
10 TRAFFIC AND PARKING INVESTIGATIONS - HOLY SPIRIT PRIMARY SCHOOL

Report prepared by: Traffic Engineer, Traffic Transport & Development
File No.: GRP/09/3/17 - BP19/256

REPORT SUMMARY

This report outlines the traffic and parking investigations that have been undertaken by the Council engineers on the roads that have a frontage with Holy Spirit Primary School.

The investigations outline the issues raised by the school community and details the proposed recommendations that have been separated into a short and medium term works program.

In addition to continued enforcement and education, Council's traffic section proposes the following actions:

Short Term Works (0 - 2 years):

- All signage and line marking deficiencies that falls under RMS jurisdiction to be reported to that entity for its investigation.
- Request for full red arrow protection for all pedestrian phases at the signalised intersection of Cox's Road / Wicks Road.
- Request RMS to consider provision for a four phase arrangement at the signalised intersection of Cox's Road and Wicks Road.
- Request RMS to optimise phasing arrangement at Wicks Road/ Cox's Road and assess impact on possible peak hour right turn restriction for eastbound vehicles on Cox's Road at Wicks Road.
- Address deficiencies in statutory *No Stopping* signage at all intersections.
- *Give Way* signage, line marking and centreline double barrier lines to be installed where Avon Road intersects with Cooney Street and Marilyn Street.
- Investigate provision of school hour right turn restriction on Cooney Street at Wicks Road.
- Investigate provision of pedestrian refuge on Marilyn Street at Avon Road.
- Transfer of *Kiss and Ride* zone from Cooney Street to Marilyn Street.
- School to provide internal walkway and shelter to new *Kiss and Ride* zone in Marilyn Street.
- Removal of children's crossing from Cooney Street.
- Review need for driveway delineation lines in Cooney Street, Avon Road and Marilyn Street.
- Investigate feasibility of *KEEP CLEAR* on Wicks Road at Cooney Street and

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Farringdon Parade.

- Investigate provision of Clearway restrictions on Wicks Road between Epping Road and Cox's Road.
- Review need for No Right Turn restriction for eastbound vehicles on Cox's Road at Wicks Road.
- Review need for peak hour No Right Turn restriction on Cooney Street at Wicks

Proposed Medium Term Works (3 – 5 years):

- Review of car park locations and existing pedestrian facilities on Cox's Road through the Town Centre to be undertaken to review suitability, relocation or possible conversion to pedestrian activated facilities.
- Kerb ramps at all intersections on main routes to school to be upgraded to ensure compliance with Council's and RMS standards.
- Review footpaths along major desire routes to/from Holy Spirit Catholic Primary School.
- Review of street lighting along pedestrian desire routes.

RECOMMENDATION:

- (a) That Council place the Holy Spirit Catholic Primary School Traffic and Parking Study on public exhibition for a period of 28 days.
- (b) That following the community consultation, a report be provided back to Council, via the Ryde Traffic Committee.

ATTACHMENTS

- 1 Holy Spirit Primary School – Community Information Session Q&A
- 2 RMS Warrants for Pedestrian Crossings

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ITEM 10 (continued)**Introduction**

Council engineers have undertaken a traffic and road safety assessment on all roads that are commonly used by parents and carers of students attending Holy Spirit Catholic Primary School. This assessment has been used to determine a short and medium term works program to address these deficiencies

One of the key recommendations that would alleviate much of the congestion that presently occurs in the vicinity of the School is the relocation of the 'Kiss and Ride' zone from Cooney Street to Marilyn Street. For this 'Kiss and Ride' zone to function successfully, the School needs to provide a footpath within its grounds to Marilyn Street and for protection to be provided to students during inclement weather.

An additional outcome from the analysis that has been undertaken is the interaction of the many car parks on Cox's Road with pedestrian desire lines and location of the formal pedestrian crossing facilities through the Town Centre. The Community considered that the pedestrian facilities on Cox's Road are not optimised with respect to pedestrian desire lines, with car park access points being too close to such facilities.

Relocation of pedestrian crossing facilities especially in Town Centres is problematic given the impacts that it would have on existing on-street parking locations and need for statutory No Stopping distances to achieve maximum sight distance lines. A detailed review of the pedestrian facilities on Cox's Road and associated consultation will thus be undertaken as a key project in the medium term works program.

Background

The Works and Community Committee Report No. 7/17, dated Tuesday 17 October 2017, recommended that City of Ryde Council adopt a schedule to investigate traffic and parking issues at the 28 schools located within the council area. The school schedule was created in order to:

1. Better manage existing staff resources;
2. Undertake more in-depth investigations within each school catchment area;
3. Budget infrastructure solutions; and
4. Ultimately provide better outcomes for the local and school community.

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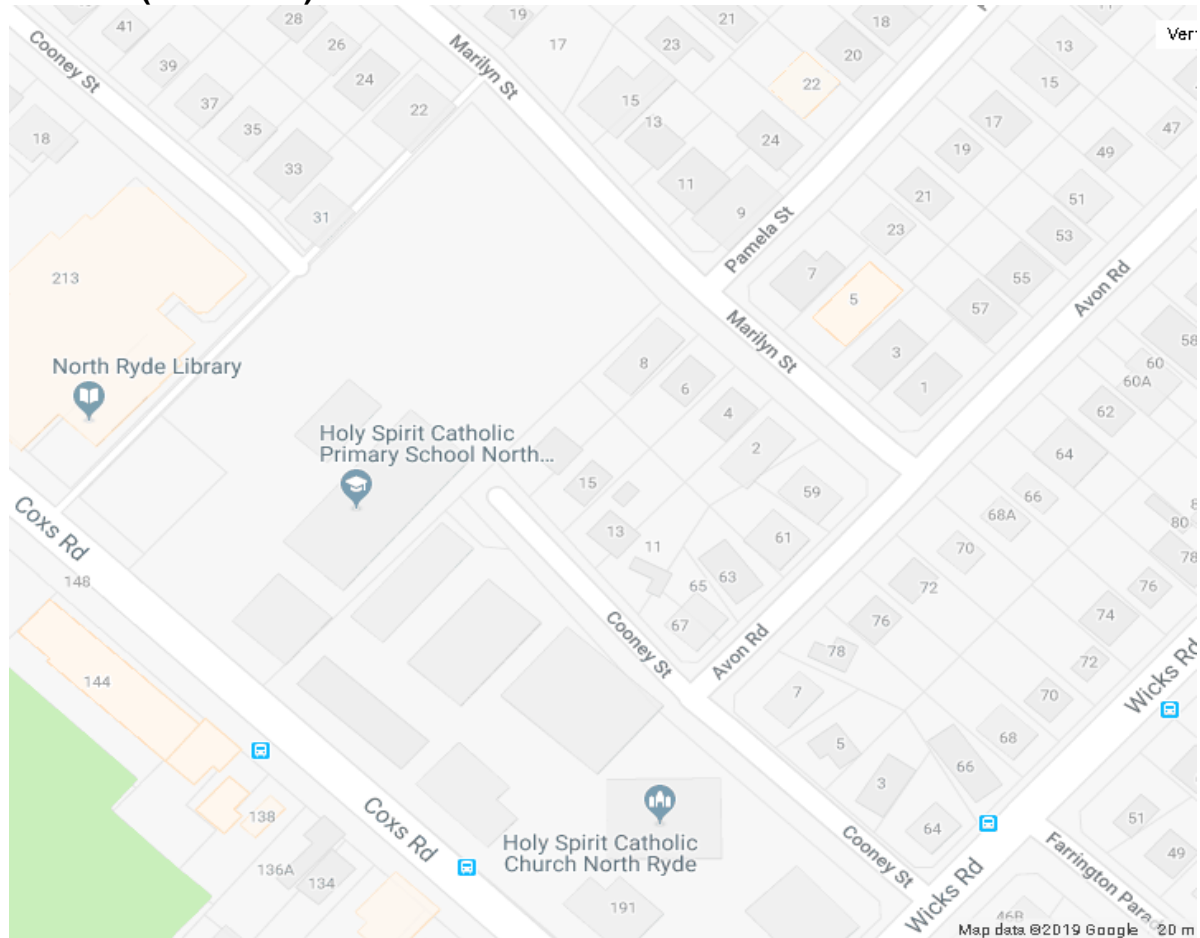


Figure 1: Holy Spirit Catholic Primary School & Environs

Consultation Process

A web page on 'Traffic and Parking Investigations Around Schools' was developed, through which Council sought to inform the local community that it was investigating traffic and parking issues around various schools with the aim of improving safety for users in each catchment area.

The local community was encouraged to provide feedback on what it considered were traffic and road safety issues pertaining to Holy Spirit Catholic Primary School and its environs. These issues were then mapped using an online mapping tool. Council also requested information on how people were travelling to and from the school through a short travel to school survey.

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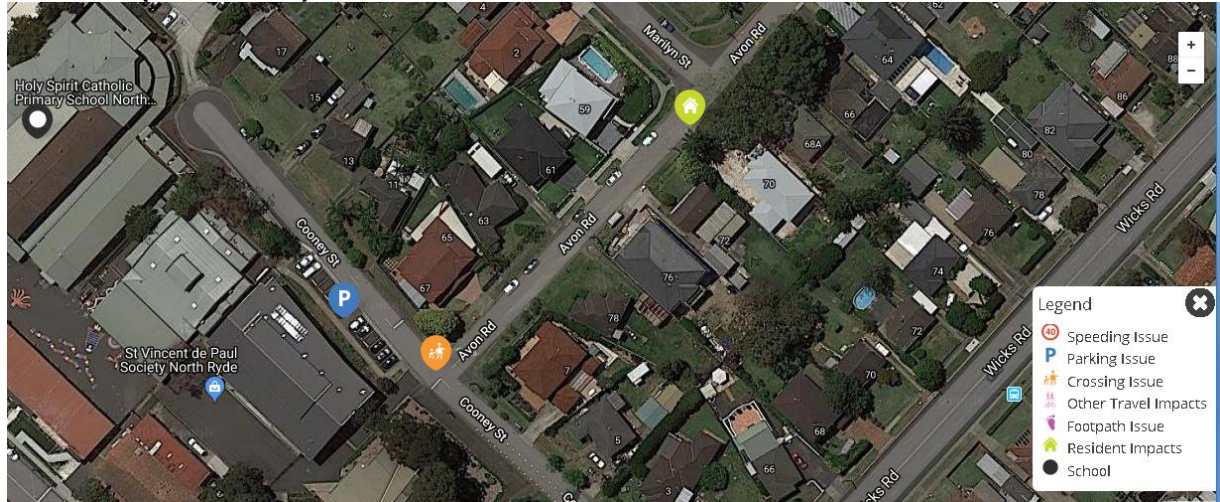


Figure 2: Mapping Tool Identification of Issues

The community was encouraged to provide any further comments or concerns on how Council could improve traffic flow and safety in the area through an online submission form.

A mail out to all residences in the catchment area was also undertaken, inviting people to an evening information session at Holy Spirit Catholic Primary School on Tuesday the 4th of September 2018.

Community concerns from the information session were noted and responded to – see *Attachment 1*.

Requirements, Responsibilities & Jurisdictions

Through the consultation process, the Holy Spirit Catholic Primary School community requested a variety of traffic facilities and remedial works to be investigated and provided. Council in general is responsible for all matters that are situated on local roads. However, there are a number of facilities which, while located on local roads, fall outside Council's jurisdiction and which are the sole responsibility of Roads and Maritime Services (RMS). RMS is responsible for the following matters:

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- The installation, operation and management of all traffic signal sites;
- Any changes to the phasing arrangement at traffic signal sites;
- The installation, operation and management of all urban speed zones;
- The installation, operation and management of all 40kph School Zones including maintenance of 40kph pavement patches and dragons teeth delineation; and
- All matters associated with the operation and management of State Roads i.e. Victoria Road, which includes all associated parking signage and line marking.

School communities generally perceive that pedestrian crossings are the safest method for children to cross a road carriageway. However, before a location can be considered for a pedestrian crossing it must meet minimum warrants set by the RMS which are based on pedestrian and vehicle numbers – *see Attachment 2*.

InvestigationsChildren's Crossing and Kiss and Ride zone on Cooney Street:

The location of the children's crossing and operation of the kiss and ride zone on Cooney Street were the chief areas of concern amongst parents and carers of children attending the school and also with the local community.

A site inspection has been undertaken which indicates that the children's crossing does not comply with RMS technical directions. It is located within the intersection of Cooney Street and Avon Road, with a bank of angled parking and access driveway to the church all located within the confines of the children's crossing. While there is a footpath provided from the school to the southern side of the children's crossing there is no footpath provided on the northern side. The purpose of the children's crossing is to provide safe passage across the street for children, however this crossing in its present location does not meet this aim.

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Figure 3: Location of Children's Crossing on Cooney Street

Kiss and Ride operations in Cooney Street funnels parents into the dead end section of the street leading to localised congestion. The operation of the *Kiss and Ride* zone prevents any vehicle attempting to leave the indented parking area immediately west of the children's crossing.

A review of on-site conditions indicates that there is no safe location on Cooney Street where the children's crossing could be relocated to and thus it is considered that it should be removed as it is non-compliant. The *Kiss and Ride* zone should be relocated to Marilyn Street which currently has an extensive school frontage that can be utilised. Marilyn Street is already located within a *40kph School Zone* thus no changes would be required to the posted speed limit. The School had indicated that a footpath would need to be provided on school grounds for children to access Marilyn Street, however site inspections indicate that there is currently a laneway that adjoins the full extent of the School's property, thus if access was provided to this laneway, children would be able to access the relocated *Kiss and Ride* zone in Marilyn Street.

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The relocation of the *Kiss and Ride* zone to Marilyn Street would alleviate much of the current localised congestion that exists in Cooney Street and Avon Road and would provide a safer environment for children attending the school.

Signage & Line Marking Audit

A signage and line marking audit was undertaken by Council engineers on Cooney Street and Avon Road to identify deficiencies where primarily statutory No Stopping restrictions were either missing or not signposted appropriately. The line marking audit identified a number of locations where additional delineation is considered appropriate and where existing line marking needs to be upgraded. Where improvements are of a purely maintenance nature, associated works instructions are issued. Deficiencies associated with RMS works have been referred directly to that entity, with proposed new parking zones or extensions to No Stopping zones to be referred to the Ryde Local Traffic Committee for endorsement and subsequent resolution by Council.

The following issues were identified through this audit:

- Issue 1: RMS is responsible for the installation and maintenance of all urban speed limit and school zone delineation. This includes speed signage/ pavement patches/ and dragons teeth line marking. Audit revealed that many of these facilities are in a poor state of maintenance. RMS will be advised of these deficiencies.
- Issue 2: Intersections of Avon Road/Cooney Street and Avon Road/Marilyn Street will be upgraded with *Give Way* signage and delineation. Centre line double barrier lines will be provided to raise awareness regarding correct travel path through each intersection.
- Issue 3: Relocation of 'Kiss and Ride' to Marilyn Street will result in more pedestrian activity in the street thus the provision of a pedestrian refuge on Marilyn Street at Avon Road will be investigated as to its feasibility.
- Issue 4: Crash analysis was undertaken at the signalised intersection of Cox's Road and Wicks Road which indicated that there have been five pedestrian related crashes in the past 5 ½ years. RMS has been advised of this and is currently investigated remedial measures to address this deficiency.
- Issue 5: It has been observed that when streets are being re-sheeted, delineation that has been removed is either not reinstated or only partially reinstated. Council's Assets section has been advised of this issue.

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Issue 6: It was observed that vehicles wishing to turn right from Cooney Street onto Wicks Road results in significant congestion in Cooney Street in both the morning and afternoon pick up and set down school periods. A right turn restriction during school zones hours would alleviate this localised congestion.

Issue 7: Observations at the signalised intersection of Cox's Road and Wicks Road revealed that much of the congestion that occurs on Cox's Road in peak hours is due to eastbound vehicles wishing to turn right from Cox's Road onto Wicks Road. Peak hour right turn restrictions would alleviate this congestion. RMS to be requested to review this possible change to the phasing arrangement.

Crash Analysis

The roads surrounding Holy Spirit Catholic Primary School have been assessed using the 2013 - June 2018 RMS crash dataset. This dataset is populated only by crashes where NSW Police have been in attendance or where crashes have been reported to NSW Police. This analysis indicated that there has been only 1 reported crash located on a street with an active school frontage, with this non-injury crash located on Cox's Road.

The crash occurred between two cars at 7:10am on the 11th of August 2013 on Cox's Road and was due to a parking manoeuvre.

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Figure 4: Crash Analysis

It should be noted that there have been a number of pedestrian related crashes at the signalised intersection of Wicks Road and Cox's Road. However as these crashes have occurred at the signalised intersection due to its phasing arrangement, they fall under the care and control of RMS to address. RMS is reviewing the phasing arrangement with full red arrow protection to be provided to pedestrians when a turning phase coincides with a pedestrian phase.

Proposed Actions

Enforcement

Feedback from residents and school community indicate that some parents and carers continue to undertake unsafe practices despite being regularly informed of the penalties and risks. Therefore, Council's new dedicated School Zone Enforcement Officers will be requested to undertake additional patrols of Holy Spirit Catholic Primary School throughout the school year. In particular, they will be requested to target individuals who are undertaking the following illegal practices:

- blocking resident driveways

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- double parking
- parking in *No Stopping* zones or within 3m of double barrier lines
- dropping off children within the Children's Crossing zone

Education

Education is regularly delivered to students through the Department of Education curriculum on road and pedestrian safety. Council's Road Safety Officer works with the RMS, police and schools to target information and programs at parents and carers with the aim of improving driver behaviour in school zones.

Each year Council distributes updated fact sheets to schools in English, Chinese and Korean languages on various road safety topics which are then distributed through the school to parents and carers. Council will also continue to provide road safety signage and resources to schools and from 2019 will be developing and distributing a quarterly road safety newsletter in different languages to all primary schools as an additional reminder of safe practices, road rules and penalties.

Proposed Short-Term Works

- All signage and line marking deficiencies that falls under RMS jurisdiction to be reported to that entity for its investigation.
- Request for full red arrow protection for all pedestrian phases at the signalised intersection of Cox's Road / Wicks Road.
- Request RMS to consider provision for a four phase arrangement at the signalised intersection of Cox's Road and Wicks Road.
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Proposed Medium-Term Works

- Review of car park locations and existing pedestrian facilities on Cox's Road through the Town Centre to be undertaken to review suitability, relocation or possible conversion to pedestrian activated facilities.
- Kerb ramps at all intersections on main routes to school to be upgraded to ensure compliance with Council's and RMS standards.
- Review footpaths along major desire routes to/from Holy Spirit Catholic Primary School.
- Review of street lighting along pedestrian desire routes.

Community Engagement

Recommendations that require the approval of the Ryde Traffic Committee will, as part of the associated report, contain results of consultation with the local community and school if directly impacted.

Where changes are necessitated to ensure compliance with NSW Road Rules, only directly impacted residents will be advised about minor works to be undertaken i.e. statutory No Stopping restrictions at intersections, pedestrian facilities or signposting of bus zones. While the opinions of residents will be considered in all proposals, it should be noted that road safety will be of paramount importance in all cases.

Funding

The maintenance of signage and line marking and provision of associated new minor delineation works is generally catered for through the annual Block Grant that Council receives each year from Roads and Maritime Services.

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New works such as enhanced street lighting / provision of traffic calming devices / pedestrian refuges or enhanced pedestrian crossings all must be funded by Council directly or through funding submissions to the Federal or State Government via road safety programs.