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9 April 2020

Catholic Education Diocese of Wollongong
C/- JDH Architects
44 Little Oxford Street
DARLINGHURST NSW 2010

Attention: **Jason Tan**

Sent via email: jason@jdharchitects.com.au

Dear Jason,

RE: ST FRANCIS COLLEGE MASTERPLAN – REVISED QUEUING ASSESSMENT

1.0 INTRODUCTION

Bitzios Consulting has been engaged by the Catholic Education Diocese of Wollongong (CEDoW) to undertake traffic engineering services for the St Francis College Masterplan development. The previous queuing assessment (detailed in Bitzios Consulting’s *P2662.002R Edmondson Park Traffic Modelling Report*) has been revised to reflect the amended car park design. Amended development plans prepared by JDH Architects are provided in **Attachment A**.

2.0 QUEUING ASSESSMENT

The Paramics AM Peak model indicates that under the previous car parking arrangement, approximately 48 cars were exiting the northern car park onto Vinny Road. Given the arrangement of the northern car park and its access points, it is reasonable to expect that the majority of the 48 vehicles previously exiting onto Vinny Road originate from the 44 car spaces highlighted in Figure 2.1. Under the proposed car parking layout arrangement, it is expected that the majority of the 48 vehicles will now exit onto Jardine Drive.

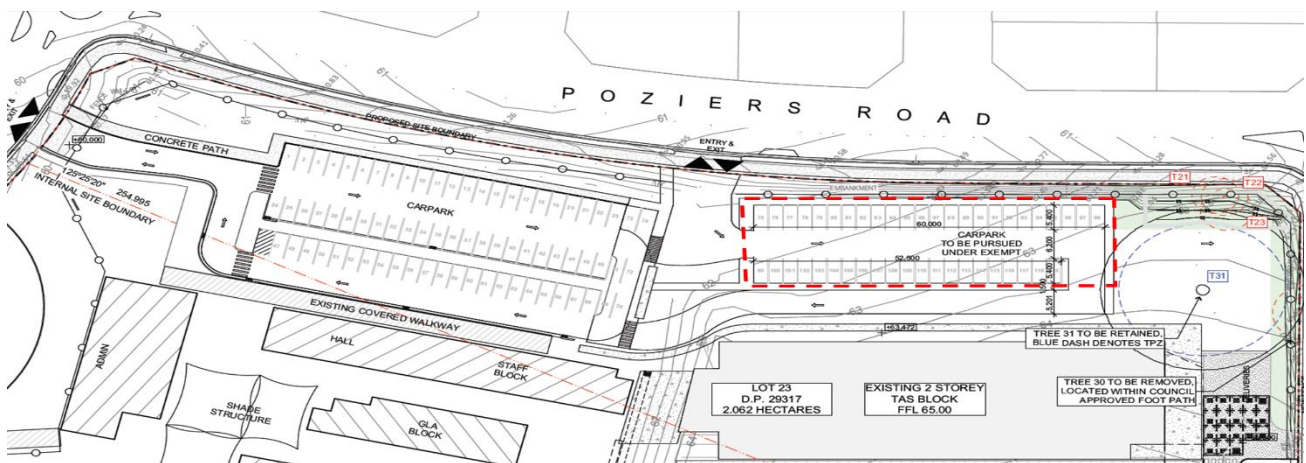


Figure 2.1: Proposed Car Parking Layout

Allocating these 44 spaces to staff may provide some benefit, by reducing conflicts between drop-off/pick-up zone queues and vehicles performing parking manoeuvres. This would also encourage parents/careers to use the western portion of the northern car park, entering via Jardine Drive and exiting via Poziers Road.

Figure 2.2 has been extracted from Bitzios Consulting’s P2662.002R Edmondson Park Traffic Modelling Report. It demonstrates the queuing capacity as per the previous arrangement.

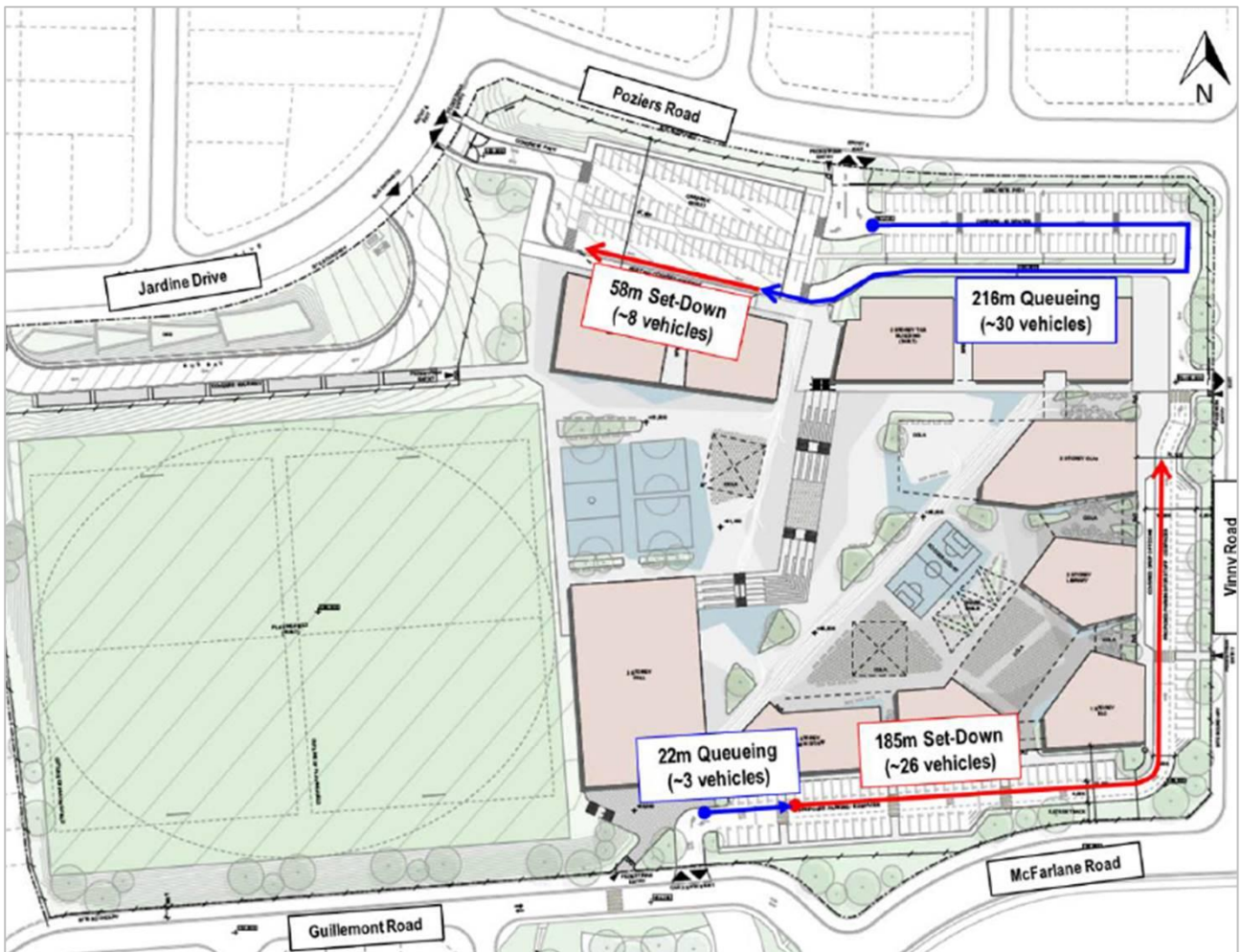


Figure 2.2: Existing Car Parking Layout

The queuing length to the drop-off/pick-up zone in the northern car park is shorter by seven (7) vehicles, and the overall on-site queuing provision is 60 vehicles, resulting in a capacity of 1,800 vehicles per hour. Noting the maximum peak hour traffic is calculated to be 1,174 vehicles per hour, the proposed development is expected to have sufficient queuing capacity.

Yours faithfully



Adrian Bitzios

Principal Traffic Engineer / Transport Planner

BITZIOS CONSULTING

Attachments:

A: Development Plans

Attachment A

Development Plans

