

HORNSBY SHIRE

LOCAL TRAFFIC COMMITTEE



ATTENTION MEMBER FOR EPPING – Mr Matt Kean MP
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Road: The Promenade Suburb: Cheltenham
Location: Cheltenham Girls High School LTC No: 37/2018
File Ref: F2010/00039
Electorate: Hornsby UBD Ref: 172 P9
Subject: Proposed changes to parking and traffic
Date of Circulation: 22/11/18

REFERRAL OF TRAFFIC MATTER FOR COMMENT OR OBJECTION, IF ANY

SUMMARY

This report details the traffic and parking implications for the installation and changes to parking restrictions and traffic management in The Promenade, Cheltenham to improve traffic flow and pedestrian safety around Cheltenham Girls High School.

SUBJECT

Following an onsite meeting in September 2017 with residents, The Principal of Cheltenham Girls High School, The Director of KU Preschool, and Beecroft Cheltenham Civic Trust, Council staff have monitored the location and determined that changes to traffic and parking conditions in The Promenade are warranted.

The Promenade between Beecroft Road and The Crescent, is a through road providing access and on street parking for a local pre-school, high school, residents and commuters. The road is 8.5 metres wide and fully formed with footpaths provided along both the school and pre-school frontages and on the opposing residential side.

Council is considering installing a part time 'No Right Turn' sign at the intersection of The Promenade and Beecroft Road due to congestion caused by vehicles waiting to execute a right turn into Beecroft Road during peak periods. In addition, Council is considering extending the 'No Parking' zone on the school side of The Promenade during School Zone operating times. A 'No Stopping' zone would also be installed either side of the utilities access and staff car park to Cheltenham Girls High School to allow for heavy vehicles to pick up waste

Site observations during school peaks have identified that changes to parking restrictions will improve access for the local residents and school community.

The proposed changes are:

1. Installation of a 'No Right Turn' sign in The Promenade at the intersection with Beecroft Road (8:00am – 9:30am, 2:30pm – 4pm, School Days).
2. Extension of existing 'No Parking' zone (42 metres) on The Promenade (8:00am – 9:30am, 2:30pm – 4pm, School Days). Parking will be available at all other times.
3. Installation 'No Stopping' zone (18 metres) at the utilities and staff access driveway on The Promenade (Monday to Friday).
4. Standardise times on existing 'No Stopping' zone on The Promenade (8:00am – 9:30am, 2:30pm – 4pm, School Days).

TRAFFIC IMPACT

The traffic implications of the proposal have been reviewed following detailed analysis and review of traffic data. The proposed changes will have no adverse implications on the road network. A copy of the Traffic Management Plan (TMP) is attached (See Appendix A) for consideration by the Roads and Maritime Services."

CONSULTATION

In September 2018, Council invited comments on the proposal from residents, occupiers, pre-school and high school. The proposal was also placed on Council's website. Letters were sent to regulatory authorities and transport providers.

Seven (7) submissions were received by Council. Summary of the issues raised are provided below (*in italics*) with Council's response. Copies of the submissions are available upon request:

1. *"...the current traffic signs are regularly not obeyed and therefore we wonder how many of the new ones will be taken notice of."*

Response – Council will work with the school to educate the parent community on the effective operation of a No Parking zone as a Drop-off / Pick-up zone.

2. *"...concerned the impact the new proposals will have on the volume of traffic heading east on The Promenade. It is quite tricky to make a right hand turn into The Crescent as there is limited visibility when looking left down The Crescent. Would it be possible to extend the No Parking zone another 18-20 metres along the school fence?"*

Response – The existing No Stopping at this intersection is already extended 17 metres which is beyond the regulatory 10 metre site distance requirement. Site observations have confirmed that vehicles parked beyond the existing No Stopping sign are not considered a traffic hazard.

3. *"...residents suffer from a regular issue of cars parked across our driveways. ...I believe Council should fund white line marks (delineation lines) on either side of each resident driveway to help alleviate this problem."*

Response – Council is unable to provide delineation lines free of charge for all driveways within the LGA. It is the responsibility of drivers to abide by the Australian Road Rules and ensure they do not obstruct driveways. Ranger patrols to the school zone will continue. Residents have the option of having the lines installed in accordance with Council's fees & charges.

4. *"Teachers and students who drive vehicles...to park in school grounds...to alleviate traffic and parking congestion"*

Response – Council has no jurisdiction over Department of Education land. All drivers have the right to park legally on a public road.

5. *"...instruct parents...of their responsibility to minimise congestion. ...have a school traffic co-ordinator...to ensure free flow of traffic...and educate parents the risks of three-point-turns"*

Response – Council will work with the school to educate the parent community about road safety within the school zone.

6. *"...students to enter school premises from corner of The Crescent and The Promenade"*

Response – A percentage of CGHS students already access the school via The Crescent and The Promenade entry gate. It is a matter for the school management to decide on access points.

7. *“...Council define parking spaces along the street with painted markings...to benefit the drivers in parking their vehicles in the defined space”*

Response – Council has investigated the matter and determined that marking of on-street parking spaces will lead to a reduction in the number of car parking spaces available in the street. This is due to the fact that the Australian Standard for on-street parking specifies minimum sizes for parking spaces are based on larger vehicles available on the market. Marked spaces often waste parking space near driveways and intersections as spaces smaller than a standard parking envelope cannot be used. Larger gaps between vehicles, where present, provide additional parking capacity for smaller vehicles or motorcycles that otherwise would be forced to occupy a single full size marked space.

8. *“...the school carpark is often blocked by cars parked too close to the driveway opening, leaving the car park inaccessible for staff and contractors including delivery drivers and large waste trucks.”*

Response – The proposed installation of the ‘No Stopping’ zone at the utilities and staff access driveway should alleviate this issue.

9. *“I don’t think the frontage of my property should be heavily used as main drop-off zone, especially as the school has a very long frontage”*

Response – The area to the east of the school entry is occupied by essential bus zones. The area between the bus zone and Proposed No Parking zone, is not appropriate for drop-off pick-up due to unfavourable grading of the nature strip.

10. *“...parking intended for pre-school parents (15min)...does not work because CGHS parents park there, often in excess of 15 minutes”*

Response – On street parking on public roads is provided for all road users. It is not the responsibility of Council to provide parking for businesses or schools on public roads. If the pre-school requires internal parking for parents, they will need to supply it on their property.

11. *“I would like to see a semicircular drop-off, pick-up zone in the school property with an entry and exit to The Promenade.”*

Response – Council has no jurisdiction over Department of Education land. All drivers have the right to park legally on a public road.

CONCLUSION

Site visits to this location have noted that many high school students are dropped off and picked up by parents. Extending the ‘No Parking’ zone at this location will provide an area for parents to do this, without double parking. This will ease congestion during the morning and afternoon school peak times. The part time ‘No Right Turn’ will alleviate congestion at the intersection of Beecroft Road, allowing buses to turn into The Promenade from Beecroft Road. Delineation lines and the installation of a ‘No Stopping’ zone at the school utilities and staff access driveway, will assist heavy vehicle access into and out of the school.

Council will work with school principal and staff to establish a traffic management strategy to be implemented.

RECOMMENDATION THAT

1. Council submit a Traffic Management Plan (TMP) to the RMS for the Installation of a 'No Right Turn' sign in The Promenade at the intersection with Beecroft Road (8:00am – 9:30am, 2:30pm – 4pm, School Days).
2. Existing 'No Parking' zone be extended (42 metres) on The Promenade (8:00am – 9:30am, 2:30pm – 4pm, School Days). Parking will be available at all other times.
3. 'No Stopping' zone (18 metres) be installed at the utilities and staff access driveway on The Promenade (Monday to Friday).
4. Existing 'No Stopping' zone on The Promenade be changed from 8:00am – 9:00am; 2:30pm – 3:30pm to 8:00am – 9:30am, 2:30pm – 4pm, School Days.

Note for voting Local Traffic Committee members.

Under the RMS' 'Delegation of Functions to Regulate Traffic' (operation of local traffic committees) you are required to comment or indicate your acceptance or objection to the recommendation of this report. Your response must be submitted in writing within 14 days of the date of this notice. Please send your response via return email for the item, or email trafficbranch@hornsby.nsw.gov.au For further information please contact Lawrence Nagy on 9847 6616. Upon receipt of your comments the matter will be referred to Council for action.



Radek Zarzycki
Acting Chairman

Date: 22 November, 2018

APPENDIX A**TRAFFIC IMPACT STATEMENT: The Promenade, Cheltenham.****Proposed ‘No Right Turn, 8:30am-9:30am, 2:30pm-4:30pm, school days’ from The Promenade at the intersection with Beecroft Road, Cheltenham**

Council has proposed a ‘NO RIGHT TURN’ restriction with the time limit of ‘8AM-9.30AM and 2.30PM-4PM, School Days’ in order to alleviate congestion at this intersection. Key benefits are:

- Discouraging parents of school students who drive from Beecroft Road onto The Promenade to make a U-turn and exit via right turn onto Beecroft Road.
- Reduce the queue length for left turn vehicles turning from The Promenade onto Beecroft Road.
- Easing the left turn movement for school buses from Beecroft Road to The Promenade during School Times.

Potential impacts of proposed ‘NO RIGHT TURN, 8AM-9.30AM and 2.30PM-4PM School Days’ restriction are summarised below:

A. Description or detailed plan of proposed measures

Is a detailed plan of the proposed measures necessary?

Yes

The proposal is to install a ‘No right turn, 8AM-9.30AM and 2.30PM-4PM School Days’ in The Promenade at the intersection with Beecroft Road. A plan of the proposal is included as Appendix A.

B. Identification and assessment of impact or re-assigned traffic

Is a detailed assessment required?

Yes

Traffic volume counts were carried out at the intersection of The Promenade and Beecroft Road on Thursday 26 October 2017 between 7:00am to 10:00am and 3:00pm to 6:30pm.

The existing right turn movements (The Promenade into Beecroft Road) have been surveyed and are 21 in the AM peak hour (8:15AM to 9:15AM), and 21 in the PM peak hour (3:00PM to 4:00PM). A copy of traffic counts at the intersection of The Promenade with Beecroft Road is provided as Appendix B.

Banning the right turn movement will reassign the vehicles to alternative intersections:

Priority intersection of The Crescent with The Promenade

Priority intersection of The Crescent with Murray Road

Priority intersection of Cheltenham Road with The Crescent

Signalised intersection of Beecroft Road with Cheltenham Road

The reassigned traffic represents an increase of approximately 10 vehicular movements in both peak hours per intersection. Further, this represents approximately 1 additional vehicle every 6 minutes.

This minor increase in traffic movements is considered insignificant in traffic terms and will not have any adverse impact on safety or capacity of these intersections.

C. Measures to ameliorate the impact of re-assigned traffic

Is an assessment required?

No

As indicated above in point B the re-assigned traffic will not impact on adjoining intersections.

D. Assessment of public transport services affected

Yes

Bus routes 651 and N80 run services along Beecroft Road. These bus routes will not be affected with the proposed sign. The proposed sign would be beneficial to school buses which turn left from Beecroft Road to The Promenade.

E. Details of provisions made for emergency vehicles, heavy vehicles, cyclists and pedestrians

Are these details required?

Yes

Appendix A illustrates the proposed design.

- Emergency vehicles will continue to have the ability to turn in/out of The Promenade from both directions
- Pedestrians will not be affected by the changes.
- Cyclists will not be able to turn right from The Promenade onto Beecroft Road during the prescribed days and hours.

F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures

Is an assessment required?

Yes

Impacts of future developments in The Promenade were considered as part of the Hornsby Housing Strategy. It was found that the additional traffic can be accommodated by the existing road network. The minor increased movements at adjacent intersections will not have an impact on overall traffic flow.

G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas

Is an assessment required?

No

Adjoining Councils will not be effected.

H. Public consultation process

Is a public consultation process required?

Yes

Initial public consultation is complete. A summary of issues raised to date are included in this LCT.

END