

28 February 2019

Fulton Trotter Architects
PO Box 1669
BONDI JUNCTION
NSW 1355

Attention: John Kennedy/John Ward

Dear Sir,

PROPOSED REDEVELOPMENT OF
WENTWORTHVILLE PUBLIC SCHOOL
70 - 100 FULLAGAR ROAD
WENTWORTHVILLE

Reference is made to recent letters from Transport for NSW (TfNSW), Cumberland Council ('Council/CC') and Department of Planning and Environment (DPE) dated 17/12/2018, requesting addition information in relation to the proposed redevelopment of Wentworthville Public School, located at 70 – 100 Fullagar Road, Wentworthville.

This Practice has been engaged by Fulton Trotter Architects on behalf of the Department of Education NSW (DoE) to address the items raised within the abovementioned correspondences, as it relates to traffic and parking. It is noted that these comments have been addressed in the revised Traffic and Transport Impact Assessment Report (TTIA), which is submitted as a separate document. The following provides a summary of the sections of the amended TTIA in direct response to these comments.

TRANSPORT FOR NSW COMMENTS

1) Kiss and Ride Capacity

TfNSW notes: The traffic assessment notes that there are plans with Council to provide a 33m 'kiss-and ride' zone on the northern side of Monash Street. It is unclear whether this pick-up and drop-off zone would be of suitable length to satisfy current and future demand with increased student population.

Comment

Additional assessment concerned with the adequacy of the existing kiss and ride facility as well as the possibility to provide additional pick-up/set-down facilities is provided in section 6.2.2 of the revised TTIA. An extract of our report is provided below:

“..Based on a future school population of 1,000 students and assuming that the existing travel characteristics remain unaltered (i.e. average vehicle occupancy rate = 1.6 child per vehicle and 52% of students travel to/from school by car), the proposed development could generate up to 217 vehicles over an hourly period $((1000 \times 52\%/1.6)/1.5 \text{ hours})$ associated with student pick-up/drop-off activity. This is equivalent to approximately 3.6 vehicles per minute (i.e. 217 vehicles/60 minutes).

Further to the above, based on our observations of current school operations, the average length of stay for parents/guardians during the student drop-off/collection process is approximately five (5) minutes. In this regard, the proposed development could be expected to generate a maximum short term parking demand/queue of up to 18 vehicles, corresponding to student drop-off/collection activity during school start and finish periods. Based on Figure 2.5 of AS2890.1-2004, the minimum length for a parallel parked vehicle ranges between 5.9m – 6.2m. As such, a peak parking demand of approximately 18 vehicles could potentially require a kiss and drop bay length of around 106 – 112m.

It is noted that there is opportunity for the recently installed on-street student pick-up/drop-off area within Monash Street to be extended along the school frontage to accommodate the abovementioned pick-up/drop-off demand associated with the subject proposal. In this regard, it is recommended that the existing signposted kiss & ride zone within Monash Street be extend to cover the whole length of the site frontage (approximately 240m). It is noted that this measure is not expected to have any significant impact to the parking needs of staff of the school (with the parking surveys previously presented indicating that there is ample within the surrounding road network) as well as existing surrounding residential land uses (which have off-street parking facilities). Further, such a measure can be implemented through relocating the existing ‘No Stopping 8am – 9:30am and 2:30pm – 4pm School Days’ signposting and does not involve any further modification to the adjoining local road network. In any case, any modification to the existing student pick-up/drop-off area is subject to further review and monitoring by Council, as the school increases in student enrolment...”

2) Assessment of Existing On-Street Parking Demands

TfNSW recommends: The cumulative on-street parking demands generated by additional staff and pick-up/drop-off activities during the morning and afternoon periods should be assessed. Appropriate measures to manage on-street parking should be recommended to be implemented by the Applicant accordingly.

Comment

In order to evaluate the parking impacts associated with the proposed development, a survey of the existing on-street parking facilities within the surrounding road network in the immediate vicinity of the site has been recently undertaken by staff of this Practice.

These spot surveys were conducted on 25 and 26 February 2019 between 8:00am – 9:00am and 2:30pm – 3:30pm to coincide with the peak starting and finishing periods of the school.

Table 1 provides a summary of the existing surveyed on-street parking demand, with the surveyed areas highlighted in **Figure 1**.

TABLE 1 EXISTING (2019) PARKING DEMAND (OCCUPIED SPACES)										
Date/Time	On-Street Parking Areas									
	Zone A (14 spaces)	Zone B (15 spaces)	Zone C (25 spaces)	Zone D (32 spaces)	Zone E (4 spaces)	Zone F (40 spaces)	Zone G (33 spaces)	Zone H (7 spaces)	Zone I (7 spaces)	Total (177 spaces)
MONDAY, 25 FEBRUARY 2019										
2.30am	5	3	11	9	0	18	8	2	1	57
2.45am	7	12	17	15	0	23	14	3	1	92
3.00pm	11	8	16	21	0	26	11	2	3	98
3.15pm	9	9	13	22	0	19	12	2	1	87
3.30pm	8	6	10	19	0	13	9	2	1	68
TUESDAY, 26 FEBRUARY 2019										
8.00am	1	1	6	4	0	3	7	1	0	23
8.15am	2	2	8	11	0	5	7	1	0	36
8.30am	3	6	9	13	0	16	8	1	0	56
8.45pm	3	9	9	15	0	18	18	3	1	76
9.00pm	3	7	12	13	0	16	13	2	1	67

FIGURE 1
EXTENT OF SURVEYED AREA



Table 1 indicates the following with respect to surveyed on-street parking demand:

- The total parking capacity within the adjoining road network (comprising Station Street, Fullagar Road, Monash Street and Garfield Street) is identified to be 177 spaces;
- The maximum parking demand was surveyed to be 76 vehicles during the morning peak period resulting in a minimum of 101 unoccupied spaces (177 – 76); and
- The maximum parking demand was surveyed to be 98 vehicles during the morning peak period resulting in a minimum of 79 unoccupied spaces (177 – 98).

It has been previously presented within the submitted Traffic & Transport Impact Assessment report that the proposed future school population of 1,000 students and 80 staff is required to be supported by a parking provision of 90 spaces with respect to the relevant parking rates specified within Council's DCP. The current on-site parking provision of 20 spaces represents a shortfall of 70 spaces with respect to Council's DCP. Such a shortfall can be readily accommodated within the on-street public parking facilities in the immediate vicinity of the site, based on the above presented survey results.

3) Staff Bicycle Parking and End-Of-Trip Facilities

TfNSW comments: It is unclear from the traffic assessment whether there are appropriate existing end-of-trip facilities to support staff cycling trips to/from the school. If there is currently no provision for end-of-trip facilities within the school, one should be provided as part of this redevelopment proposal.

Comment

Based on information provided by the Fulton Trotter Architects, the following end-of trip facilities are proposed to be provided as part of the subject application:

- Bicycle racks are to be provided for use by staff adjacent to Building B;
- Showering facilities for staff are to be provided within Building E; and
- Storage lockers for staff are to be provided within Building E.

In any case, it is reiterated that the provision of end of trip facilities is not compulsory for primary and secondary schools as specified within Austroads *Part 11: Guide to Traffic Management*.

4) Trip Generation Assumptions

TfNSW recommends: The mode share assumption for walking trips should be revised having regard for the above comments. Further justification should be provided to support the student vehicle occupancy rate assumption. The traffic analysis should be revised to account for inbound and outbound trips associated with pick-up/drop-off occurring within the same hour. The subsequent intersection analysis should be revised in response to the revised trip generation assumptions.

Comment

This is addressed in sections 6.1 and 6.2 (all parts) of our revised TTIA.

CUMBERLAND COUNCIL COMMENTS

1) Traffic and Vehicular Access

CC states: Potential increase in larger vehicles, such as buses accessing and travelling along Station Road pose a risk of injury for students.

Comment

From our surveys of the school during its peak starting and finishing times reflected in Sections 5.2 and 5.4 of our report, it has been observed that a large majority of students travel to and from school, either by car or by walking. In this regard, assuming that the travel characteristics of students does not change to any significant extent following the expansion of the school, any increase in the use of public transport to travel to and from the school associated with the increase in the school population is not anticipated to increase the demand for more bus services along Station Road.

DEPARTMENT OF PLANNING AND ENVIRONMENT COMMENTS

1) Trip Generation Assumptions

The DPE states: The TTIA should address the comments made by TfNSW.

TfNSW recommends: The mode share assumption for walking trips should be revised having regard for the above comments. Further justification should be provided to support the student vehicle occupancy rate assumption. The traffic analysis should be revised to account for inbound and outbound trips associated with pick-up/drop-off occurring within the same hour. The subsequent intersection analysis should be revised in response to the revised trip generation assumptions.

Comment

This is addressed in sections 6.1 and 6.2 (all parts) of our revised TTIA.

2) On-site Parking

The DPE requires adequate on-site car parking. If additional car parking spaces cannot be provided, the RtS should provide justification as to why additional car parking spaces cannot be physically located on the site. In addition, a more detailed Green Travel Plan should be provided.

Comment

Refer to response to point 2 of TfNSW comments on page 2.

3) Operational Traffic and Parking Management Plan

The DPE states: And OTPMP should be provided.

Comment

See section 8 (all parts) of the revised TTIA.

4) Bicycle End of Trip Facilities

The DoPandE states: Clarification should be provided whether end-of-trip facilities would be provided on-site and that these facilities would be adequate having regard to the proposed staff and student numbers.

TfNSW comments: It is unclear from the traffic assessment whether there are appropriate existing end-of-trip facilities to support staff cycling trips to/from the school. If there is currently no provision for end-of-trip facilities within the school, one should be provided as part of this redevelopment proposal.

Comment

Refer to response to point 3 of TfNSW comments on page 4.

Submitted for your consideration.

Yours faithfully,



David Thompson

Principal (Transport Planner & Lead Road Safety Auditor)