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9 May 2018

Traffic and Development Engineer
City of Ryde
Locked Bag 2069
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**RE : COLLEGE STREET CLOSURE: 12 MONTH POST IMPLEMENTATION REVIEW
ASSESSMENT OF TTPA FINDINGS AND RECOMMENDATIONS**

Bitzios Consulting has been commissioned by the City of Ryde (CoR) to provide independent recommendations for the proposed traffic management (either one-way closure or full closure) of College Street as part of the proposed Bunning development at 461-495 Victoria Road, Gladesville. The College Street full road closure trial was implemented, and the assessment of the closure impacts and benefits were documented in the "12 Month Post Implementation Review Report" by TTPA (April 2018, Version E).

This letter provides our review of TTPA's findings and offers our recommendations as to a way forward with the closure.

1.0 KEY FINDINGS/CONCLUSIONS

Key findings from the review of the TTPA report are as follows:

- in terms of north-south travel, the closure appeared to remove approximately 80 vph in the AM peak from Orient Street with approximately 50 vph more appearing on Cressy Road. In the PM peak approximately 50 vph - 60 vph was removed off Orient Street and very few (if any) of these trips appeared on Cressy Road. A conclusion that could be drawn is that the AM peak traffic re-assignment onto Cressy Road may be associated with school-related traffic, given that the PM commuter peak is outside school hours;
- the closure has achieved its objective of significantly reducing traffic volumes on Orient Street and on College Street east of Orient Street;
- the impacts of the closure on Cressy Road traffic volumes are less than expected in pre-closure modelling and may suggest some broader route choice influences on roads such as Monash Road (but this is not expected to be significant);
- the site visits have confirmed the presence of very long queues in the Frank Street approach to the Frank Street/Victoria Road intersection at school peak times. This is particularly evident in the school PM (pick-up) peak when departures profiles are generally more condensed. The site visit also identified that when all of the available parking is taken, there is no opportunity to recirculate efficiently back to Frank Street to again search for a vacant space, leading to risky manoeuvres;

- the site visits have confirmed that the right turn out of Frank Street is now held at red for the entire pedestrian clearance time for pedestrians crossing the western side of the intersection. This additional delay to right turning vehicles out of Frank Street is expected to be the primary cause of the longer queues;
- TTPA has recommended that RMS be requested to change the 'red for pedestrian' protection time back to the former 'walk only' time until the Frank Street approach is widened to provide more green time for the right turn movement out of Frank Street and reduce its queues. As an alternative TTPA suggested that the College Street closure be modified to allow eastbound movements (i.e. allow the movements that must exit via the Frank Street/Victoria Road intersection an alternative egress); and
- it is unlikely that RMS will modify the signal timings back to the previous condition.

2.0 RECOMMENDATIONS

It is recommended that:

1. The College Street closure be made as a permanent one-way closure allowing eastbound traffic movements and prohibiting westbound traffic movements, consistent with the recommendations of the *Bunnings Gladesville Traffic and Parking Study (2015)*. The one-way closure achieves a balance between limiting the volume of through traffic along College Street and along Orient Street whilst supporting sufficient egress and circulation opportunities for school-related and local business-related traffic.

Please do not hesitate to contact me with any questions regarding this advice.

Yours faithfully



Damien Bitzios
Director
BITZIOS CONSULTING