

Our Ref: 22539

20 June 2024

Artmade
Studio 507/ 50 Holt Street,
Surry Hills, NSW, 2010

Attention: Stephanie Hong (Project Leader)

Dear Stephanie,

**RE: 123 EPSOM ROAD, CHIPPING NORTON
RESPONSE TO TRAFFIC RIS**

Background

A development application (DA) has been submitted for a proposed childcare centre at 123 Epsom Road, Chipping Norton.

The DA has been exhibited for public consultation and has been referred to the Liverpool Local Planning Panel (LLPP). The LLPP meeting minutes dated 24 June 2024 has raised several traffic issues which The Transport Planning Partnership (TPPP) has addressed in this letter.

Traffic Impact

Liverpool City Council (Council) has provided the following comment to the LLPP.

Access and car parking design

The objectors raise concern that traffic generated by the proposed development would exacerbate the queue on Epsom Road close to the intersection with Governor Macquarie Drive during the peak periods for vehicles turning left from Epsom Road onto Governor Macquarie Drive. It is noted that the submitted traffic report (SIDRA modelling movement summary) indicates a queue length of around 154m (95% back of queue) on Epsom Road southern approach (left turning lane). If this queue eventuates it is likely to impact the operation of Epsom Road intersection with Wilby Street and Cosford Close.

The applicant is to be requested to submit a revised traffic report addressing the issues raised in the objections including queueing analysis and propose measures to mitigate the problem. The analysis is to consider traffic growth on Epsom Road ten years after the opening of the facility.

TTPP has the following response to the above comment from Council.

Based on the DA traffic report, the Epsom Road approach to the Epsom Road – Governor Macquarie Drive intersection has the following 95th percentile queues:

- Existing AM – 118m (delay 26 sec)
- Existing PM – 40m (delay 20 sec)
- Post Dev AM – 154m (delay 33 sec)
- Post Dev PM – 47m (delay 20 sec).

The peak queue is generated by the left turn movement from Epsom Road into Governor Macquarie Drive.

The above indicates that the queue will extend up to Wilby Street (which is 150m from Gov Macquarie Dr) in the post development AM Peak scenario. A comparison between the existing and post development model, indicates that there would be an increase of 5 vehicles queuing at this approach (i.e. SIDRA allows 7m per queued vehicle). It is not believed that an increase of 5 vehicles in the queue, will significantly impact the operation of the Wilby Street, as queues are already long.

The modelled 95th percentile queue of 154m is expected to last for a short period, noting that the modelled average queue is 62m at this approach (about 40% of the length of the peak queue). On this basis, the 95th percentile queue may only last a few minutes and is expected to dissipate quickly.

Notwithstanding the long queues, the delay at the Epsom Road approach is satisfactory, with a delay of up to 33 seconds in the Post Development scenario, indicating that the queues would be constantly moving, and that the intersection is operating satisfactorily.

The intersection generally operates as LoS C, as summarised in Table 1, which is acceptable.

Table 1: SIDRA Modelling Results (Governor Macquarie Drive-Epsom Road)

Scenarios	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	Level of Service	Delay (sec/veh)	Level of Service
Existing Condition (Scenario 1)	33	C	30	C
Post Development (Scenario 2)	44	D	36	C

TTPP has not had sufficient time since this issue was raised to get traffic growth factors from TfNSW and therefore, have not completed a future year traffic model. However, in having

done future models for many years, they simply show that traffic growth with and without the development will grow and queues etc will increase. However, the impact of the childcare in a 10-year horizon, in comparison to the background traffic growth, as a percentage increase will be less. The biggest impact would be in the current year model which we have assessed.

Safety

Council has raised the following comment in relation to safety.

The applicant is to provide specialist advice (traffic engineer, civil engineer, Safety by Design consultant and/or other) to justify the arrangement of the current design and how children’s safety and mitigation measures have been incorporated into the design, particularly the outdoor play areas and playrooms fronting Governor Macquarie Drive and the roundabout.

TTPP has undertaken an assessment of crash history data to assist the project team with their assessment of safety in the current design.

A summary of crash history data over a 5-year period (2018 – 2022) is summarised in Figure 1.

Figure 1: Crash History (2018-2022)

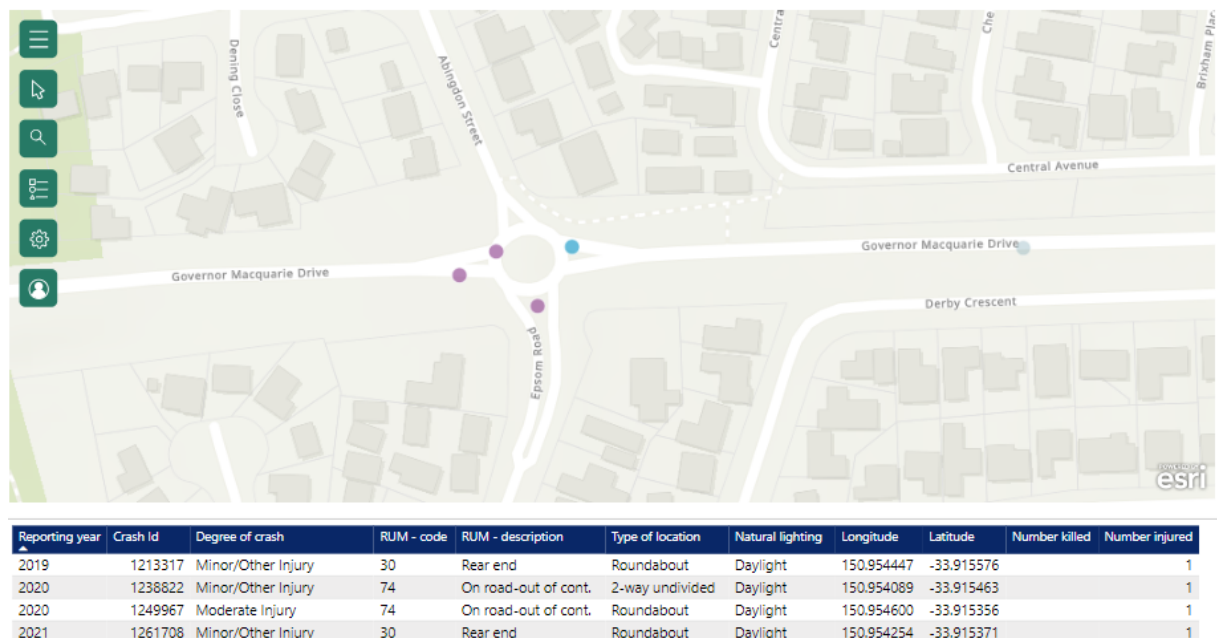


Figure 1 indicates that there have been four crashes over the 5-year study period including:

- 2 rear end crashes
- 2 vehicles who have lost control of their vehicle.

The vehicles who have lost control are both located on Governor Macquarie Drive, one on the east leg and one on the west leg. These crashes suggest speeding vehicles which is unlikely to occur in the peak hours or when there is heavy traffic flow. It is further noted that both out-of-control crashes were in the year 2020, when traffic volumes were significantly lower due to pandemic restrictions, therefore, making it easier for drivers to speed past the site.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,

Ken Hollyoak
Director