Access to the
Carriageway Works, Eveleigh

Brief.

I have been engaged by Bruce Lay of 136 Wilson Street, Newtown to comment on traffic access to the Carriageway Works and its adjoining residential development at Eveleigh.

I have visited the site and examined a sketch of the site.

I understand the current proposal for traffic access to the site is a road intersecting with Wilson Street at the western end of the site, between Queen Street and Forbes Street. This road will serve some 1500 residents living in approximately 900 apartments and possibly 600 employed in the Carriageway Works. The eastern end of the site will be served by other access roads.

In the current proposal an internal road runs between the Carriageway Works and a proposed "terrace" of housing that will front onto Wilson Street and extends to intersect with the access road. Given the grades of the site presumably the lower floors of this terrace will face onto the internal road and the third floor will face onto Wilson Street. The access from Wilson Street continues towards the railway lines to connect to other streets serving the residential apartments. In effect this is an extension of the existing fine grained local street system.

I was asked to consider the most appropriate access to the site taking into consideration the internal layout, movement in the local streets, and the distribution of traffic.

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Considering firstly the traffic demand. This part of the development will generate about 300 vehicles per hour in each direction during peak periods; this can be handled by one intersection onto Wilson Street and this is not an issue.

Two major considerations are evident from a visit to the site; firstly Wilson Street is not only used by a considerable amount of through traffic but more importantly it is a main bike route through the area. Therefore the access should minimise disruption to and maximise safety for bike riders. And secondly Golden Grove Street, via Darlington Road, is the most direct access to a main road and will be used by a large proportion, possibly 50%, of traffic entering and leaving the site. Other traffic will use Abercrombie Street for access to the north and east and Wilson Street for access to the south and west. Visitors will tend to use Golden Grove Street.

One aim of traffic management is to discourage traffic from using local streets as through roads and encouraging traffic to the nearest main road. The nearest main road is King Street and in addition to Golden Grove Street two other local streets connect to King Street; Forbes Street and Queen Street. Both are one way streets providing access only into King Street. Left turn only is permitted at Forbes Street into King Street; Queen Street is narrow and not suited to through traffic. The most desirable access to King Street is therefore Golden Grove Street and Darlington Road. This route will be the selected by most drivers for access to King Street from the site; particularly visitors. Darlington Road also serves part of access to Sydney University, mostly left turning traffic onto King Street. There are no traffic signals at King Street and the right turn out into King Street is controlled by the timing of other signals adjacent to Darlington Street. This appears to satisfy the existing demand and the analysis of further requirements is outside the scope of this review.

Darlington Public School is located on Golden Grove Street and well controlled by traffic management. Considering the limitations of Forbes Street and Queen Street Golden Grove Street will be the route chosen by most drivers seeking access to King Street.

Locating the access to the site west of this intersection will result in more traffic using the section of Wilson Street between the access and Golden Grove Street and this will

conflict with the bike route. It will also encourage more traffic to use Queen Street or Forbes Street - the demand will be dependent on the location of the access road, this is also undesirable.

The ideal location for access to the Carriageway Works Site is at the current roundabout at the intersection of Wilson Street and Golden Grove Street.

Locating the vehicular access as an extension of Golden Grove Street:

- Will create a legibile access the site and make it easier for visitors to find the site.
- It will take the additional traffic generated by the site directly to the nearest main road on a street already used by traffic distributing into the area.
- Will encourage more traffic to use Golden Grove Street than an entrance that requires turning into Wilson Street where more drivers are likely to continue along Wilson Street. (Drivers tend to follow straight lines and not "go backwards".)
- The roundabout will provide a safer environment for the conflict between bike riders and traffic generated by the site and by taking traffic away from Wilson Street will reduce conflicts on the remainder of the bike route.
- Some pedestrians will use the footpaths at the vehicular access and therefore cross the road at the roundabout. Whilst the flow of traffic is slow in this area a roundabout carrying this volume of traffic is not ideal for pedestrian movement, particularly the elderly and children. It is desirable to add pedestrian crossings at the roundabout and locate additional pedestrian access to the east and west of the vehicular access (Through the proposed terrace).
- Along the new road behind the Carriageway Works the gradient between the entrance and the Carriageway Works be steeper than from an entrance located further west. The slope will be about 1 in 20, well within range for a local street catering for pedestrian movement; and similar to other streets in the vicinity. Indeed this could become a feature of the design that marries the new with the old.

With the exception of this gradient, which can be addressed, and the pedestrian movement at a roundabout, which can also be addressed, all other points about local access support the access at Golden Grove Street.