



- Introduce new cycle and pedestrian spine connecting Hurstville City Centre with surrounding suburbs.

The sustainability of the 66% of the Amended Masterplan development is based on achieving a mode share of 40% to public transport and sustainable modes; this represents a 10% mode shift from current travel behaviour. If this mode shift is not achieved the scale and intensity of the proposed development would need to be reduced further. This mode shift cannot be accommodated by the current public transport network and investment is required at a local and strategic level to accommodate this growth in patronage.

We would also recommend that in the staging of the development, the proposed development in and around the bus interchange and the railway station be implemented as this will encourage the mode shift required. Following on from this stage, the proposed developments on the periphery of the Masterplan, such as those proposed for Pearl Street, Gloucester Road, Treacy Street and Hudson Street, as this minimises the impact on the Hurstville City Centre core and subsequently the Forest Road, Park Road, Rose Street areas. A less managed approach is unlikely to achieve desired mode share targets in the short to medium term and adversely impact upon the accessibility functionality of the Hurstville City Centre as considered even in the 66% amended Master Plan scenario.



7. Conclusions

SKM were commissioned by Hurstville City Council (HCC) to complete a strategic accessibility review of the Draft Amended Masterplan for the Hurstville City Centre area.

This Masterplan proposes that the Hurstville City Centre be developed into a major commercial centre with supporting retail and residential development. The Amended Hurstville City Centre Masterplan will result in a fourfold increase in commercial floor space, a threefold increase in retail and a marginal increase of 8% in the residential floor space. The corresponding trip generation rates show that this would result in a 300% increase in commercial and retail trips into the City Centre. It should be noted that this is a conservative estimate as it does not include the development opportunities of Council's Civic Precinct and the redevelopment of Westfields Precinct, or full opportunities for increased residential development within the precinct, all of which would result in increased trip generation.

SKM have previously developed 2009 Paramics models to assess the current level of service of operation of the road network in the Hurstville City Centre. These Paramics models were used to assess the impact of the proposed full development on the current road network, with no background growth incorporated. Typically, such growth would be in the order of 2-3% per annum over a 20 year period and can be a significant proportion of overall traffic.

Thus the traffic impacts presented in the remainder of the report are very conservative. The results from this analysis indicate that to accommodate this level of growth in the Hurstville City Centre area a significant infrastructure investment would be required which would include an additional lane each direction on Forest Road, Queens Road, Park Road and The Avenue as well as localised intersection widening and a range of traffic management measures such as partial or full removal of medians, full or partial removal of parking/loading, narrowing of footpaths and removal of landscaping, traffic signal optimisation, etc. However there is limited scope to expand the current road network and it is not considered a desirable policy to provide additional road capacity in an already congested network. A significant mode shift to more sustainable modes (public transport, walking and cycling) is required to accommodate the quantum of development detailed in the Amended Hurstville City Centre Masterplan.

Therefore the public transport mode shift required was assessed. An additional 3,000 trips per hour are required to switch modes from private vehicle to public transport, walking or cycling. Assuming a 3 hour peak period, this is equivalent to shifting 9,000 additional trips onto public transport. This would result in a 60% mode split for public transport, which is considered to be extremely optimistic and unrealistic to achieve.



In conclusion the level of development as a result of the Amended Hurstville City Centre Masterplan would result in extreme congestion in the road network and would require significant road infrastructure and a significant mode shift to more sustainable modes, which would also require a significant investment in public transport.

A further sensitivity analysis on the accessibility shows that 66% Masterplan development could be accommodated with localised infrastructure improvements to the road network and by improving public transport service provision and the cycle/pedestrian network, achieving a 40% public transport/sustainable modes and 60% car mode split. This mode shift cannot be accommodated in the current public transport network and investment is required at a local and strategic level to accommodate this growth in patronage. This option would require shifting 1,200 trips per hour to public transport, walk or cycle.

It is therefore recommended that a 66% Masterplan development scenario be considered by HCC and this development could be implemented in the following stages:

1) Short Term (2010 to 2015);

- Establish a consultation programme with all stakeholders;
- Develop a detailed transport and mobility access plan for the Hurstville City Centre which incorporates:
 - The promotion of reduced parking rate and parking management strategies recommended by the Hurstville City Centre Parking Rate Review;
 - Improving the existing cycle and pedestrian amenity within the City Centre area;
 - Provide good cycle facilities within the City Centre;
 - Promote public transport as alternative mode;
 - Behaviour Change programs to encourage a switch to more sustainable modes.
- Discuss with RailCorp opportunities to increase rail service provision at Carlton and Allawah stations during the peak hour; and
- Discuss with NSW Transport and Infrastructure (and STA) opportunities to increase bus frequency along existing routes and introduce new routes along the Kogarah, Rockdale and Hurstville bus corridor.

2) Medium to Long Term (2015 to 2030);

- Staged implementation of the proposed 66% development in the Amended Masterplan;
- Develop an integrated transport strategy to assist and guide the future planning of the Hurstville City Centre;
 - Review previous parking strategy;



- Introduce new bus connections and rail connections to the study area in conjunction with the NSW State Government; and
- Introduce new cycle and pedestrian spine connecting Hurstville City Centre with surrounding suburbs.

This 66% of the Amended Masterplan development is based on achieving a mode share of 40% to public transport and sustainable modes, this is a 10% mode shift from current travel behaviour. If this mode shift is not achieved the scale and intensity of the proposed development would need to be reduced further, to produce an acceptable accessibility outcome.