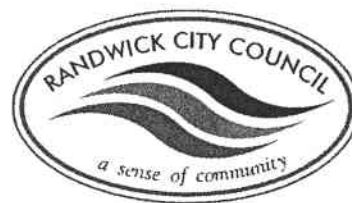


memorandum



TO: MANAGER – DESIGN

FROM: TRAFFIC ENGINEER

DATE: 16 AUGUST 2004

FILE: 98/S/4405

SUBJECT: DESIGN BRIEF

As discussed, can you please provide detailed designs and estimated costs for the following projects:

1. Anzac Parade at Boronia Street, Kensington – Closure of median

Alternative A – Squaring up of Boronia Street intersection (left in/left out), inclusive of pedestrian refuge, to physically reduce vehicle speeds entering and exiting Anzac parade and simple closure of existing median gap in temporary material.

Alternative B - Squaring up of Boronia Street intersection (left in/left out), inclusive of pedestrian refuge, to physically reduce vehicle speeds entering and exiting Anzac parade and construction of a central concrete median to cover existing gap and existing right-hand turn bay.

Alternative C - Squaring up of Boronia Street intersection (left in/left out), inclusive of pedestrian refuge, to physically reduce vehicle speeds entering and exiting Anzac parade and construction of a narrow concrete median in Anzac Parade to close the existing gap to a point approximately 70 metres north of Boronia Street, which would marry into the proposed median relocation extending to Alison Road, to be completed by the RTA (Refer for to design located at G:\ENG\Anzac at Boronia.dwg).

2. Kensington LATM Scheme – Various Traffic Calming Devices

Refer to Attachment A for full details of required designs.

Regards,

TRAFFIC ENGINEER

Handled to
Manager Design
on 16/8/04
A. Calver

ATTACHMENT - A

The West Kingsford Local Area Traffic Management Scheme Details of Proposed Traffic Calming Measures

- * 1. Tunstall Avenue, north of Gardeners Road – provision of kerb blister and central median island; - *Refer to sketch # 1*
- * 2. Tunstall Avenue, between Gardeners Road and the northern boundary of the Australian Golf Course – shifting the centreline and line marking the parking lane on the eastern side of Tunstall Avenue; - *Refer to sketch # 2*
- * 3. Tunstall Avenue at Tresidder and Goodrich Avenues- vehicle deflection/'squeeze points'; - *Refer to sketch # 3*
- 4. Speed control measures on the northern section of Tunstall Avenue (already implemented);
- 5. Speed control measures in Addison Street (already implemented);
- * 6. Cottenham Avenue at Borrodale Road – vehicle deflection/'squeeze point'; - *Refer to sketch # 4*
- * 7. Day Avenue at Eastern Avenue – 'squeeze point' incorporating pedestrian refuge; - *Refer to sketch # 5*
- * 8. Eastern Avenue at Goodrich Avenue – vehicle deflection/squeeze point'; - *No sketch, similar design to Cottenham at Borrodale design.*
- * 9. Cottenham Avenue, south of Roma Avenue – pedestrian refuge island; - *Refer to sketch # 6*
- * 10. Balfour Road at Addison Street – central median island; - *No sketch → standard design req'd.*
- 11. Provision of vehicle deflection/squeeze points in lieu of edge line treatments in Cottenham, Mooramie and Doncaster Avenues at intersections with Koorinda Avenue; - *No sketch → prepare similar design to above intersections.*
- * 12. A pedestrian refuge in Roma Avenue, immediately west of Cottenham Avenue, together with 'No Stopping' restrictions at the approach and departure sides of the pedestrian refuge, and an additional STOP sign to reinforce existing STOP control restriction at this location; - *Refer to sketch # 6*
- 13. 'No Right Turn at Gardeners Road' signs in Tunstall Avenue and Cottenham Avenue, north of Tresidder Avenue for southbound vehicles; - *→ No design req'd.*
- 14. The existing double centreline and associated rumble bars in Cottenham Avenue in the vicinity of Edward Avenue to be shifted east, to provide a two metres wide parking lane on the western side of the street, leaving a four metres wide traffic lane in each direction of travel; *Design already completed.*

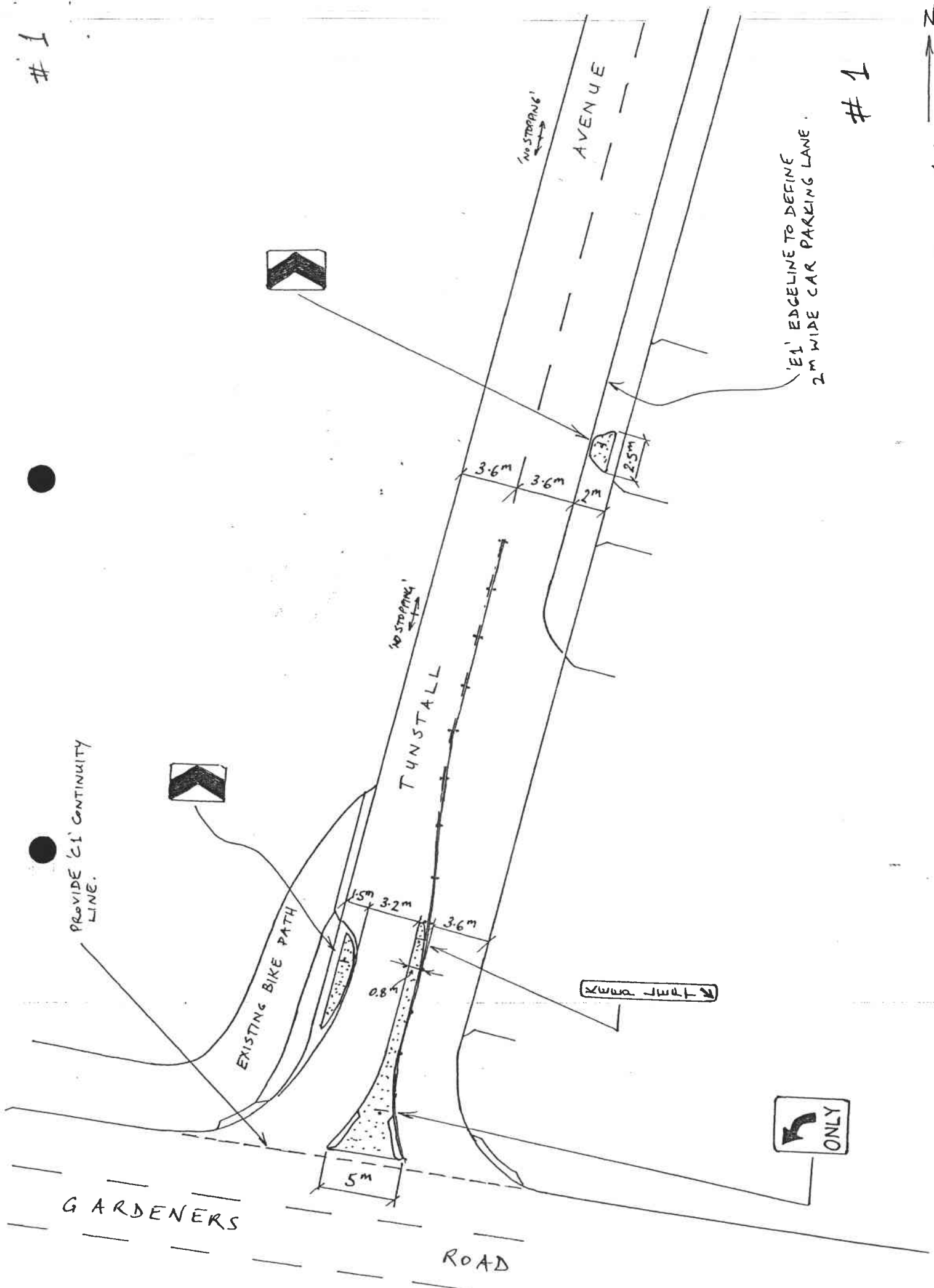
- 2 -

15. Signposting of the statutory 'No Stopping' restriction at various intersections where illegal parking by students of UNSW inhibit pedestrian and vehicle safety;
- No design req'd.
16. A 15 metre length of 'No Stopping' restriction on the northern side of Addison street, immediately east of Balfour Road; *- No design req'd.*
17. Rumble bars to be installed on the existing double centreline on the 90 degree bend where Roma Avenue meets Kensington Road; *- No design req'd.*
- * 18. Balfour Road at Todman Avenue – relocation of the existing STOP controls and provision of associated kerb blisters, construction of a pedestrian refuge on the southern leg of the intersection and introduction of a 'No Right Turn 6AM-10AM; 3PM-7PM MON-FRI' restriction for east bound vehicles on Todman Avenue;
- Refer to sketch # 7.

1

1

SCALE 1:1200 (A3)



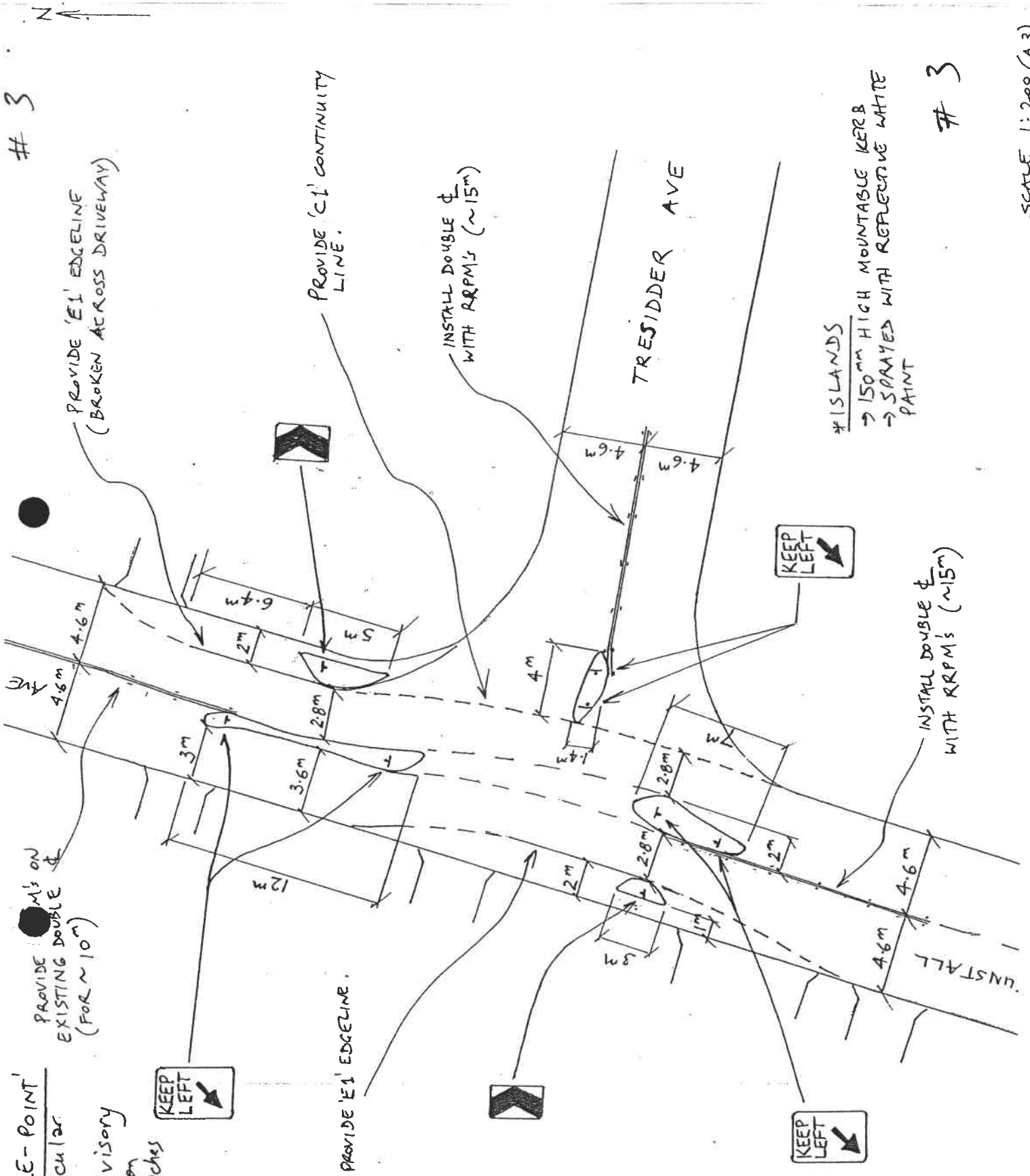
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Hand-drawn site plan of a road intersection and parking area. The plan shows a main road labeled 'TUNSTALL' running diagonally from the bottom left to the top right. A side road labeled 'AVENUE' runs horizontally across the top. A 'Bicycle path' is shown on the left side of TunSTALL. A 'PARKING LANE' is indicated by a dashed line on the right side of TunSTALL. Several numbered points are marked: N° 146, N° 87, N° 85, N° 83, N° 81, and N° 79. Dimensions are given in meters: 3.6m, 2m, 4.6m, 0.5m, 2.9m, and 1m. A '400mm WIDE CONCRETE ISLAND' is shown near N° 81. A 'V' shaped road sign is located near N° 83. A north arrow is located near N° 81. The plan is labeled '# 2' in the top right corner.

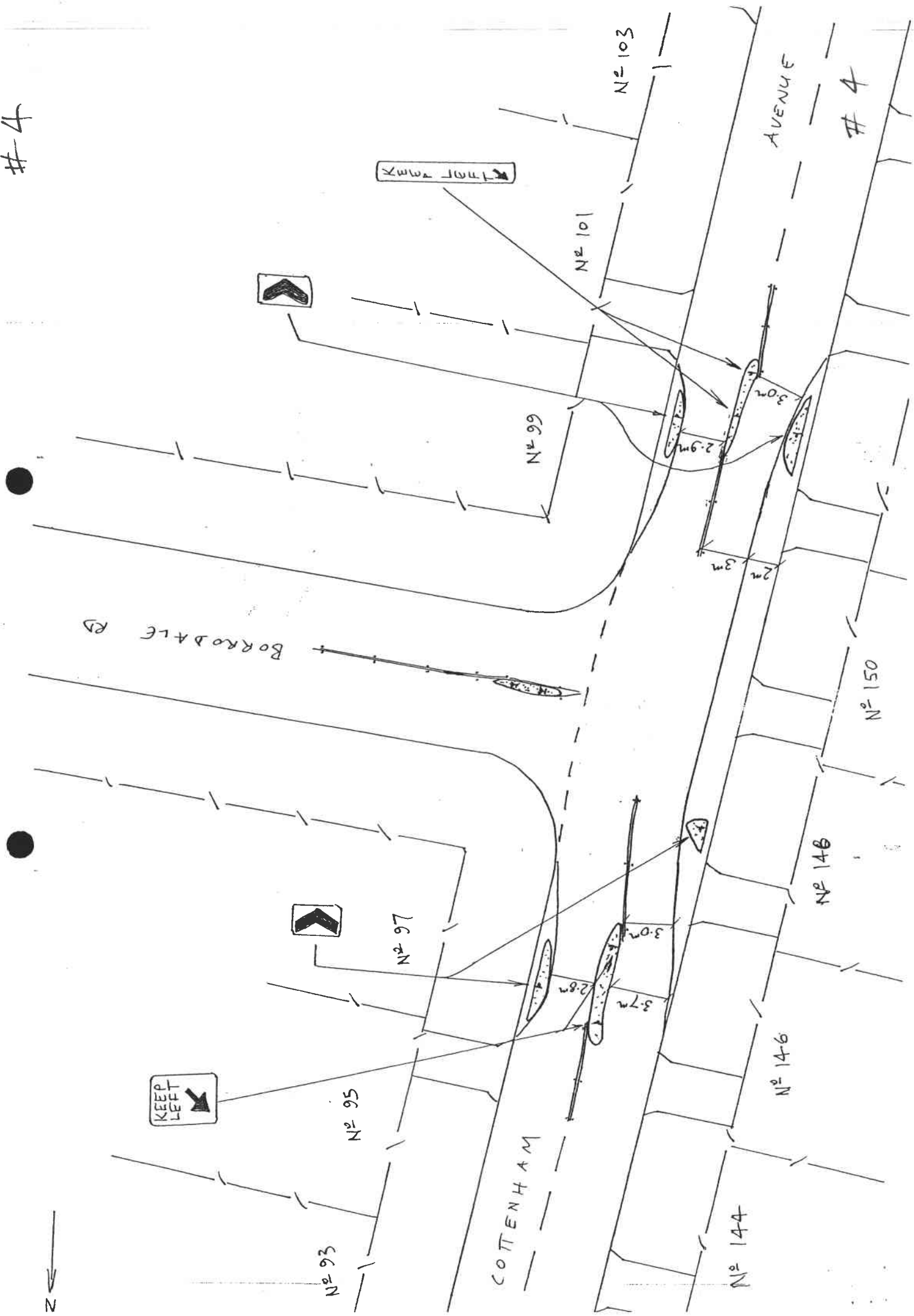
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(400 mm wide)
CONCRETE
ISLANDS

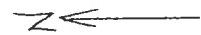
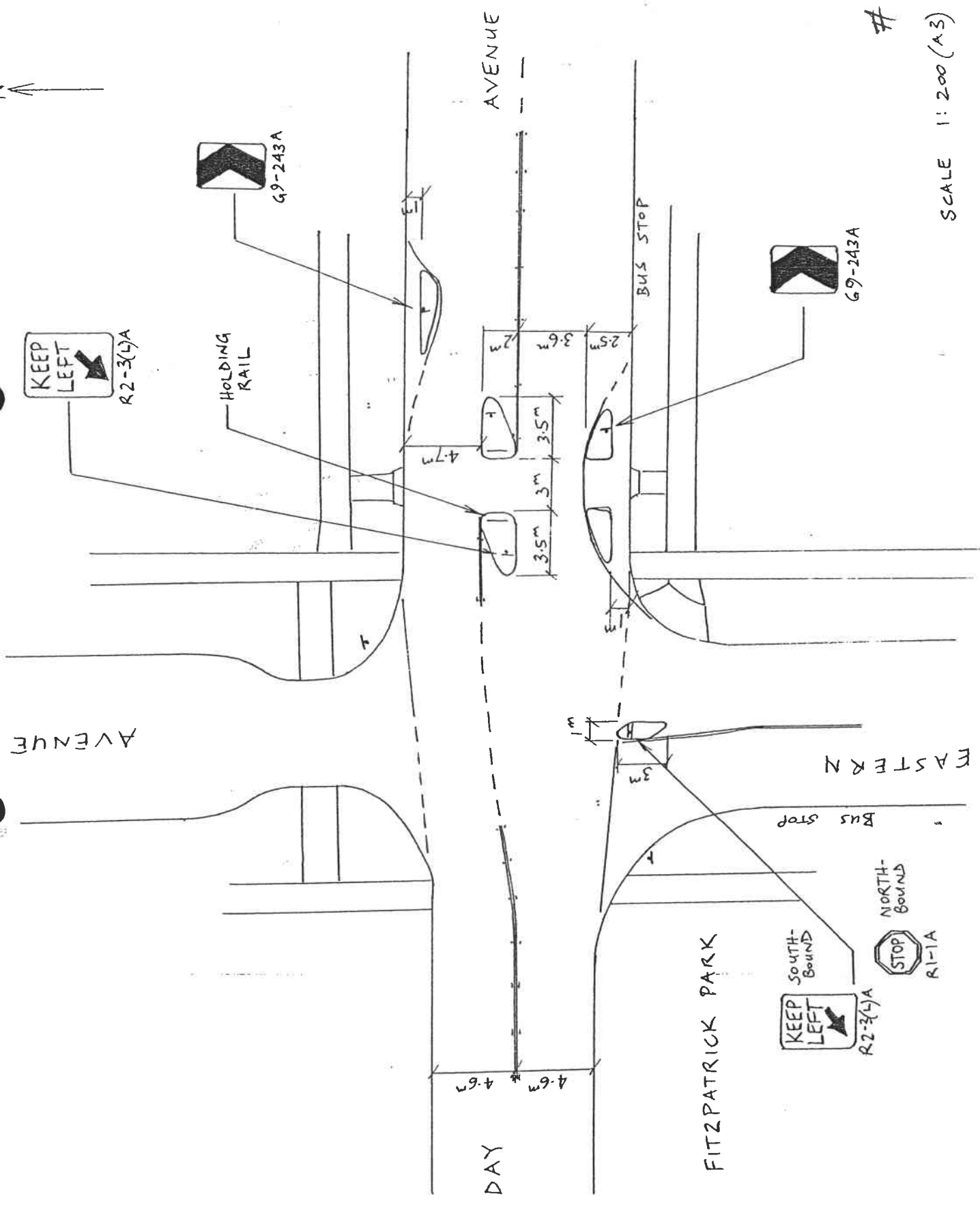
- PROPOSED 'SQUEEZE-POINT'
- 40km/hr swept vehicular path.
- Provide 40km/hr advisory warning signs (Black on yellow) on both approaches to 'squeeze-point'.



#4



#5

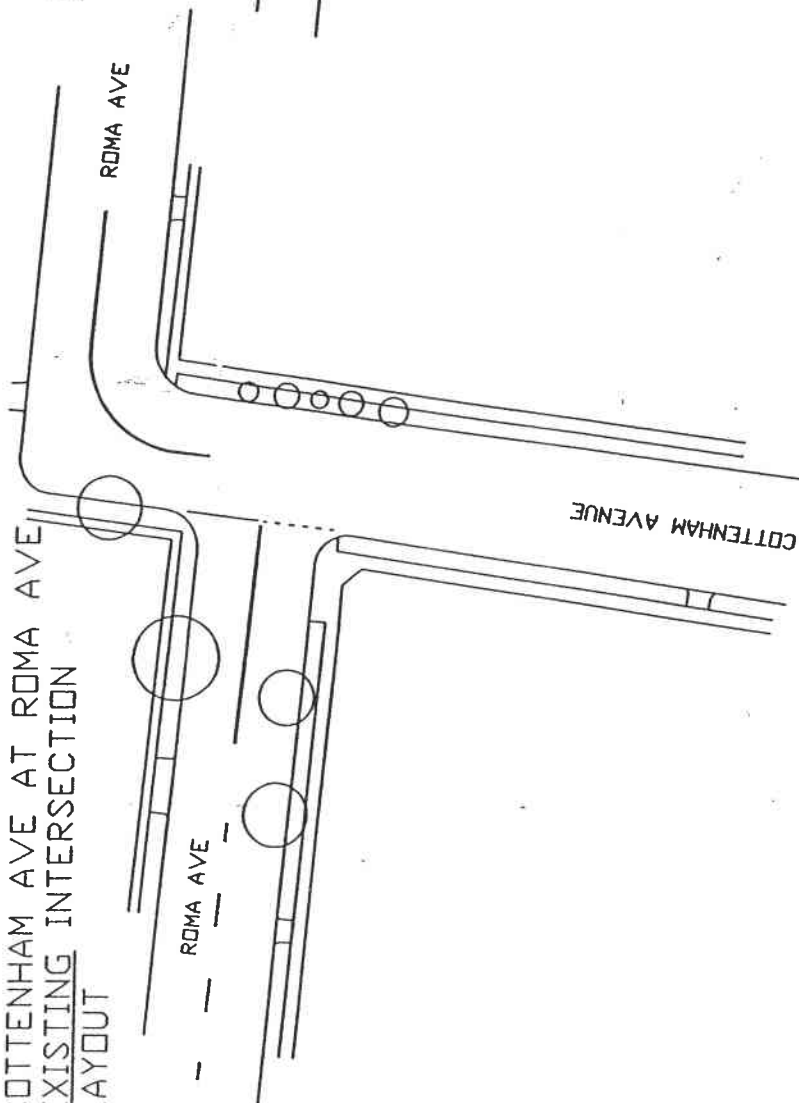


#5

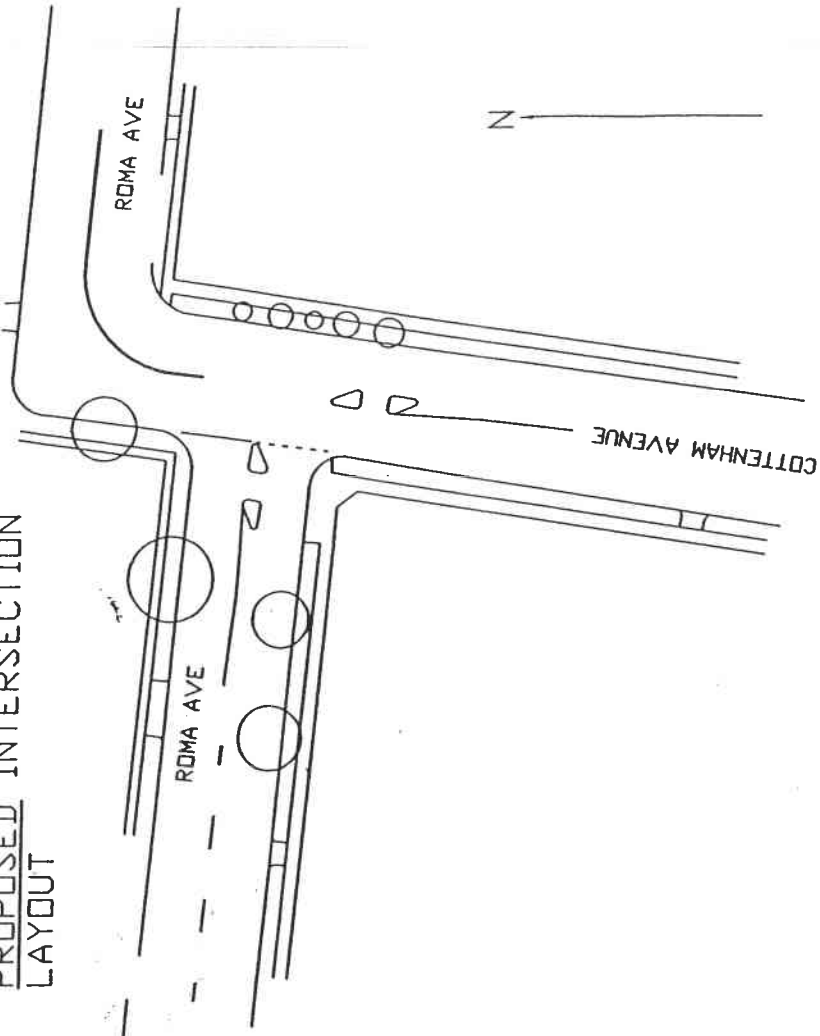
SCALE 1:200 (A3)

#6

COTTENHAM AVE AT ROMA AVE
EXISTING INTERSECTION
LAYOUT



COTTENHAM AVE AT ROMA AVE
PROPOSED INTERSECTION
LAYOUT



#6

#7

#7

N

PROPOSED INTERSECTION
LAYOUT - ALTERNATIVE C

ROAD

TODMAN

AVENUE

NO STOPPING

NO STOPPING

BALFOUR

- * RELOCATE BOTH 'STOP' LINES (APPROX 3M)
- * PEDESTRIAN REFUGE TO ARR (SOUTHERN LEG)
- * KERB RECONSTRUCTED TO NEW 'STOP' LINES
- * BICYCLE LANE MAINTAINED THROUGH INT.
- * SUPPLEMENTARY 'STOP' SIGN ON PED REFUGE
- * CENTRAL MEDIAN (0.8 X 5M) ON TODMAN AVENUE WITH 'NO RIGHT TURN' INTO BALFOUR RD FOR EASTBOUND VEHICLES

2004 . 08 . 16 MEMO RE

ANZAC PARADE / BORONIA CLOSURE
OF MEDIAN