

Technical Memorandum

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From	Tristan Yeats	Project No.	12584493
Project Name	John Gorton Campus Carpark		
Subject	JGC Carpark – roads and traffic input to Written Description of Works		

1. Roads and Traffic

To accommodate the proposed carpark, several changes are proposed to the existing road network as follows:

- The existing Kings Avenue / Blackall Street T-junction is to be upgraded to a four-way signalised intersection. The intersection upgrade will include median right turn lanes on Kings Avenue in order to maximise the capacity of the main east and westbound through movements on Kings Avenue. The proposed intersection configuration provides a single right turn lane into the Blackall Street southern leg and dual right turn lanes into the new northern leg that will serve as the carpark entry. The provision of dual right turn lanes for this movement will increase the capacity of the right turn movement allowing a more efficient allocation of ‘green time’ for competing movements and mitigating queue lengths on Kings Avenue, particularly during the AM peak.
- The Kings Avenue eastbound carriageway will be widened from approximately 9.15 m to 9.30 m between Macquarie Street and Blackall Street in order to comply with the minimum lane widths recommended by Austroads Guide to Road Design for a three-lane carriageway. This will be achieved by reconstruction of the median kerb with a slight narrowing of the existing wide median. The carriageway will be configured with a 3.3 m kerbside lane plus two 3.0 m lanes.
- Dorothy Tangney Place is to be removed and the existing four-leg roundabout with King Edward Terrace and Bowen Place will be modified to a three-leg roundabout. In conjunction with the removal of Dorothy Tangney Place the existing service road along the John Gorton Building south-western frontage will be modified to connect to the existing John Gorton Building carpark in order to maintain vehicular circulation.
- An existing mid-block signalised pedestrian crossing between Macquarie Street and Blackall Street will be removed, noting that signalised pedestrian movements will be accommodated within the upgraded Kings Avenue / Blackall Street intersection.
- An existing bus stop located at the start of the left turn slip lane from Kings Avenue to King Edward Terrace will be removed and reinstalled at a nearby location to be determined during detailed design.
- The access into the carpark from Kings Avenue is proposed as a four-lane two-way road. Dual entry lanes are required to facilitate the dual right turn from the Kings Avenue westbound carriageway. Dual exit lanes are required in order to maximise the exit capacity of the carpark and mitigate the risk of excess queueing causing congestion within the carpark during the PM peak.

This Technical Memorandum is provided as an interim output under our agreement with KPMG. It is provided to foster discussion in relation to technical matters associated with the project and should not be relied upon in any way.

Traffic modelling will be required to assess the impacts of the proposed road network changes on the local traffic network and to inform the detailed intersection design.

Regards

Tristan Yeats
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