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National Capital Authority
Treasury Building
King Edward Terrace
Parkes ACT 2600



Consulting Engineers

Anzac Park East Development Traffic Impact Assessment Review

RD Gossip (RDG) have reviewed the Anzac Park East Development Commercial Facilities Works Approval Traffic Impact Assessment prepared by John Randall Consulting Pty Ltd (Revision 1, 12/09/2022).

Although the report is well formulated and responds to general items required for a Traffic Impact Assessment, the review of the document has identified elements that require further consideration prior to the award of the Works Approval.

RDG have reviewed the following aspects of the report:

- Parking
- Traffic volumes and intersections modelling
- Safety
- Construction

Note that the design drawings of the car park and assessment arrangements were not reviewed, however, comments on plans incorporated in the report were reviewed and discussed below.

1. PARKING

The report indicates that the development will provide satisfactory parking allocation for the residential, commercial and retail use of the development. However, the report states that “some visitor” provision will be provided off-site.

The report references that the balance of the visitor parking can be accommodated off-site as per the agreed ‘Detailed Conditions of Planning, Design and Development’ (2017). However, the detail of this agreement and reference to the conditions were not provided.

The report states that visitors may be able to use retail/ café/ restaurant parking in the evenings and on weekends when the retail / café / restaurant is not trading. It would be unclear how this would function including the ownership of the car parking spaces.

The current availability of car parking in the streets adjacent to the site were not reviewed. There is a high demand for parking on the adjoining streets with multiple instances of illegal parking (both in no-stopping areas and on the Anzac Park East verge). There will also be future parking loss in the area with the development of the CIT gravel car park site. If the number of on-site parking spaces is less than required, a parking survey of the area should be undertaken to prove there is sufficient capacity to accommodate the additional demand including allowance for UNSW to be on the CIT site.

Note that the ACT Government are in the process of arranging to undertake a Campbell Parking Survey as a result of ongoing residential concern over parking behaviour.

The report was initially prepared in 2019 prior to the closure of Wendouree Drive at Blundells Cottage. Given the low parking availability, the newly constructed car park on Wendouree Drive is expected to have a high demand from activities associated with the development.

The access to the site provides one driveway for 866 car parking spaces (excludes the 4 visitor spaces in the drop off area accessed from Constitutional Avenue). The design drawing provided in Figure 62 of the report indicates that the development will provide two entry lanes and one exit lane with no separation. Based on the number of spaces, there should be a 6.0 m to 8.0 m entry and 6.0 m to 8.0 m exit that is separated by 1 to 3 m to comply with AS 2890.1.

Based on the plan shown in Figures 62 and 63 of the report, there is concern over the following:

- The potential internal interaction between vehicles entering/ exiting the site and the interaction with commercial vehicles manoeuvring at the loading dock.
- The internal interaction of the tandem parking spaces and how they will operate (e.g. where will a vehicle in the front space wait when a vehicle is accessing the rear space). Further consideration of this interaction for the tandem car parking spaces near the entry/ exit ramps and blind isles is considered required.
- There are multiple blind isles longer than 6 spaces, not complying with Clause 2.4.2 of AS 2890.1.

2. TRAFFIC VOLUMES AND INTERSECTIONS MODELLING

The traffic volumes for Constitution Avenue/ Wendouree Drive intersection were extracted from 2019 SCATS data (traffic signal data)). This information is considered outdated as Wendouree Drive south of the site (near Blundells Cottage) was closed since this information was provided. The closure of the road would have changed traffic volumes at this intersection.

No explanation was provided on how volumes were allocated to directional movements where data was available from SCATS vehicle detection loops in a single traffic lane incorporated more than one directional movement (e.g. through and left turn). Additionally, there was no mention of pedestrian movements at the intersections and the associated delays.

SIDRA outputs and phasing diagrams were not provided. It is unclear if the correct phasing diagrams and parameters were used.

The modelling results indicate a significant decrease in the Level of Service (LoS) at the Constitution Avenue / Wendouree Drive / Kalma Way intersection during the PM period. The results indicate that the intersection would decrease from LoS C (without development) to LoS E (with development). This includes a decrease from LoS B to LoS F on the Constitution Avenue east leg. No recommendations were provided to remediate the issue. LoS F indicates that the intersection is beyond its capacity and would not operate satisfactorily.

No information was provided on the extent of delay or the length of queue as a result of the significant decrease in LoS.

The decrease from LoS B to LoS F on the Constitution Avenue east leg has the potential to create driver frustration that could result in unsafe driving behaviour and safety issues.

There are several bus routes on Constitution Avenue, including a rapid service (R3) to the airport. Increased delays at the intersection could significantly impact the Transport Canberra bus operations.

3. SAFETY

There is no mention of the safety implication of the development, in particular the decrease in the LoS at the Constitution Avenue/ Wendouree Drive intersection.

There is no mention of the impacts associated with the increased pedestrian numbers crossing Constitution Avenue. The increased pedestrian movements crossing at the traffic signals could further impact the LoS.

Additionally, the bus stop on the opposite side of the road (near Provan Street) would likely increase the number of pedestrians crossing the road mid-block. There was no explanation of the development frontage and how it would assist with the control of pedestrian movements crossing the road away from the signalised intersection.

4. CONSTRUCTION

There was no mention of the construction impact the development would have on Campbell. Recent construction activities (e.g. 71 Constitution Avenue, 6 Getting Crescent, 8 Getting Crescent) resulted in a high parking demand in Campbell with multiple instances of vehicles illegally parking or staying longer than the time restriction.

Additionally, the temporary traffic management plan used for the construction of the above resulted in multiple observed unsafe practices, including a period of unprotected pedestrian movements alongside the site and poor traffic management.

Given the development is known, information on traffic management during construction should be provided. This should include construction vehicle access routes and where the construction workers are to park. These impacts should be addressed in the report and measures on how to mitigate the impact on the surrounding network.

Significantly smaller developments constructed over the past two years around Campbell 5 have caused significant parking, associated traffic issues, and impact on verges/ landscaping. The proposed development is significantly larger than recent developments and is anticipated to have an impact proportional to its size.

Please contact the undersigned if you have any questions regarding the recommendations.

Regards

Robert Dunn





Senior Traffic Engineer, Lead Level 3 Road Safety Auditor

robert@rdgossip.com.au

0409 646 752