



APPENDIX 4:

# Traffic and Transport Advice

Following the finalisation of the built form recommendations, the consultant team prepared housing capacity estimates based on a 'maximum build-out scenario'. The estimates were not intended to provide a target or a forecast for the Precinct, but in order to identify any capacity constraints on the road network under such a scenario.

The following summary of issues has been prepared by O'Brien Traffic in response to the housing capacity estimates.

## AM Peak Issues

No significant AM peak capacity problems are expected because:

- AM peak traffic flows in the R-CAD are likely to be about 25% lower than the PM peak (since retail uses only minimally active)
- There is significant spare capacity outbound from local R-CAD road network in the AM peak
- Much of the R-CAD traffic generation will be in the non-peak directions (i.e. north, east, and south) in the AM peak

## PM Peak Issues

The PM peak traffic generated by the NW Precinct is impacted by the main regional traffic capacity constraints on access to the R-CAD, which are:

- The absence of a direct right-turn from the south at the Maroondah Interchange for EastLink – Impacts on inbound NW Precinct traffic
- The limited cross-section on the southern approach to Ringwood Bypass on Ringwood Street which reduces the capacity of this critical intersection – Impacts on outbound and inbound NW Precinct traffic
- Maroondah Highway (opposite Ringwood Station) – Impacts mainly on inbound traffic NW Precinct in the AM peak (which is very low) and outbound traffic in the PM peak.

## PM Peak – Major Roads

Note that when the EastLink-Ringwood Bypass facility opened, significant amounts of regional traffic were attracted to the area by the presence of a new and uncongested high-capacity route in the region.

As traffic from the R-CAD grows, it will likely displace some of the recently attracted regional traffic back to their original routes as congestion increases on the Ringwood Bypass route.

Therefore, we conclude that the major regional traffic routes (i.e. arterials and highways) should be able to accommodate the maximum build-out of the NW Precinct by:

- Utilising the spare capacity that is openly available in the network; and
- Re-instating some regional traffic back to their pre-EastLink routes to "create" new network capacity where it is not otherwise available.

## PM Peak – Local Roads

The local access connections between the NW Precinct and the major traffic routes may need some capacity improvement because traffic will be much less able to re-route around the capacity problems.

This is particularly true for right-turns out from the northern approach at New Street onto Maroondah Highway and from Bond Street at Ringwood Street, which have been identified for improvement in earlier studies of the R-CAD road network.

The capacity improvements to these right-turns would be mostly needed due to increased development in the Maroondah Highway Commercial Precinct of the R CAD rather than the NW Precinct. However, if a Developer Contribution Scheme is adopted, it is likely that a small contribution from uses in the NW Precinct would be sought.