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## **Tamworth Public School**

### **Traffic Assessment**

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### **School Upgrades**

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September 2018

# Tamworth Public School

## Traffic Assessment

### School Redevelopment

### Quality Assurance Statement

Prepared by:

**Desmond Ang**

Traffic Engineer



Reviewed by:

**Kirk Martinez**

Principal Traffic Engineer



Approved for Issue by:

**Michael Willson**

Senior Associate / NSW Branch  
Manager



Status: Final report

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Level 21, 141 Walker Street, North Sydney  
NSW, Australia 2060

P: +61 2 9493 9700

[www.tdg.co.nz](http://www.tdg.co.nz)

## Table of Contents

1.	Introduction.....	1
2.	Transport Environment .....	2
2.1	Site Location .....	2
2.2	Road Environment.....	4
2.3	Sustainable Transport.....	5
3.	Road Safety .....	8
4.	The Proposal .....	10
5.	Car Parking Assessment .....	11
5.1	Development Control Plan Parking Requirements .....	11
6.	Traffic Assessment .....	12
7.	Conclusion .....	13
	<b>Appendix A</b> .....	<b>1</b>
	<i>Proposed Plans</i> .....	<i>1</i>

# 1. Introduction

TDG (now Stantec) has been engaged by Billard Leece Partnership Pty Ltd to advise on the traffic and parking matters of the proposed upgrades to the Tamworth Public School.

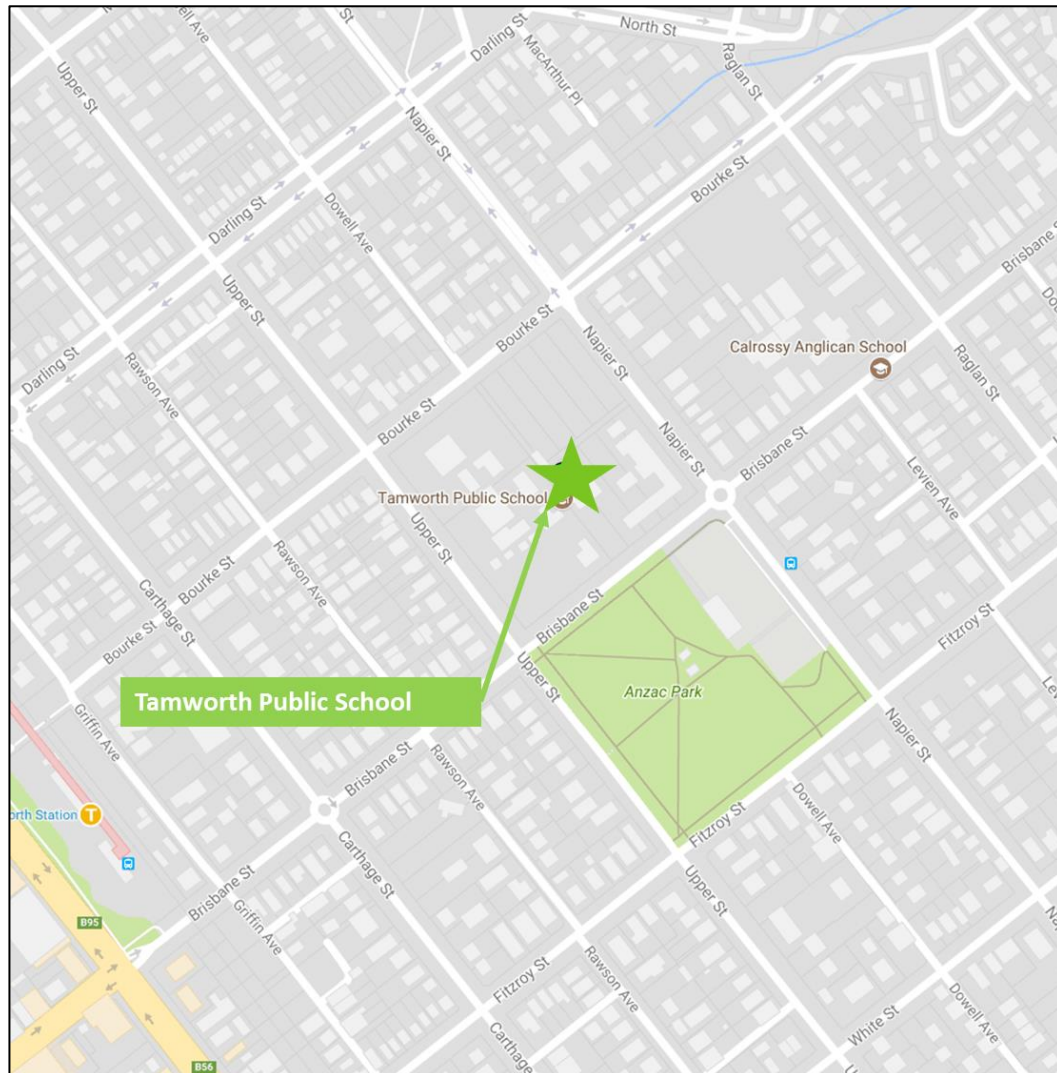
The proposal will provide a new hall and bathroom facilities, a new teaching area, and refurbishment of some of the existing buildings on-site. The proposal will not result in any changes to the school role or number of staff on-site, and no changes are proposed to the car park and access arrangements of the school.

This report has been prepared to address the traffic and parking impacts of the proposed upgrades to the school.

## 2. Transport Environment

### 2.1 Site Location

Tamworth Public School is located at Napier Street, Tamworth. **Figure 1** shows the location of the site in relation to Tamworth and the surrounding transport network.



**Figure 1: Site Location<sup>1</sup>**

The school has a primary frontage to Napier Street, as well as frontages to Bourke Street, Brisbane Street and Upper Street. The school can be accessed via walkways that provide alternative access for pedestrians.

The surrounding land uses are predominantly residential, with the following key features of the surrounds as follows:

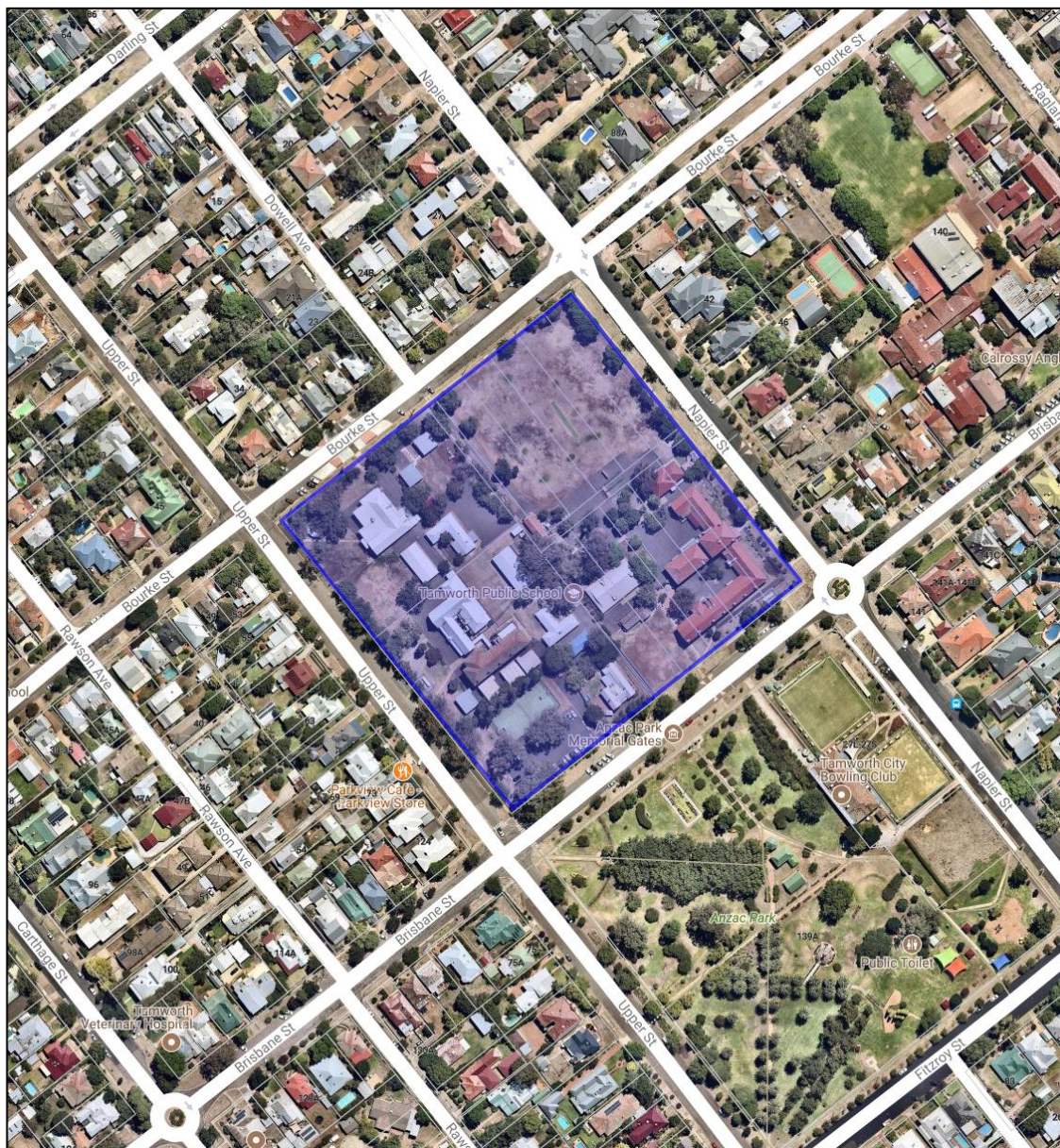
- Tamworth City Bowling Club is located approximately 100 metres south-east of the site;

<sup>1</sup> Source: Google Maps (<https://maps.google.com>)



- Calrossy Anglican School is located approximately 200 metres north-east of the site; and
- Tamworth Montessori Preschool is located approximately 240 metres west of the site.

An aerial photo view of the site in relation to the local road network is shown in **Figure 2**.



**Figure 2: Aerial Image of the Site<sup>2</sup>**

<sup>2</sup> Source: Nearmap (<https://www.nearmap.com.au/>)

## 2.2 Road Environment

The roads in the vicinity of the site are maintained and controlled by Tamworth Regional Council. The local road environment is described below and summarised in **Table 1**:

- Napier Street is local road with a speed limit of 50km/h. It runs in a north-south alignment with a sealed carriageway width of approximately 15.6 metres. It provides one lane of traffic in each direction, as well as kerbside parallel parking on both sides of the road.
- Brisbane Street is a local road with a speed limit of 50km/h. It runs in an east-west alignment with a sealed carriageway width of approximately 14.4 metres. It provides one lane of traffic in each direction, with 60 degree angle parking on the northern side of the road and parallel parking on the other.
- Upper Street is a local road with a speed limit of 50km/h. It runs in a north-south alignment with a sealed carriageway width of approximately 19.7 metres. It provides one lane of traffic in each direction, and 60 degree angle parking on the western side of the road. On the eastern side of the road, bus zones operate between 8:00-9:30am and 2:30-4:00pm on school days.
- Bourke Street is a local road with a speed limit of 50km/h. It runs in an east-west alignment with a sealed carriageway width of approximately 19.4 metres. It provides one lane of traffic in each direction, as well as 45 degree angle parking on both side of the road.
- Between 8:00-9:30am and 2:30-4:00pm on school days a speed limit of 40km/h applies on the surrounding streets in the vicinity of the school.
- All the immediate intersections surrounding the school are priority controlled, with 'Give Way' and 'Stop' signage provided for vehicles exiting Bourke Street and Upper Street, respectively. A roundabout is provided for the intersection of Brisbane Street and Napier Street.
- Pedestrian crossing facilities are provided on both Upper Street and Brisbane Street at its intersection. Children's crossings are also provided on Napier Street, Brisbane Street and Bourke Street. Children's crossings are using part-time crossings that operate before and after school hours.

Road Name	Speed Limit	Lanes	Road Authority
Napier Street	40 / 50km/h	2 lanes (with on-street parking)	Council
Bourke Street	40 / 50km/h	2 lanes (with on-street parking)	Council
Brisbane Street	40 / 50km/h	2 lanes (with on-street parking)	Council
Upper Street	40 / 50km/h	2 lanes (with on-street parking)	Council

**Table 1: Road Characteristics**



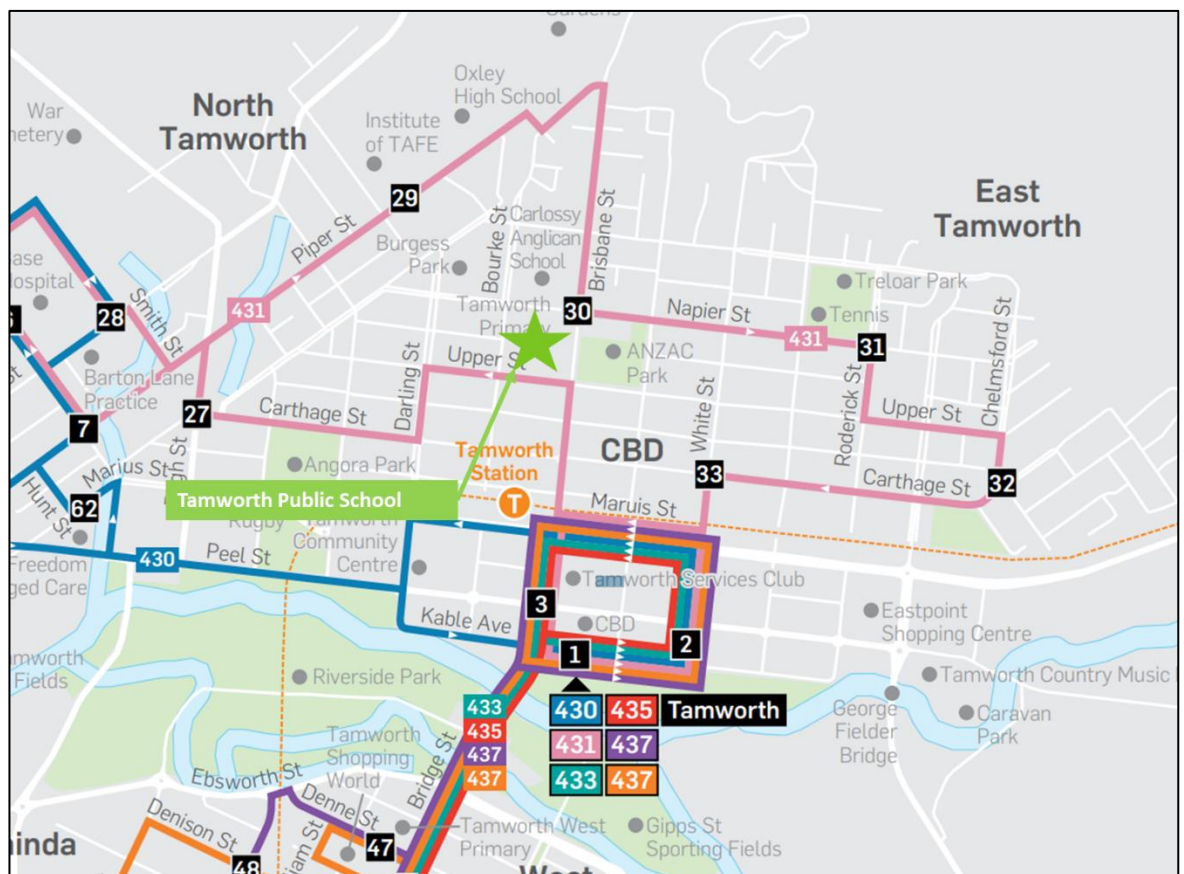
## 2.3 Sustainable Transport

### 2.3.1 Public Transport

The school has some access to public transport facilities via the following routes, that operate via:

- i) Bus stop located approximately 105 metres south-east of the site:
  - Route 431 - Tamworth to North Tamworth via Tamworth Hospital (Loop Service).
- ii) Bus stop located approximately 400 metres south-west of the site:
  - Route 428 - Quirindi to Tamworth;
  - Route 443 - Manilla to Tamworth; and
  - Route 444 - Bendemeer to Tamworth.

The services which operate within the vicinity of the site are shown within **Figure 3**.



**Figure 3: Bus Route Network Map<sup>3</sup>**

School buses provide additional services, with bus stops provided at the site frontage along Upper Street. Bus services are available to students from kindergarten to Year 6.

<sup>3</sup> Source: Tamworth Buslines (<https://www.buslinesgroup.com.au/tamworth-maps-timetables>)



Pedestrian footpaths are provided on both sides of Brisbane Street and Upper Street, with wide grass berms surrounding Tamworth Public School.

The RMS cycle finder is shown in Figure 4, and Tamworth Regional Council 2014 Bike Plan in Figure 5, with no dedicated cycling facilities provided within the vicinity of the site.

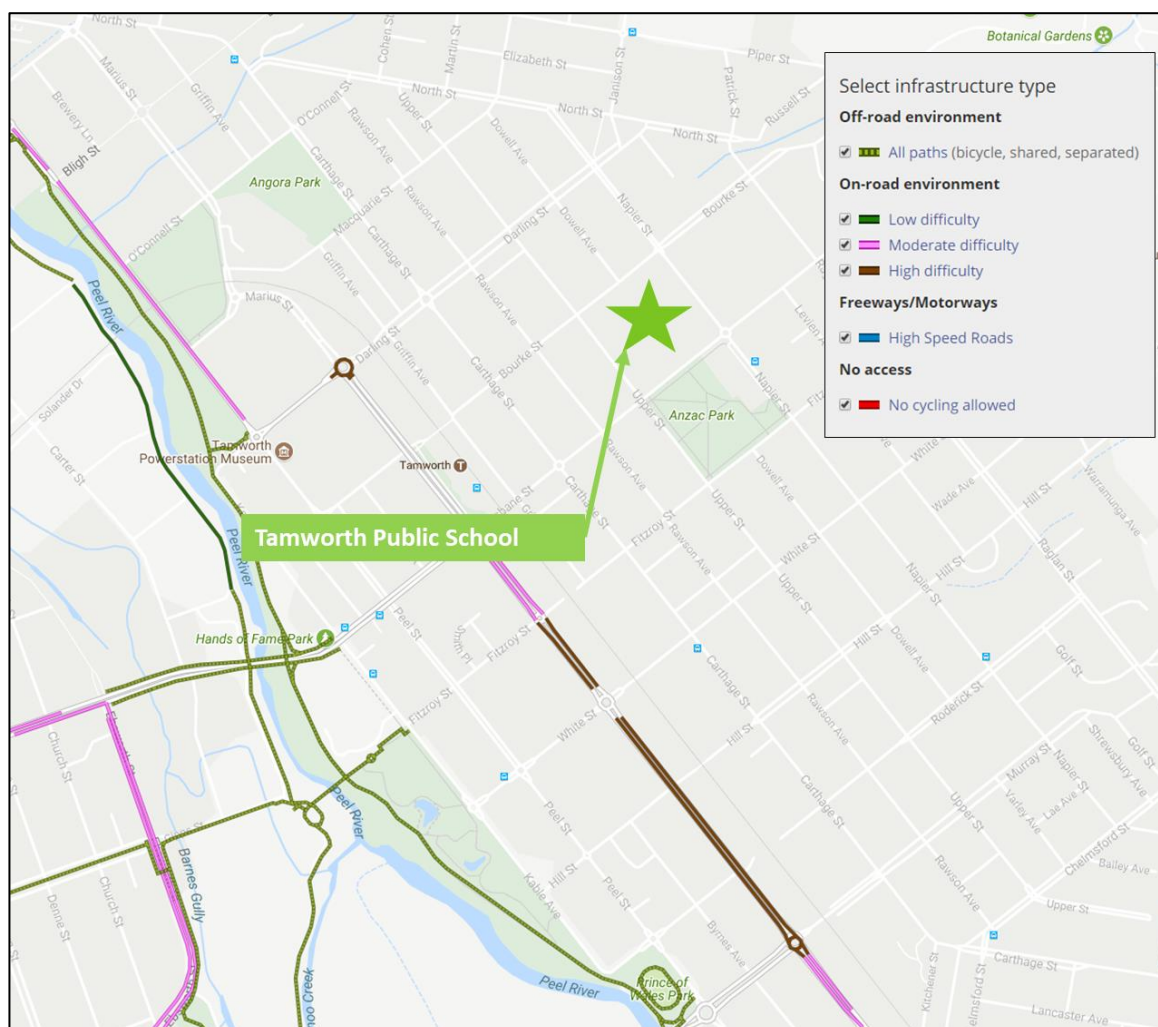


Figure 4: RMS Cycle Finder<sup>4</sup>

<sup>4</sup> Source: Transport Roads and Maritime Services Cycleway Finder ([http://www.rms.nsw.gov.au/maps/cycleway\\_finder](http://www.rms.nsw.gov.au/maps/cycleway_finder))



Figure 5: Tamworth Regional Council 2014 Bike Plan<sup>5</sup>

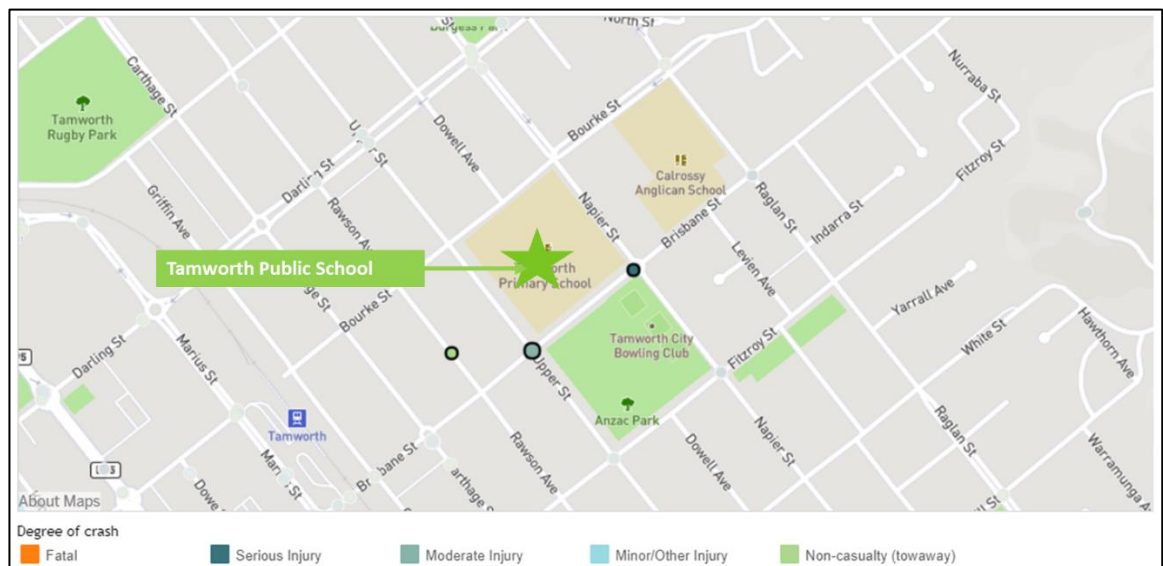
<sup>5</sup> Source: Tamworth Regional Council – Tamworth Regional Bike Plan 2014 Document

### 3. Road Safety

A search of the Road Safety Crash and Casualty Statistics Portal has been undertaken for the most recent five period 2012 to 2016 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:

- 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 320 metres from the school frontages has been assessed. **Figure 6** shows the location of the individual crashes.



**Figure 6: Crash Locations<sup>6</sup>**

A total of five crashes have been identified within the crash area over the five-year period from 2012 to 2016. The crashes are summarised below:

- No fatalities were recorded;
- There were 1 serious injuries, 3 moderate injuries and 1 non-casualty sustained from these crashes;
- 2 crashes occurred in darkness, outside of the core school hours;
- 2 crashes occurred at the Brisbane Street / Upper Street intersection, with both crashes resulting in injuries; and
- One crash occurred at the roundabout intersection of Brisbane Street and Napier Street, when a vehicle left the road and struck an object, resulting in one injury.

<sup>6</sup> Source: Transport for NSW Centre for Road Safety Website (<http://roadsafety.transport.nsw.gov.au/>)

It is noted that no crashes involved pedestrians or resulted in fatalities. Overall, there is no evidence of a recurrent, persistent or adverse road crash history that would raise a particular local road safety concern.



## 4. The Proposal

It is proposed to upgrade the Tamworth Public School, as shown in Figure 7. It is understood that the school has an existing enrolment of approximately 910 students. The proposed school upgrades is not expected to result in an increased capacity at the school, and no changes are proposed to the car park and access arrangements at the school.

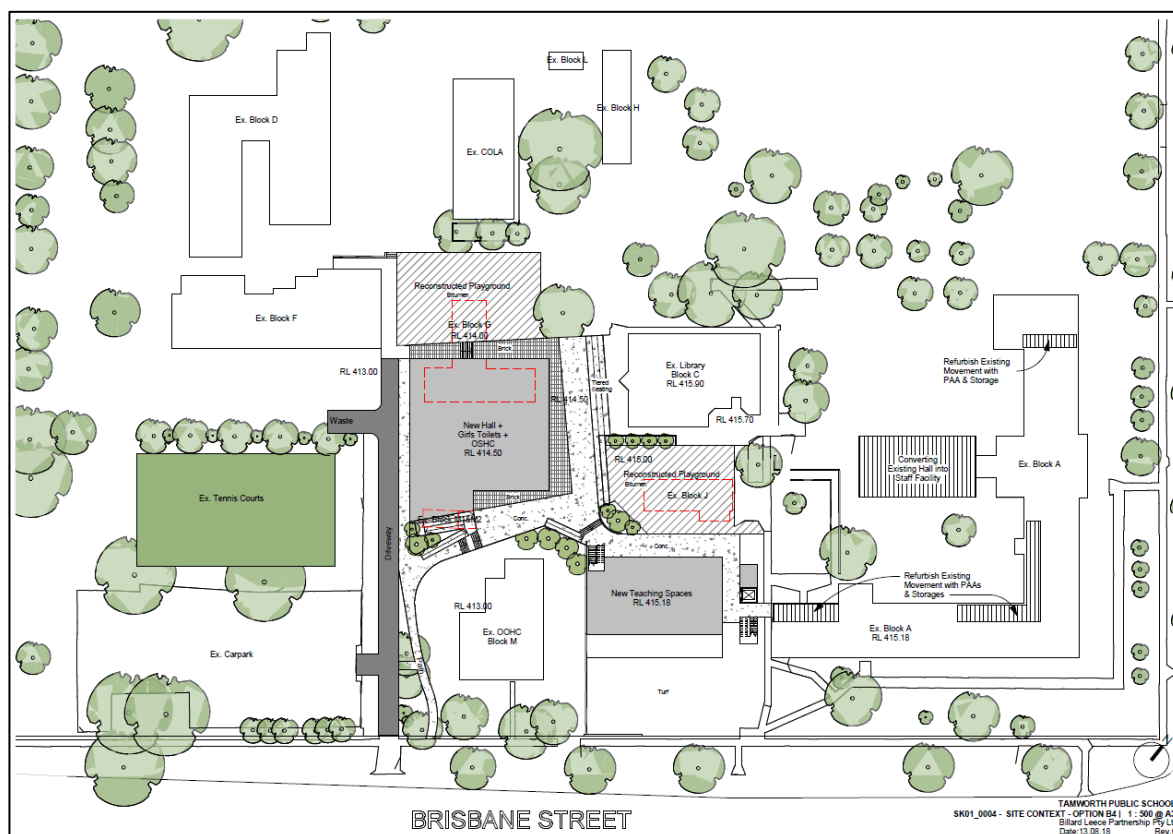


Figure 7: Endorsed Concept Design

## 5. Car Parking Assessment

### 5.1 Development Control Plan Parking Requirements

The '*Tamworth Regional Development Control Plan 2010 – Amendment No.12*', outlines the parking requirement for various land uses. The parking requirement for an Educational Establishment is listed as follows:

- 1 car parking space per 2 staff members.

The proposal will not result in an increase to the permitted number of staff and students on-site, given the school has previously operated with a capacity of 910 students, which is proposed to remain unchanged. On this basis, the proposal does not generate a change to the statutory parking requirement for the school.

Accordingly, the existing on-site parking provision and available on-street parking will continue to accommodate the staff and parent parking demands.

## 6. Traffic Assessment

Traffic accessing the site will do so via all four of the roads that run adjacent to the site, which link to the wider road network. As no changes are proposed to the number of staff and students there is not expected to be any change to the traffic environment surrounding the school. Further, the crash analysis presented earlier in the report identified no crash trends, which suggests the road network will continue to operate in a safe manner.

## 7. Conclusion

TDG (now Stantec) has reviewed the traffic and parking matters of the proposed redevelopment of the Tamworth Public School. It is understood that the school has an existing enrolment of approximately 910 students. The proposed redevelopment is not expected to result in an increased capacity at the school. No changes are proposed to the car park and access arrangements at the school.

Based on the above assessments, it is concluded that:

- There is no increase in the staff car parking requirement, as there is ample on-street parking capacity within the vicinity of the site to accommodate the remaining staff; and
- There is no expected increase in traffic movements to result in any significant change to the continued safe and efficient operating performance of the local road network or intersections.

Overall, it is concluded that the proposed redevelopment of the school will result in a negligible change to the traffic and parking environments.



## **Appendix A**

### Proposed Plans



KEY PLAN

1	For Information	22/08/2018
REV	AMENDMENTS	DATE

**bp** Studio 201, 50 Holt Street  
Surry Hills 2010  
New South Wales, Australia  
T +61 2 8096 4066  
E info@bip.com.au  
www.bip.com.au

CLIENT  
**SCHOOL INFRASTRUCTURE NSW**

PROJECT NAME  
**TAMWORTH PUBLIC SCHOOL UPGRADES**

SHEET NAME  
**SITE CONTEXT PLAN - LEVEL 1**

PROJECT ARCHITECT:	DRAWN BY BH	
REGISTRATION NO.	CHECKED BY MC	
PROJECT NO. <b>17090</b>	REVISION DATE <b>16/02/2018</b>	SCALE <b>1 : 200 @ A1</b>
DRAWING NO. <b>AA03-0001</b>	REVISION NUMBER <b>[1]</b>	

**PRELIMINARY**

BRISBANE STREET



KEY PLAN		

REV	AMENDMENTS	DATE
1	For Information	22/08/2018

**bp** Studio 201, 50 Holt Street  
Surry Hills 2010  
New South Wales, Australia  
T +61 2 8096 4066  
E info@bip.com.au  
www.bip.com.au

CLIENT  
**SCHOOL INFRASTRUCTURE NSW**

PROJECT NAME  
**TAMWORTH PUBLIC SCHOOL UPGRADES**

SHEET NAME  
**SITE CONTEXT PLAN - LEVEL 2**

PROJECT ARCHITECT:	DRAWN BY Author	
REGISTRATION NO.	CHECKED BY Checker	
PROJECT NO. <b>17090</b>	REVISION DATE <b>16/02/2018</b>	SCALE <b>1 : 200 @ A1</b>
DRAWING NO. <b>AA03-0002</b>	REVISION NUMBER <b>[1]</b>	

**SCHEMATIC DESIGN**

BRISBANE STREET