



Springwood Town Centre Revitalisation

Briefing Note - Stage 1 Traffic and Transport Advice

1.1 Introduction

GHD has been commissioned by Blue Mountains City Council (BMCC) to provide traffic and transport advice relating to the Springwood Town Centre Revitalisation.

BMCC is investigating the possible development of one or all of the following three sites:

- » Northern Car Park;
- » Southern Car Park; and
- » Civic Centre

This briefing note documents the finding of the Stage 1 Traffic and Transport Advice and has been prepared to inform the Stakeholder briefing at the end of March 2006.

1.2 Summary of Existing Conditions

Recent traffic studies have identified the existing transport conditions. In summary:

- » Springwood town centre generally enjoys a high level of accessibility for vehicles, public transport users and pedestrians.
- » Springwood has good strategic road links and is served by a number of local roads linking to the strategic road network.
- » The Macquarie Road / Hawkesbury Road intersection currently experiences congestion during the peak periods.
- » Direct and convenient pedestrian access is provided in Springwood Town Centre. The main pedestrian activity occurs along Macquarie Road where pedestrian crossings are located at regular intervals through the town centre.
- » There are no dedicated cycle routes provided in the vicinity of Springwood Town Centre. Cycle parking facilities are provided on Macquarie Road in the vicinity of the station.
- » Springwood Town Centre is well served by public transport. The Blue Mountains Bus Company provide local bus services to Winmalee and Penrith. Springwood train station is located on the CityRail Western Line and provides regular services to the Blue Mountains, Sydney and beyond.

1.3 Opportunities and Constraints

A number of opportunities and constraints that may effect the revitalisation of Springwood Town Centre have been identified and are outlined in Table 1.

Table 1 Opportunities and Constraints

Site	Constraints	Opportunities
General	<ul style="list-style-type: none"> » Any redevelopment will create additional movements by all travel modes in the town centre. » There are currently significant queues and delays experienced at the Macquarie Road / Hawkesbury Road intersection during weekday AM and PM peak periods. » Any redevelopment may affect the environmental road capacity of Macquarie Road. » Parking provision in the town centre is approaching capacity during peak periods. » The need to retain civic / community facilities on redevelopment sites. » BMCC has identified the need to retain the existing number of parking spaces on the redevelopment sites. » The desirability of increasing truck movements in the town centre for servicing needs to be addressed. » There is currently a lack of dedicated cycle facilities within the Town Centre. » Existing cycle issues at the Macquarie Road / Hawkesbury Road intersection. » A suitable convenient accessible site to accommodate dislocated site parking during construction is required. 	<ul style="list-style-type: none"> » Redevelopment may provide an opportunity to strengthen and enhance linkages to road and rail facilities. » There is opportunity to provide land uses that could assist in the containment of trips within town centre to minimise external traffic impacts. » Potential to provide land uses which are complimentary to existing land uses to minimise traffic generation (multi purpose trips). » Potential to provide shared usage of car parking between land uses with differing periods of peak parking demand to reduce overall parking provision requirements. » Opportunity to achieve a better redistribution of traffic between the Macquarie Road / Hawkesbury Road and Great Western Highway/Ferguson Road intersection » Potential for developer contributions towards RTA identified improvement to the Macquarie Road / Hawkesbury Road intersection. » Potential for developer contributions to fund alternative parking if car parking cannot be accommodated on the site. » Opportunities to strengthen and enhance the pedestrian environment. » Opportunities to strengthen and enhance the cyclist environment.

Site	Constraints	Opportunities
Northern Car Park	<ul style="list-style-type: none"> » Access to the site is currently via a narrow access road to the rear of the site. » There may be an expectation that current links between car park and adjacent land uses, e.g. IGA parking, be retained 	<ul style="list-style-type: none"> » Good proximity to rail station to encourage travel by non-car modes. » Strengthen pedestrian links with town centre along Macquarie Road. » Central location.
Southern Car Park	<ul style="list-style-type: none"> » No frontage to Macquarie Road. » Indirect access to the rear from Springwood Avenue. 	<ul style="list-style-type: none"> » Good proximity to rail station to encourage travel by non-car modes. » Potential to integrate with the civic square for pedestrian access to Macquarie Road. » Opportunity to activate Springwood Avenue frontage for pedestrians. » The topography of site could facilitate easy vehicular access to basement parking levels from Springwood Avenue.
Civic centre	<ul style="list-style-type: none"> » The need to retain existing civic and community facilities. » The requirement to relocate existing uses during construction. » The distance from the rail station. » There may be an expectation that current links between car park and adjacent land uses, e.g. IGA parking, be retained 	<ul style="list-style-type: none"> » Potential to rationalise the existing number of access points. » Potential to attract pedestrians to the eastern end of the town centre. » The topography of site could facilitate easy vehicular access to basement parking levels from Springwood Avenue.



1.4 Travel Characteristics of Land Uses

The development application process will require the submission of a Traffic Impact Assessment (TIA) for the proposed development. This will identify the travel characteristics of the development mix and identify any mitigation measures that may be required to accommodate any transportation impacts of re-development. The TIA will also identify and address parking and access needs. BMCC has stipulated that the existing type and number of car parking spaces on the sites be retained in the redevelopment scheme in addition to satisfying the parking requirements for new development.

The existing land uses on the sites are to be retained, therefore the exiting travel demands associated with these uses will remain. The re-development of the sites will therefore give rise to additional travel demands, particularly private vehicle use. Once the type and size of development is identified the traffic impacts can be calculated.

BMCC has requested that three potential land uses on the sites be considered. The following paragraphs identify some key travel characteristics of the three proposed land uses.

Commercial

- » Potential for intensive weekday peak period traffic generation with 2 vehicle trips per 100 sqm gross floor area.
- » Minimal weekend traffic generation.
- » Parking requirements to be provided in accordance with Blue Mountains Better Living DCP.

Residential

- » Modest weekday peak hour and weekend traffic generation. Dependant upon the type and density of housing typical weekday peak hour traffic generation rates would fall within the range 0.24 to 0.5 car trips per dwelling.
- » Good public transport accessibility (car park sites) may assist in the reduction of private vehicle demand.
- » Parking requirements to be provided in accordance with Blue Mountains Better Living DCP.

Retail

- » Consider that retail uses would function alongside existing retail provision and that most trips would already be in existence on the road network.
- » Minimal weekday morning peak hour traffic generation. Peak traffic generation periods for retail would be weekday evening periods and Saturday lunch time periods.
- » Parking requirements to be provided in accordance with Blue Mountains Better Living DCP.

Mix of the above uses

- » Potential for containment of peak hour trips (eg) residents live and work at the development.
- » Potential for dual usage of car parking spaces for land uses with different periods of peak parking demand (eg) retail and commercial.



1.5 David Road East Link Road

GHD was requested by BMCC to examine the engineering feasibility from a traffic and transport perspective of a vehicular link between David Road and David Road East. Comments are also provided as to the potential benefits that this link road may provide to traffic circulation patterns within the town centre.

Engineering Feasibility

- » In-principle the provision of a 9.5 metre wide link road is feasible.
- » Steep topography in sections means the route may be unsuitable for large commercial vehicles/buses and cyclists.
- » The David Road East Link Road may change the existing traffic flow patterns on the surrounding road network particularly at the David Road East/De Chair Avenue, Macquarie Road/De Chair Avenue and Great Western Highway/Macquarie Road intersections. The effect of these changes will need to be analysed with regard to operational performance and safety.
- » Pedestrian/cycle facilities should be provided on the link road.
- » Lighting, drainage would need to be provided on the link road.
- » Existing residential dwellings constrain the road corridor along David Road East.

General Traffic considerations

- » Creation of a link road would form a secondary main access point to the town centre particularly to/from the east. This could potentially reduce traffic demands on Macquarie Road.
- » The impact on pedestrian movement across the Springwood Avenue corridor would need to be considered in view of any increased traffic flows.
- » Local area traffic management would be useful to assist in the control of vehicle speeds along the link road.
- » Amenity impacts on frontage residents and driveway access points along the existing section of David Road/ David Road East and Springwood Avenue.
- » Potential removal of drive-by trade for retail fronting Macquarie Road.

Previous town centre traffic studies have indicated the need to provide the link only if development of adjacent land abutting the link road proceeds. If there is no development there would appear to be little need to construct the link. GHD confirms the findings of previous studies and reiterates that there would only be limited benefit to the town centre in the creation of the link road.