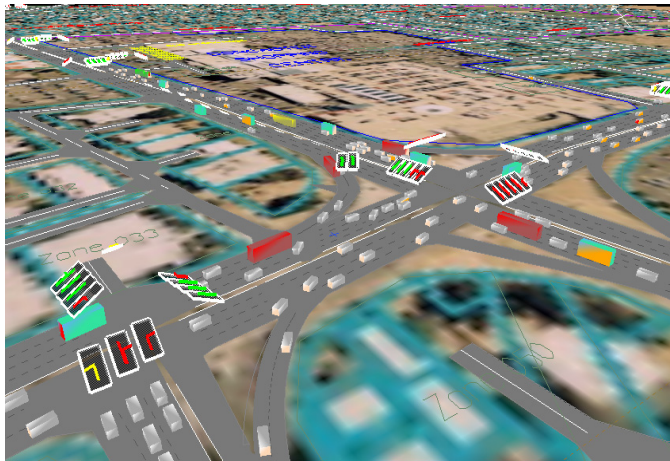


DONCASTER HILL

ISSUES FORUM

TRAFFIC AND TRANSPORT



23 JULY 2008

TRAFFIC & TRANSPORT OVERVIEW

Develop a model to predict the traffic impacts of proposed development in the year 2021 & test different road network configurations and public transport options –

WILL THE STRATEGY WORK IN THE YEAR 2021?

(ie not a test of individual devt. applications)

- 20 year timeframe;
- Medium rise, high density residential & mix of commercial & retail floorspace means extra residents and jobs);
- Key Targets: Govt 20/2020, PT interchange, Doncaster Rd streetscape (blvd), pedestrianisation, bus priority systems, controlled vehicle accessibility, protect local street amenity;

MAIN ASSUMPTIONS

- Eastern Freeway extension to Springvale Rd;
- Westfield expansion and associated traffic access changes;
- Planned public transport improvements (DART, SmartBus, Westfield interchange);
- Planned road network changes (main road streetscapes);

MODELLING OVERVIEW

- Years 2001, 2011 & 2021
- AM, PM & Sat Peaks for local & through traffic
- More of the same will not work;
- Building new roads only will not work;
- Need to influence travel behaviour and make changes to the access road network;

Alternative is to accept lower operating conditions on main roads & high impacts on local streets and/or lower growth at Doncaster Hill

[REFER TO SIMULATION VIDEOS \(X2\)](#)

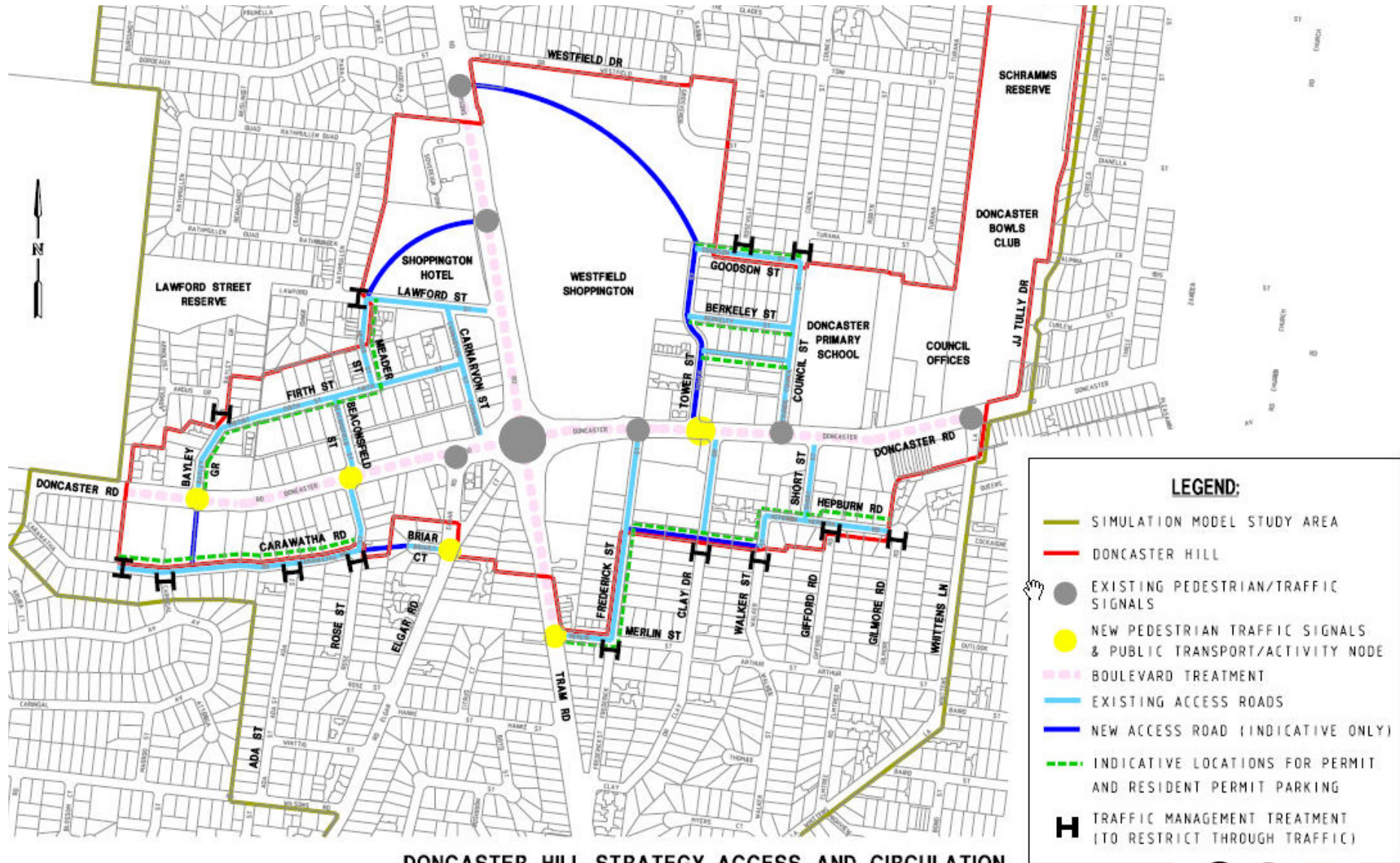
STUDY AREA



STRATEGY OUTCOMES

- Provide travel choice and maintain mobility levels;
- Sustainability and integration of transport with land use;
- Increase public transport use and walk and cycle trips, and reduce car dependency;
- Provide supporting infrastructure;

STRATEGY – ACCESS AND CIRCULATION



DONCASTER HILL STRATEGY ACCESS AND CIRCULATION

TRAFFIC RECOMMENDATIONS

- Rear road access to intercept traffic & allow frontage controls (create cafes etc) with impact on streetscapes;
- New access streets;
- New traffic signals for car access, ped mvt & PT stops;
- Access street parking restrictions;
- Local road traffic treatments;
- On-street parking during off-peak periods along Doncaster Rd;

MINIMISE
IMPACTS ON
LOCAL
STREETS
AND
RESIDENTS

PEDESTRIAN/CYCLE RECOMMENDATIONS

- Key aim is to pedestrianise the Hill;
- Additional signalised crossings at regular intervals along main roads at PT activity nodes;
- Creation of an attractive and safe network of ped. and cycle paths within and through the Hill;
- Inclusion of formal bike facilities in future planning applications;
- Refer to Doncaster Hill Pedestrian and Cycling Plan;

ENCOURAGE
WALKING
AND
CYCLING

CARPARKING RECOMMENDATIONS

- Doncaster Rd on-street off-peak parking;
- Parking restrictions with resident exemptions and NSAT opposite on access streets;
- Traffic control devices and parking restrictions to control overflow parking into adjacent residential streets;
- Parking rates to accommodate all long term plus most short term parking on site;
- As a result, not enough demand to warrant parking stations for visitors;

NEED FOR REVIEW?

SHOULD BE BASED ON A MATERIAL OR SIGNIFICANT CHANGE (Transport Strategy designed to be flexible)

- Could be:
 - Eastlink post ramp up-period; and
 - Westfield post completion and bedding down of new centre; and
 - Occupation of significant development(s); and
 - Change in land use projections or physical structure of the precinct