

Sorry I thghOur Ref: 80022003:HC/TS  
Contact: Hayden Calvey / Trent Stokes

4 April 2022

Hornsby Council

Attention: Local Traffic Committee

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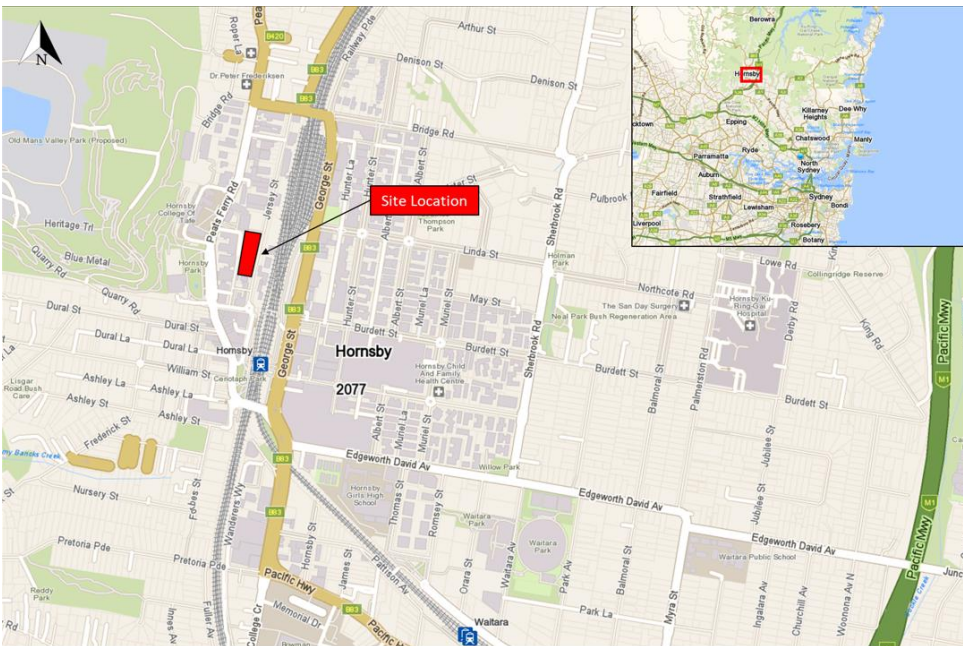
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## JERSEY STREET SIGNAGE AND LINEMARKING HORNSBY COMMUTER CAR PARK PROJECT

Cardno, now Stantec (Cardno), has been commissioned by ADCO Constructions, on behalf of Transport for NSW (TfNSW), to prepare a Traffic Assessment for the proposed Hornsby Commuter Car Park (HCCP). The car park site is located on the old TAFE NSW car park off Jersey Street (as shown in **Figure 1-1**) servicing the commuter needs of Hornsby Train Station.

Figure 1-1 Proposed Commuter Car Park



The project scope is to construct a new at-grade commuter car park that provides a minimum of 143 standard parking spaces and motorcycle parking within the Jersey Street location.

The proposal before the Local Traffic Committee (LTC) is for the following:

1. Proposed modification to the existing kerbside parking on the western side of Jersey Street to accommodate the proposed driveway
2. Installation of linemarking on Jersey Street at the location of the proposed driveway to delineate travel

### Item 1

Cardno and the ADCO project team have received correspondence from Hornsby Council that advises of Council's use of the code for Parking Restrictions Near Driveways and Laneways. It is understood that this code guides Council in determining the extent of kerbside restrictions and impact to on-street parking with the following purpose/objectives:

1. To deliver solutions to parking related problems in a consistent manner and assure a systematic approach to each request.
2. To ensure that parking restrictions near driveways are only implemented in cases where doing so can provide measurable traffic safety improvements
3. To maximise parking near laneways where it can be done without reducing road safety
4. To provide information for Council staff that will assist them to eliminate unnecessary inefficiency in the investigation process
5. To ensure community input by referring Councillor requests for parking restrictions near driveways and laneways to the Local Traffic Committee

The proposed driveway is in the same location as the existing car park that occupies the site. However, the proposed driveway is wider than the existing in order to accommodate the number of entry and exit lanes required by TfNSW's commuter car park program.

The existing car park driveway currently has 'No Parking' restrictions either side to provide sight lines to northbound and southbound traffic on Jersey Street. These parking signs are positioned approximately 6.8m to the north and 5.6m to the south of the driveways.

The proposed signage is to retain the parking restriction to the north, and reposition the parking restriction to the south by approximately 6m. There is predicted to be the loss of two (2) on-street 1P spaces, which are intended to be replaced on-site within the commuter car park.

Based on the scoring system listed within the Parking Restrictions Near Driveways and Laneways code, the site ranks as 'Monitor Site' conditions. The proposal is generally in keeping with the existing restrictions and achieved sight lines and therefore is not predicted to result in significant changes to the road network or road safety.

## **Item 2**

The proposed linemarking consists of double barrier (BB) lines as an extension of the existing line marking located to the south.

## **Summary**

This letter seeks approval from the LTC for the modified signage and installation of linemarking on Jersey Street. It is confirmed that ADCO will undertake the works detailed within this submission.

Yours sincerely,



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Traffic Engineering Team Leader  
for Cardno  
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Attachments:

Jersey Street Parking Analysis

CCPP150445-CAR-HBY-CV-DRG-00032.pdf





10.8m = 2 spaces (1P)

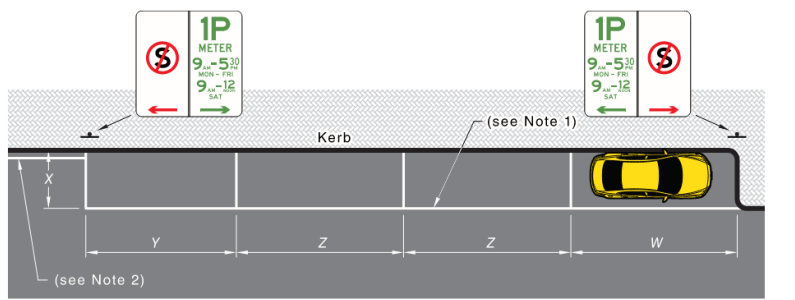
5.6m = No Parking

6.8m = No Parking

49.8m = 8 spaces (2P)

91.9m = 15 spaces (unrestricted)

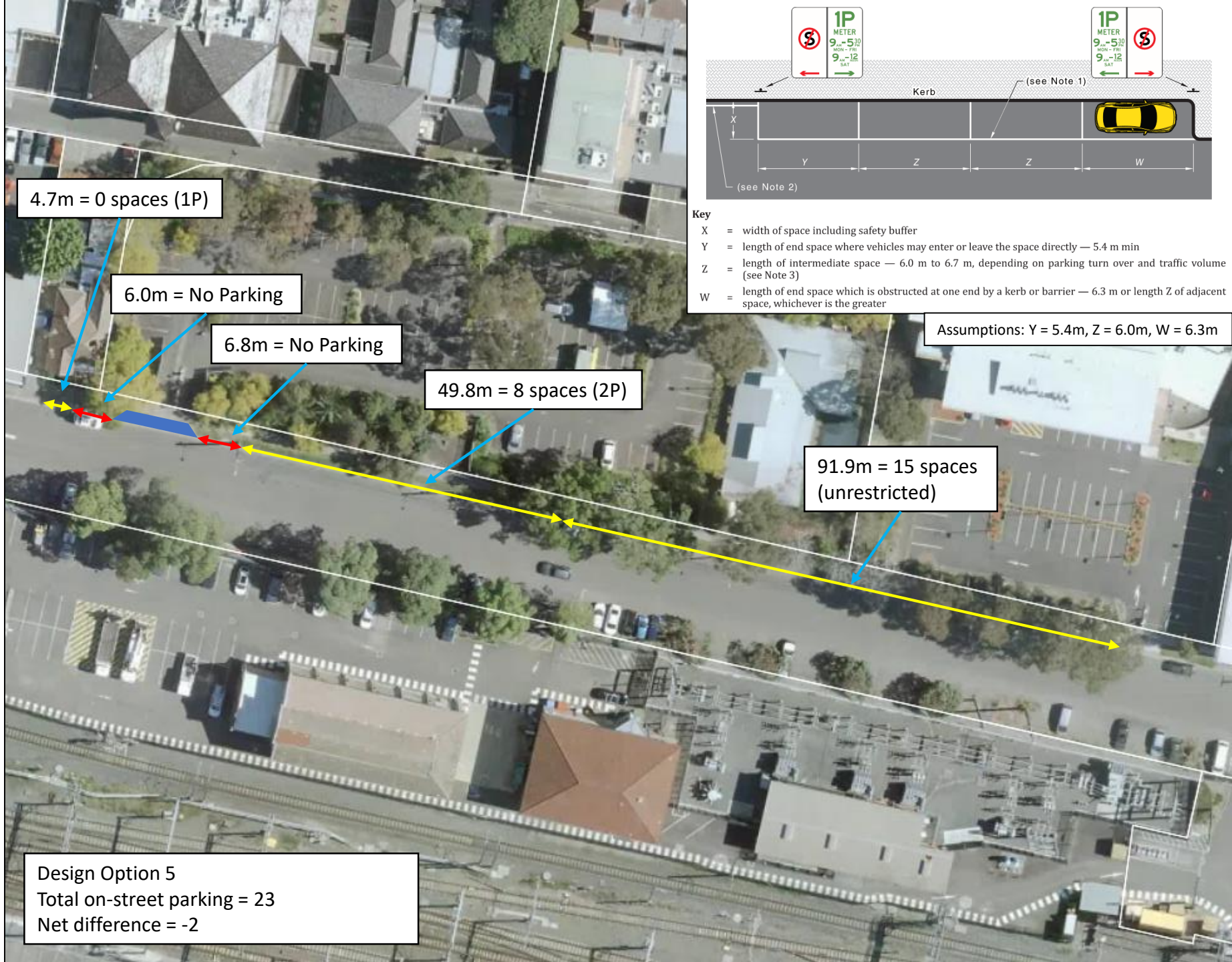
Existing Conditions  
Total on-street parking = 25



- Key**
- X = width of space including safety buffer
  - Y = length of end space where vehicles may enter or leave the space directly — 5.4 m min
  - Z = length of intermediate space — 6.0 m to 6.7 m, depending on parking turn over and traffic volume (see Note 3)
  - W = length of end space which is obstructed at one end by a kerb or barrier — 6.3 m or length Z of adjacent space, whichever is the greater

Assumptions: Y = 5.4m, Z = 6.0m, W = 6.3m





4.7m = 0 spaces (1P)

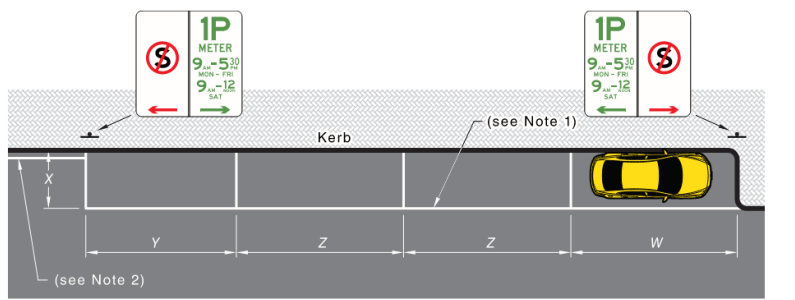
6.0m = No Parking

6.8m = No Parking

49.8m = 8 spaces (2P)

91.9m = 15 spaces (unrestricted)

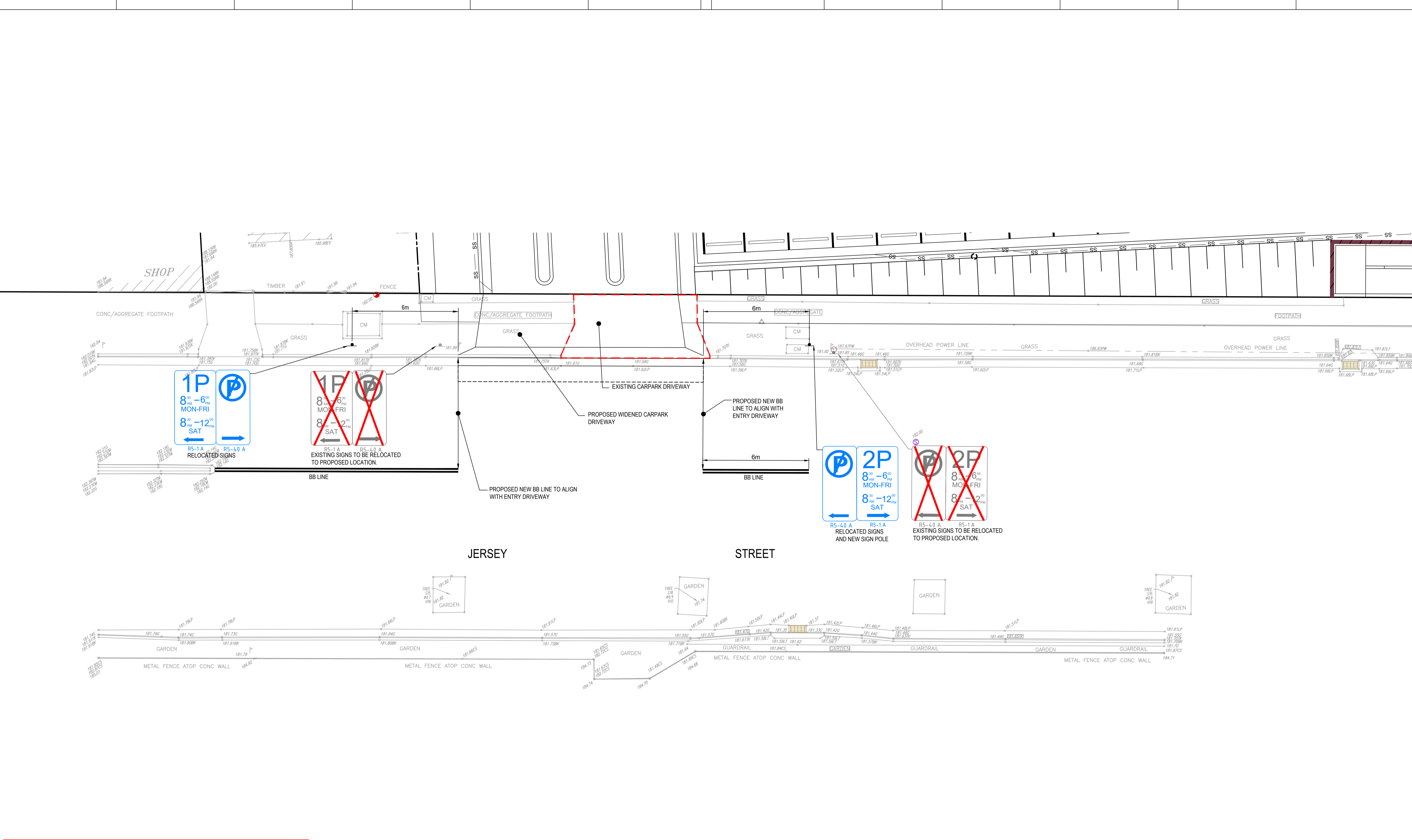
Design Option 5  
 Total on-street parking = 23  
 Net difference = -2



- Key**
- X = width of space including safety buffer
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Assumptions: Y = 5.4m, Z = 6.0m, W = 6.3m





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	A	ISSUED FOR CDR	DC-21.03.22	PL-21.03.22				MZ-21.03.22											
REV	DESCRIPTION	DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE	CARDNO (NSW/ACT) PTY LTD CIVIL	DRAWING SET No: STATUS: CRITICAL DESIGN REVIEW DRG No: 150445-HBY-CV-DRG-00033													
COORDINATE SYSTEM: GDA2020MGA56		HEIGHT DATUM: AHD71		DESIGN LOT CODE:			PART: SHEET: 1 OF 1 A1 BRIDGE No: REV B VER 00 EDMS No. AMD No.												