

SCENTRE GROUP DESIGN AND  
CONSTRUCTION

TRAFFIC REPORT FOR PROPOSED  
ALTERATIONS TO WESTFIELD  
SHOPPING CENTRE, RILEY STREET,  
PENRITH

AUGUST 2015

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## **I. INTRODUCTION**

- I.1 Colston Budd Hunt & Kafes Pty Ltd has been commissioned by Scentre Group to assess the traffic and parking implications of the proposed alterations to Westfield Penrith shopping centre. Riley Street is located at the eastern end of the Westfield shopping centre within the Penrith CBD, as shown on Figure I.
- I.2 The proposed alterations include the introduction of additional outdoor seating associated with restaurant tenancies, modifications to on-street parking arrangements and the removal of an indented parking bay on the western side Riley Street adjacent to the shopping centre. The proposed modifications are shown on plans prepared by Scentre Group Design and Construction.
- I.3 The traffic and parking implications of the proposed alterations and modifications are assessed in the following chapter.

## 2. TRAFFIC IMPLICATIONS OF PROPOSED ALTERATIONS

2.1. Our assessment of the traffic and parking implications of the proposed alterations is set down through the following sections:

- ❑ site location and existing road network;
- ❑ proposed alterations;
- ❑ on-street parking arrangements;
- ❑ parking provision;
- ❑ traffic effects;
- ❑ matters raised by Council; and
- ❑ summary.

### Site Location and Existing Road Network

2.2. The proposed works will be undertaken within the section of Riley Street located at the eastern end of the Westfield shopping centre between Henry Street and Jane Street, as shown on Figure 1. Riley Street provides a northbound carriageway with a single one-way northbound traffic lane between Henry Street and Jane Street, with indented parking bays, either side of a signalised pedestrian crossing and a bus zone on the western side of Riley Street (northern side of the signalised crossing. The signalised crossing is located some 50 metres north of Henry Street and provides an at-grade connection linking the eastern and western sections of the shopping centre, located on either side of Riley Street.

2.3. Riley Street is available for general traffic and buses and incorporates a 40km/hr speed limit. The intersections of Riley Street/Henry Street and Riley Street/Jane Street are traffic signal controlled intersections. Riley Street carries some 180 to 250 vehicles per hour during the weekday and Saturday midday peak periods.

The existing signalised crossing linking the eastern and western sections of the shopping centre caters for some 2,300 pedestrians per hour two-way during the weekday midday and some 3,100 pedestrians per hour two-way during the Saturday midday period.

- 2.4. Jane Street is located to the north and provides an east-west carriageway between Castlereagh Road to the west and Belmore Street to the east. It generally provides a four-lane divided carriageway, with additional left and right turn storage lanes provided along Jane Street at signalised intersections.
- 2.5. Penrith Railway Station and bus interchange are located on the northern side of Jane Street with bus and vehicular access available via a one-way access road located at the northern end of Riley Street.
- 2.6. Henry Street is located to the south and combines with High Street to provide the main east-west traffic route through the Penrith CBD. To the east of Riley Street, it generally provides an undivided carriageway with one traffic lane and one parking lane in each direction, clear of intersections. To the west of Riley Street, it provides a four lane carriageway with two traffic lanes in each direction.

### Proposed Alterations

- 2.7. The proposed alterations to Westfield Penrith (including the modifications to Riley Street) are shown on plans prepared by Scentre Group Design and Construction and include the following:
  - ❑ the existing restaurant tenancies on the western side of Riley Street have a combined approved outdoor seating area comprising some 240 seats. It is proposed to increase outdoor seating associated with these restaurant tenancies to some 280 seats (an additional 40 outdoor seats);

- ❑ relocation of the existing shared emergency vehicle/Australia Post and disabled pick-up/drop-off zone (two spaces) to allow widening of the footpath area on the western side of Riley Street (south of the signalised crossing);
- ❑ modifications to on-street car parking arrangements on the eastern and western sides of Riley Street (north of the signalised crossing) to accommodate the relocated shared emergency vehicle/Australia Post and disabled pick-up/drop-off zone.

2.8. In association with the proposed modifications to Riley Street, the existing signalised crossing and the existing carriageway width of Riley Street of some 5.8 metres will be maintained.

#### On-Street Parking Arrangements

2.9. It is proposed to remove the existing indented parking bay on the western side of Riley Street, south of the signalised crossing, and relocate the shared emergency vehicle/Australia Post and disabled pick-up/drop-off zone to the northern side of the crossing. The proposed on-street parking arrangements are shown on plans prepared by Scentre Group Design and Construction.

2.10. The shared emergency vehicle/Australia Post zone (two spaces) is proposed to be relocated adjacent to the existing 5 minute parking zone on the western side of Riley Street. In accordance with the access report prepared by Access Australia, the disabled pick-up/drop-off zone (one spaces) is proposed to be relocated adjacent to the existing ½ hour parking zone on the eastern side of Riley Street. The relocation of the indented bay will have the following benefits:

- ❑ improve pedestrian flow and amenity along the western side of Riley Street; and

- improve visibility for motorists and pedestrians on approach to the signalised crossing.

- 2.11. The relocated shared emergency vehicle/Australia Post zone will be of similar size to the existing zone located on the southern side of the signalised crossing and will provide convenient access for emergency vehicles and Australia Post vehicles to enter and exit the zone. It will result in the loss of two of the four 5 minute parking spaces located on the northern side of the signalised crossing. The existing bus zone (some 30 metres in length) is not proposed to be modified.
- 2.12. The disabled pick-up/drop-off zone will be relocated adjacent to the existing ½ hour parking zone on the eastern side of Riley Street. It will result in the loss of one ½ hour parking space on the northern side of the crossing. The existing taxi zone will be moved to the northern side of the disabled pick-up/drop-off zone.

#### Parking Provision

- 2.13. The restaurant precinct will operate during normal retail hours of the shopping centre as well as during the evening period outside the normal retail hours. The peak parking for the restaurants and shops would occur at different times. For shops, the peak parking demand would occur during the middle of the day. The restaurants would generate some demand at this time but their peak parking demand would be during the evening period. During the middle of the day, restaurant patrons would generally be people who work in the CBD or are customers already visiting the shopping centre and hence would not generate additional parking demand. In the evening, the restaurants would be more of a destination for patrons and hence generate a higher requirement for parking than during the middle of the day.

- 2.14. Restaurants would typically generate one car per three people at busy times. Based on 85% occupancy of the restaurants, the parking demand for the additional restaurant seating during the evening period would be some 10 parking spaces. During the middle of the day, when restaurant patrons would generally be people working in the CBD or customers already visiting the shopping centre, the parking demand would be less than five additional parking spaces. These are low additional parking demands which can easily be accommodated within the shopping centre car park of some 3,680 spaces.

#### Traffic Effects

- 2.15. The traffic effects of the proposed additional outdoor restaurant seating would be minor as during the day the majority of restaurant patrons would be workers in the CBD or customers already shopping at the centre and hence would not generate significant additional traffic. During the evening when peak activity of the restaurants would occur, the shopping centre would generate significantly less traffic than at peak retail times and traffic flows on the surrounding road network are lower. Hence the traffic effects would be minor.

#### Matters Raised By Council

- 2.16. In a letter dated 2 June 2015, Penrith City Council provided pre-lodgement advice with regards to the proposed modifications. These matters and our response are set out below:
- *The relocation of post office/emergency vehicle/accessible parking spaces to the 5-minute parking would result in conflict between different users. Proposed linemarking to separate the 'zones' would not be a successful measure to prevent unauthorised parking.*



2.17. In a letter from NSW Police Force, dated 22 July (copy attached), NSW Police, NSW Ambulance and NSW Fire and Rescue indicated that there is no impediment from an emergency services perspective with regards to the proposed modification. Furthermore, the relocation of the indented parking bay removes vehicular obstructions and subsequently provides greater visibility for motorists and pedestrians on approach to the signalised crossing.

- *Emergency vehicle parking should be physically separated from other parking spaces to reduce likelihood of unauthorised parking/loading.*

2.18. Whilst it may be desirable, there is no requirement to physically separate the emergency vehicle zone from adjacent on-street parking. Relocating the emergency vehicle/Australia Post zone to the northern side of the crossing was considered by NSW Police, NSW Ambulance and NSW Fire and Rescue as a key feature of the proposal and is reasonably likely to reduce the risk of collisions involving pedestrians. The authorities indicated there is also the capacity for emergency service vehicles to occupy and consolidate the entire indented bay on the northern side of the signalised crossing, including the adjacent 5 minute parking and bus zone, at times requiring an emergency response to the area.

- *Post Office vehicle parking is subject to the requirement of Australia Post but should be physically separated from other parking to reduce likelihood of unauthorised parking/loading.*

2.19. As previously indicated, there is no requirement to physically separate the Australia Post zone from adjacent on-street parking. The emergency vehicle/Australia Post zone will be clearly signposted in accordance with the Australian Standards. It will be of similar size to the existing zone and will provide convenient access for Australia Post vehicles. The proposed arrangements are therefore considered appropriate.

2.20. Locating the shared emergency vehicle/Australia Post zone adjacent to the 5 minute parking and bus zone will allow emergency service vehicles to occupy the entire indented bay on the northern side of the signalised crossing at times requiring an emergency response to the area.

- *5-minute parking was recently approved in March 2014 and was implemented due to high demand for quick turnover spaces by the public and the Penrith Police. The demand for these spaces is such that it is the only 5-minute drop-off/pick-up zone in the City Centre and is advantageous to Westfield. The approval was conditional that if the previous bus zone was again required by Westbus, the 5-minute parking would be removed and the bus zone reinstated.*

2.21. The relocation of the shared emergency vehicle/Australia Post zone adjacent to the 5 minute parking zone, will result in a loss of two of the four 5 minute parking spaces located on the northern side of the signalised crossing. Should Council want to maintain the current number of 5 minute parking spaces in Riley Street, consideration could be given to one of the following options:

- reducing the length of the adjacent bus zone to (which is currently some 30 metres in length) to 18 metres to provide two additional 5 minute parking spaces; or
- converting the ½ hour parking spaces located on the eastern side of Riley Street (four spaces) to 5 minute parking.

2.22. The implications of those two options are discussed below.

2.23. With regards to shortening the length of the existing bus zone located on the western side of Riley Street, surveys were undertaken to assess the overall use of the zone. Those surveys found that the peak number of buses present at any one

time during the day was one bus. Hence, reducing the length of the bus zone from 30 metres to 18 metres, to provide for the two additional parking spaces would still provide appropriate access for a bus to enter and exit the bus zone.

2.24. With regards to the Council's condition of consent for the removal of the 5 minute parking zone should Westbus again require access to the Riley Street bus zone, this condition could be maintained. With the removal of the 5 minute parking, the adjacent bus zone would be equivalent to some 42 metres in length, suitable for up to three buses. If this were to occur 5 minute parking (four spaces) could be provided on the eastern side of Riley Street (replacing the existing ½ hour parking).

2.25. Notwithstanding this however, with the proposed upgrade to Penrith station and bus interchange, it is more likely that Westbus will continue to use bus facilities at the interchange.

- *The proposed enclosed cabanas located to the edge of the road will have critical impact to sight distances between drivers and pedestrians on approach to the signalised crossing which is recognised as hazardous and has had safety audits conducted.*

2.26. In response to this matter, the plans have been revised and the outdoor seating relocated clear of western kerb of Riley Street. The revised scheme allows for improved pedestrian measures with clear unobstructed sight lines for drivers and pedestrians on approach to the signalised crossing.

- *The reduction in the travel lane to 4m width is contrary to the condition of consent (DA03/2703 No 81) which required a wide single lane to accommodate through traffic and a stalled vehicle between Henry and Jane Streets, and has the potential to restrict for emergency vehicle access.*

- 2.27. In response to this matter, the plans have been revised to retain the current carriageway width of Riley Street. The single lane one-way street will maintain a carriageway width of 5.8 metre, to allow two vehicles to pass in the event of a vehicle breakdown.

### Summary

- 2.28. In summary, the main points relating to the implications of the proposed alterations to the Westfield Penrith shopping centre are:-
- i) the existing restaurant tenancies on the western side of Riley Street have a combined approved outdoor seating area comprising some 240 seats;
  - ii) the proposed alterations to Westfield Penrith (including the modifications to Riley Street) include the following:
    - ❑ provision of some 40 additional outdoor seating associated with restaurant tenancies along Riley Street;
    - ❑ relocation of the existing shared emergency vehicle, Australia Post and disabled pick-up/drop-off zone (two spaces) to allow widening of the footpath area on the western side of Riley Street (south of the signalised crossing;
    - ❑ modifications to on-street car parking arrangements on the eastern and western sides of Riley Street (north of the signalised crossing) to accommodate the relocated shared emergency vehicle/Australia Post zone and disabled pick-up/drop-off zone;

- iii) the proposed alteration improve pedestrian flow and amenity along the western side of Riley Street and improve visibility for motorists and pedestrians on approach to the signalised crossing;
- iv) the parking demand of the additional outdoor seating can easily be accommodated within the shopping centre car park;
- v) the traffic effects of the proposed additional outdoor seating would be minor; and
- vi) matters raised by Council have been addressed in paragraphs 2.16 to 2.27.



Location Plan

Figure 1

APPENDIX A

NSW Police Force Correspondence



Mr Paul Stonebridge,  
Centre Manager,  
Scentre Group SCM,  
Westfield Shopping Centre,  
Penrith.



22 July 2015.

**Relocation of emergency services parking bays on Riley Street, Penrith.**

Dear Paul,

I am following up on our discussions and subsequent meeting in Riley Street, Penrith on the 26 June 2015. As you will recall, we discussed the planned development of the area on the south western curb alignment of Riley Street, which impacts upon the current designated parking area for emergency services and Australia Post vehicles (hereafter referred to as 'the parking bay').

Riley Street is a one way road, running north from High Street, across Henry Street to Jane Street. The intersections for Riley Street at High Street, Henry Street and Jane Street are controlled by traffic control lights. There is a further set of traffic control lights to manage a pedestrian crossing on Riley Street between Henry Street and Jane Street. The pedestrian crossing traverses east to west across Riley Street. The area of Riley Street between Henry Street and Jane Street is a recognised dining precinct for the Penrith Central Business District, designed to attract a high volume of pedestrian traffic.

During the course of the discussion, it was proposed to move the parking bay in Riley Street from its current location to the immediate north of the pedestrian walkway, remaining on the western side of the road. It was agreed that the parking bay would remain the same length, and would precede the bus parking area on the same side of Riley Street.

After the site inspection and discussions with Superintendent Alex Scott of NSW Fire and Rescue, and Superintendent Ross Chivers, NSW Ambulance, there is no impediment from an emergency services perspective on the proposal. Moreover, the relocation of the parking bay removes vehicular obstacles and subsequently providing for greater visibility on the part of both pedestrians and motorists in Riley Street to identify the movement of each other as they go about their activities. The area is clearly desirous of attracting more pedestrian patronage for the collective restaurants and eateries in the precinct and making the visibility and hazard identification easier for motorists and pedestrians is a key feature of the proposal and is reasonably likely to reduce risk of collisions involving pedestrians. There is also the capacity for emergency services vehicles to occupy the bus bay adjacent to the proposed parking bay and be collated together at times requiring an emergency response to the area.

I support the proposed relocation of the parking bay.

Yours sincerely,

Brett McFadden,  
Superintendent.

**PENRITH LOCAL AREA COMMAND**

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