

Transport & Traffic Assessment

Dan Riley

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Background

The previous presentation to the ICRG provided a review of:

- Existing transport conditions
- Regional policy for future infrastructure development
- The Draft Structure Plan
- Preliminary investigations on local access to North and South Ingleside

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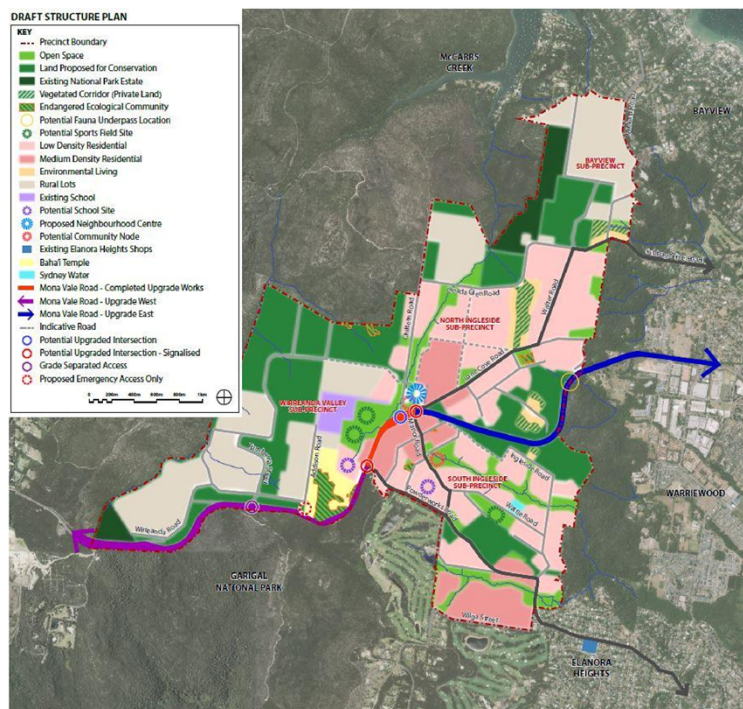
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Scope

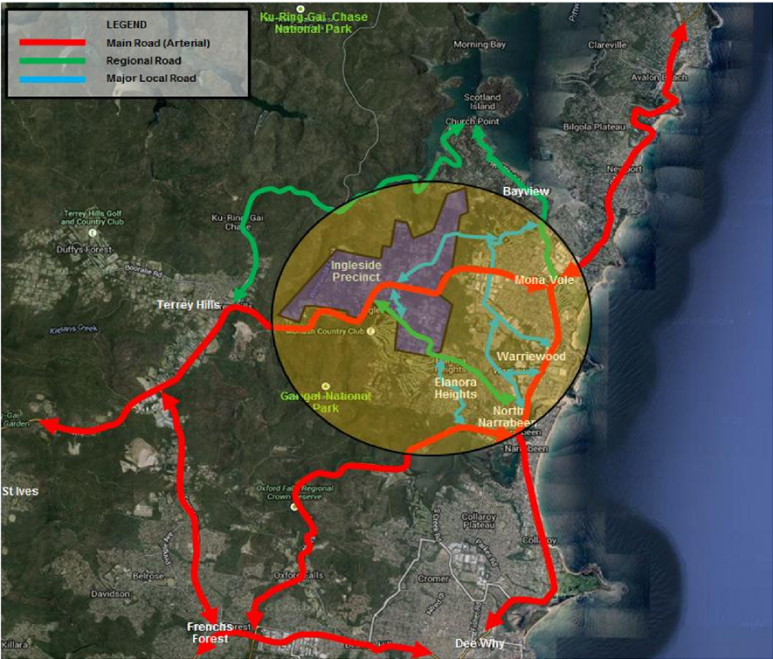
This presentation to the ICRG provides a summary of the completed *Draft Ingleside Transport and Traffic Assessment* for the proposed rezoning of the Ingleside Precinct. Key tasks associated with this work include:

- An assessment of the performance of the road network under future year traffic conditions with the proposed Ingleside development (for the year 2036)
- A summary of the impacts of the proposed Ingleside development and associated transport infrastructure requirements
 - Road network
 - Bus Network
 - Active Travel Network

Draft Structure Plan For Ingleside



Study Area

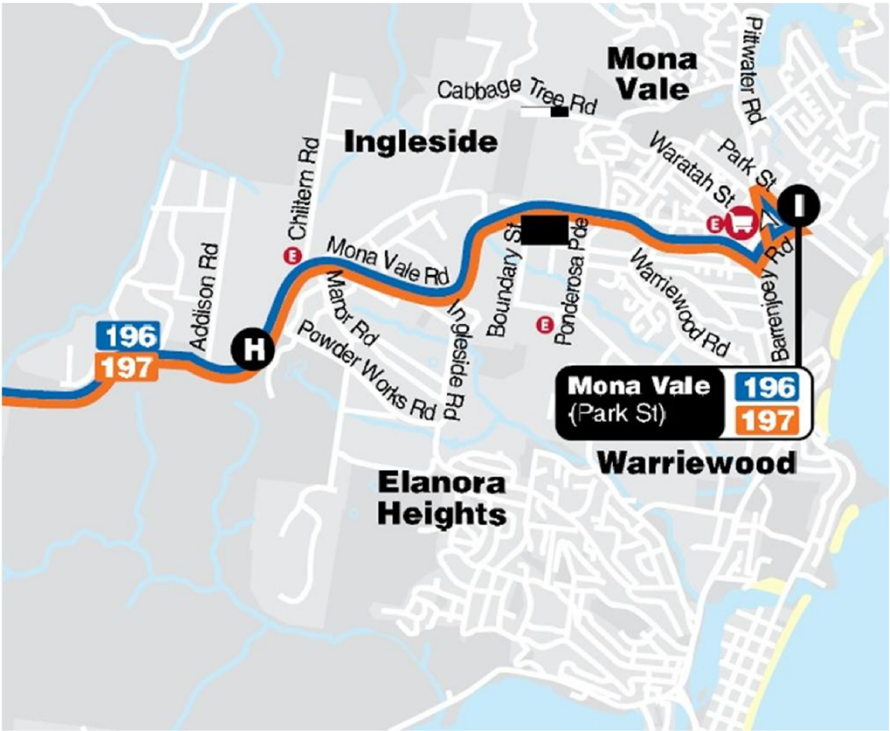


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Existing Bus Routes (Forest Coach Lines)



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Existing Bus Routes (Sydney Buses)



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Improvements to Bus Services

- **Mona Vale Road**
 - Additional services including:
 - Approximately one bus service every 5 during peak hours in 2021
 - Further service enhancements by 2036
 - Improved stopping facilities
 - Enhanced access to the Sydney CBD, Macquarie Park, Gordon, St Ives and Mona Vale
- **Ingleside precinct**
 - New / upgraded bus stops on local roads
 - Provision of bus capable collector roads throughout North and South Ingleside
 - Buses entering Wirreanda Valley directly via new slip roads (as part of the Mona Vale Road upgrade)
 - Enhanced local services through Ingleside, including the potential to re-route existing services through Ingleside via either:
 - Route 182 extension / re-routing through Ingleside
 - Route 185 extension / re-routing through Ingleside

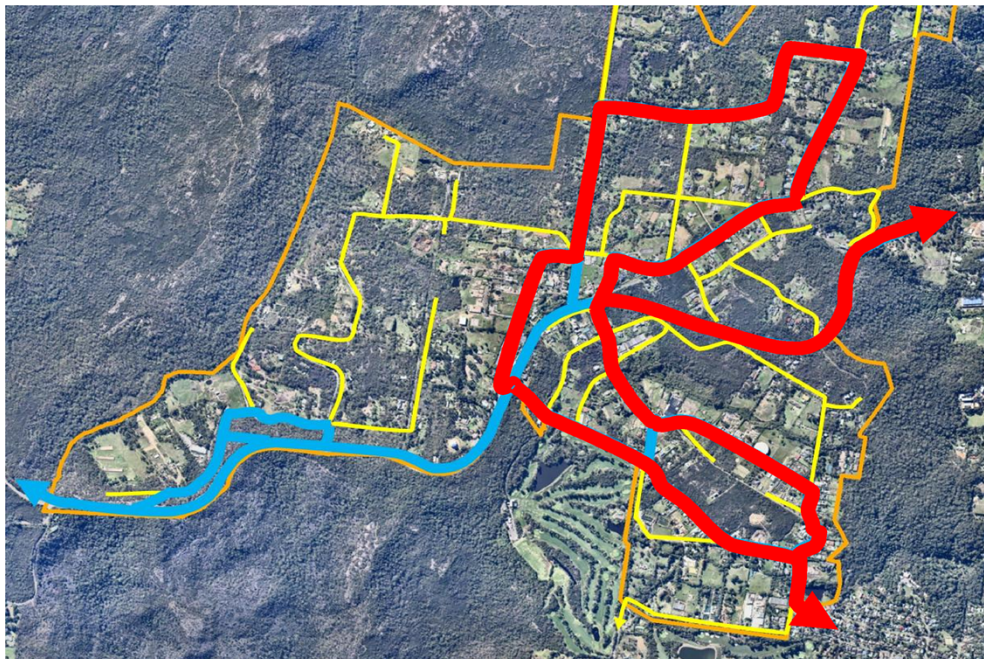
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Proposed Bus Capable Routes



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Improvements to Active Travel

- Monavale Road
 - Utility path connecting Terrey Hills to Monavale
 - Wide shoulder on Monavale Road
- Ingleside precinct
 - Improved access within / across the precinct for both commuter and leisure cyclists through:
 - Off-road shared paths (green corridors)*
 - Off-road shared paths (collector roads)
 - Improved crossing of major roads through traffic calming**

* Development will be subject to local topographic and / or ecological constraints

** Subject to detailed design

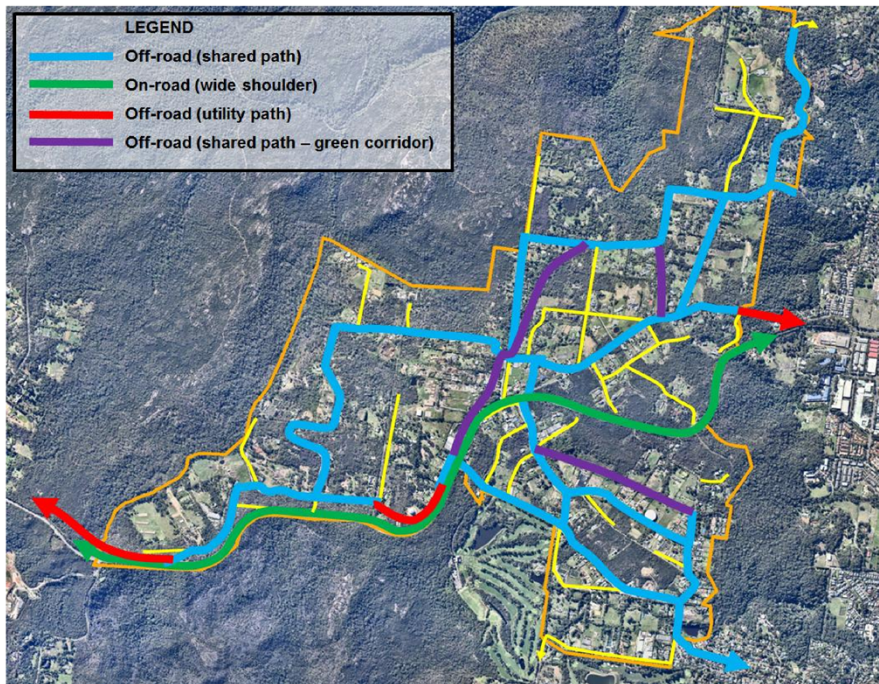
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Proposed Active Travel Network



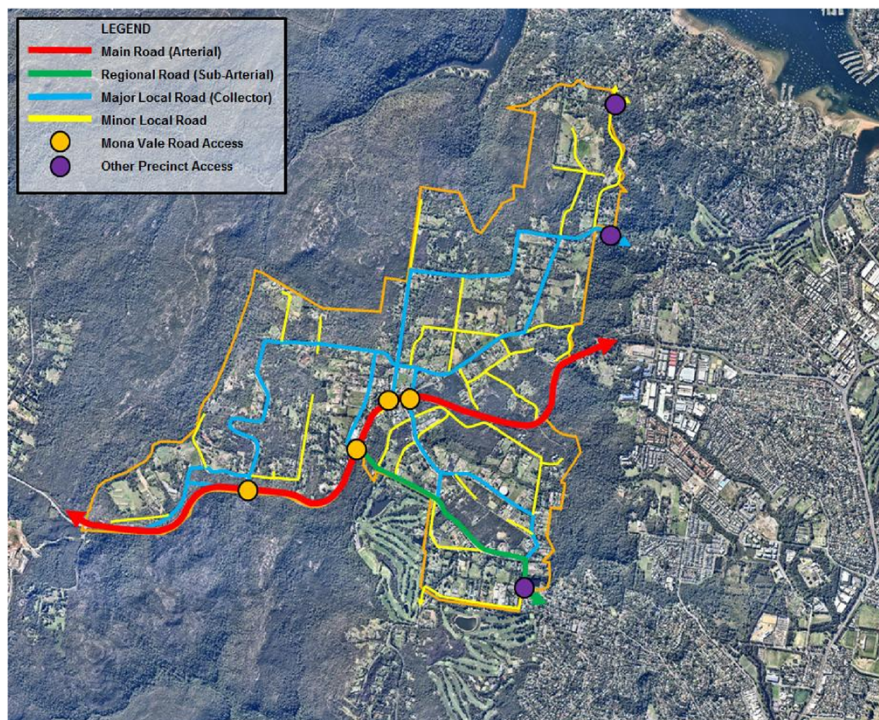
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Road Network and Precinct Access



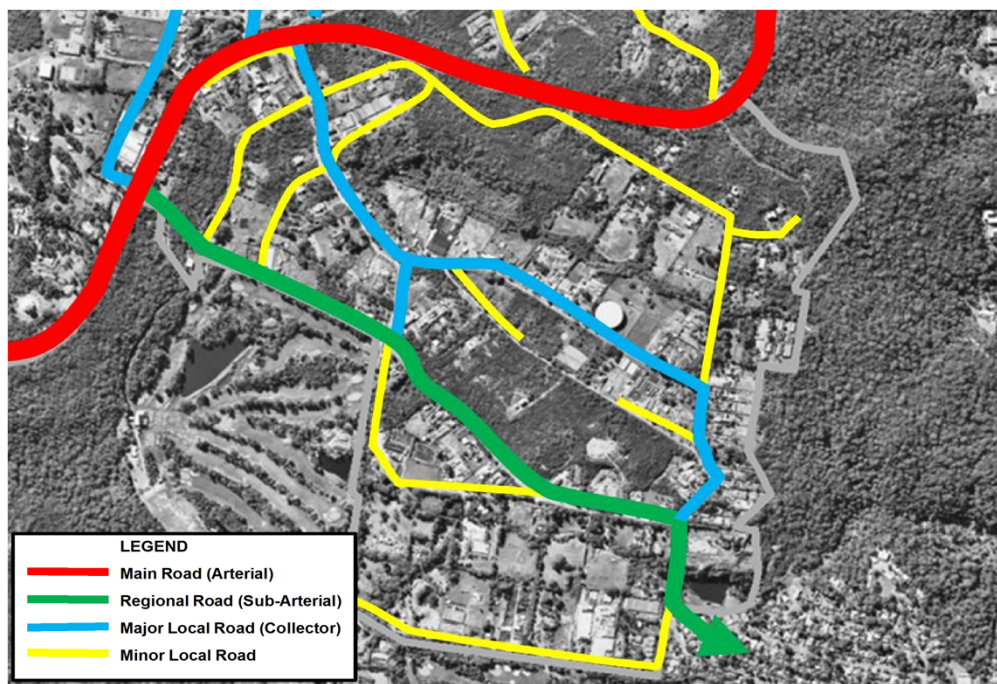
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Proposed Road Hierarchy – South Ingleside



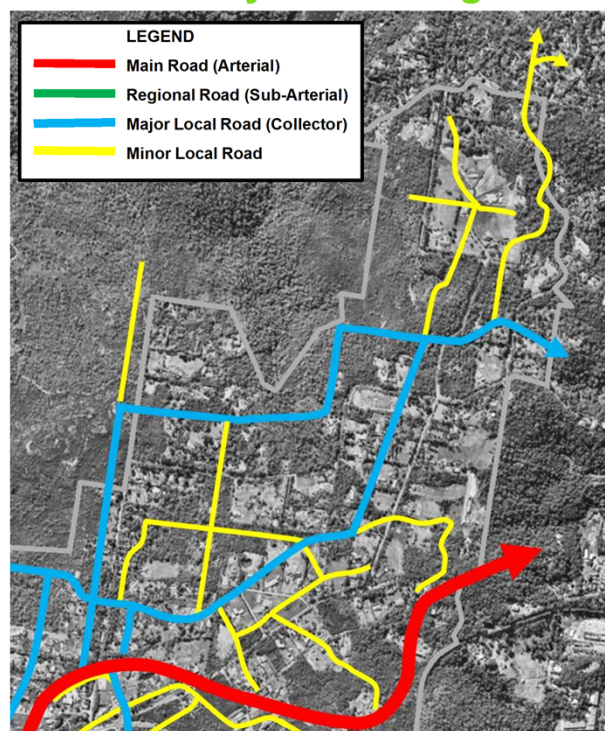
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Proposed Road Hierarchy – North Ingleside



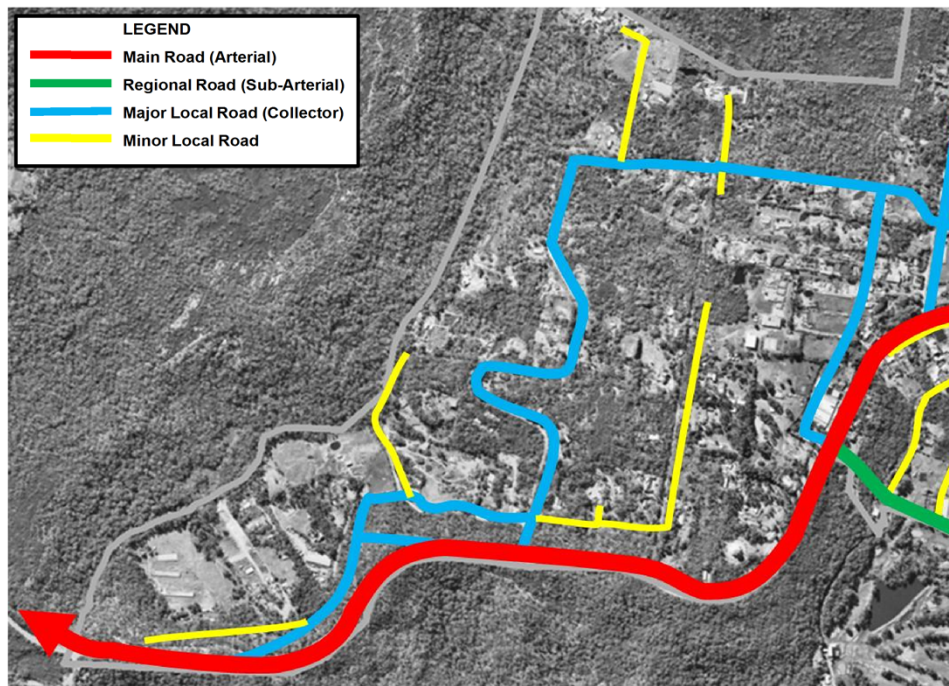
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Proposed Road Hierarchy – Wirreanda Valley



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Traffic Modelling Assumptions

- Modelling based on the CUBE strategic traffic model developed as part of the Mona Vale Road Upgrade REF study undertaken for RMS
- Peak hours modelled
 - AM peak hour – 8:00am to 9:00am
 - PM peak hour – 4:30pm to 5:30pm

Base year 2021 – in line with the estimated completion of the Full Mona Vale Road Upgrade (includes some development and background traffic growth);

Future year 2036 (no Ingleside development) – no development of Ingleside beyond 2021 (includes background traffic growth and traffic calming measures applied to Powderworks Road);

Future year 2036 (with Ingleside development) – full development of Ingleside (includes background traffic growth and traffic calming measures applied to Powderworks Road).

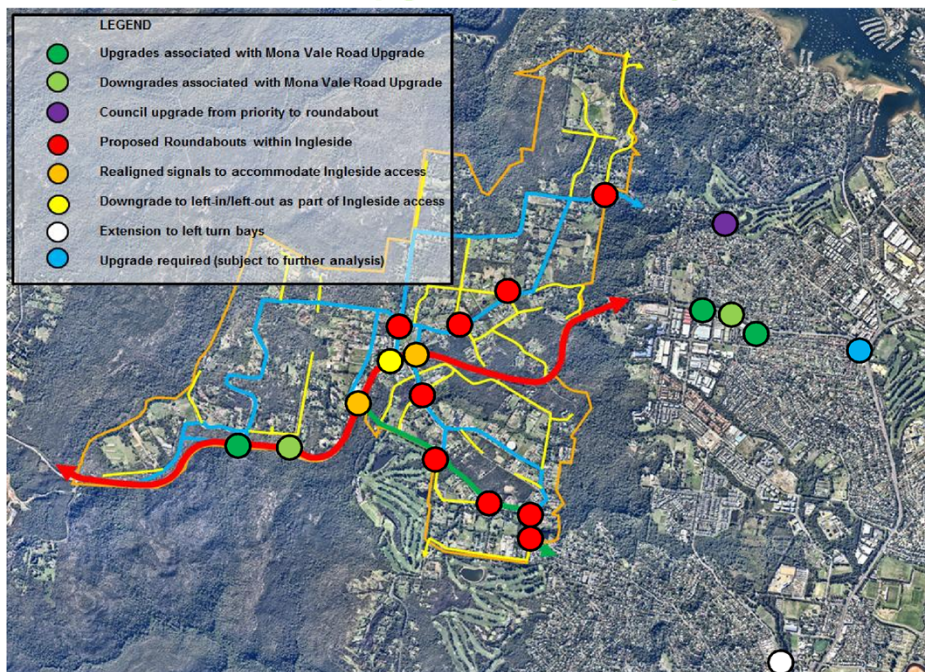
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Ingleside Intersection Upgrade Summary



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Intersection Performance Summary

	Base	No Ingleside Development	With Ingleside Development
Mona Vale Rd/ Powderworks Rd	LoS B	LoS B	LoS B
Mona Vale Rd/ Lane Cove Rd/ Manor Rd	LoS A	LoS B	LoS B
Mona Vale Rd/ Samuel St/ Ponderosa Pde	LoS C	LoS C	LoS C
Mona Vale Rd/ Pittwater Rd	LoS C	LoS D	LoS F
Powderworks Rd/ Wattle Rd	LoS A	LoS A	LoS A
Powderworks Rd/ Ingleside Rd	LoS A	LoS A	LoS A
Powderworks Rd/ Garden St	LoS B	LoS B	LoS C*
Garden St/ Pittwater Rd	LoS B	LoS B	LoS B
Cabbage Tree Rd/ Walter Rd	LoS A	LoS A	LoS A
Cabbage Tree Rd/ Samuel St	LoS A	LoS A	LoS A

Notes:

1. LoS is based on worst performing peak hour
2. LoS is based on mitigation where indicated (*)

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Summary of Transport Infrastructure Provision

- Private Car
 - Intersection improvements at Powderworks Road / Garden Street
 - Intersection improvements at Mona Vale Road / Pittwater Road
 - Provision of roundabouts within the Ingleside precinct
 - Adjustment to precinct accesses from Mona Vale Road
- Public Transport
 - Enhanced bus services along Mona Vale Road
 - Enhance local services through Ingleside
 - Improved stopping facilities along Mona Vale Road
 - New / upgraded bus stops on other local roads
- Active Travel
 - Utility path along Mona Vale Road
 - Off-road shared paths (green corridors)
 - Off-road shared paths (collector roads)
 - Improve crossing of major roads through traffic calming

Thank You