

Terraffic Pty Ltd

Traffic and Parking Consultants

ABN 83 078 415 871

29th January 2022

Ref: 21063

The General Manager
Northern Beaches Council
PO Box 82
Manly NSW 1655

Dear Sir/Madam,

**DA2021/1841 – 7 & 8 CORONATION STREET, MONA VALE
PEDESTRIAN CROSSING TREATMENT**

I refer to Council's Traffic Engineering Referral Response dated 10th December 2021 regarding the abovementioned development. Council has raised the following concern:

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.

Council has also provided design constraints for a pedestrian refuge island in Coronation Street that are consistent with the RTA's Technical Direction TDT 2011/01a – "Pedestrian Refuges". The layout of 2 potential refuge islands from the Technical Direction are reproduced in Annexure A. Figure 2 shows a refuge with kerb extensions while Figure 4 does not provide the kerb extensions.

As can be seen on both of these Figures, there are 50m long NO STOPPING zones either side of the 3m wide crossing gap. To that end, a pedestrian refuge on Coronation Street would require a 103m NO STOPPING zone along the southern side of the roadway. It is assumed that the existing angled parking on the northern side of the roadway could be retained.

The following options have been prepared and are reproduced in Annexure B:

- Option 1 This is the preferred option showing a kerb extension in front of the site and utilising the existing kerb blister on the northern side of the road. This option reduces the width of roadway to cross to approximately 7.0m and does not require the lengthy NO STOPPING restriction on the southern side of the road.

PO Box 563 Sylvania Southgate NSW 2224

Mobile 0411 129 346

Web www.terraff.com.au Email logan@terraff.com.au

- Option 2 This option shows a pedestrian refuge in front of the subject site and also utilises the kerb extension on the northern side of the road. In order to comply with the RTA Technical Direction, there would be a 103m NO STOPPING zone along the southern side of the road that would remove 11 on-street parking spaces. The pedestrian refuge would also impact on at least 3 angled spaces on the northern side of the road.
- Option 3 This option shows a pedestrian refuge in accordance with the RTA Technical Direction. This option impacts on the access to 9 Coronation Street and would require the relocation of the existing bus stop/zone on the southern side of the road. The NO STOPPING restriction would impact on 6 on-street spaces however the relocation of the bus stop/zone would reduce the on-street capacity even further. In addition, there is an impact to at least 2 angled spaces on the northern side of the road.

Based on this assessment, it is recommended that Option 1 be adopted to provide safe access to cross Coronation Street. The remaining options have a significant negative impact on the current on-street parking provision and will impact on access to properties on the southern side of the road.

Should you require any further information, please do not hesitate to contact Michael Logan on 0411 129 346 during business hours.

Yours faithfully



Michael Logan *MTraff* (*Monash University*)
Director
Terraflow Pty Ltd

ANNEXURE A

PEDESTRIAN REFUGE SPECIFICATIONS

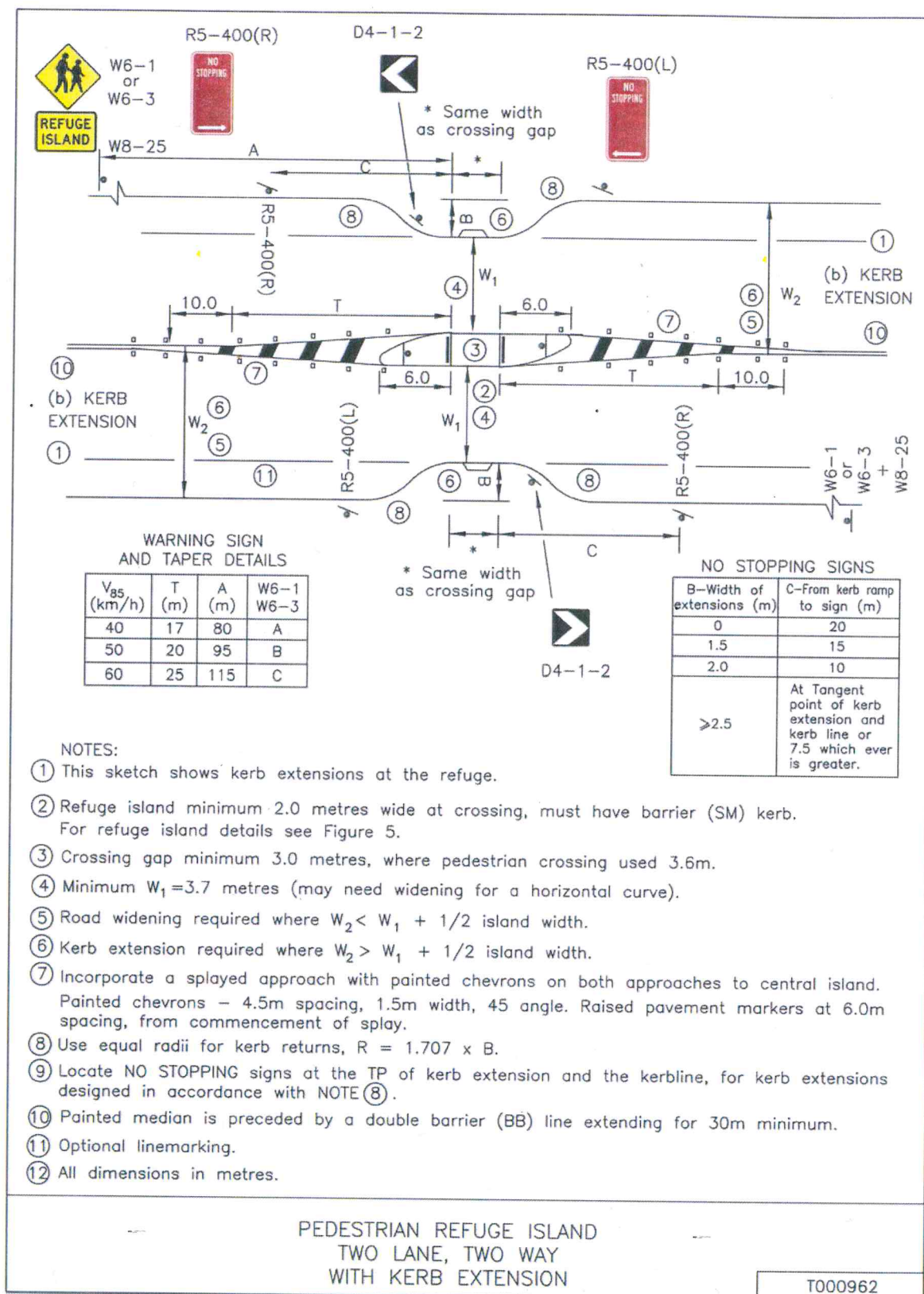


Figure 2

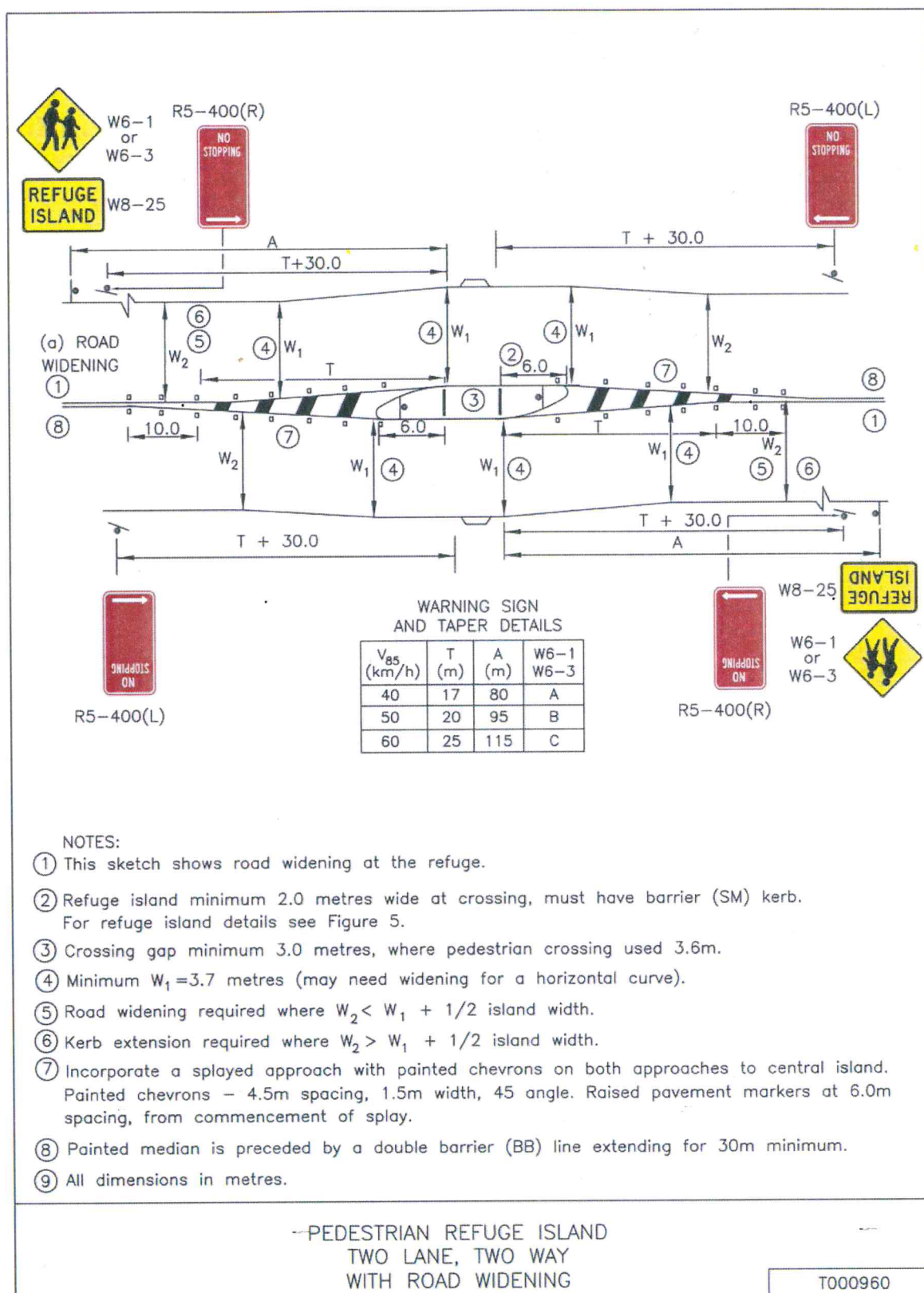
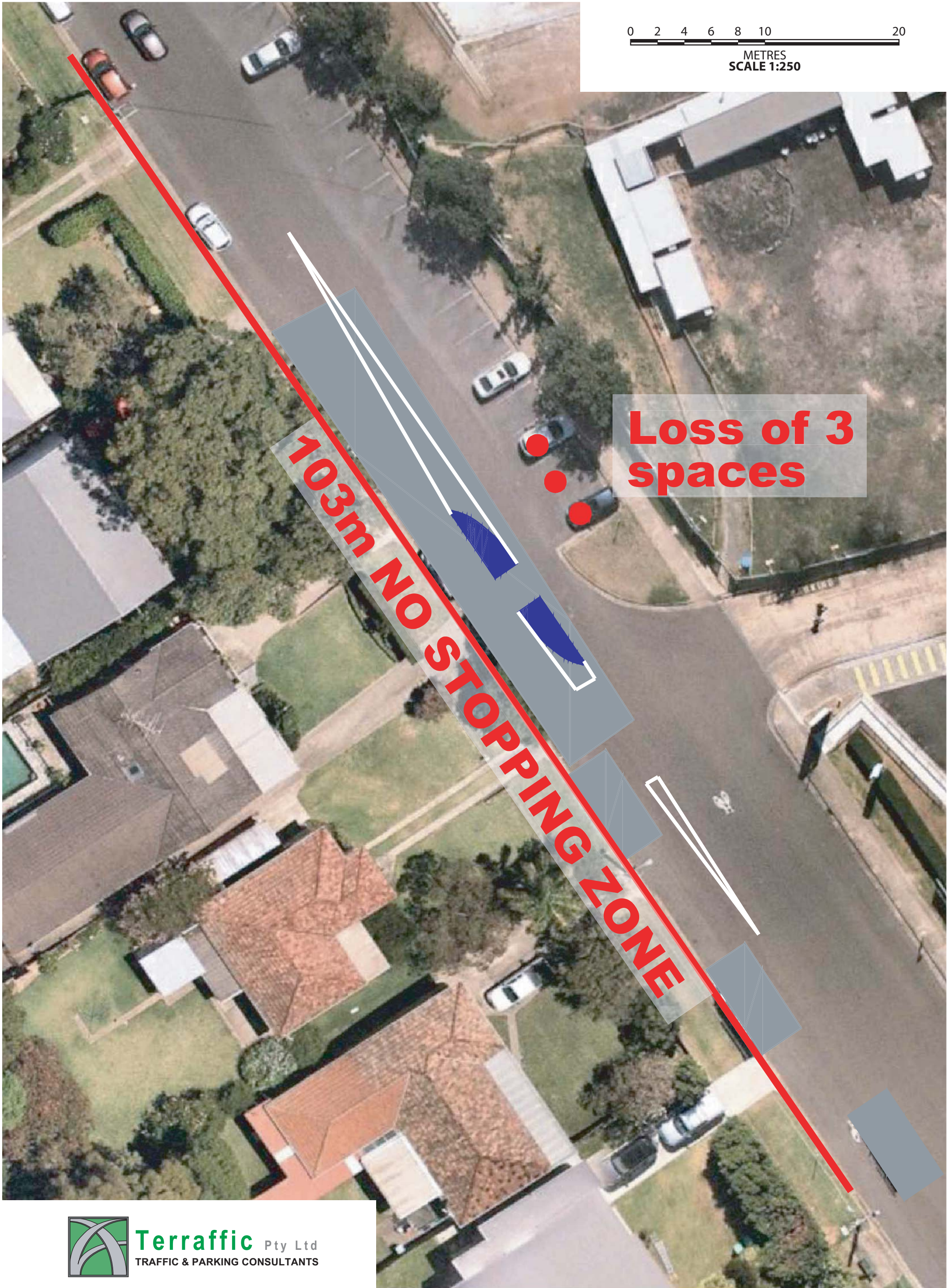
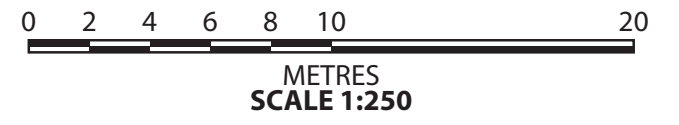


Figure 4

ANNEXURE B

PEDESTRIAN CROSSING OPTIONS



Terraffic Pty Ltd
TRAFFIC & PARKING CONSULTANTS

