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05 June 2019

WA Childcare Partners Unit Trust Pty Ltd
C/- Planning Solutions
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RE: PROPOSED CHILDCARE CENTRE 813 & 815 WANNEROO ROAD & 4 SAN ROSA ROAD, WANNEROO – PARKING MANAGEMENT PLAN

INTRODUCTION

Transcore has been engaged by WA Childcare Partners Unit Trust Pty Ltd to prepare a Parking Management Plan (hereafter PMP) for the approved childcare centre (hereafter CCC) to be located at 813 & 815 Wanneroo Road and 4 San Rosa Road in Wanneroo, City of Wanneroo (refer **Figure 1**).

BACKGROUND

The development application for the proposed CCC was approved by NWJDAP on 15 February 2019. Condition 2 of the approval limits the number of children to be catered for at the site to a total of 83 to be looked after by a maximum of 14 staff. The approved CCC development plans show a total of 23 parking bays on site comprising 14 staff and 9 visitor bays.

The approved visitor/parent parking provision for the CCC is 9 bays, whilst the City's policy requirement is 11 visitor bays. The Traffic Impact Study (TIS) which supported the CCC included a parking assessment that demonstrated that 7 visitor bays would be sufficient to meet the visitor/parent demand and that the proposed 9 on-site visitor bays would be more than sufficient to cater for the needs of the facility. The Responsible Authority Report prepared by the City confirms that this parking assessment was reviewed and accepted by the City's Traffic and Transport Service Unit.

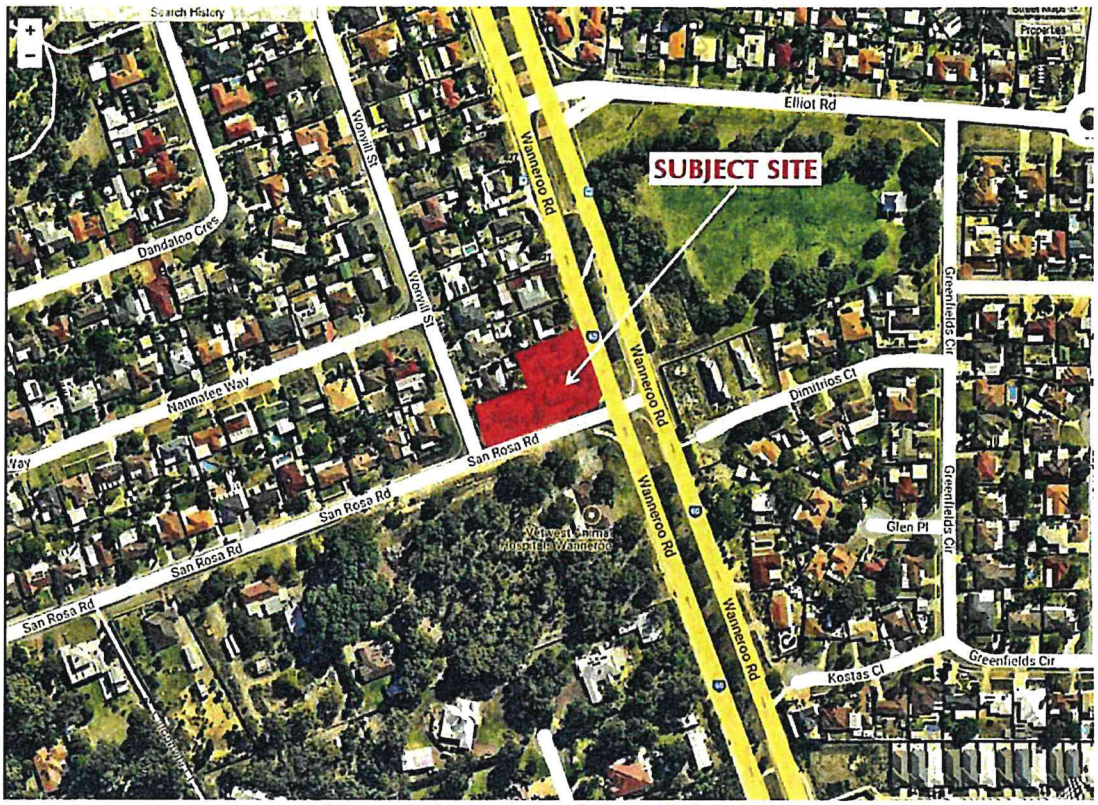

Figure 1: Location of the subject site

CHILDCARE OPERATIONS

It is understood that CCC operations will comprise 14 permanent "room ratio" staff and 4 non-permanent (i.e. non-contact/ancillary) staff for operational reasons. As advised by the operator, the ancillary staff would include the following characteristics:

- Attend the site intermittently/periodically;
- May not work full day and may attend the site outside peak drop-off/pick-up periods; and,
- May be required to assist with "open days", staff inductions, new enrolment/inductions, etc.

PMP MISSION

The objective of the PMP is to ensure efficient, effective and safe use of the car park and to provide effective management of the different types of car parking related to employees and visitors/parents through the application of pavement markings, signage and communication/education.

MANAGEMENT PLAN

The parking associated with this development is to serve employees and visitors/parents of the CCC including occasional service/waste collection vehicles as needed.

The access to the car park is located so to ensure good view of the car park (on entry), vehicles on abutting roads (on exit) and pedestrian paths.

The development includes a total of 23 parking bays out of which 9 bays are allocated to visitors and 14 to CCC staff. All 9 visitor bays are located adjacent to the car park access with staff bays located further away. This parking layout ensure easy and convenient access and egress operations for parents and other visitors to the site without the need to negotiate the entire car park area.

All staff bays in the car parks will be pavement-marked to indicate specific use and avoid unnecessary confusion and internal congestion.

The CCC operator proposes that the centre be staffed with 14 "room ratio staff" and 4 non-contract/ancillary staff. A total of 14 bays are proposed to meet the parking requirement for all staff. The following principles/conditions would serve to alleviate the demand on staff parking at the subject site:

- The CCC operator supports local employment and would ensure proper consideration is given to local job applicants where possible over those residing further away from the CCC. This is of direct benefit as it secures flexibility in staff commute via alternative modes of transport (walk, cycling and public transport) and their ability to attend the site on short notice if/when required. This would alleviate the demand on staff parking;
- As described in the TIS, the subject site has access to two bus services (No. 389 and 468) which operate along Wanneroo Road and bus stops in close proximity to the site. The bus services also provide links to greater rail network via their connections to Perth Busport, Whitfords and Joondalup train stations. This relatively good level of access to public transport services may alleviate the demand on staff parking;
- The subject site also enjoys very good access to the local shared path network via paths along western side of Wanneroo Road and route classified as "good road riding environment". As such, the location of the subject site and provision of on-site cycling facilities further promotes the use of bicycles as a mode of transport to and from the site which may alleviate the demand on staff parking. In this regard, we suggest the inclusion of bicycle racks on site which combined with availability of showers within the approved facility would serve this purpose; and,
- The CCC operator will also encourage car-pooling as additional means of parking demand alleviation.

Notwithstanding the aforementioned means of car park demand reduction, the following PMP is proposed to be implemented to ensure sufficient staff parking is available for staff at all times.

A **car park schedule** is proposed to be kept to ensure control of car park use so that there is no unauthorised or random use of car parking bays. The 14 permanent "room ratio" staff are rostered throughout the day in accordance with the children's actual attendance. The CCC will always open and close with 2 staff, whilst remaining staff have staggered shifts throughout the day, resulting in the staggered use of staff parking bays.

This daily parking demand variation and associated bay availability will be considered when planning and scheduling attendance of 4 non-contact/ancillary staff if/when

required. The predictability of the shift changeovers and permanent staff attendance ensures certainty with staff parking allocation.

Based on the functional and operational characteristics of the 4 non-contract/ancillary staff who would attend the site intermittently and are generally rostered during off-peak periods, the 14 bays available for staff should generally be sufficient. For certainty, the CCC can pre-plan the staff on-site attendance schedule where necessary and manage occupation of staff bays accordingly.

As discussed in the TIS report, a total of 7 visitor parking bays would be theoretically needed to meet the visitor/parent parking demand particularly during morning drop-off and afternoon pick-up times. A total of 9 visitor bays, 2 bays in excess of operational requirement, is provided on site for further comfort and flexibility. Due to the nature of CCC operations these visitor/parent bays would experience greatest demand only during (particularly) morning and afternoon peak periods and are likely to be vacant outside of these times. As such, these bays remain available for use of non-permanent staff between these peak periods of the day. This additional parking supply ensures car parking can be available for the 4 non-contact/ancillary staff even during unforeseen events and random situations.

In the unlikely event that the proposed PMP principles are insufficient to ensure satisfactory car park control and parking provision for the non-permanent staff the CCC manager has the discretion to prioritise and restrict the allocation of staff bays by certain staff only in order to ensure no more than 14 staff park on site at any one time.

As the proposed development entails only childcare land use, minimal traffic associated with service and delivery vehicles would be expected. Small service and delivery vehicles are instructed to arrive outside the peak drop off/pick up times and only use visitor parking bays as required.

COMMUNICATION & EDUCATION

The **car park schedule** will be planned, organised and implemented by the CCC. The car park schedule will be considered as part of staff scheduling and monitored by all staff, to facilitate its orderly implementation. The usage and operation of the car park will be monitored on an ongoing basis.

It is proposed that all permanent and non-permanent staff and visitors/parents be introduced to the PMP principles. This should be done at the time of children enrolment/staff hire by summarising the PMP and including car park map and induction session.

The operator successfully runs and manages a number of centres around Australia with similar capacity of children and staffing arrangements with effective/functional car parks that cater for the needs of parents and staff.

As noted above, the CCC management will monitor the operation of car park and propose improvements and changes to the PMP if required.

I trust the information documented in this letter will assist in the current deliberations.

Yours truly,

Vladimir Baltic
Traffic and Transport Engineer