

Ashmore Update

Traffic and Transport

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1. Study scope and objectives

- Assess current traffic and transport conditions
- Assess the potential impacts of the Ashmore Precinct on the local road network and on-street parking
- Recommendations to address potential impacts

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2. Current conditions

- Traffic
 - Intersection performance is generally good although Mitchell Road is subject to congestion and delays
 - AM peak northbound
 - PM peak southbound
 - Traffic conditions vary
- Mode share (for Journeys to Work)

Mode	Proportion of trips (2006)	Proportion of trips (2011)	Difference
Car driver	39%	33%	-6%
Train	31%	37%	6%
Bus	8%	7%	-1%

Source: ABS Census Data (Journey to Work); 2006 and 2011

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Intersection performance

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● Assessed Intersection
 ■ Proposed Ashmore Precinct

ASHMORE PRECINCT - TRAFFIC AND PARKING ASSESSMENT
 BASE CASE 2012

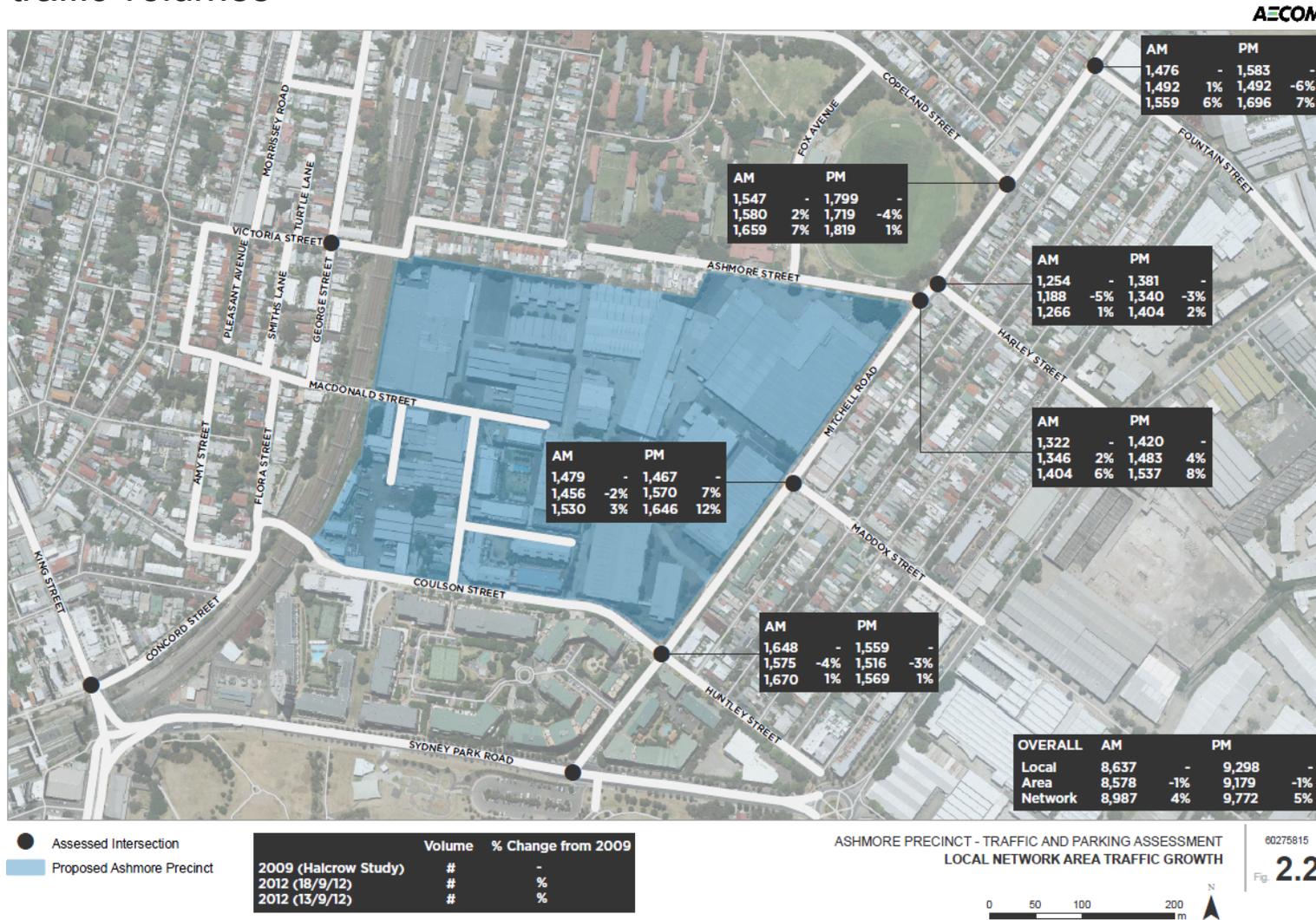
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Fig. 2.4



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Current traffic volumes



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3. Assessment of future year development scenarios

- Analysis Years 2017 and 2022 (AM / PM / Sat Peak)
 - Scenario 1 – No development
 - Scenario 2 – Development with traffic management measures
 - Scenario 3 – Development with no traffic management measures

Analysis Year 2027 (AM / PM / Sat Peak)

- Scenario 4 – Full development
- Scenario 5 – Full development with mode shift (if required)



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3. Assessment of future year development scenarios

Methodology: Assessment using micro simulation model

- Model current situation
 - Network created from scaled satellite imagery
 - Traffic counts / travel time / queue length surveys
 - Traffic signal timings supplied by RMS
- Future development scenarios
 - Future traffic generation
 - Assumptions on where people will be travelling to (census data)
 - Traffic signal timing adjustment to improve capacity
 - Network to reflect proposed modifications

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Traffic generation and distribution – overview

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4. Traffic management measures



- Assessed Intersection
- Proposed Ashmore Precinct
- Parking Restriction



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5. Public transport options and parking modifications

Public transport

- Increased train services on Bankstown Line (stop in Erskineville?)
- Increase in bus service frequency / hours of operation.
- Bus route modification to ensure maximum demand patronage

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Parking

- Adoption of the Alexandria parking permit strategy
- Parking controls (parking permits) will be required to manage demand on the streets, in particular:
 - East of the Ashmore Precinct site, including Mitchell Road, Belmont Street, Maddox Street, Harley Street and Huntley Street;
 - The area to the north west of the site, including Bridge Street, Malcolm Street, Binning Street and Ashmore Street.

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6. Findings

Full Development (2027) with Traffic Management Measures

- AM peak
 - Local road network cannot support peak vehicle demand equivalent to approx. 400 units or 125 vehicle trips (at LoS D or better).
 - Better transport services / active transport modes in the local area required.
- PM peak
 - Network can operate with traffic management measures
- Saturday peak
 - Network can operate with traffic management measures
- Minimal impacts on streets to west of railway line

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7. Recommendations and responsible authorities

Network Modification	2017			2022			Beyond 2027		
	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
Lane configuration of Mitchell Road / Sydney Park Road Intersection Approval Authority: Roads and Maritime Services	✓	✓	✓	✓	✓	✓	✓	✓	✓
Parking Restrictions on south-eastern side of Mitchell Road between Sydney Park Road and Coulson Street Approval Authority: City of Sydney Council	X	✓	✓	✓	✓	✓	✓	✓	✓
Phasing alteration Mitchell Rd / Coulson St Approval Authority: Roads and Maritime Services	X	X	✓	X	X	✓	X	X	✓
Proposed signalisation of Mitchell Road / Maddox Street Intersection Approval Authority: Roads and Maritime Services	✓	✓	✓	✓	✓	✓	✓	✓	✓
Right turn movement ban implemented on Harley Street Approval Authority: City of Sydney Council	X	X	X	X	✓	X	X	✓	✓
Parking Restrictions on southern side of Mitchell Road between Copeland Street and Fountain Street Approval Authority: Roads and Maritime Services	X	✓	✓	✓	✓	✓	✓	✓	✓
Parking Restrictions on northern side of Mitchell Road between Copeland Street and Fountain Street Approval Authority: Roads and Maritime Services	X	✓	X	✓	✓	✓	✓	✓	✓

Key

X Not required **✓** Required

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Public transport and parking recommendations and suggested implementation

Network Modification	2017			2022			Beyond 2027		
	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
Local Resident Parking Permit Strategy Approval Authority: City of Sydney Council	√	√	√	√	√	√	√	√	√
Bus Route 370 and Route 355 Modifications Approval Authority: Transport for NSW (State Transit Authority)	√	√	√	√	√	√	√	√	√
Increased Bus Services / Frequency Approval Authority: Transport for NSW (State Transit Authority)	√	√	√	√	√	√	√	√	√
Increased Train Services Approval Authority: Transport for NSW (CityRail)	√	√	√	√	√	√	√	√	√

Key

X Not required
 √ Required