Project title	396 Lane Cove Road	Job number	220691
Meeting name & number	Part 3A Application - Transport Assessment	File reference	
Location	RTA, 27-31 Argyle Street, Parramatta	Time & date	11am-12pm 10 February 2011
Purpose of meeting	Review RTA and City of Ryde Submissions to Part 3A Application		
Present	Chris Goudanas (RTA), Angela Malloch (RTA), Divna Cvetojevic (RTA), Adrian Paul (RTA), Harry Muker (City of Ryde), Stuart Vaughan (Winten Properties), Matthew Kuhn (Australand), John Hanlon (Arup)		
Apologies	Oliver Klein (JBA Planning)		
Circulation	Those attending		

Prepared by	John Hanlon
Date of circulation	10 February 2011
Date of next meeting	TBA

Project title	Job number	Date of Meeting
396 Lane Cove Road	220691	10 February 2011

Action

1. Introduction

Project history:

- RTA's letter to DoP 16 April 2010
- DGRs issued 26 May 2010
- Transport and Accessibility Impacts and Car Parking Report dated 23 September 2010
- RTA's Sydney Regional Development Advisory Committee meeting on 16 December 2010
- RTA response to DoP in letter dated 21 December 2010

2. Bus Network Improvement Works at Lane Cove Road / Waterloo Road

The RTA confirmed that the diagram in their letter dated 21 December 2010 is a proposal for further bus priority works, over and above the recently completed works of 2010. The aim of the works is to increase the storage length for buses northbound in Lane Cove Road by reducing conflict with the left turn into Waterloo Road.

RTA Action: RTA to provide more detail of the required building setback so that architectural plans can be modified, if necessary.

3. City of Ryde Macquarie Park Paramics Model

Resolution: RTA and City of Ryde (CoR) agreed that subsequent traffic modelling will be based on the 2010 Base Paramics model (Version 3, October 2010). Although the RTA does not have a copy of this version of the model, they will accept, in good faith, that the model is fit for purpose for assessing the impacts of the proposed development.

Winten/Australand Note: If, during the course of the modelling, we find that the 2010 Base Paramics model has major flaws such that scenario modelling would be meaningless, we will need to re-evaluate the way forward.

4. Traffic Generation Rates

Resolution: RTA and CoR agreed that the traffic generation rate used in the original modelling (section 4.3) is appropriate for the subsequent traffic modelling. The RTA also advised that traffic generation of the existing site could be more accurately included in the modelling by conducting a traffic survey of the site.

Winten/Australand Note: The existing traffic generation of the site must be subtracted from the future traffic generation. We have estimated the existing traffic generation on the basis of the existing number of parking spaces. A survey could be undertaken of the 5(?) site driveways between 7-9am and 4-6pm on a typical weekday. This may result in a value lower or higher than our assumption of 125 vehicle trips per hour

Project title	Job number	Date of Meeting
396 Lane Cove Road	220691	10 February 2011

Action

in Table 3 of the report.

Winten/Australand Note: The RTA guidelines do allow estimation of traffic generation rates on the basis of surveys of similar sites. For Macquarie University we surveyed a number of developments on Innovation Road and the result was a lower traffic generation rate than would have otherwise been adopted (and hence a lower traffic impact of the development). The difficulty of this approach would be to find a suitable site in terms of similar floor space, accessibility to public transport, car parking provision etc.

5. G-Turn Scenario

The RTA stated that very little investigation of the G-turn scenario has been undertaken. There has been no detailed traffic modelling, no assessment of feasibility issues, no preparation of concept design drawings and no traffic signal plans for the Lane Cove Road/Waterloo Road and Waterloo Road/Coolinga Street intersections.

The RTA stated that previous investigations had considered changes around the Lane Cove Road/Talavera Road intersection.

Resolution: The RTA confirmed, however, that the assessment should only consider the G-turn scenario as broadly described in the RTA's letter.

CoR stated that they have no objection to the G-turn scenario in principle, subject to more detailed investigations.

Resolution: It was agreed that the G-turn scenario will be investigated in two stages:

1. Proponent to undertake a preliminary assessment of the feasibility of the G-turn scenario. This would cover issues such as land ownership, services, road widths, consistency with Council's DCP, flooding, access to developments etc. This may involve consultation with Council staff. A short report would be prepared and submitted to RTA and CoR.

2. Assuming the G-turn scenario was found to be physically feasible, it will be the subject of traffic modelling as described below.

Winten/Australand Note: An additional task would be to do a simple test of the traffic performance feasibility of the G-turn. This would involve extracting the relevant traffic volumes from the 2010 Base model, developing a preliminary scheme (i.e. number/length of lanes at each intersection, signal phasing and timing etc), reassigning traffic (e.g. Optus traffic that is re-routed, right turn into Waterloo Road east that is rerouted, new right turn into Coolinga Street) and testing the performance of the Lane Cove Road/Waterloo Road and Waterloo Road/Coolinga Street intersections using Sidra. This would be

Project title	Job number	Date of Meeting
396 Lane Cove Road	220691	10 February 2011

Action

undertaken without the development, i.e. based on existing traffic volumes. The analysis would give an idea of whether the G-turn is likely to work or whether more detailed modelling is a waste of time. The result may or may not be submitted to RTA and CoR.

Winten/Australand Note: Because the RTA is not able to provide us with any more information regarding the scheme, determining the optimum layout for each intersection, number of lanes, signal phasing, timing, signal coordination/offsets etc will involve a lot of trial and error and is a considerable task, particularly in a complex road environment such as Lane Cove Road.

6. Traffic Modelling

Assuming the preliminary assessment of the G-turn scenario found it to be feasible, the following modelling scenarios would be analysed:

Resolution: Modelling scenarios (all AM/PM)

No. / Year	**Road Network**	**Traffic Demand**	**Modelling Approach**
1. 2010	Existing	Existing	Paramics – **already completed by Council**
2. 2010	Existing	Existing + proposed development	Paramics and Sidra
3. 2010	Existing + G-turn	Existing	Paramics and Sidra
4. 2010	Existing + G-turn	Existing + proposed development	Paramics and Sidra
5. 2020	Existing + G-turn**	Existing + proposed development + background growth*	Sidra

*a simple linear growth rate would be applied based on the RTA's strategic model

**this would not consider other network improvements on Lane Cove Road between Epping Road and M2. The impacts of the M2 upgrade would be taken into consideration via the RTA's strategic model

Winten/Australand Note: It is estimated that modelling of scenarios 2-4 would take about two weeks to complete. Scenario 5 would be another two days. Modelling of the G-turn scenario in Paramics is a considerable task because it involves changes to both the demand (traffic volumes) and network. The report would take an additional week.

Winten/Australand Note: CoR has previous investigated signalisation of the Epping Road/Lyon Park intersection to allow for right turns in and out (currently left in/left out). The RTA has previously stated "the RTA would have no objections to the signalisation of this intersection: It may be worth testing this improvement to see if it is advantageous to our cause.

7. Criteria for Assessment

The RTA stated that the criteria for assessment cannot be clearly defined, i.e. level of service, delays etc will be qualitatively assessed

Project title	Job number	Date of Meeting
396 Lane Cove Road	220691	10 February 2011

Action

rather than applying rigid parameters. The RTA did indicate, however, that the most critical parameter is queue lengths and also that delays on minor roads can be greater than delays on the arterial road network.

8. Report and Model Files

Resolution: A revised transport report will be submitted to DoP, RTA and CoR. RTA and CoR agreed that the report needs to be considerably more detailed than the original report. Various model outputs should be included and discussed. Electronic copies of Paramics and Sidra files should be submitted to RTA and CoR.

9. Agreed Actions

John Hanlon will send a summary of the meeting outcomes and agreed actions to RTA (Angela Malloch) and CoR (Harry Muker) for final agreement before proceeding with detailed Paramics modelling.