

Attachment A

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

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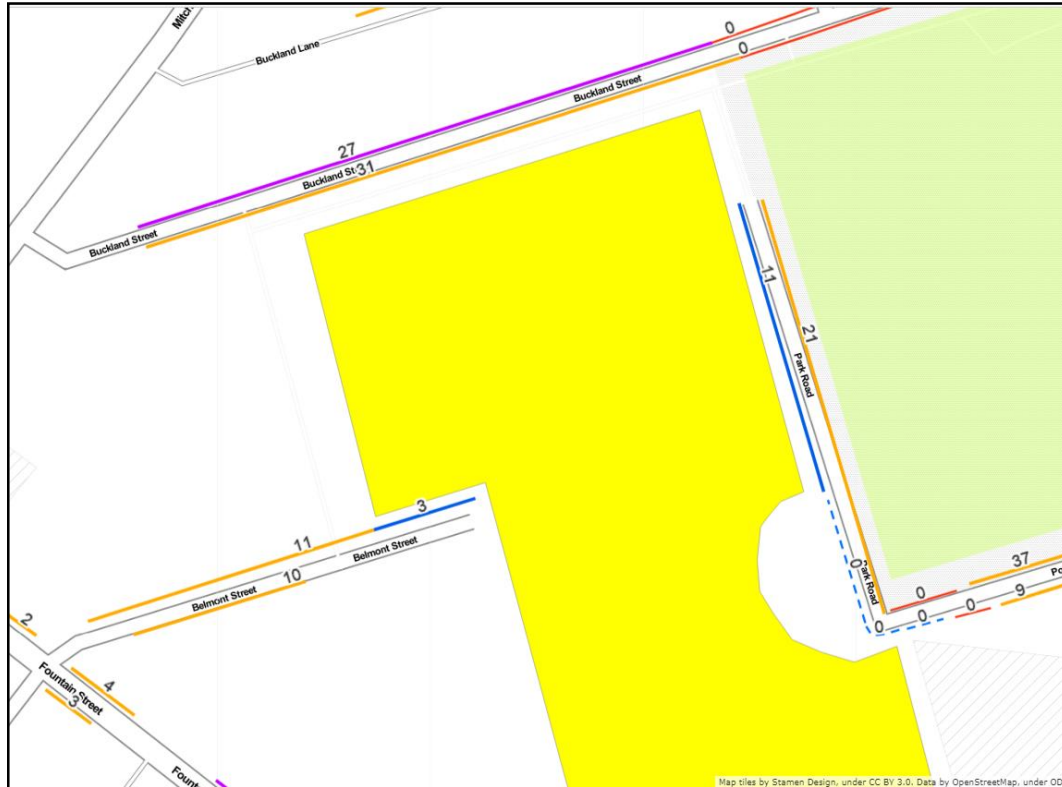


Figure 4: Existing parking provision of the roads fronting the school

2.3 On-street car parking utilisation

Arup has conducted on-street parking surveys during school hours on 15 June 2017. Key findings were:

- Unrestricted on-street parking spaces on local roads near the school were either at or close to capacity at 9:30am.
- These unrestricted spaces remained at a similar level of occupancy at 2:55pm before school finishes.

Arup has also conducted on-street parking surveys during school holidays on:

- Wednesday 12 July 2017 10:00am: Surveys identify number of residents and employees (not including teachers) parked on -street
- Wednesday 12 July 2017 8:00pm: Surveys identify number of residents parked on-street once employees have left the precinct
- Thursday 13 July 2017 10:00am: Surveys identify number of residents and employees (not including teachers) parked on -street

Surveys included recording number plates to ascertain the number of parking spaces utilised by residents, compared to employees of the surrounding industrial dwellings. The number of unoccupied spaces on Park Road along with the maximum available capacity is shown in Table 1.

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.

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

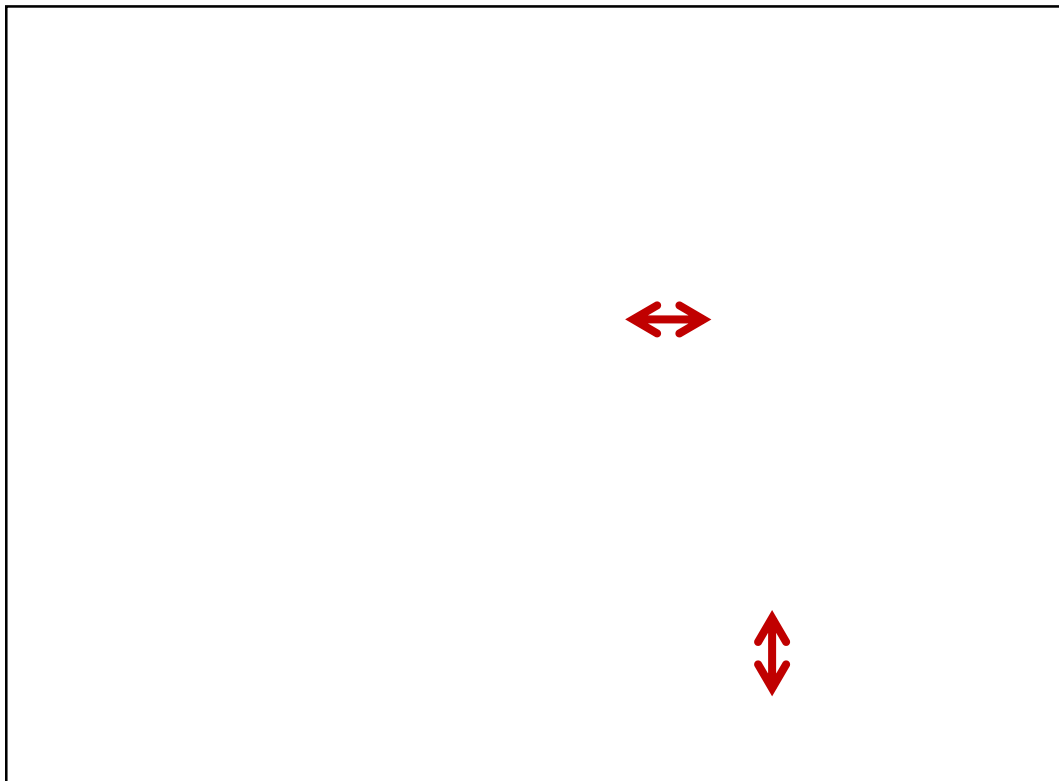


Figure 6: Existing Alexandria Park maintenance vehicle access from Park Road and Power Avenue

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.

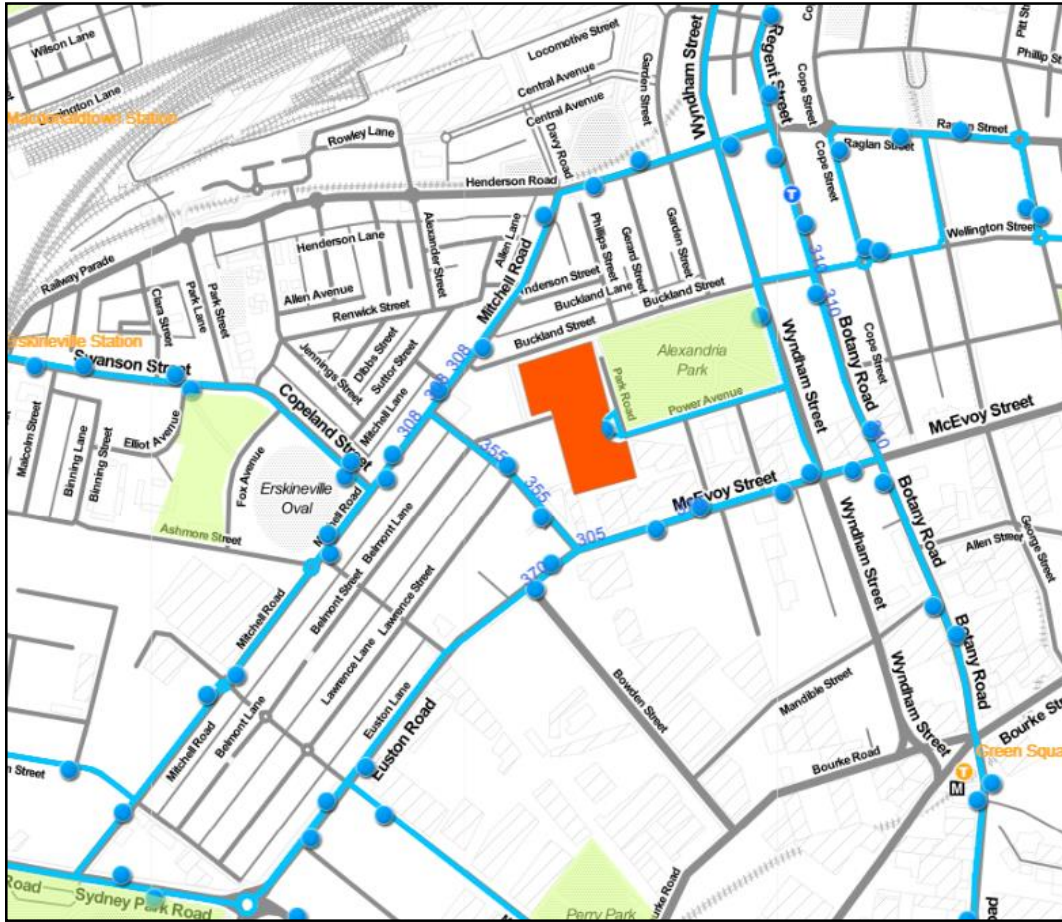


Figure 7: Public bus infrastructure map

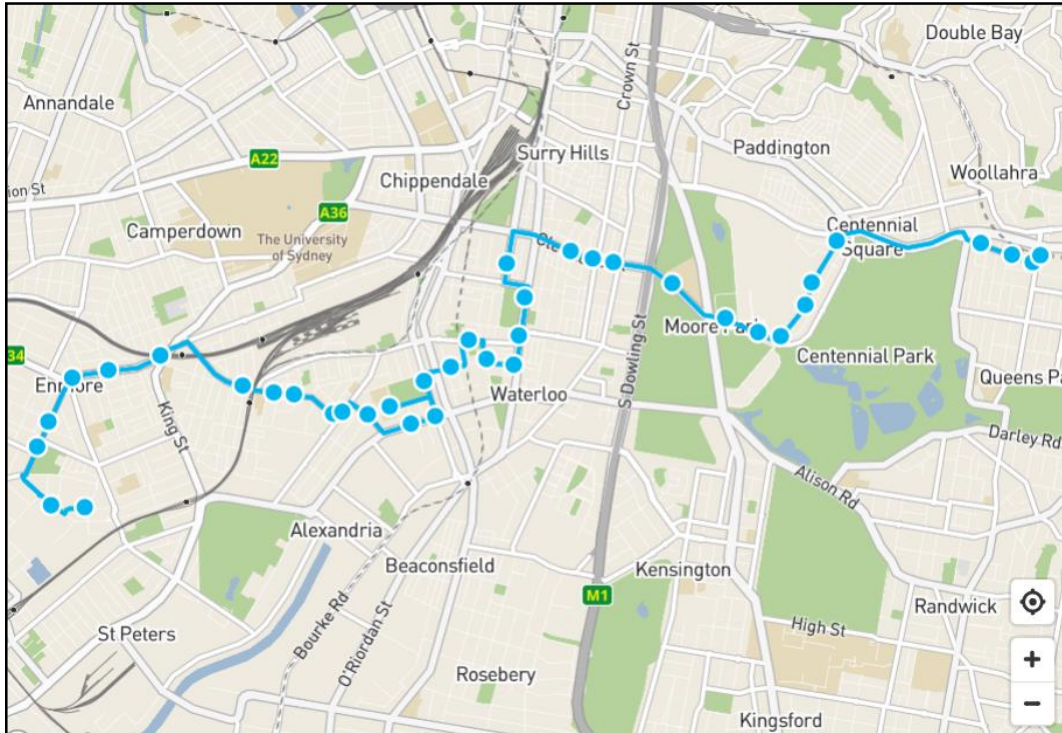


Figure 8 355 Bus Route Marrickville Metro to Bondi Junction

4.2 School bus

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

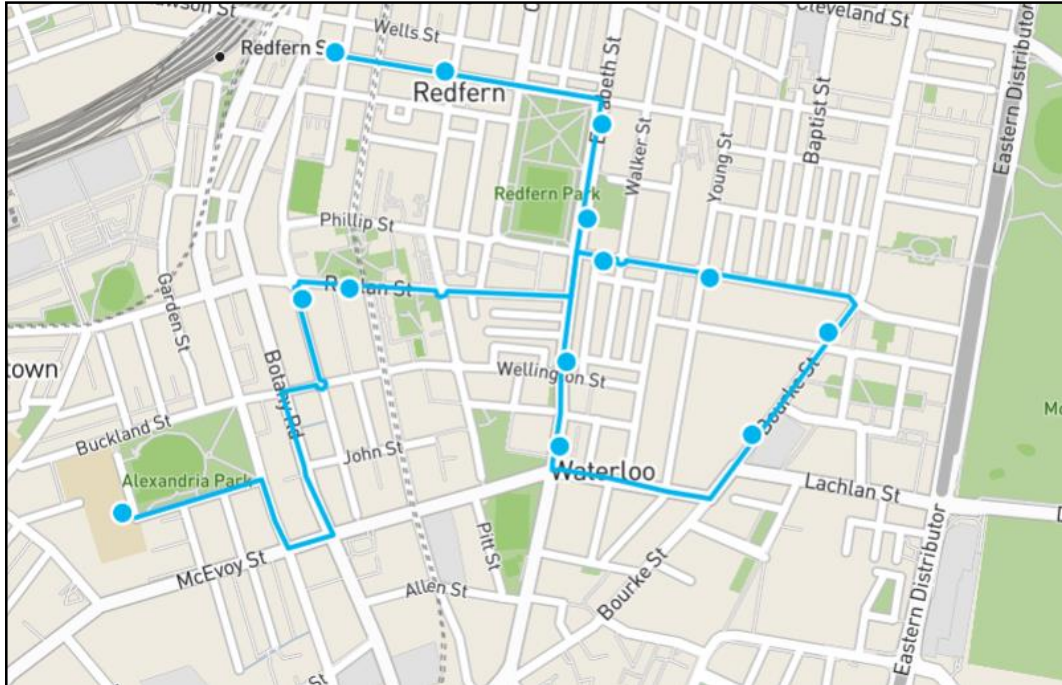


Figure 9 750E School Bus Redfern and George Street to Alexandria Park School



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.

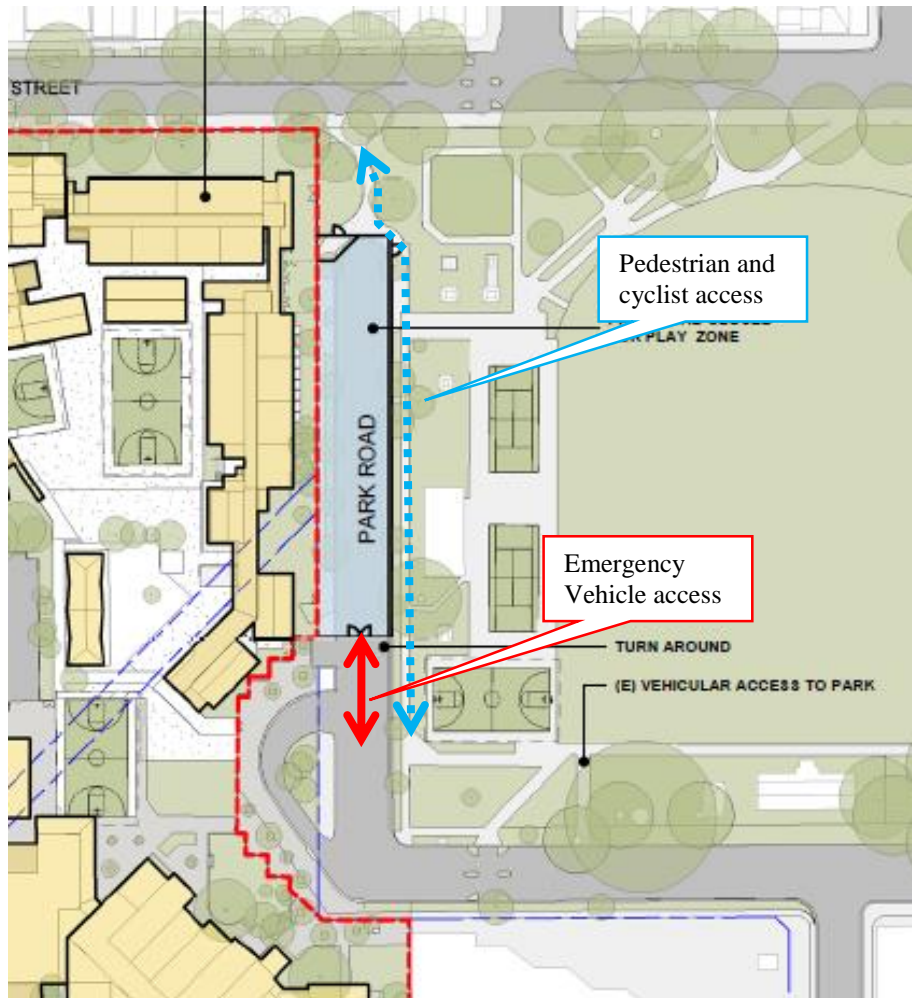


Figure 10: Vehicle and pedestrian/cyclist access

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.