

DOBINSON & ASSOCIATES Pty Ltd

A.B.N. 40 050 042 021

Consultants in Management, Transport Planning
Traffic Safety & Management and Infrastructure Development.

38/59 Macquarie Drive,

Cherrybrook NSW 2126

Ph: (02) 9481 0453

Mobile: 0419 227 466

Email: kdob5500@bigpond.net.au

**Redevelopment of Southgate Shopping Centre crn Ann Street and Kathleen Street,
Tamworth**

**REVIEW OF COUNCIL REQUIREMENTS REGARDING VEHICULAR ACCESS
FROM KATHLEEN STREET**

for

Coles

Report Purpose

Coles has asked that I provide comment on the Council requirements for restriction on access in Kathleen Street to the Southgate Shopping Centre and adjacent Southgate Hotel and Caltex Service Station, based on my experience in road and traffic planning in government and with the private sector. See brief CV below.

The report is based on information provided by Coles and consultants thereto and on that information only.

The Proposal

The proposed shopping centre redevelopment is shown in the drawing below.

Tamworth Council has requested that the Alice Street access to the north of the proposed new roundabout at Willis Street which leads to the Southgate Hotel be closed. It appears that this requirement is based on Austroads Guide to Road Design which discourages close spacing of accesses or accesses near intersections, which does occur at this Shopping Centre.

Traffic Assessment

The Austroads Guide to Road Design like all road authority guides for road design reflect the ideal preferred position for traffic operation and safety. These documents by the nature of the road authority personnel who prepare them, are skewed towards the more stringent requirements of the arterial road network (generally National and State roads).

They do have application to local roads but must be applied as a guide only and used to balance the needs for traffic operation and safety on the local road against the need for these roads to provide convenient access to the properties they serve along their length. This balancing act of course must be related to the specific situation under consideration with appropriate weighting applied to each factor considered.

In this respect close spacing of accesses on local roads can often better serve the needs of the local community without any undue impact on operation or safety of that road.

In this case factors for consideration would include -

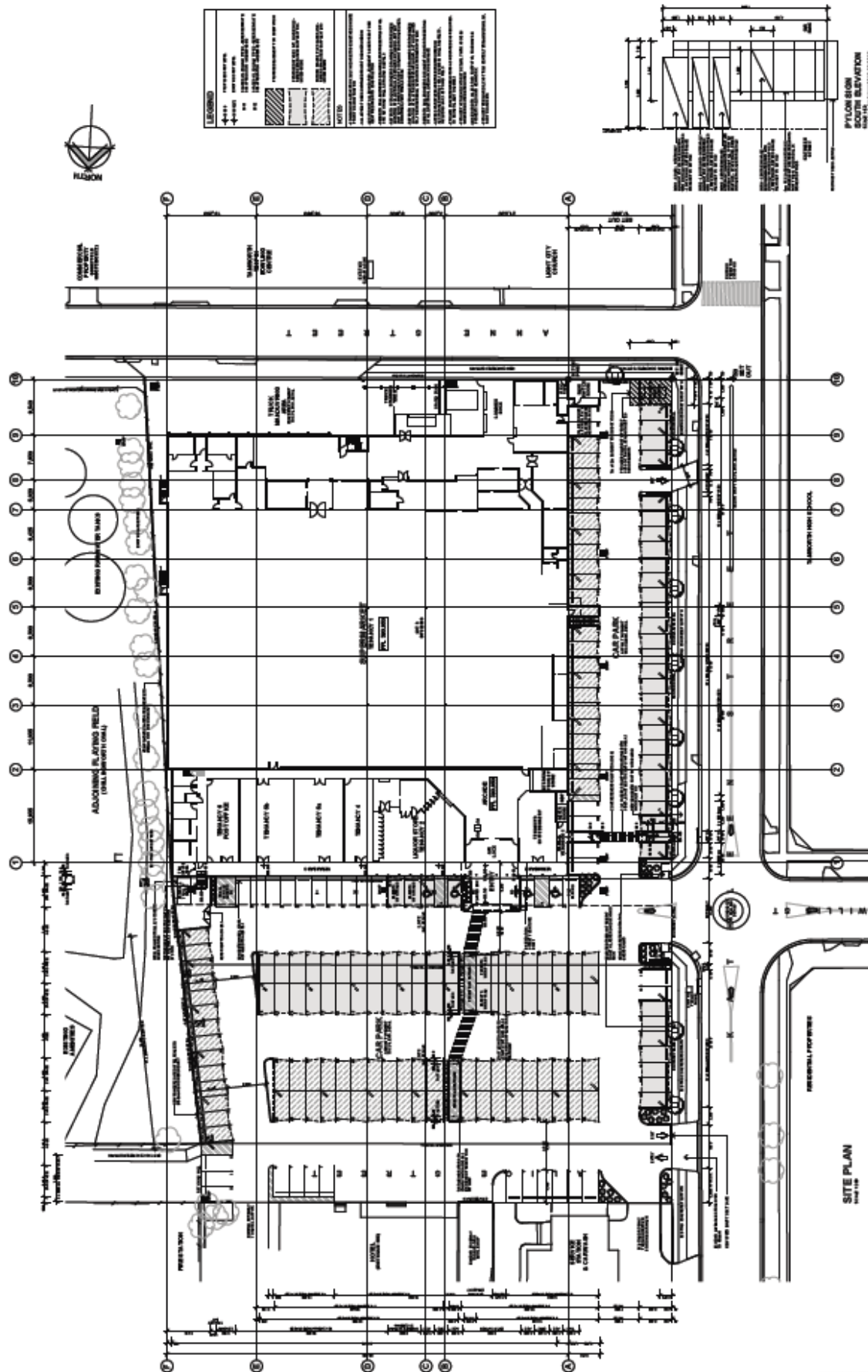
- Desire to maximise spacing between accesses (Austroads Guide for reduced spacing between accesses to avoid side friction to traffic and safety implications of traffic entering and exiting closely spaced accesses);
- Desire to maintain convenient access for local community to the Shopping Centre, Hotel and Service station;
- Desire to separate car and truck traffic accessing the various developments and likely conflict between these vehicles;
- Desire to accommodate traffic on Kathleen Street at high level of service and safely;

- Desire to accommodate large delivery vehicles practically and safely;
- Desire to minimise loading on new roundabout;
- Desire to accommodate high volume of pedestrians in area, particularly school children;

The report by Roadnet Pty Ltd of June 2012 appears to have addressed all these aspects and concluded on balance, it is preferable to retain the existing Alice Street access at Kathleen Street.

In summary, I see the Roadnet assessment as a sound assessment of the traffic operation along Kathleen Street and hence concur in its findings.

Ken Dobinson
25th August 2012



RESUME[/] OF KEN DOBINSON

B.E., M.Env.Studies, Cert. M'gement, Dipl. Law
F.I.E.Aust., F.C.I.T., A.F.A.I.M., M.A.I.T.P&M

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E-mail: kdob5500@bigpond.net.au

Ken Dobinson is Managing Director of Dobinson & Associates, a private consultancy in management, transport planning and infrastructure and development. He was previously Director, Roads & Traffic Authority of NSW (RTA).

Ken has tertiary qualifications in engineering, environmental planning, management and law. He is a Fellow of the Institution of Engineers, Australia, a Life Fellow of the Chartered Institute of Logistics and Transport, Associate Fellow of the Australian Institute of Management and Member of the Australian Institute of Transport Planning and Management. His knowledge and experience in management, traffic and transport and land use planning, extends over 50 years.

Since entering private practice, he was advisor over 3 years to the Federal Government and Minister for Transport on development of the National Highway system. He was advisor to the Co-ordination Authority and leader in developing the transport system for the Olympic site at Homebush Bay.

In recent years he has been involved with development by the private sector in NSW, Victoria and Queensland. This includes transport infrastructure projects such as the Western Sydney Orbital freeway and the Sydney-Canberra very high-speed train project as well as major city developments, town centres, new towns in Sydney and Newcastle and developments throughout.

He directed the innovative research project – ‘Sustainable Transport in Sustainable Cities’- at the Warren Centre, Sydney University covering all aspects of city development and transport, and is now involved in its implementation as a Director of 10,000 Friends of Greater Sydney. He was a member of the peer review team for the Victorian Metropolitan Strategy, Melbourne 2030, and was advisor to the ACT Government on restructuring to achieve the Canberra Plan.

In recent years, he was a member of the NSW Consultative Committee on Ageing, the Accessible Transport Forum and the Mature Workers Advisory Committee which provided advice to the NSW Premier and Government on policy in the respective areas. Recently he was a member of the transport panel developing the Metro Strategy for the NSW Government. He continues as Judge of the Institution of Engineers Excellence Awards for Infrastructure.

In 2003 he was awarded the Transport Engineering Medal by the Institution of Engineers for his contribution to transport in Australia.