

# MOONEY MOONEY AND PEAT ISLAND PROPOSAL

## TRAFFIC ON PACIFIC HIGHWAY AND BROOKLYN ROAD

Travel to Hawkesbury River Station from the Site involves approximately 1.5km of the (Old) Pacific Highway (B83) over the Peat Ferry Bridge and 4km of Brooklyn Road.

**Potential Cars:** 32 to 58 (minimum) residents of the Site<sup>1</sup> travelling to Hawkesbury River Station during am and returning to the Site during pm – weekdays.

15 to 24 residents of the Site<sup>2</sup> travelling to Brooklyn for work within Brooklyn-based businesses and to medical centre, pharmacy and other shops/services – weekdays.

12 to 24 tourists<sup>3</sup> travelling to both the Site and Brooklyn on the one day – 7 days.

Total: 59 to 106 extra cars on weekdays?

Total: Up to 150 extra cars on weekends?

**Buses:** 8 to 12(?) per day (to match train timetable) – More frequent services could be of benefit to Brooklyn Road residents

**Cycling:** 6 to 12 per day<sup>4</sup> – dependent on secure cycle parking at Hawkesbury River Station

**Issues:** Only 1.3km of the shared cycle/pedestrian path is 2.4m wide. There is no path present between Dairy Creek and Kangaroo Point. The existing path adjacent to Brooklyn Road between Brooklyn Central and the Hawkesbury River Station is narrow (approx. 1m), some of which is not paved.

The bus-turning bay at the Hawkesbury River Station is substandard with safety issues and the cause of traffic delays.

Not all of Brooklyn Road is marked with edge lines, principally due to vehicle/boat kerbside parking on sections of the road.

Restrictions for access to Brooklyn for extended periods during construction periods.

**Information Sources:**

1. Traffic and Transport Review – Page 13: The maximum represents ABS data that records 12% of Mooney Mooney residents travel by rail from (Hawkesbury River Station) to work, i.e. 12% of 486 car space = 58
2. Not provided in Document: Assumed to be 3% to 5% of residents with car spaces, i.e. 486 = 15 to 24
3. Not provided in Document: Assumed to be 10% of cars of daily tourists travelling to Peat Island, i.e. 120 to 240 = 12 to 24
4. Not provided in Document: Assumed to be 1% to 2% of Site population (i.e. 600) = 6 to 12

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## PROPOSED TRANSPORT AND PARKING

The Urban Design Report and Traffic and Transport Review provide a range of information upon car spaces to be provided for all land uses within the Site.

**Access to/from the Site:** Residents' Private Cars (486 Car Spaces<sup>1</sup>) comprising:

- 126 spaces at low density residential properties (Locations 1 and 5)
- 360 spaces in basements<sup>2</sup> in general residential areas (Locations 2, 3 and 4)

**Hotel Guests** (85 Car Spaces)

(Note: This excludes hotel employees)

**Local Shops** (6 Car Spaces)

(Assumed to be adjacent to Peats Ferry Road)

**Visitors and Local Employees** (97 Car Spaces)

**Total: 674 Car Spaces**

**Buses** (592 Route) to Hawkesbury River Station – Number of services will reflect demand

**Bicycles and Pedestrians** (via shared cycle/pedestrian path except across Peats Ferry Bridge)

<b>Peak hour traffic<sup>3</sup> in or out of the Site:</b>	Weekday am	70 in / 199 out
	Weekday pm	205 in / 75 out
	Weekend	73 in / 202 out

**Origin of Traffic<sup>4</sup>:** 70% from south / 30% from north

**Roads used by Traffic<sup>4</sup>:** 70% M1 / 30% Pacific Highway

**Residents Travelling to Hawkesbury River Station:** 58/day<sup>5</sup>

<b>Information Sources:</b>	1.	Table 12 in Urban Design Report
	2.	Page 42 of Traffic and Transport Review
	3.	Table 5.1 of Traffic and Transport Review
	4.	Page 30 of Traffic and Transport Review
	5.	This estimate could increase given Hawkesbury River Station now has a passenger lift. 12%* based on 2016 data for Mooney Mooney residents travelling to work