

# Marrickville Metro Expansion Proposal

## *Summary of Traffic Considerations*

### 1. Design Approach

The Design provides a new car park with access off Edinburgh Road. The objective in this would be to attract most additional traffic onto Edinburgh Road as it is the most traffic tolerant approach route. The design also seeks to provide an appropriate level of car parking that would minimise the need and desire for visitors to park on nearby residential streets without excessively providing for private vehicle travel. An appropriate level of bicycle parking is also proposed. Finally a significantly improved bus terminus and improved pedestrian and cycle access are proposed to cater for sustainable travel modes.

### 2. Bus Operations

These will be improved by providing high quality passenger facilities at the new bus terminus and by providing two new roundabouts on Edinburgh Road that will allow buses to turn around without having to pass through the heavy pedestrian crossing traffic that will occur on Smidmore Street. This turn around facility is the STA's preferred option, although one roundabout would necessarily be slightly further away due to space limitations at the intersection suggested by the STA.

### 3. Traffic Impacts

While the centre will attract a proportional increase in shopper visits, the traffic effects of these will be moderated through the fact that a significant number of patrons would be drawn from shoppers from within the catchment that would otherwise have travelled through the locality on Enmore or Edgeware Road to shop at more distant shopping centres such as Broadway. In this regard the shopping centre will not actually generate new shopping trips. Rather it will focus trips towards the site that are already generated within its catchment.

This effect will be particularly noticed on Edgeware Road which is the most heavily used traffic route near the site. Delays to traffic using the route are already noticeable at peak times. However the interception of shoppers already travelling along this route, together with an existing inclination for drivers to avoid this route when an alternative is available, will mean that only a minor adjustment to existing parking controls at the intersection of Edgeware Road and Alice and Llewellyn Streets will be necessary.

The traffic study for the project has identified the need to make an improvement at the intersection of Unwins Bridge Road/Bedwin Road/May Street. Subject to this improvement, the RTA has indicated that traffic implications of the development would be acceptable.

Submissions to the project public exhibition raised questions about the distribution of traffic assumed in the analysis about apparent inconsistencies therein. Follow up analysis and a more detailed presentation of traffic distribution assumptions have demonstrated that the initial findings about traffic effects were correct.

4. Car Park Vacancy Information

To avoid excessive car park search circulation, a counting system is proposed at each car park along with variable signs that will indicate the availability of parking spaces within the car park served by the entrance.

5. Green Travel Plan

A Green Travel Plan will be implemented when the expanded centre opens. This will include suitably located travel access guides.