alma
RESTAURANT & BAR

TRAFFIC & PARKING IMPACT ASSESSMENT

Proposed alterations to existing Alma Restaurant and Bar

20 Albert Street

Freshwater NSW 2096

Traffic & Safety SOLUTIONS PTY LTD

ACN: 610 453 319 ABN: 69 610 453 319

8 Log Bridge Place
Hazelbrook NSW 2779

M: 0408 468 729

nav@tss.sydney
trafficandsafetysolutions@gmail.com

Revision	Details	Date	Author
A	TIA - Report	22/06/2022	NP
B	Amended TIA Report	12/07/2022	NP

TABLE OF CONTENTS

1 INTRODUCTION

1.1 BACKGROUND

Alma Restaurant & Bar have engaged traffic & Safety Solutions to prepare a Traffic and Parking Impact Assessment to accompany a development application to Northern Beaches Council for the proposed alterations and additions to the existing approved restaurant and bar located at 20 Albert Street, Freshwater, NSW 2096.

The proposed alterations and additions comprise of:

- removal of the existing 2 onsite parking spaces to provide an additional 35m^2 covered outdoor dining courtyard, and
- a façade upgrade with landscaping.

It is important to note there is no seating increase proposed as part of this development and the proposal seeks to provide more space for customers which is important considering the spatial requirements introduced with the Covid 19 pandemic.

1.2 REPORT PURPOSE

This report sets out an assessment of the traffic and parking impact of the proposed development, with specific consideration of the following:

- Description and analysis of the existing road network and traffic conditions.
- Description of the proposed development.
- Suitability of the existing on street car parking arrangements in the vicinity of the site.
- Delivery vehicle management.
- Public and active transport accessibility.

1.3 REPORT REFERENCES

This report has been based upon the following reference sources:

- Parking survey undertaken as part of the Traffic Impact Assessment Report prepared by Lyle Marshall & Partners Pty Ltd, dated 29/10/2022 for the approved development application for the change of use of the site for the purposes of a restaurant.

- Architectural plans of the alterations and additions prepared by Five Foot One Design (REV A),
- Customer travel survey of the customers of the existing Alma Restaurant.
- Warringah Development Control Plan 2011.
- Site inspections of the surrounding road network.

2 EXISTING CONDITIONS

2.1 SITE DESCRIPTION

The subject site is located at 20 Albert Street, Freshwater NSW 2096 within the local government area of Northern Beaches Council as shown in figure 2.1.

The site is legally defined as Lot 21 in DP226287 and contains an existing single storey commercial building that has an approved use for a restaurant and bar for 71 seated diners.

The site has a frontage to Albert Street and is located within the Freshwater Village.

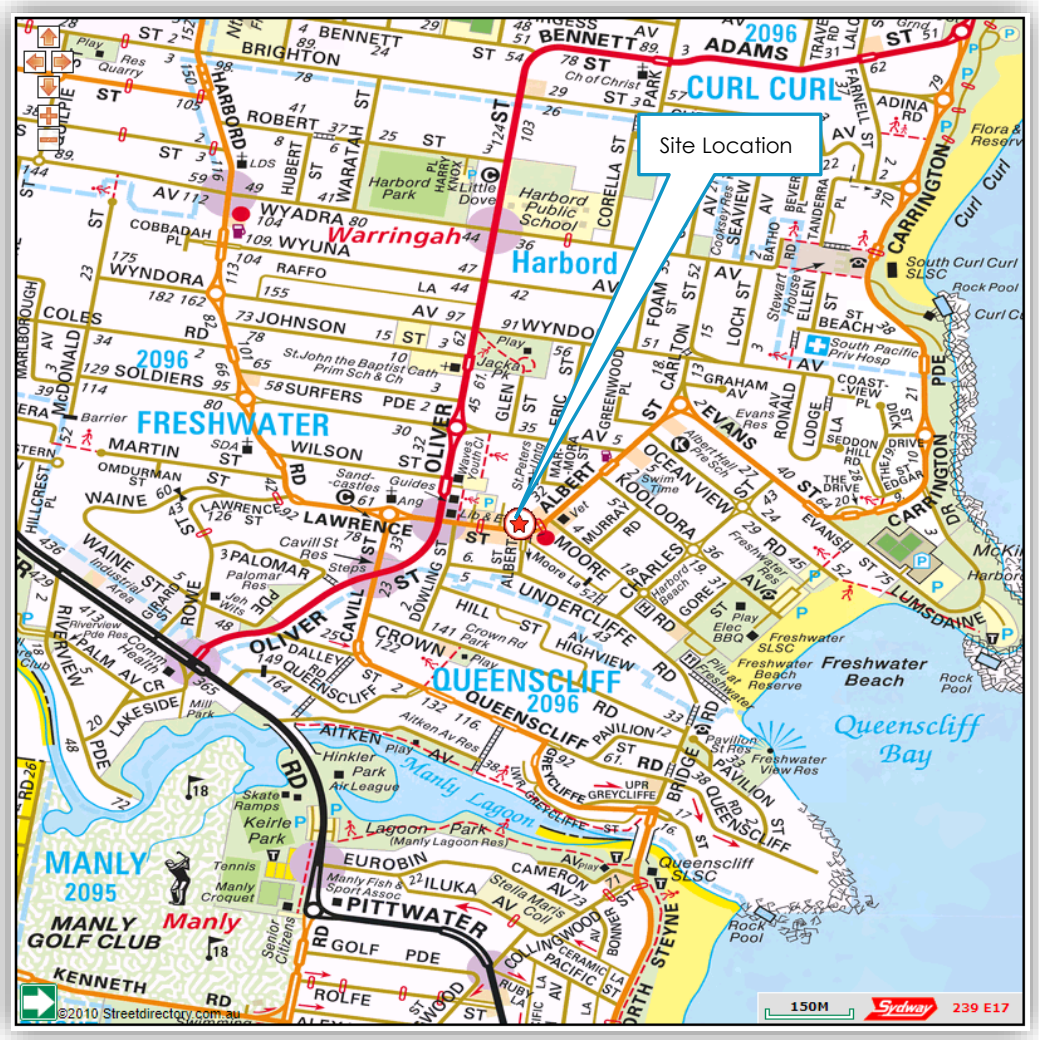


FIGURE 2.1: SITE LOCALITY MAP
SOURCE: WWW.STREET-DIRECTORY.COM.AU

The following site photographs provide a view of the site from the street.

FIGURE 2.2: SITE FRONTAGE
SOURCE: GOOGLE STREET VIEW

2.2 LAND USE

The site is located within the Freshwater Village, with predominately retail land uses consistent of a local strip shopping commercial area surrounded by low and medium density housing

The aerial photo provided in figures 2.3 shows the location of the site in relation to the surrounding land use and road network.

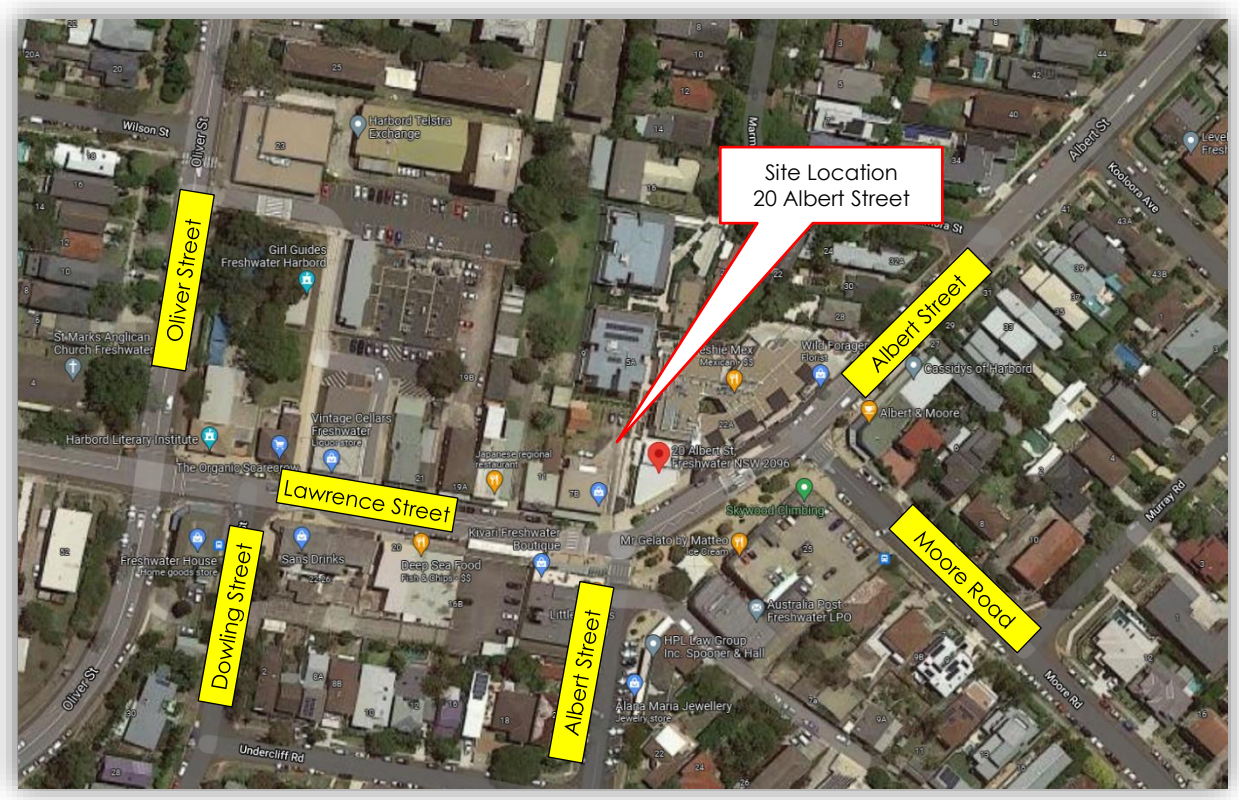


FIGURE 2.3: AERIAL PHOTO
SOURCE: GOOGLE MAPS

2.3 ROAD NETWORK

The existing road network and existing traffic controls in the vicinity of the site are described below.

2.3.1 ALBERT STREET

- is a local road under the care and control of Northern Beaches Council.
- the road configuration generally consists of a two-way undivided carriageway with one traffic lane in each direction between Lawrence Street and Evans Street.
- has a speed limit of 40 km/h as part of a high pedestrian activity area for Freshwater Village.
- has a carriageway approximately 12m wide, permitting on-street parking on both sides of the street within indented bays.

2.3.2 LAWRENCE STREET

- is a local road under the care and control of Northern Beaches Council.
- the road configuration generally consists of a two-way undivided carriageway with one traffic lane in each direction between Lawrence Street and Evans Street.
- has a speed limit of 40 km/h as part of a high pedestrian activity area for Freshwater Village.
- has a carriageway approximately 12m wide, permitting on-street parking on both sides of the street within indented bays.

2.3.3 TRAFFIC CONTROLS

Albert and Lawrence form part of the 40 km/h high pedestrian activity area for Freshwater Village. Local area traffic management devices such as raised pedestrian crossings, raised medians, channelised linemarking and gateway entry treatments are provided to ensure a self-regulating speed environment

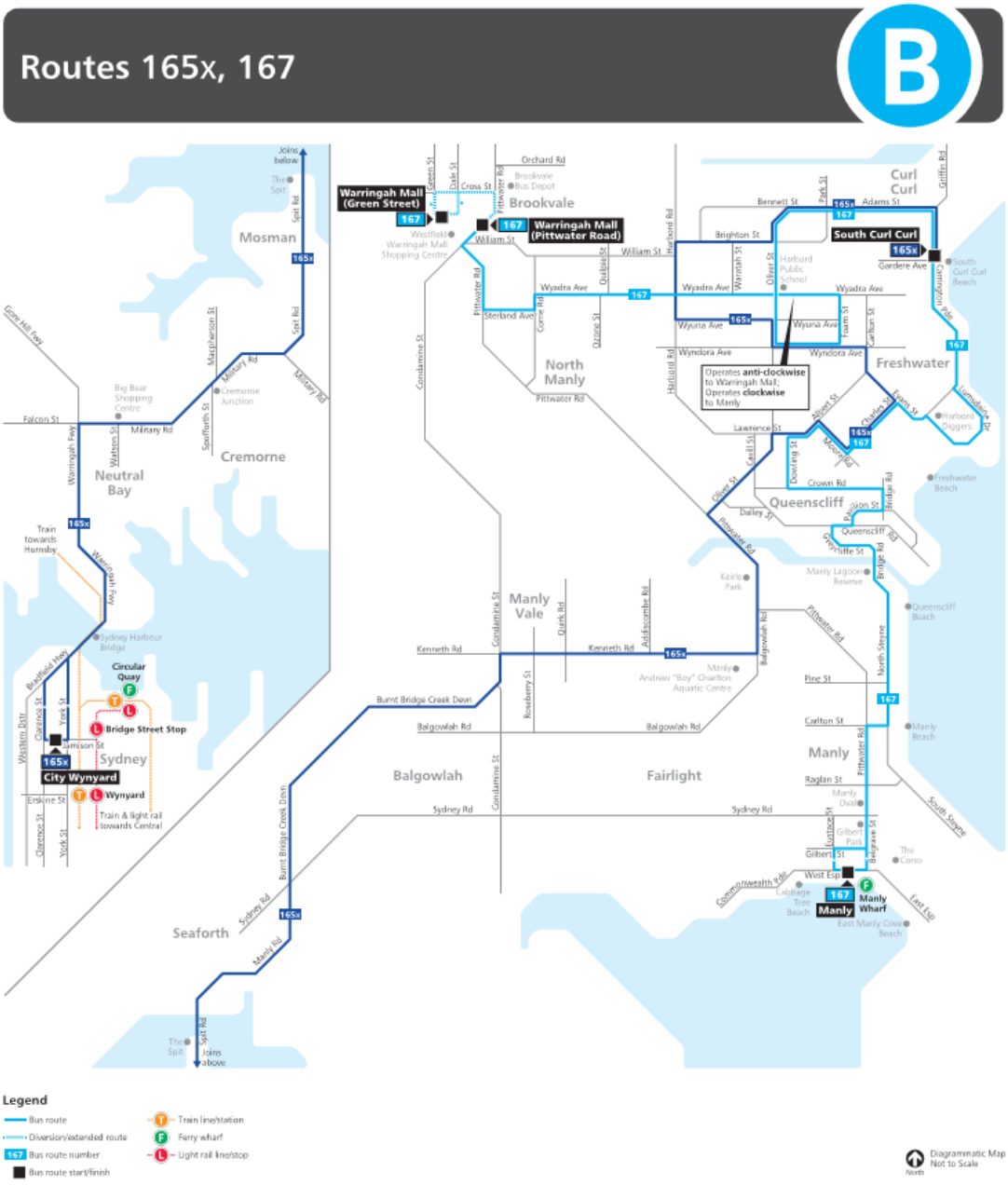
Traffic signals are installed at the intersection of Lawrence Road and Oliver Road which provides access to the Pittwater Road.

2.4 PUBLIC TRANSPORT

The site is well connected to public transport using the following bus routes:

- 165x – South Curl Curl to City Wynyard (Express Service),
- 166 – Frenchs Forest to Manly via Dee Why Beach, and
- 167 – Warringah Mall to Manly via South Curl Curl.

The bus route maps are shown in figure 2.4 & 2.5.



Route 165x to City Wynyard

Picks up and sets down passengers at all stops to Kenneth Road Manly Vale, then Cremorne Junction, Watson Street (Neutral Bay), and Wynyard.

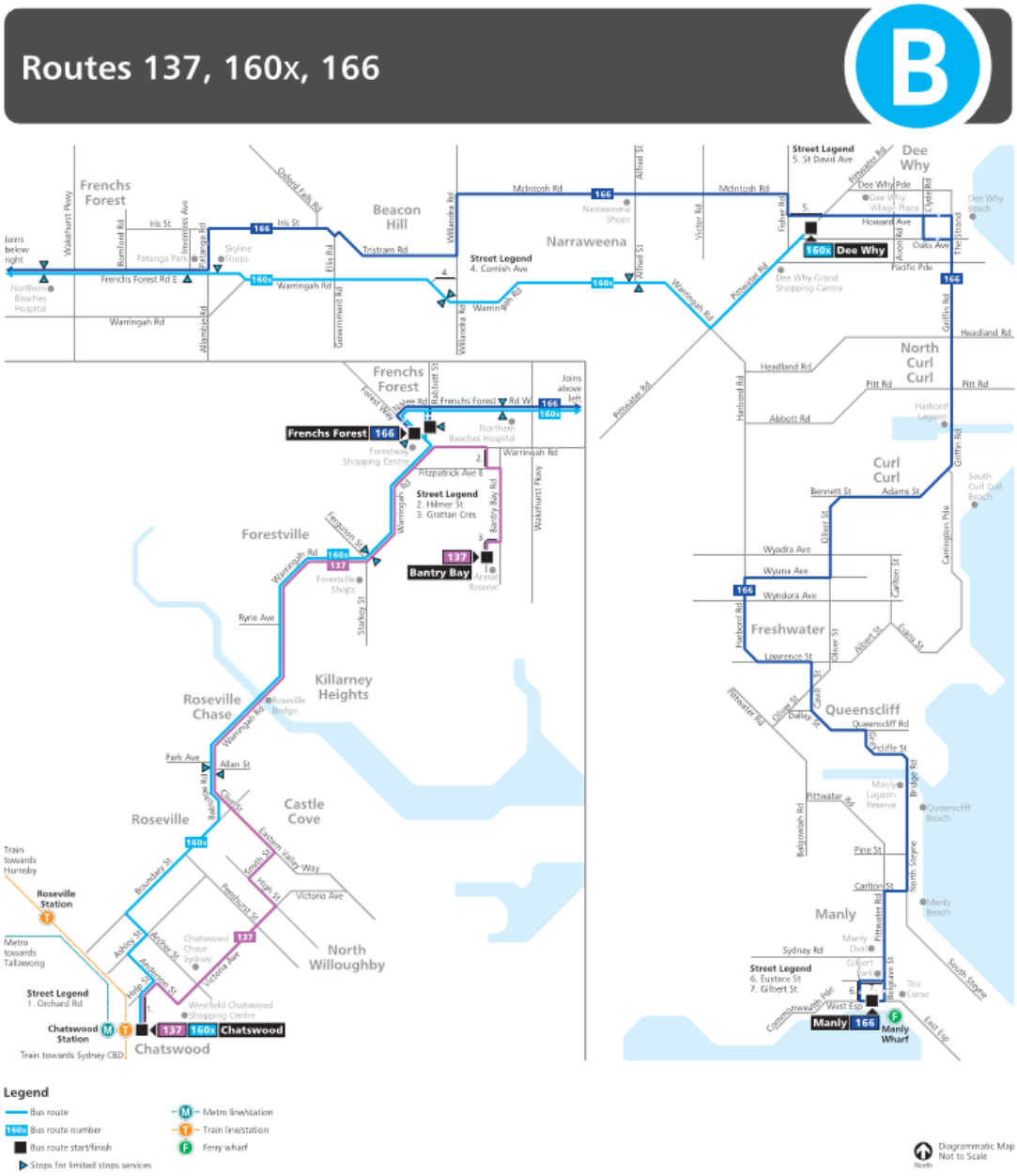
Route 165x to South Curl Curl

Picks up passengers only at Wynyard, then picks up and sets down passengers at Big Bear (Neutral Bay), Cremorne Junction, Kenneth Road Manly Vale, then all stops.

NSW GOVERNMENT | Transport

transportnsw.info

FIGURE 2.4: BUS ROUTE MAPS – 165X AND 167 BUS SERVICES
SOURCE: TFNSW



Route 160x to Dee Why

Picks up passengers only at Chatswood Interchange, then picks up and sets down passengers at Park Ave Roseville, Ferguson St Forestville, Forestway Shopping Centre, Northern Beaches Hospital, Skyline Shops, Willandra Rd Beacon Hill, Alfred St Narraweena, and Dee Why B-Line.

Route 160x to Chatswood

Picks up passengers only at Dee Why Shops, then picks up and sets down passengers at Alfred St Narraweena, Willandra Rd Beacon Hill, Skyline Shops, Northern Beaches Hospital, Forestway Shopping Centre, Starkey St Forestville, Allan St Roseville Chase, and Chatswood Interchange.

NSW GOVERNMENT | Transport

transportnsw.info

FIGURE 2.5: BUS ROUTE MAPS – 166
SOURCE: TFNSW

In addition, the passengers of the 166 and 167 bus routes can interchange at Manly Wharf with the F1 ferry service that provides direct access to Circular Quay.

The F1 ferry service map is shown in figure 2.6.

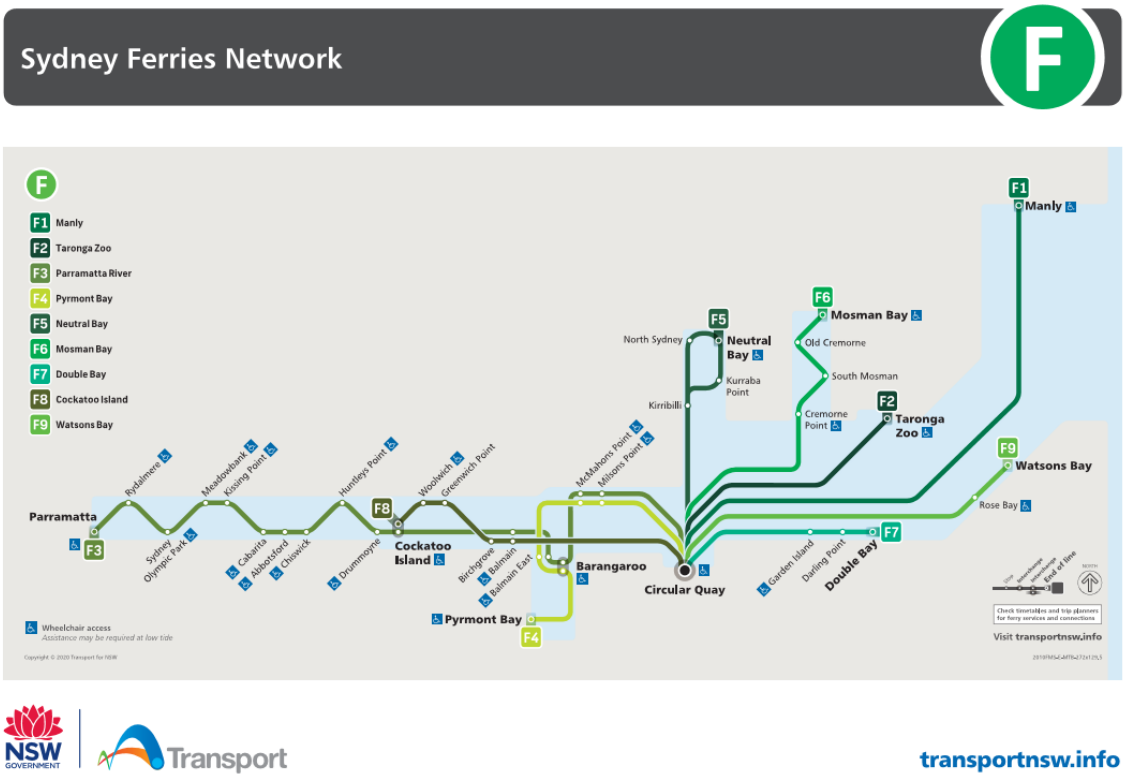


FIGURE 2.6: SYDNEY FERRIES NETWORK MAP
SOURCE: TFNSW

2.5 ACTIVE TRANSPORT

The site is located within the Freshwater Village and is well connected to existing active transport routes.

The website Walkscore.com provides an assessment of the location of the site to determine the accessibility of the site for pedestrians. According to the walkscore website, the location the site scored 83 out of 100 and is considered to be very walkable. This means that rather than use private vehicles, local people would be more likely to walk to the Freshwater Village.

The 15 minute walking catchment of the site is shown in figure 2.7.

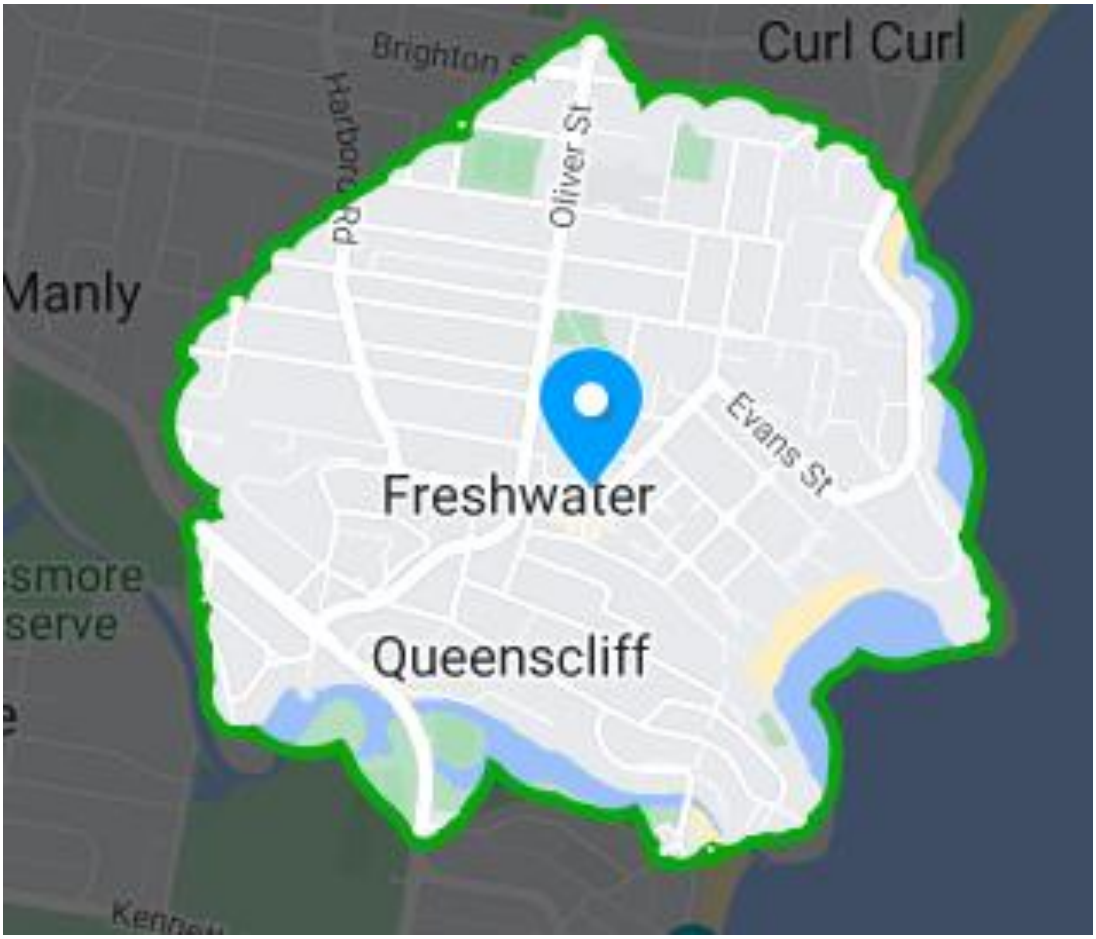


FIGURE 2.7: 15 MINUTE ALKING CATCHMENT OF SITE
SOURCE: HTTPS://WWW.WALKSCORE.COM/SCORE/20-ALBERT-ST-FRESHWATER-NSW-AUSTRALIA

3 PROPOSED DEVELOPMENT

3.1 DEVELOPMENT DESCRIPTION

The proposed development seeks make alterations and additions to the existing approved restaurant and bar located at 20 Albert Street, Freshwater, NSW 2096.

The proposed alterations and additions comprise of:

- removal of the existing 2 onsite parking spaces to provide an additional 35m^2 covered outdoor dining courtyard, and
- a façade upgrade with landscaping.

It is important to note there is no seating increase proposed as part of this development and the proposal seeks to provide more space for customers which is important considering the spatial requirements introduced with the Covid 19 pandemic. The proposed alterations and additions are shown in figure 3.1 below.

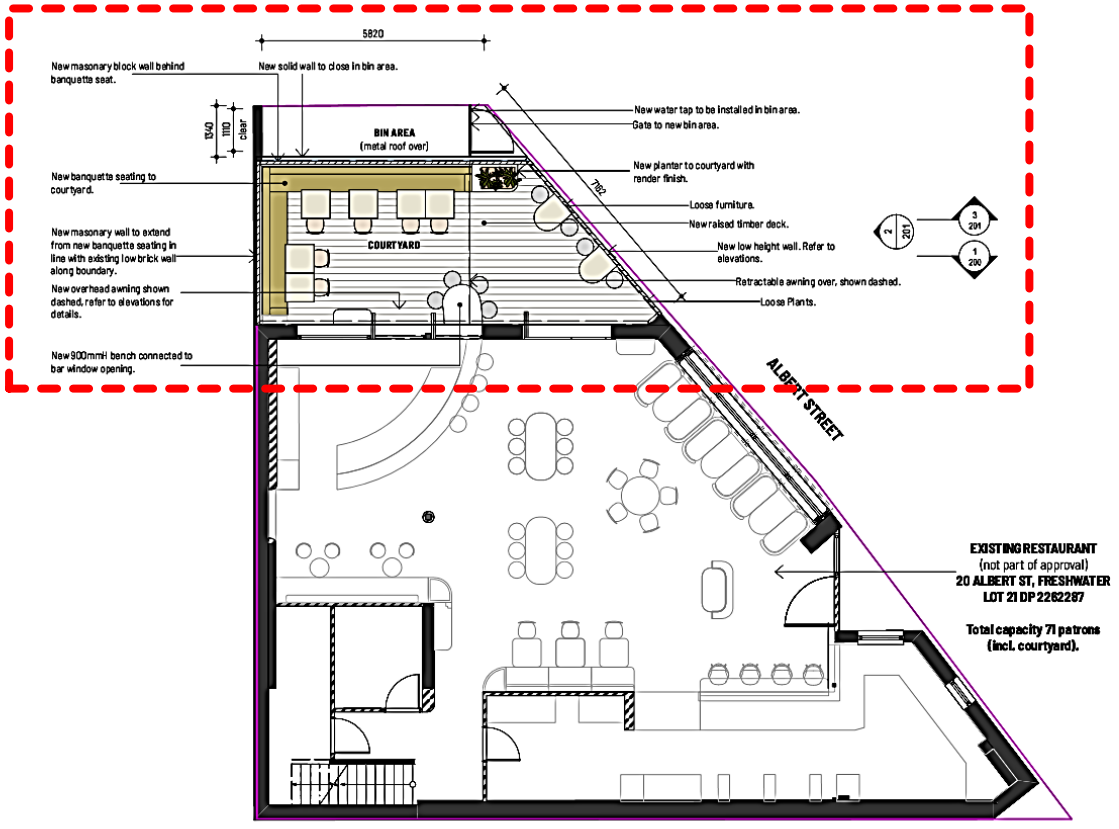


FIGURE 3.1: PROPOSED ALTERATIONS AND ADDITIONS
SOURCE: FIVE FOOT ONE

3.2 VEHICULAR ACCESS & CAR PARKING

The existing vehicular access to the site and two onsite car parking space are proposed to be removed to allow for the alterations and additions. There will be no future vehicle access or on site parking once the development is complete.

4 CUSTOMER TRAVEL SURVEY

A customer survey was undertaken to determine the mode of travel that the customer used to travel to the existing Alma restaurant.

4.1 TRAVEL SURVEY METHODOLOGY

To obtain travel mode data an online survey was prepared, and staff requested customers to participate in the survey by accessing the survey through a weblink (https://www.surveymonkey.com/r/GNNSG9N) or they could scan the QR code shown in figure 4.1 with their smart phones. The survey took less than 1 minute to complete.

FIGURE 4.1: QR CODE TO CUSTOMER SURVEY
SOURCE: ALMA CUSTOMER TRAVEL SURVEY

The survey was open for 6 weeks between 1st May 2022 and 20th June 2022 and attracted 172 responses.

The survey questions were designed to collect data on:

- the distance people travelled to dine at the restaurant,
- the type of transport they used to travel to the restaurant,
- where they parked their vehicle, and
- if they found it difficult to find parking.

4.2 RESPONSES TO SURVEY

The question and responses for each survey question is provided below.

4.2.1 QUESTION 1

As shown in figure 4.2 the data from the response to this question indicates that the majority of customers travelled less than 2km's to dine at the restaurant indicating that majority of trade is for local residents.

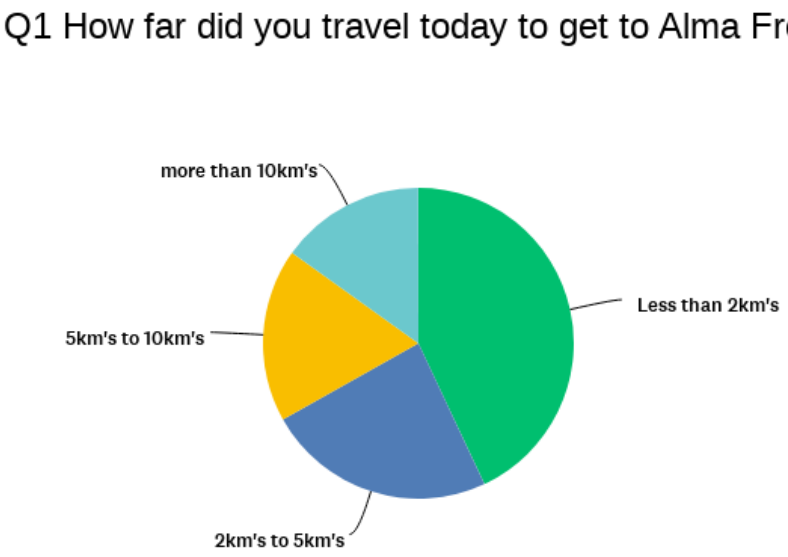


FIGURE 4.2: RESPONSE TO SURVEY QUESTION 1
SOURCE: ALMA CUSTOMER TRAVEL SURVEY

4.2.2 QUESTION 2

As shown in figure 4.3 the data from the response to this question indicates that the majority of the customers walked to the restaurant.

The data suggests that there was a 50:50 mode split between private car use and other travel modes.

It is important to note that of the 50% that travelled by private vehicle 25% were drivers and 25% were passengers which indicates that the car occupancy was 2 customers per vehicle.

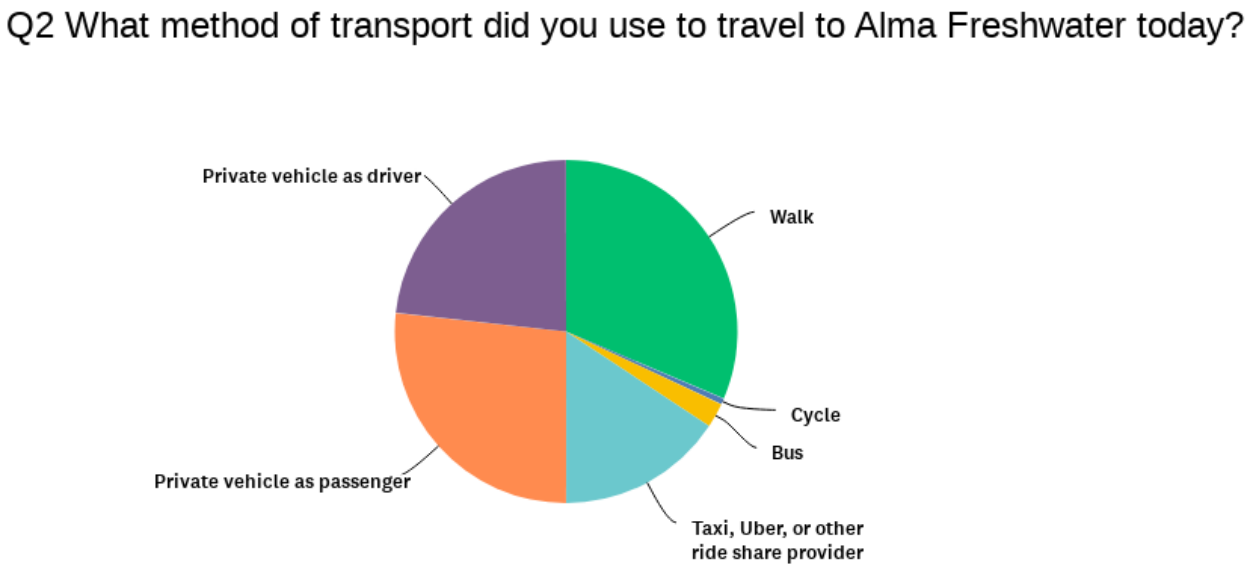


FIGURE 4.3: RESPONSE TO SURVEY QUESTION 2
SOURCE: ALMA CUSTOMER TRAVEL SURVEY

4.2.3 QUESTION 3

As shown in figure 4.4 the data from the response to this question indicates that the majority of drivers parked on street.

FIGURE 4.4: RESPONSE TO SURVEY QUESTION 3
SOURCE: ECA STAFF AND STUDENT TRAVEL SURVEY

4.2.4 QUESTION 4

As shown in figure 4.5 the data from the response to this question indicates that the majority of drivers did not find it difficult to find parking.

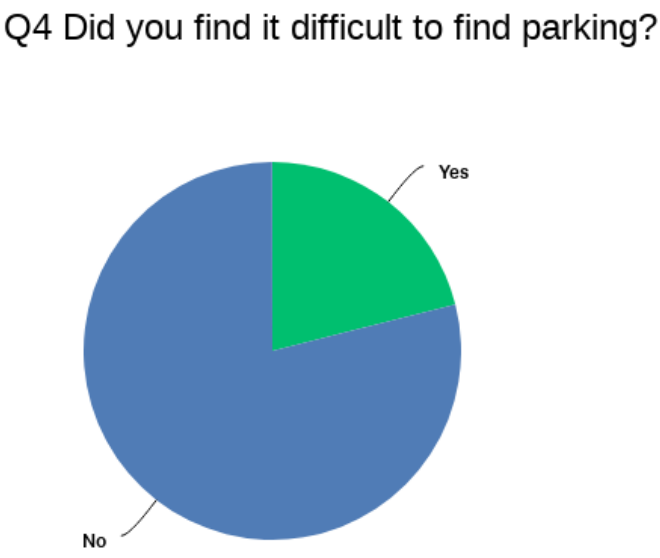


FIGURE 4.5: RESPONSE TO SURVEY QUESTION 4
SOURCE: ALMA CUSTOMER TRAVEL SURVEY

5 TRAFFIC & PARKING IMPACT ASSESSMENT

5.1 TRAFFIC GENERATION OF PROPOSED DEVELOPMENT

Trip generation rates for restaurants is provided in the RTA *Guide to Traffic Generating Developments.*

The trip generation rates are:

Evening peak hour vehicle trips = 5 per 100 m^2 gross floor area
Daily vehicle trips = 60 per 100 m^2 gross floor area

It is important to note that the RTA guide also makes a comment that:

'These rates reflect a high private transport usage, with a mean mode split for cars of 0.85 and a mean car occupancy of 2.2. Sites with greater numbers of customers who use public transport have correspondingly lower vehicle generation rates.'

'The average rates given are based on the gross floor area of the restaurant. The ideal method of calculation bases the assessment of traffic generation on the number of seats.'

'It is not advisable to assume 100% seat occupancy, when assessing traffic generation. Ideally, the 85 percentile occupancy should be used'.

Noting that the proposed alterations do not increase the number of seats of the approved restaurant it can be therefore concluded that the traffic generation of the proposed development will not increase the traffic generation of the approved restaurant.

5.2 PARKING DEMAND OF THE PROPOSED DEVELOPMENT

The Northern Beaches Council's Warringah Development Control Plan 2011(DCP) specifies parking rates for restaurants as shown in table 5.1.

Land Use	Parking Rate
Restaurant	15 spaces per 100 m^2 GFA, or 1 space per 3 seats. The above rate may be reduced if there is, in the consent authority's opinion, suitable available parking in the vicinity during the operating hours of the proposed development

TABLE 5.1: PARKING RATES
SOURCE: WARRINGAH DEVELOPMENT CONTROL PLAN 2011

The above rates are the same rates specified in the RTA *Guide to Traffic Generating Developments.* It is important to note that the RTA guide also makes the following comment:

'It is not advisable to assume 100% seat occupancy, when assessing traffic generation. Ideally, the 85 percentile occupancy should be used'.

'An alternative method of assessing restaurant parking demand would be by a comparison with a similar restaurant, where the following model may be applied

Peak Parking Demand = No. of Seats x Design Occupancy x Modal Split for cars.'.

In this regard the peak parking demand is calculated with the following inputs:

- Number of seats = 71
- Design Occupancy = 85% (from RTA guide)
- Modal Split for cars = 25%

Therefore:

Peak Parking Demand = 71 x 85% x 25% = 15 parking spaces.

5.3 PARKING OCCUPANCY SURVEY

A Traffic Impact Assessment Report was prepared by Lyle Marshall & Partners Pty Ltd, dated 29/10/2022 for the development application for the approved restaurant. An extensive parking survey was undertaken as part of this report.

The parking survey of the on street parking within walking distance of the proposed restaurant was conducted after the lifting of the COVID 19

lockdown restrictions on Friday 15th and Saturday 16th October 2021. The results are summarised in table 5.2.

Date	Total parking spaces	Spaces Occupied	Spaces Vacant	Spaces Occupied	Spaces Vacant	Spaces Occupied	Spaces Vacant
Friday 15/10/21	100	1:00 PM		1:30 PM		2:00 PM	
		62	38	55	45	50	50
Friday 15/10/21	119	6:30 PM		7:00 PM		7:30PM	
		73	46	73	46	74	45
Saturday 16/10/21	119	1:00 PM		1:30 PM		2:00 PM	
		101	18	96	23	91	28
Saturday 16/10/21	119	6:30 PM		7:00 PM		7:30PM	
		67	52	75	44	79	40

TABLE 5.2: PARKING SURVEY RESULTS DURING PEAK LUNCH AND DINNER PERIODS
SOURCE: TRAFFIC IMPACT ASSESSMENT REPORT PREPARED BY LYLE MARSHALL & PARTNERS

The parking survey indicates that for both lunch and dinner peak periods on the Friday there is a minimum of 38 car spaces available within walking distance of the proposed restaurant. Considering that the peak parking demand for the development is 15 parking spaces, there is more than sufficient parking available to cater for the parking demand of the restaurant.

The parking survey indicates that for both lunch and dinner peak periods on the Saturday there is a minimum of 18 car spaces available within walking distance of the proposed restaurant. Considering that the peak parking demand for the development is 15 parking spaces, there is sufficient parking available to cater for the parking demand of the restaurant.

This is consistent with the results of the customer travel survey that indicated that customers who drove to the restaurant did not consider it difficult to find a parking space.

Considering the town centre location of the restaurant it is highly probable that many of the trips made by the restaurant patrons during the Saturday lunch peak would be considered as linked trips (i.e., restaurant patrons would be visiting other retail businesses within Freshwater also) and therefore it is

probable that some of the parked vehicles could be visiting multiple retail businesses and therefore in fact there would be more than sufficient parking to cater for the parking demand of the restaurant.

5.4 LOADING AND SERVICING

There will be no off street parking available on completion of the development as the development proposes to remove the driveway and two onsite car parking spaces to accommodate the courtyard and façade alterations.

There is no requirement for restaurants to provide onsite loading facilities in either the DCP or the RTA guide.

It is noted that there are three existing timed car parking spaces directly in front of the existing restaurant. The timed parking is as follows:

- ½ P 8:30AM to 6PM Monday to Friday, and
- ½ P 8:30AM to 12:30PM Saturday.

With the removal of the driveway, the kerb length increases to allow an additional parking space at all times which provides an important public benefit.

As the parking is unrestricted prior to 8:30AM, it is recommended that these parking spaces be sign posted as a loading zone from 6AM to 8:30AM to allow for deliveries to be made for businesses in the Freshwater Village.

6 CONCLUSIONS

This report has thoroughly assessed the impact of the proposed alterations and additions to the existing approved restaurant and bar at 20 Albert Street. Freshwater.

The assessment undertaken in this report indicates that:

- As there is no increase in seating, there is no increase in traffic generation or parking demand of the existing restaurant.
- The parking survey shows that there is sufficient alternative parking available in the surrounding streets and Council car park.
- The customer travel survey indicates that there is a 50:50 mode split between private car use and other travel modes and of the 50% that travelled by private vehicle 25% were drivers and 25% were passengers which indicates that the car occupancy was 2 customers per vehicle.
- The removal of the driveway allows for an additional parking space at all times which provides an important public benefit.

Considering the comments above and the assessment contained in this report, it is of my professional opinion that development proposal can be recommended for approval.

Navin Prasad (Bachelor of Engineering Technology – Civil Engineering)
Director
Traffic & Safety Solutions PTY LTD