

## Rev2022/0004 Traffic Referral

Despite this being the 6<sup>th</sup> set of documents to be notified for this development, the traffic report is still inaccurate, and the traffic and parking situation is still dangerous.

Please consider the following aspects when making Council's traffic referral response.

### Incorrect child place numbers used in the traffic and parking report

Page 8 of the traffic report still uses 10 child places as the basis for traffic calculation when the actual number of places being applied for is 12.

**The traffic movement calculations are therefore wrong** because of this discrepancy.

However, they are also wrong because of other errors.

The traffic report references the RMS Guide to Traffic Generating Developments, cherry picks one aspect of the guide and ignores the rest.

The development is classed as a pre-school so the following excerpt is relevant as a reference.

### 3.11.3 Child care centres

#### Overview

Surveys were undertaken in 1992 of pre-school, long day-care and before / after school care centres in the Sydney region. The best indicator of peak traffic generation was found to be the number of children that attended each centre. The time that traffic activity was at a peak varied with the differing operating hours of the child care centres. **Pre-school centres typically had peaks in the periods 8.00-9.00 am and**



#### Section 3 – Land Use Traffic Generation

**2.30-4.00pm.** Long day-care centres typically had peaks in both commuter peak periods. Before/after school care centres generally have their highest peak activity in the afternoon commuter peak period. The vehicle generation rates given below are the mean peak generation rates for each centre type in the periods specified. As these figures are mean figures, rates may be higher or lower, depending on the circumstances.

#### Rates

**Table 3.6**  
**Traffic generation rates**

Centre Type	Peak Vehicle Trips / Child		
	7.00-9.00am	2.30-4.00pm	4.00-6.00pm
Pre-school	1.4	0.8	-
Long-day care	0.8	0.3	0.7
Before/after care	0.5	0.2	0.7

#### Factors

The centres surveyed had between 25-60 children attending pre-schools, between 29-66 children in long day-care and between 22-55 children in before / after school care. The gross floor area was the next best indicator of traffic generation. The centres surveyed had gross floor areas in the range 145-470 m<sup>2</sup> for pre-schools, 160-595 m<sup>2</sup> for long day-care and 52-150 m<sup>2</sup> for before / after care. The mean floor area per child was 6.7 m<sup>2</sup> for pre-schools, 7.8 m<sup>2</sup> for long-day care and 3.2 m<sup>2</sup> for before / after care.

The mean proportions of children transported to each centre type by car was 94% for the pre-schools, 93% for the long day-care and 75% for the before /after school care.

Parking demand was highest for the pre-school and lowest for the before / after school care, averaging over all centres 0.23 cars per child at any one time, with the average length of stay for all centres being 6.8 minutes.

Using the RMS Guide to Traffic Generating Developments in combination with the centre opening hours of 8:30 – 4:00 pm the actual traffic generation numbers in peak are

Application of these figures to a 12-place childcare centre opening at 8:30am and closing at 4:00pm

Using all of the norms from the RMS Guide to Traffic Generating Developments and applying these to the operating plan for the proposed centre we see a very different picture of peak traffic movement than the one presented, as follows.

Peak traffic movements			
AM (07:00 – 9:00)		PM (2:30 – 4:00)	
12 x 1.4 x 94% = 15.8 vph		12 x 0.8 x 94% = 9 vph	
In	Out	In	Out
8 per hour	8 per hour	4.5	5.5
11 peak movements when adjusted for 8:30 opening	11 peak movements when adjusted for 8:30 opening	6 peak movements 'per hour' when adjusted for 1.5 hour peak	7 peak movements 'per hour' when adjusted for 1.5 hour peak

### Turning paths conflict with road rules

The traffic and parking report does still not show proximity to the roundabout junction and the effects of this on turning paths.

NSW Road Rules for a left turn

NSW road safety rules for turning state that

### Turning left

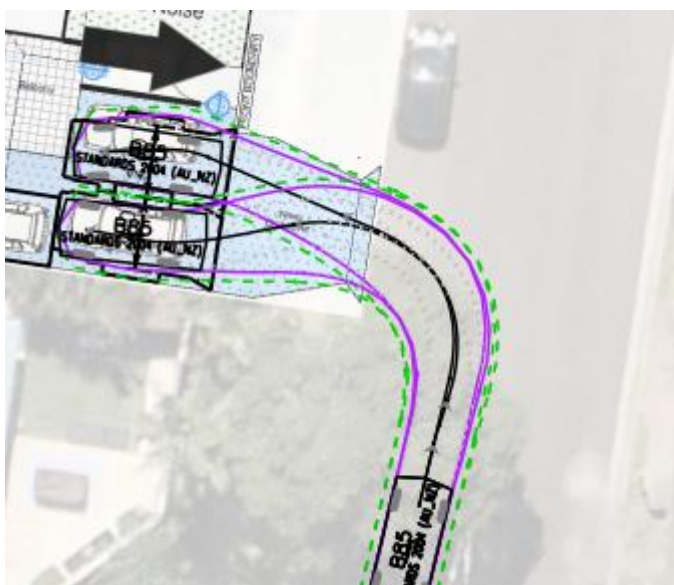
When making a left turn, you must:

- indicate left
- move close to the left side of the road
- keep to the left side of the road you're turning into
- use a [slip lane](#) where there's one.

... and ... that drivers must "give the change of direction signal for long enough to give sufficient warning to other drivers and pedestrians".



No practical opportunity to indicate left after Worrobil street exit and before the centre driveway



**Swing out right whilst indicating left in very close proximity to pedestrian crossing points, bus stop and roundabout.**

The location of the proposed child care centre in proximity to the roundabout is not conducive to these laws given that travelling NORTH along Bangaroo Street, it would be unlawful to indicate left prior to exiting the roundabout (given this would indicate turning into Worrobil Street).

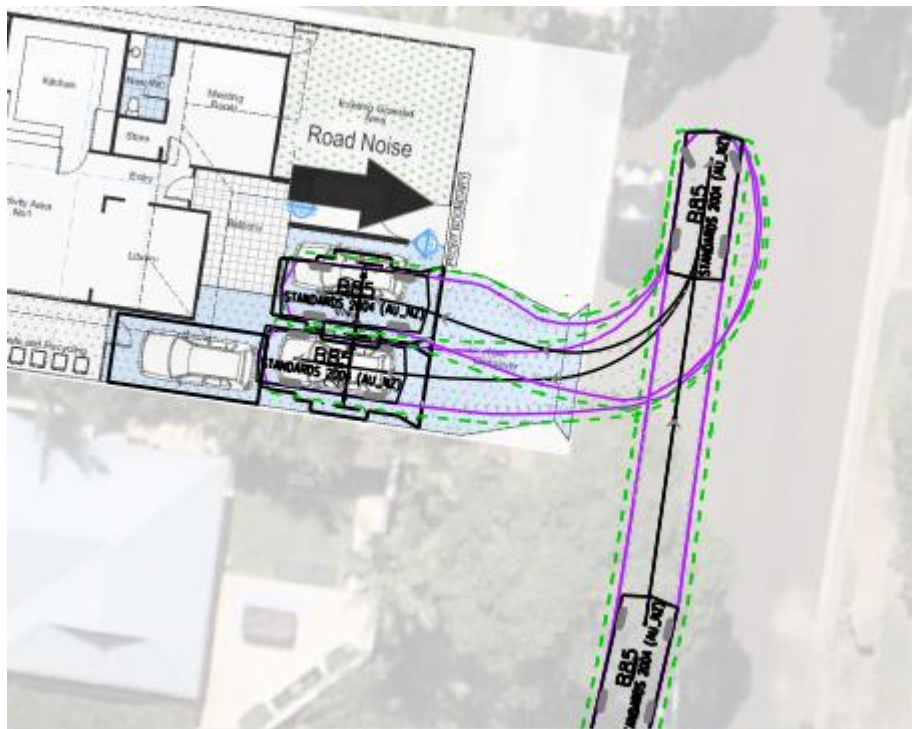
The exit of the roundabout is only 15 meters from the development's driveway affording very little opportunity for drivers to indicate unambiguously.

Compounding this, the turning path shows that a left turn from a northerly direction of travel along Bangaroo Street requires a vehicle to move immediately right, and cross the centre of Bangaroo Street to make the turn.

**The location of the driveway and the required turning path is incongruous with traffic laws that require drivers to give the change of direction signal for long enough to give sufficient warning to other drivers and pedestrians, and to move close to the left side of the road when making a left turn.**

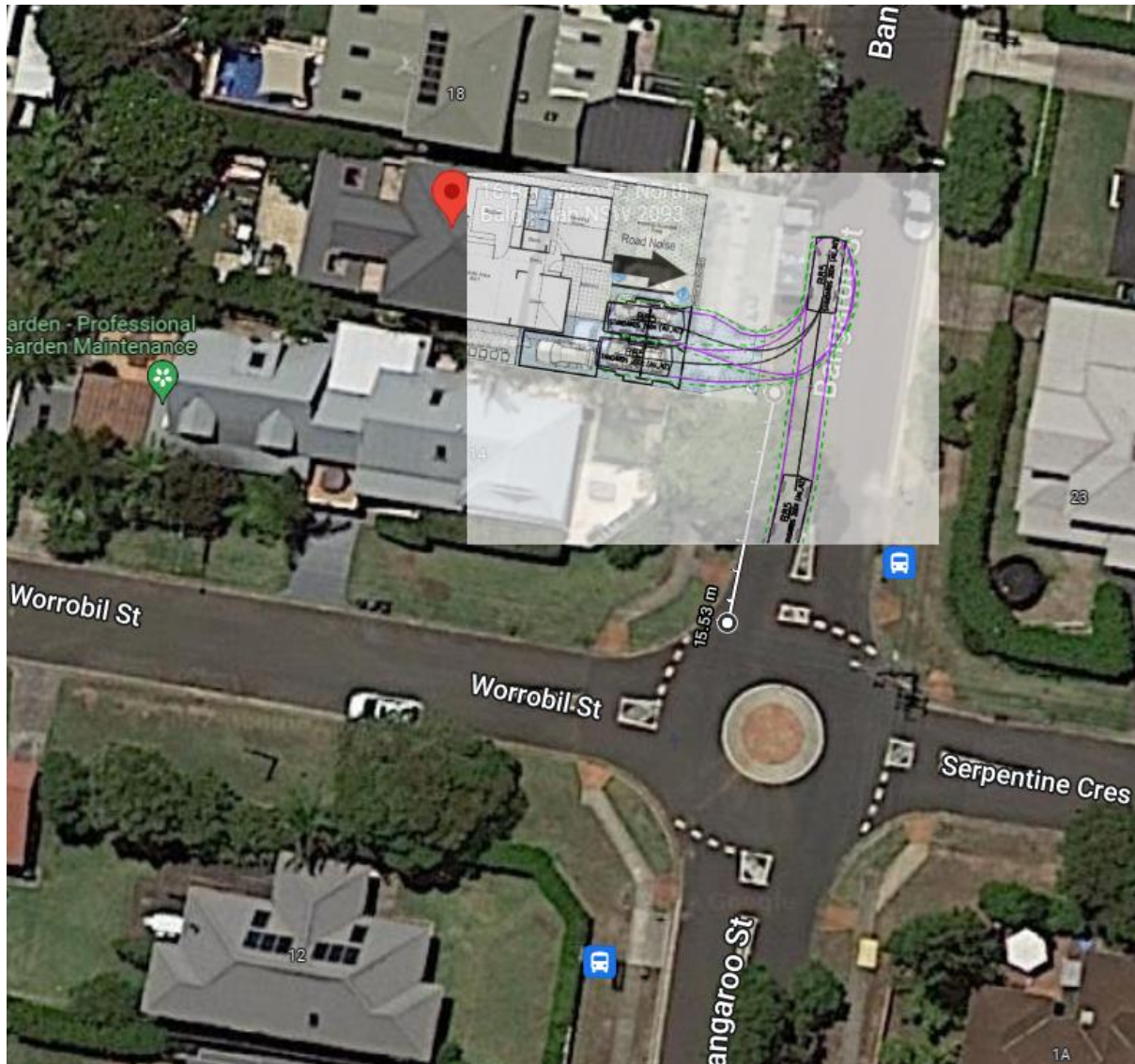
#### Complexity of manoeuvres

Let's be realistic, this is an incredibly complicated reversing manoeuvre to accomplish in a busy street close to an 4 way-intersection into confined spaces with barely enough room to open doors and avoid parked cars and walls.





Trying to execute this parallel park, reverse, swinging across the street, with oncoming traffic in both directions to get into a tight space between a wall and another parked car will not be executed perfectly every time, resulting in lots of back and forth over the footpath to adjust into the space – or more likely, just parking on the road in contravention to the purpose of having off street parking.



In this situation, a vehicle will have just exited the roundabout, before indicating left, then immediately moving right, and coming to a dead stop mid carriageway parallel to a parked car, then reversing against the flow of traffic and crossing into the opposing lane of Bangaroo Street whilst travelling backwards.

How would any following vehicle have any idea what the intentions of the parking vehicle are?

Unclear intentions will be highly dangerous in this location at a busy time.

It will cause accidents.

Sight lines

Please visit the site and approach from Bangaroo Street travelling North.

Take note of the point at which you can see if there is a vacant parking spot to park in.

You will find that you cannot see the parking spots until perpendicular to the driveway.

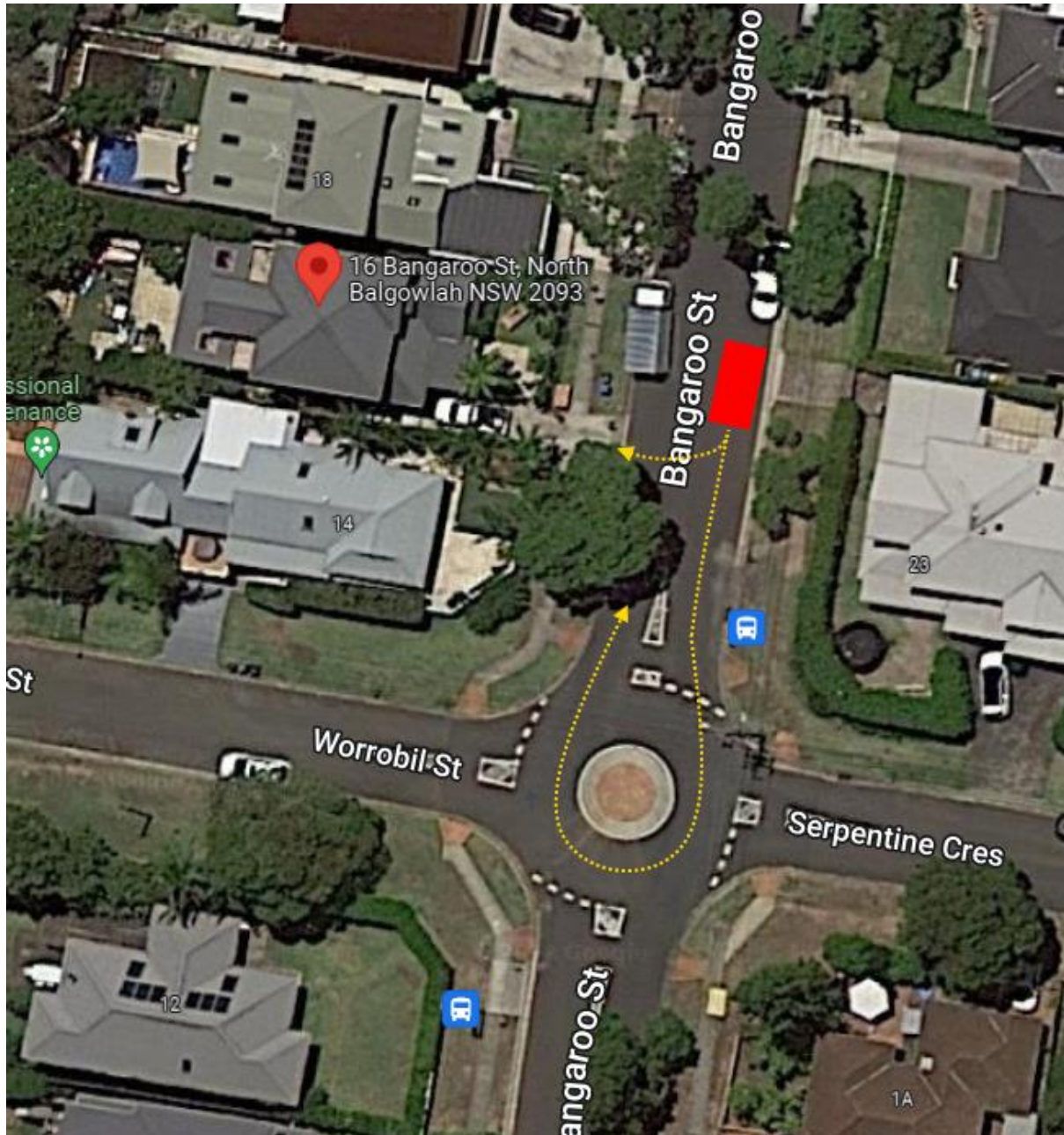


**Poor visibility of the parking area from approaches will lead to changes of mind close to this intersection. Indecision is highly dangerous in this location at a busy time. It will cause accidents.**



Absence of a turning path travelling South along Bangaroo Street

There is no turning path provided for vehicles approaching the proposed centre from a southerly direction along Bangaroo Street.



Is this because it is not possible to get an appropriate angle of approach into both parking spaces from this direction when one vehicle is parked? I think so!!

Nevertheless, people will attempt to park from this direction before they learn that it cannot be done.

This will result in failed parking attempts, back and forth across the footpath, and driver indecision.



On a longer term basis, when it becomes learned that this approach is not viable, it will lead to u-turns at the roundabout which is highly dangerous at busy times.

In fact, the behaviour I would expect with this poor parking solution is that given the non-existent site lines to the parking bay occupancy travelling north, patrons will approach travelling south, have a look if there is an empty bay, u-turn at the roundabout if there is, or park in Bangaroo, Serpentine or Worroobil Street if there is not.

**The parking provision and safety is so poor that it defeats the purpose of off-street parking due to so many impracticalities and issues of using the parking bays.**

Traffic report conclusion is blatantly wrong

Transport and Traffic Planning Associates

## 7.0 Conclusion

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The proposed Child Care Centre development at 16 Bangaroo Street in North Balgowlah will present as a suitable outcome for the local area. The assessment of the potential traffic, transport and parking implications have concluded that the development will:

- \* ~~the site is located in close proximity to high frequency public transport services which link to the Metropolitan transport system.~~
- \* ~~not present any unsatisfactory traffic capacity or safety related implications~~
- \* ~~the on-site parking provision is in accordance with Council's DCP requirements.~~
- \* the proposed widening of an existing access is adequate and safe for the proposed development.
- \* ~~the parking arrangement will be in accordance with AS2890.1.~~
- \* ~~the existing servicing arrangement will be retained and remain suitable for the proposed development.~~

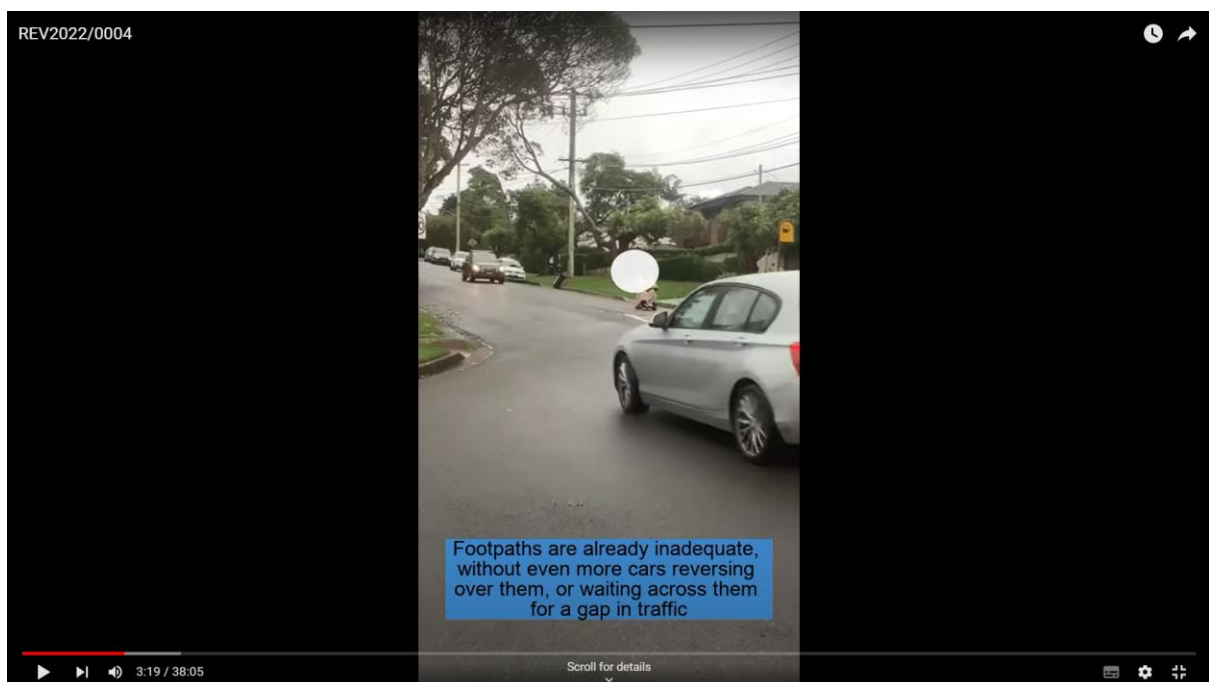
✗ Convenient Public Transport

To say that a 15 minute walk is in close proximity to high frequency bus stops is clearly wrong. **No parent would consider a 30 minute round trip from bus stop to childcare to bus stop as convenient.**

The report is so out of date that it has not kept up with transport changes and there is actually a bus service (168x) 10 metres away. However, given the opening and closing times it is impractical to use this service because the afternoon service does not drop off prior to 4pm and the morning service has only 1 pick up after the 8:30am opening time, at 08:42am.

✗ No safety issues

For safety related implications please see above, and also please reference a day-in-the-life video that shows traffic and pedestrian activity in this location and the **existing safety issues that will be elevated were this proposal to proceed.**



<https://youtu.be/mvAgx6D7CTI>

From 2:55 to 3:30 will provide a good sense of safety concerns.

When mobility scooter users are forced onto the road because of the inadequacy of footpaths as is, it would be unconscionable to make the situation worse.

Fast forward to end for traffic count which was from 8:00am, the prior proposed opening time. At the new opening time of 8:30am, traffic volume and pedestrian traffic will be greater and I am more than happy to repeat a recording and count from 8:30am – 9:00am peak if Council wish.

✗ Accordance with DCP requirements

This is not correct. DCP requires this type of development to offer entry and exit in a forward direction. It is a concession for this not to apply. In this case such a concession leads to crazy reversing manoeuvres that are impractical to execute and dangerous in the proposed location.

**Patrons will do anything but use the off-street parking given the issues with it.**

✗ In accordance with AS2890.1

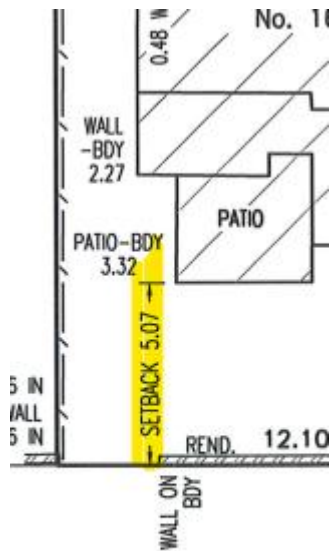
The stacked space is not in accordance with this standard.

The survey shows the compliant spaces would need to overlap each other, the patio or footpath to achieve 5.4m length.

Doors will not be able to be fully opened with 2 cars parked adjacent to each other.







## BANGAROO

This does not seem to comply in at least 3 highlighted areas.

✗ Family member and choice of vehicle dependent

In section 4 the traffic report attempts to justify the inadequate tandem space with this ...

“It is noted that the applicant and/or her family member will manage the centre and it is intended that the 1 car space is reserved for their use.”

Surely consent to inadequate parking cannot be predicated on who operated the Centre and what kind of car they drive??



Should the staff member choose to drive a large car then clearly the entire parking situation is compromised.

Obviously the same applies if any patron has a large car – the no-margin for error parking based on B85 dimensions will not allow for the on-site parking of any vehicle of greater size than 4.91m x 1.87m

✘ Existing servicing arrangements will be maintained

This is not consistent with the operational plan of management point 9, and also **suggests household collection will be used to collect from an Industrial/Commercial property**. This does not gel with my experience of owning commercial properties.

9. Waste Management Waste will be placed in the garbage bins located in the waste storage area. These bins will be emptied via normal household collection **and commercial contractor when required.**

## Summary

In conclusion, this is possibly the worst location for additional traffic manoeuvres in the entire suburb of North Balgowlah and Council must take note of 100's of resident objections that are flagging this.

PLM2020/0087 - Notes were provided for the proposal of a child care centre on 19 June 2020.  
The notes provided the following advice:

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- A detailed acoustic assessment report recommended given the close proximity to residential receivers;
- A detailed Plan of Management (PoM) outlining the operation of the centre around issue on addressing noise, number of children, mechanical plant, vehicle noise, the use of food;
- Traffic concerns in relation to the shortfall of off-street parking space. This would only be supported provided the number of children was heavily reduced to a maximum of 8 - 10 children on site.
- Requirement of a traffic and Parking Study.

In pre-planning Council advised the applicants that a maximum of 8-10 place centre would be viable due to parking concerns. I don't understand why we have then been presented with 24, 20, and now 12 when this limitation has been clear to the applicants from the start.

I would be shocked if Council backtracked on their prior position given the weight of community concern for parking and safety.