MEMO

TO: **ERIN MURPHY – SENIOR DEVELOPMENT PLANNER SOUTH**

FROM: **STEVEN GREEN - TRAFFIC AND TRANSPORT ENGINEER ENGINEERING ASSESSMENT**

SUBJECT: **DA49578/2016 – 321 TO 331 MANN STREET, GOSFORD MIXED USE 184 RESIDENTIAL UNITS**

DATE: **29/11/ 2019**

INTERNAL REFERENCE:

RE: DISCUSSIONS POINTS 321 TO 331 MANN STREET, GOSFORD - AVAILABLE SIGHT LINES TRAFFIC ADVICE PROPOSED MIXED USE 184 RESIDENTIAL UNITS

Background

I wish to confirm our discussion and Traffic Advice provided regarding a Roads and Traffic Authority (RMS) letter dated 22 August 2018 for the 321 to 331 Mann Street, Gosford DA49578/2016 Mixed Use 184 Residential Units.

The RMS letter advised it had no objections to the proposed development.

The RMS letter also sought assurance from Council that adequate sight lines to the proposed driveway in Mann Street would satisfy Austroads Guide to Road Design 4A (Unsignalised and Signalised) and the relevant AS2890.1:2004).

The Regional Planning Panel were discussing the RMS letter and sought assurance from Council's Traffic Engineer that the RMS comments could be addressed.

A single vehicle access is to be provided from Mann Street near the northern boundary of the site which will allow for all vehicle access as well as servicing of the site. This access is consistent with the requirements of AS2890 for a Class 2 access facility (less than 300 parking spaces) providing a minimum width of 7.2 metres (8.4 metres at the roadway).

All vehicles shall be able to enter and exit the site in a forward direction with the access driveway and internal site layout allowing for two way movements in accordance with AS2890 and the Gosford Development Control Plan.

The internal layout allows for the manoeuvring of vehicles associated with waste collection, providing adequate turning space for vehicles to access the loading dock. A swept paths analysis has been completed to demonstrate safe and appropriate access to the loading dock within the site.

Sight lines

With the existing 60KPH posted speed limit along Mann Street, AS 2890 .1 requires a minimum available sight distance (in the vicinity of the subject site) of 65 metres and a desirable available sight distance would be 83 metres.

A Traffic Impact Statement by Seca Solution dated 24 July 2017 claimed that sight distance has been reviewed on site and there was more than 83 metres in both directions along Mann Street?

The Study's claim that 83 metres sight distance is available appears to be incorrect when checked with Council's Geocortex land information system. **Geocortex** shows that the approximate available sight distance from a likely driveway location from property 331 Mann Street to the north towards Etna Street is approximately 65 metres (rather than in excess of 83 metres as claimed in the Study) to approaching traffic. Hence the current design available sight distance does not meet the Desirable Standard of 83 metres as claimed by the Study. The Desirable sight distance standard could only be met if the driveway were relocated by approximately 18 metres (or a greater distance) in a southerly direction.

The AS 2890.1 procedure for measuring driver sightlines involves field measurements (using a measuring tape) of available sight distance from a location of 1.15 metres height (drivers height) above ground level at the proposed site driveway to approaching traffic along Mann Street.

The field measurements of the Study have been found to be incorrect and misleading. Ideally the Study should be redone. However, given the study was done in 2017 this is considered not possible.

Summary

On revisiting the site, I observed that the actual traffic speed environment in front of the development site for both directions of Mann Street is in the order of 40 to 50KPH, which is significantly lower than the posted speed zone of 60KPH. The speed environment is traffic calmed due to the operation of the nearby Mann Street/Etna Street Racecourse Road traffic signals. The signals have two approach lanes on each approach.

For the Mann Street northbound direction queues often extend past the proposed driveway, which slows traffic. For the southbound direction traffic often stops at the signals which creates a slower speed environment overall. When-ever southbound traffic has a green phase, traffic is delayed by traffic turning right into Racecourse Road. Also, the two southbound lanes must merge into one lane in front the site due current on-street parking which lowers the traffic speed environment considerably.

In my view the proposed driveway location is likely to have minimal adverse traffic impacts due to the slower observed speed environment of 40 to 50KPH speed as outlined above.

For the Panel's consideration and discussion at the meeting.

Recommendation

According to Councils' Geocortex system the proposed driveway location on Mann Street satisfies a minimum requirement for sight lines under Austroads Guide to Road Design 4A (Unsignalised and Signalised) and AS2890.1:2004 to cater for the proposed development with minimal traffic impacts.

Steven Green
TRAFFIC AND TRANSPORT ENGINEER