



Consulting Civil and Traffic Engineers, Risk Managers.

17.1 Parking Layout

All bay dimensions, aisle widths, clearances to obstructions and spacing specifications will be designed in accordance with AS/NZS 2890.1. Allowance will also be made for coach bus parking that may be associated with functions at the Art Gallery.

18 Conclusions

The Transport Assessment has been undertaken in accordance with the Department of Planning and Infrastructure Guidelines (Aug 2006). The assessment concludes that the expected additional vehicle trips generated by the development will have no unacceptable adverse impacts on the existing road network or associated intersection movements and capacity in the immediate vicinity of the site.

The development will provide a total of 122 parking bays onsite for staff and visitors which is expected to provide adequate provision for the estimated demand.

Access and egress sight distance requirements are sufficient subject to final design and location of crossovers which will be addressed as part of the detailed design process.

Existing facilities for pedestrians and cyclists are minimal and unlikely to support any elevated level of cycle or pedestrian activity generated by the development. However the demand from pedestrians and cyclists is expected to be low with private cars, tour coaches and charter vehicles expected to be by far the dominant transport mode. Notwithstanding this, final design should consider non-motorised road user demand and address any deficiencies in the road network.

Public transport does not directly serve the site, however the demand for public transport is expected to be minimal given the distances users of the facilities will need to walk to access bus stops and the current low levels of bus services in the area.

The predicted traffic flows do not necessitate any change to the existing carriageway geometry of the surrounding road network with capacity analysis showing that all roads and intersections will operate at high levels of service following the development.

The proposed development does not introduce any conditions that will compromise safety at the development access points, adjacent rail crossing or the intersection of Great Northern Highway and Lennard Street which will attract the majority of traffic moving to and from the development.