

8<sup>th</sup> March 2011

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Attention: Andrew Smith

**Preferred Project Report – Major Project – 34 Victoria Road and 13 – 55  
Edinburgh Road Marrickville (MP 09\_0191)**

Thank you for the opportunity to provide comment on the Preferred Project Report (PPR) for the redevelopment and expansion of the Marrickville Metro Shopping Centre at 34 Victoria Road, 13 – 55 Edinburgh Road, Marrickville (MP 09\_0191).

State Transit has reviewed the proposed bus operations as outlined in the PPR, and cannot agree with proposed terminal arrangements for the following reasons:

*1. Introduction of at-grade pedestrian crossing in Smidmore Street*

The introduction of a pedestrian crossing (which will act as the principle means of pedestrian access between the two shopping complexes) in conjunction with the retention of car park access will introduce significant traffic delays in Smidmore Street. This will impact on the reliability of services using Smidmore Street with flow on effects to the remainder of the trip. This is apparent at other shopping centres where buses operate on adjacent roads with pedestrian crossings.

Traffic delays of this scale cannot be accommodated in the current timetable without the provision of additional buses and driver shifts to maintain existing service frequency. To operate as suggested in the PPR, State Transit would (at our cost) need to allocate new resources to achieve the same level of service, which cannot be supported.

*2. Egress from Smidmore Street*

The intersection alignment at Smidmore Street and Edinburgh Road requires left turning buses to lane share with right turning traffic. This is shown in the Cardno plan 210026-SK-001. In the event of right turning traffic being held with left turning permitted, or, left turning traffic being held with right turning permitted, buses would obstruct traffic movements in Smidmore Street and further add to traffic delays (both

general traffic and bus operations). This lane sharing arrangement is likely to require multiple signal cycles for buses to discharge.

### *3. Passenger servicing strategy for routes 308 and 352*

The bus movements as shown in the TMAP have Routes 308 and 352 using Smidmore Street before terminating in Edinburgh Road. From a servicing perspective passengers will be passing the desired set down location (Smidmore Street) and increasing the time spent on the bus. This is of particular concern if the traffic delays as outlined above become apparent.

In addition to this, the existing roundabout at the intersection of Murray Street and Edinburgh Road is not suitable for low floor bus operations.

## **State Transit Preferred Operations**

### **Option 1 – All bus operations in Edinburgh Road**

By reconstructing the roundabout at Murray Street and Edinburgh Road to enable buses to perform a u-turn, and proceeding with the initial roundabout design at Edinburgh Road and Sydney Steel Road (that also allows buses to perform a u-turn), bus operations are wholly contained in Edinburgh Road.

This would allow terminating Route 355 services traveling east along Edinburgh Road to terminate and layover at the proposed bus interchange. Commencing 355 services would pick up as suggested but then perform a u-turn at the Murray Street and Edinburgh Road roundabout and head west on the normal route.

Terminating 308 and 352 services travelling west on Edinburgh Road would perform a u-turn at the Edinburgh Road and Sydney Steel Road roundabout and terminate and layover at the proposed interchange. Commencing services would pickup as suggested and continue east along Edinburgh Road.

This option would allow either council and or the proponent to consider further pedestrian amenity or activation on Smidmore Street with no impact on bus operations.

### **Option 2 – Retention of Services in Smidmore Street**

The operation of bus services in Smidmore Street as suggested in the PPR would require the issues outlined in points 1 -3 to be addressed. State Transit suggests the following changes:

- Use of pedestrian signals in Smidmore Street. Pedestrian signals will regulate pedestrian flows and provide a higher level of certainty when determining travel times.

- Redesign the intersection alignment at Smidmore Street and Edinburgh Road. Redesigning the intersection alignment would remove the requirement for buses and/or large vehicles to lane share when making the left turn and would reduce the circulation time for buses discharging from Smidmore Street and improve general traffic movements.
- Provision of a bus stop on the southern side of Smidmore Street. The provision of a stop in the vicinity of the pedestrian signals would better serve bus patrons by reducing the travel time on a bus and provide a central location for passenger to be set down.
- Reconstruction of the Murray Street and Edinburgh Road roundabout. This roundabout will need to be reconstructed to allow low floor buses to access Smidmore Street. It should be noted this is also a requirement under Option 1.

State Transits preference is for Option 1. Both options require the reconstruction Murray Street and Edinburgh Road roundabout but Option 1 requires fewer changes to accommodate bus operations in Smidmore Street and provides scope for pedestrian amenity improvements along the shop frontages in Smidmore Street.

Should you require further information please contact Ian Brocklehurst on 9245 5665 or by e-mail [ian\\_brocklehurst@sta.nsw.gov.au](mailto:ian_brocklehurst@sta.nsw.gov.au)

Yours sincerely

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