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**RE: Reserve Street Burleigh Heads**

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MCDONALD Daphne <daphnemcdonald@goldcoast.qld.gov.au>

Mon, Jan 18, 2021 at 1:44 PM

Dear [REDACTED]

Further to an email response to you from the Mayor's office, a further request, reference CR [REDACTED] was also raised to Traffic and Transport. Officers have advised me of the following:

***The Traffic Engineering Team has investigated the concerns of the residents of Reserve Street with the following result.***

***Reserve Street functions as a collector road within the City's road hierarchy. Traffic counts undertaken in June 2020 indicate that this road carries on average 6255 vehicles per day. This volume of traffic is well within the acceptable limit for a collector road and there is nothing illegal about the current/future volume of traffic or road cross section.***

***From a traffic engineering perspective, the function of a road within a road network, particularly in existing areas like this does not necessarily relate to the form or cross section of the road.***

***The Eppell Olsen and Partners road hierarchy for network planning and management referred to in the correspondence, is the road hierarchy classification used by Mackay Regional Council and not relevant in the context of the Gold Coast network. In this regard, the Department of Transport and Main Roads Manual of Uniform Traffic Control Devices specifically states that "Maximum traffic flows are indicative only because typical traffic flows for some functional classifications will differ significantly between major south-east Queensland urban areas and regional urban areas. Maximum traffic flow should not be the deciding factor for the functional classification of urban roads".***

***It is important to note that functional road hierarchies vary from one road authority to another. Some use a three-level classification system, while others use four or five levels. There is no absolutely rigorous method for classifying roads as the interface between classes and the terminology used to describe each of the road classes also varies across jurisdictions.***

***In relation to the reference to the Gold Coast Planning Scheme (the City Plan), this document only regulates the design and accessibility standards for transport infrastructure for new developments and it is not applicable to the City's operation of our existing networks.***

***It is noted that, due to the geometry of the Tabilban Street/Ocean Street/ Reserve Street link the use of this link by trucks as a through route has in the past been banned by the City. Although local access for refuse collection, construction and delivery trucks is still permitted. Should residents witness trucks using this link as a through route, they should report this to the Police via Policelink on 131 444.***

***In relation to the request to make the link 30km/h, this is not consistent with the traffic carrying function of this route.***

***It should also be noted that the currently unformed section of Tabilban Street forms part of the Burleigh Ridge Conservation Park, which supports a significant koala population. For this reason, the City has no plans to reopen the road and as noted in our previous correspondence, the opening of this section of road would make the Tabilban Street/Ocean Street/ Reserve Street link more appealing for motorists, thus increasing the amount of through traffic in the local catchment.***

Unfortunately on the basis of the data and research, Traffic and Transport do not support the reopening of Tabilban Street and the closure of Reserve Street. Further to this, I have requested a meeting with Council Managers to discuss the area.

Thank you for bringing this matter to my attention.

**Councillor Daphne McDonald**



**Councillor Daphne McDonald**  
Division 13



CITY OF  
**GOLD COAST.**

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