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Locality Plan Tyringa  
Crescent Burns Beach

Tuesday, 20 August 2013

1:5000



## ATTACHMENT TWO

Petition comments	City Comments
<p>Based on the volume of traffic into Tyinga Crescent and upon observation, vehicles are using Tyinga Crescent as a thoroughfare to and from Burns Beach Road, rather than using other entry and exit points designed and provided for this purpose such as Grand Ocean Entrance/Marmion Ave. Traffic is entering Tyinga Crescent from the roundabout at Grand Ocean Entrance, turning left into Bramston Vista, right into Mattingleys Approach and exiting left onto Burns Beach Road. When they re-enter the estate they are coming in via Mattingleys, Bramston, Tyinga.</p>	<p>The road layout for Burns Beach allows for access from Marmion Avenue by either using Grand Ocean Entrance to the north or Burns Beach Road to the south.</p> <p>The results of the seven day traffic survey confirmed that the vehicle volumes on Tyinga Crescent and surrounding road network are in accordance with the agreed Burns Beach Structure Plan and reflect the requirements as per the Liveable Neighbourhood Guidelines.</p> <p>Tyinga Crescent is designed to carry a maximum desirable volume of 1000 vehicles per day (vpd). The traffic count survey has confirmed that the road has approximately 170vpd.</p> <p>Access to Mattingleys Approach and Watcombe Avenue from Burns Beach Road is left in/left out only.</p>
<p>We, the residents of Tyinga Crescent do not believe that when the initial road plan was approved, it was expected Tyinga Crescent would be used as a thoroughfare/shortcut to and from Burns Beach Road, as is now the case.</p>	<p>Tyinga Crescent and the surrounding road network layout is in accordance with the structure plan for Burns Beach.</p>
<p>Vehicles are using excessive speed when travelling along Tyinga Crescent, with one near hit already observed.</p>	<p>The speed, at which the majority of vehicles are travelling at, is well below the 50 km/h. The speed limit the majority of drivers are travelling at was recorded as 44 km/h.</p> <p>Main Roads WA five year crash data revealed that there have been no reported crashes on this road or at any intersecting roads.</p>
<p>Of the fourteen homes in Tyinga Crescent, six homes have children under the age of six.</p>	<p>Comment noted</p>
<p>On Saturday 20 April a count of cars travelling in both directions along Tyinga Crescent (by the resident at 16 Tyinga Crescent Burns Beach), observed over 50 vehicles across a six hour timeline. This excluded resident vehicles.</p>	<p>This falls within the desirable limit for a road of this type. 50 vehicles in a six hour period averages to eight vehicles in one hour. This is less than the maximum desirable peak hour flow of 100 vehicles per hour under the Liveable Neighbourhood Guidelines.</p>

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<p>As the number of people in Burns Beach estate increases, Tyinga Crescent will get busier and much more dangerous for the residents of Tyinga Crescent.</p>	<p>The suburb of Burns Beach is currently in development phase and there will be an increase in traffic movements over time. This increase is not anticipated to be significant in Tyinga Crescent. Tyinga Crescent has been constructed under the current road design standards that cater for all road users including pedestrians and cyclists.</p>
<p>The residents of Tyinga Crescent do not believe that by closing off this roundabout, residents in other nearby streets will be affected. In fact we believe the volume of traffic will decrease on Bramston Vista (between Tyinga and Mattingleys), and on Mattingleys Approach (between Bramston and Burns Beach Road). Closing the roundabout will direct traffic to use 'through roads'.</p>	<p>The design of the road network for Burns Beach under the current structure plan allows traffic to be dispersed throughout the area. Changing travel routes and vehicle access options would potentially have a negative impact on adjoining roads and resident's amenity on these roads.</p>
<p>Residents on Grand Ocean Entrance experience a large volume of traffic; however as part of initial planning to restrict speed, roundabouts were installed. Tyinga Crescent is as busy as Grand Ocean Entrance; however Tyinga Crescent does not have any speed restrictions devices installed.</p>	<p>Grand Ocean Entrance is designed to carry a maximum desirable volume of up to 7,000vpd. The seven day traffic survey undertaken on Grand Ocean Entrance has revealed that it is currently handling up to 2,813vpd.</p> <p>Tyinga Crescent vehicle volumes were recorded at 168vpd south of Grand Ocean Entrance.</p>
<p>The residents of Tyinga Crescent do not believe this change would increase the traffic on Mattingleys Approach, because unlike Tyinga Crescent, motorists can not significantly increase their speed on Mattingleys Approach due to its design with curves and slight rises etc.</p>	<p>Comment noted.</p>