

Attachment B

**Roads and Maritime Services – Approved
Traffic Management Plan – Park Road,
Alexandria – 28 May 2018**



Traffic Management Plan

Permanent Road Closure

City of Sydney has submitted a Traffic Management Plan (TMP) on behalf of Arup in accordance with RMS' *Procedures for Use in the Preparation of a Traffic Management Plan*. Council is proposing a permanent closure for the northern section of Park Road, Alexandria.

Council proposes to implement the above road closure to allow for a play zone for the existing temporary school in school hours during the redevelopment of the Alexandria Park Community School. Council has advised after the construction is complete, the road closure will be permanent. The closure of Park Road will result in the loss of 26 car parking spaces. It is proposed that they be replaced with 52 angled car parking in Power Avenue. 3 parking spaces are currently only authorised for use by NSW Health and the Save the Children Mobile Play Bus on the southern side of Power Avenue. It is proposed that they be changed to No Parking from 8am to 9:30am and 2:30pm to 4pm, Mon to Fri, and 2P at all other times. The maintenance access from Park Road will be closed however there is another access via Power Avenue. It is proposed to replicate the existing Park Road turnaround at the southern end of the proposed road closure. No Stopping signage will be used to designate the turnaround area.

Emergency vehicle access is maintained via a gate at the southern end.

Pedestrian and cyclist access is maintained along the eastern footpath of Park Road adjacent to Alexandria Park.

Public transport services will not be affected.

Public consultation will be completed through a letterbox drop to local residents by the City of Sydney. Mandatory consultation requirements of S.116 include public advertisements by City of Sydney Council. The City of Sydney have been consulted regarding the proposed closure of the northern section of the Park Road.

A copy of the traffic management plan is attached, for reference.

The submission from City of Sydney Council has satisfactorily addressed the necessary requirements of the TMP therefore is **RECOMMENDED FOR APPROVAL**.

RECOMMENDED

Sandy Leung
Traffic Engineering Officer
Network and Safety Services

Date: 28/05/2018

CONCURRENCE

David Ballm
Network and Safety Services Manager, CBD and East
Network and Safety Services

Date: 28/05/2018

APPROVED

Lara Kirchner
Director South East Precinct
South East Precinct

Date: 28.5.2018

City of Sydney Council & NSW
Department of Education

Closure of Park Road, Alexandria

Traffic Management Plan

Rev A | 4 April 2018

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 256193

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Contents

	Page	
1	Description or detailed plan of proposed measures	1
1.1	Context	1
1.2	The proposal	2
1.3	Detailed plan	2
2	Identification and assessment of impact of proposed measures	3
2.1	Existing Road Network	3
2.2	On-street car parking provision	4
2.3	On-street car parking utilisation	5
2.4	Replacement of lost on-street car parking	6
2.5	Existing vehicle access to Alexandria Park	8
2.6	Park Road turn around	9
3	Measures to ameliorate the impact of re-assigned traffic	9
4	Assessment of public transport services affected	10
4.1	Sydney buses	10
4.2	School bus	13
5	Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians	14
6	Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures	15
7	Assessment of effect of proposed measures on traffic movements in adjoining Council areas	15
8	Public consultation process	15

1 Description or detailed plan of proposed measures

1.1 Context

Location: Park Road, Alexandria between Power Avenue and Buckland Street

This report relates to the proposed redevelopment of the Alexandria Park Community School ('the School'). The new school has been briefed to accommodate up to 1,000 primary school students and up to 1,200 secondary school students on one campus in an integrated and fully connected school building. During Construction of the School, a temporary school has been constructed on the northern part of the site to house relocated students.

Park Road, Alexandria is a local road which connects to Power Avenue at its southern end and extends approximately 130m north to a cul-de-sac end. It is 12.8m wide with parallel kerbside parking available on both sides of the street.

The School is shown adjacent to Park Road in Figure 1.



Figure 1: Alexandria Park Community School adjacent to Park Road

1.2 The proposal

The proposed plan involves closing the northern section of **Park Road** to allow for a play zone for the existing temporary school during school hours.

Arup have completed this management plan for when Park Road is closed to assess the impact of the closure and outline the measures to manage the closure. It is proposed to provide gates on the southern end of the closure to permit vehicle access to the closed section of road if required.

1.3 Detailed plan

Is a detailed plan of the proposed measures necessary?

Yes

No (State reason)

Outline plan of proposed measures:

Park Road is a short minor local street, with no through traffic use. Currently it is used for parking and for student drop-off and pick-up. As such, the proposal is of very little traffic impact. An outline plan is shown in Figure 2.

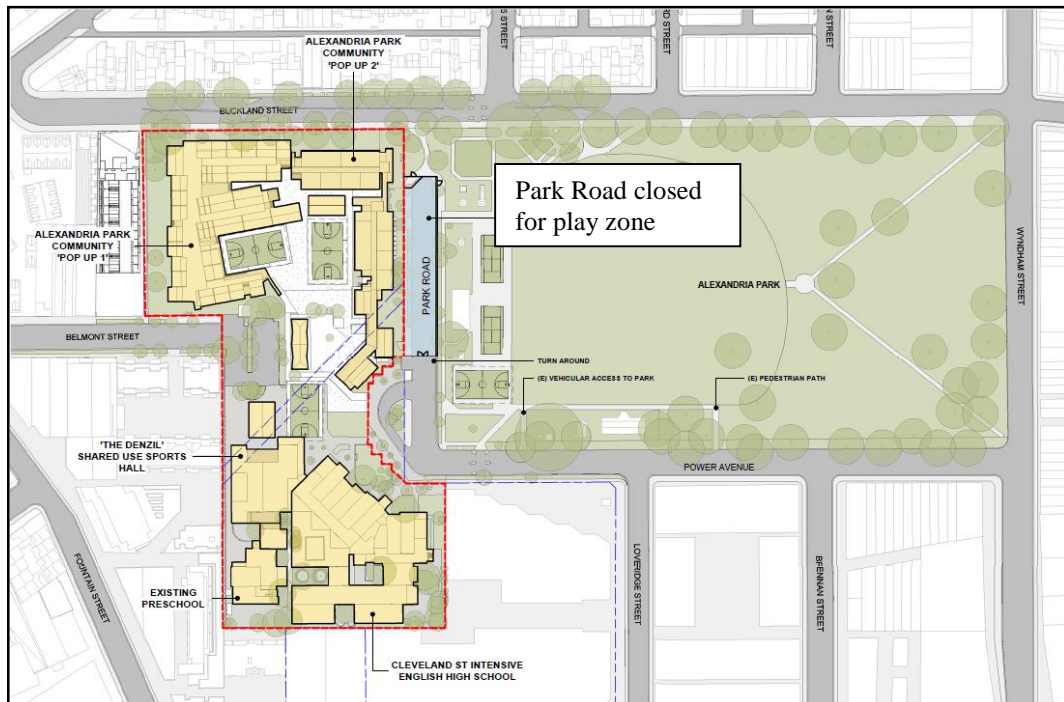


Figure 2: Proposed Park Road Closure

2 Identification and assessment of impact of proposed measures

Is a detailed assessment necessary?

Yes

No (State reason)

This section describes the road network, the on-street car parking arrangements and the existing vehicle access points to Alexandria Park.

2.1 Existing Road Network

The study area is surrounded by a series of State and Regional roads, as illustrated in Figure 3. The key roads identified as supporting the primary access into the Alexandria Park Community School campuses include:

- Botany Road (State road)
- McEvoy Street (State road)
- Wyndham Street (Regional road)
- Mitchell Road (Regional road)

Park Road is a local road which connects to Power Avenue at its southern end and extends approximately 130m north to a cul-de-sac end. As a dead end street it does not carry any through traffic flows. It currently provides access to on-street parking and for drop-off and pick up of students during school hours and parking for the general public.

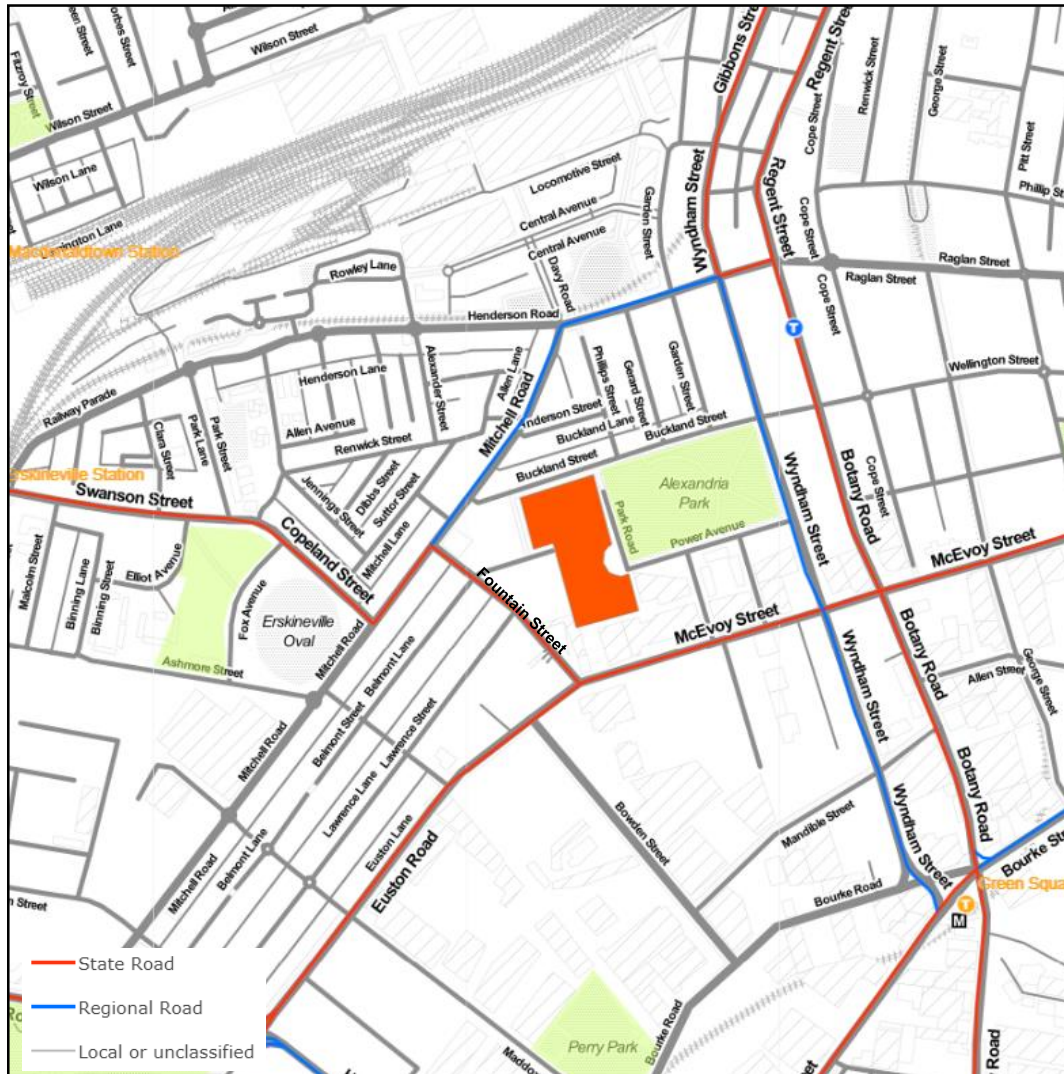


Figure 3: Road classification map

2.2 On-street car parking provision

The western side of Park Road has 11 bays with P15 Minute restrictions in place between 8am-9.30am and 2.30pm-4pm on Monday-Friday and acts as the main pick-up and drop-off area for the school. The eastern side of Park Road has 21 unrestricted parking bays that were observed to be full during the morning and afternoon peak.

Key parking provisions along roads fronting the school is shown in Figure 4. After the proposed closure and the inclusion of a turning area, 5 car parking spaces will be retained on the eastern side to the north of Power Avenue.

The data shows that at 10am only 1 spare space was available indicating that spaces were almost fully occupied by residents and employees (no teachers were parked during this time). Given that there were 26 spaces utilised at 8.00pm in the evening, it could be assumed that these were predominantly resident's vehicles.

Table 1: On-street parking occupancy survey

Road	Capacity	Number of empty spaces surveyed		
		Wed AM	Wed PM	Thu AM
Park Road	32	1	26	5

2.4 Replacement of lost on-street car parking

The closure of Park Road will result in the loss of 26 car parking spaces:

- 11 bays with P15 Minute restrictions in place between 8am-9.30am and 2.30pm-4pm on Monday-Friday, 2P 9.30am-2.30pm and 4pm-6pm Monday – Friday.
- 15 unrestricted parking bays

It is proposed that the 26 lost parking bays be replaced as angled car parking in Power Avenue. A plan showing the proposed replacement of 26 parallel parking bays with 52 angled parking bays to be located in Power Avenue along the southern kerb is shown in Figure 5.

This will result in additional unrestricted parking bays in the precinct due to the 11 P15 minute bays being replaced by unrestricted bays.

Power Avenue is a 12.8m wide road which allows 60 degree rear to kerb parking to be installed on the southern side, which replaces parallel parking, whilst maintaining a 6.0m wide carriageway with parallel parking on the northern side.

3 parking spaces are currently only authorised for use by NSW Health and the Save the Children Mobile Play Bus on the southern side of Power Avenue (Close to the Park Rd intersection). It is proposed that these spaces are changed to No Parking from 8AM to 9.30AM and 2.30PM to 4PM, Monday to Friday, and 2P at all other times.

This conversion will result in 9 drop-off/ pick-up spaces, consisting of 6 spaces within the bus loop, and 3 spaces on the southern side of Power Avenue. Additionally, the existing unrestricted on-street spaces are also available for use.

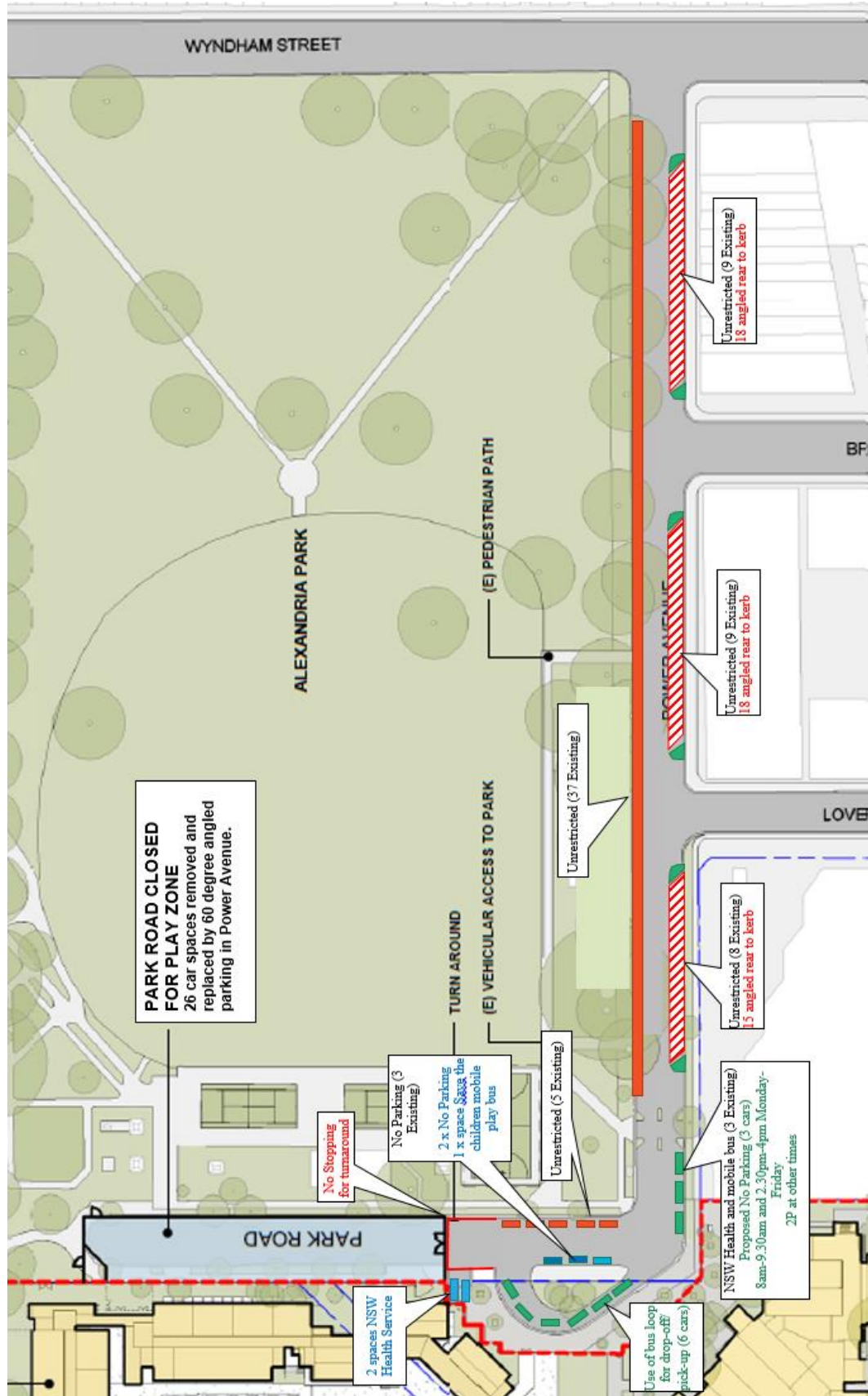


Figure 5: Potential Power Avenue angled car parking bays

2.5 Existing vehicle access to Alexandria Park

Park Road also provides access for maintenance vehicles to Alexandria Park at the northern end as shown in Photograph 1. There is another access from Power Avenue As shown in Figure 6. The access from Park Road will need to be closed.



Photograph 1: Alexandria Park maintenance vehicle access

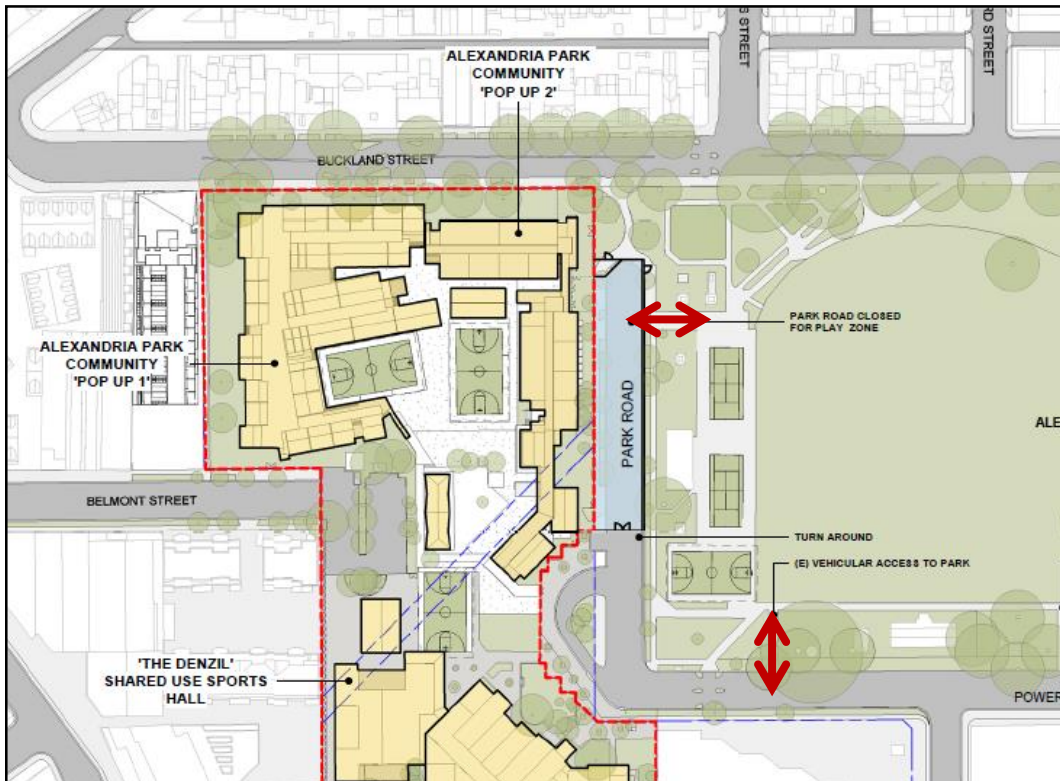


Figure 6: Existing Alexandria Park maintenance vehicle access from Park Road and Power Avenue

2.6 Park Road turn around

It is proposed to replicate the existing Park Road turnaround which occurs within the 12.8m wide carriageway at the southern end of the proposed road closure. No Stopping signage will be used to designate the turn around area. The existing turn around is shown in Photograph 2.



Photograph 2: Park Road existing turn around

3 Measures to ameliorate the impact of re-assigned traffic

Is an assessment required?

Yes

No (State reason)

There is no traffic reassigned as a result of the road closure. The existing turn around will be located south of the closure to enable vehicles to turn around.

4 Assessment of public transport services affected

Is an assessment required?

Yes

No (State reason)

The proposal does not affect any public transport services. The following sections describe the existing bus services in the vicinity of Park Road showing that no services are affected.

4.1 Sydney buses

The school is served by the following bus services shown in Figure 7:

- From the city, the 309 and 310 both stop on Botany Road while the 308 stops on Mitchell Road.
- From the south, the 309 and 310 both stop on Botany Road
- From the east, the 355 stops outside the school on Park Road while the 370 stops on McEvoy Street.
- From the west, the 308 stops on Mitchell Road, the 355 stops outside the school and the 370 stops on McEvoy Street.

Table 2: Bus route frequency

Bus route	Bus frequency during school day peak (8-9AM, 3-4PM)
305	2 in AM, 2 in PM (using Redfern as reference)
308	6 in AM, 4 PM (using St Peters Station as reference)
309	4 in AM, 4 in PM (using Central Station as reference)
310	3 in AM, 4 in PM (using Central Station as reference)
355	3 in AM peak, 3 in PM peak (stops at Alexandria school on weekday peaks)
370	14 in the AM peak, 10 in the PM peak (using Green Square as a reference)

Bus route 355 stops directly outside the school along the bus loop, and provides service between Marrickville Station and Bondi Junction Interchange as shown in Figure 8.

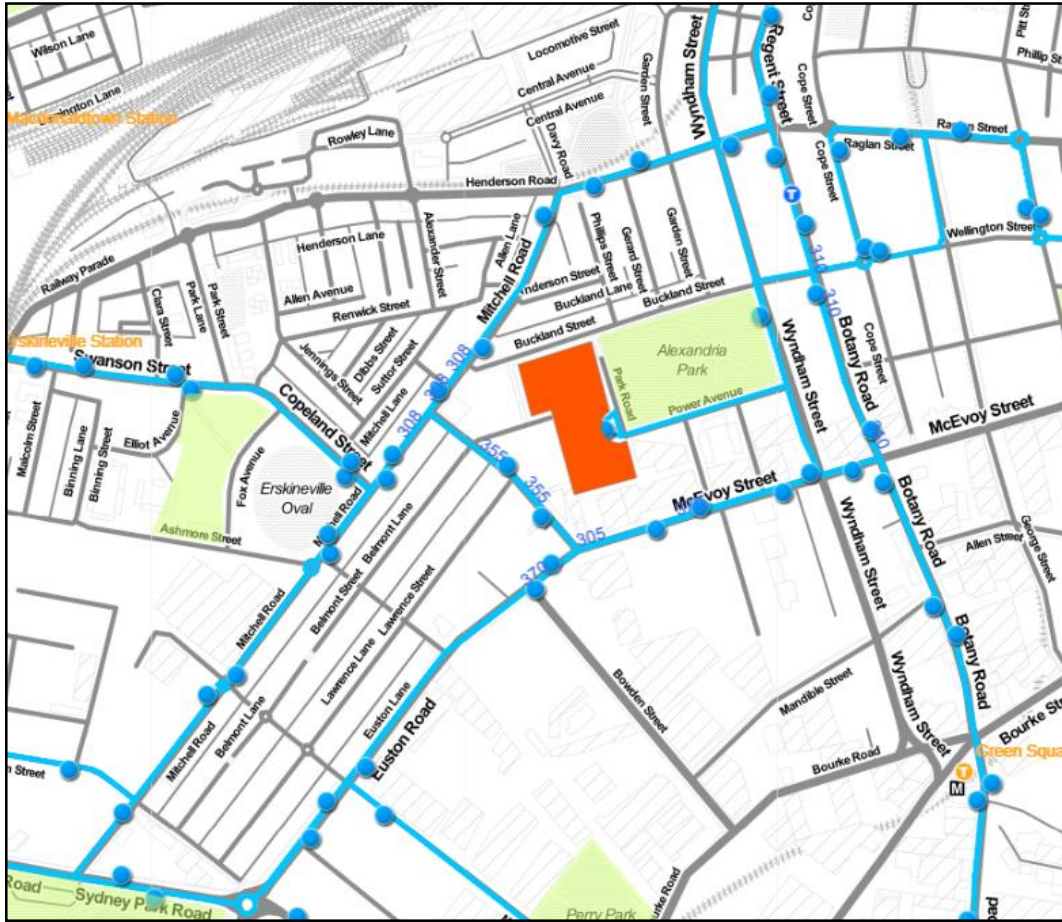


Figure 7: Public bus infrastructure map

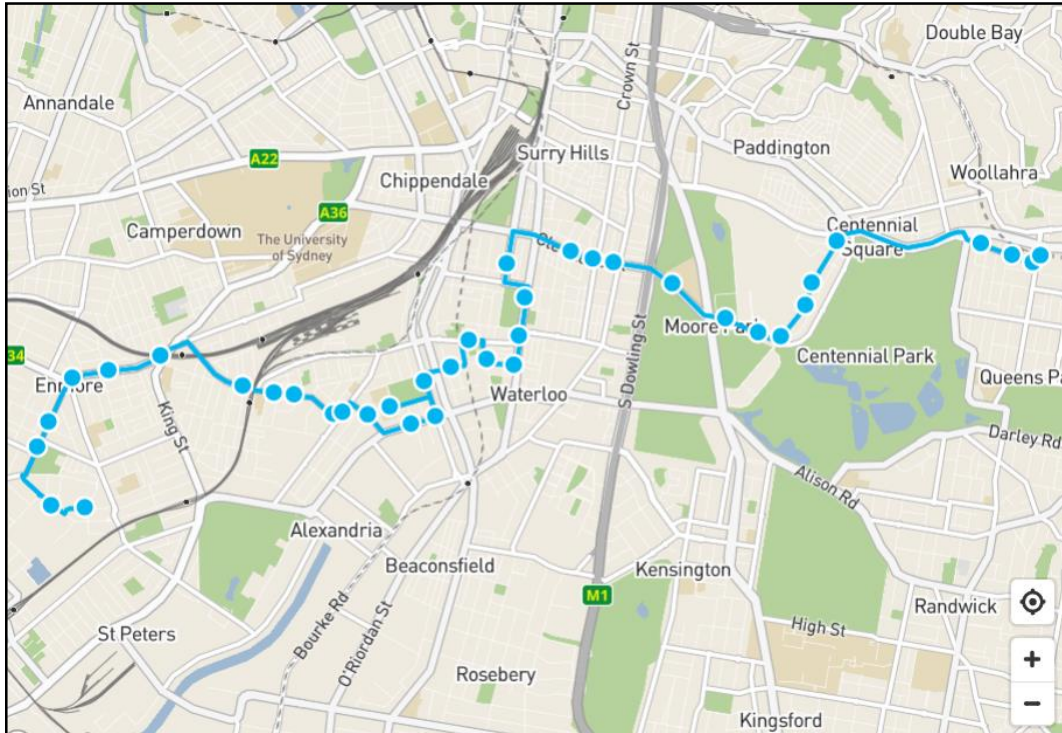


Figure 8 355 Bus Route Marrickville Metro to Bondi Junction

4.2 School bus

School bus 750E currently operates to the school, Waterloo Station and Redfern Station, with the route shown in Figure 9.

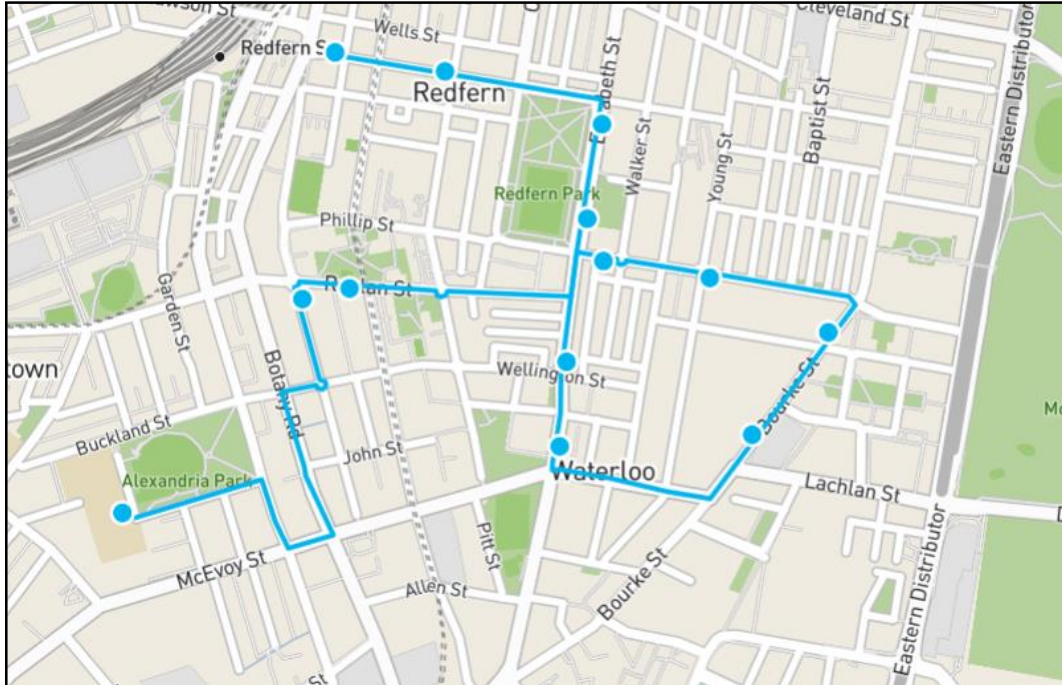


Figure 9 750E School Bus Redfern and George Street to Alexandria Park School



Photograph 3: Students boarding school bus 750E

5 Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians

Are these details required?

Yes

No (State reason)

- Emergency vehicle access is maintained via a gate at the southern end.
- Pedestrian and cyclist access is maintained along the eastern footpath of Park Road adjacent to Alexandria Park.

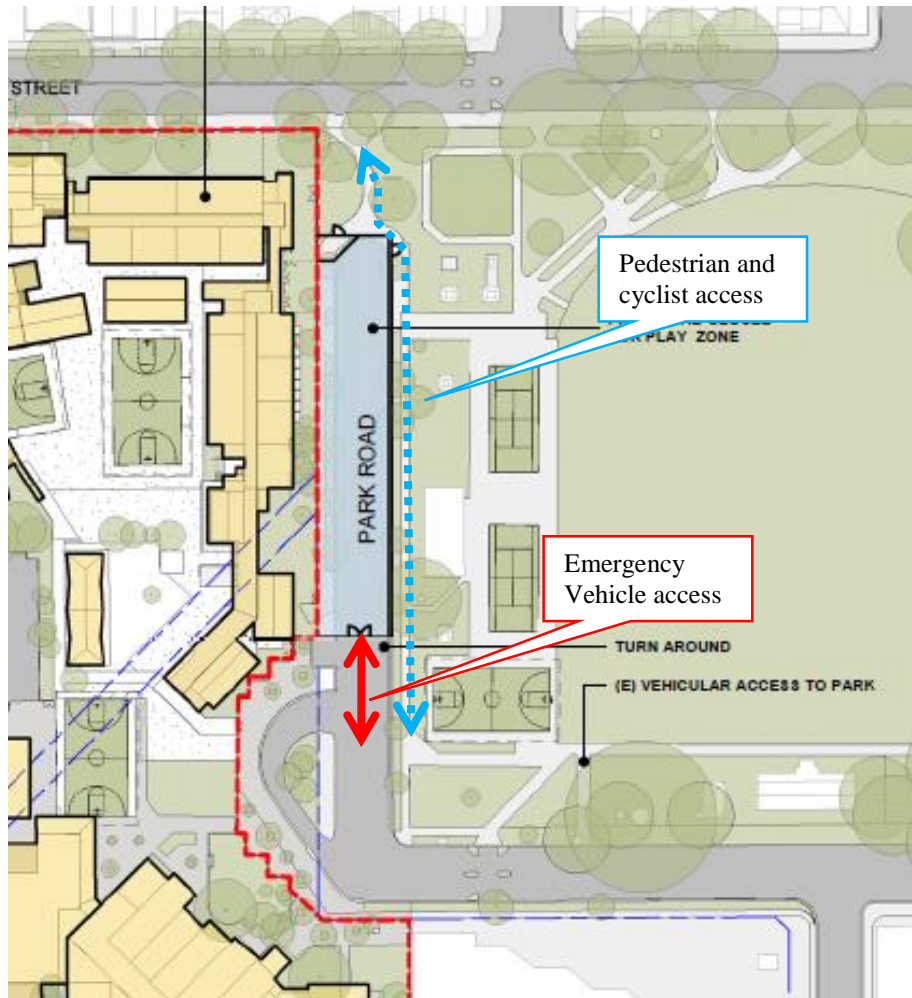


Figure 10: Vehicle and pedestrian/cyclist access

6 Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures

Is an assessment required?

Yes

No (State reason)

The closure of Park Road will not impact on the access routes to other developments in the vicinity of the closure. Construction activity associated with construction of the new School will take into account the available access points to the road system with Park Road closed.

7 Assessment of effect of proposed measures on traffic movements in adjoining Council areas

Is an assessment required?

Yes

No (State reason)

Not applicable. There is no impact on adjoining Council areas. The subject area sits entirely within the City of Sydney Council area.

8 Public consultation process

Is a public consultation process required?

Yes

No (State reason)

Public consultation will be completed through a letterbox drop to local residents by the City of Sydney. Mandatory consultation requirements of S.116 include public advertisements by City of Sydney Council

The City of Sydney have been consulted regarding the proposed closure of the northern section of Park Road.