



**MEADOWBANK OPEN SPACE - TRAFFIC  
AND PARKING ASSESSMENT**

03 November 2022

Prepared for:  
School Infrastructure NSW

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Project Number: 300304245

## Meadowbank Open Space - Traffic and Parking Assessment

<b>Revision</b>	<b>Description</b>	<b>Author</b>	<b>Date</b>	<b>Quality Check</b>	<b>Date</b>	<b>Independent Review</b>	<b>Date</b>
Rev 01	Draft.v1	Des Ang / John Lim	27/10/22	Volker Buhl	28/10/22	Volker Buhl	28/10/22
Rev 02	Final.v1	Des Ang	03/11/22	Volker Buhl	03/11/22	Volker Buhl	03/11/22



## Meadowbank Open Space - Traffic and Parking Assessment

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# 1 Introduction

## 1.1 Proposed Development

The Department of Education NSW has engaged Stantec to assess the traffic, access and parking matters associated with the proposed Open Space development at 2-6 Thistle Street, Ryde. Figure 1-1 shows an indicative site layout of the open space prepared by Graphite Architects. The proposed site plan is also provided in Appendix A. As part of this planning proposal, the following has been proposed:

- An open space with an area of approximately 9,140 m<sup>2</sup>.
- A one-level community centre with a GFA of approximately 323 m<sup>2</sup>. Facilities include office, storage and restrooms.
- A service vehicle access to the hall via Gale Street.

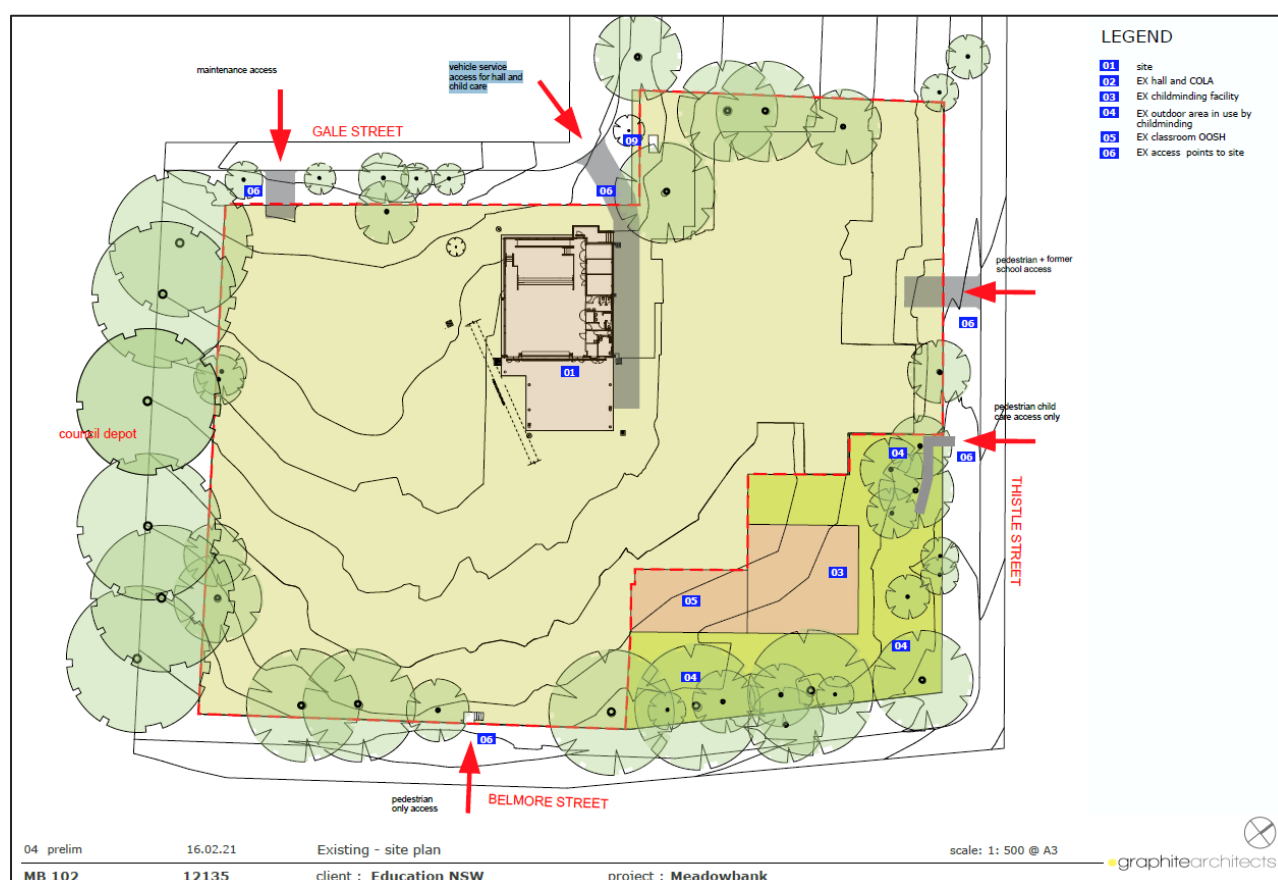


Figure 1-1: Proposed site

## 1.2 Purpose of Report

This report sets out the transport and parking impact assessment methodology undertaken to determine the anticipated demands on the transport network, including consideration of the following:

- Existing and future traffic and parking environment surrounding the site
- Case studies of surrounding parks with similar characteristics
- Existing community centres / halls near the site
- Ability of the existing road network to accommodate anticipated demands from proposed development.



## 1.3 References

In preparing this report, reference has been made to the following:

- Ryde Development Control Plan
- Halls and Facilities Strategy (prepared by City of Ryde – 3 March 2020)
- Meadowbank Public School – Conversion to open space assessment (Revised September 2022)

An inspection of the site, its surroundings, and nearby parks (Case studies) was also undertaken as part of this assessment.

### 1.3.1 Halls and Facilities Strategy

The Halls and Facilities Strategy has been developed to inform the City of Ryde's planning and delivery of halls and facilities in the Ryde local government area. The scope of the strategy includes 28 halls and facilities within the City of Ryde. The Strategy describes what a sustainable network of community facilities in the City of Ryde is, what principles should drive planning, what level of provision is appropriate (both now and for future planning) and what models of facility provision are recommended.

Section 7 (*Planning Framework*) of the Strategy details the guiding principles that have been developed to guide the planning and delivery of community facilities across the City of Ryde. The guiding principles relevant to transport and access are as follows:

- **Connected to Public Transport, Pedestrian and Cycling networks**
  - Proximity to public transport enhances accessibility for all population groups. Community facilities should ideally be located within 400 metres walking distance of a regular public transport stop.
  - Linking to pedestrian and cycling networks provides another avenue to promote the accessibility of facilities to all groups in the population and is a further means to encourage sustainable behaviour and a healthy and active lifestyle. This should be supported through simple infrastructure at facilities, such as incorporating bike racks.
- **Universal design**
  - Facilities should be designed to be universally accessible for all user groups, including people with a disability and parents and carers of children. Access to facilities should enable physical as well as social inclusivity for all community members.
- **Incorporates accessible parking**
  - As well as being located in close proximity to public transport, it is important that facilities include provision of well-lit, on-site or shared car parking within walking distance of the centre. Accessibility parking spaces should also be provided as close as possible to entrances.

The strategy provides a list of City of Ryde's existing Halls and Facilities and outlines their respective provisions (i.e. Parking, multi-purpose, etc.). It is noted that, from the list of 17 existing halls and facilities, only Marsfield Community Centre in Marsfield and Lions Park Hall have parking provisions.



## 2 Existing Conditions

### 2.1 Site Location

The subject site is located at 2-6 Thistle Street, Ryde and is currently occupied by a decommissioned Meadowbank Public School. An aerial photo view of the site in relation to the surrounding road network is shown within Figure 2-1.

Figure 2-2 shows the land use zoning of the subject site in context of adjacent sites and the surrounding area. The site is predominantly surrounded by low density residential areas (R2), with mixed-use (B4) zones to the south. It is understood that the future land use zoning at this location will be changed.

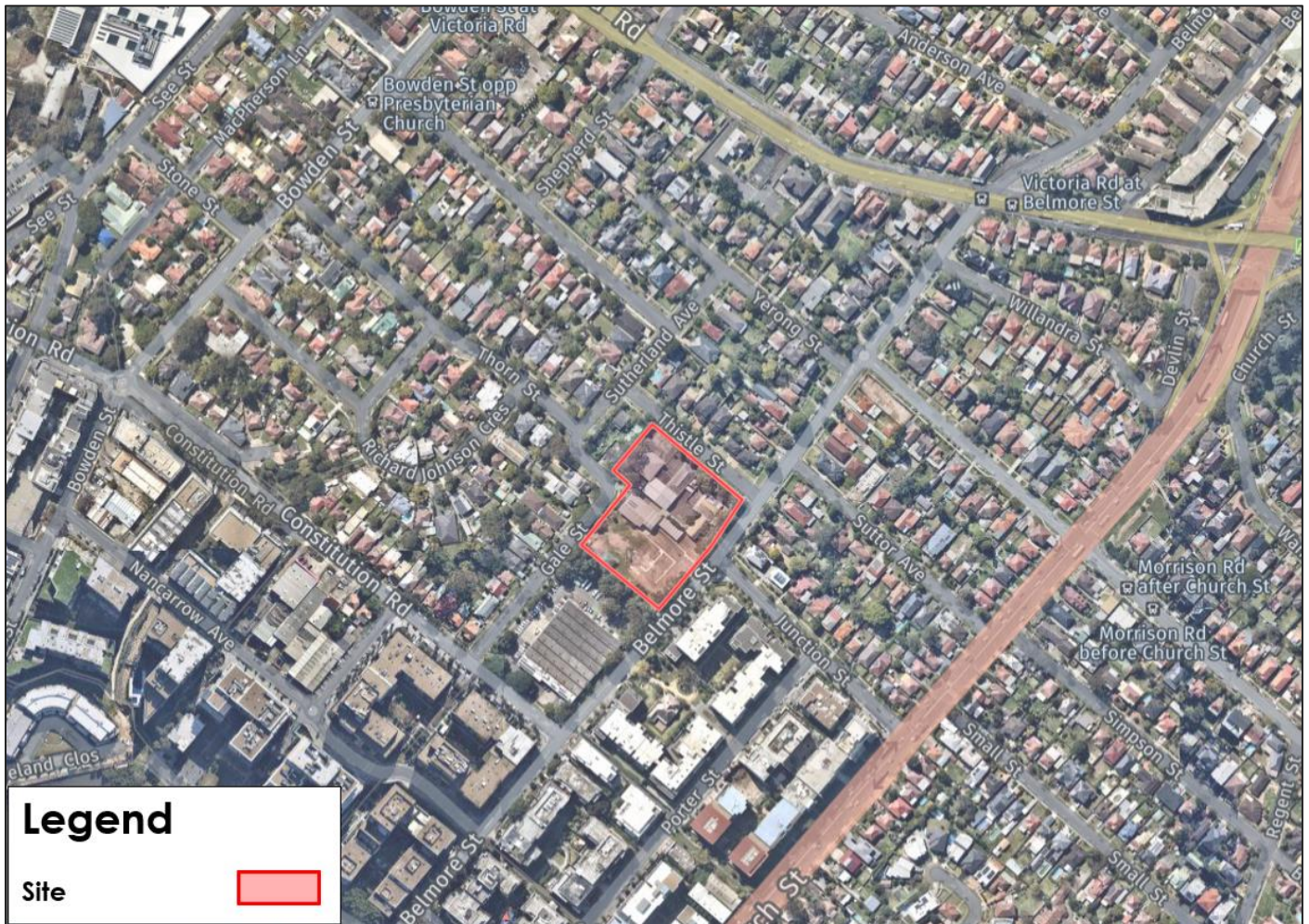


Figure 2-1: Site and surrounding road network<sup>1</sup>

<sup>1</sup> Source: Nearmap ([www.nearmap.com.au](http://www.nearmap.com.au)) dated 12<sup>th</sup> September 2022



# Meadowbank Open Space - Traffic and Parking Assessment

## 2 Existing Conditions

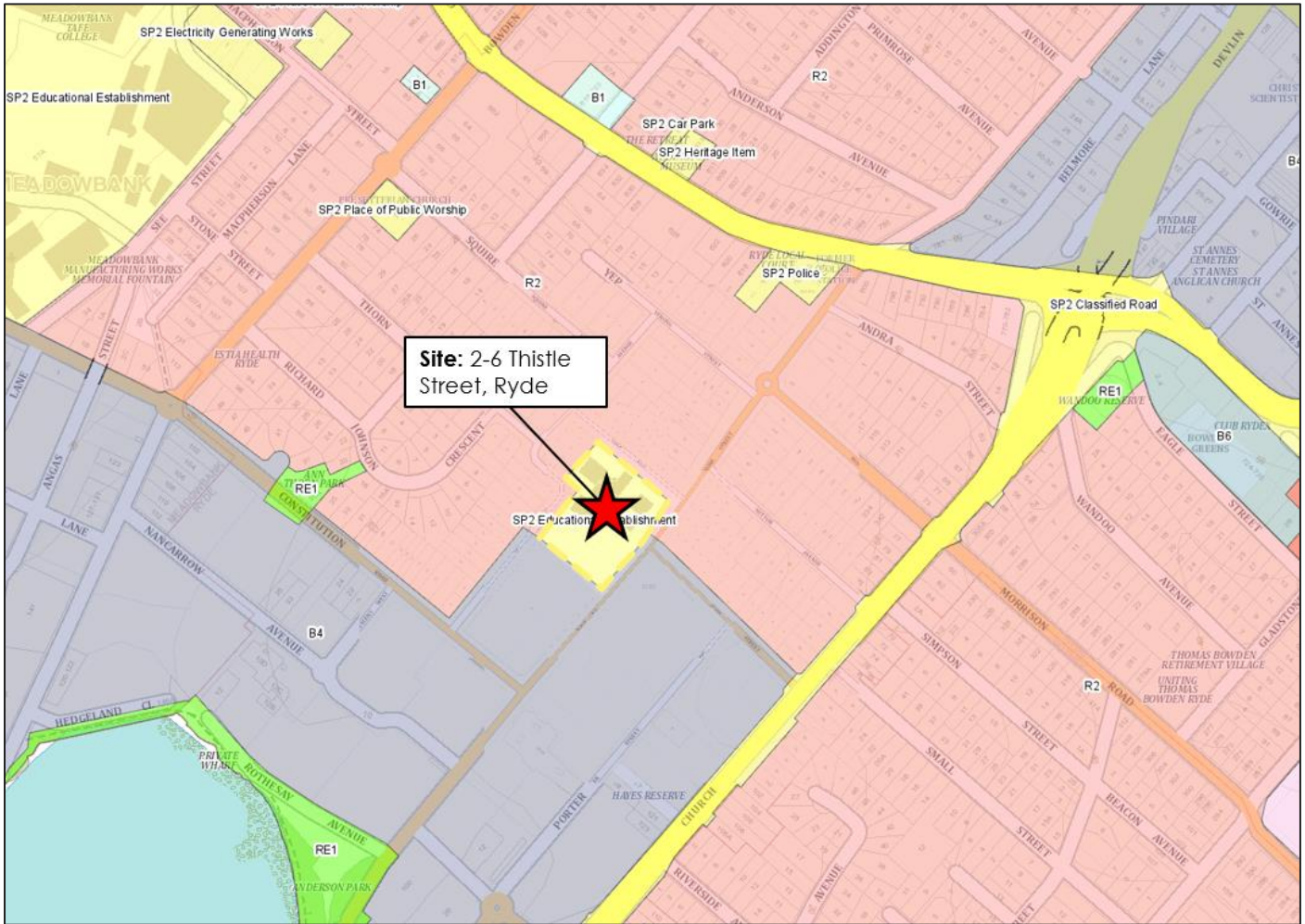


Figure 2-2: Site and surrounding land use<sup>2</sup>

## 2.2 Road Network

The road network surrounding the site is described in Table 2-1.

Table 2-1: Road network surrounding the site in terms of characteristics

Road Name	Road Type	Details
<b>Thistle Street</b>	Local	<ul style="list-style-type: none"> <li>Thistle Road is local road that is located along the northern boundary of the site and is aligned in an east-west direction.</li> <li>It extends from its intersection with Sutherland Avenue to its intersection with Belmore Street at its east.</li> <li>It has one traffic lane in each direction, with on-street parking available on both sides of the road.</li> <li>Parking restrictions (for school days) are still in place between 8:00am to 9:30am and between 2:30pm to 4:00pm.</li> </ul>

<sup>2</sup> Source: NSW Planning Portal, [ePlanning Spatial Viewer \(nsw.gov.au\)](https://www.eplanning.nsw.gov.au)



**Meadowbank Open Space - Traffic and Parking Assessment**  
**2 Existing Conditions**

<b>Gale Street</b>	Local	<ul style="list-style-type: none"> <li>• Gale Street is a local road that is located along the western side of the site and is generally aligned in a north-east to south-west direction.</li> <li>• It extends from Sutherland Avenue at its north to its intersection with Constitution Road at its south.</li> <li>• Has one traffic lane in each direction, with on-street parking available on both sides of the road.</li> <li>• Parking restrictions (for school days) are still in place between 8:00am to 9:30am and between 2:30pm to 4:00pm.</li> </ul>
<b>Constitution Road</b>	Local	<ul style="list-style-type: none"> <li>• Constitution Road is a collector road that is located on the south of the site and is generally aligned in an east to west direction.</li> <li>• It extends between Belmore Street to the east and Railway Parade to the west and provides access to Places nearby such as TAFE Meadowbank Campus and Meadowbank Station.</li> <li>• It generally has one traffic lane in each direction, with on-street parking available at certain locations of the road.</li> </ul>
<b>Belmore Street</b>	Local	<ul style="list-style-type: none"> <li>• Belmore Street is a load road that is generally aligned in a north-south direction along the south-eastern boundary of the site.</li> <li>• It provides key connections to local streets within Meadowbank from Victoria Road and Church Street.</li> <li>• Near the site, it connects to Constitution Road to the south and Victoria Road to the north.</li> <li>• It generally has one traffic lane in each direction, with restricted on-street parking available at certain locations of the road.</li> </ul>

The following intersections are located near the site:

- Signalised: Belmore Street with Constitution Road
- Signalised: Belmore Street with Junction Street
- Priority-controlled: Thistle Street with Belmore Street
- Priority-controlled: Thistle Street with Sutherland Avenue
- Priority-controlled: Gale Street with Thorn Street and Sutherland Avenue
- Priority-controlled: Gale Street with Constitution Road





## 2.3 Active Transport

### 2.3.1 Walking

The pedestrian network surrounding the site is well-formed. Footpaths are provided on either side of the roads surrounding the site, facilitating a continuous linkage for pedestrians to access the site from dwellings nearby. In particular, pedestrians are supported by the following infrastructure in the vicinity of the site:

- Footpaths are provided along both sides of Thistle Street, Gale Street, Belmore Street and Constitution Road.
- As shown Figure 2-3, the signalised intersections of Belmore Street with Constitution Road and Belmore Street with Junction Street have pedestrian crossings across the intersecting streets.
- An island to facilitate pedestrian crossing is also provided along Gale Street, near its intersection with Constitution Road.



Figure 2-3: Pedestrian crossing facilities near the site<sup>3</sup>

### 2.3.2 Cycling

Based on the TfNSW cycleway finder as shown in Figure 2-4, there are no dedicated off-road cycleways in the immediate vicinity of the subject site. However, a number of on-road bicycle routes exists to facilitate cycling to and from the area.

<sup>3</sup> Source: Nearmap (dated 12<sup>th</sup> September 2022)



## Meadowbank Open Space - Traffic and Parking Assessment 2 Existing Conditions

Also shown in Figure 2-4, the on-road cycling environments in the vicinity of the subject site are indicated to be of low to moderate difficulty by the Service NSW Cycleway Finder.

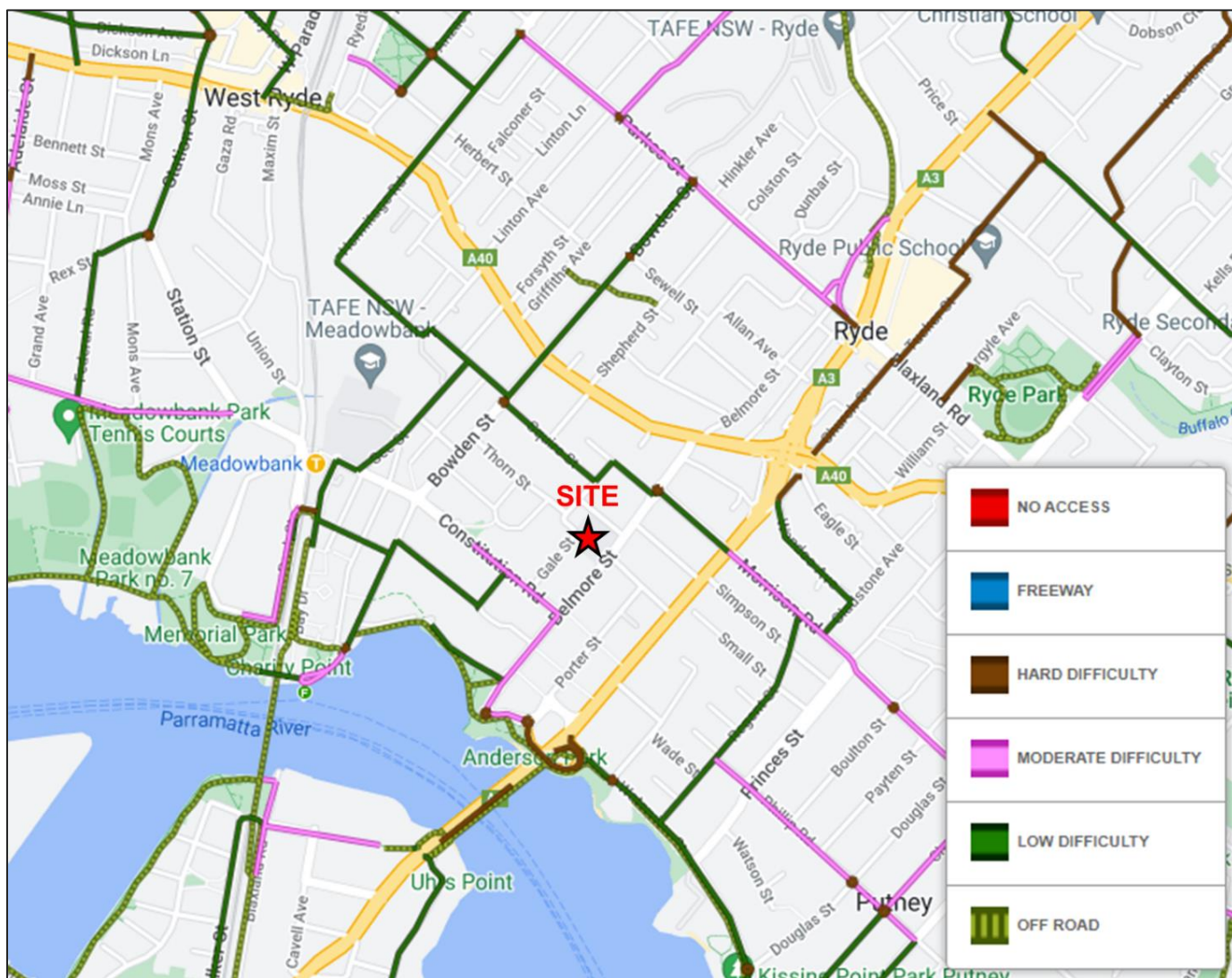


Figure 2-4: Cycling infrastructure surrounding subject site with difficulty<sup>4</sup>

## 2.4 Public Transport

Meadowbank Train Station is located around 750 metres (about 10-minute walk) from the subject site. The station is on the T9 Northern Line, with services running between North Shore to Hornsby via City. Table 2-1 Table 2-2 details the service frequencies of the trains arriving and departing Meadowbank Train Station in both the northbound and southbound directions during the weekdays and weekends.

Table 2-2: Train service frequencies from Meadowbank Train Station

Route	Destination	Weekday Service Frequency	Weekend Service Frequency
T9 – North	Hornsby	Every 15 minutes	Every 15 minutes
T9 – South	North Shore via City	Every 7 minutes (Peak) Every 15 minutes (Off-peak)	Every 15 minutes

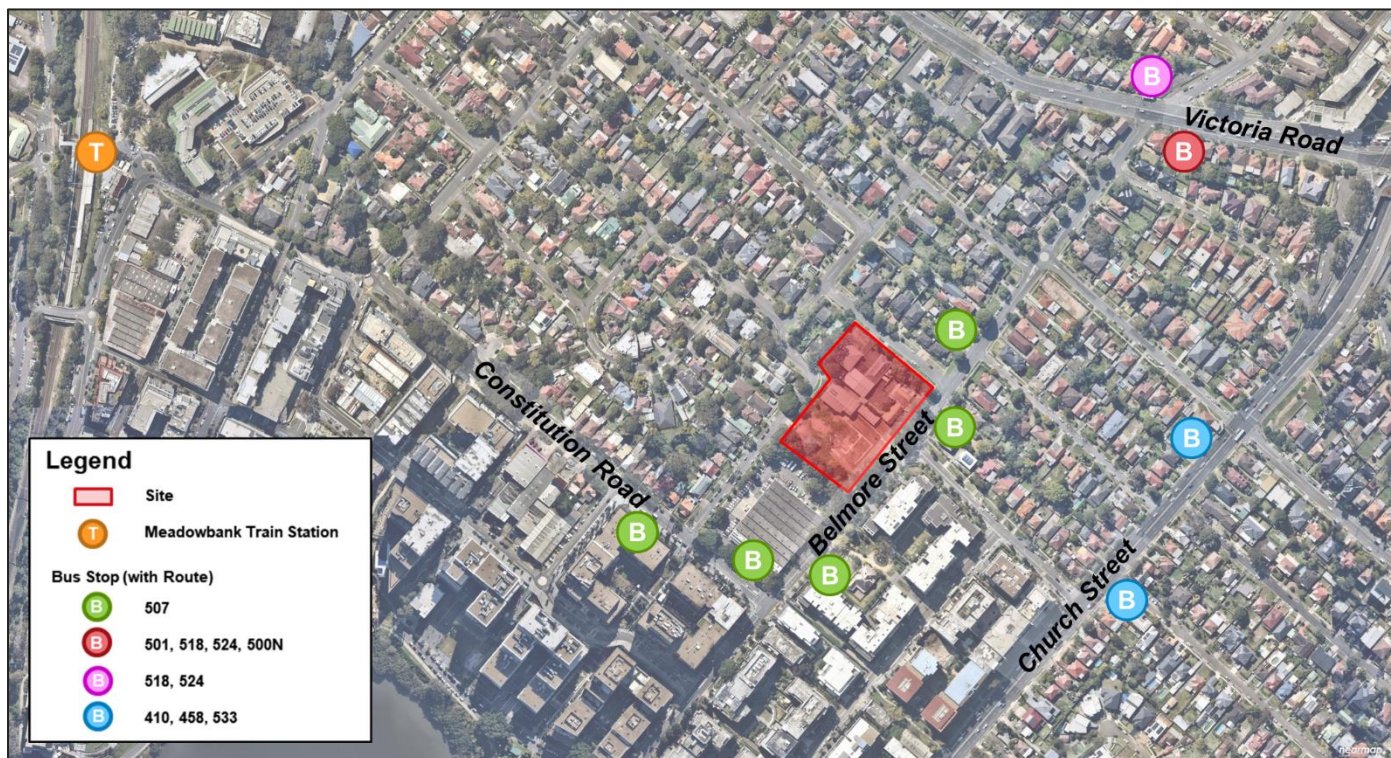
<sup>4</sup> Source: Service NSW Cycleway Finder [https://roads-waterways.transport.nsw.gov.au/customer-maps/cycleway\\_finder](https://roads-waterways.transport.nsw.gov.au/customer-maps/cycleway_finder) , accessed 24th October 2022



## Meadowbank Open Space - Traffic and Parking Assessment

### 2 Existing Conditions

Figure 2-5 shows the location of Meadowbank Train Station and the existing bus stops for the public bus routes that provide the closest services to the site.



**Figure 2-5: Public transport services near the site**

Bus network services surrounding the site are detailed in Table 2-3 and shown indicatively within the Bus Network Map provided in Figure 2-6. Bus route 507 operates near the site with the nearest stop located along Balmore Street and Constitution Road. Bus routes 501, 518, 524 and 500N operate along Victoria Road. Bus routes 410, 458 and 533 operate along Church Street.

These bus services are relatively frequent during the peak periods and carry passengers to / from the surrounding residential suburbs and Places such as Meadowbank Station.

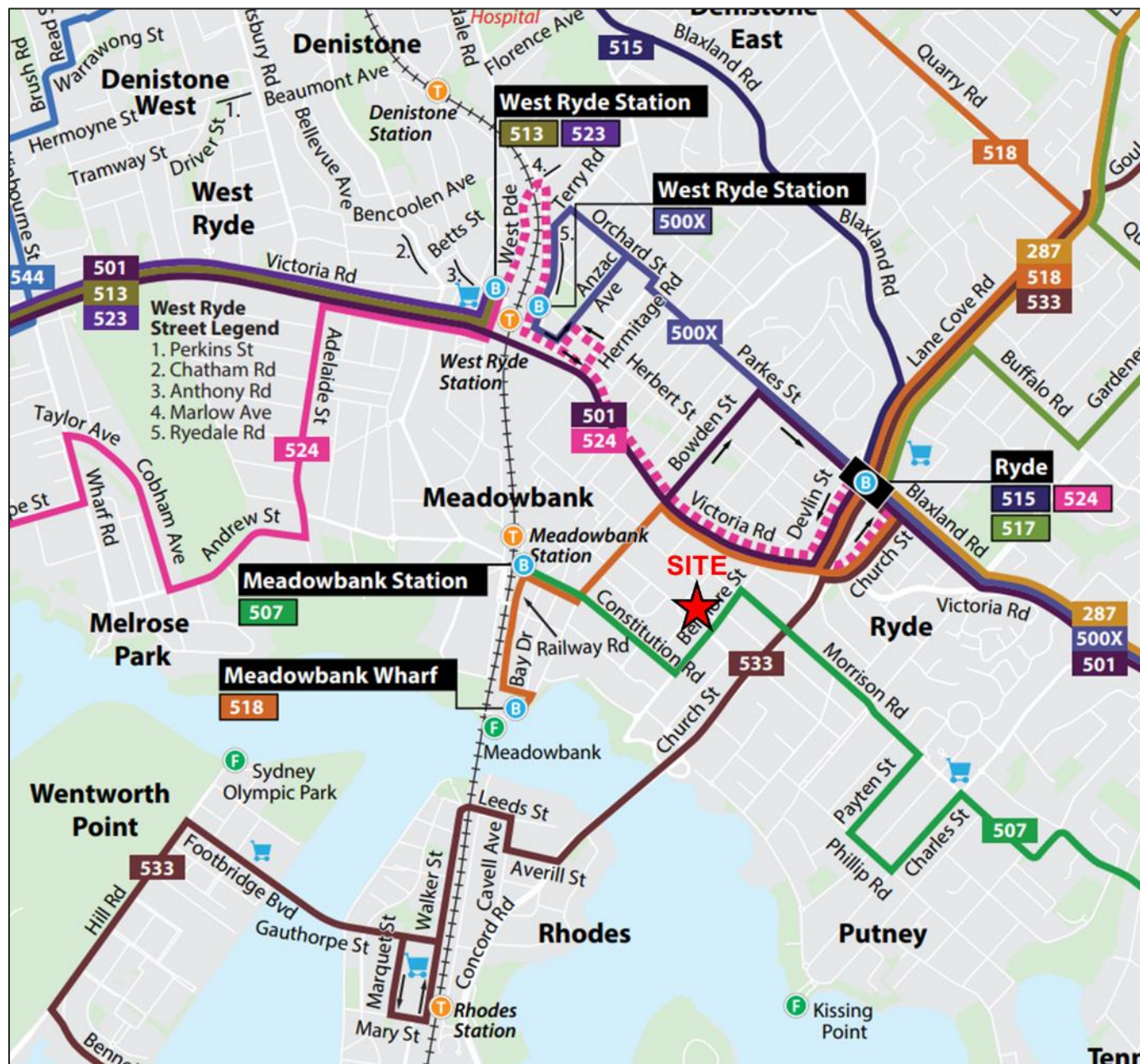
**Table 2-3: Bus service frequency**

Bus Route	Destination	AM / PM peak frequency	Off-peak frequency
410	Macquarie Park to Hurstville	7 minutes / 10 minutes	15-30 minutes
458	Ryde to Burwood	30 minutes	30 minutes
501	Parramatta to Central Pitt St via Victoria Rd	10 minutes / 15 minutes	15 minutes
507	Meadowbank to Gladesville & City Hyde Park	10 minutes / 15 minutes	30 minutes
518	Meadowbank Wharf to Macquarie University	15 minutes / 15 minutes	30 minutes
524	Ryde to Parramatta via West Ryde	30 minutes	60 minutes



**Meadowbank Open Space - Traffic and Parking Assessment**  
**2 Existing Conditions**

<b>533</b>	Sydney Olympic Park to Chatswood via Rhodes & North Ryde	15 minutes / 7 minutes	30 minutes
<b>500N</b>	Parramatta to City Hyde Park via Victoria Road (Night Service)	-	30 minutes



**Figure 2-6: Surrounding bus network<sup>5</sup>**

**2.4.1 Road Safety**

A search of the Road Safety Crash and Casualty Statistics Portal has been undertaken for the most recent five period 2017 to 2021 inclusive. The crash statistics are confined to crashes that conform to the national guidelines for reporting and classifying road vehicle crashes. The guidelines include crashes that meet all of these criteria:

<sup>5</sup> Source: Busways Network Map <https://www.busways.com.au/sites/default/files/network-maps/2022-06-02/R7NetworkMap260422.pdf>, dated 2nd June 2022



## Meadowbank Open Space - Traffic and Parking Assessment

### 2 Existing Conditions

- Were crashes reported to the police;
- Occurred on a road open to the public
- Involved at least one moving road vehicle; and
- Involved at least one person being killed or injured or at least one motor vehicle being towed away.

A search radius of 400 metres from the proposed site has been assessed. There was a total of 61 crashes identified within the crash area (400 metres radius of the site) over the five-year period from 2017 to 2021. A summary of the crash analysis is as follows:

- Eight crashes resulted in serious injuries. One of these crashes occurred near the site at the intersection of Constitution Road and Hamilton Crescent West.
  - The rest of the seven crashes occurred along Victoria Road (A40) and Church Street (A3).
  - 50% of the crashes that resulted in serious injuries occurred in 2021.
  - One of the eight crashes involved a pedestrian along Shepherd Street, near Victoria Road.
- 10 crashes resulted in moderate injuries. All of these crashes occurred along A40 Victoria Road and A3 Church Street.
- There were 16 crashes without casualties. Of these 16 crashes, three occurred near the site along Constitution Road and Belmore Street.
- Within this 400 metres radius, year 2021 has the least number of crashes (9).

Regardless, based on the crashes identified from 2017 to 2021, no distinct trends have been observed within this area.

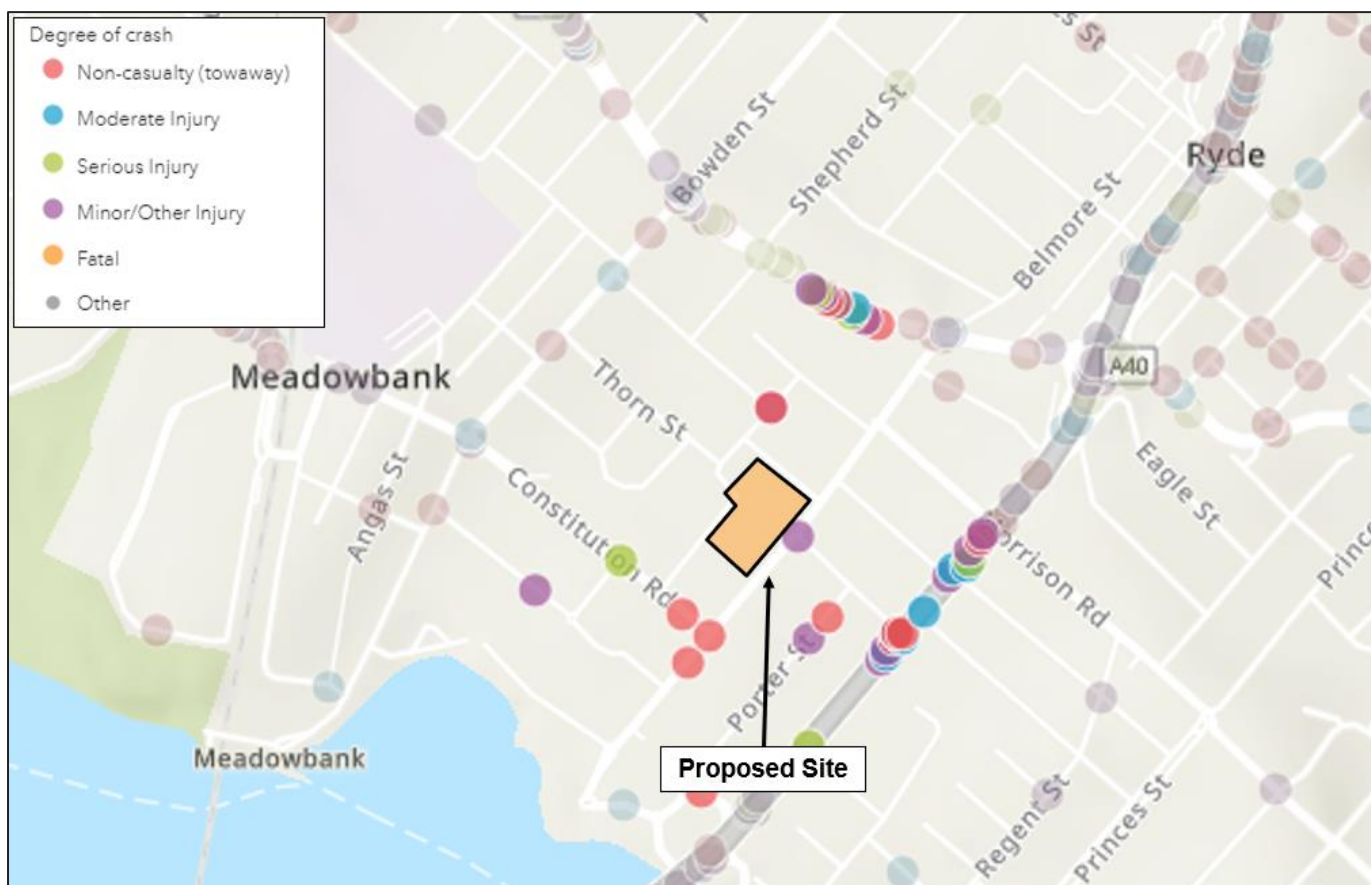


Figure 2-7: Crash Locations<sup>6</sup>

<sup>6</sup>Source: [Crash and casualty statistics - LGA view - Interactive crash statistics - Statistics - NSW Centre for Road Safety](#)





### 3 Parking Demand Assessment

Within Ryde Development Control Plan (DCP), it is noted that no parking rates/ controls have been identified for “Parks/ Open Spaces” and “community centres”. Section 9.3 of the DCP notes the following:

*“To establish the parking rate for any development type not specified above, comparisons should be drawn with similar development and outlined in a Traffic and Parking Impact Assessment Report submitted together with the Development Application. Such comparisons should include a minimum of two case studies drawn from the Ryde Local Government Area or adjoining Local Government Areas and be prepared in accordance with the RMS Guide to Traffic Generating Development.”*

A site investigation was undertaken on Saturday, 15<sup>th</sup> October 2022, between 9:30am to 12:30pm and from 3:30pm to 5:00pm to:

- Understand the parking trends around the existing site.
- Determine demands from nearby parks of similar characteristics and identify existing modes of travel to these parks.

#### 3.1 Case Studies

The location of the proposed open space site and the three existing parks used for this assessment is shown in Figure 3-1

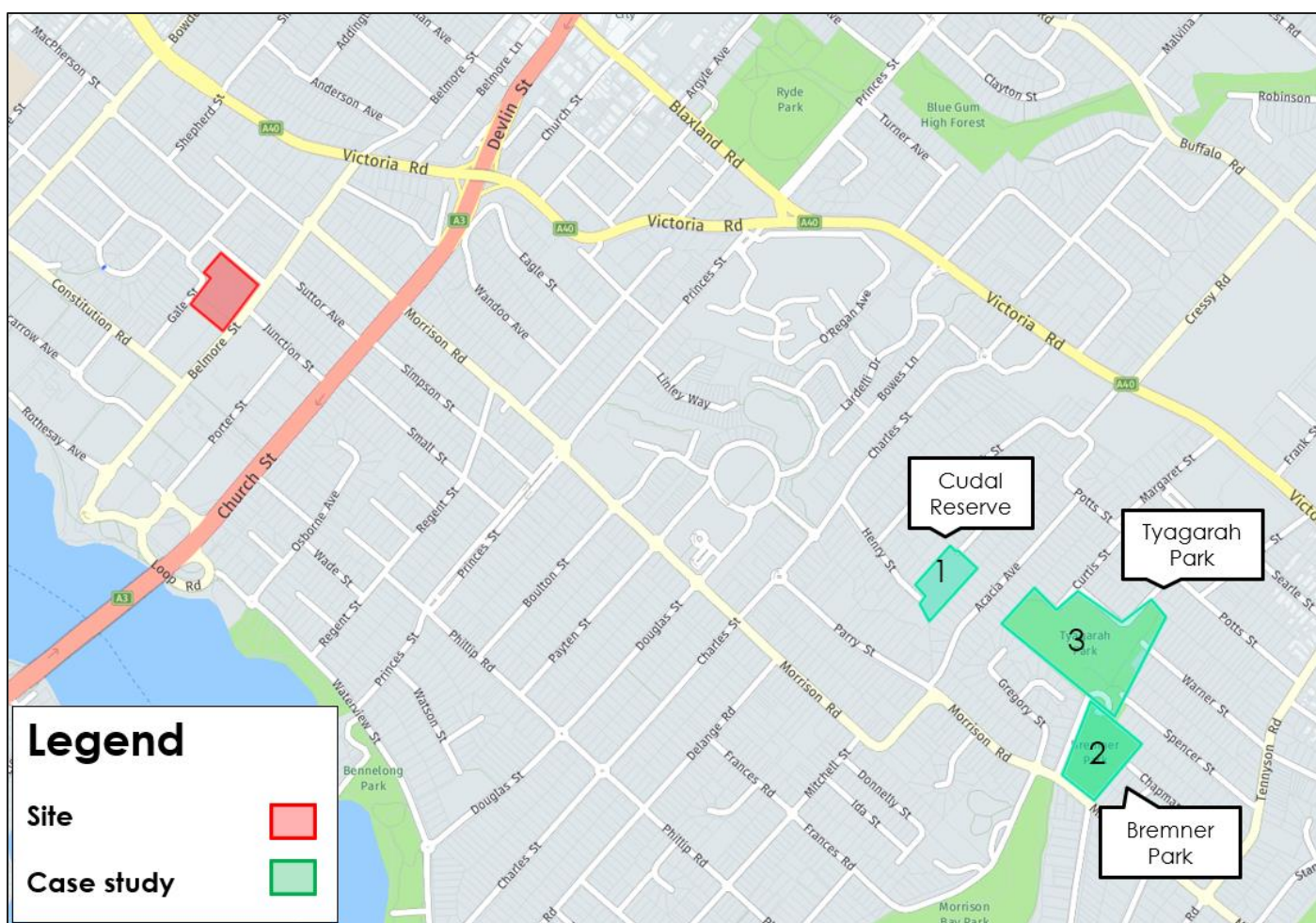


Figure 3-1: Location of site and parks used for case studies

Photos from the site visit showing Cudal Reserve, Bremner Park and Tyagarah Park is shown from Figure 3-2 to Figure 3-4. Additional photos of the park are provided in Appendix B.





**Meadowbank Open Space - Traffic and Parking Assessment  
3 Parking Demand Assessment**



**Figure 3-2: Cudal Reserve (Taken at 10:00am on a Saturday)**



**Figure 3-3: Bremner Park (Taken at 4:00pm on a Saturday)**



**Meadowbank Open Space - Traffic and Parking Assessment  
3 Parking Demand Assessment**



**Figure 3-4: Tyagarah Park (Taken at 11:00am on a Saturday)**

**Meadowbank Open Space - Traffic and Parking Assessment**  
**3 Parking Demand Assessment**

A comparison of the proposed park and three (3) existing parks near the site is detailed in Table 3-1.

**Table 3-1: Comparison of Parks**

Park Characteristics	Meadowbank Open Space (Proposed site)	Cudal Reserve	Bremner Park	Tyagarah Park
Area	<ul style="list-style-type: none"> <li>About 9,140 m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>About 7,970 m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>About 17,840 m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>About 39,100 m<sup>2</sup></li> </ul>
Surrounding Land Uses	<ul style="list-style-type: none"> <li>Low-density residential to the north</li> <li>Mixed-use land uses to the south</li> </ul>	<ul style="list-style-type: none"> <li>Surrounded by low-density residential areas</li> </ul>	<ul style="list-style-type: none"> <li>Predominantly surrounded by low-density residential areas with recreational spaces to the immediate south</li> </ul>	<ul style="list-style-type: none"> <li>Surrounded by low-density residential areas</li> </ul>
Park Access	<ul style="list-style-type: none"> <li>By Thistle Street (north-east of the site)</li> <li>By Belmore Street (south-east of the site)</li> <li>By Gale Street (north-west of the site)</li> </ul>	<ul style="list-style-type: none"> <li>By Henry Street (south-west of the site)</li> <li>By Arnold Street (north-east of the site)</li> </ul>	<ul style="list-style-type: none"> <li>By Tyagarah Road north-east of the site) and accessway from Spencer</li> </ul>	<ul style="list-style-type: none"> <li>By Curtis Street (north-east of the site)</li> <li>By accessway from Spencer Street &amp; Tyagarah Road (south-east of the site)</li> </ul>
Number of visitors (travel mode to park, activities during park visitation)	-	<ul style="list-style-type: none"> <li>Up to four (4) visitors each hour were observed.</li> <li>All of them walked to the site.</li> <li>Typical duration of stay is no more than 15 minutes.</li> </ul>	<ul style="list-style-type: none"> <li>Up to 30 visitors per hour. They consisted of cricket players, staff and parents. It was observed that they were all there for the cricket game.</li> <li>Majority drove to the site. Some walked.</li> <li>Apart from those who were there for the cricket game, no other visitors observed.</li> </ul>	<ul style="list-style-type: none"> <li>Up to 40 visitors per hour. They consisted of cricket players, staff and parents. It was observed that they were all there for the cricket game.</li> <li>Majority drove to the site. Some walked.</li> <li>Apart from those who were there for the cricket game, there were less than 10 visitors observed. These visitors arrived and departed the site by walking.</li> </ul>



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**3 Parking Demand Assessment**

<b>Amenities provision</b>	<ul style="list-style-type: none"> <li>Proposed open space</li> <li>Proposed community Centre</li> </ul>	<ul style="list-style-type: none"> <li>Open space</li> </ul>	<ul style="list-style-type: none"> <li>Open space</li> <li>Cricket pitch</li> <li>Public seating</li> <li>Public toilets</li> </ul>	<ul style="list-style-type: none"> <li>Open space</li> <li>Cricket pitch</li> </ul>
<b>Type of parking provision</b>	<ul style="list-style-type: none"> <li>On-street parking</li> </ul>	<ul style="list-style-type: none"> <li>On-street parking</li> </ul>	<ul style="list-style-type: none"> <li>On-street parking</li> <li>Dedicated parking area</li> </ul>	<ul style="list-style-type: none"> <li>On-street parking</li> </ul>

Based on the analysis above, the following can be concluded:

- In general, the land uses surrounding the site is similar to the other three parks. As indicated within the *Meadowbank Public School - Conversion to open space* assessment, the proposed site is expected to attract residents who live within close proximity/ walking distance of the park.
- It is expected that, unless there are scheduled games, there will not be a significant number of visitors at the park at any one time during the typical peak periods (of a park).
- It is expected for majority of the visitors of the proposed site to arrive and depart the site by walking, using the existing walking facilities as identified in section 2.3.1.





### 3.2 Parking Occupancy Survey

A car parking occupancy survey was undertaken at the site on Saturday, 15<sup>th</sup> October 2022, between 9:30am to 12:30pm and from 3:30pm to 5:00pm. A total of 105 on-street parking spaces was recorded. During the site inspection, the peak parking hour observed was between 4:00pm to 5:00pm.

The parking survey area is undertaken within an approximately 150 metre radius from the site as shown in Figure 3-5.



Figure 3-5: On Street Parking Locations (up to 100 metres from the site)

A summary of the parking occupancy results during the peak period (4:00pm to 5:00pm) is shown in Table 3-2.

Table 3-2: Parking Survey Results

Street Name	Sections	Parking Type	Total Parking Spaces	Occupied Parking Spaces	Available parking spaces	Percentage of available parking space
Thistle Street	A1	1/4P Monday to Friday 8:00am to 9:30pm, 2:30pm to 6:00pm	13	4	9	69%



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<b>Thistle Street</b>	A2	1/4P Monday to Friday 8:00am to 9:30pm, 2:30pm to 6:00pm	16	2	14	88%
<b>Sutherland Avenue</b>	B1	1/4P Monday to Friday 8:00am to 9:30pm, 2:30pm to 6:00pm	5	0	5	100%
<b>Sutherland Avenue</b>	B2	1/4P Monday to Friday 8:00am to 9:30pm, 2:30pm to 6:00pm	8	4	4	50%
<b>Gale Street</b>	B3	1/4P Monday to Friday 8:00am to 9:30pm, 2:30pm to 6:00pm	26	4	22	85%
<b>Gale Street</b>	B4	1/4P Monday to Friday 8:00am to 9:30pm, 2:30pm to 6:00pm	13	6	7	54%
<b>Constitution Road</b>	C1	Unrestricted	12	9	3	25%
<b>Constitution Road</b>	C2	Unrestricted	3	3	0	0%
<b>Belmore Street</b>	D1	1/4P Monday to Friday 8:00am to 9:30pm, 2:30pm to 6:00pm	4	2	2	50%
<b>Belmore Street</b>	D2	Restricted from 6:30am to 9:30am, Monday to Friday	5	2	3	60%
<b>TOTAL</b>			<b>105</b>	<b>38</b>	<b>67</b>	<b>64%</b>

Based on the parking results in Table 3-2, there is ample parking capacity located near the subject site, with about 67 parking spaces available during the anticipated peak period of the site.





### 3.3 Parking Assessment

#### 3.3.1 Open Space

From the analysis undertaken in section 3.1 which comprises of site investigations and comparison of similar case studies, as well as the consideration of findings from the *Meadowbank Public school - Conversion to open space* assessment:

- The open space is expected to mainly attract residents who live within proximity.
- It is anticipated for majority of the visitors of the open space to arrive and depart the site by walking, using the existing walking facilities as identified in section 2.3.1.

As such, it is not expected that any significant car parking demand will occur from the use of open space.

#### 3.3.2 Community Centre

As indicated in Section 1.1, a one-level community centre with a GFA of approximately 323 m<sup>2</sup> has been proposed as part of this development. The facilities include an office, storage room and restrooms.

The Halls and Facilities Strategy also details the results of a user survey for the community members. This includes a travel mode survey and its results are as follows:

- About 72% of the participants drove to the halls and facilities
- About 16% of the participants caught the train
- About 4% of the participants took the bus and another 4% walked.

A comparison of community centres with similar characteristic is provided in Table 3-3.

**Table 3-3: Comparison of community Centre**

	Proposed Community Centre	West Ryde Community Centre Hall	Shepherds Bay Community Centre
<b>Facilities / Features</b>	<ul style="list-style-type: none"> <li>• General hall</li> <li>• Restrooms</li> <li>• Office</li> </ul>	<ul style="list-style-type: none"> <li>• General hall</li> <li>• Kitchen</li> <li>• Restrooms / Shower facilities</li> </ul>	<ul style="list-style-type: none"> <li>• General hall</li> <li>• Kitchen</li> <li>• Restrooms / Shower facilities</li> </ul>
<b>Capacity</b>	<ul style="list-style-type: none"> <li>• Up to 125 people</li> </ul>	<ul style="list-style-type: none"> <li>• Up to 125 people</li> </ul>	<ul style="list-style-type: none"> <li>• Up to 125 people</li> </ul>
<b>Parking provision</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>
<b>Public Transport</b>	<ul style="list-style-type: none"> <li>• Bus route 507</li> <li>• Train: Meadowbank (about 750m walking distance)</li> </ul>	<ul style="list-style-type: none"> <li>• Bus route 524</li> <li>• Train: West Ryde (about 200m walking distance)</li> </ul>	<ul style="list-style-type: none"> <li>• Bus route 410</li> <li>• Train: Meadowbank (about 400m walking distance)</li> </ul>
<b>Location</b>	<ul style="list-style-type: none"> <li>• 2-6 Thistle Street, Ryde</li> </ul>	<ul style="list-style-type: none"> <li>• 3-5 Anthony Road, West Ryde</li> </ul>	<ul style="list-style-type: none"> <li>• 3A Bay Drive, Meadowbank</li> </ul>

## Meadowbank Open Space - Traffic and Parking Assessment

### 3 Parking Demand Assessment

It is expected that the proposed community centre will reach its maximum capacity of 125 people during a function / event (i.e. birthday celebrations, etc.). To determine the likely parking demand when the centre is at its maximum capacity, the following assumptions have been made:

- 72% of the people travel by car (about 90 people)
- People who travel by car will come in groups of 3 to 5 people (about 3 to 5 people per car)

Using the above assumptions, the predicted car parking demand from the maximum capacity is about 18 to 30 vehicles. Based on the results from the parking occupancy survey in Section 3.2, the parking demand generated from a peak capacity type function can be readily accommodated by the on-street parking surrounding the site.



## **4 Traffic Assessment**

The Roads & Maritime Services Technical Direction 04a: Guide to Traffic Engineering Developments - Updated Traffic Surveys, dated August 2013, does not provide traffic generating information for open spaces and community centres. However, the expected trip generation for this site can be derived based on the expected demand detailed in Section 3.3.

The relatively low traffic volumes generated from the community centre, of up to 30 vehicular trips during the peak hour (approximately one vehicle every two minutes) are expected to be readily accommodated on the road network.



## 5 Conclusion

The traffic and access matter associated with the proposed open space and community centre located at 2-6 Thistle Street, Ryde have been assessed. It is noted that the proposed site layout is indicative and could change slightly in the future. For this planning proposal, the following has been proposed:

- An open space with an area of approximately 9,140 m<sup>2</sup>.
- A one-level community centre with a GFA of approximately 323 m<sup>2</sup>. Facilities include office, stage, storage and restrooms.
- A service vehicle access to the hall via Gale Street.

Based on the assessment above and findings from the site investigation, the following can be concluded:

- There are adequate pedestrian facilities surrounding the site for the local community to access the proposed site.
- The parking demands from the planning proposal is expected to be readily accommodated on the surrounding on-street parking spaces.
- The accessway for service vehicle is expected to be designed in accordance with the relevant standards.
- It is recommended for an accessible parking space to be provided as part of this proposal to align with planning guidelines from the *Hall and Facilities Strategy*.
- Based on the anticipated operations as outlined in Section 3, the proposed site is expected to have a negligible traffic impact to the surrounding environment.

Overall, it is concluded that the proposed site is in a form that is consistent with the DCP's requirements and relevant planning strategies.



# APPENDIX



## **Appendix A Site Plan**







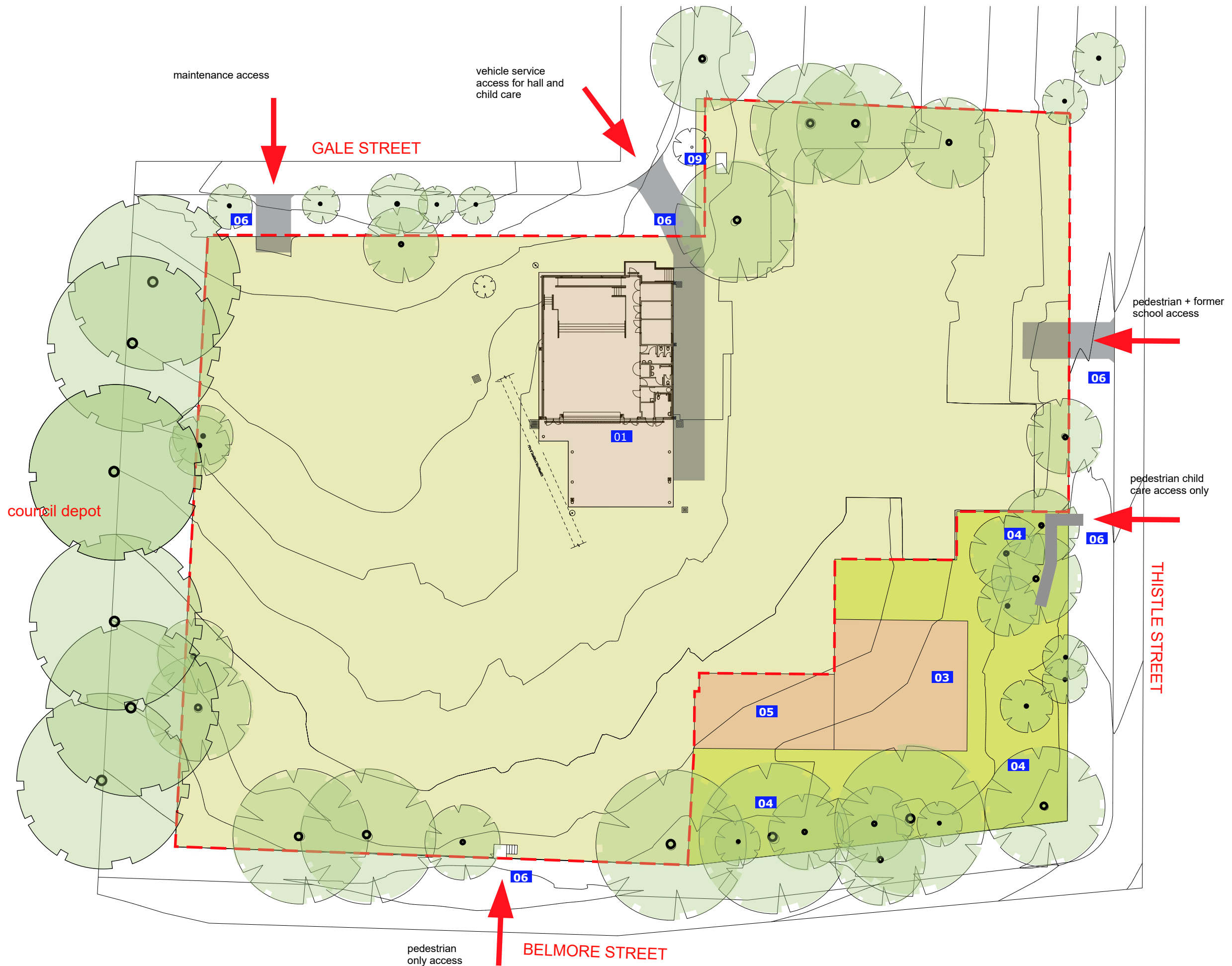
### LEGEND

- 01** site
- 02** EX hall and COLA
- 03** EX childminding facility
- 04** EX outdoor area to childminding
- 05** EX classroom OOSH
- 06** EX access points to site
- 07** EX buildings to be demolished / removed from site
- 08** EX playground structure possibly reused
- 09** EX Kiosk transformer



# LEGEND

- 01** site
- 02** EX hall and COLA
- 03** EX childminding facility
- 04** EX outdoor area in use by childminding
- 05** EX classroom OOSH
- 06** EX access points to site



## **Appendix B Site Investigation Photos**





# Road network surrounding the site



Thistle Street



Sutherland Avenue



## Road network surrounding the site



**Gale Street**



**Gale Street (Site Boundary)**



# Road network surrounding the site



Gale Street (near Constitution Road)



Constitution Road (near Belmore Street)



# Road network surrounding the site



Constitution Road (facing west)



Belmore street (Facing north)



# Case Study 1



Cudal Reserve



Cudal Reserve



## Case Study 2



**Bremner Park**



**Facilities at Bremner Park**



## Case Study 2



Cars parked for cricket game



Cars parked for cricket game



# Case Study 3



Tyagarah Park



Tyagarah Park