

12 October 2018

Mr Ross Walker
President
Beecroft Cheltenham Civic Trust

By Email: president@bcct2119.com.au

Dear Mr Walker

Beecroft and Cheltenham – Traffic and parking management

I refer to your email dated 17 September 2018 in relation to various traffic and parking matters in Beecroft and Cheltenham. I apologise for the lateness of this reply.

1. *Hannah Street – request for 'Loading Zone'*

All new developments are required to provide parking and delivery areas within the site. The loading docks within the mixed residential and commercial centre are designated to service all tenancies. On-street loading zones are generally provided for older developments which predate Council's development control plan. The existing 'No Stopping' zone in Hannah Street is required for traffic flow and road safety reasons and cannot be converted to a 'Loading Zone'. A 'Loading Zone' placed in the 1 hour parking area would displace valuable short term parking which would not be in the best interest of the majority of retailers. Furthermore, a condition of development consent for the Beecroft Place prohibits loading and unloading from the street frontage. As such, there is no feasible proposal that could be referred to the Hornsby Local Traffic Committee for consideration at the present time.

2. *Copeland Road and Beecroft Road intersection – Illegal driving, vehicles proceeding straight from right turn lane in Copeland Road.*

The enforcement of moving traffic violations such as failing to adhere to pavement markings at signalised intersection is a matter for NSW Police. This request has been referred to NSW Police for action.

3. *Copeland Road and Sutherland Road intersection – Illegal driving, vehicles failing to stop at a Stop sign.*

The enforcement of moving traffic violations such as failing to stop at a Stop sign is a matter for NSW Police. This request has been referred to NSW Police for action.

4. *Wongala Crescent outside Arden School – letter from Mr Barry Purdon regarding parking issues.*

The matters raised by Mr Purdon will be investigated and responded directly as requested.

5. *Cheltenham Road – commuter parking narrowing roadway.*

Council follows the principle of retaining on street parking on local roads unless crash data indicates parking restrictions are required, and this approach is endorsed by NSW Roads and Maritime Services (RMS) and Police. Removal of parking generally provides a wider road way which encourages motorists to drive faster, increasing the likelihood of severe crashes. Increased speeds are of concern in school precincts where there is a mix of pedestrian and vehicle traffic. Removal of parking will also make the route more attractive for non- local traffic, increasing traffic volumes further.

Analysis of crash data and traffic flow shows that Cheltenham Road is currently operating safely with no serious crashes related to the current traffic situation recorded in the recent five years. Council officers will monitor Cheltenham Road and refer the matter to the Hornsby Local Traffic Committee for consideration if changes to parking are warranted.

6. *The Promenade - parking issues.*

Following a meeting with the school and residents, Council has developed a proposal for changes to parking and traffic management in The Promenade and at the intersection of The Promenade and Beecroft Road. Local residents and retailers have recently been consulted about the proposed changes. Results of the consultation will be referred to the Local Traffic Committee in late 2018.

7. *Austral and Kendron Avenues - review of 50km/h speed limit.*

NSW Roads and Maritime Services (RMS) is responsible for all speed signage and Council has no authority to install speed signs or change speed limits. Notwithstanding Council will collect traffic data in the streets and refer the matter to RMS for consideration.

8. *Malton Road – request for lower speed limit.*

NSW Roads and Maritime Services (RMS) is responsible for all speed signage and Council has no authority to install speed signs or change speed limits. Notwithstanding Council will collect traffic data in the street and refer the matter to RMS for consideration.

9. *Kirkham Street and Beecroft Road - request for traffic signals.*

Council shares community concerns regarding the need to provide safe pedestrian access at this intersection. While the responsibility for installing and operating traffic signals rests with NSW Roads and Maritime Services (RMS), Council has lodged funding submissions and written to RMS requesting traffic signals be provided. To date RMS has advised that the intersection remains a lower priority for treatment compared to other locations in their delivery program.

10. *Beecroft Road and Hannah Street intersection – headlight glare.*

Headlight glare can be a disrupting factor for drivers. Unfortunately due to existing road topography this is unavoidable in certain circumstances. Drivers have a duty of care when operating a motor vehicle and it is not possible to engineer the road environment to address every undesirable situation.

11. *Hull Road and Chapman Avenue intersection – pedestrian and vehicle interaction.*


Council will collect traffic and pedestrian data at the intersection to determine a further course of action.

12. *Commuters parking close to intersections – suggested parking restrictions.*

Under the Australian Road Rules it is an offence to park a vehicle within 10 metres of an intersection. Recent site inspections of Beecroft and Cheltenham indicate that vehicles are generally parked legally and vehicles which are parked beyond the regulatory restriction do not constitute a traffic hazard. Council's Traffic Rangers have been requested to monitor the area and report any ongoing issues with a view of signposting the problem intersections.

Thank you for your interest in traffic and road safety.

Yours faithfully



Radek Zarzycki
Acting Manager
Traffic and Road Safety

TRIM Reference: F2004/08713 / D07525854