



ACT
Government

Transport Canberra
and City Services

Place Coordination

ENGINEERING ADVISORY NOTE

EAN 14

Title: ACT Traffic Generation Rates for High Density Residential Developments (HDRD) in the Vicinity of Town Centres and Northbourne Avenue Corridor

Background:

TCCS and Environment Planning and Sustainable Development Directorate (EPSDD) jointly reviewed trip generation rates for High Density Residential Developments (HDRD) within Town Centres and adjacent Northbourne Avenue at the request of and in collaboration with industry.

Traffic generation rates are an input into preparing a traffic impact analysis. Guidance on residential multi-unit traffic generation rates is provided in the Territory Plan Estate Development Code. The code currently identifies a single generation rate for all residential multi-unit development, no matter what location, of 6 vehicle trips per day per dwelling. TCCS publishes guidelines to assist practitioners involved in land-use and transport planning in the preparation of Traffic Impact Assessments and makes reference to the code.

It was collectively recognised by TCCS, EPSDD and industry that the current traffic generation rate stipulated in the Code is not appropriate when assessing the traffic impacts of HDRD within Town Centres and for the Northbourne Corridor, noting its function as a key rapid public transport corridor.

A six member steering committee chaired by the TCCS Senior Manager of the former Development Review and Coordination was formed to review the rate for HDRD. The committee comprised of two industry representatives, an EPSDD representative and two senior officers TCCS Roads ACT. An expert transport planning advisor was also included in the committee.

The steering committee engaged consultants SMEC to collect and analyse data from 13 locations and prepare a report. The locations were selected by the committee and provided HDRD examples from across all the major Districts in Canberra. The details of locations are provided in the final report.

On completion of the project, the steering committee recommended a single traffic generation of 3.37 trips per dwelling per day for HDRD in Town Centres and developments fronting the

Northbourne Avenue from London Circuit to Antill Street. This was presented to the Senior Management of both TCCS and EPSDD who agreed to apply the recommended traffic generation rate initially via this advisory note.

Advice:

Estimates for traffic generation for new developments are an input into preparing a traffic impact analysis. ACT traffic generation rates to be used for the residential component of HDRD in the vicinity of town centres and Northbourne Avenue corridor, from London Circuit to Antill Street will be 3.37 vehicles trips per day per dwelling.

The boundaries for each town centre are defined in the attached report. Developments outside of the boundaries of town centres will apply the current 6 vehicles per day per dwelling. Developments closer to Town Centres, just outside of the boundaries will be assessed on project by project basis.


The report and the analysis are attached for your reference.

This advisory note is an interim arrangement until formal changes are made in the Estate Development Code and TCCS Guidelines for Traffic Impact Assessment.

Administrative Arrangement:

This Technical Direction will take effect from the latest date of endorsement by the Authorised person/s.

Prepared by:

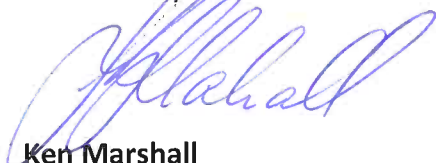


Gabriel Joseph

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Date: 10/04/19

Endorsed by:

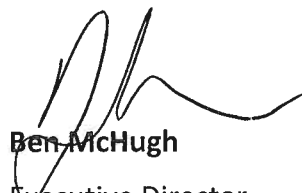


Ken Marshall

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Date: 18/04/19

Endorsed by:



Ben McHugh

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Date: 10/4/19

The proposed new traffic generation rates should be applied to the areas shown below.

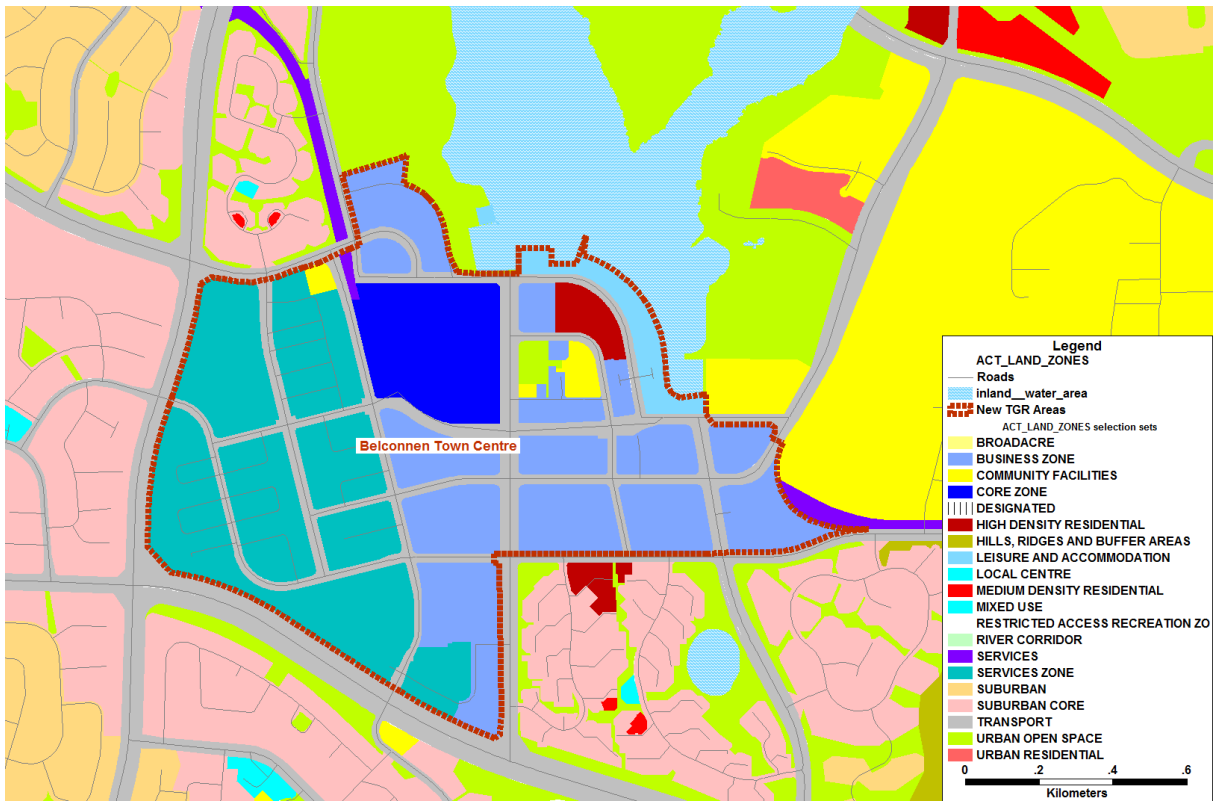


Figure 1: Belconnen Town Centre

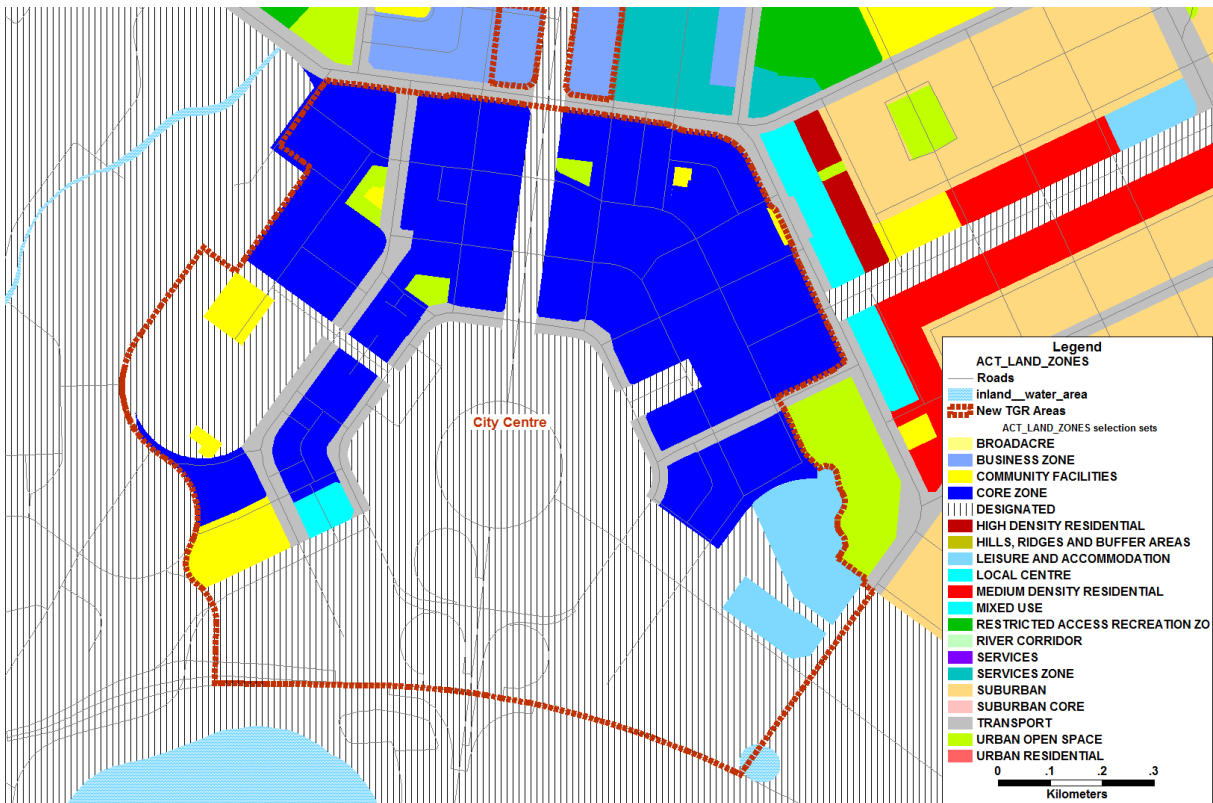


Figure 2: City

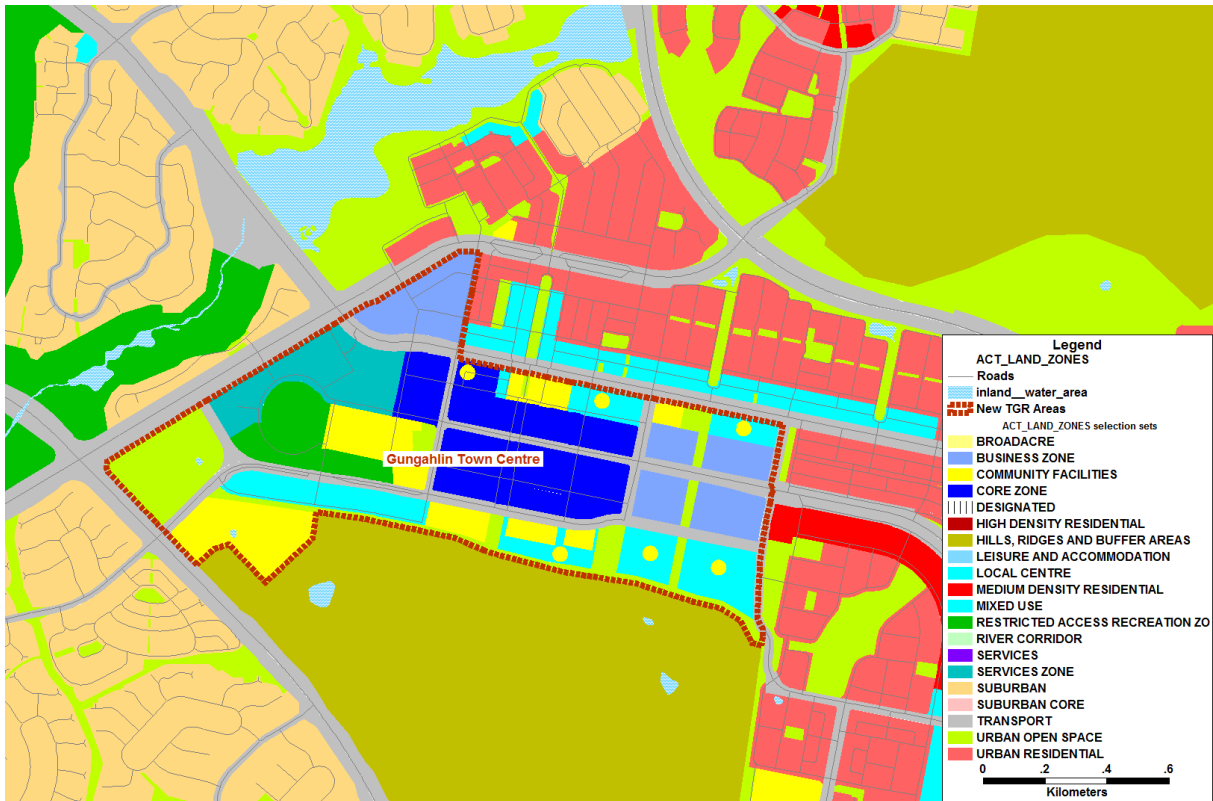


Figure 3: Gungahlin Town Centre

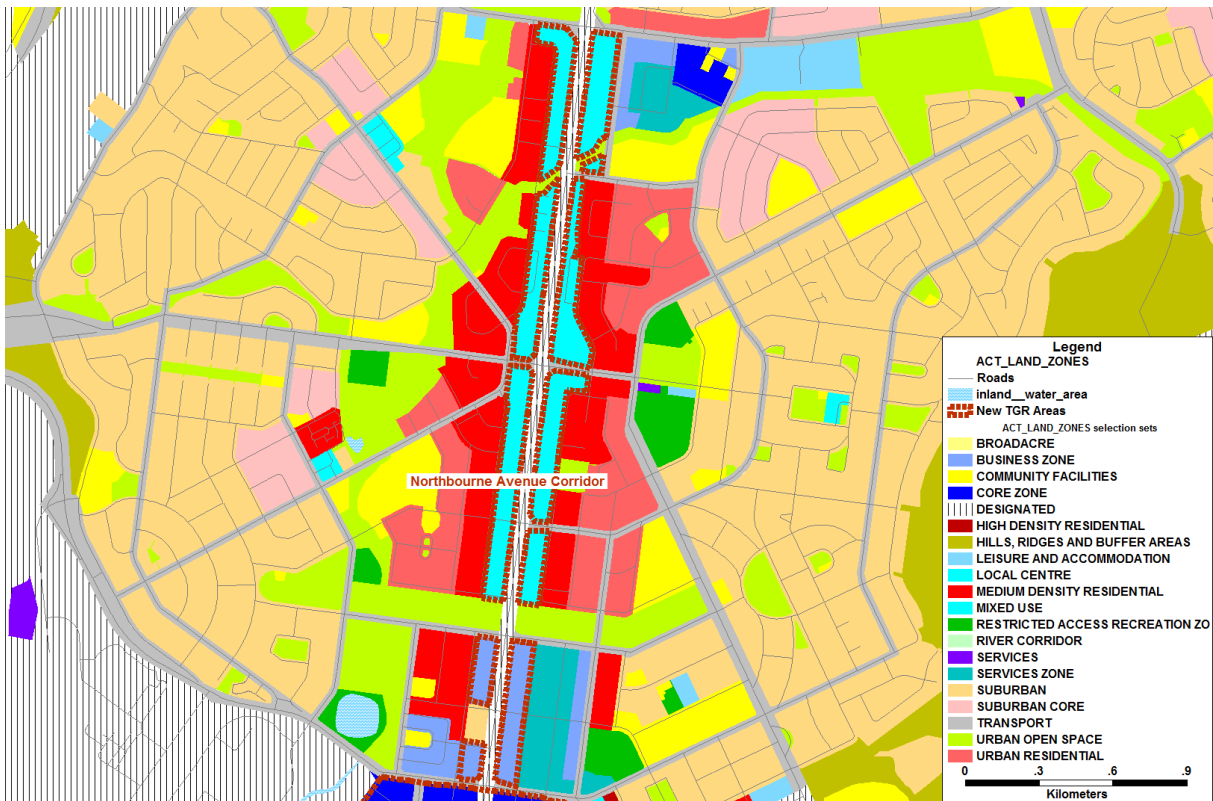


Figure 4: Northbourne Avenue Corridor

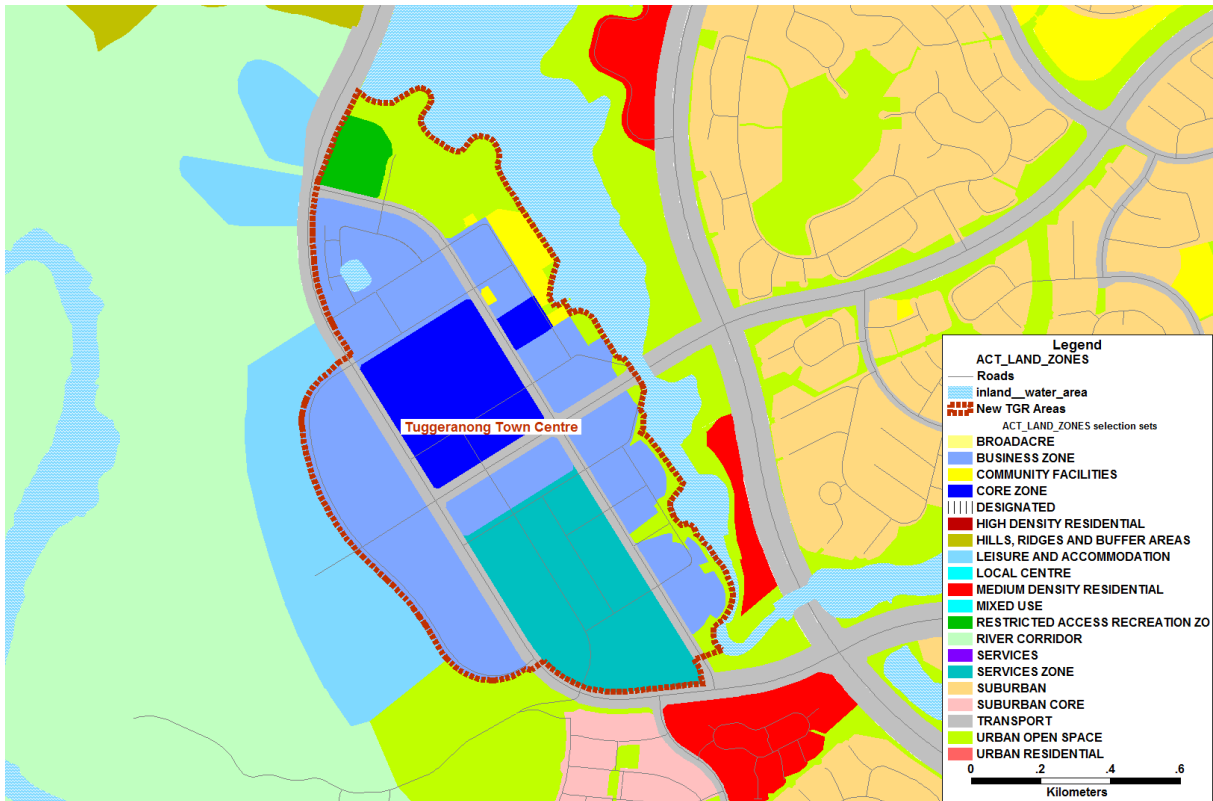


Figure 5: Tuggeranong Town Centre

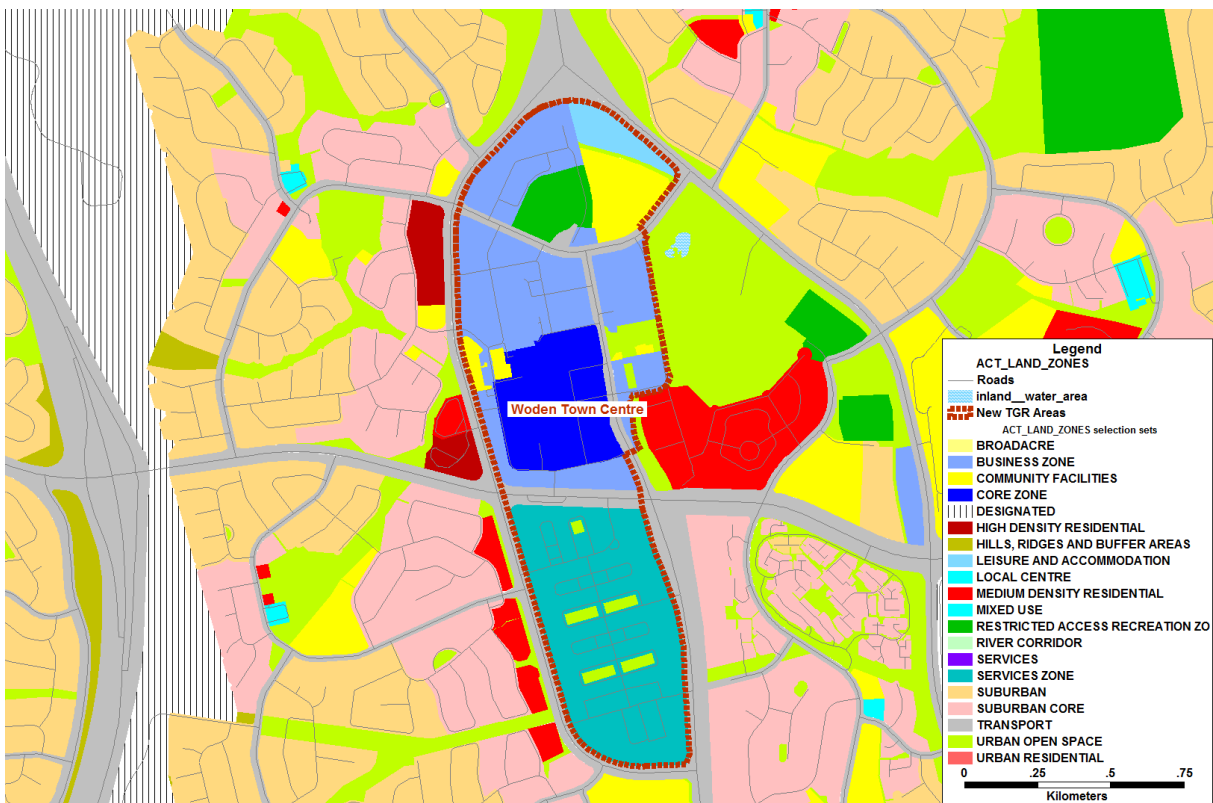


Figure 6: Woden Town Centre