

PARRAMATTA TRAFFIC COMMITTEE MEETING

WEDNESDAY 25 MAY 2022

AGENDA

APOLOGIES:

DECLARATIONS OF CONFLICT OF INTEREST:

CONFIRMATION OF THE MINUTES OF MEETING HELD ON 23 MARCH 2022:

BUSINESS ARISING:

SECTION A ITEMS:

PURPOSE:

That the Parramatta Traffic Committee consider the below items and recommendations to be referred to the Council meeting on 27 June 2022.

ITEM 2205 A1 – PARK PARADE, PARRAMATTA – PROPOSED PART TIME ‘NO RIGHT TURN 7AM-10AM MONDAY TO FRIDAY’ RESTRICTION INTO PARRAMATTA AQUATIC CENTRE

Ward: Rosehill

State Electorate: Parramatta

Recommendation to Parramatta Traffic Committee:

1. That a ‘No Right Turn 7am-10am Monday to Friday’ restriction be installed at the driveway into the new Parramatta Aquatic Centre facing eastbound motorists on Park Parade, Parramatta as shown in the concept plan attached to this report.
2. That recommendation 1 is subject to the detailed design being approved by Transport for New South Wales (TfNSW) prior to the commencement of construction.

ITEM 2205 A2 – PROPOSED PEDESTRIAN REFUGE ISLAND WITH FOOTPATH WIDENING AND PEDESTRIAN FENCE IN PARK PARADE, PARRAMATTA

Ward: Rosehill

State Electorate: Parramatta

Recommendation to Parramatta Traffic Committee:

1. That Council approves the construction of a new pedestrian refuge island with associated signs, pavement markings, pedestrian fence, footpath widening, road widening and drainage works in Park Parade, Parramatta at the pedestrian tunnel (under the railway line near Domain Creek) to Parramatta Park as shown in Figure 2 of this report.
2. That Council approves the removal of the existing pedestrian refuge island located in Park Parade, Parramatta 80m west of the pedestrian tunnel as shown in Figure 2 of the report.
3. That detailed design plans for the pedestrian refuge in Park Parade, Parramatta as referred to in recommendations 1 and 2 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.

4. That recommendations 1 and 2 above are to be undertaken as part of one project and subject to available funding.

ITEM 2205 A3 – GRANVILLE, HARRIS PARK, NORTH PARRAMATTA, PARRAMATTA AND WENTWORTH POINT - PROPOSED CAR SHARE PARKING SPACES

Ward: Dundas & Rosehill

State Electorate: Parramatta

Recommendation to Parramatta Traffic Committee:

1. That eight (8) GoGet car share spaces be installed in Granville, Harris Park, North Parramatta, Parramatta and Wentworth Point as detailed below:
 - i. South side of East Street east of Bridge Street, Granville
 - ii. South side of Cowper Street east of Bold Street, Granville
 - iii. North side of Una Street east of Wigram Street, Harris Park
 - iv. North side of Isabella Street west of Buller Street, North Parramatta
 - v. North side of Early Street east of Marsden Street, Parramatta
 - vi. East side of Hill Road north of Stromboli Strait, Wentworth Point
 - vii. North side of Bennelong Parkway east of The Piazza, Wentworth Point
 - viii. South side of Burroway Road west of Waterways Street, Wentworth Point
2. That a review of the usage of each individual car share space be carried out as part of the annual renewal of the car share spaces.

ITEM 2205 A4 – REMBRANDT STREET, CARLINGFORD – REPLACE THE EXISTING NON-COMPLIANT PEDESTRIAN ISLAND WITH A RAISED PEDESTRIAN CROSSING

Ward: Epping

State Electorate: Epping

Recommendation to Parramatta Traffic Committee:

1. That Council approves the removal of the existing non-compliant pedestrian island from Rembrandt Street south of Milton Street, Carlingford and installation of a raised pedestrian crossing with associated signs and pavement markings at this location as shown on the plan attached to the report.
2. That detailed design plans for the raised pedestrian crossing in Rembrandt Street, Carlingford as referred in recommendations 1 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.
3. That recommendation 1 above is subject to funding being available.

BUSINESS ITEMS:



CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO: 2205 A1
SUBJECT: Park Parade, Parramatta – Proposed part time 'No Right Turn 7am-10am Monday to Friday' restriction into Parramatta Aquatic Centre
APPLICANT: City of Parramatta Council
REPORT OF: Traffic and Transport Investigations Engineer
WARD: Rosehill
SED: Parramatta

Purpose

This report seeks approval for the installation of a 'No Right Turn 7am-10am Monday to Friday' restriction to prohibit eastbound motorists on Park Parade, Parramatta from turning right into the future driveway into the Parramatta Aquatic Centre.

OFFICER'S RECOMMENDATIONS:

1. That a 'No Right Turn 7am-10am Monday to Friday' restriction be installed at the driveway into the new Parramatta Aquatic Centre facing eastbound motorists on Park Parade, Parramatta as shown in the concept plan attached to this report.
2. That recommendation 1 is subject to the detailed design being approved by Transport for New South Wales (TfNSW) prior to the commencement of construction.

Background

A development application was approved (Ref. DA/277/2020) on 14 December 2020 for the Parramatta Aquatic Centre located on 7A Park Parade, Parramatta (see Figure 1 for aerial view).

A full time left-in/left-out arrangement for the Aquatic Centre driveway was proposed as part of the original development application. The proposed access arrangement was subsequently modified to a 'No Right Turn 7am-10am Monday to Friday' into the site. TfNSW has required the restriction due to the eastbound bus lane in the No.2 lane in Park Parade. TfNSW is concerned that a vehicle waiting to turn right from this lane into the driveway of the Parramatta Aquatic Centre may impede buses.

Condition No. 43 (a) of DA/277/2020/C states:

Park Parade shall be designed to meet the requirements of TfNSW as follows:

(a)(i) retain the existing transitway position eastbound between Pitt Street and Hawkesbury Road to the southern side lane on Park Parade.

(ii) removal of the 'Bus Only' lane for an approximate distance of 100m before and after the new leisure aquatic centre access driveway eastbound.

(iii) vehicles are prohibited from turning right into the site between 7:00am and 10:00am, Monday to Friday.

(iv) the design must accommodate the future provision of a pedestrian crossing refuge island on Park Parade to linking the Parramatta Park north and south to the tunnel under the rail

tracks. Details of the likely design for that crossing can be obtained from The City of Parramatta Council's Traffic and Transport Manager.

(v) and be designed to meet TfNSW requirements and endorsed by a suitably qualified practitioner. The design requirements shall be in accordance with AUSTRROADS and other Australian Codes of Practice. The certified copies of the civil design plans shall be submitted to TfNSW for consideration and approval prior to the release of the Construction Certificate by the Principal Certifying Authority and commencement of road works. Please send all documentation to development.sydney@transport.nsw.gov.au.

Note that Condition 43(a)(ii) regarding the removal of the 'Bus Only' lane is not a matter that TfNSW has delegated to Council. For Condition 43(a)(iv) and (v), Council is currently seeking approval through the Parramatta Traffic Committee process to construct a pedestrian refuge island on Park Parade near the pedestrian tunnel (Ref. PTC 2205 A1).

The proposed concept plan for the 'No Right Turn 7am-10am Monday to Friday' restriction for eastbound motorists on Park Parade at the Aquatic Centre driveway is shown in Figure 1 below.

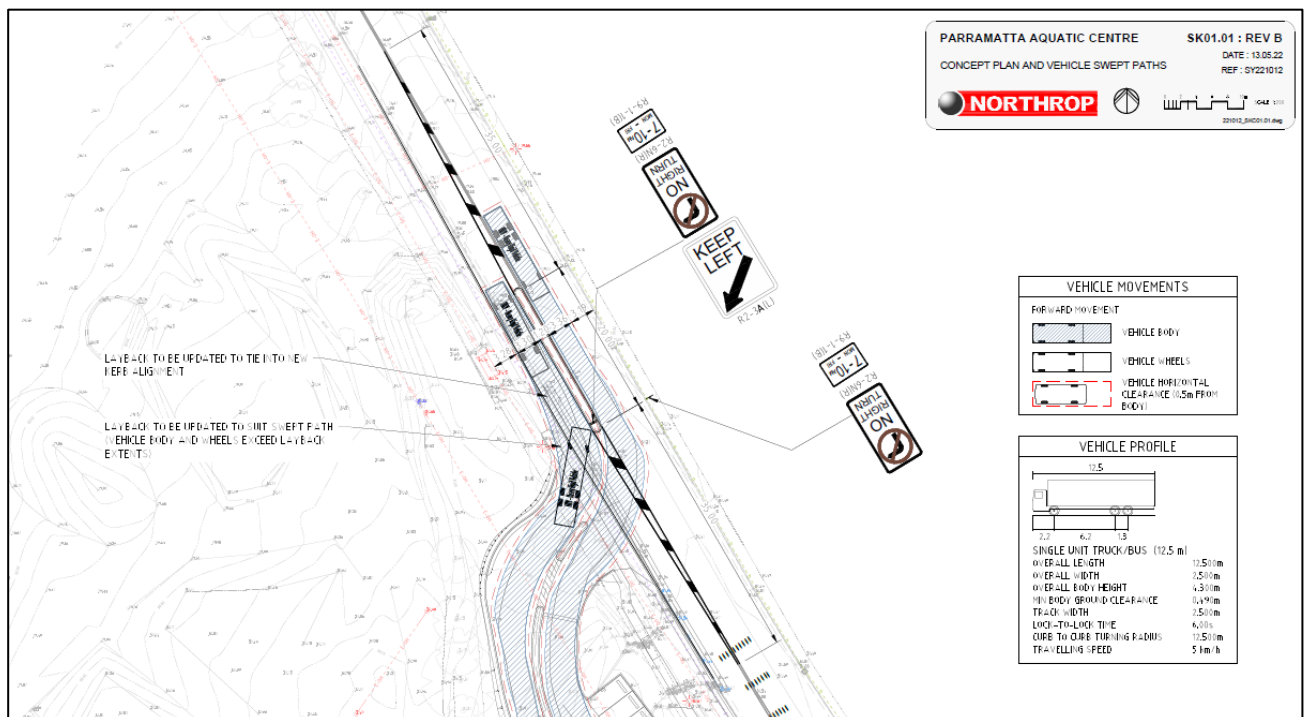


Figure 1: Concept plan for the proposed 'No Right Turn' restriction on Park Parade, Parramatta

As part of the works, a 1.2m wide concrete median island would be installed on Park Parade along with associated line marking changes.

Transport for NSW has advised that the proposed 'No Right Turn 7am-10am Monday to Friday' restriction on Park Parade into the future driveway for the new Parramatta Aquatic Centre does not require a Traffic Management Plan (TMP) approval. Accordingly, a TMP has not been prepared.

Community Consultation

On 19 April 2022, the proposal was advertised in the Parramatta News newspaper in accordance with the Roads Act 1993 and on Council's website.

At the time of writing this report, City of Parramatta Council had received one (1) response to the consultation from a resident who supported the proposal. Any further responses will be tabled at the PTC meeting.

Accordingly, it is proposed to proceed with the installation of a 'No Right Turn between 7am-10am Monday to Friday' restriction on Park Parade into the site access for the Parramatta Aquatic centre.

FINANCIAL IMPLICATIONS

The proposed part time 'No Right Turn' restriction and all associated works are to be funded as part of the new Parramatta Aquatic Centre.

A handwritten signature in black ink, appearing to be 'SL' followed by a horizontal line and a vertical stroke.

Sandy Leung

Traffic and Transport Investigations Engineer

16/05/2022

Attachments – Nil



CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO: 2205 A2

SUBJECT: Park Parade, Parramatta – Proposed Pedestrian Refuge Island with Footpath Widening and Pedestrian Fence in Park Parade, Parramatta

APPLICANT: City of Parramatta Council

REPORT OF: Senior Traffic and Transport Engineer

WARD: Rosehill

SED: Parramatta

Purpose

This report seeks approval for construction of a new pedestrian refuge island with footpath widening at the railway underpass near Domain Creek in Park Parade, Parramatta. Drainage at the pedestrian tunnel is proposed to be upgraded and the existing pedestrian refuge island located 80m west of the tunnel is to be removed as part of the project. The purpose of this project is to provide a pedestrian facility at the pedestrian desire line and thereby, to improve pedestrian safety and access to Parramatta Park.

OFFICER'S RECOMMENDATIONS:

1. That Council approves the construction of a new pedestrian refuge island with associated signs, pavement markings, pedestrian fence, footpath widening, road widening and drainage works in Park Parade, Parramatta at the pedestrian tunnel (under the railway line near Domain Creek) to Parramatta Park as shown in Figure 2 of this report.
2. That Council approves the removal of the existing pedestrian refuge island located in Park Parade, Parramatta 80m west of the pedestrian tunnel as shown in Figure 2 of the report.
3. That detailed design plans for the pedestrian refuge in Park Parade, Parramatta as referred to in recommendations 1 and 2 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.
4. That recommendations 1 and 2 above are to be undertaken as part of one project and subject to available funding.

Background

The Parramatta Traffic Committee (PTC) at its meeting held on 23 March 2022 considered a report regarding the construction of a new at-grade pedestrian crossing with associated kerb extension, in Park Parade, Parramatta at the pedestrian tunnel (under the railway line near Domain Creek) to Parramatta Park (refer to the attached report No. PTC 2203 A1). The proposal also included installation of narrow median islands and speed cushions on both approaches to the proposed crossing in Park Parade.

Prior to the meeting, Sergeant Jack Makhoul, the representative of Parramatta Police Area Command (PAC) raised concerns regarding the proposed pedestrian crossing facility. Sergeant Makhoul acknowledged the need for pedestrian works at this location; however, he advised that an at-grade

pedestrian crossing would not be suitable for this street. The matter was deferred to the next PTC meeting for further consultation with TfNSW and the representative of Parramatta PAC.

A meeting was held on 28 April 2022 with representatives from Parramatta PAC, TfNSW and Council's Traffic and Transport Services to discuss the concerns raised by Parramatta PAC regarding the installation of an at-grade pedestrian crossing in Park Parade.

At the meeting, it was agreed between Parramatta PAC, TfNSW and Council staff that the proposed pedestrian crossing is not a suitable treatment at this location due to the land use, vehicle speeds and volume of traffic. The land use is park land on one side and railway line on the other. There is a reduced expectation by motorists of pedestrian activity compared to a typical urban area. In these circumstances it is safer for pedestrians if they give way to motorists. Furthermore, speed cushions in this street would not be an appropriate treatment for reducing vehicle speeds due to the approach speeds.

Considering the above, it is now proposed to install a pedestrian refuge island in Park Parade just east of the pedestrian tunnel to Parramatta Park as shown in Figure 2. As part of the proposal, the footpath on the north side of Park Parade between the pedestrian refuge island and the tunnel is to be widened by approximately 1m to ensure an accessible pathway and to increase the sightlines between pedestrians and motorists. A pedestrian fence is also proposed on the north side of Park Parade to direct pedestrians to the refuge island. To accommodate a footpath on the north side of Park Parade, the kerb and gutter on the south side of the road is to be realigned and the power pole is to be relocated. The purpose of the change of treatment is to improve pedestrian safety by allowing pedestrians to find a safe gap to cross Park Parade in two stages. A copy of the amended concept plan is attached to the report.

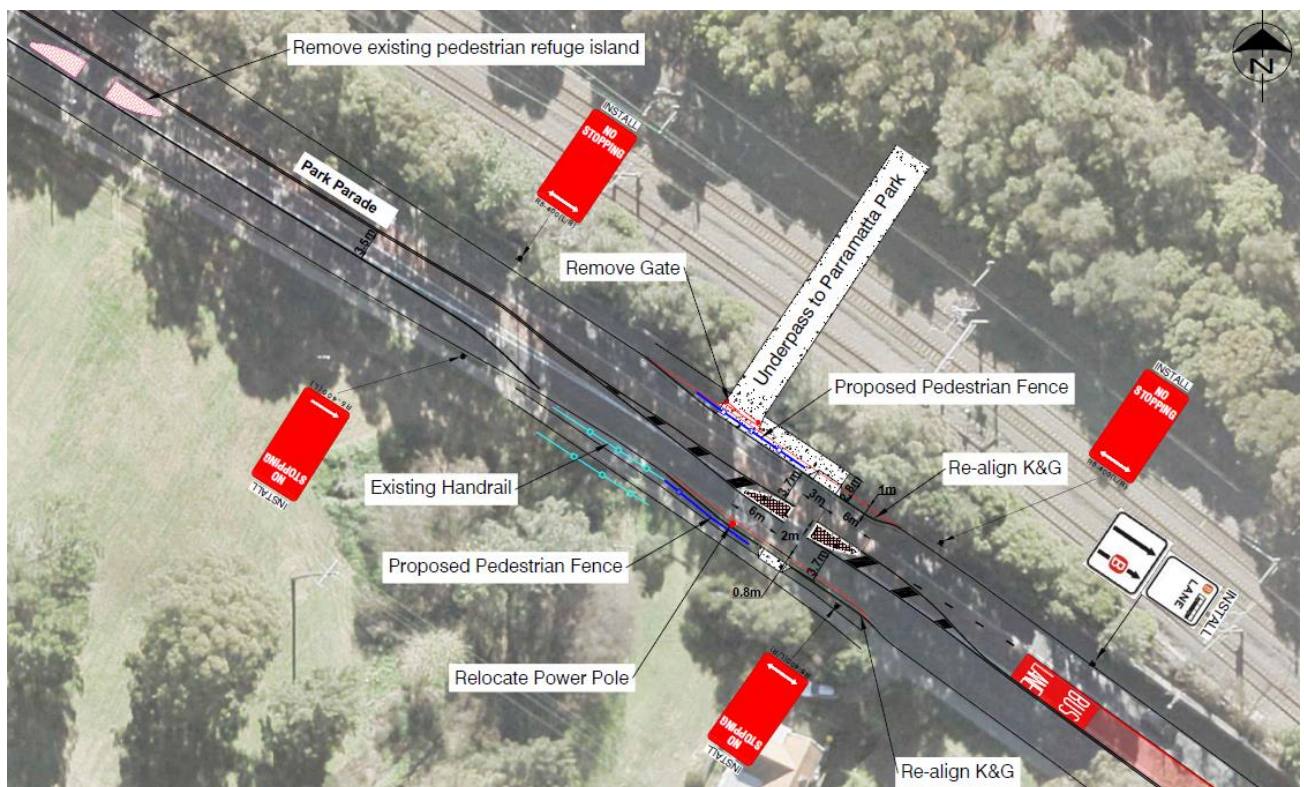


Figure 2: Concept plan showing the proposed pedestrian refuge island with footpath widening in Park Parade, Parramatta near the pedestrian tunnel to Parramatta Park

Community Consultation

Consultation letters for the installation of a pedestrian refuge island were sent to affected residents, businesses and bus service providers inviting submissions by 28 January 2022. Two corflute signs

were installed in Park Parade to advise road users of the proposal. In accordance with the Roads Act 1993, the proposal was advertised on 7 December 2021 in the local paper and on Council's website.

City of Parramatta Council received four (4) responses from residents all agreeing to the proposal. However, two (2) of these respondents requested that a pedestrian crossing be installed at this location. One of the respondents requested installation of appropriate signs to warn motorists of the approaching traffic conditions.

In addition to the above, Council has received three (3) responses from bus service providers with all supporting the proposed pedestrian safety improvement works in Park Parade including the speed cushions. The detailed community feedback and Council Officer's responses are attached to this report.

Based on the responses received, it is proposed to proceed with the installation of a pedestrian refuge island with footpath widening and pedestrian fence in Park Parade, Parramatta.

FINANCIAL IMPLICATIONS

The estimated cost for constructing a new pedestrian refuge island with kerb and gutter re-alignment, lighting, and required drainage upgrade in Park Parade at the pedestrian tunnel is \$500,000.

This project has received funding of \$37,500 from Council's Active Transport Program (through the Development Contributions Fund) to undertake detailed design in 2021/22. There is currently no funding available for construction of this project. Consideration will be given to fund construction of this project in 2022/23. Possible sources of funding could be through NSW Government's Active Transport Program or Council's Pedestrian and Traffic Program in 2022/23 (sourced from the Development Contributions Plan).



Behzad Saleh

Senior Traffic and Transport Engineer

16/05/2022

Attachments –

1. A copy of the PTC report No. PTC 2203 A1
2. Amended Concept Plan
3. Public Consultation and Council Officer's Response

Attachment 3: Public Consultation Comments and Council Officer's Response

Date	Stakeholder	Stakeholder Comment	Council Officer Response
6/12/2021	Transit Systems	No objections raised	
4/03/2022	CDC Buses	While no objections were raised to either a pedestrian refuge island or a pedestrian crossing with speed cushions, CDC did raise concerns regarding the shortening of the bus lane and requested detailed modelling study be undertaken to ensure that this will not result in increasing journey times.	A traffic modelling study was undertaken using SIDRA for the intersection of Park Parade, Pitt Street and Argyle Street as part of Traffic Impact Assessment (TIA) report for the development of the Parramatta Aquatic Leisure Centre. The modelling results showed that the 95 percent back of queue length in Park Parade (eastbound) was 289.7m. Given that the crossing is located 700m from the intersection, the shortening of the bus lane would have minimal affect on bus journey times.
7/03/2022	Busways	No objections raised	
12/12/2021	Resident	Supported However, suggested that a signalised pedestrian crossing would be more appropriate for this location given the volume of pedestrians crossing at this locations on event days.	Park Parade does not meet TfNSW numerical warrants for a signalised pedestrian crossing. Accordingly, it is considered that a pedestrian refuge island is the most appropriate treatment for this location.
2/01/2022	Resident	Supported;	
27/01/2022	Resident	Supported; However, suggested the following: 1. That a pedestrian crossing and cyclist crossing be provided instead. 2. That the footpath on the south side of the road be upgraded to remove the railings which don not allow pram and wheelchair users to pass. 3. That the drainage at the culvert and the underpass be addressed	1. A proposal for an at-grade pedestrian crossing has been considered but deemed not suitable for this location due to the existing land use, speeding of vehicles and high traffic volumes. 2. The upgrading of the footpath and pedestrian railing is outside the scope of works for this project and is not proposed at this stage. 3. The drainage at the underpass will be

		as this creates debris build-up.	upgraded as part of this proposal.
29/01/2022	Resident	Customer was neutral to the proposal but did request that the 'Keep Left' signs be placed further away such that they are not impacted by vehicles.	All signage will be installed as per current Australian Standards and TfNSW Technical Directions.



CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO: 2203 A1

SUBJECT: Park Parade, Parramatta – Proposed Pedestrian Crossing

APPLICANT: City of Parramatta Council

REPORT OF: Senior Traffic and Transport Engineer

WARD: Rosehill

SED: Parramatta

Purpose

This report seeks approval for construction of a new at-grade pedestrian crossing with a kerb extension at the railway underpass near Domain Creek and installation of narrow median islands and a speed cushion on both approaches to the crossing in Park Parade, Parramatta. Drainage at the pedestrian tunnel will be upgraded as part of the proposed works. The purpose of this proposal is to improve pedestrian safety and pedestrian access to Parramatta Park. The proposal includes removal of the existing pedestrian refuge island located 80m west of the pedestrian tunnel.

OFFICER'S RECOMMENDATIONS:

1. That Council approve the construction of a new at-grade pedestrian crossing with associated kerb extension, drainage works, signs and linemarking in Park Parade, Parramatta at the pedestrian tunnel (under the railway line near Domain Creek) to Parramatta Park as shown in Figure 3 of this report.
2. That Council approve the installation narrow median islands and speed cushions on both approaches to the proposed pedestrian crossing in Park Parade, Parramatta as shown in Figure 3 of this report.
3. That Council approve the removal of the existing pedestrian refuge island located in Park Parade, Parramatta 80m west of the pedestrian tunnel as shown in Figure 3 of the report.
4. That detailed design plans for the pedestrian crossing and speed cushions in Park Parade, Parramatta as referred in recommendations 1 and 2 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.
5. That recommendations 1 to 3 above are to be undertaken as one project and subject to available funding.

Background

City of Parramatta Council has received complaints from the local community regarding the safety of pedestrians crossing Park Parade (near the pedestrian tunnel to access Parramatta Park). The main concerns are that the existing pedestrian facility is not located at the pedestrian desire line and as a result, significant numbers of pedestrians use the existing bus lane near the underpass as a 'refuge' to cross the road in two stages.

Park Parade connects Pitt Street, Parramatta to Westmead and Wentworthville. The North West T-Way also runs along this road.

Parramatta Park is located on the north and south sides of Park Parade and Western Railway Line. It has a 3.2km loop cycle lane, shared paths and connects to cycle routes travelling along the Parramatta River. It is utilised by over 1.7 million visitors annually. The site is also located within walking distance to Westmead Train Station, Westmead Public School, Westmead Hospital and the future Parramatta Aquatic and Leisure Centre. Figure 1 below shows the location map of the area near the proposed pedestrian crossing facility in Park Parade, Parramatta.



Figure 1: Location map of the area near Park Parade, Parramatta and the location of the pedestrian refuge island.

Park Parade generally provides two (2) travel lanes including a bus lane in the eastbound direction and one (1) in the westbound direction. There is no on-street parking on this road except for a small section near the western end where the residential developments are located. There is a tunnel in Park Parade under the railway line near Domain Creek. This tunnel is used by residents living on the south side of the railway line to access Parramatta Park. Motorists who park their vehicles in this area on event days also use this tunnel to walk to the park.

There is an existing pedestrian refuge island in Park Parade 80m west of the tunnel however, there is no footpath on the north side of the road which connects the two. It is noted that constructing a new footpath on this side will not be a low-cost option as it would require the removal of several mature trees, K&G realignment, and other roadworks. Furthermore, the current refuge island is not on the pedestrian desire line for access to the Parramatta Aquatic and Leisure Centre. As a result, pedestrians generally cross Park Parade at the tunnel and often use the bus lane as a 'refuge' to cross the 3-lane road in two stages. Figure 2 below shows a street view of Park Parade near the tunnel and the existing pedestrian refuge island.

A vehicle volume and speed survey undertaken in 2018 indicated that the average daily traffic volume in Park Parade was 12,380 vehicles. Of these, 6514 vehicles were traveling in the eastbound

direction and 5,867 travelled in the westbound direction. The speed at which 85% of westbound vehicles travelled at or below was 61km/h and was 60km/h for eastbound vehicles. The speed limit in Park Parade is 50/km/h.

A mid-block traffic and pedestrian volume count survey undertaken on a weekend in February 2022 indicated that during the peak one-hour period (6pm to 7pm), 661 vehicles travelled along Park Parade and a total of 47 pedestrians crossed the road near the tunnel. On an event day at Parramatta Park in 2014, 330 pedestrians crossed Park Parade at this location in one hour.

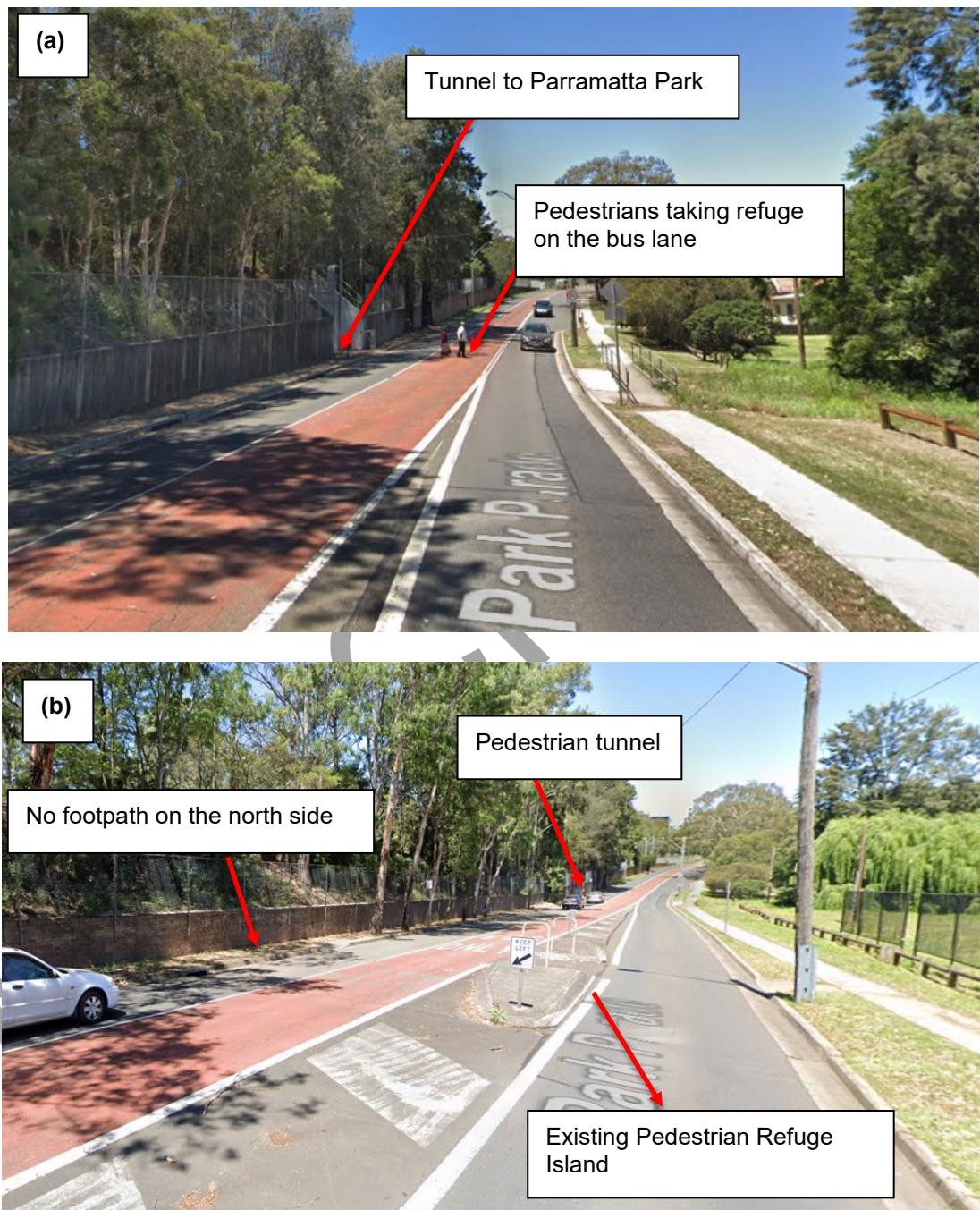


Figure 2: Street view of Park Parade, Parramatta looking eastbound (a) near the tunnel to Parramatta Park and (b) near the existing pedestrian refuge island

The Parramatta Traffic Engineering Advisory Group (TEAG) on 21 January 2021 considered a report regarding interim guidelines for the installation of pedestrian crossings on local roads within the Parramatta LGA with speed limits of 50km/h or less. Council, on 22 February 2021 adopted these interim guidelines. According to the guidelines,

- a raised pedestrian crossing can be installed at locations where a minimum of 20 pedestrians per hour cross the road
- at grade pedestrian crossing can be installed where a minimum of 20 pedestrians per hour cross the road, roadway crossing width is less than 6m and 85th percentile speed is less than 40km/h at a distance 30m from the proposed crossing location
- a pedestrian refuge island can be installed at other locations where pedestrian volume does not meet the minimum numerical requirements or where a pedestrian crossing is not considered safe for pedestrians and motorists

Proposed Pedestrian Crossing

Due to the volume of pedestrians that cross Park Parade on event days at Parramatta Park, a standard width pedestrian refuge island would not be suitable at this location. A marked pedestrian crossing would be a suitable treatment if the following issues are addressed:

1. Park Parade provides two travel lanes in the eastbound direction. Accordingly, a marked pedestrian crossing cannot be installed unless the number of eastbound travel lanes are reduced from 2 to 1 in accordance with TfNSW requirements. This is because vehicles that are stopped for pedestrians on a road that has multi lanes in one direction will block the sight lines between pedestrians and vehicles in the other lane.
2. There is no footpath on the north side of Park Parade and the nature strip is narrow. Widening of the nature strip on the north side of the road is required to address concerns with sight lines and the potential for pedestrians to run or walk straight out from the tunnel on to the road.
3. The roadway crossing width on Park Parade should be less than 6m and the speed at which 85% of vehicles travelled at or below should be less than 40km/h near the proposed crossing location to be in accordance with Council's guidelines for an at-grade (not raised) crossing to be installed.

To install a marked a pedestrian crossing in Park Parade it is proposed to undertake the following:

1. Extend the kerb on the northern side of Park Parade so that it reduces the number of eastbound travel lanes from 2 to 1. This will also improve sightlines between pedestrians (southbound) and motorists by providing increased footpath space that would allow pedestrians to move forward onto the road.
2. Install speed cushions with median islands on both approaches to the crossing. This is intended to be an alternative to a raised pedestrian crossing to address the high bus volumes and drainage concerns. Narrow median islands are proposed to be installed as part of speed cushions so that motorists do not drive on the wrong side of the road to avoid the speed cushions. It is to be noted that Park Parade is 10.6m wide and therefore a 2m wide median cannot be installed along with a kerb extension (without widening the road on the south side). Figure 3 below shows the concept plan for the proposed facility.

Traffic volumes at this location are below TfNSW's minimum requirements for the installation of a signalised mid-block pedestrian crossing (refer to hourly vehicle and pedestrian volumes in Attachment 1). Accordingly, a signalised mid-block pedestrian crossing is not proposed to be installed in Park Parade, Parramatta at the pedestrian tunnel.

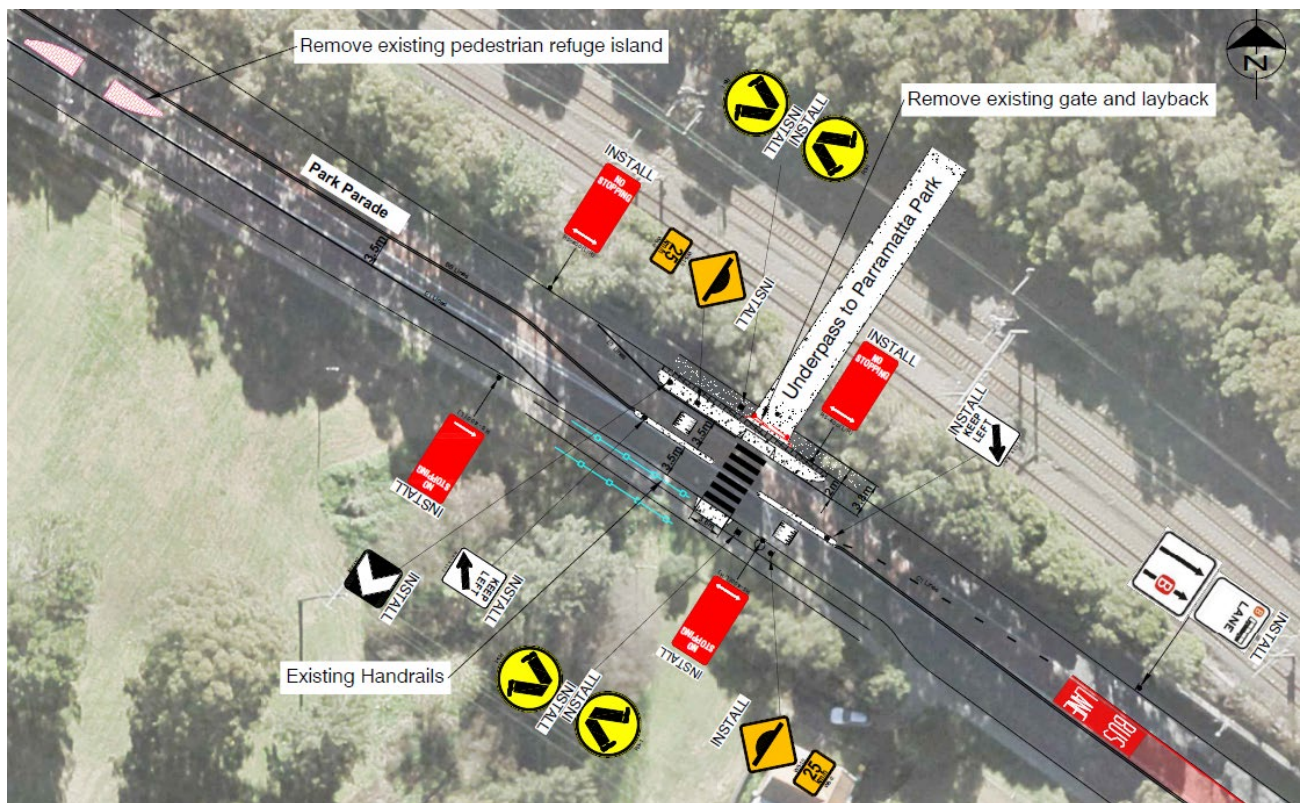


Figure 3: A concept plan showing the proposed pedestrian crossing in Park Parade, Parramatta as well as the existing pedestrian refuge island to be removed.

Bus Lane

For the installation of a pedestrian crossing in Park Parade at the pedestrian tunnel, the length of the existing bus lane (eastbound) needs to be shortened from approximately 900m to 700m.

Bus service providers and TfNSW were consulted regarding the proposal to shorten the bus lane as part of the works for the pedestrian crossing. CDC buses raised concerns regarding the proposed shortening of the bus lane and have requested further information and that modelling be undertaken to ensure that bus journey times will not be impacted by the proposal.

A Traffic Study undertaken in 2020 as part of the development of the Parramatta Aquatic Leisure Centre reviewed the intersection performance at Park Parade, Pitt Street and Argyle Street. It was found that the 95 percentile Back of Queue distance for the AM peak traffic in Park Parade for the eastbound traffic lane was 289.7m. During the PM peak, the Back of Queue length for the eastbound traffic lane was 103.4m. Refer to Table 1 below regarding SIDRA modelling results for the 95% Back of Queue length.

Although the queue length is high, it is to be noted that the proposed pedestrian crossing is located 700m from the intersection. Based on the modelling results, any reduction in the length of bus lane for the installation of a pedestrian crossing facility is unlikely to have an impact on bus operations.

Furthermore, site observations during morning and afternoon peak hours over several years indicate that there is no queuing of vehicles in the eastbound direction at the proposed crossing location (except for several days when Club Parramatta was being redeveloped and Contractors illegally occupied the kerb side travel lane in Macquarie Street during morning peak hours). It is therefore envisaged that the shortening of bus lane would have minimal effect on bus travel times.

Site: 204 [Park Pde Pitt St Argyle St DEV AM - Weekday]

Intersection: Park Parade, Pitt Street and Argyle Street

Scenario: Existing AM

Site Category: (None)

Signals - Fixed Time Isolated Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pitt Street												
1	L2	109	0.0	0.845	47.0	LOS D	35.2	250.0	0.98	0.94	1.07	38.5
2	T1	1117	2.1	0.845	41.3	LOS C	35.3	251.7	0.98	0.94	1.06	29.1
3	R2	35	100.0	0.087	32.8	LOS C	1.3	17.3	0.68	0.71	0.68	27.2
Approach		1261	4.6	0.845	41.6	LOS C	35.3	251.7	0.97	0.94	1.05	30.3
East: Argyle Street												
4	L2	22	100.0	0.366	44.0	LOS D	4.9	63.8	0.84	0.77	0.84	24.1
5	T1	376	9.5	0.776	48.0	LOS D	19.6	138.5	0.98	0.89	1.05	35.6
6	R2	17	6.3	0.189	68.4	LOS E	1.0	7.4	0.99	0.69	0.99	18.0
6u	U	47	100.0	0.366	45.2	LOS D	4.9	63.8	0.84	0.77	0.84	18.7
Approach		462	23.0	0.776	48.3	LOS D	19.6	138.5	0.96	0.86	1.01	33.6
West: Pitt Street												
10	L2	797	0.8	0.835	34.5	LOS C	41.1	289.7	0.92	0.90	0.95	42.3
11	T1	38	100.0	0.240	52.3	LOS D	2.1	27.0	0.93	0.71	0.93	34.5
Approach		835	5.3	0.835	35.3	LOS C	41.1	289.7	0.92	0.89	0.95	41.9
All Vehicles		2558	8.1	0.845	40.7	LOS C	41.1	289.7	0.95	0.91	1.01	35.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Table 1: SIDRA modelling output for the AM Peak with forecasted Parramatta Aquatic Leisure Centre traffic at the intersection of Park Parade, Pitt Street and Argyle Street undertaken by TRAFFIX in September 2020

Community Consultation

A pedestrian refuge was initially proposed for this location. Consultation letters for the installation of a pedestrian refuge island were sent to affected residents, businesses and bus service providers inviting submissions by 28 January 2022. Two corflute signs were installed in Park Parade to advise road users of the proposal. In accordance with the Roads Act 1993, the proposal was advertised on 7 December 2021 in the local paper and on Council's website.

City of Parramatta Council received four (4) responses from residents all agreeing to the proposal. However, two (2) of these respondents requested that a pedestrian crossing be installed at this location. One of the respondents requested installation of appropriate signs to warn motorists of the approaching traffic conditions.

Upon further investigation the proposal for a pedestrian refuge island was amended to a marked pedestrian crossing with a kerb extension, narrow median islands and speed cushions on both approaches to the crossing as detailed above. The revised proposal was sent to bus service providers and TfNSW for comments.

City of Parramatta received three (3) responses to the revised proposal from bus service providers with all supporting the proposed pedestrian safety improvement works in Park Parade including the

speed cushions. CDC Buses requested that a traffic modelling study be undertaken to ensure that this will not result in increasing journey times as discussed above. The detailed community feedback and Council Officer's responses are available in Attachment 2 of this report.

Based on the responses received, it is proposed to proceed with the installation of a pedestrian crossing with speed cushions in Park Parade, Parramatta.

FINANCIAL IMPLICATIONS

The estimated cost for constructing a new pedestrian crossing with speed cushions, lighting, and required drainage upgrade in Park Parade at the pedestrian tunnel is \$500,000.

This project has received funding of \$37,500 from Council's Active Transport Program (through Developers Contribution Fund) to undertake detailed design in 2021/22. There is currently no funding available for construction of this project. Consideration will be given to fund construction of this project in 2022/23. Possible sources of funding could be through NSW Government's Active Transport Program or Council's Active Transport Program in 2022/23 (sourced from the Development Contributions Plan).



Behzad Saleh

Senior Traffic and Transport Engineer

16/03/2022

Attachments –

1. Hourly vehicle and pedestrian volumes
2. Public Consultation and Council Officer's Response

Attachment 1: Hourly Vehicle and Pedestrian Volumes in Park Parade, Parramatta at the Pedestrian tunnel to Parramatta Park (undertaken on a weekday in February 2022)

	Vehicle Volume			Pedestrian (Child) Volume
	Westbound	Eastbound	Total	
3pm-4pm	469	379	848	7 (3)
4pm-5pm	449	326	775	11 (0)
5pm-6pm	551	393	944	36 (2)
6pm-7pm	367	294	661	47 (3)

ATTACHMENT

Attachment 2: Transport for NSW (TfNSW) Numerical Warrants for Installation of Mid-Block Signalised Pedestrian Crossing

As a guide, a signalised mid-block marked foot crossing may be considered if one of the following warrants is met.

- (a) For each of four one-hour periods of an average day:
 - (i) the pedestrian flow crossing the road exceeds 250 persons/hour; and
 - (ii) the vehicular flow exceeds 600 vehicles/hour in each direction or, where there is a central median of at least 1.2 m wide, 1000 vehicles/hour in each direction.

OR

- (b) For each of eight one-hour periods of an average day:
 - (i) the pedestrian flow exceeds 175 persons/hour; and
 - (ii) the vehicular flow exceeds 600 vehicles/hour in each direction or, where there is a central median of at least 1.2 m wide, 1000 vehicles/hour in each direction; and
 - (iii) there is no other pedestrian crossing or signalised marked foot crossing within a reasonable distance.

The warrants may be reduced if a site is used predominantly by children, the elderly or people with disabilities. In this case, a signalised mid-block marked foot crossing may be considered if one of the following warrants is met:

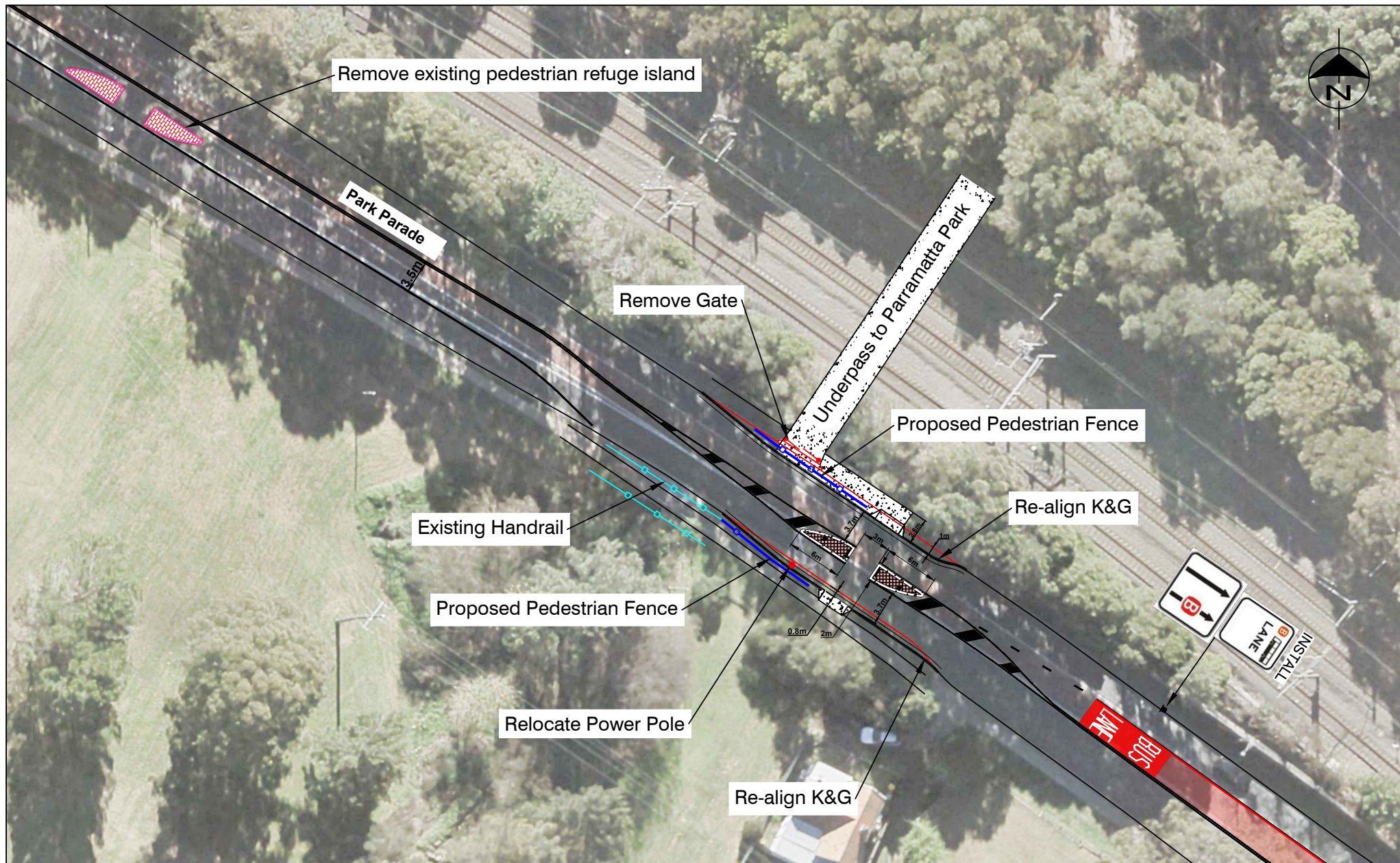
ATTACHMENT

Attachment 3: Public Consultation Comments and Council Officer's Response

Date	Stakeholder	Stakeholder Comment	Council Officer Response
6/12/2021	Transit Systems	No objections raised	
4/03/2022	CDC Buses	While no objections were raised to either a pedestrian refuge island or a pedestrian crossing with speed cushions, CDC did raise concerns regarding the shortening of the bus lane and requested detailed modelling study be undertaken to ensure that this will not result in increasing journey times.	A Traffic Study undertaken in 2020 was undertaken as part of the development of the Parramatta Aquatic Leisure Centre which performed SIDRA modelling for the intersection of Park Parade, Pitt Street and Argyle Street. This showed that the 95 percent back of queue length in Park Parade was 289.7m. Given that the crossing is located 700m from the intersection, the shortening of the bus lane will not affect bus journey times based on the modelling results.
7/03/2022	Busways	No objections raised	
12/12/2021	Resident	Supported However, suggested that a signalised pedestrian crossing would be more appropriate for this location given the volume of pedestrians crossing at this locations on event days.	Park Parade does not meet TfNSW numerical warrants for a signalised pedestrian crossing. However, the proposal has been revised from a pedestrian refuge island to a pedestrian crossing to better reflect the pedestrian volumes at this location.
2/01/2022	Resident	Supported;	
27/01/2022	Resident	Supported; However, suggested the following: 1. That a pedestrian crossing and cyclist crossing be provided instead 2. That the footpath on the south side of the road be upgraded to remove the railings which don not allow pram and wheelchair users to pass 3. That the drainage at the culvert and the underpass be addressed as this creates debris build-up.	1. The proposal has been revised been revised and changed from a pedestrian refuge island to an at-grade pedestrian crossing with speed cushions. 2. The upgrading of the footpath and pedestrian railing is outside the scope of works for this project and is not proposed at this stage. 3. The drainage at the underpass will be upgraded as part of this proposal.

29/01/2022	Resident	Customer was neutral to the proposal but did request that the 'Keep Left' signs be placed further away such that they are not impacted by vehicles.	All signage will be installed as per current Australian Standards and TfNSW Technical Directions in regards to clearances.
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ATTACHMENT



DATE	AMENDMENT	INIT.	NOTES	SCALE	N.T.S.	CITY OF PARRAMATTA COUNCIL	STD DWG
			ALL SIGN POSTING TO BE IN ACCORDANCE WITH AS.1742	DESIGNED	BS		
			ALL DIMENSIONS ARE IN METRES	DRAWN	03/05/2022	TRAFFIC AND TRANSPORT SERVICES	
			CAUTION: SERVICES TO BE LOCATED PRIOR TO EXCAVATION	CHECKED			
				APPROVED			



CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO: 2205 A3

SUBJECT: Granville, Harris Park, North Parramatta, Parramatta and Wentworth Point - Proposed Car Share Parking Spaces

APPLICANT: City of Parramatta Council

REPORT OF: Traffic and Transport Engineer

WARD: Dundas & Rosehill

SED: Parramatta

PURPOSE

City of Parramatta Council has received an application from car share provider GoGet for the installation of eight (8) dedicated car share parking spaces in Granville, Harris Park, North Parramatta, Parramatta and Wentworth Point. This report reviews this request, provides feedback received from community consultation and seeks approval for the installation of eight (8) dedicated car share parking spaces.

OFFICER'S RECOMMENDATION:

1. That eight (8) GoGet car share spaces be installed in Granville, Harris Park, North Parramatta, Parramatta and Wentworth Point as detailed below:
 - i. South side of East Street east of Bridge Street, Granville
 - ii. South side of Cowper Street east of Bold Street, Granville
 - iii. North side of Una Street east of Wigram Street, Harris Park
 - iv. North side of Isabella Street west of Buller Street, North Parramatta
 - v. North side of Early Street east of Marsden Street, Parramatta
 - vi. East side of Hill Road north of Stromboli Strait, Wentworth Point
 - vii. North side of Bennelong Parkway east of The Piazza, Wentworth Point
 - viii. South side of Burroway Road west of Waterways Street, Wentworth Point
2. That a review of the usage of each individual car share space be carried out as part of the annual renewal of the car share spaces.

Background

City of Parramatta received a request from car share provider GoGet, for the installation of eight (8) dedicated car share parking spaces in Granville, Harris Park, North Parramatta, Parramatta and Wentworth Point (as listed in Table 1). Table 1 also includes the number of GoGet members that live or work within 250m of the proposed car share spaces. Locations of these proposed car parking spaces and the existing car share spaces installed in nearby streets for GoGet and Popcar are also shown in Figures A1-A5 in Attachment 1 of this report.

No.	Suburb	Location	Members within 250m
(i)	Granville	South side of East Street east of Bridge Street	26
(ii)		South side of Cowper Street east of Bold Street	7
(iii)	Harris Park	North side of Una Street east of Wigram Street	206
(iv)	North Parramatta	North side of Isabella Street west of Buller Street	24
(v)	Parramatta	North side of Early Street east of Marsden Street	92
(vi)	Wentworth Point	East side of Hill Road north of Stromboli Strait	84
(vii)		North side of Bennelong Parkway east of The Piazza	45
(viii)		South side of Burroway Road west of Waterways Street	328

Table 1: Location and number of members within 250m of the proposed car share parking spaces

Existing Car Share Spaces

Table 2 provides a summary of the existing spaces and their usage in January 2022 including average hours booked per space and number of members utilising these spaces.

Suburb	Dedicated on-street spaces	Floating on-street cars	Spaces within Private Developments	Total No. of spaces/cars	Avg. Hours Booked per space	No. of members
Eastwood	--	3	--	3	26	63
Epping (east of the railway line)	7	1	--	8	101.5	686
Epping (west of the railway line)	5	3	--	8	106.8	
Granville	1	--	3	4	54.5	67
Harris Park (near Wigram Street)	1	--	1	2	190.8	108
Lidcombe	--	--	1	1	331	48
Melrose Park	--	--	7	7	8.7	19
North Parramatta	7	2	--	9	111.1	163
Parramatta CBD (area bounded by the river, O'Connell St, Parkes St and Macarthur St)	2	--	7	9	51.6	1,375
Parramatta (area bounded by the river, O'Connell St, Victoria Rd and Macarthur St)	5	--	--	5	105.1	
Parramatta (near Morton St Development)	--	3	--	3	123.8	
Parramatta South	--	1	--	1	152	
Rosehill	2	1	--	3	55.3	63
Rydalmere	--	1	--	1	77.5	62
Sydney Olympic Park	--	--	4	4	54	270
Wentworth Point	--	--	13	13	107.2	648
Westmead (near railway station)	6	--	--	6	180.1	207
Westmead (near Lydbrook St)	2	--	--	2	145.3	
Total	38	15	36	89	95.2	3779

Table 2: GoGet car share usage details for January 2022

According to Table 2, GoGet has 89 car share vehicles within Parramatta LGA. These vehicles are shared with 3779 members, averaging 42.5 members per vehicle. Of the 89 vehicles, 36 are located

within private developments, 15 are floating on-street and 38 are dedicated on-street. On average, each of these 89 vehicles were booked for 95.2 hours in the month of January 2022.

In 2020/21, City of Parramatta earned \$30,012 from GoGet and \$11,619 from Popcar for the existing dedicated on-street and council owned off-street car share parking spaces located within the Parramatta LGA.

Community Consultation

Community consultation has been carried out through a letterbox drop to Strata located within approximately 50m of each individual space.

Council received 2 responses objecting the proposed installation of a car share parking space in Hill Road north of Stromboli Strait, Wentworth Point. Both residents noted that there are limited number of on-street parking in Hill Road and therefore the installation of the car share space would reduce the availability of parking spaces further for residents and visitors.

Details of survey responses and Council Officer's comments are listed in Attachment 2 of this report.

Comments on Survey Respondents' Concerns

The car share spaces are proposed near high-density residential areas in Granville, Harris Park, North Parramatta, Parramatta and Wentworth Point.

It is likely that respondents would not be aware that there are residents living in the area who are members of car share services. Currently, these members are travelling to other areas to access car share vehicles. Providing car share vehicles in the area may encourage more residents to use car sharing as an alternate mode of transport and therefore reduce car ownership and demand for on-street parking.

To address survey respondents' concerns, it is proposed to review the usage of each individual car share space during the annual renewal of the spaces.

Considering the above, it is proposed that the car share spaces be installed in Granville, Harris Park, North Parramatta, Parramatta and Wentworth Point as detailed in Table 1

FINANCIAL IMPLICATIONS

According to 2021/22 Fees and Charges schedule, an initial application fee of \$408.91 and annual renewal application fee of \$ 163.77 will apply for the installation of each dedicated car share parking spaces in the Parramatta LGA outside the Parramatta CBD Core. These fees include the costs of installation, maintenance and removal of car share spaces.



Randil Pohorambage
Traffic and Transport Engineer
16/05/2022

- Attachments –**
1. Figures A1-A5: Maps of the proposed and existing car share spaces
 2. Feedback received from Stakeholder Consultation and Council Officer's Response

ATTACHMENT 1

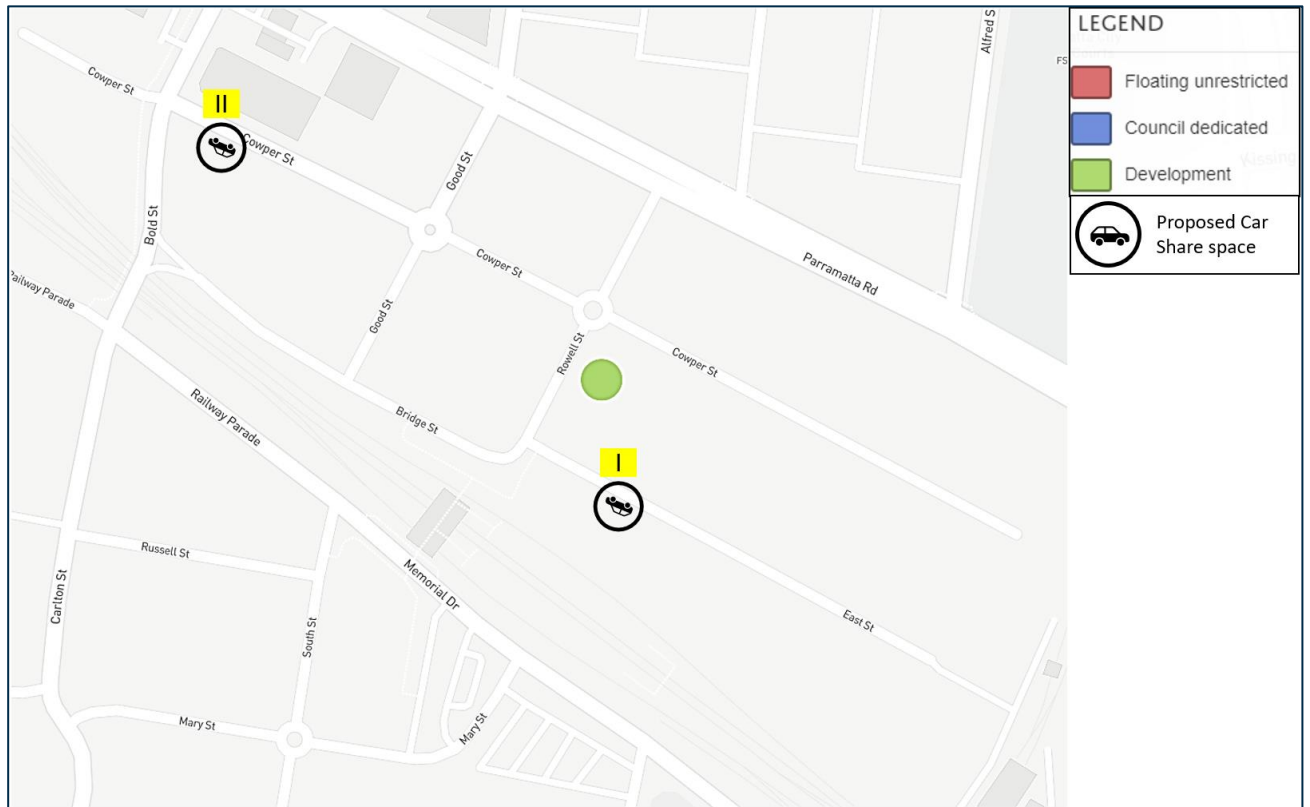


Figure A1: A map showing the existing and proposed car share parking spaces in Granville

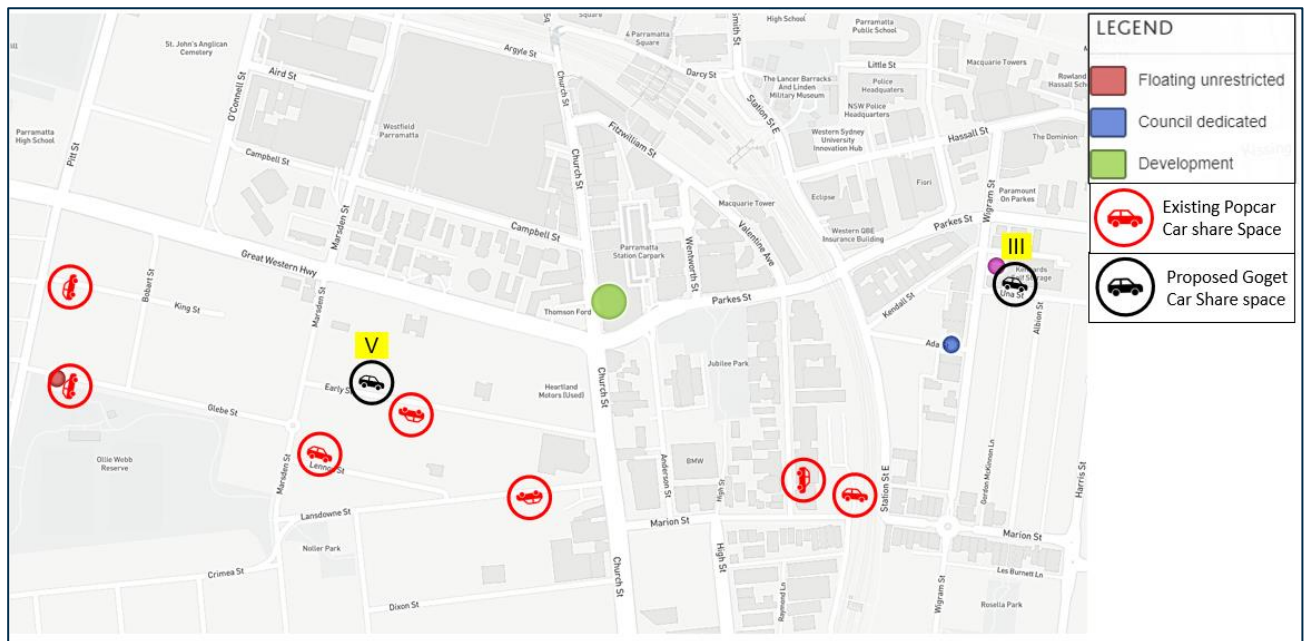


Figure A2: A map showing the existing and proposed car share parking spaces in Parramatta and Harris Park

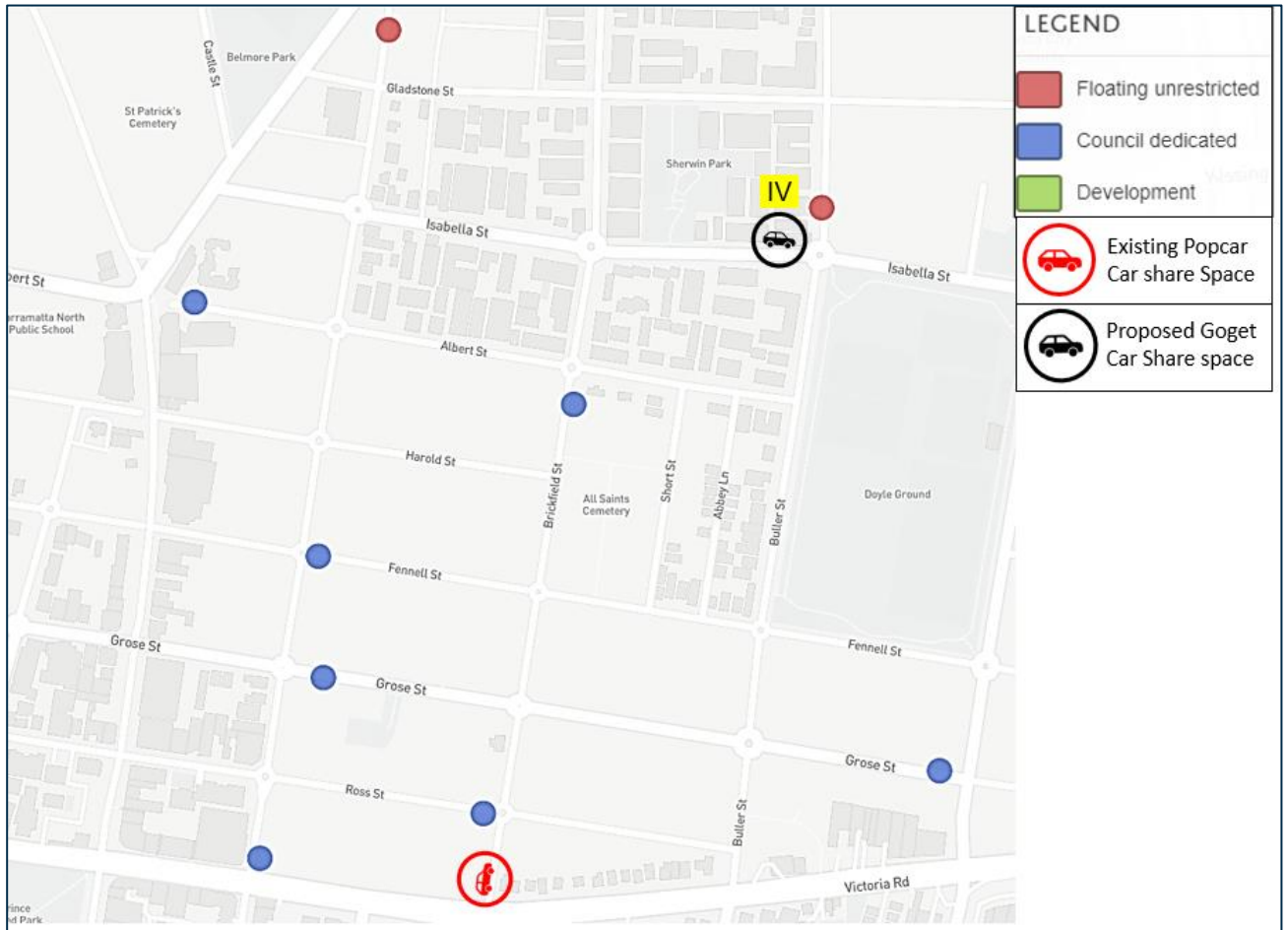


Figure A3: A map showing the existing and proposed car share parking spaces in North Parramatta

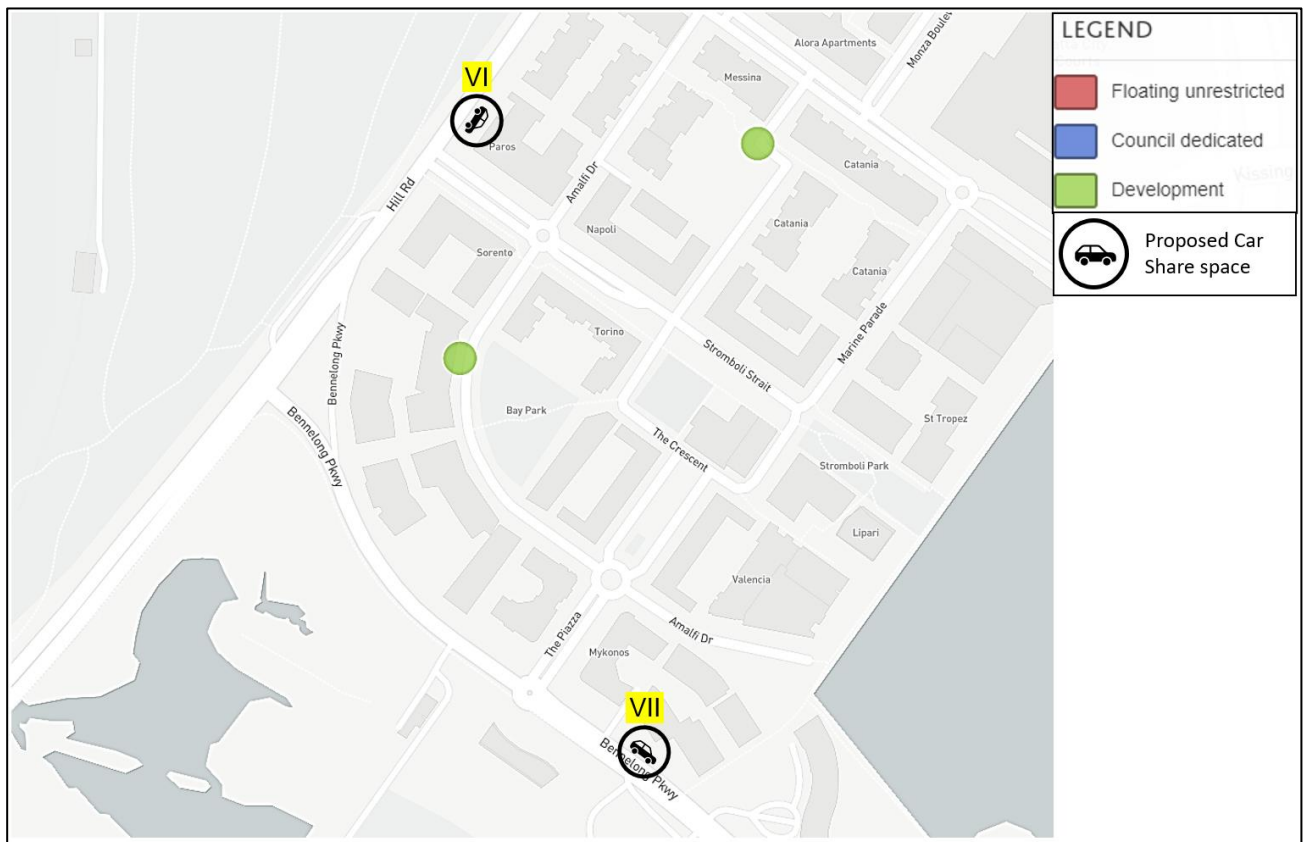


Figure A4: A map showing the existing and proposed car share parking spaces in Wentworth Point south of Baywater Drive

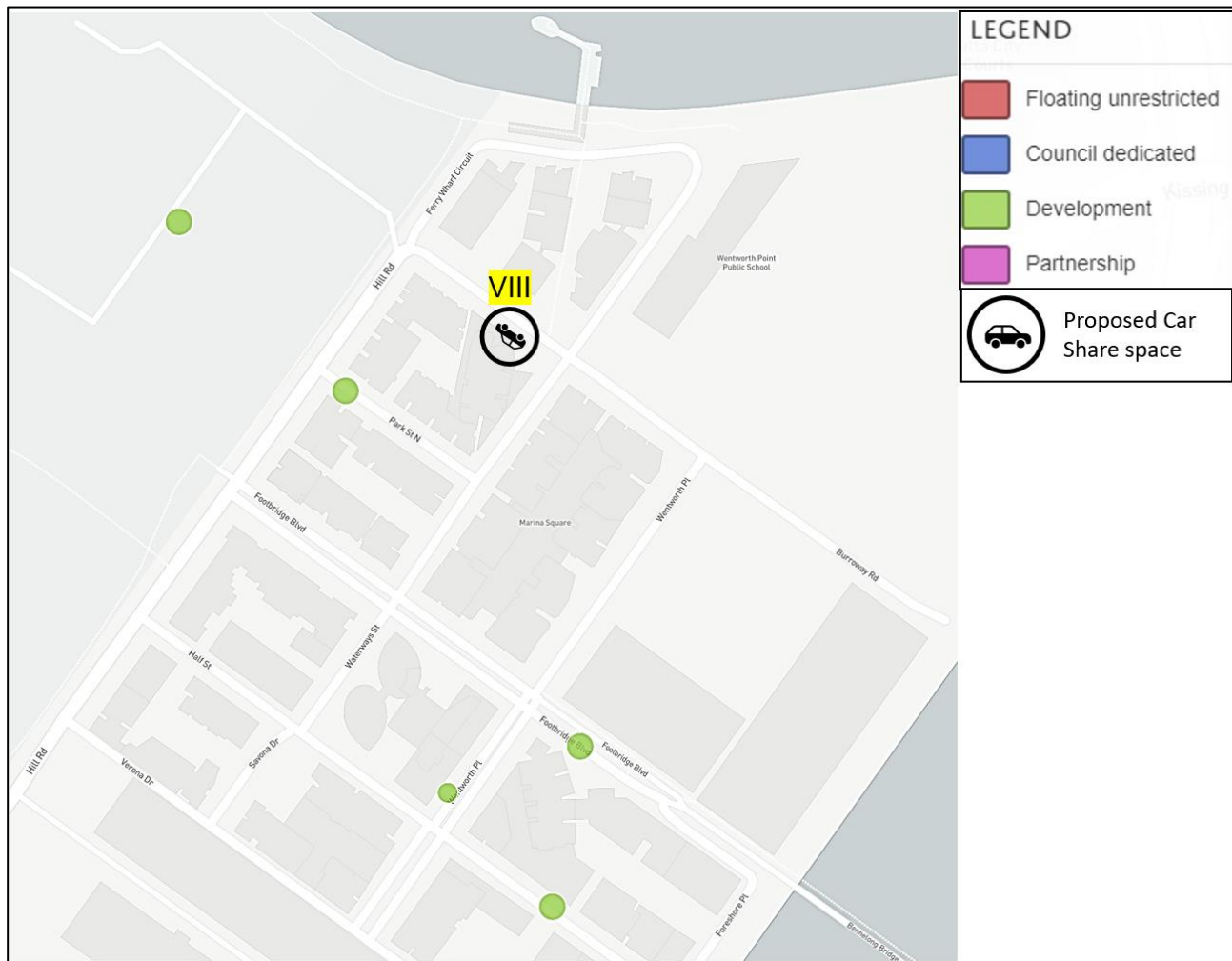


Figure A5: A map showing the existing and proposed car share parking spaces in Wentworth Point north of Baywater Drive

Attachment 2: Feedback received from Stakeholder consultation and Council Officer's Response

Date	Stakeholder	Stakeholder Comment	Council Officer Response
<u>East side of Hill Road north of Stromboli Strait, Wentworth Point (TS 2021 19)</u>			
2/05/2022	Resident (D08509518)	<p>Not Supported.</p> <p>There is a high demand for on street parking in this area. The proposal would remove an unrestricted parking space from the street and would reduce the capacity of parking spaces for residents and visitors.</p> <p>A better location for a car share space would be the Woo-la-rah angled parking spaces on the west side of Hill Road at Bennelong Parkway.</p>	<p>There are 84 members of car share services living or working within 250m of the proposed car share space on the east side of Hill Road north of Stromboli Strait, Wentworth Point. Currently, these members are travelling to other areas to access car share vehicles. Providing car share vehicles in the area may encourage more residents and local employees to use car sharing as an alternate mode of transport and reduce car ownership.</p> <p>It is to be noted that only one parking space is being removed for the proposed GoGet car share space.</p> <p>The suggested location at the Woo-la-rah angled parking on the west side of Hill Road at Bennelong Parkway will require pedestrians to cross Hill Road when accessing the GoGet car. It is safer to install the parking space on the east side of Hill Road where the high-density residential buildings currently exist.</p>
2/05/2022	Resident (D08511506)	<p>Not Supported.</p> <p>There is a high demand for on street parking in this area. The proposal would remove an unrestricted parking space from the street and would reduce the capacity</p>	Refer to above response

		<p>of parking spaces for residents and visitors.</p> <p>A better location for a car share space would be the Woo-la-rah angled parking spaces on the west side of Hill Road at Bennelong Parkway.</p>	
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CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO: 2205 A4

SUBJECT: Rembrandt Street, Carlingford – Replace the existing non-compliant pedestrian island with a raised pedestrian crossing

APPLICANT: City of Parramatta Council

REPORT OF: Traffic and Transport Engineer

WARD: Epping

SED: Epping

Purpose

This report seeks approval for the removal of the existing non-compliant pedestrian island in Rembrandt Street south of Milton Street, Carlingford and installation of a raised pedestrian crossing at this location. The purpose of the raised pedestrian crossing is to reduce vehicle speeds and improve pedestrian safety at the rear entrance of Carlingford Court Shopping Centre.

OFFICER'S RECOMMENDATIONS:

1. That Council approves the removal of the existing non-compliant pedestrian island from Rembrandt Street south of Milton Street, Carlingford and installation of a raised pedestrian crossing with associated signs and pavement markings at this location as shown on the plan attached to the report.
2. That detailed design plans for the raised pedestrian crossing in Rembrandt Street, Carlingford as referred in recommendations 1 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.
3. That recommendation 1 above is subject to funding being available.

Background

A proposal to remove the existing non-compliant pedestrian island located in Rembrandt Street south of Milton Street, Carlingford and replace it with a raised pedestrian crossing with associated signs and pavement markings was referred to the Parramatta Traffic Committee (PTC) at its meeting held on 9 February 2022 (see attached PTC report No. 2202 A5). Prior to the PTC meeting, Councillor Wearne requested that this report be withdrawn and a site meeting between staff and Ward Councillors be held to discuss the proposal. Accordingly, this report was withdrawn from the PTC Agenda to allow a site meeting to take place.

On 23 March 2022, the Lord Mayor Donna Davis, Councillor Maclean, Councillor Wearne and City of Parramatta's Traffic and Transport Manager Richard Searle met on-site in Rembrandt Street near the rear entrance of the Carlingford Court Shopping Centre to discuss the proposed pedestrian crossing. At the on-site meeting, it was acknowledged that the location of the pedestrian crossing is close to two loading docks and the entry driveway to the Shopping Centre carpark. It was noted that trucks enter and exit nearby driveways but they do not reverse across the proposed pedestrian crossing.

It was also acknowledged that the location of the proposed raised pedestrian crossing is on the pedestrian desire line. It is less likely that pedestrians would use the new crossing if it was relocated north of Milton Street at 25 Rembrandt Street or south of the driveway of 29 Rembrandt Street (refer to the map below).



Considering the above, it was concluded at the on-site meeting that the proposed installation of a raised pedestrian crossing at the pedestrian desire line in Rembrandt Street south of Milton Street proceed to the Parramatta Traffic Committee and Council for consideration. The original PTC report and a concept plan of the proposed raised pedestrian crossing is attached to this report.

FINANCIAL IMPLICATIONS

The estimated cost for constructing a new raised pedestrian crossing in Rembrandt Street, Carlingford is \$280,000.

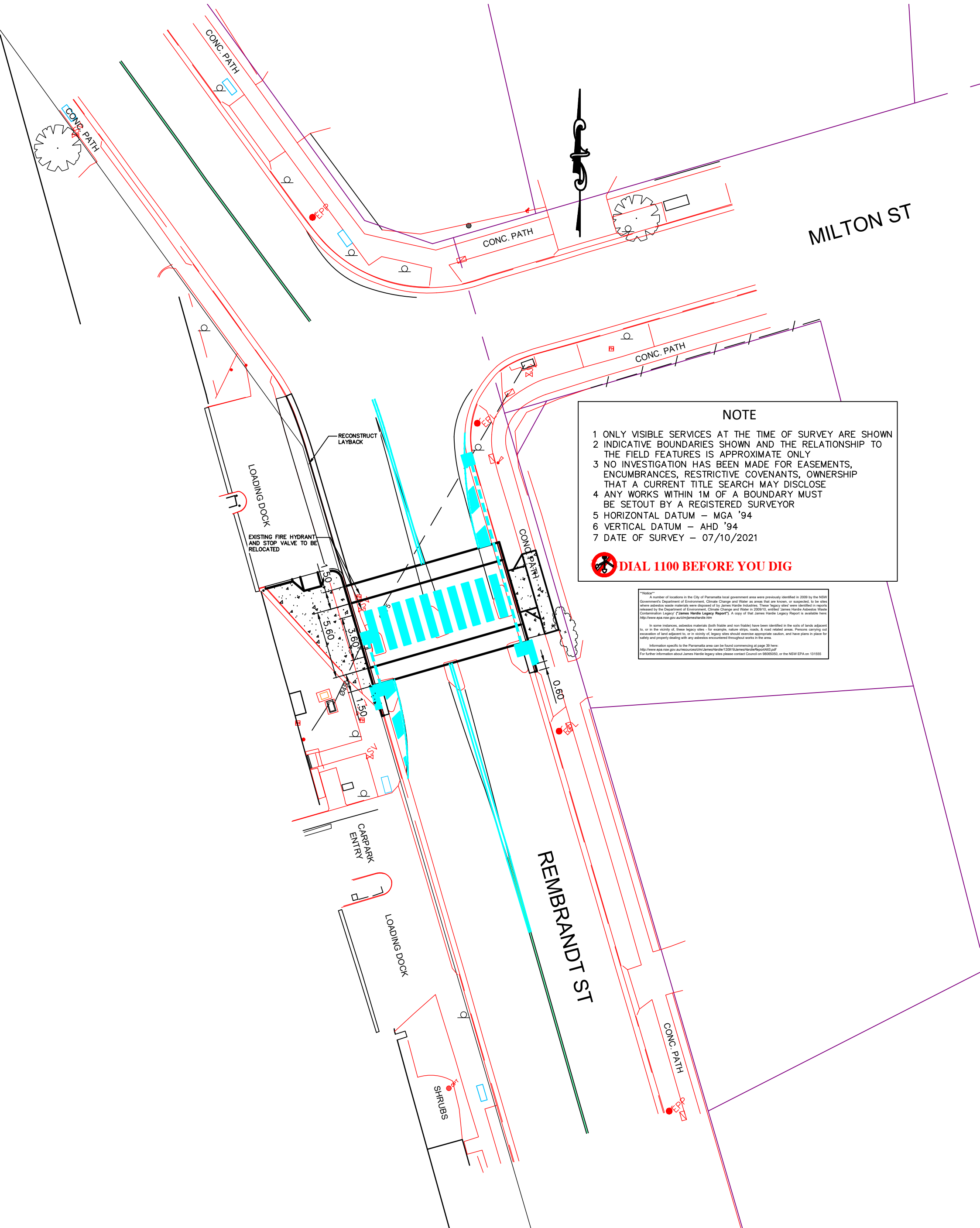
This project has received funding of \$21,000 from Council's Active Transport Program (through Developers Contribution Fund) to undertake detailed design in 2021/22. There is currently no funding available for construction of this project. However, consideration will be given to fund construction of this project in 2022/23. Possible sources of funding could be through NSW Government's Active Transport Program or Council's Development Contributions Fund.

A handwritten signature in black ink, appearing to read 'Randil Pohorambage'.

Randil Pohorambage
Traffic and Transport Engineer
16 May 2022


Attachments –

1. A copy of PTC 2202 A5 report
2. Concept Plan



NOTE

- 1 ONLY VISIBLE SERVICES AT THE TIME OF SURVEY ARE SHOWN
- 2 INDICATIVE BOUNDARIES SHOWN AND THE RELATIONSHIP TO THE FIELD FEATURES IS APPROXIMATE ONLY
- 3 NO INVESTIGATION HAS BEEN MADE FOR EASEMENTS, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP THAT A CURRENT TITLE SEARCH MAY DISCLOSE
- 4 ANY WORKS WITHIN 1M OF A BOUNDARY MUST BE SETOUT BY A REGISTERED SURVEYOR
- 5 HORIZONTAL DATUM – MGA '94
- 6 VERTICAL DATUM – AHD '94
- 7 DATE OF SURVEY – 07/10/2021

 **DIAL 1100 BEFORE YOU DIG**

"History"
A number of locations in the City of Parramatta local government area were previously identified in 2009 by the NSW Government's Department of Environment, Climate Change and Water as areas that are known, or suspected, to be sites where asbestos waste materials were disposed of by James Hardie Industries. These legacy sites were identified in reports released by the Department of Environment, Climate Change and Water in 2009/10, entitled 'James Hardie Asbestos Waste Contamination Legacy' ('James Hardie Legacy Report'). A copy of that James Hardie Legacy Report is available here: <http://www.epa.nsw.gov.au/cim/jameshardie.htm>

In some instances, asbestos materials (both friable and non friable) have been identified in the soils of lands adjacent to, or in the vicinity of, these legacy sites - for example, nature strips, roads, & road related areas. Persons carrying out excavation of land adjacent to, or in vicinity of, legacy sites should exercise appropriate caution, and have plans in place for safety and properly dealing with any asbestos encountered throughout works in the area.

Information specific to the Parramatta area can be found commencing at page 39 here: <http://www.epa.nsw.gov.au/resources/cim/jameshardie/200910/jameshardieReportAct3.pdf>

For further information about James Hardie legacy sites please contact Council on 96050500, or the NSW EPA on 131555



CITY OF PARRAMATTA COUNCIL

Parramatta Traffic Committee Agenda Item

ITEM NO: 2202 A5

SUBJECT: Rembrandt Street, Carlingford – Proposal to install raised pedestrian crossing

APPLICANT: City of Parramatta Council

REPORT OF: Traffic and Transport Team Leader

WARD: Epping

SED: Epping

Purpose

This report seeks approval for removal of the existing non-compliant pedestrian island in Rembrandt Street south of Milton Street, Carlingford and installation of a raised pedestrian crossing at this location. The purpose of the raised pedestrian crossing is to reduce vehicle speeds and improve pedestrian safety at the rear entrance of Carlingford Court Shopping Centre.

OFFICER'S RECOMMENDATIONS:

1. That Council approve the removal of the existing noncompliant pedestrian island from Rembrandt Street south of Milton Street, Carlingford and installation of a raised pedestrian crossing with associated signs and pavement markings at this location as shown in Figure 1 of the report.
2. That detailed design plans for the raised pedestrian crossing in Rembrandt Street, Carlingford as referred in recommendations 1 above be submitted to Transport for NSW (TfNSW) for approval prior to commencement of construction.
3. That recommendation 1 above is subject to funding being available.

Background

City of Parramatta Council received requests from local residents seeking a review of pedestrian conditions in Rembrandt Street near Milton Street, Carlingford. The Parramatta Traffic Engineering Advisory Group (TEAG) at its meetings held on 24 March 2021 reviewed pedestrian conditions in Rembrandt Street near the rear entrance of Carlingford Court Shopping Centre south of Milton Street (see attached TEAG report No. 2103 B1). Council at its meeting on 26 April 2021 considered the Committee's recommendation and resolved:

That Council note that a proposal to replace the existing pedestrian refuge island in Rembrandt Street south of Milton Street, Carlingford has previously been included in the Traffic Projects List – Outside the Parramatta City Centre as a high priority project (for delivery within 0-5 years) and that it is now determined that the preferred pedestrian facility is a raised pedestrian crossing.

In accordance with Council resolution, it is proposed to construct a raised pedestrian crossing in Rembrandt Street near the rear entrance of Carlingford Court Shopping Centre south of Milton Street, Newington as shown in Figure 1. The raised pedestrian crossing is to be designed and installed in accordance with Austroads Guide to Traffic Management Part 8 – Local Street Management (2020),

RMS Supplement to AS1742.10 and TfNSW's Technical Direction on Pedestrian Refuges (Ref. TDT 2011/01a). It is to be noted that as part of this project, the southern splay of the loading dock driveway on the west side of Rembrandt Street opposite Milton Street is to be reconstructed to realign the kerb and gutter to accommodate the raised pedestrian crossing in accordance with the current standards. Access to the loading docks is not affected by the proposed raised pedestrian crossing. A copy of the plan is also attached to the report.

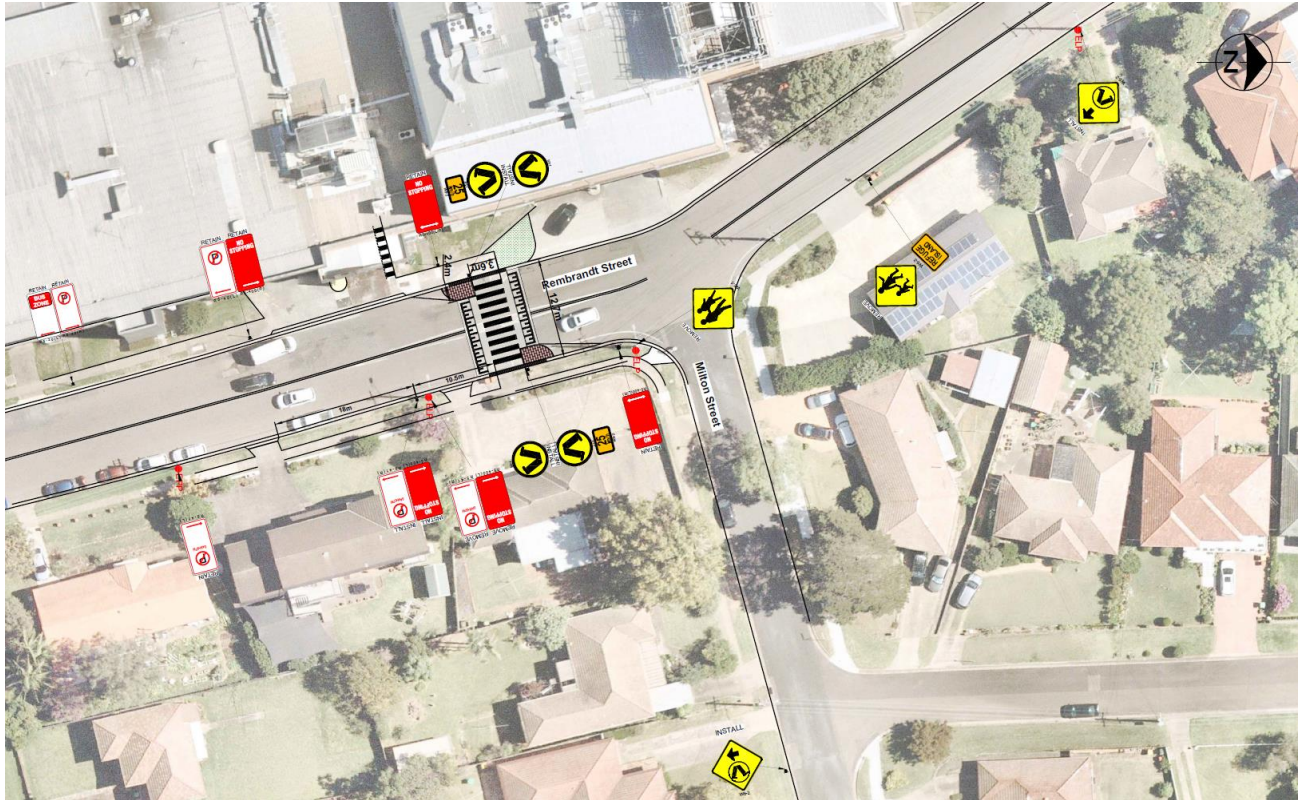


Figure 1: Concept plan of the proposed raised pedestrian crossing in Rembrandt Street south of Milton Street, Carlingford

Location Details

Rembrandt Street is a local street and provides vehicle and pedestrian access to Carlingford Court Shopping Centre. A Douglas Hanly Moir Pathology Collection Centre and Dental Surgery are located on the east side of Rembrandt Street at Milton Street (refer to Figure 2). A pedestrian path and driveways to car park and loading docks to Carlingford Court are located on the west side of Rembrandt Street south of Milton Street. There is a bus stop on the west side of Rembrandt Street north of Darwin Street.

A pedestrian island is located in Rembrandt Street south of Milton Street and pedestrians use this island as a refuge to cross Rembrandt Street (refer to Figure 3). However, this facility is flush with the asphalt and therefore does not comply with the Australian Standards. Video footage undertaken during a vehicle and pedestrian count survey showed that motorists drive over these islands (refer to Figure 4). As a result, this facility does not protect pedestrians and gives a false sense of protection to pedestrians taking refuge at this location.

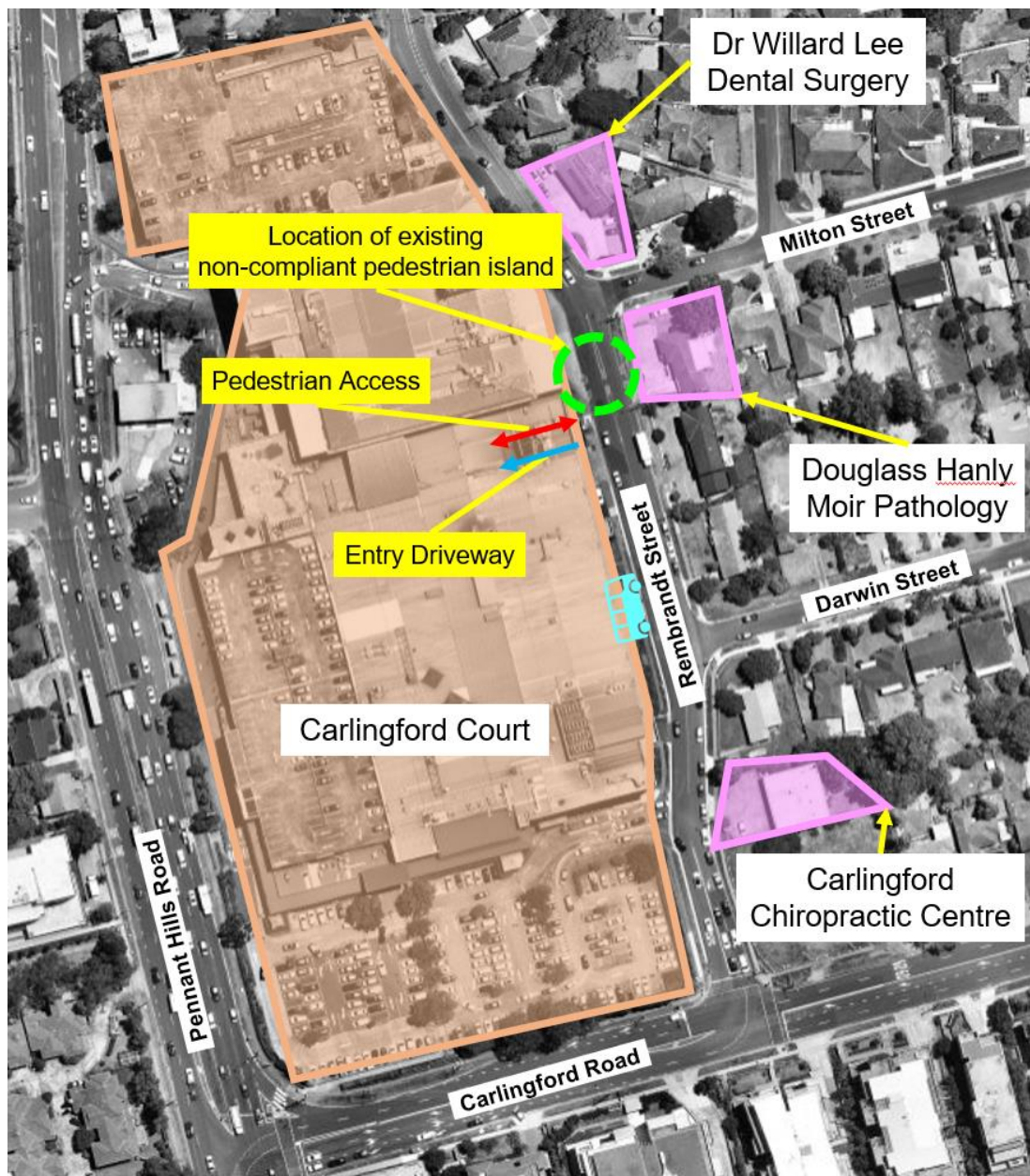


Figure 2: Location map of the area in Rembrandt Street near Milton Street, Carlingford



Figure 3: Street view of the location where the raised pedestrian crossing is proposed in Rembrandt Street south of Milton Street, Carlingford



Figure 4: Photos showing motorists driving over the pedestrian island on Rembrandt Street

According to Transport for NSW (TfNSW) crash data, there were two accidents in Rembrandt Street (between Milton Street and Darwin Street) during the 5-year period between July 2015 and June 2020 (refer to Figure 5). Both of these accidents were injury accidents involving northbound vehicles.



Figure 5: TfNSW Crash data in Rembrandt Street between Milton Street and Darwin Street, Carlingford during the 5-year period between July 2015 and June 2020

A speed survey undertaken in October 2019 indicated that the speed at which 85% of northbound vehicles travelled at or below was 44 km/h and was 43 km/h for southbound vehicles.

A mid-block traffic and pedestrian volume count survey undertaken in October 2019 indicated that during the peak one-hour period (9am-10am), 425 vehicles travelled along Rembrandt Street and a total of 40 pedestrians crossed the road at the pedestrian island. This location meets Council's requirements as detailed in interim guidelines for the installation of pedestrian crossings on local roads within the Parramatta LGA with speed limits of 50km/h or less. These interim guidelines were adopted by Council on 22 February 2021. According to the guidelines, a raised pedestrian crossing can be installed at locations where the speed limit is 50km/h or less and there is a minimum of 20 pedestrians per hour crossing the road.

Community Consultation

Consultation letters were sent to affected residents and businesses inviting submissions by 28 January 2022 on the proposed installation of a raised pedestrian crossing. Four corflute signs were also installed in Rembrandt Street to advise motorists of the proposal. On 7 December 2021, the proposal was advertised in the Local newspapers in accordance with the Roads Act 1993 and on Council's website.

City of Parramatta Council received six (6) responses with all agreeing to the proposal. Council did not receive a response from Carlingford Court Shopping Centre regarding the proposed raised pedestrian crossing. However, during a site meeting on 21 August 2020, Carlingford Court Shopping Centre stated that it would not raise an objection if loading dock access for 19m long semi-trailers is maintained. The detailed community feedback and Council Officer's responses are available in Attachment 1 of this report.

Based on the responses received, it is proposed to proceed with the installation of a raised pedestrian crossing in Rembrandt Street south of Milton Street, Carlingford

FINANCIAL IMPLICATIONS

The estimated cost for constructing a new raised pedestrian crossing in Rembrandt Street, Carlingford is \$280,000.

This project has received funding of \$21,000 from Council's Active Transport Program (through Developers Contribution Fund) to undertake detailed design in 2021/22. There is currently no funding available for construction of this project. However, consideration will be given to fund construction of this project in 2022/23. Possible sources of funding could be through NSW Government's Active Transport Program or Council's Active Transport Program in 2022/23 (through Developers Contribution Fund).



Saniya Sharmeen

Traffic and Transport Team Leader
31/01/2022

Attachments –

1. Public Consultation Comments and Council Officer's Response
2. Sketch Plan
3. TEAG 2103 B1

Attachment 1: Public Consultation Comments and Council Officer's Response

Date	Stakeholder	Stakeholder Comment	Council Officer Response
21/12/2021	Local resident (D08366511)	No objection raised. However, requested that the pedestrian crossing be designed to accommodate heavy vehicle access servicing the loading docks in Carlingford Court.	The pedestrian crossing would not affect heavy vehicles access to the loading dock.
21/12/2021	Local resident (D08367561)	Supported.	--
26/12/2021	Local resident (D08373654)	Supported. However, the respondent requested that another pedestrian crossing be installed in Rembrandt Street outside the Medical, Dental and Chiropractic Centre between Darwin Street and Carlingford Road. Also bridge crossing is safer and should be considered.	<p>The requested pedestrian crossing outside the Medical Centre is outside the scope of this project.</p> <p>Furthermore, this location is 50m north of the signalised intersection at Carlingford Road. This location would therefore not be suitable as northbound vehicles waiting to give way to pedestrians crossing at the crossing may queue back to Carlingford Road (state road) and compromise the operation of the traffic signals.</p> <p>It is expected that pedestrians would use the existing signalised pedestrian crossing at this intersection to cross Rembrandt Street.</p> <p>In regard to pedestrian bridge, it is expensive to install and therefore this facility is generally installed on state roads, which general carry 20,000 or more vehicles a day. Accordingly, a pedestrian bridge is not proposed for this street.</p>

3/01/2022	Local resident (D08373544)	Supported.	--
24/01/2022	Local resident (D08394483)	Supported.	--
25/01/2022	Local resident (D08398745)	Supported.	--

ATTACHMENT



CITY OF PARRAMATTA COUNCIL

Traffic Engineering Advisory Group Agenda Item

ITEM NO: 2103 B1

SUBJECT: Rembrandt Street south of Melton Street, Carlingford – Review of Pedestrian Conditions

APPLICANT: City of Parramatta

REPORT OF: Traffic and Transport Team Leader

WARD: Epping

SED: Epping

Purpose

This report reviews traffic and pedestrian conditions at the existing pedestrian refuge island located in Rembrandt Street south of Milton Street, Carlingford. The current facility does not comply with the Australian Standards and gives a false sense of protection to pedestrians taking refuge at this location.

OFFICER'S RECOMMENDATION:

That Council note that a proposal to replace the existing pedestrian refuge island in Rembrandt Street south of Milton Street, Carlingford has previously been included in the Traffic Projects List – Outside the Parramatta City Centre as a high priority project (for delivery within 0-5 years) and that it is now determined that the preferred pedestrian facility is a raised pedestrian crossing.

Background

City of Parramatta Council has received requests from local residents seeking a review of pedestrian conditions in Rembrandt Street near Milton Street, Carlingford. Rembrandt Street is a local street and provides vehicle and pedestrian access to Carlingford Court Shopping Centre. A Douglas Hanly Moir Pathology Collection Centre and Dental Surgery are located on the east side of Rembrandt Street at Milton Street. A driveway entrance and a pedestrian access point to Carlingford Court are located on the west side of Rembrandt Street south of Milton Street. Figure 1 below shows the aerial view of the area near the intersection of Rembrandt Street and Milton Street, Carlingford.



Figure 1: Aerial view of Rembrandt Street near Milton Street, Carlingford

A pedestrian island is located in Rembrandt Street south of Milton Street and pedestrians use the island as a refuge to cross Rembrandt Street (Figure 2 below). However, this facility is flush with the asphalt and therefore does not comply with the Australian Standards. Video footage undertaken during vehicle and pedestrian count survey showed that motorists drive over these islands (Figure 3 below). As a result, this facility does not protect pedestrians and gives a false sense of protection to pedestrians taking refuge at this location. An example of a complying pedestrian refuge island that has been installed in Kleins Road, Northmead is shown in Figure 4 below.



Figure 2: Street view of the non-compliant pedestrian island on Rembrandt Street south of Milton Street, Carlingford



Figure 3: Photos showing motorists driving over the pedestrian island on Rembrandt Street



Figure 4: An example of a pedestrian refuge island installed in Kleins Road, Northmead

Proposed Pedestrian Facility

Parramatta Traffic Engineering Advisory Group (TEAG) on 21 January 2021 considered a report to develop interim guidelines for the installation of pedestrian crossings on local roads within the Parramatta LGA with speed limits of 50km/h or less. Council on 22 February 2021 adopted this interim guidelines.

According to the guidelines, a raised pedestrian crossing can be installed at locations where the pedestrian volume is 20 or more in a one-hour period.

The vehicle and pedestrian volume count survey undertaken in October 2020 in Rembrandt Street south of Milton Street, Carlingford is provided in Table 1 below. Based on this pedestrian volume counts in Table 1, Rembrandt Street south of Milton Street is suitable for the installation of a raised pedestrian crossing.

Table 1: Vehicle and pedestrian volume counts undertaken in Rembrandt Street south of Melton Street, Carlingford in October 2020 (8am-10am and 2pm-4pm)

	Vehicle Volume	Pedestrian Volume
8am-9am	463	24
9am-10am	425	40
2pm-3pm	387	22
3pm-4pm	508	29

To improve pedestrian safety, it is therefore proposed to remove the island from Rembrandt Street and replace it with a raised pedestrian crossing as shown in Figure 5 below. It is to be noted that a pedestrian refuge island cannot be installed at this location as this would restrict 19m long vehicles from accessing loading docks at Carlingford Court.

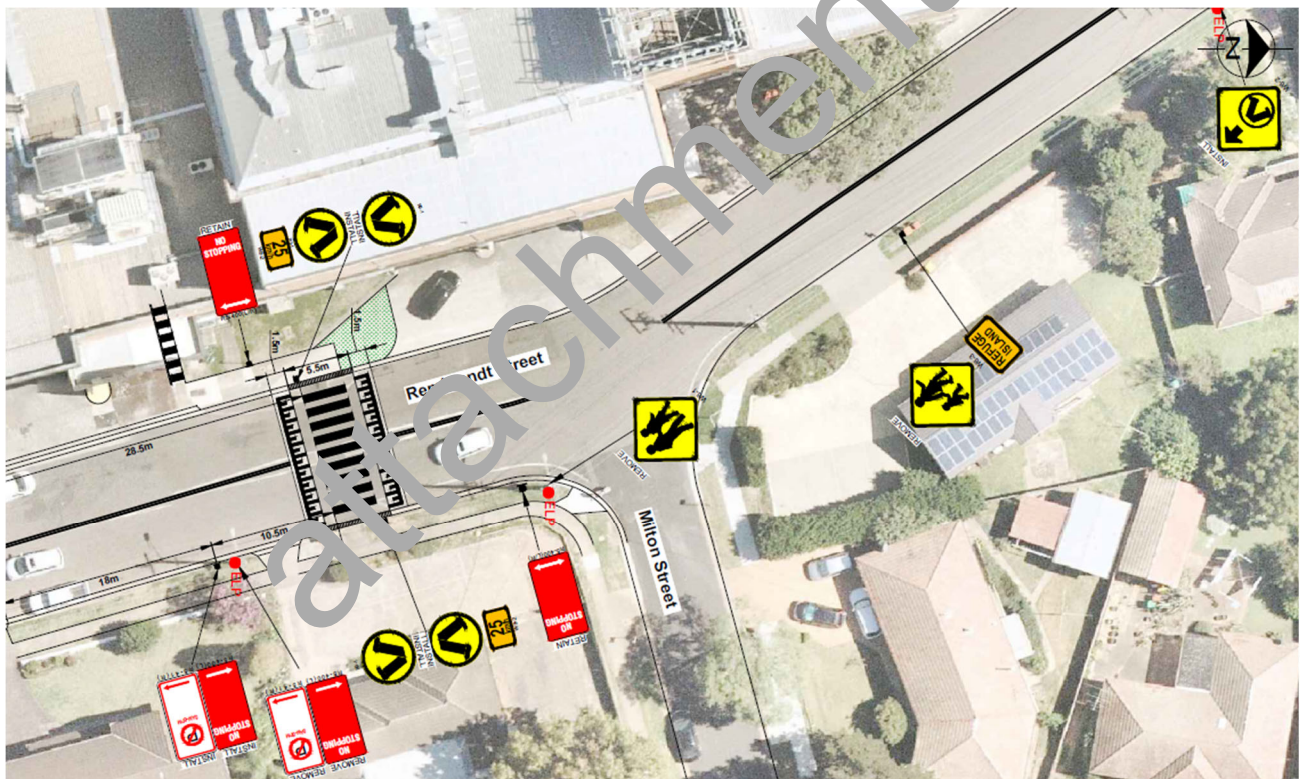


Figure 5: A concept plan showing the proposed raised pedestrian crossing in Rembrandt Street south of Milton Street, Carlingford

Funding Opportunities

City of Parramatta Council at its meeting held on 30 November 2020 considered a report regarding the "Draft City of Parramatta (Outside CBD) Development Contributions Plan 2021" (Draft Plan) and resolved to place the Plan for Public Exhibition for 28 days (in-part). The Plan authorises Council to collect contributions of money, land or both from developers to provide for local infrastructure needed by the relevant development.

The Plan lists infrastructure projects and groups them into 3 categories of priority: high (0-5 years), medium (5-10 years) and low (10-20 years). There are in total 142 traffic projects in this Plan with 52 of these projects are categorised as high priorities, 43 as medium and 47 as low priority projects.

It is to be noted that installation of a pedestrian facility in Rembrandt Street south of Milton Street has been included in the list as a high priority project.

Community Consultation

City of Parramatta initially considered removing the non-compliant pedestrian island from Rembrandt Street without replacing it with a compliant pedestrian facility. Community consultation was undertaken on that proposal in June 2020 through letterbox drop and by installing corflute signs in Rembrandt Street south of Milton Street, Carlingford. The proposal was also advertised on Council's website.

Council received 17 responses to the consultation. Respondents included 13 residents, 3 visitors to the Carlingford Court Shopping Centre and 1 business. Of these 17 responses, 1 respondent supported and 1 objected to the proposal. The remaining 15 respondents acknowledged that the existing facility is not safe and requested that either a marked pedestrian crossing be installed at this location or the existing facility be upgraded to current standard so that it improves pedestrian safety. The details of the community feedback along with Council Officer's response are in Attachment 1.

As a result of the feedback, Council investigated the installation of a replacement pedestrian facility in Rembrandt Street south of Milton Street, Carlingford. The investigation indicated that a raised pedestrian crossing would be the appropriate treatment for this location as it would provide a safe crossing facility for residents and visitors to the Carlingford Court, reduce vehicle speed at the crossing and allow 19.5 long vehicles to access the loading docks at Carlingford Court. This project would include removal the non-compliant pedestrian island when the raised pedestrian crossing is being built.

FINANCIAL IMPLICATIONS

This report identifies that a raised pedestrian crossing in Rembrandt Street south of Milton Street, Carlingford as the preferred pedestrian treatment to improve pedestrian safety at this location.

It is to be noted this location has been included in the "Draft City of Parramatta (Outside CBD) Development Contributions Plan 2021" (Draft Plan) for consideration of funding within 5 years.

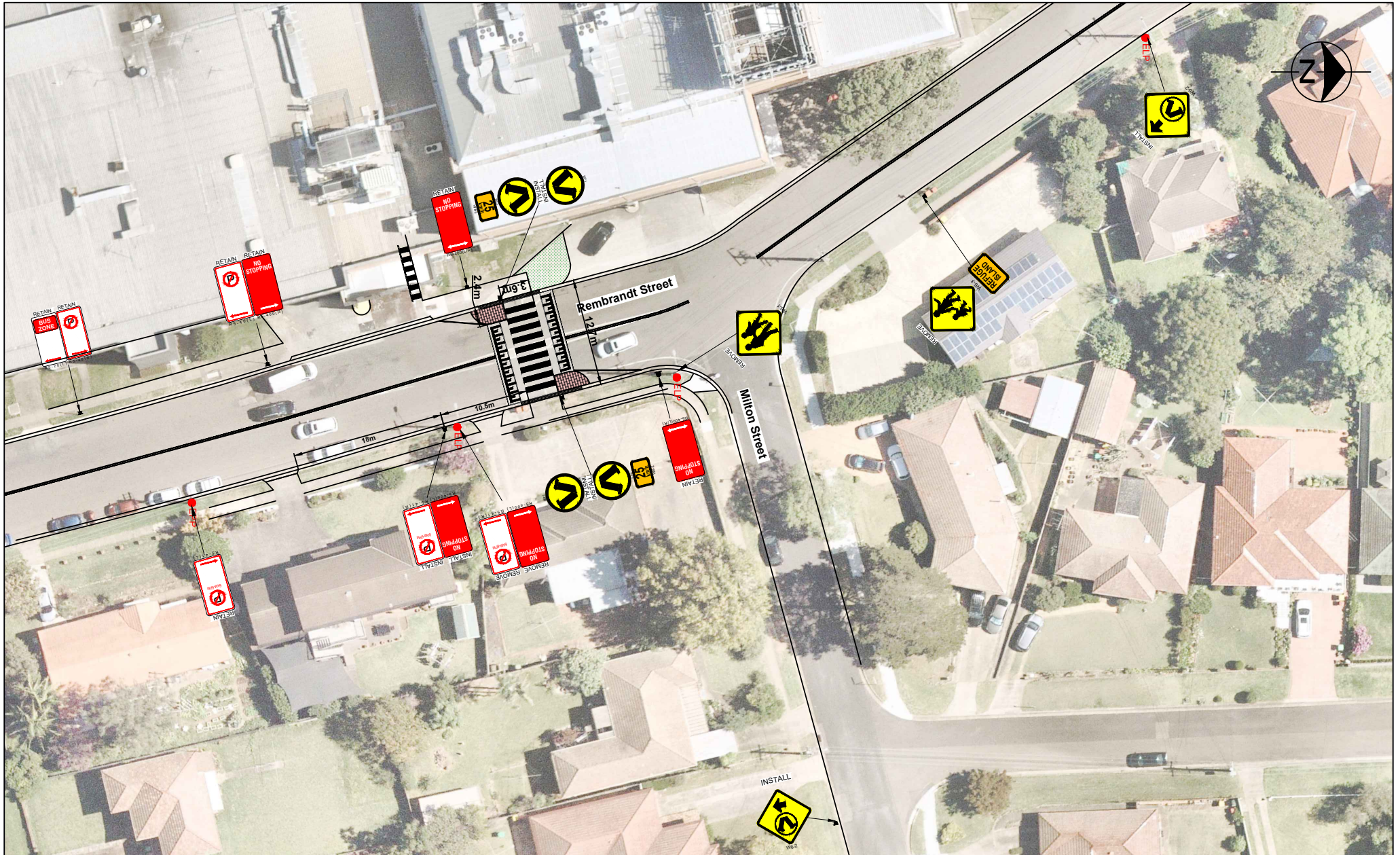

Saniya Sharmeen
Traffic and Transport Team Leader
17/03/2021

Attachments – Public Consultation Comments and Council Officer's Response

Attachment 1: Public Consultation Comments and Council Officer's Response

Date	Stakeholder	Stakeholder Comment	Council Officer Response
15/5/2020	Resident	Do not remove but upgrade the existing pedestrian island so that it complies with the current standard.	It is proposed to replace the non-compliant pedestrian island with a raised pedestrian crossing within the next 5 years.
17/5/2020	Resident	Do not remove but upgrade the existing pedestrian island so that it complies with the current standard.	See above comments
20/5/2020	Resident	Remove the existing island and install a proper pedestrian crossing.	See above comments
20/5/2020	Visitor to the Carlingford Court	Removal of the island is supported subject to the installation of an appropriate pedestrian crossing facility.	See above comments
25/5/2020	Resident	Removal of the island is supported subject to the installation of an appropriate pedestrian crossing facility.	See above comments
25/5/2020	Resident	The existing island be replaced with an appropriate pedestrian crossing facility.	See above comments
25/5/2020	Resident	Removal of the island is supported subject to the installation of an appropriate pedestrian crossing facility.	See above comments
25/5/2020	Business	Removal of the island is supported subject to the installation of an appropriate pedestrian crossing facility.	See above comments
25/5/2020	Resident	Removal of the island is supported subject to the installation of an appropriate pedestrian crossing facility.	See above comments
29/5/2020	Resident	Removal of the island is supported subject to the	See above comments

		installation of an appropriate pedestrian crossing facility.	
2/6/2020	Resident	Removal of the island is not supported.	--
2/6/2020	Visitor	Do not remove but upgrade the existing pedestrian island so that it complies with the current standard.	See above comments
4/6/2020	Visitor	Do not remove but upgrade the existing pedestrian island so that it complies with the current standard.	See above comments
5/6/2020	Resident	Do not remove but upgrade the existing pedestrian island so that it complies with the current standard.	See above comments
9/6/2020	Resident	Supported.	--
7/6/2020	Resident	Remove existing facility and install a proper pedestrian crossing.	See above comments
7/6/2020	Resident	Do not remove but upgrade the existing pedestrian island so that it complies with the current standard.	See above comments



DATE	AMENDMENT	INIT.	NOTES	SCALE	N.T.S.	CITY OF PARRAMATTA COUNCIL	STD DWG
			ALL SIGN POSTING TO BE IN ACCORDANCE WITH AS.1742	DESIGNED	RP		Rembrandt Street, Carlingford
			ALL DIMENSIONS ARE IN METRES	DRAWN	27/01/2022	TRAFFIC AND TRANSPORT SERVICES	Raised pedestrian crossing
			CAUTION: SERVICES TO BE LOCATED PRIOR TO EXCAVATION	CHECKED			
				APPROVED			