City of Ryde

Lifestyle and opportunity
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28 MAY 2013

LATE ITEMS

Ordinary Meeting of Council Meeting No. 11/13
TUESDAY, 28 MAY 2013

Council Chambers, Level 6, Civic Centre,
1 Devlin Street, Ryde - 7.30pm

City of Ryde

Lifestyle and opportunity
@ your doorstep

Council Meeting
AGENDA NO. 11/13

Meeting Date: **Tuesday 28 May 2013**
Location: **Council Chambers, Level 6, Civic Centre, 1 Devlin Street, Ryde**
Time: **7.30pm**

NOTICE OF BUSINESS

Item **Page**

LATE ITEMS

LATE ITEMS

19 WEST RYDE URBAN VILLAGE - ACCESS REPORT FOR EARLY OPENING OF BASEMENT CARPARKS

Report prepared by: Coordinator - Commissioning
File No.: GRP/09/3/10 - BP13/772

REPORT SUMMARY

A public protest rally organised by the West Ryde Chamber of Commerce is planned in early June 2013 at the West Ryde Urban Village site with the aim to open the basement carparks.

Council has undertaken due diligence for pedestrian access and traffic management related to the early opening of the basement carparks at West Ryde Urban Village. An independent report from Morris Goding Access Consultants was commissioned by Council for pedestrian access. At the same time council's traffic section investigated the likely impacts on traffic management and associated issues.

This report seeks Council's endorsement for the Mayor and Acting General Manager to make further representations to Coles' management on behalf of Council for the early opening of basement carparks at West Ryde.

RECOMMENDATION:

(a) That the Mayor and Acting General Manager make further representations to Coles' management, including attending Coles' head office in Melbourne on behalf of Council to secure the early opening of the basement carparks.

(b) That Council make available the access consultant's report to Coles, as detailed in **ATTACHMENT 1** of this report.

(c) That Council endorse Option 1 as detailed in the report in respect of access to the Coles carpark, requiring Coles to arrange a second opinion regarding the engineering advice relating to back propping for the Chatham Road vehicle exit as a matter of urgency.

(d) That Council endorse the Acting General Manager to engage an independent advisor if necessary to review the further advice provided by Coles.

ATTACHMENTS

1 Access Consultant Report
2 Draft Traffic Control Plan

ITEM 19 (continued)

Report Prepared By:

Paul Yang
Coordinator - Commissioning

Report Approved By:

Peter Nguyen
Service Unit Manger - Project Development

George Dedes
Acting Group Manager - Public Works

ITEM 19 (continued)

History

The West Ryde Urban Village Development began in 2006 and involved the development of the Council carparks on Chatham Road adjacent to Betts Street. The closure of the council owned carparks in 2011 has negatively impacted local business at the West Ryde Town Centre and there is public pressure to open the basement carparks (currently under construction) as soon as practicable.

Discussion

A workable solution to enable early access to the basement carparks will require coordination between the two parties involved in the mixed use development (Supermarket and apartments).

It is proposed that the Mayor and Acting General Manager make further representations to Coles' management, including attending Coles' head office in Melbourne on behalf of Council and the community for the early opening of the basement carpark.

The contractual arrangement between the parties is that Coles Group Property Developments P/L (Coles) will undertake the supermarket fitout and basement carpark commissioning whilst West Ryde Developments Residential P/L (Remo) has the first option to purchase the residential stratum (apartments) and if successful, build them. This means that there could be up to two sets of contractors working on site and the staging of works needs to be coordinated e.g. back propping (the technique of stripping the formwork in a suspended slab while still keeping it supported) through the supermarket, completion of pedestrian access ramps and stairs.

Note that the apartments have not commenced and no back propping is in place. No timeframe is available for when this development will commence. (Back propping is the technique of stripping the formwork in a suspended slab while still keeping it supported).

The issues surrounding the early opening of the basement carparks are:

- Commissioning of essential services (mechanical ventilation, fire services, electrical, lifts and travelators)
- Safe pedestrian access
- Safe traffic entry and exit to the carparks
- Impact on existing traffic network and potential congestion

Essential services

The commissioning of essential services will be undertaken by Coles as part of the supermarket fitout. The current date of opening advised by Coles for the basement carparks is late February 2014. An earlier date for access to the car park is being sought by Council.

ITEM 19 (continued)

Pedestrian access

Pedestrian access has been examined by Morris Goding Access Consultants who has determined a safe temporary access (1800mm in width and 2000mm head height preferred) to the carpark can be achieved providing their recommendations are implemented. These relate to compliance with the following:

- Disability Access to Premises Standards 2010 (DDA Access Code);
- Building Code of Australia 2012 - Part D3,
- Accessibility Standards: AS1428.1:2009, AS1428.4.1:2009, AS2890.6:2009, AS1735.12

Figure 1: Pedestrian access to the basement carparks at Anthony Road, West Ryde

Figure 1 shows the location into the basement carparks via the Coles supermarket.

Advisory issues relating to lighting and carparking and directional signage are also discussed. Refer to **ATTACHMENT 1**.

Traffic management

A preliminary assessment of traffic management has been undertaken by Council's traffic section and has identified the following issues:

1. Traffic management is not in accordance with the 'end state' plan.
2. The proposed vehicle exit on Chatham Road will be blocked by back propping.
3. Proximity of single entry/exit on New Market Street to a critical intersection may cause traffic congestion and queues to Victoria Road.
4. Change to traffic movement through the West Ryde Town Centre which may cause delays to users of the existing Woolworths carpark.
5. Increase in traffic through Graf Avenue (opposite West Ryde library) and Anthony Lane.

ITEM 19 (continued)

The ‘end state’ traffic management plan has the vehicle entry on New Market Street and vehicle exit on Chatham Road. This arrangement minimises congestion. Refer to **ATTACHMENT 2** for location.

The ‘temporary’ single entry / exit has the potential for significant congestion to the West Ryde Town Centre traffic network and needs to be managed to ensure that the benefit of additional parking is not outweighed by traffic congestion and user safety.

Strategies to manage the ‘temporary’ single entry / exit are use of traffic control to safely manage vehicle movement. Preliminary investigation shows the driveway entry width is 4.5m and this is insufficient to meet minimum requirements for two way access (2 lanes x 2.8m = 5.6m minimum width).

Given two way access cannot be safely achieved then portable traffic control signals (TCS) may need to be used. A stop / go arrangement would allow single lane access to the carpark with New Market Street operating in a one-way direction (easterly). It is recommended that a microwave detector be used allow dynamic phasing of the TCS.

Further investigation into location of the portable TCS is required to establish if they can fit in the limited available space between the driveway access ramp and New Market Street. Checking of turning paths for vehicles exiting left on New Market Street also needs to be carried out.

The location of the single entry/exit on New Market Street is shown in *figure 2* and *figure 3.*

Lastly approval from the Roads and Maritime Services (RMS) is needed to install portable TCS as they may affect queuing into Victoria Road. This would be done by submitting a Traffic Control Plan with the RMS.

The biggest risk with this system will be managing the demands which can change and the associated queues inside and outside the basement carpark.

In order to manage demand, the basement car parking spaces should be "staged" (group or block of spaces) and measured over a period of not less than 2-weeks, prior to any further parking areas being released for public consumption. A very dense road network exists within the West Ryde Town Centre that is sensitive to congestion. Access in/out of a singular access point so close to a critical intersection may have significant consequences and the benefits of additional parking needs to be balanced against these.

ITEM 19 (continued)

Figure 2: Single entry and exit location on New Market Street, West Ryde

Figure 3: Single entry and exit location on New Market Street, West Ryde

Financial Implications

There are significant costs for installation of traffic control devices (e.g. portable traffic control signals) and preparation of the traffic control plan. These costs would only be applicable should option 2 of a single entry/exit be used.

According to the development deed these costs are to be paid by the developer.

ITEM 19 (continued)

Options

Option 1:
That a 'second opinion' be sought regarding the need for back propping located in the carpark exit on Chatham Road. This would allow the exit to open and allow traffic to function according to the approved 'end state' plan and minimise congestion via entry on New Market Street and exit on Chatham Road.

Option 2:
That the single entry / exit on New Market Street be further investigated as the preferred solution with a staged release of parking spaces to manage traffic congestion.

Note: Pedestrian access can be safely achieved with both options providing the recommendations from the Access consultant's report are implemented. Refer to **ATTACHMENT 1**.

ITEM 19 (continued) **ATTACHMENT 1**

21st May 2013

Paul Yang
Coordinator – Commissioning
City of Ryde Council
Civic Centre
1 Devlin Street, Ryde
NSW 2112

Dear Paul,

RE: WEST RYDE VILLAGE SQUARE - ACCESSIBILITY ISSUES REPORT

Please find accessibility issues report with specific regards to the *temporary* path of travel from the existing West Ryde Shopping Centre to the Ryde Village Square and new basement car parking, which was carried out on the Friday 17th May 2013.

In general the following report will also comment on site drawings provided AR RC 1004 revision Z and back propping Plan S0100 Revision A.

The following recommendations are made in accordance with the mandatory requirements of the:
- Disability Access to Premises Standards 2010 (DDA Access Code);
- Building Code of Australia 2012 - Part D3,
- Accessibility Standards: AS1428.1:2009, AS1428.4.1:2009, AS2890.6:2009, AS1735.12

And advisory issues in line with the:
- the intent and objectives of the Disability Discrimination Act (DDA) 1992

The report will also concentrate to answer the following issues

1. Pedestrian access at ground level on the Village square frontage, New Market Street frontage, Chatham Rd - Betts St frontage and Anthony Road frontage

In addition, the key issues that will also need resolving will be as follows:

2. Manage back propping location, investigate compliance, identify paths of travel and examine the crossing points at carpark entry

ITEM 19 (continued) **ATTACHMENT 1**

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MANDATORY ISSUES

General Pedestrian Access

In general, the paths of travel surrounding the car parking and the Village square have flooring systems (pavers) that a level with cross-fall that area appropriate for wheelchair users and person with a walking farm. In addition, the choosing paving type has a slip resistance that will satisfy AS4286.

The paths of travel have clear widths (minimum 1500mm) that will ensure wheelchair users can turn 180° or pass another wheelchair user/ mother with pram/ shopping trolley when traveling in the opposite direction, compliant with the BCA and DDA.

From the information provided, temporary hoarding will be provided around the car parking area. Where appropriate ensure 1000mm minimum clear width is provided outside of the hoarding (1800mm preferred).

It is to be noted that at the time of the site inspection the new ramps and stairs along the Village Square are incomplete and therefore inappropriate for use.

General Access

As part of this due diligence report it is vital that the existing conditions are reviewed as to determine that current condition of the pedestrian pathway taken (i.e. ramp, stairs, and walkways) from the existing shopping centre to the proposed car parking areas. For this reason the existing ramp and stair found infront of the shopping centre will be reviewed.

Existing Stairs

The existing stair infront to the shopping centre have Tactile Ground Surface indicators (TGSI) installed near the top and bottom ends of the stair compliant with AS1428.1. The luminance colour contrast between the TGSI and stairs appear to be compliant tithe AS1428.1.

A continuous handrail has been installed at both ends of the stair complaint with AS1428.1. The handrails are installed at an appropriate height with an appropriate diameter compliant with AS1428.1. Although the top handrail extensions are compliant, the bottom handrails have end extensions that are inappropriate. Subsequently the overall height of the handrails is not consistent, and non-compliant with AS1428.1.

Currently the stair do not have indicative noising strip to assist people with a visual impairment as required according to AS14258.1.

Recommendations:

(i) Ensure the handrails at the base of the stair extends one tread width (at same angle) plus 300mm (horizontal) from last riser, then turns 180 degrees downwards or returns fully to post/wall compliant with AS1428.1 Clause 11.2(d), fig 28(b).

(ii) Provide contrasting step nosing strips on all stair treads compliant with AS1428.1 as follows:

ITEM 19 (continued) **ATTACHMENT 1**

- Step nosing strips to be across full width of stair, between 50mm – 75mm wide, in a continuous colour with 30% luminance contrast to background surface.
- Step nosing strips to be located on edge of tread (15mm max. setback if applied) and not extend onto risers more than 10mm (if exposed).

Existing Ramp

The existing ramp infront of the shopping centre have TGSI installed near the top and bottom ends of the Ramp compliant with AS1428.1. The luminance colour contrast between the TGSI and the ramp appear to be compliant with AS1428.1.

A continuous handrail has been installed at both sides of the ramp complaint with AS1428.1. The handrail is installed at an appropriate height and with an appropriate diameter compliant with AS1428.1. Although the top handrail extensions are compliant, the bottom handrails have end extensions that are inappropriate. Subsequently the overall height of the handrails is not consistent, and non-compliant with AS1428.1.

Recommendation:

(i) Ensure that the handrail at the top or bottom of a ramp extends (on the horizontal) 300mm past ramp then turns 180 degrees downwards or returns fully to post /wall, compliant with AS1428.1 Clause 10.3(h), fig14, 15.

Manage Back propping Location

The question has been raised as to where would be the most appropriate means of pedestrian access to the car parking whilst the area is back propped and still under construction. After close consideration, MGAC is proposing that the most appropriate path of travel from the shopping centre to the basement car parking will be via the exist shopping centre stair/ramp - travel north (plan north) to the 1:14 ramp (facing Anthony Road) as shown below.

The drawing below shows the amount of propping to be moved to allow for a minimum 1500mm clear width (1800mm in width & 2000mm head height preferred) as to accommodate the anticipated volume of pedestrian traffic (wheelchair users, mothers with prams/trollies).

From this point of travel, a relatively short distance will be achieved via the passenger lift to the basement car parking. This will satisfy BCA, AS1428.1 AS2890.1 (parking for people with disabilities) and the DDA.

ITEM 19 (continued) **ATTACHMENT 1**

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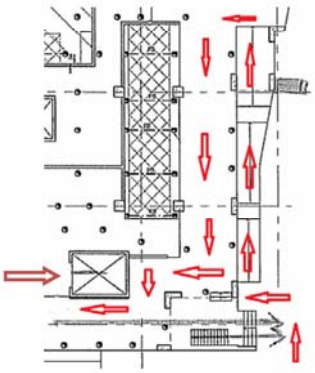
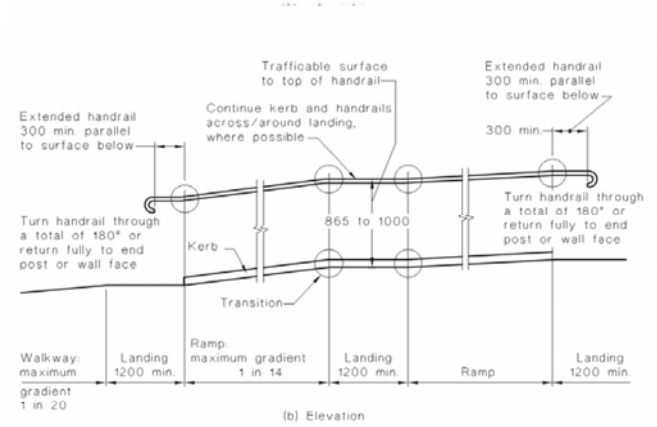


From Shopping Centre

Items for Compliance

1. Ensure the ramp in question has a gradient fall no steeper than 1:14 in accordance with AS1428.1.
2. A continuous handrail shall be provided on both side of the ramp complaint with AS1428.1 as follows:
   - Ensure circular/elliptical handrails have 30-50mm diameter, with 270 degree clear arc around top of handrail (extending for 600mm min. height) compliant with AS1428.1 Fig.29.
   - Ensure handrails are installed between 865mm – 1000mm height above step nosing or FFL ramp surface, compliant with AS1428.1 Clause 12(d).
   - Ensure handrails are installed no less than 50mm away from an adjacent side wall, compliant with AS1428.1 Clause 12(h).
   - Ensure that the handrail at the top or bottom of a ramp extends (on the horizontal) 300mm past ramp then turns 180 degrees downwards or returns fully to post /wall, compliant with AS1428.1 Clause 10.3(h), fig14, 15.

ITEM 19 (continued) **ATTACHMENT 1**



(b) Elevation

3. TGSI shall be placed near both ends of the ramp in accordance with AS1428.4 as follows:
   - Integrated TGSI's (i.e. tiles) require 30% min. luminance contrast
   - Discrete TGSI's (i.e. buttons) require 45% min. luminance contrast
   - Composite TGSI's with 2 materials/colours requires 60% min. luminance contrast
   - Ensure that warning TGSI's extend across the full width of the path of travel and commence 300mm from the edge of the ramp (600mm in depth) compliant with AS1428.4.1.

4. Ensure all passenger lifts are an approved type in accordance with DDA Access Code Tables E3.6 (a) and (b) and AS1735.12.
   - Passenger lifts travelling more than 12m require 1400mm x 1600mm min. dimensions (subject to DDA Access Code Section 4.4 concession for existing buildings).
   - Passenger lifts travelling less than 12m (except stair platform lifts) require 1100mm x 1400mm min. dimensions.

ITEM 19 (continued) **ATTACHMENT 1**

- Ensure passenger lifts has a 900mm min. clear door opening, compliant with AS1735.12.
- Ensure the centre line of standard lift call buttons in all lift lobbies are located at height of 900-1200mm and at least 500mm distance from an internal corner to be accessible to people using wheelchairs, compliant with AS1735.12.
- An internal lift control panel with centre line of control buttons located at a height no less than 700mm and no greater than 1250mm above FFL. The components of the floor level buttons shall possess Braille, raised tactile symbols and numbers, visual and auditory indicators, compliant with AS1735.12.
- 2 x lift control panels when the width/length dimension is less than 1400mm.
- An internal handrail installed at a height 850-950mm. The handrail ends shall be no more than 500mm away from any operating device or button, compliant with AS1735.12.
- Ensure passenger lift to have emergency hands free communication, including a button to alert call centre of a problem and a signal light to confirm that call has been received.
- Automatic audible information within the lift car to identify each level the lift stops and;
- Appropriate visual and audible arrival signals of the lift car in all lift lobbies and;
- Appropriate audible range and frequency, (between 20-80dbA at maximum frequency of 1500 Hz), compliant with DDA Access Code Table E3.6 (b).
- The lighting in all enclosed lift cars must be at least 100 lux, compliant with AS1735.12.

5. Accessible car parking spaces shall be made available near the lift in accordance with AS2890.6.
   - All accessible car parking spaces must have vertical clearance of not less than 2500mm, compliant with AS2890.6 fig 2.7.
   - The vertical clearance leading to the accessible car bays may not be less than 2200mm.
   - Accessible car bays to be located adjacent to passenger lifts or building main entry points.
   - Provide 2% of total car bays to be designated as accessible car bays.
   - Accessible car bays to have 2400mm min. width x 5400mm min. length adjacent to shared zone with 2400mm min. width x 5400mm min. length with bollard installed at start of shared zone in accordance with AS2890.6 fig 2.2, 2.3.
   - Ensure accessible car space and adjacent shared zone are at the same grade and no steeper than 1:40 (1:33 for external bitumen surfaces).
   - Accessible car bays (parallel) to have 3200mm min. width x 7800mm min. length adjacent to shared zone with 1600mm min. width x 7800mm min. length in accordance with AS2890.6 fig 2.4.
   - Provide appropriate accessible car parking (wheelchair logo) signage on pavement and vertical signage to designate the area for people with disabilities. Sign to include “international access symbol ONLY”, compliant with AS2890.6 and AS1428.1.

ITEM 19 (continued) **ATTACHMENT 1**

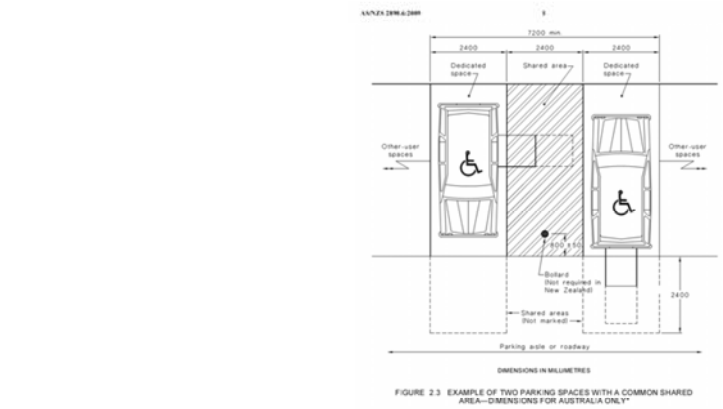


FIGURE 2.3 EXAMPLE OF TWO PARKING SPACES WITH A COMMON SHARED AREA—DIMENSIONS FOR AUSTRALIA ONLY"

6. A system of directional signage is required (assist those with a visual impairment) as to identify to accessible path of travel from the shopping centre to the car parking (i.e. lift). The use of hoarding/barriers can be used to improve this path of travel.

7. Ensure that all signage is designed to be detectable, with raised symbols, providing 30% luminance contrast with sign background that in turn contrasts with background wall surface.

Crossing Points at Car Park Entrances

According to the site inspection the kerb ramp at car park entrances (Chatham exit and new Market Street entrance) lacks appropriate access according to AS1428.1.

(i) Ensure kerb ramps have 1:8 gradient, 190mm max. Height, 1000mm min. width and 1520mm max. length, compliant with AS1428.1 fig 23.

ITEM 19 (continued) **ATTACHMENT 1**

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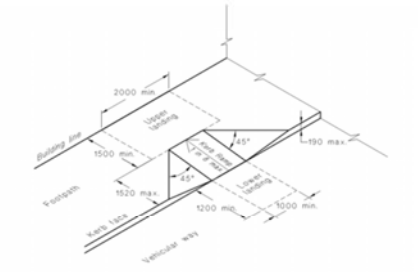
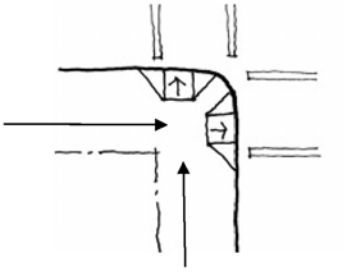


(ii) Kerb ramps shall be place in line with the direction travelled when crossing the street.



Precedence – Kerb Ramps

As precedence, the following works have been completed that incorporate the same principles, regarding Kerb Ramps.

- City of Sydney Council - Bourke Street Cycle Way.
- Royal North Shore Hospital – External Domain
- Baulkham hills shopping centre – External Domain
- Top Ryde Shopping Centre –External Domain
- Cardiff Railway Station – Car Parking
- Flemington Railway Station – Car Parking

ITEM 19 (continued) **ATTACHMENT 1**

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ADVISORY ISSUES

The following recommendations do not have impact on the building sign off under the DDA Access Code for Buildings or the BCA. These are advisory recommendations in line with the DDA Premises Standards (Part 1-6) and the intent and objectives of the DDA to ensure equitable and dignified access for people with disabilities.

Lighting

(i) Ensure the min. illumination levels are compliant with AS1428.2, in particular:

- Passageways and pathways 150 lux
- Lifts 100 lux
- General displays/signage 200-300 lux

(ii) Provide even lighting levels on installed signage to minimise glare and improve legibility.

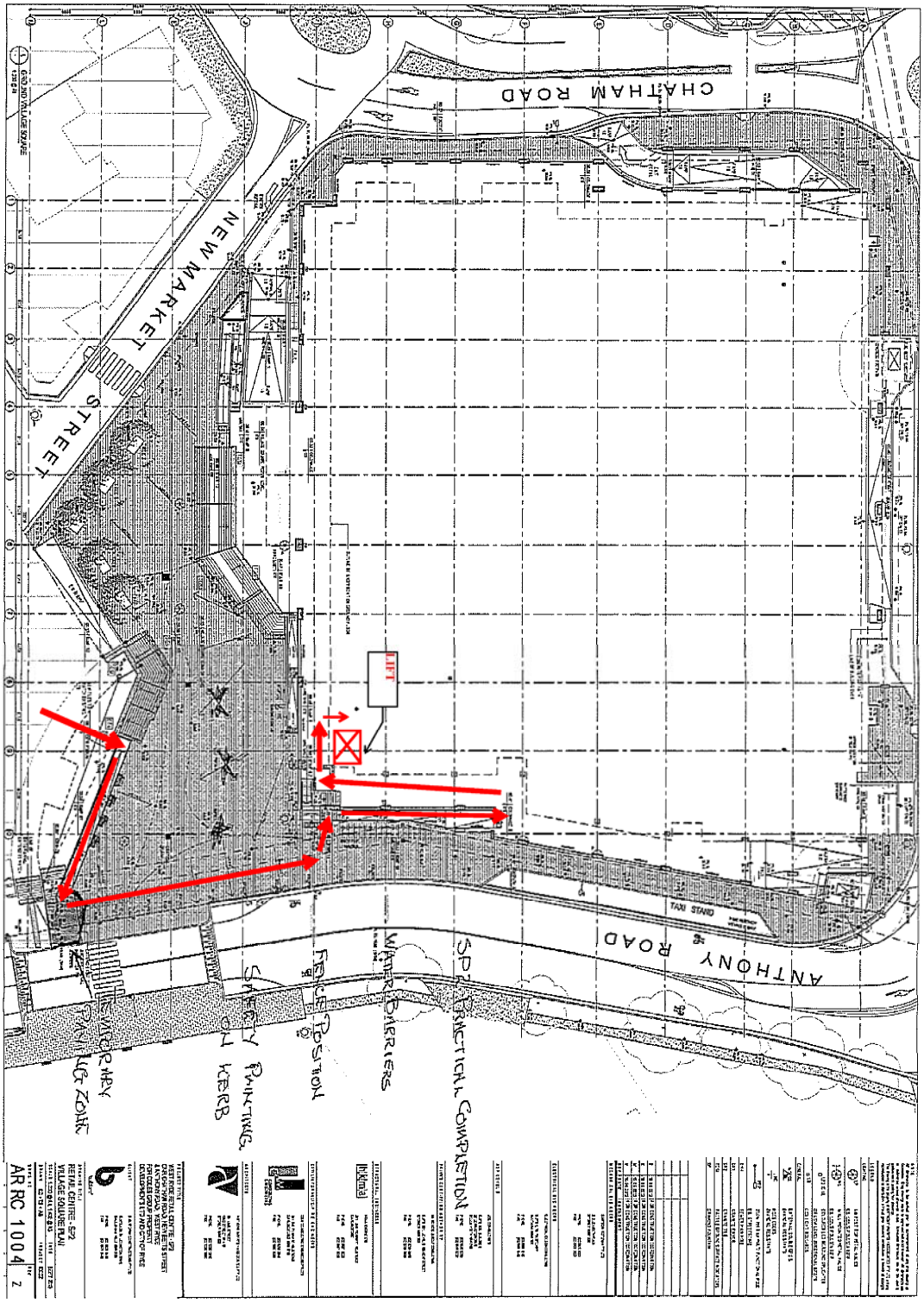
Car Parking

(i) Provide directional signage at car park entry and at changes of direction to show path of travel to accessible parking, when not apparent from main entry point. Signage to be located at 2000mm height from FFL. The sign to include international access symbol and arrow, compliant with AS1428.1. Symbol to point in same direction as arrow.

Yours faithfully,

Anthony Leuzzi
Associate Director
Morris-Goding Accessibility Consulting

ITEM 19 (continued) **ATTACHMENT 1**



ITEM 19 (continued) **ATTACHMENT 2**

APPROVED FOR CONSTRUCTION

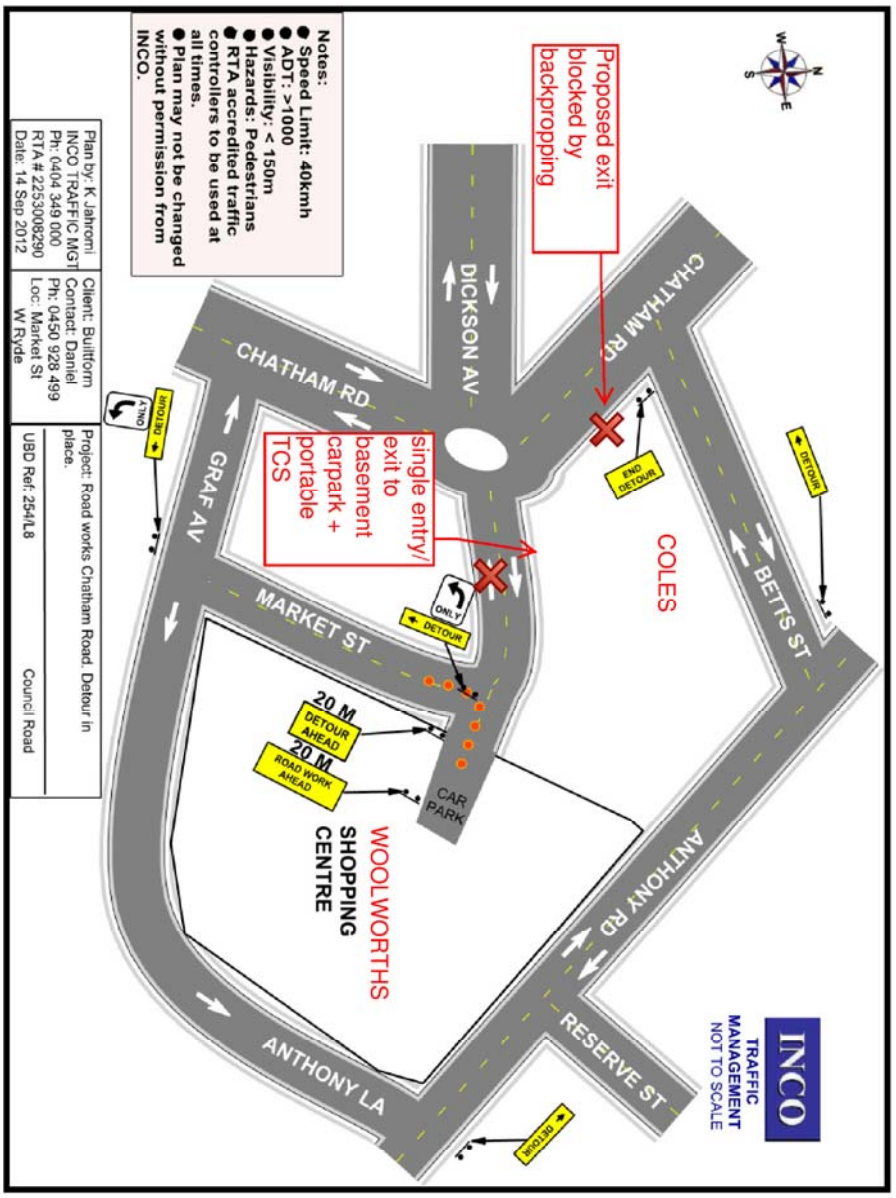


FIGURE 13: TRAFFIC CONTROL PLAN