

Appendix F – Traffic Impact Assessment

**Pidding Park Playing Field
Traffic Impact Assessment Report**

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TABLE OF CONTENTS

1	INTRODUCTION	2
2	DEVELOPMENT SCHEME	3
2.1	Site, Context and Existing Use	3
2.2	Proposed Development	3
3	ROAD NETWORK AND TRAFFIC CONDITIONS	4
3.1	Road Network	4
3.2	Traffic Controls	4
3.3	Traffic Conditions	5
4	PARKING	6
5	TRAFFIC	6
6	INTERSECTION OPERATION	7
7	ACCESS, INTERNAL CIRCULATION AND SERVICING	7
7.1	Access	7
7.2	Internal Circulation	7
7.3	Servicing	7
8	CONCLUSION	8

1 INTRODUCTION

This report has been prepared to support an application by the City of Ryde for "playing field lighting" at Pidding Park to facilitate night training for football, soccer and cricket and the occasional late finishing game. The sites main access is via Cressy Road, Ryde (refer to *Figure 1 – Location*).

The purpose of this report is to:

- Describe the site and the proposed development scheme;
- Describe the existing road network and traffic conditions serving the site;
- Assess the adequacy of the proposed parking provision;
- Assess the potential traffic implications;
- Assess the vehicle access, internal circulation and servicing arrangements.

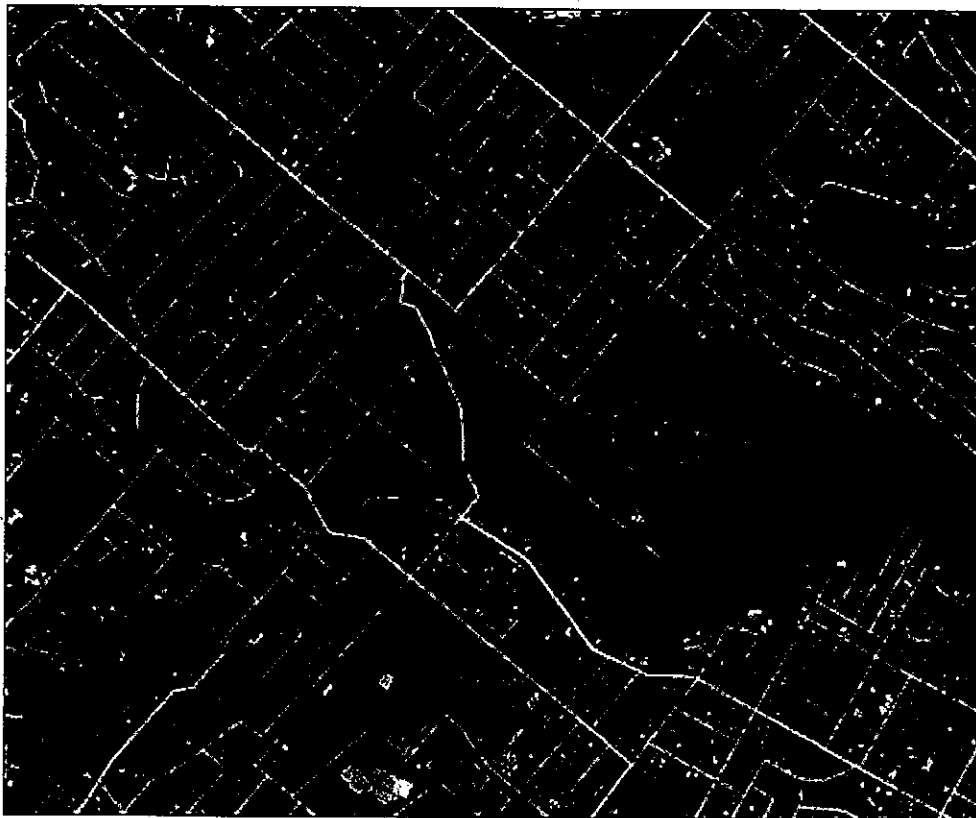


Figure 1 - Location

2 DEVELOPMENT SCHEME

2.1 Site, Context and Existing Use

The development site (refer to Figure 2) has multi-ownership which is defined in Table 1 below occupying an area of some 45,400 m².

Description	Owners	Property Address
Lot : 1 DP : 500229	City Of Ryde	84 Cressy Road, Ryde
Lot : 288 DP : 752035	City of Ryde	21 Pidding Road, Ryde
Lot : 278 DP : 752035	City of Ryde	19 A Pidding Road, Ryde
Lot : 277 DP : 752035	City of Ryde	19 Pidding Road, Ryde
Lot : 7 DP : 713957	City of Ryde	2A Quarry Road, Ryde
Lot : 8 DP : 713957	City of Ryde	86 Cressy Road, Ryde

Table 1: Property Address & Description

The existing facilities (onsite) are comprised of the following:

- An active playing field area with an amenities building and a gravel informal car park located in the north eastern portion of the park fronting Cressy Road. A playground is located to the west of the amenities building.

There are a number of users that utilise these facilities. These include:

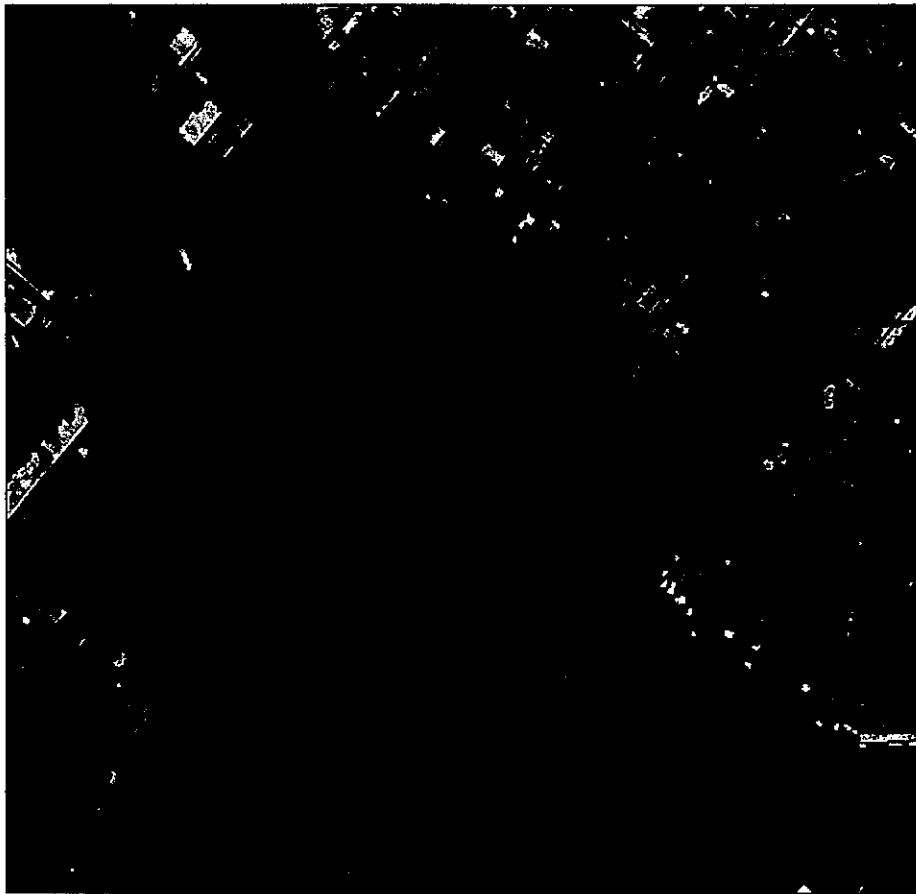
- Northern Districts Cricket Association (NDCA);
- Ryde Saints United Football Club (RSUFC);
- Gladesville Hornsby Football Association (GHFA);
- North West Sydney Womens Football Association (NWSWF).

Pidding Park is an important resource for both passive and active recreation within the City of Ryde and needs to be updated to service the future demands imposed by the current users.

2.2 Proposed Development

This proposal involves the installation of playing field lighting around the existing ovals (cricket, senior and junior soccer fields) at Pidding Park to enable use for night training purposes.

The proposed hours of operation are from 4pm – 9.30pm, Tuesday to Friday during the winter season (March to August) for training. Pidding Park is currently hired in summer (Sept to March) by the Northern Districts Cricket Assoc (NDCA) on Saturdays between 8.00am to 6.00pm, and on Friday evenings and a couple of Tuesdays until Xmas by Ryde Saints United Football Club for a summer soccer comp between 4.00pm and 7.30pm. In winter (Apr to Aug), the ground is hired on Saturdays by the Gladesville Hornsby Football Association (GHFA) between 8.00am and 6.00pm, and on Sundays by the North West Sydney Women's Football Association (NWSWF) between 8.30am and 5.30pm.



Existing sporting field to be floodlit to facilitate night time activities as shown

Figure 2 – Subject Site

3 ROAD NETWORK AND TRAFFIC CONDITIONS

3.1 Road Network

The road network serving the site (Figure 2) comprises:

- Pidding Road – Collector Road under Council's Road Hierarchy with a moderate volume of traffic and provides the only semi-direct vehicular access to Pidding Park from the south.
- Quarry Road – Collector Road under Council's Road Hierarchy with a moderate volume of traffic and provides a vital east/west connection north of Pidding Park.
- Cressy Road – Local Road which provides direct connection to Pidding Park (informal car parking area) via the cul-de-sac at the southern end of Cressy Road.
- Lane Cove Road – State Road which is a major north/south arterial road connecting the employment areas south of the City of Ryde LGA (Sutherland et al) to the employment areas north of the City of Ryde (Kurungai et al).

3.2 Traffic Controls

The existing traffic controls in the vicinity of the site (Figure 3 following page) comprise:

- Pidding Road, two (2) raised flat top road humps at equal spacings southeast of Quarry Road;
- The intersection of Pidding Road with Quarry Road is controlled via a 'single' lane roundabout;
- The 50 km/hr speed restriction applies to the local road system with 60 km/hr and 70km/hr speed restriction applying to Victoria Road and Lane Cove Road respectively.

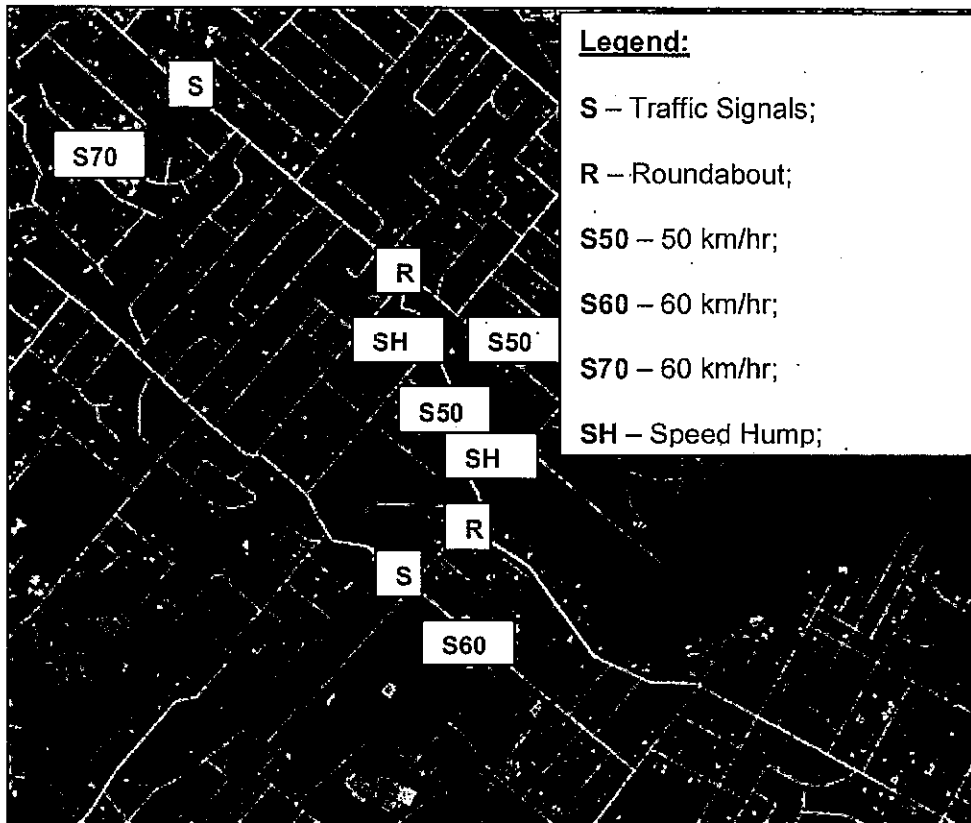


Figure 3 – Traffic Controls

3.3 Traffic Conditions

An indication of the prevailing traffic conditions in the vicinity of the subject site is provided by data published by the Roads and Traffic Authority. The RTA data is expressed in terms of the Annual Average Daily Traffic (AADT) and the total flow in Victoria Road is 55,417 vpd (east of Weaver Street, RTA Traffic Volume Data for Sydney Region 2002). Similarly for Lane Cove Road the AADT is 65,634 vpd (north of Curzon Street, RTA Traffic Volume Data for Sydney Region 2002).

Observations of traffic activity within close proximity to the subject site reveals local traffic conditions which is supported by signage at the intersection of Quarry Road and Badajoz Road stipulating "Local Traffic". Access to Pidding Park is isolated, as access is only permitted via a cul-de-sac at the southern end of Cressy Road.

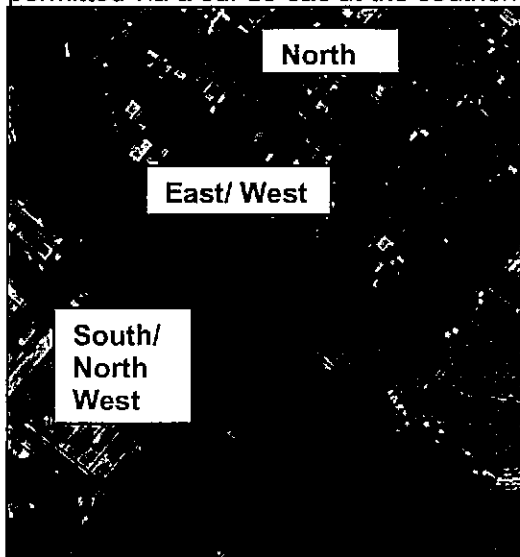


Figure 4 – Traffic Flow

4 PARKING

The existing facility has a single informal off-street car park area that has the capacity to hold thirty four (34) vehicles in a 90 degree parking arrangement. Furthermore, an additional thirty three (33) unrestricted parallel parking spaces along Cressy Road between Quarry Road and the cul-de-sac (cemetery and park frontage) as tabulated below (refer to *Figure 5.0 – Parking Locations* for site details):

Parking Type	Parking Restriction	Quantity	Comment
90 degree angled parking – off-street (P1)	Unrestricted	34	No comment
Parallel Parking – On-street (P2)	Unrestricted	33	Does not impact on residential parking amenity as parking spaces are in front of cemetery and Pidding Park frontage
Total (90 Degree Parking + Parallel Parking)		77	

Table 1.0 – Existing Off-street Parking

Both Council's Car Parking DCP 2006 (Part 9.3: Car Parking) and the *RTA Guide to Traffic Generating Developments* do not provide any details on parking rates for those types of uses, rather the parking requirements be formulated based on surveys of similar facilities. Onsite parking demand surveys were not able to be undertaken due to the school holiday period.

However, discussions with Council's Recreation Co-ordinator indicates that for a weekend sports event covering specifically football or soccer or cricket, the car park is generally 90% full (approximately 30 spaces occupied).

That is, the existing off-street car park facility (although informal) is more than adequate for the various winter and summer sporting uses.

5 TRAFFIC

The RTA's Guideline to Traffic Generating Developments does not specify traffic generating rates for this type of development, rather that surveys are undertaken for similar sites. As onsite parking surveys could not be undertaken due to the school holiday period the following 'conservative' analysis approach is undertaken as detailed below:

For an oval of this size with an equivalent circumference of 400 metres with an internal east/west and north/south dimension of 140 metres and 90 respectively, facilitate two (2) (half) training fields on training nights, that can be used simultaneously. Based on weekend 'peak' parking characteristics of 30 vehicles parked, for a single sporting event (which includes players, reserves, officials and visitors), the following multiplying factors are applied:

- An 85% confidence level parking demand is applied to the sporting use for two (2) 'half' field training events occurring simultaneously and with traffic discharging continuously over a one-hour period.

This would equate to average peak traffic generation potential of $30 \times 2 \times 0.85 = 51$ vph (rate of discharge greater than a minute between vehicles).

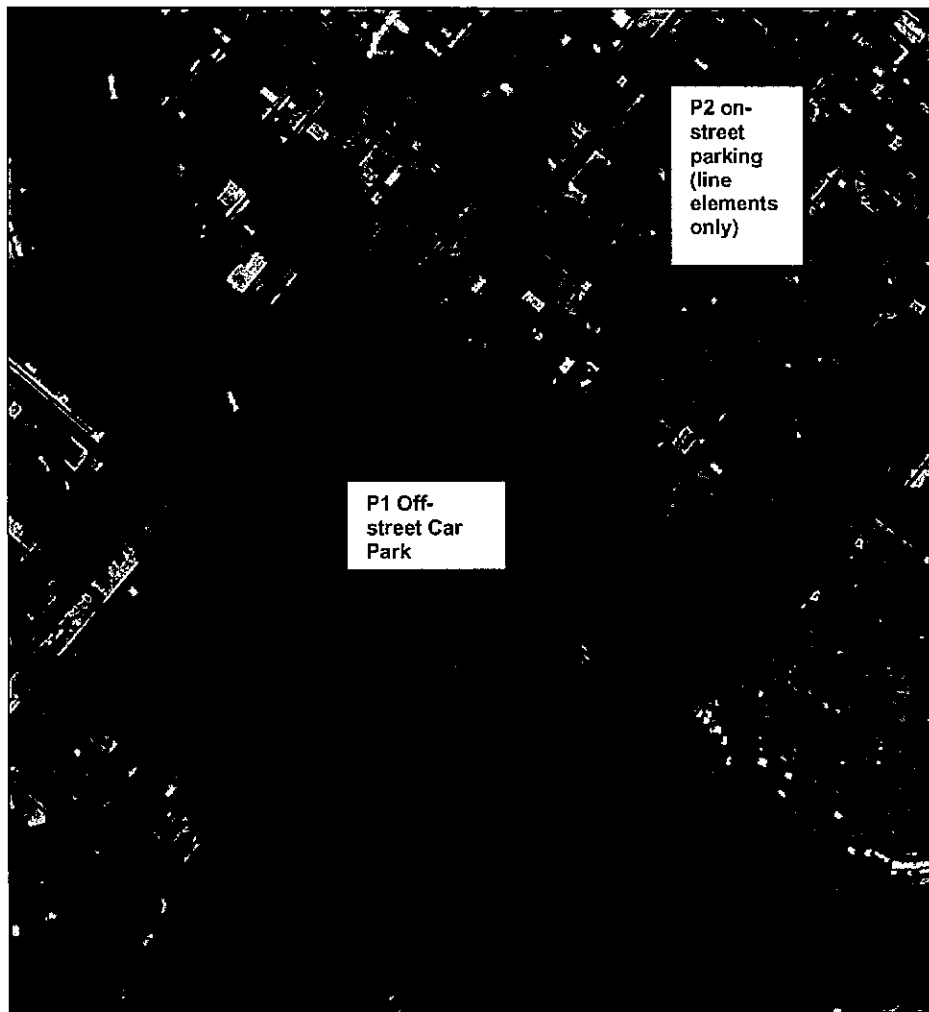


Figure 5.0 – Parking Locations

6 INTERSECTION OPERATION

The existing local road network is able to absorb this level of traffic generation (51 vph), from both the off-street and on-street car parking areas (refer to *Figure 4 – Traffic Flow*).

7 ACCESS, INTERNAL CIRCULATION AND SERVICING

7.1 Access

P1 vehicles will utilise the existing combined 5.0 wide ingress / egress driveways located along the eastern frontage of the park boundary (Cressy Road side) and should the traffic demand require partial queuing, this requirements can be adequately accommodated by the cul-de-sac. P2 vehicle lies within the road reserve and therefore depart from within Cressy Road (south of Quarry Road intersection).

7.2 Internal Circulation

The existing circulation within the off-street car park area (P1) is adequate as a 6 metre circulation aisle is provided for the 90 degree informal parking arrangement for the length entire length of the car park.

7.3 Servicing

Existing service activities such as water tankers to water the sporting fields etc are provided in direct line of access from the main access gate (via internal access gate)

which means large vehicles do not have to perform complex turning movements to enter the field area which means access for service vehicles is unimpeded.

8 CONCLUSION

The proposed lighting scheme will allow sporting activities to be undertaken at night and may assist with reducing the level of activity on weekends by allowing the scheduled sporting program to be spread over a number of days which would assist with reducing the level of parking demand currently experienced by Pidding Park Playing Field.

The analysis confirms that the current parking and traffic generation and projected average peak parking and traffic generation can be catered for adequately within the confines of the off-street parking area (P1) and the on-street parking area (P2), which does not impact of residential amenity.

