

Traffic Engineer Referral Response

Application Number:	Mod2021/0873
Date:	07/01/2022
Responsible Officer	
Land to be developed (Address):	Lot 42 DP 4689 , 54 Bardo Road NEWPORT NSW 2106

Officer comments

The applicant seeks to have condition No.32 amended so that there is no longer a requirement to construct a pedestrian refuge on Bardo Road. In support of the request a traffic statement prepared by LOKA consulting engineers has been prepared which states that a pedestrian refuge can't be constructed on bardo road because it is of insufficient width.

Bardo Road has a width of 8.1m however the RMS Technical direction TD2011/01a (fig 4) provides details which allow for localised widening of the road to facilitate the installation of a pedestrian refuge. Under such a scenario a minimum width of 9.4m would be required. i.e Bardo Road would need to be locally widened by 1.3m. While this is not infeasible, for compliance with the technical direction, given the 40km/h 85th percentile speed on Bardo Road it would also require the introduction of 47m lengths of No Stopping to be introduced on both approach to and departure from the refuge on both sides of the road. This is considered an unacceptable level of impact on on-street parking for the surrounding neighbourhood. The removal of so much parking is also likely to result in increased vehicle speeds on this part of Bardo Road which would impact negatively on pedestrian safety offsetting and pedestrian safety benefits created by the introduction of the pedestrian refuge. Given the above, the applicants request to amend the condition is supported.

It is noted that the traffic statement suggests that only one kerb ramp be introduced on Bardo Road at the King St intersection. This is presumably because it was considered that a pram ramp was unnecessary on the northern side of King St given the presence of a vehicle crossing which could be used to provide ramped access to the footpath. This course of action is not favoured for two reasons:

1. Pram ramps are constructed without a lip to facilitate ease of access by prams, wheelchairs, bicycles and mobility scooters. Driveways by contrast have a lip at the gutter which can create access issues for those with mobility issues or using wheeled devices.
2. The shared use of a vehicle crossing as a pedestrian access point is a less safe option than as the vehicle crossing by nature would not be exclusively available for pedestrian access. There would also be an issue in terms of ongoing maintenance responsibility as the responsibility for provision and maintenance of a vehicle crossing is the resident's.

It is noted that there are double separation lines on Bardo Road which effectively prevent any legal parking activity on Bardo Road for a distance of at least 24m east of King Street. This ensures that there would be adequate sight lines to any pedestrian crossing in this vicinity. The provision of pram ramps to the east of the driveway serving No.60 Bardo Rd is considered a feasible and safe option as a pedestrian crossing point

Given the above it is suggested that condition No.32 be reworded as follows:

32. Construction of pram ramps

The applicant shall construct pram ramps on either side of Bardo Road east of the King Street intersection to provide a continuous, convenient and safe pedestrian access route to the designated bus stops on Gladstone St for seniors and people with disabilities.

A plan demonstrating the construction of the pram ramps in accordance with Australian Standards AS1742 and relevant RMS supplements shall be prepared by a suitably qualified person and submitted to and approved by the Council prior to the issue of Construction Certificate.

The above pram ramps and any associated footpath modifications are to be constructed by the applicant at no cost to Council.

Reason: To provide a safe and convenient pedestrian access to public transport in compliance with the SEPP requirements (DACTRCPC1)

The proposal is therefore supported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

Nil.