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Wagga Wagga City Council

Report for Wagga Planning Studies

Traffic Management - Edison Road

September 2008



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1. Edison Road

1.1 Introduction

The Edison Road site in Gumly Gumly is accessed from Sturt Highway by Tasman Road and Bakers Lane. The developable area has frontage to Tasman Road and Edison Road.

1.2 Existing Conditions

1.2.1 Road and Intersection Layouts

Tasman Road is a two-lane sealed road connecting the proposed development site to Sturt Highway. It has a posted speed limit of 50 km/hr between Sturt Highway and Copland Street and 100 km/hr south of Copland Street. The intersection of Sturt Highway and Tasman Road/Eunony Bridge Road is currently stop sign controlled. It is understood that this intersection may be upgraded to a roundabout to provide safer and more efficient access to the highway.

Edison Road east of Tasman Road is a two-lane sealed road providing access to several properties but is unmade to the west of Tasman Road. Bakers Lane is a two-lane sealed road between Sturt Highway and Inglewood Road. Edison Road and Bakers Lane have speed limits of 100 km/hr

1.2.2 Traffic Flow

The daily traffic flow provided by WWCC for Bakers Lane is about 400 vpd. It is expected that Tasman Road/Edison Road would carry a similar traffic volume. These roads are therefore lightly trafficked

The East Wagga industrial area has a mix of businesses, predominantly light industrial, transport and service industries, wholesaling, storage and bulky goods retailing. There has also been some quasi-commercial (office) uses in the area.

This trend is assumed to continue within the Edison Road area.

1.3 Proposed Development

The section of the Edison Road site that is suitable for industrial development is located to the west of Tasman Road and to the north of the Edison Road reserve, an area of about 23 hectares. The East Wagga industrial area has a mix of businesses predominantly light industrial and it is expected that this type of development will occur at the Edison Road site.

1.3.1 Future Traffic Flows

Traffic Generation

The assumptions made for traffic generation in the Edison Road site are:

- » The area of developable land is 23 hectares, with an assumed take-up of 2 hectares by 2016
- » Gross Floor Area (GFA) is 50% of developable area
- » The peak period trip rate is 1 trip per 100m² GFA

Therefore, by 2016 an additional 100 vpd will be generated by Edison.



Traffic Distribution

The majority of vehicles (80%) are expected to travel north along Tasman Road until it intersects with the Sturt Highway, upon which most vehicles will turn left towards the city. The proposed roundabout at the Tasman Road / Sturt Highway intersection will facilitate heavy vehicle movements continuing north on Eunony Bridge Road.

Projected Flows

Less than 10% of the available land within Edison is expected to be occupied by 2016. This coupled with the low existing and forecasted volumes on the surrounding road network mean that none of the roads or intersections serving Edison will suffer from capacity constraints by 2016.

1.3.2 Traffic Analysis

In order to provide access to the site, Edison Road will need to be extended to the west of Tasman Street along its reserve for a distance of about 700 metres. The T-junction formed with Tasman Street should be designed to accommodate the turning paths of large vehicles. A priority controlled T-junction is expected to provide sufficient capacity for the projected flows in 2016.

The proposed development will contribute to traffic flows at the intersection of Sturt Highway and Tasman Road/Eunony Bridge Road and an upgrade to traffic signals or a roundabout will be required by 2016 for safety and capacity reasons.

The projected traffic volumes are within the capacity of the two lane road.

1.4 Construction Cost Estimate

The proposed improvement works and associated indicative cost estimates are summarised in Table 1.

Table 1 Proposed Improvement Works

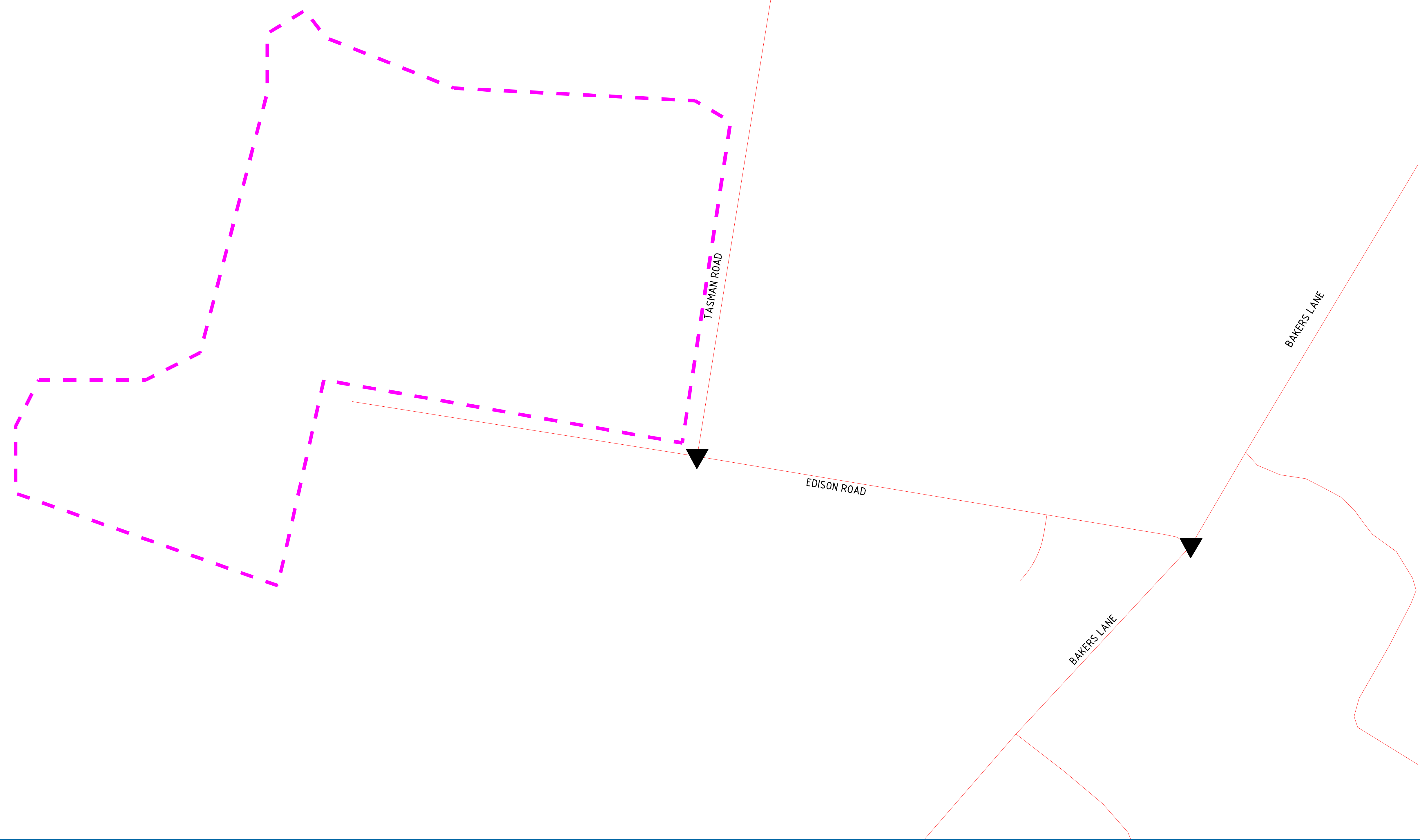
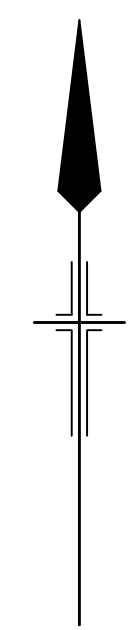
Location	Proposed Upgrade Works	Estimated Cost
Edison Road (including intersection and pavement strengthening works)	700 metres of new two lane road to extend Edison Road	\$1,000,000

The indicative cost estimates are based on typical rates for projects undertaken by WWCC in 2005 and are accurate to +/- 50%. As the estimates are based on indicative information only, they may change when preliminary and detailed design investigations are undertaken. The estimates exclude the costs of escalation to time of construction, design and construction contingency allowances, the costs of detailed investigations, survey, authority approvals, design, documentation, procurement, and project management of the works.













Appendix A
Existing Conditions - Edison

TO STURT HIGHWAY

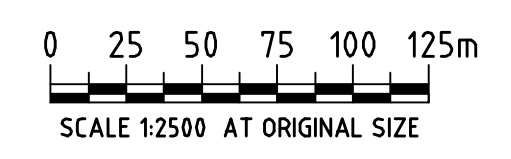


LEGEND

-  EXISTING PRIORITY CONTROLLED INTERSECTION
-  EXISTING ROUNDABOUT
-  HIGHWAY
-  ARTERIAL
-  SUB-ARTERIAL
-  COLLECTOR
-  LOCAL
-  RAILWAY LINE
-  WALKING TRACK
-  STUDY AREA

PRELIMINARY

No	Revision	Note: * indicates signatures on original issue of drawing or last revision of drawing	Drawn	Checked	Approved	Date
B	MINOR LINEWORK CHANGES		TM	GG*	TC*	19.3.08
A	PRELIMINARY		TM			



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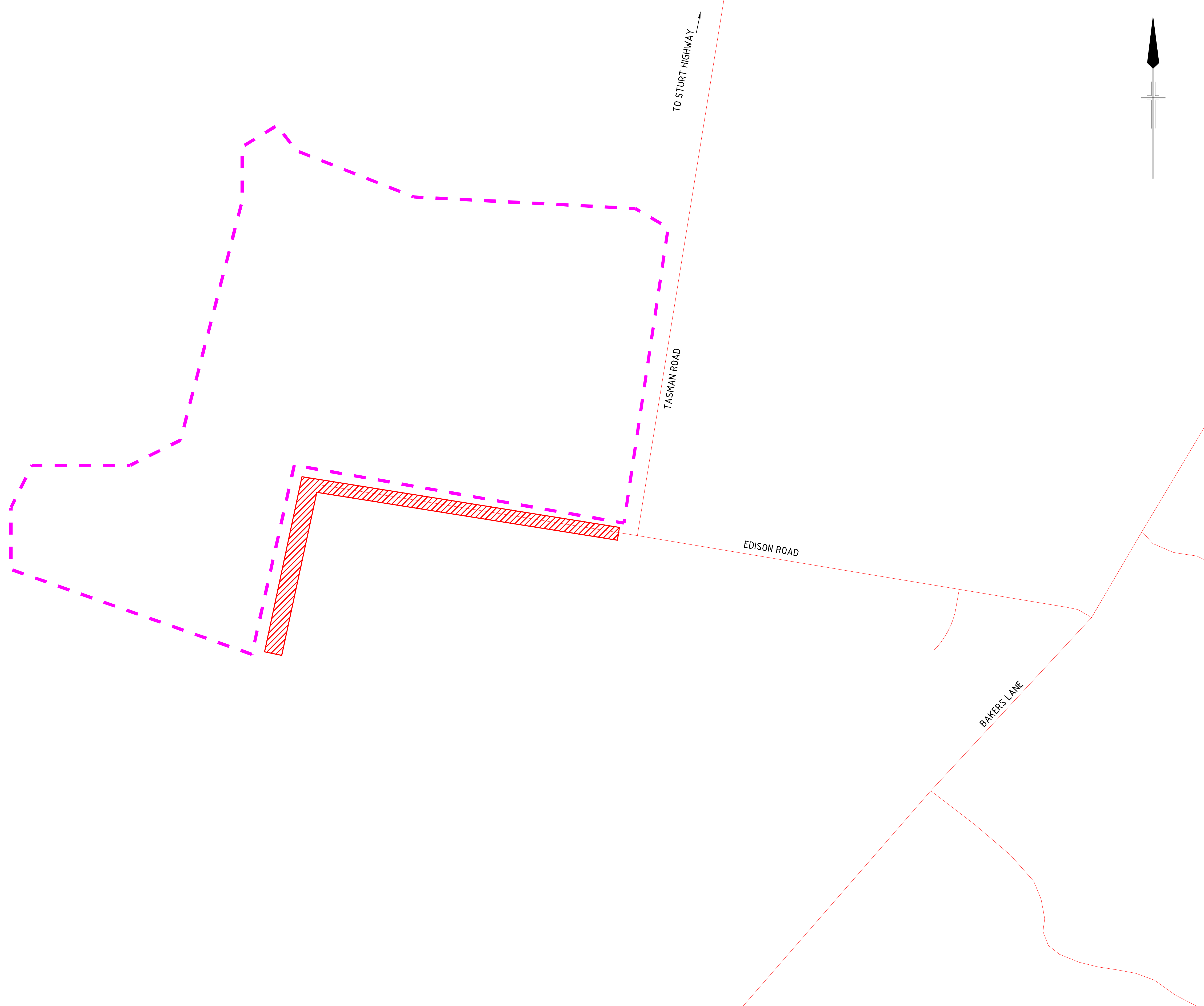
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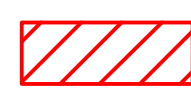





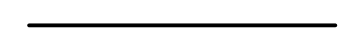






Client	WAGGA CITY COUNCIL
Project	WAGGA WAGGA DRAFT LEP STUDY 2007
Title	EDISON EXISTING CONDITIONS
Original Size	A1
Drawing No:	23-12229-SK101
Rev:	B



Appendix B
Post Development Arrangement - Edison

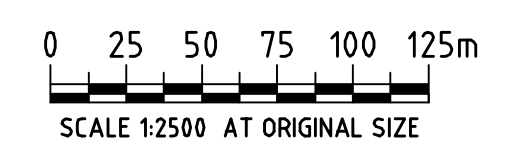


LEGEND

	NEW/UPGRADED ROADS
	NEW/UPGRADED INTERSECTION
	NEW/UPGRADED ROUNDABOUT
	NEW TRAFFIC SIGNALS
	HIGHWAY
	ARTERIAL
	SUB-ARTERIAL
	COLLECTOR
	LOCAL
	RAILWAY LINE
	NEW ROAD
	WALKING TRACK
	STUDY AREA

PRELIMINARY

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Project	WAGGA WAGGA DRAFT LEP STUDY 2007
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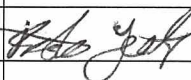

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