

**Outcomes of Traffic Model and Parking and Traffic Impact Study  
Planning Proposal (Bunnings) - 461-495 Victoria Road, Gladesville**

**Notes from Community Information Session**

**Date: Thursday, 27 November 2014**

**Time: 6.30pm – 8.00pm**

**Venue: Ryde Civic Hall**

Questions were taken from the floor on the outcomes of draft traffic study as outlined in the draft Executive Summary (dated 25 November 2014) and the PowerPoint presentation by Council's independent consultants undertaking the traffic study.

**What we heard:**

General

- The staff from the Bunnings site might be encouraged to park on the surrounding streets instead of on the site, and add to the issues of staff from businesses parking out surrounding streets.
- The Saturday trip generation rates identified in the draft traffic study are questioned in terms parking demand and capacity. Do the rates identified mean that parking demand exceeds capacity proposed on Saturdays?
- Action should be taken to ensure there is more employment in the Gladesville light industrial area.
- Concern was raised that traffic issues in the streets south of Victoria Road (including too much Tennyson Road traffic) will be increased. The study should consider Sunday as a peak traffic day in this area, not Saturday.
- Concern was raised about potential impacts of the traffic mitigation measures on buses and opportunities for public transport to keep move people around this area. Are the buses using Victoria Road going to be impacted as a result of the preferred traffic network?

College and Frank Streets

- Concern was raised about the one-way scheme as proposed in College Street in that people will just ignore and drive both ways
- It was stated that there is a need for full closure of College St to protect residents
- It was stated that Orient St precinct residents would be prepared to travel full way around (i.e. support full closure College St)
- The study should consider the parking and traffic movements in relation to the new approved child care centre in Frank Street
- Business owners are concerned about trucks not being able to access businesses in the industrial end of College Street/Frank Street. It was stated that a lot of trucks come in to service these businesses and that the proposed roundabout at Frank/College would potentially hinder access by trucks getting to businesses. Requests made for alternatives to be considered to manage this commercial end of College Street

- Business owners are concerned about the impact on the businesses of too many restrictions applied to College Street. It was suggested that timed parking will not work in the commercial end of College Street/Frank Street
- The amount of traffic in College Street during the week appears the same as Saturdays suggesting there is very little traffic from the industrial developments.

#### Cressy Road:

- Questions were asked about the potential impacts of Bunnings planning proposal traffic mitigation measures (especially partial closure of College Street) on Cressy Road.
- The value of the proposed two lane treatment for Cressy Road at the intersection with Victoria Road was questioned in particular because Cressy Road traffic currently gets blocked from entering right into Victoria Road due to queuing of traffic at the Charles Street intersection.
- There are currently issues of parents illegally parking while dropping students at Holy Cross College. Concerns were raised about potential increase to safety issues in relation to proposed widening at intersection Cressy Road/Victoria Road impacting school drop off.
- Residents of Cressy Rd experience parking taken up by employees of the nearby bus depot and industrial area. It was suggested the study consider a one-way scheme in Cressy Road through to Victoria Road

#### Buffalo Road

- Concern was raised regarding traffic increases on Buffalo Road.
- Questions were asked about any traffic calming measures proposed for Buffalo Road.
- The study should provide more information about the potential traffic impacts on Cressy Road and corner of Buffalo Road. How many vehicles on a daily basis does Bunnings attract on a weekday, Saturday, Sunday and where does the traffic come from?
- It was suggested that a mountable roundabout be considered for Buffalo Road/Monash Road to assist buses using this route, and assist heavy traffic queues and safety concerns for other road users at this intersection.

#### Eltham Street

- Eltham Street residents raised concern that the proposed one way and signals at intersection (Eltham/Monash/College) could encourage eastbound rat run, and increased speeds in Eltham Street.
- It was suggested there should be a No Right Turn out of Aldi development
- The relationship of the one way proposal in Eltham St to the Bunnings planning proposal was questioned, the one way in Eltham Street proposal being part of the Aldi development.

#### Higginbotham Road/Thompson Street Monash Road

- Question were raised about what traffic calming measures would be proposed in Higginbotham Road and Thompson Street, and what impact these might have on buses and the need for more widening in Cressy Road.

## Responses

Responses to questions were provided by representatives of the City of Ryde, Bitzios Consulting and Bunnings Group, where relevant. Points made in response include:

- Issues raised related to the draft traffic study will be taken on board and looked at further, in particular:
  - Further modelling work will be carried out prior to finalisation of draft study (full version) to investigate potential for full closure of College Street, relationship with Cressy Road intersection treatments
  - Assessment of manoeuvring space and access for trucks, access for commercial vehicles, and vehicles associated with child care centre, etc in Frank Street and industrial end of College Street
  - Consideration of the Cressy Road treatments and relationship with Charles Street intersection and school
  - Potential for traffic calming, and a mountable roundabout – in response to traffic safety concerns associated with heavy right hand queuing from Buffalo Road into Monash Road.
- Modelling has been done to test a variety of future scenarios. Potential for linkages such as a link road as an extension of Frank Street to Buffalo Road have been considered. This option will not be assessed further at this stage because the land is privately owned, is built on, and it is not possible to condition under a development application.
- This area is affected by growth in traffic, as are many other areas of Sydney. Where there is growth, there is always going to be traffic increases. In this context there is a need to look at where to encourage traffic to go and where to discourage it from going. Traffic modelling assists the making of such decisions through the testing of scenarios into the future.
- The volume of traffic on Cressy Road will potentially increase, particularly with a one way scheme on College Street. Cressy Road is better suited to pick up that extra traffic than some of the other roads in the area.
- The traffic on Tennyson Road is mainly related to other developments. The study outcomes identify the majority of traffic impacts associated with the Bunnings planning proposal as from the areas north of the site.
- In relation to implementation and timeframe regarding the draft preferred network, the draft study outcomes identify three main areas of responsibility for implementation of elements of a preferred network:
  - Firstly, at this stage four elements are proposed as attributable to the Bunnings Planning Proposal that Council could condition fairly quickly and probably prior to issuing an Occupation Certificate for a Bunnings + Bulky Goods development
  - Secondly there are matters related to local development growth generally that could be attributable to future development and which would need to be managed over time
  - Thirdly there are local area traffic management/speed management proposals that Council could consider and this would need to be considered in the context of its broader capital works program and the availability of funds

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- In relation to Victoria Road and buses, part of the land dedicated by the Bunnings site was to provide continuous bus lanes on Victoria Road and there are other things that can be done to cater for buses and also to slow the traffic (traffic calming measures in some surrounding streets).
  - Some matters (hours of operation, staff parking, etc) will be the subject of detailed assessment and potential conditions of consent under any development application.
  - Staff parking will be required to be provided on-site as part of a development proposal. Bunnings advised that staff are encouraged to park on site (furthest corners of car park) and that this can be conditioned as part of the Development Application. Bunnings concept plan indicates in excess of required minimum parking spaces.
  - The Charles Street/Victoria Road intersection is a pinch point. Phasing and timing of the lights would need to be looked at, particularly with the addition of the second turning lane. Matters regarding elements on/in proximity to Victoria Road are subject to further consideration in consultation with Roads and Maritime Services
  - In relation to points raised regarding Eltham Street: The traffic management scheme for Eltham Street has not yet been looked at in detail and is taken on notice. With regards to the development in Monash Road, there is a six month trial commencing on 2 December and Council is requesting feedback.
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