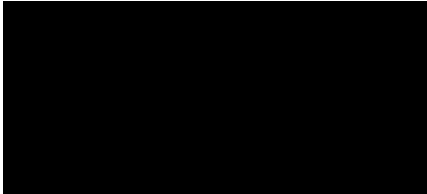


Our Reference: G29458L-01A

14th October 2021



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Dear Sir,

1041 Centre Road, Oakleigh South – Proposed Mixed-Use Development Response to Department of Transport Request for Further Information

We refer to your request to provide a letter which addresses the request for further information (RFI) letter from the Department of Transport (DOT) dated 30th September 2021 in relation to the proposed mixed-use development at 1041 Centre Road, Oakleigh South.

Our response to each of the RFI points is provided below.

RFI Item

1. *The phase timings used for all intersections the SIDRA analysis, and a copy of SIDRA electronic files.*

Response

Traffix Group has provided a copy of the electronic SIDRA file to DoT. The SIDRA file shows the phase timing used for all intersections. The file is the basis for the assessment which formed part of the original traffic engineering report, G29458R-01A.

In the post development scenario, we have allowed the SIDRA program to amend the phase times to provide the optimum output. This is consistent with the dynamic changes which occur in the real world to adjust for fluctuating traffic demands on the road network.

We note that the three intersections, two of which provide site access to the Links Shopping Centre development, and the Centre Road/Warrigal Road intersection are all linked as part of the analyses and therefore run on the same cycle time.

RFI Item

2. *Detailed explanation of the traffic distribution methodology and rationale used in the Transport Impact Assessment Report.*

Response

The traffic distribution methodology and rationale have been carefully considered as part of this development.

For the commercial component of the development, it is appropriate to adopt the same distribution as the existing distribution pattern at the site access points from Centre Road and Warrigal Road.

For the residential component, we have allocated a majority of movements to/from the north of the site, and a relatively low percentage of trips to the south and specifically to the west.

DoT notes that Nepean Highway is located to the west and provides an alternative route to the Monash Freeway towards the city. While we acknowledge that Nepean Highway is an alternative route, it requires a driver to travel along slower, more congested roads (including through shopping strips) in order to access the highway. Centre Road is also a heavily congested road under normal circumstances. In our view, the main alternative route to the Monash Freeway towards the city would be the use of Princes Highway. The most direct route towards the Princes Highway is north via Warrigal Road.

DoT also notes that there should be greater emphasis to the south noting the industrial area within Moorabbin.

It is our view that the distribution of 15% of the residential traffic to the south is appropriate. It is unlikely that just because a person resides at the subject site that their main place of employment would be in the immediate surrounding areas. The main employment centres of Melbourne are in the CBD and Monash/Dandenong and the majority of traffic is allocated in those directions.

Having regard to the above, we consider that the adopted traffic distribution is appropriate and consistent with the likely resident traffic movements to/from the subject site.

Notwithstanding the above, in order to provide a robust assessment, we have undertaken a revised SIDRA assessment which adopts the distribution of the residential traffic as follows:

- 50% to/from the north,
- 20% to/from the east,
- 23% to/from the south, and
- 7% to/from the west.

The key difference is that there is a greater allocation of traffic to/from the south and, although we disagree that traffic from the west will be increased, we have allocated a small addition in that direction.

A copy of the key outputs is provided in Tables 1 to 3 below.

Table 1: Summary of SIDRA Outputs (Site Access via Warrigal Road)

Approach	Degree of Saturation		Average Delay (sec)		95 th Percentile queue (m)	
	G29458R-01A Distribution	Revised Distribution	G29458R-01A Distribution	Revised Distribution	G29458R-01A Distribution	Revised Distribution
AM Peak Hour						
South Warrigal Road	0.474	0.474	0.8 sec	0.8 sec	20.2m	20.2m
East Links Avenue	0.647	0.624	45.3 sec	45.5 sec	28.8m	27.7m
North Warrigal Road	0.892	0.892	11.7 sec	11.7 sec	115.0m	115.0m



Approach	Degree of Saturation		Average Delay (sec)		95 th Percentile queue (m)	
	G29458R-01A Distribution	Revised Distribution	G29458R-01A Distribution	Revised Distribution	G29458R-01A Distribution	Revised Distribution
PM Peak Hour						
South Warrigal Road	0.493	0.484	1.1 sec	1.1 sec	27.0m	27.1m
East Links Avenue	0.919	0.915	54.3 sec	54.0 sec	59.7m	59.1m
North Warrigal Road	0.887	0.890	11.2 sec	11.6 sec	279.2m	279.2m

Table 2: Summary of SIDRA Outputs (Site Access via Centre Road)

Approach	Degree of Saturation		Average Delay (sec)		95 th Percentile queue (m)	
	G29458R-01A Distribution	Revised Distribution	G29458R-01A Distribution	Revised Distribution	G29458R-01A Distribution	Revised Distribution
AM Peak Hour						
East Centre Road	0.877	0.877	10.9 sec	10.9 sec	54.9m	54.9m
North Links Avenue	0.168	0.168	13.2 sec	13.5 sec	12.9m	12.9m
West Centre Road	0.311	0.311	16.8 sec	16.9 sec	151.2m	151.2m
PM Peak Hour						
East Centre Road	0.881	0.881	19.0 sec	19.0 sec	100.3m	100.3m
North Links Avenue	0.273	0.272	16.3 sec	16.5 sec	31.5m	31.3m
West Centre Road	0.363	0.359	27.3 sec	27.2 sec	152.3m	152.6m



Table 3: Summary of SIDRA Outputs (Centre Road/Warrigal Road Intersection)

Approach	Degree of Saturation		Average Delay (sec)		95 th Percentile queue (m)	
	G29458R-01A Distribution	Revised Distribution	G29458R-01A Distribution	Revised Distribution	G29458R-01A Distribution	Revised Distribution
AM Peak Hour						
South Warrigal Road	0.941	0.941	48.3 sec	48.2 sec	396.6m	395.7m
East Centre Road	0.878	0.880	61.7 sec	62.0 sec	183.8m	185.1m
North Warrigal Road	0.907	0.905	46.9 sec	46.5 sec	236.6m	236.6m
West Centre Road	0.952	0.952	63.7 sec	63.6 sec	149.6m	149.6m
PM Peak Hour						
South Warrigal Road	1.026	1.026	92.0 sec	91.0 sec	520.4m	516.4.4m
East Centre Road	0.848	0.850	58.9 sec	59.0 sec	176.5m	177.1m
North Warrigal Road	1.049	1.049	111.8 sec	111.4 sec	236.6m	236.6m
West Centre Road	1.052	1.052	98.8 sec	98.8 sec	205.4m	205.4m

As can be seen in the above tables, the change in the operating conditions between the traffic assessment from the Traffix Group report (G29458R-01A) distribution and the revised distribution is extremely small and accordingly, either of these assessments can be used to justify the traffic for the proposed development.

It is important to note that the intersection of Centre Road/Warrigal Road operates at capacity under existing conditions.

The additional traffic and change in distribution will have no material impact to the operation of the intersection. Significantly, the output change from the existing to post development scenario is so minor that it would be within the typical daily fluctuation of traffic volumes.

We again note that there is no available road space surrounding the subject site to provide additional capacity on either Warrigal Road or Centre Road and accordingly, at times where there are significant queues, it would be expected that new traffic will generally displace existing traffic on that section of road, or there will be a shift in travel behaviour relating to the timing of traffic to spread the traffic flow over a greater period of time.



We trust that this is sufficient for now and should you have any further queries, please feel free to contact [REDACTED] at our CBD office.

Yours faithfully,

TRAFFIX GROUP PTY LTD

