

Redfern Community Health Centre

Traffic and Parking Report

Prepared for

Capital Insight

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1 INTRODUCTION

1.1 Background

A new Redfern Community Health Centre (RCHC) is proposed for 103-105 Redfern Street Redfern. The former Redfern Courthouse and Police Station presently occupy the site. It is proposed that the Courthouse be retained for adaptive re-use and the former Police Station be demolished and a new building be constructed on the site.

The main concerns of this study relate to the provision of adequate and appropriate parking facilities and vehicle access to and from the proposed Centre.

The Redfern Community Health Centre (from now on is referred to as Centre) provides a number of services including population health, mental health, and drug rehabilitation centre.

1.2 The Study Area

The Study Area is shown in **Figure 1** and comprises:

- The existing previous Police Station and the Old Courthouse along Redfern and Turner Streets, Redfern.
- Redfern and Turner Streets being the streets giving major access to the Health Centre, and
- The streets within reasonable walking proximity which can be used for parking of health centre-related cars e.g. Pitt and George Streets.

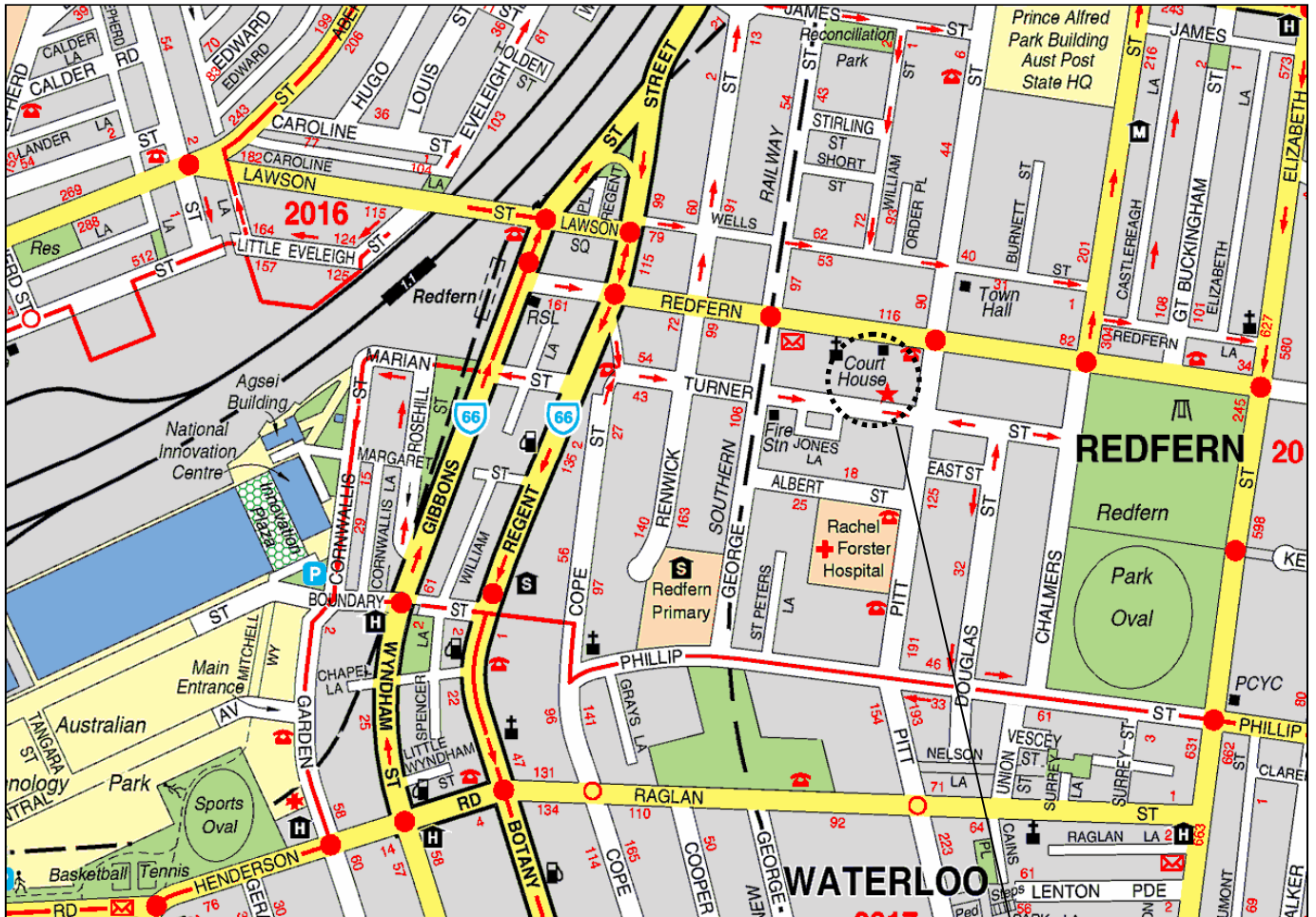
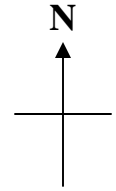
1.3 Scope of the Report

The report is divided into four sections, following the introduction.

- Section 2; covering the existing conditions.
- Section 3; covering the redevelopment of the Community Health
- Section 4; containing the summary & conclusions, and
- Appendices; setting out data used in the Study.

Locality of Site:

Bounded by **Redfern Street** in the North and **Turner Street** in the South



Locality of Site

2 EXISTING TRAFFIC/PARKING CONDITIONS

2.1 Approach Routes

The major approach routes to the Study Area are from Redfern and Pitt Streets. Access to the site can also be gained via George and Turner Streets.

Redfern Street is a four lane undivided carriageway with restricted parking along its sides. Similarly, Pitt Street has a four lane carriageway with 1 hour restricted parking along its length.

The intersection of Redfern Street with Pitt and George Streets is controlled with traffic signals.

Turner Street which provides the main vehicular access to the site is restricted with one way movement (west to east direction). Turner Street has a narrow width along its middle section while at its eastern end accommodates some angle parking.

2.2 Parking Supply

An inventory of the parking spaces existing within the Study Area has been undertaken, the results being summarised in **Table 2.1**.

Table 2.1 Parking Supply in the Study Area

On Street Car Parking Areas	No of Spaces
In close proximity to the site	
Redfern Street	7
Turner Street	9
Pitt Street	12
Sub-Total	28
Within walking distance to the site	
Redfern Street	10
Turner Street	2
Pitt Street	22
George Street	13
Sub-Total	47
TOTAL EXISTING PARKING SUPPLY IN STUDY AREA	75

An observation of on street parking showed that while Pitt and Turner Streets are relatively being well utilised, still parking spaces are available along their length due to time restrictions.

2.3 Public Transport

The following bus routes service the Centre:

ROUTE No.	CONNECTING	SERVICES PER WEEK
305	Railway Square to Mascot	Peak Hour
308	Marrickville to Millers Point	Peak Hour
309	Port Botany to Circular Quay	7 Day
310	Pagewood to Circular Quay	7 Day
343	Kingsford to Millers Point	7 Day
X43	Kingsford to City	Express Peak Hour

A number of these services provide a linkage between Central Railway Station and the proposed Centre along Redfern Street.

Redfern Train Station is the closest rail access to the Study Area, located at about 10 - 15 minutes walking distance (500 meters) from the Centre.

2.4 Pedestrian Amenity

Pedestrian footpaths are available throughout the study area.

Pedestrian crossing facilities are available as part of the traffic signals at intersections of Redfern Street with Pitt and George Streets.

3 RCHC CONCEPT PLAN

3.1 Future Population

Information provided by the Centre management on existing and future staffing is set out in **Table A.1, Appendix A.**

It indicates that 76 persons (65 FTE) will be employed by the Centre in total. This level of staffing however will gradually be increased to 98 persons (88 FTE) by the year 2010.

On the basis of 2010 activities, it is estimated that some 200 persons per day will attend the Centre for its various services (this level of client use will be further examined as part of a detailed assessment).

3.2 Development Proposal

The proposed total functional area for the buildings comprises of 1,659 sq.m. for the Community Health Centre and the Mental Health and Drug Rehabilitation Centre.

A total of 10 client contact/consultation rooms (subject to final design) are included as part of the proposed master plan.

A total of 35 parking spaces will be provided as part of the proposed master plan. This will include 6 spaces as stack parking with 21 in basement.

The vehicular access to site will be provided via Turner Street.

3.3 Parking

The development provides underground and ground parking for 35 vehicles (including 1 for disabled).

The current Council's code (similar to RTA's Guide to Traffic Generating Development) for parking requirements only applies for Hospitals and Professional Consulting rooms. RCHC has different characteristics to the above land uses and therefore Council's code is not appropriate for assessment of its parking requirements. However, Council encourages higher use of public transport by a lower provision of car parking spaces.

Considering, a total number of staff for the year 2010 and the low level of car use in Sydney City and Redfern area (25 to 29% based on data from Transport Data Centre and Sydney Council's Community Profile for the year 2001), a parking demand of some 28 spaces for the staff will result. However, this level of parking would be much lower due to number of part-time workers and availability of public transport choices.

It should be noted that the parking demand for Centre's clients would be in vicinity of 10 cars per hour. This is mainly based on a fact that a majority of clients use other modes of transport instead of car and stay at the centre for less than 50 minutes.

Currently, some use is made of kerbside parking in the streets in the vicinity of the Centre, particularly along Redfern and Pitt Streets.

Approximately 75 spaces are available along streets in the vicinity to the proposed Centre. These spaces are readily available and have a medium occupancy rate during a day due to restricted parking (1 or 2 hour parking). Accordingly, any visitors' parking demand can easily be met by the available on-street parking.

It should be noted that the above parking demand is on the basis of current travel mode of staff and clients to the Centre. However, with consideration of the NSW State's Transport Strategy (such as *Action for Transport 2010* document) to encourage a higher use of public transport, a lesser parking demand particularly among staff could be expected in the future.

3.4 Access

The main pedestrian access to the site will be from Redfern Street while vehicular access will be provided via Turner Street.

Bus stops in vicinity of the site provide public transport facilities to and from the site.

The site is designed on the basis of best practice and current guidelines, catering for disabled access and parents with prams.

The vehicular access to site is via Turner Street. Hastings Lane has a one way restriction with a width of 5.0 metres, which serves the site. Turner Street has a very low traffic volume and forms the northern boundary of the site.

Access points to the car parks are controlled by security gates with a 6.0 metre width driveway in accordance with Council's code and Roads and Traffic Authority's Guidelines.

3.5 Impact of the Development

The total number of staff will be in order of 90 persons. This will result in about 30 car drivers a day generating 30 vehicle trips during a peak period.

The total number of community health clients is about 200 persons per day, which translates to some 120 vehicle trips a day (i.e. 60 car drivers for in and out trips) and a parking demand of 10 cars per hour (based on 6 hours a day).

Therefore, the total vehicle trips during a peak period would be in order of 40 cars (30 for staff + 10 for clients). This translates to less than a car per minute during a peak period.

This level of traffic is well within the road and intersection capacity of street system in vicinity of the site and would have a minimal impact on operation of the existing and future road network.

It should also be realised that the previous use of the site as Police Station and Courthouse would have had a similar traffic generation and parking demand.

4 CONCLUSION

The main approach routes to the site are Redfern, George and Pitt Streets. These roads have a satisfactory level of service and will continue to have a similar level of service once the proposed Centre is completed.

The vehicular accesses to and from the site will be mainly via Turner Street. The access lay out will be in accordance with the Roads and Traffic Authority's Guidelines, Australian Standard and Council's Code.

It has been estimated that some 40 vehicles during a peak hour could be generated by the proposed development. Thus this level of vehicular traffic resulting from the subject development will not be significant and the road network will continue to have good operational characteristics.

The proposed development provides a total of 35 parking spaces which complies with its demand.

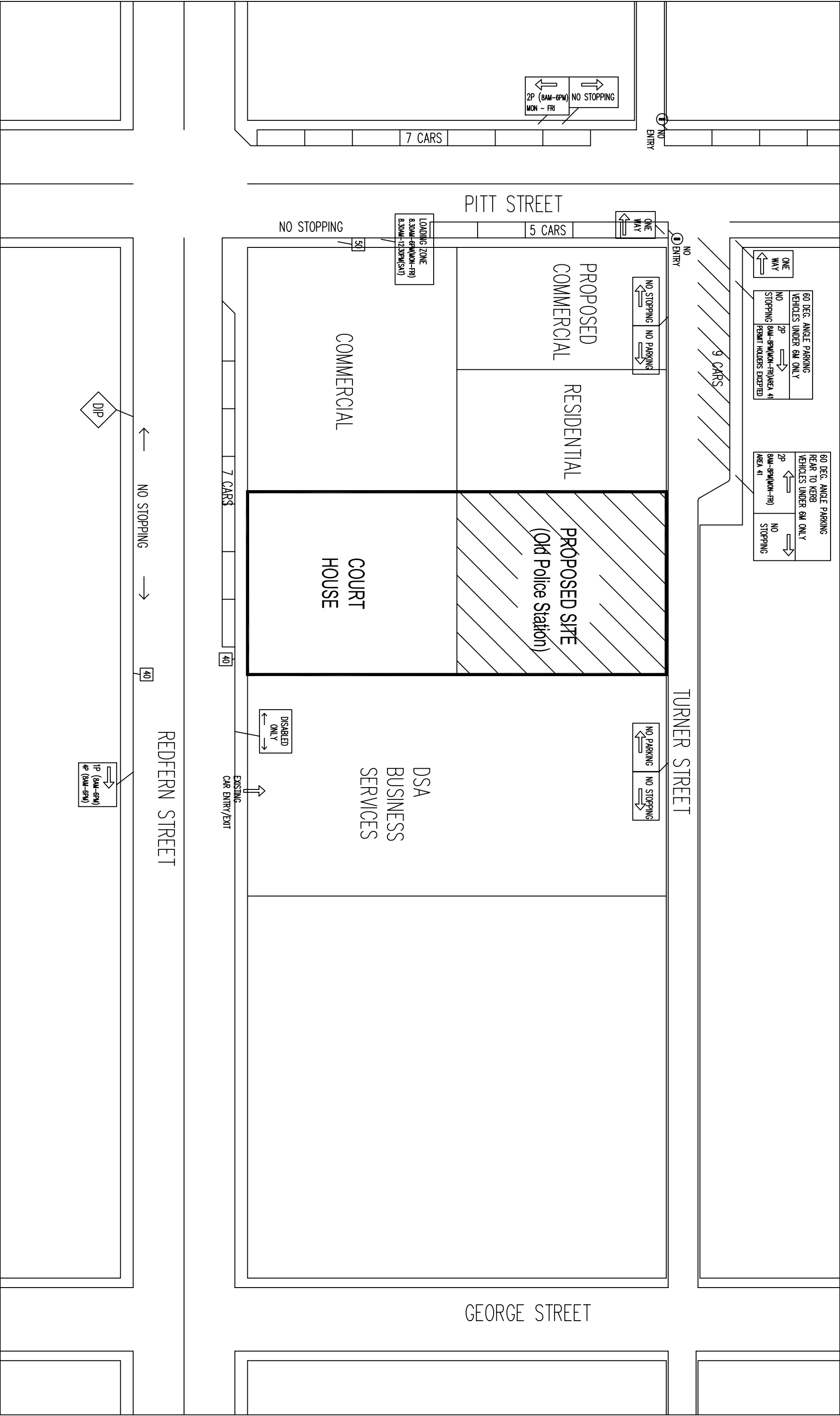
The previous use of the site was a Police Station and Courthouse which would have had a similar characteristic to the proposed Centre in terms of traffic and parking impact.

APPENDIX A

RCHC Staffing

The proposed staffing for the centre is summarised below.

Staff	No 2006	No 2010	FTE 2006	FTE 2010
Community Nursing Services	24	29	19	22
Post Acute Care Team	0	5	0	5
General Services	4	5	3.2	4.2
Mental Health Services	11	11	10.0	10.0
Community HIV/AIDS Team	13	20	11.7	19.5
REPIDU	21	23	18	22
MERIT	2.5	5	2.5	5
CENTRE TOTAL	75.5	98	64.4	87.8



REDFERN COMMUNITY HEALTH CENTRE



REDFERN STREET



TURNER STREET



PITT STREET



GEORGE STREET