

**REDFERN COMMUNITY HEALTH CENTRE
TRAFFIC AND PARKING STUDY**

Prepared for

SYDNEY SOUTH WEST AREA HEALTH SERVICE

URaP Urban Research and Planning

EXECUTIVE SUMMARY

RESPONSE TO DOP LETTER – REDFERN RCHC

The impact of the proposed Community Centre has fully been assessed and discussed as part of the Traffic and Parking Report (URaP, 2007). The report identifies that the impact of the proposed development in terms of vehicular traffic and parking is within the capacity of the road network and its environs. This is further supported by the following points:

- The Centre will ultimately have a faculty for 88 persons, considering that not all the staff will be present at one time. The centre could also experience up to 200 visitors per day once is operating at full capacity. However, this level of use is not expected to occur every day of the week.
- The Centre does not represent an increase in traffic and transport impact, apart from the growth in services and staff over time. It replaces the existing centre nearby at the site of the former Rachel Forster Hospital
- The Centre is well positioned in terms of its accessibility and closeness to Redfern Train Station and bus services within the area. There are a number of bus routes that frequently service the area as described in the Traffic and Parking Report.
- Transport Data Centre and Council's community profile for Sydney report a very low level of car use at about 25 to 29%. Considering a) the location of the site and its high public transport accessibility; b) State Government initiatives for minimal dependency on car use such as Action for Transport 2010 document and c) most users of the site will be using public transport due to the nature of service and type of clientele, therefore, the level of car use actually would be in order of 20 to 25% once the Centre is in operation.
- The Traffic Report has used a rate of 30% car use and concludes that a maximum of 40 vehicle trips could occur during the morning or afternoon peak period with a parking demand of some 28 spaces. Accordingly, this level of vehicular impact is equivalent to one car per one and half minutes which is well within level of operation of the road network.
- It should be also noted that the proposal would not have a greater impact to the area as currently the activity of the Centre takes place at the corner of Pitt and Albert Streets, Redfern. This location is only within a walking distance (about 100 m) to the proposed development.
- In addition to the above points, it is important to appreciate that the previous use of the site has been as a Courthouse and Police Station and as such would have generated a reasonably high level of vehicle activity. The activities of these land uses also have had the characteristics to shift staff with day to day visitors. It is understood that the police station operated with a total of 100 staff on a shift basis while Courthouse had 8 staff working full time. The visitors to the previous police station would amount to 20 to 30 per day while visitors to the courthouse

- were relevant to each case (as some would draw high number of audience or accompanying members) and the number of cases that took place on a day. Police vehicles would have been making multiple trips to and from the station, and while there will be a number of SSWAHS vehicles operating from the site, many of these will be used to provide services such as Community Nursing, and will be out visiting clients for much of the day and only making trips to the centre for administration requirements.
- Due to the nature of the site, being narrow and the requirement to retain the Courthouse, the level of car parking being provided on the site has necessarily been restricted.
 - The characteristics of the site, the type of its previous use and its location (as being along commercial area of Redfern Street) all support the fact that the proposed Centre will function accordingly to its area characteristics and will have minimal adverse impact on the area in terms of pedestrian activity, vehicular movements and parking requirements.
 - Further, NSW Health and Sydney South West Area Health Service continuously encouraging their staff and users to the facilities to use public transport or walk/ride as their means of transport. The Department is promoting this through its management regime and development of Transport Access Plan (please find attached copies for various sites). A similar promotion will also be carried out for the Centre once it is operational.
 - The parking manoeuvre to and from the carpark meet the Australian Standards and delivery will take place by a small rigid vehicle (SRV) during designated hours when relevant parking spaces (as shown on the attached drawings) are not in use (as during the day they will be outside the premises). This would allow for turning movements within the carpark if required. Please note that isles in the parking area are generously wide (over 6.0m).
 - The turning paths for delivery vehicles are shown on the attached plans. The turning paths indicate that vehicles can enter and exit the site in forward directions. The turning paths are for a SRV with an overall length of 6.4m and for vans with a maximum overall length of 5.0m. The dimensions of the vehicles are based on a typical vehicle (i.e. Ford Transit Van) that is used by the NSW Health Service for the proposed Centre and/or similar community health centres. The assessment of the carpark design and its turning paths indicate that it meets the appropriate guidelines and the Australian Standards.

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Prepared for

Sydney South West Area Health Service

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URBAN RESEARCH AND PLANNING PTY LTD

ACN 078 982 368

PO Box 451, Eastwood NSW 2122

Telephone: 02 – 9439 7288

Fax: 02 – 9439 3146

Email: urap@idx.com.au

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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.

Currently, the existing inferior facility is located in the former Rachel Forster Hospital and converted terrace houses at corner of Pitt and Albert Streets, Redfern.

1.2 The Study Area

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

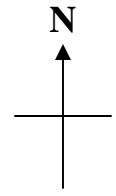
- The existing previous Police Station and the Old Courthouse along Redfern and Turner Streets, Redfern.
- Redfern and Turner Streets being the streets giving major access to the Health Centre, and
- The streets within reasonable walking proximity which can be used for parking of health centre-related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

1.3 Scope of the Report

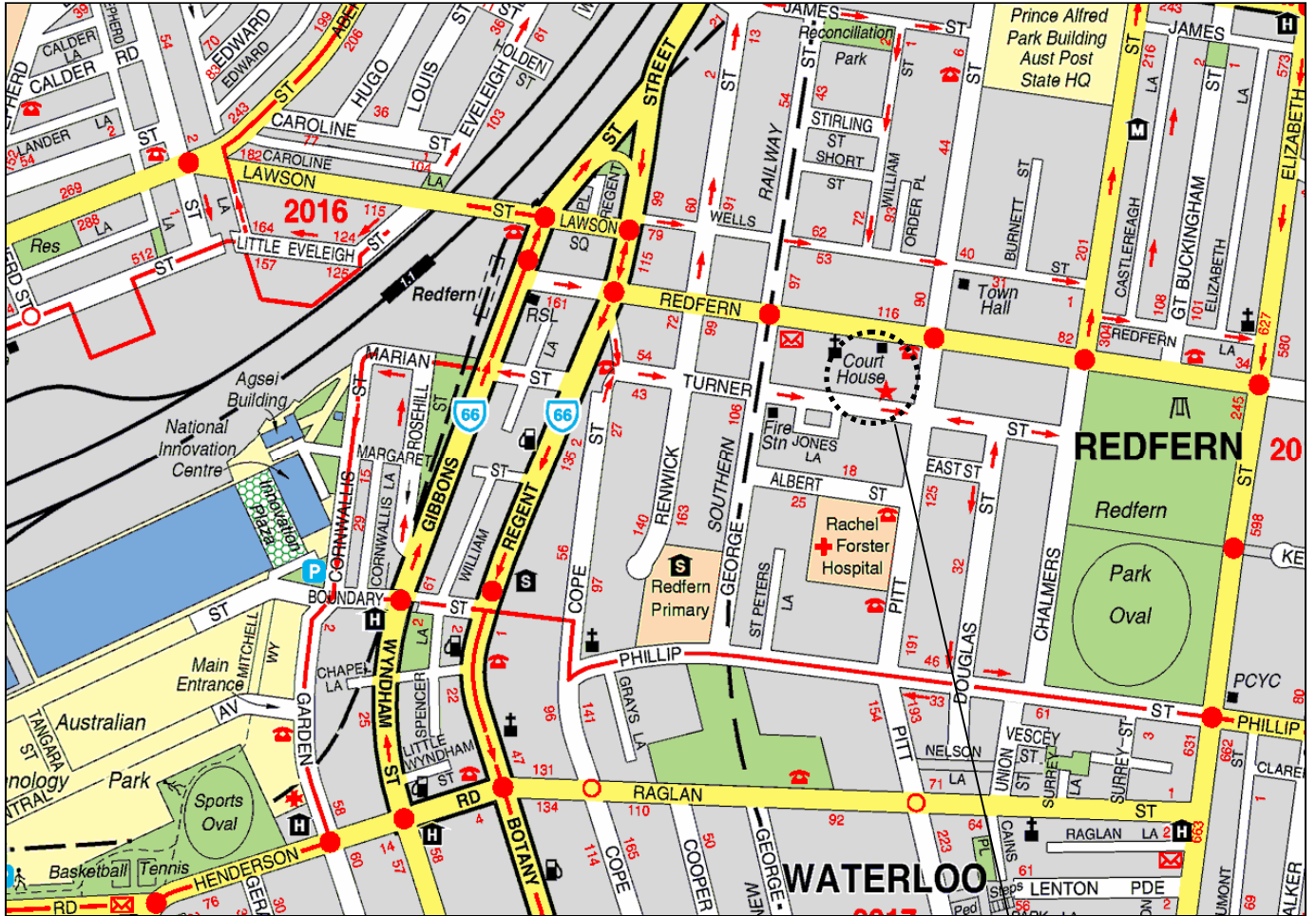
The report is divided into four sections, following the introduction.

- 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 2.2**.

Table 2.2 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.

It is understood that Council has now developed a plan for Turner Street to be a Shared Zone area. This will provide better amenity for pedestrians while ensuring a safe and slow vehicular access to/from the area and development site.

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 are included as part of the proposed master plan.

A total of 33 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 33 vehicles (including 1 for disabled). This is also a maximum number of parking spaces that could be provided due to the design constraints associated with the site.

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 - 30 spaces for the staff will result. This level of parking demand is very similar to current parking activities that take place as part of the existing operation at the former Rachel Forster Hospital, Redfern.

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. Currently, a total of 7 parking spaces along Albert Street (at west of Pitt Street) are allocated for the Centre's use.

It is also envisaged that 4 to 5 parking spaces along Redfern Street (front of the development site - old Court House) will be allocated for the Centre's use (with appropriate signs). Consideration should also be made for provision of 2 spaces on west side of Pitt Street, north of Turner Street, near the proposed site. Currently, there are no parking restrictions at this location. (It should be noted that previously some on-street parking along Turner Street - opposite the new Centre- was allocated for Police use which is now dedicated to resident parking).

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.

The carpark layout has been reviewed during the design development process. Consequently, the dimensions of spaces are substantially compatible with those given by *Australian Standards 2890.1 Parking Facilities – Off-street Parking* that would offer a high level of service to users.

The carpark is serviced by an aisle of 5.8 m width. Car parking space widths are variable with 2.5m ranging to 3.2m.

All spaces have been made as wide as physically possible. Entry/exit driveway ramp dimensions and grades are acceptable for two-way operation.

3.6 Points of Consideration

The following points address the relevant key issues with respect to traffic and transport aspects of the proposed project.

- The assessment of the traffic impact on the road network and the expected traffic generation from the proposed project are analysed and detailed as part of this report.
- The impact of vehicular traffic on the street system will be minimal due to the low usage of cars among staff.
- Similarly, parking demand for the site will also be low. However, it is envisaged that the proposed on site parking will meet an appropriate demand for the development. It is important to appreciate the nature and characteristics of the proposed development (as a health care related facility) where staff would only use the Health Services vehicles for their work trips. Therefore, the proposed stack parking will not interfere with daily activities of the site as staff's cars will have very low turnovers (in and out mainly for arrival and departure to/from work) and this will not have any adverse impact in operation of the carpark. The stack parking areas will be allocated for staff's cars only.
- Consultation with Council's representative with regard to the proposal and its access and parking arrangement took place on Wednesday 2nd May 2007 at Council.
- The proposed parking plan includes provision of 33 parking spaces on-site; allocation of 4 parking spaces for the Centre's use along Redfern Street in front of the proposed development site; maintain the existing 7 parking spaces along Albert Street for the Centre's use and consideration for 2 spaces along Pitt Street, north of Turner Street. It is envisaged, that a disabled on-street parking also be provided in the vicinity to the site. An on-site disabled parking is included as part of the proposed plan.
- Bicycle parking racks are currently available along Redfern Street, in front of the proposed development site.
- The current proposal by Council to provide a "Shared Zone" area along Turner Street will ensure a safe and slow speed environment for both pedestrians and vehicles. The allocation of on-street parking locations for the Centre's use also reduces the level of vehicular activities to/from the site.
- The project contains the following characteristics which are in accordance to SEPP 66 principles.

1. The project site is located in the Sydney CBD.
2. The site has high accessibility to public transport. Buses provide services at the vicinity to the site (within walking distance) while a train station is located about 500 m from the site.
3. The project site is located in an area with commercial and retail land uses (including food supermarket). This would reduce the level of daily trips to other destinations by staff and visitors to the site. Accordingly, multi-purpose trips could take place as part of the staff daily journey to work trips.
4. Ample transport choices are available for the site's patrons and staff. These include: bus, train, bicycle, walk, private car and taxi. Bicycle storage areas will be provided at appropriate locations within the project site.
5. A safe and efficient access for all modes of transport has been catered as part of the proposals. A drop off and pick up activity could easily be accommodated as part of the existing street network characteristics.

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 33 parking spaces which complies with its demand. While the proposed parking supply meets the Centre's demand, it is envisaged to allocate a minimum of 6 on street parking spaces (during the business hours) will be allocated for the Centre's use. This measure will also reduce the level of vehicular movements along Turner Street which is designated for a "Share Zone" as part of the Council's traffic management scheme.

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.

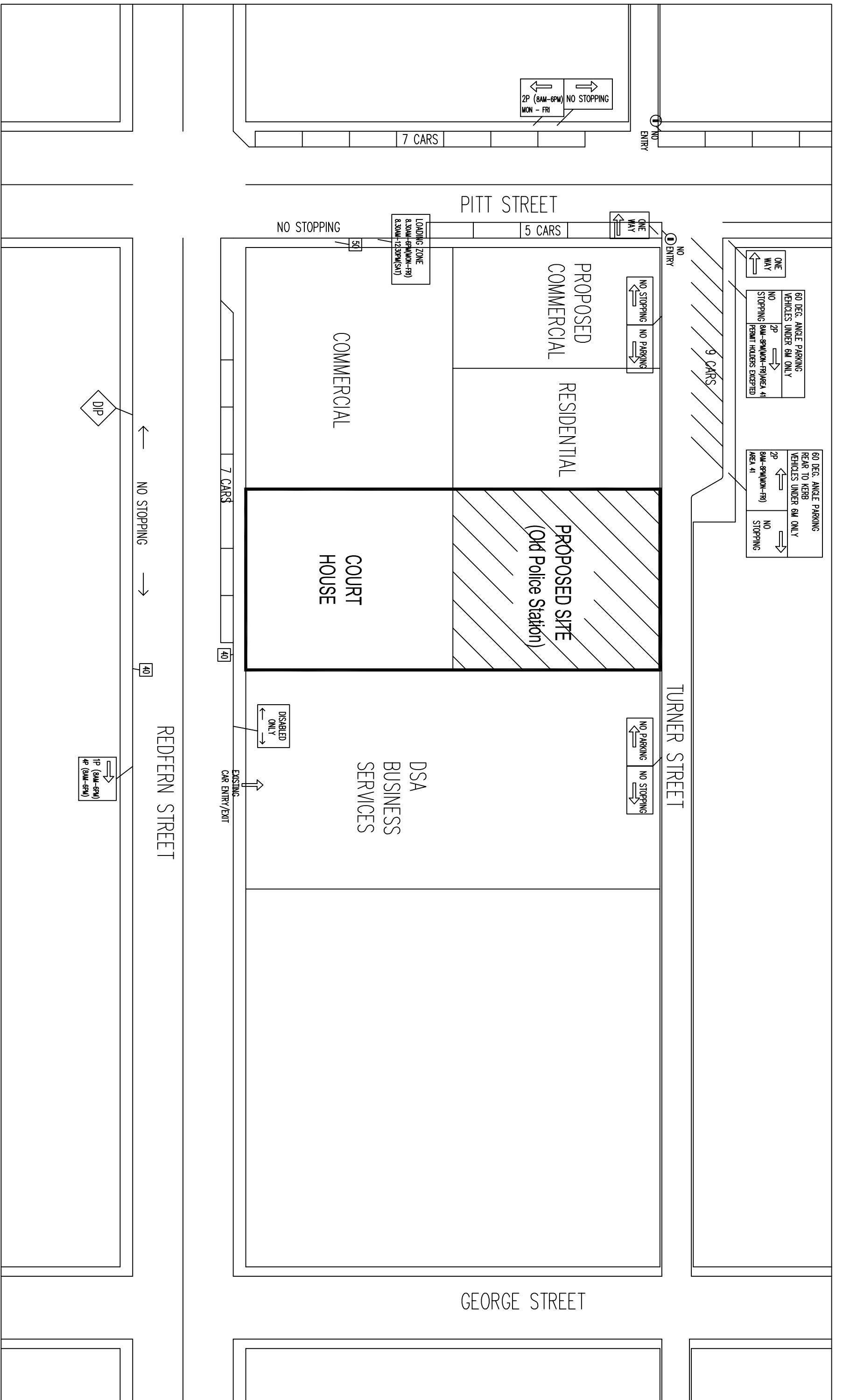
APPENDIX A

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





PITT STREET



TURNER STREET



REDFERN STREET



GEORGE STREET