

# **Traffic and Parking Assessment**

**Queanbeyan Palerang Region  
Sports Complex**

**Prepared for QPRC May 2020**

199012

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### Revision Register

| Rev | Date       | Prepared By | Approved By | Remarks                 |
|-----|------------|-------------|-------------|-------------------------|
| 1   | 05.02.2020 | CP          | RMD         | Pre DA Review           |
| 2   | 27.05.2020 | CP          | RMD         | Development Application |
|     |            |             |             |                         |
|     |            |             |             |                         |

## 1.0 Introduction

Taylor Thomson Whitting has been commissioned to prepare suitable parking and pedestrian access arrangements to support the Queanbeyan Palerang Region Sports Complex development. This report details the likely parking and peak traffic volumes expected at the facility for various scenarios including everyday use, carnivals and weekend use, provides commentary on pedestrian access within the precinct and details the likely intersection treatments warranted by the traffic volumes and safe intersection design requirements.

## 2.0 Parking Requirements

The parking requirements for the facility have been developed through assessment of parking provisions of similar facilities in the QPRC area and the ACT.

The investigation into average parking provisions for Hockey, Soccer, Rugby League and Rugby Union resulted in the following parking provisions for each:

- Basketball – 7 per court ( 4 courts = 28 car spaces)
- Hockey - 20 per court, (2 courts = 40 spaces)
- Soccer - 20 per field, ( 4 fields = 80 spaces) and
- Rugby league/union - 30 per field (6 fields = 180 spaces)

In phase one of the DA, which does not include the basketball courts, a total of 300 car spaces is required.

Applying the above parking generation rates for phase 2 of the DA results in an average maximum parking demand of the facility when all fields and courts are in use results in 328 car spaces being required.

The proposed ultimate development which includes an aquatic centre (which is not included within this DA) provides a total of 448 general car spaces, 19 DDA compliant car spaces and 7 buses and makes provisions for overflow parking to cater for another 100 passenger vehicles or 9 buses to the north of the synthetic soccer fields.

For details on the proposed parking layout, refer to the civil site plans accompanying the submission.

## 3.0 Pedestrian Facilities

Pedestrian access to the site is provided along the new northern connection road of the South Tralee Development. Pedestrian access from the frontage road is connected to the internal path network that connects all the fields with the car parks and proposed buildings. Paths are proposed to be reinforced concrete to reduce the likelihood of cracking and differential settlement creating trip hazards, and grades of paths are limited to less than 5% longitudinal grade and 2.5% crossfall in accordance with AS1428

## 4.0 Queanbeyan Palerang Region Sports Complex Peak Traffic Volumes

The following sections detail the likely peak traffic volumes into and out of the complex for various scenarios including general use and times where major carnivals are being held. The intersection treatment is based on the traffic and parking report prepared by TTW at the planning stage, and the result of the coordination between QPRC, Calibre, VBC and TTW.

Assessment of the likely average maximum peak traffic generated by the Sports Hub in its completed state is 240vph when all fields are occupied, and consecutive games are played on each of the fields and courts.

It is anticipated that the maximum peak traffic volume of 400vph generated by the development would rarely

occur as it would relate to larger carnivals where bus travel would likely be a main transportation method. Assessment of existing sporting precincts within the QPRC area indicates an average peak maximum traffic generation rate of nominally 240vph is expected but would be spread over the weekend period where junior and senior sports are played. It would also likely occur when frontage road traffic volumes are slightly down on the weekday peak figures.

TTW confirm that the expected peak traffic volumes from the complex agree with the outcomes of the preliminary traffic assessment by TTW, and the intersection geometry as developed with QPRC, Calibre, VBC and TTW is considered suitable for the development.

## 5.0 Summary of Findings

The following is a summary of the key findings of the assessment of the parking and vehicular access requirements and options for the proposed sports facility:

- It is anticipated that on completion of the development, up to 328 car spaces would be required, with 329 general car spaces and an additional 12 DDA spaces being provided
- For the ultimate development It is proposed that 448 general car spaces and 19 DDA compliant car spaces are provided on site with additional overflow parking for up to 100 cars being provisioned.
- Parking for up to 7 coaches is provided along the central roadway with up to 9 bus parks provided as overflow to the north of the soccer and hockey fields.
- Pedestrian connections to AS1428 are provided between all car parks, sports fields and the frontage road.
- It is anticipated that the development would result in a maximum peak traffic generation of 240vph when all fields are occupied, and consecutive games are played on each of the fields and courts.
- A general peak traffic generation of 240vph is expected but would be spread over the weekend period where junior and senior sports are played.
- The intersection geometry as developed with QPRC, Calibre, VBC and TTW is considered suitable for the development.

## 6.0 Conclusion

TTW recommend that the Bungendore Sports Hub be accessed via Bungendore Road via a BAR intersection arrangement in a reduced speed zone of 50km/hr, however the option for connecting the facility to Malbon Street be investigated in the future as it provides a logical connection back to the Town Centre.

Parking provisions for similar facilities have been investigated and used to determine the likely maximum parking demand for the development. The proposed development nominates a total of 448 formal on grade car parks which is in excess of the expected maximum parking demand of 328 car spaces.

The pedestrian access arrangements through the site make provisions for DDA access and are proposed to provide connections to all car parks and facilities on site.

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