

8<sup>th</sup> November 2011

Dear Sir,

Re: the residential development proposal at the Royal Ryde rehabilitation site.

I have had the opportunity to review the report done in 2005 by Colston Budd Hunt & Kafes regarding the traffic consequences of the above development.

I noted in 2.8 that Charles Street is noted to be a collector road/ sub arterial road. I also note in 2.11 that the traffic flows on Channel Street during the morning peak hour, and South of Victoria Road were 570 in 2005. Traffic flows on Morrison Road during the same time were between 500-2000 vehicles. In the report 2.20 it was noted that the intersection of Charles Street and Victoria Road were operating with average delay of less than 20 seconds. What this figure includes is all of the high flow traffic along Victoria Road, as well as that trying to exit Charles Street on Victoria Road. Item 2.24 points out the RTA's guide to traffic generating developments recommends that collector roads should have a maximum flow of 500 vehicles per hour, with an environmental goal of 300 vehicles per hour in the peak period.

Currently the most direct way to exit right onto Victoria Rd to the city from the site is to exit via Charles St. Many primary school children cross Victoria Rd at that intersection during peak period to attend St Charles Borromeo Primary School. Subsequently, there is considerable delay turning right onto Victoria Rd from Charles St as pedestrians cross the intersection. Often only 4-8 vehicles are able to do so at a time, causing considerable frustration and the temptation to run a red light. The possibility of a serious incident is real and significant.

According to the report there would be 460 new vehicle movements per hour, 70% of which would be outbound. In 3.30 the report suggests traffic increase on Charles St would be 55-85 per hour. I would suggest that the increase would be in the order of 160 vehicles, thereby increasing traffic flow south of Victoria Rd to 730, well over the design capacity of this road. The close proximity of a primary school materially adds to the risk of a serious pedestrian accident.

The report also notes that the development presents an opportunity to enhance public transport (3.34). Unfortunately, since the report was completed, the provision of public transport in the area has been significantly cut back. Currently, Sydney Buses has no plans to increase services within Putney.

Currently, Putney has 2900 residents. The development of 800+ new residences with a probable increase in population of around 2000 (a 65% increase) with no new transport infrastructure means local transport amenities will be vastly overloaded. I ask that the Proponents and the department give their full consideration to moderating this over-development.

Yours sincerely,

Dr Michael Ellis  
68 Phillip Rd, Putney.

