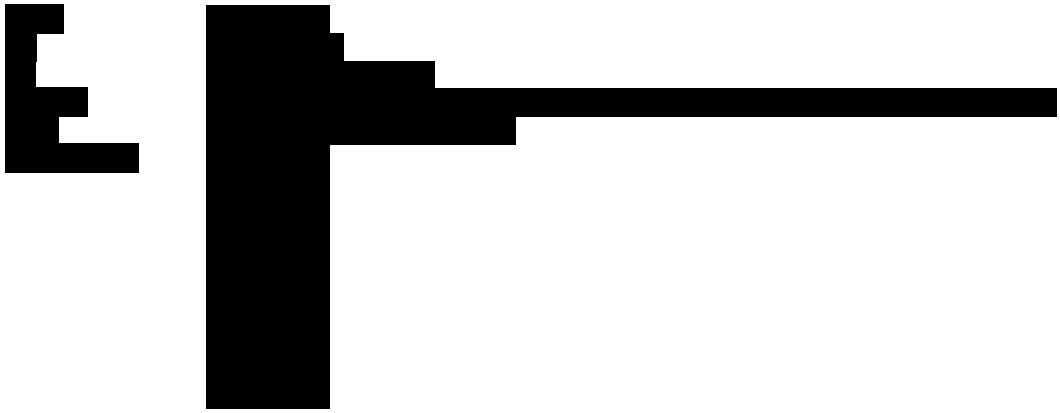

Catriona,

These comments supplement TfNSW previous response 26 April 2022 to review and comment on the exhibition of the EIS for access to 520-530 Gardeners Road, Alexandria. A further review was undertaken following receipt of the applicants SIDRA model on 29 April 2022.

On review of the model TfNSW is unable to determine whether the proposed development's traffic generation will impact the surrounding classified network. TfNSW have the following matters that need to be addressed with the model.

- The Base Case turning movement volumes have changed since the first issue of the SIDRA model, which appears to account for the change in intersection Level of Service between the two models.
- The road network in this area is congested and to model congested networks the demand flow needs to be determined. SCATS flows as was used by the applicant underestimate demand and are not able to provide individual turning movements in shared lanes.
- The model has not been setup as a network, where Gardeners Road is coordinated between O'Riordan Street and Kent Street. Therefore, the model has not allowed for the impact of lane blockages (queue spillback) in reducing flow rates and intersection capacities.
- There may also be residual demand(queue) during highly congested conditions that last for long periods.
- A comparison of the 1st and 2nd SIDRA models shows that the distribution of turning volumes is quite sensitive to results and can give significant differences to Levels of Service. For example, Gardeners Road/O'Riordan Street has changed from LOS D and now is LOS E (AM) and F (PM).
- It is noted that the intersection of Bourke/Campbell shows a deterioration of LOS from B to D in the AM peak. Similarly, the intersection of Bourke/Doody shows a deterioration of performance for the right turn movement from Doody St East (C to D), which has not been addressed by the applicant.
- Whilst project phase splits have been locked in and closely resemble the average time used by SCATS, the splits are significantly different when run as optimised by SIDRA. This calibration method is not in accordance with Section 2.6 of the SIDRA User Guide. If the applicant chooses to depart from the guide evidence should be provided that the model is fit for purpose by supplying comparative observed site conditions.
- Furthermore, The TIA states that *the average phase time was used, then calibrated manually to drop the degree of saturation below 1*. This is not standard calibration procedure as per. SIDRA User Guide section 2.6.2-2.6.4.
- Summary Tables 18 and 19 in the TIA currently reflects a combination of old and new SIDRA results and should be updated.
- Heavy vehicles have been coded as 13m length instead of the 20-26m length as indicated in the TIA.
- The model is unable to address the large vehicle turning movements that involve multiple lane manoeuvres. For example, the left and right turn movement from the Bourke street exit to turn right into Gardeners Road would not be possible without disrupting traffic flow.

Brett Morrison
Development Assessment Officer Land Use Assessment Eastern
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Transport for NSW

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Transport for NSW

I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

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