this email. It is safe from known viruses. For more information regarding this service, please contact your service provider.
Dear Stephen,

UNDOOLYA ROAD/STURT TERRACE INTERSECTION, ALICE SPRINGS

This report summarises the traffic safety assessment associated with the proposed roundabout treatment at the Undoolya Road/Sturt Terrace intersection, Alice Springs. The treatment has been identified for this intersection with Blackspot funding for the device being provided by the Federal Government. Council had identified concerns relating to pedestrian safety at the roundabout and, hence, suggested that wombat crossings be installed on each leg or approach to the roundabout.

In August 2012, MFY prepared a report which identified potential safety issues associated with the proposal to install wombat crossings on each approach to the proposed roundabout. A copy of the report is included in Appendix A. The conclusion of the initial assessment indicated that traffic data should be collected. This would enable the pedestrian crossing demand to be identified.

As a result of this assessment, therefore, Council commissioned the collection of the recommended data. This report summarises the result of this data collection and summarises potential intersection treatment options which could be considered.

1 EXISTING SITUATION

The intersection of Undoolya Road and Sturt Terrace is located on the eastern side of the Todd River, with Undoolya Road providing the link between the Alice Springs town centre and the suburbs to the east, including an education precinct.

The western side of the intersection abuts a linear park along the bank of the Todd River, with a sealed path provided adjacent to Sturt Terrace. A child care centre is located on the north-east corner of the intersection, with a restaurant on the south-east corner. On the approach to the intersection, residential properties are located on the eastern side of the northern and southern legs, with properties on both side of the eastern leg.
The intersection is a four-way intersection, with Sturt Terrace under STOP sign control on both approaches. A raised median on Undoolya Road provides an area within the intersection in which vehicles turning right into Sturt Terrace can generally store to enable through vehicles to pass, but this facility does not meet current standards. The median also provides a refuge area for pedestrians crossing north-south across the road.

The western leg of the Undoolya Road can at times be closed to traffic when the Todd River floods, requiring traffic to be diverted via the northern leg of Sturt Terrace to an alternative river crossing.

2 TRAFFIC AND PEDESTRIAN SURVEYS

In order to identify the existing traffic operation of the intersection, MFY visited the site and undertook vehicle turning movement and pedestrian movement surveys at the intersection on the afternoon of Wednesday, 10 October and the morning of Thursday, 11 October 2012. The surveys were undertaken between 3:00 pm and 6:00 pm, and 7:00 am and 10:00 am.

Figure 1 illustrates the recorded peak am and pm turning movements.

![Figure 1: Peak hour turning movements [am/(pm)] (7:45 am and 8:45 am, and 4:20 pm and 5:20 pm)](image)

Figure 2 indicates the total number of pedestrians recorded crossing at the intersection.
2.1 TRAFFIC SURVEY ASSESSMENT

Analysis of the traffic data collected identified the following:

- the predominant movement is in the east–west direction along Undoolya Road, with higher movements recorded into the town centre in the morning peak, and conversely higher movements in an easterly direction in the afternoon peak;
- there is a relatively high number of right-turn movements from Sturt Terrace (north) into Undoolya Road (west), particularly in the morning peak;
- the number of right-turn movements from Undoolya Road into Sturt Terrace would meet the warrant for a channelised right-turn lane identified in Austroads “Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections”; and
- left-turn movements from Undoolya Road (west) into Sturt Terrace (north) are relatively high in number.

The above peak traffic volumes were modelled using the SIDRA intersection modelling software. The results are included in Appendix B, but confirm that the intersection operates satisfactorily in its current configuration, with average delays for the overall intersection in the order of three seconds in both the am and pm peaks. The highest delays are experienced by drivers exiting out of Sturt Terrace (north).

2.2 PEDESTRIAN SURVEY ASSESSMENT

There were a total of 251 pedestrian crossing movements at the intersection recorded over the six hour survey period. It was observed that some additional pedestrians crossed Sturt Terrace (north) further to the north away from the intersection, however, these numbers were not included in the survey results.
4 PROPOSED ROUNDBOUT

The data collected at the intersection indicates that it is operating at a relatively high level of safety and capacity. Notwithstanding this, there are a number of issues identified which warrant consideration, namely:

- the type of crashes imply a potential speeding issue;
- there is a warrant for a channelised right-turn lane treatment which is not currently provided; and
- a number of pedestrians cross the northern leg of Sturt Terrace.

A roundabout treatment, as previously prepared by Greenhill Engineers, has been proposed to address these issues and have received federal funding as part of the blackspot programme.

SIDRA analysis of the proposed roundabout indicates that the average delay for the intersection will remain at approximately three seconds in the am and pm peaks. The model also predicts that the 95th percentile queues of three vehicles will form on the eastern leg in the am peak, with queues of two vehicles anticipated on the western leg in the pm peak. Such queues and delays are acceptable.

Accordingly, the SIDRA analysis demonstrates that a roundabout at the Undoolya Road/Sturt Terrace intersection will maintain satisfactory operating conditions at the intersection in terms of vehicle movements. Pedestrian refuge treatments could also be incorporated into the design solution to provide a crossing facility for pedestrians. Such facilities would be desirable on the northern and eastern legs of the intersection.

The proposed treatment would also improve the safety and operation of the subject intersection.

Figure 3 illustrates a concept roundabout design incorporating pedestrian refuge facilities on the northern and eastern legs.

Figure 3: Proposed roundabout design

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1 Source: Greenhill Engineers Pty Ltd, 11-621-002 Rev A, 11 March 2011
5 SUMMARY

In summary, the data collected at the Sturt Terrace/Undoolya Road intersection identified that while the intersection is operating with adequate capacity, there are a number of existing deficiencies.

The proposed roundabout would provide a level of speed control and further decrease the risk of a severe injury-type crash. Additional pedestrian refuge treatments could be incorporated into the design to improve pedestrian and cyclist safety by providing mid-block storage for these users. These factors should be considered during detailed design.

Accordingly, this device would be an appropriate treatment to improve the operating safety of the subject intersection.

Yours sincerely,

MURRAY F YOUNG & ASSOCIATES

MELISSA MELLEN
Director

Encl. Appendix A — MFY letter to Alice Springs Town Council dated 21 August 2012
Appendix B — SIDRA analysis
APPENDIX A

MFY LETTER TO ALICE SPRINGS TOWN COUNCIL DATED 21 AUGUST 2012
Dear Mr Baloban,

PROPOSED WOMBAT CROSSINGS
UNDOOLYA ROAD AND STURT TERRACE, ALICE SPRINGS

I refer to your request to review the proposal to install wombat crossings on each approach to a roundabout. The roundabout, to be constructed at the intersection of Undoolya Road and Sturt Terrace, Alice Springs has received Blackspot funding as part of the Federal Government Blackspot Funding programme. I understand that a suggestion to incorporate wombat crossings on each approach to the facility has been raised to address concerns in respect to pedestrian safety, particularly in relation to the Kindergarten adjacent the subject site.

When implementing traffic control solutions, it is important to understand all elements of the operation of the site. Of equal importance is that the safety of all site users is critical. As an example, the installation of a heavy duty bollard to protect a property from errant vehicles is often proposed. Such a device, however, can have a significant impact on road safety and, in particular, could result in serious injuries to a vehicle occupant. This demonstrates that what can be perceived as a simple safety solution can actually create a significant hazard.

A concept design plan of the intersection has been prepared by Greenhill Engineers, as depicted in Figure 1.
Figure 1: Concept roundabout design (Source: Greenhill Engineers)

The operation of both a roundabout and a wombat crossing are governed by the Australian Road Rules. Essentially, drivers on approach to the roundabout must give-way to all other drivers on the roundabout and drivers must give-way to pedestrians on the crossings.

The issue with a priority pedestrian crossing facility being close to an intersection (be it treated with a roundabout or otherwise) is one of queuing. A queue of vehicles at a roundabout crossing would likely extend into the intersection (roundabout). This will make the roundabout inoperable but more importantly, result in potential safety issues for vehicle’s occupants. Similarly, vehicles queued at the roundabout could extend across the wombat crossing. While drivers are required to not queue across a crossing, this is often difficult to judge and would result in the crossing being obstructed for pedestrians and the resultant pedestrian/vehicle conflict. Figure 2 illustrates the potential queuing and conflict issues at a roundabout with adjacent wombat crossings.
It can be seen on the above figure that there would be inadequate distance for drivers to queue without obstructing the crossing or the roundabout. While the crossings could be set further back, this would remove them from the pedestrian desire lines, resulting in a potential for non-compliance of the device.

I am also in receipt of correspondence from the Alice Springs Cycling Club which has raised concern in respect to the provision for on-road cyclists at the roundabout. The correspondence, amongst other comments, provides the following suggestion:

"It is critical that the road is wide enough right around the roundabout to enable cyclists and cars to enter fluidly and travel together if necessary. A one metre cycling lane would be ideal."

Recent research has indicated that a dedicated bicycle lane through the roundabout is actually a less safe treatment than ensuring a cyclist can claim their space. Nonetheless, we agree with the cyclist club that the design should provide appropriately for cyclists.

In order to determine the safest and most appropriate traffic control solution, relevant traffic control data should be collected to ascertain the movements which need to be catered for. This would include collection of the following data:

- peak hour turning movements at the intersection;
- cyclist movements;
pedestrian movements and desire lines; and
the largest vehicle which needs to be accommodated.

Based on these data, design solutions can be developed for the intersection, which considers all road users, including integration of a safe solution for pedestrians and cyclists.

Applying a treatment without review of applicable data could inadvertently result in decreased intersection safety and increased pedestrian/vehicle conflicts.

Yours sincerely,
MURRAY F YOUNG & ASSOCIATES

MELISSA MELLEN
Director
APPENDIX B

SIDRA ANALYSIS
Roundabout Undoolya Road and Sturt Terrace Alice Springs NT

DEGREE OF SATURATION

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QUEUES (veh)

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DELAY & LEVEL OF SERVICE

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FLOWS

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JOB NUMBER: 12-0239

PROJECT NAME: Roundabout Undoolya Road and Sturt Terrace Alice Springs NT

INTERSECTION: Undoolya Road/Sturt Terrace

SCENARIO: Existing PM Peak Existing Existing
14.1.1 Undoolya Road/Sturt Terrace Intersection
Report No. 189/12 cncl

Executive Summary
This report is regarding installation of a new crash barrier at the intersection of Undoolya Road/Stuart Terrace to protect the childcare centre.

Moved Councillor Paech
Seconded Councillor Martin

That Council reduce the speed limit through the intersection of Undoolya Road/Sturt Terrace to 40km/h and install the proposed roundabout.

DEFER until 4 points are reported on (16978)
13.3.5. Undoolya Road/Sturt Terrace Roundabout  
Report No: 118/12ts (MI)  
This report is regarding the response from public consultation for the installation of a new roundabout at the intersection of Undoolya Road /Sturt Terrace

A. That Council give its approval to install a new roundabout at the intersection of Undoolya Road and Sturt Terrace Eastside.

B. That Council adopt a 40kph speed limit across the Wills Terrace causeway upon completion of the proposed infrastructure.

Moved Councillor Heenan  
Seconded Councillor Brown

That Council defer A and B and a further report be presented to the August Technical Services Committee meeting in relation to the feasibility of a wombat crossing and the provision of bollards.

CARRIED (16857)
Ref: GE798/2

Enquiries: Paul Barreau

3 March 2006

The Chairman
Development Consent Authority
PO Box 2130
ALICE SPRINGS NT 0871

To whom it may concern,

RE: LI’L ANTZ CHILDCARE LOT 8155 UNDOOLYA ROAD, ALICE SPRINGS
DP03/0419

In October 2003, Development Permit Number DP03/0419 was issued to permit the
development of lots 8155 and 8156 for use as a childcare centre.

Following completion of the works, the L’il Antz Childcare facility was established
and had been in operation for some time without any concerns over road safety
issues until Council in an effort to improve pedestrian and road safety at the
intersection of Undoolya Road and Sturt Terrace, constructed traffic islands in
Undoolya Road.

Concerns were then raised by L’il Antz as to the effect the traffic islands may have
on vehicles if they hit the traffic islands and were deflected into the childcare
premises.

Consequently Council engaged the services of an independent traffic engineer who
supported the Council position that the traffic islands in fact increased safety in the
area and the chances of the islands contributing to a vehicle entering the childcare
premises was extremely low.

The question was asked at a Council meeting whether road safety issues were
considered for such developments by the Development Consent Authority.

Following the concerns of the childcare centre and questions raised by Council
Aldermen at the Ordinary Meeting of Council held on Monday 28 November 2005, it
was resolved that:

Council writes to the Development Consent Authority seeking advice
over the approval of a Childcare Centre, in particular consideration of
potential safety issues.

It would be appreciated if you could respond to the question raised by the Alice
Springs Town Council.
Yours sincerely,

Paul Barreau
MANAGER  PROJECT DEVELOPMENT
Greg, Important- thanks.

Regards,
Rex Mooney
Chief Executive Officer
Alice Springs Town Council
(08) 89 500 525
0427 161 956
www.alicesprings.nt.gov.au

-----Original Message-----
From: "COUNCIL\ldalwood"@astc.nt.gov.au [mailto:"COUNCIL\ldalwood"@astc.nt.gov.au]
Sent: Monday, 19 March 2012 7:48 AM
To: Rex Mooney
Subject: New document for review - 120319 Letter to Rex Mooney from Dept of Lands and Planning re Traffic Management

Document title: 120319 Letter to Rex Mooney from Dept of Lands and Planning re Traffic Management has been created and is ready for review.

Click this link to access via Web ->

Click this link to access via Notes -> (Document link: )Click here.
16 December 2011

Mr Col Penley
LJ Hooker
PO Box 2455
ALICE SPRINGS NT 0871

Dear Mr Penley,

RE: BATH STREET SPEED RESTRICTION

Thank you for your letter dated 15 November 2011, received 25 November 2011, to Mr Rex Mooney, in regard to Bath Street speed restriction and pedestrian crossing between Alice Springs Shopping Centre (Coles Complex) and Yeperenye Shopping Centre.

Council does support your proposal, subject to reviewing and approving your plans and scope of works for the project. Providing the planned works are of a similar nature and quality as installed between the Coles Complex and Kmart, Council agrees in principle to the proposal.

Yours faithfully

[Signature]

DIRECTOR TECHNICAL SERVICES

Affixations will be made for comment.
15 November 2011

Alice Springs Town Council
Attn: Rex Mooney
PO Box 1071
Alice Springs NT 0871

Dear Rex,

Re: Bath Street Speed Restriction and Pedestrian Crossing Between Alice Springs Shopping Centre (Coles Complex) and Yeperenye Shopping Centre

I write to you on behalf of Power Mining Pty Ltd, owners of the Coles Complex, seeking the Alice Springs Town Council’s favourable support for the following:

- Installation of pedestrian crossing between Coles Complex and Yeperenye Shopping Centre
- Install speed restrictor incorporated within the above pedestrian crossing
- To have the above completed at the earliest possible time

The Alice Springs Town Council has installed a similar crossing on Gregory Terrace between Coles Complex and Bonanni Arcade. The Alice Springs Town Council may or may not be aware, that the Coles Complex is the busiest shopping centre in Alice Springs. The Coles Complex has the largest open retail area and ground level car park (281 parks) available in Alice Springs.

The installation of such an infrastructure would be seen as a positive move due to increasing:

- Safety to the public
- Allowing easy accessibility between Coles Complex and Yeperenye shopping centre
- Linking three (K-Mart, Coles and Woolworths) of the towns major shopping centres in a safe manner
I would appreciate a positive response to this letter as soon as practicable. I am also available for any further discussion in relation to this subject. Please note my telephone contact details at the top of this page.

Yours sincerely,

Col Penley
Commercial Property Manager
21 October 2005

Old Eastside Residents' Association Inc
c/- 12 Warburton St
Alice Springs. NT 0870

Attention: Geoff Miers

Dear Geoff

RE: TRAFFIC ISLANDS AT UNDOOLYA RD, STURT TCE INTERSECTION

Further to our letter of 12 September regarding the installation of a barrier on the intersection of Undoolya Road and Sturt Terrace, adjacent Li’l Antz Childcare Centre, Alice Springs Town Council advise that following an engineering investigation of the circumstances at the site Council are unable to install a barrier that complies with Australian Standards.

Council has subsequently engaged the services of a traffic engineer to advise on options available. A report will be submitted to Council shortly.

If you wish to discuss this matter please call the undersigned on 89 500 536.

Yours sincerely,

Paul Barreau
MANAGER PROJECT DEVELOPMENT
Cc Richard Lim
TO: TECHNICAL SERVICES COMMITTEE – MONDAY 16 JULY 2012
SUBJECT: UNDOOLYA ROAD / STURT TERRACE ROUNDBOUT
AUTHOR: MANAGER INFRASTRUCTURE STEPHEN BALOBAN

EXECUTIVE SUMMARY

This report is regarding the response from public consultation for the installation of a new roundabout at the intersection of Undoolya Road /Sturt Terrace

RECOMMENDATIONS

It is a recommendation to Council:

That Council give its approval to install a new roundabout at the intersection of Undoolya Road and Sturt Terrace Eastside

REPORT

1. BACKGROUND

Council requested the Technical Service Department to carry out public consultation by letter drop regarding the installation of a new roundabout at the intersection of Undoolya Road /Sturt Terrace.

1500 letters (Refer attachment A) were sent out to the residents of the Old Eastside and Sadadeen areas of Alice Springs inviting them to comment on the proposed roundabout at Undoolya Road /Sturt Terrace.

Council only received 4 letters of response 1 in favour and 3 against (Refer attachments B).

2. DISCUSSION

The Undoolya Road and Sturt Terrace intersection has been of concern to the Technical Services Department for some time as an area with a high risk of vehicle impact and plans were made in 2004/2005 to construct a roundabout in the area.

In December 2004 Council went out to Tender for the roundabout at the intersection of Undoolya Road /Sturt Terrace.

The cost of the roundabout was well in excess of the budget available in the Roads to Recovery Programme from which it would be funded and plans were shelved.

The Technical Service Department applied for Black Spot funding in 2010/2011 for the roundabout but was unsuccessful, we reapplied for funding in 2011/2012 and we have been successful (Refer attachment C).

The Black Spot funding of $300,000 is for a new roundabout and crash barriers in front of the child care centre (Refer to Attachment D)

Please Note: Black Spot funding is site specific, you cannot use the funds elsewhere
The Technical Services Department seeks Council permission to install a new roundabout at the intersection of Undoolya Road /Sturt Terrace to reduce delays at the intersection and improve traffic safety.

A well designed Roundabout is a safe and efficient form of intersection control. Roundabouts reduce the relative speeds of conflicting vehicles when properly designed; they make the driver's task easier with the Roundabouts clear 'right of way' Requirements. Roundabouts also reduce delays at intersections and provide similar capacity to Traffic lights but operate with lower delays and better safety.

The new roundabout will include modifying the existing footpaths at the intersection, installing traffic islands and wheelchair crossings this will be totally funded by the Black Spot Program and (roads to recovery program).

3. **POLICY IMPACTS**

   Nil

4. **FINANCIAL IMPACTS**

   Funding through Black Spot funding and if required Roads to recovery program

5. **SOCIAL IMPACTS**

   Improved traffic safety at the intersection

6. **ENVIRONMENTAL IMPACTS**

   Nil

7. **ATTACHMENTS**

   A. Public consultation letter
   B. Response Letters
   C. Letter from Black Spot funding
   D. Drawing showing proposed roundabout and crash barrier

Stephen Baloban  
MANAGER INFRASTRUCTURE AND DEVELOPMENT

Greg Buxton  
DIRECTOR TECHNICAL SERVICES
TO: ORDINARY COUNCIL – 24 SEPTEMBER 2012
SUBJECT: UNDOOLYA ROAD / STURT TERRACE INTERSECTION
AUTHOR: MANAGER INFRASTRUCTURE STEPHEN BALOBAN

EXECUTIVE SUMMARY

This report is regarding installation of a new crash barrier at the intersection of Undoolya Road /Sturt Terrace to protect the childcare centre.

RECOMMENDATIONS

That Council reduce the speed limit through the intersection of Undoolya Road /Sturt Terrace to 40km/h and install the proposed roundabout.

REPORT

1. BACKGROUND

The Undoolya Road and Sturt Terrace intersection has been of concern to Council for some time in regard to the potential risk of vehicles crashing into the childcare centre.

Council has requested the Technical Service Department look into the installation of a crash barrier to protect the childcare centre.

2. DISCUSSION

The Technical Service Department had investigated the traffic safety at the intersection of Undoolya Road and Sturt Terrace in regard to the child care centre in 2005 and engaged Christopher Stapleton Consultants to prepare a report (Refer attachment A). It was determined that a crash barrier alone would be ineffective.

To install crash barriers at the intersection of Undoolya Road and Sturt Terrace would mean removing Telstra and PowerWater infrastructure (Refer attachment B) to make way for the foundations for crash barriers (Refer attachment C) for which the cost to move this infrastructure would be around $200,000-$300,000.

A crash barrier by itself would be ineffective. It is the Technical Services Department recommendation to reduce the speed through the intersection to 40km/h and install the proposed roundabout.

3. POLICY IMPACTS

Nil
4. **FINANCIAL IMPACTS**  
Funding through Black Spot funding and if required Roads To Recovery program

5. **SOCIAL IMPACTS**  
Improved traffic safety at the intersection

6. **ENVIRONMENTAL IMPACTS**  
Nil

7. **ATTACHMENTS**  
A. Report by Christopher Stapleton Consultants  
B. Photos  
C. Drawing of crash barrier foundations

Stephen Baloban  
MANAGER INFRASTRUCTURE AND DEVELOPMENT

Greg Buxton  
DIRECTOR TECHNICAL SERVICES