

Traffic Engineer Referral Response

Application Number:	DA2021/1841
Date:	04/03/2022
Responsible Officer	
Land to be developed (Address):	Lot 35 DP 25446 , 8 Coronation Street MONA VALE NSW 2103 Lot 34 DP 25446 , 7 Coronation Street MONA VALE NSW 2103

Officer comments

Comments 4/3/22

The Applicant's traffic consultants has provided a number of Options for the pedestrian crossing treatment, to facilitate access between the Development and the bus stop on the northern side of Coronation Street. Council has reviewed each of the Options with the following comments:

Option 1 - Kerb Extension in front of site

- This is indicated in the Traffic Assessment as the preferred Option, as the proposed kerb extensions narrows the roadway to approximately 7m and does not require lengthy 'No Stopping' restrictions on the southern side of the road.

Coronation Street is a collector road which carries higher traffic volumes and the roadway is too wide for pedestrians, especially more vulnerable users. A pedestrian refuge which enables pedestrians to cross the road in two stages, is considered safer for seniors or people with a disability than the proposed kerb extensions that only reduces the roadway to 7m. The location of the crossing point is also of concern as it is near one of the main entrances to the Hospital, where there is additional conflict with vehicles turning in and out of the access driveway. The proposal will also result in the loss of 2 on-street parking spaces on the southern side between the new driveway and the driveway to No.9.

Option 2 - Pedestrian Refuge in front of site

- This Option incorporates a pedestrian refuge and 'No Stopping' restrictions (103m) along the southern side of the road. It is noted that the proposal would affect parking on both sides of the road but in particular the southern side.

Council notes that the proposed pedestrian refuge island would also impact driveway access to the Development, and agrees that this location is not suitable for a pedestrian refuge.

Option 3 - Pedestrian Refuge and Kerb Extension near northern Bus Stop

- This Option incorporates a pedestrian refuge, kerb extensions and relocation of the bus stop on the southern side of the road. The Traffic Assessment mentions that the proposal impacts access to No.9 Coronation Street, however the proposed location of the pedestrian refuge islands will actually affect the driveway access to No.10. Parking is affected on both sides of the road.

Council believes that Option 3 could be modified to address some of the deficiencies highlighted and minimise impacts to parking. The crossing point for the pedestrian refuge islands could be situated approximately 5m east of the driveway to No.10 to maintain access to the property, along with a new kerb extension to reduce the crossing points to 3.7m from each side to the pedestrian refuge.

The existing angled parking on the northern side of Coronation Street is currently 90 degree angled parking. The parking between the Bus Stop ID: 210381 and the driveway at Gate No.3 to the Hospital, should be changed from 90 to 60 degree angled parking to assist entry and exit into the parking area, especially the spaces closest to the pedestrian refuge. The changes would result in the loss of 2 car park spaces, however it may be possible to create an additional parking space in the parking area located immediately west of the driveway at Gate No.2, by modifying the existing kerb extension and converting the last three spaces from 90 to 60 degree angled parking. A swept path analysis using a 12.5m bus is required to check that the suggested changes can maintain access to the Bus Stop ID: 210381.

Bus Stop ID: 210386 on the southern side of the road should be located immediately east of the driveway to No.9, so that the bus can stand between the driveways of No.9 and 10 to pickup/dropoff passengers. The 'No Stopping' restrictions will need to be installed from the new 'Bus Zone' to the property boundary of No.11 and 12. The relocation of the bus stop and new restrictions will result in the loss of only 1 on-street parking space compared to the existing restrictions. The bus stop locations would also need to be upgraded to meet the Disability Standards for Accessible Transport.

Council notes that the Applicant's preferred proposal is Option 1 with kerb extensions in front of the site, however does not consider that the use of kerb extensions is adequate to provide safe pedestrian access to public transport for seniors or people with a disability, due to the road width and proposed location between the driveway to the Development and the driveway at Gate No.2 to the Hospital. The original Site Analysis Plan shows the crossing point located further east near the northern Bus Stop ID: 210381. This is considered a better location closer to both bus stops and midway between Gates No.2 and 3. Council believes that a pedestrian refuge would be more appropriate for a collector road and would accept the provision of a pedestrian refuge as a suitable treatment. The Applicant should therefore consider the suggested changes to Option 3 - Pedestrian Refuge and Kerb Extension near

northern Bus Stop, and provide an updated plan with a swept path analysis so that it can be reviewed for further consideration.

Design constraints for pedestrian refuge in Coronation Street

Traffic lane (adjacent to refuge) - 3.7m

Refuge island width - 2m

Refuge island length - 3.5m

Spacing between refuge islands - 3m (located 20m west of the property boundary of No.11 and 12)

Relocated Bus Stop - East of driveway to No.9

Comments 10/12/21

The proposal is not acceptable in its current form as there are no convenient pedestrian facilities to assist seniors to safely cross the road to access the bus stop on the northern side of Coronation Street. However, the proposal may be acceptable with the provision of a suitably located pedestrian refuge to enable pedestrians to cross the road in two stages when there is a gap in traffic.

Parking space numbers comply with SEPP 2004 requirements as well as the Pittwater 21 DCP with respect to 2 spaces provided for each dwelling with 2 or more bedrooms.

The traffic generation from the proposal is considered to be of low impact. The proposal will generate 3 vehicle trips during the peak hours, which is an increase of 1 vehicle compared to the existing situation.

SEPP 2004 Requirements

The State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004, requires that the proposed development should have obvious and safe pedestrian links that provide access to public transport services or local facilities. The proposed walking route to access the bus stop on the northern side of the road is located 80m from the site and requires pedestrians to cross the Coronation Street where the new kerb ramps are located. The 15m wide crossing point is not considered to be a suitable or safe access pathway for seniors.

There is a signalised pedestrian crossing at the intersection of Pittwater Road and Coronation Street, however in order to use this facility a senior resident would be required to walk more than 200m on the southern side of the road, where there is no constructed footpath east of Melbourne Avenue and also no pedestrian refuge to assist crossing Melbourne Avenue.

The existing pedestrian volumes (along with any future increase from the development) at the proposed crossing point are unlikely to meet the pedestrian numbers required by TfNSW guidelines for the approval of a marked pedestrian crossing and therefore the provision of a pedestrian refuge can only be considered.

Design constraints for pedestrian refuge in Coronation Street

Traffic lane (adjacent to refuge) - 3.7m (maximum)

Refuge island width - 2m (minimum)

Spacing between refuge islands - 3m (minimum)

Bus Stop relocation - permitted within 30m of existing location

The provision of the required traffic and pedestrian facilities will impact the existing on-street parking, and hence the location and design of all facilities must be considered to minimise any overall loss of parking.

A swept path analysis is required to demonstrate that a bus (minimum 12.5m in length) can safely access the bus stop and pass the new pedestrian refuge.

Bus stops which are not currently DDA compliant would also need to be upgraded accordingly.

It is also noted that Road Assets have also commented that the outbound bus stop should be reconstructed to be DDA compliant and that consideration be given for a pedestrian refuge due to the width of the carriageway.

It is therefore requested that the Applicant consider the above comments regarding the required traffic and pedestrian facilities and provide an updated plan so that it can be reviewed for further consideration.

The proposal is therefore unsupported.

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

Recommended Traffic Engineer Conditions:

Nil.