

Memorandum

ARUP

To	Alexis Cella - JBA	Date	5 November 2010
Copies	Terry Morris - Morris Bray Architects	Reference number	220579-00/TNB
From	Tim Brooker - Arup x 9320 9549 (Sydney)	File reference	0006 Memo
Subject	Arup Response to SAN Traffic Issues in Residents Comments Page 1 of 2		

This is our summary of responses to the resident's issues. It is formally issued as a letter/memo so that it can be directly submitted to the NSW State and Local Government agencies who are involved in assessing the proposal.

Surrounding Resident Submission 2;

Issue 3;

Traffic and parking remain as issues throughout the day until employees of the businesses start to leave at around 4:30 and parents begin to collect their children. The proposed development will increase the level of congestion, and disrupt the traffic even further.

As per Table 5 in Section 4.3 of the Traffic and Accessibility Impact Assessment Report, the proposed development adheres to the parking requirements in the Hornsby Development Control Plan. In addition to satisfying this parking standards Section 4.4 of the Traffic and Accessibility Impact Assessment Report for the proposed development demonstrated that the proposal provides adequate parking for the peak parking times by the RTA recommended method of assessment.

Issue 4;

The AM survey (7:00am to 8:00 am) undertaken as part of the Traffic and Accessibility Impact Assessment seems to be too early. Most traffic arrives in Balmoral Street and surrounds during the following hour, as employees of the various medical businesses and kindergardens arrive for work.

From the independent survey data, the actual peak traffic time throughout the area was found to be in the afternoon (16:15 – 17:15 hrs). As the intersections were assessed with peak traffic flows for this period, it is considered that the assessment is robust. A morning peak assessment for the period 7-8 am was also undertaken as this is the period of greatest morning traffic generation by the proposed development. It is actually beneficial for the proposal that it's peak time of morning peak traffic generation (7-8 am) does not co-incide with the general time of existing morning peak traffic in the area (8-9 am) as this reduces the overall level of morning peak traffic impacts.

Issue 5;

There are no traffic calming devices along this particular section of Balmoral Street adjoining the subject site. Statements within the Traffic Impact Assessment regarding the impact of speed humps on this section of Balmoral Street are speculative. Given that Balmoral Street provides a link with the nearby arterial route, Edgeworth David Avenue, the provision of raised pinch points along the section of Balmoral Street between Burdett Street and Edgeworth David Avenue provides effective traffic calming for the route as observed during site visits. This section is located between Edgeworth David Avenue and Burdett Street to reduce the speed of drivers from an arterial route environment travelling into a primarily residential setting.

Surrounding Resident Submission 3;

Issue 10;

Has the traffic impact of the development considered other current and known proposed development in the surrounding area?

A survey of recently approved development applications from the Hornsby Council website was carried out at the time of the application. The results of this survey showed that no significant traffic generating developments have recently been approved in the vicinity of the SAN Day Surgery.

Issue 11;

There are potentially unknown factors (e.g. driver behaviour) that the traffic assessment is not able to predict which may have knock on effects / impacts to traffic in the area.

As a result of unknown factors it is generally considered by the RTA that the measurement of the capacity of a junction or Degree of Saturation be taken as 0.85 or 85% as opposed to the theoretical capacity of 1.00 or 100%. Regardless of this criteria, the assessed junctions do not reach either the practical capacity limits or the theoretical capacity limits with the predicted traffic from the proposed development on the surrounding road network.

Issue 12;

There are no speed bumps in Balmoral Street between Burdett Street and Northcote Road.

There are no speed bumps on Balmoral Street between Burdett Street and Northcote Road. For clarification of Section 2.2 of the Traffic and Accessibility Impact Assessment, the raised pinch points on Balmoral Street are to the south of Burdett Street. This traffic calming feature was observed as being quite effective in calming traffic travelling in either direction from the Edgeworth David Avenue intersection to or from the SAN site.

Issue 13;

The increase in traffic flows as a result of the development, coupled with the increased traffic flows due to rotational shift workers outside of the peak periods, demonstrates the over development of the site.

As stated in Section 4.5.1 of the Traffic and Accessibility Impact Assessment, the trip generation was calculated using RTA recommended traffic flow generation rates. These trip rates are based on surveys of hospitals at a number of Hospitals throughout the Sydney area. The analysis based on these figures demonstrates that the proposed development will have a negligible effect on the surrounding road network.

Best Regards

Tim Brooker

Senior Transport Planner | Planning Sydney