



AIS CAMPUS PODIUM PROJECT

LEVERRIER STREET, BRUCE

PARKING AND TRAFFIC MANAGEMENT STRATEGY

AIS CAMPUS PODIUM PROJECT LEVERRIER STREET, BRUCE

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1 INTRODUCTION

SALT has been engaged by the Australian Sports Commission (ASC) to prepare a high-level Traffic Management Strategy (TMS) in relation to the Australian Institute of Sport (AIS) Podium Project and its coordination with the overall campus masterplan.

The purpose of the TMS is to develop strategies and measures to minimise disruption to AIS operations and manage the impacts of construction of the Podium Project on all users including staff, visitors, car parking, vehicle circulation, pedestrian, cyclist and public transport. The TMS will support early planning and approvals and provide a coordinated framework for managing traffic in the early stages of the project. This will be supported by a detailed Construction Traffic Management Plan to be developed by the appointed Head Contractor.

In the course of preparing this report, SALT has undertaken the following:

- Undertaken a detailed site inspection including observations of parking demands, general traffic environment and pedestrian movements on a typical weekday;
- Reviewed the impacts of the Podium Project on car parking availability and identified potential locations for parking displacement;
- Review the impacts of construction activity, including road closures, vehicle diversions, pedestrian connections and safety; and
- Developed strategies to manage the impacts of construction and minimise disruption to the campus operations.

The following sets out SALT's findings.

2 EXISTING CONDITIONS

2.1 LOCATION AND LAND USE

The AIS Campus is located in Bruce, situated to the northwest of the Canberra Civic Town Centre, as depicted in Figure 1.

The Podium Project involves development sites on either side of Leverrier Street toward the northern end of the campus. The study area of this TMS focuses on the development sites and the surrounding area, as depicted in Figure 2.

Currently, the development site provides an at-grade car park for staff and fleet vehicles of approximately 223 spaces with a secured area for the parking/storage of long-term resident cars. An access road extends from Leverrier Street to the south, providing access to the car park and the logistics complex (Building 21). The development site on the eastern side of Leverrier Street also currently provides the Athletes Village Building (Building 16), including accommodation and recreation facilities. The development site on the western site of Leverrier Street is currently undeveloped. The existing conditions of the study area are depicted in

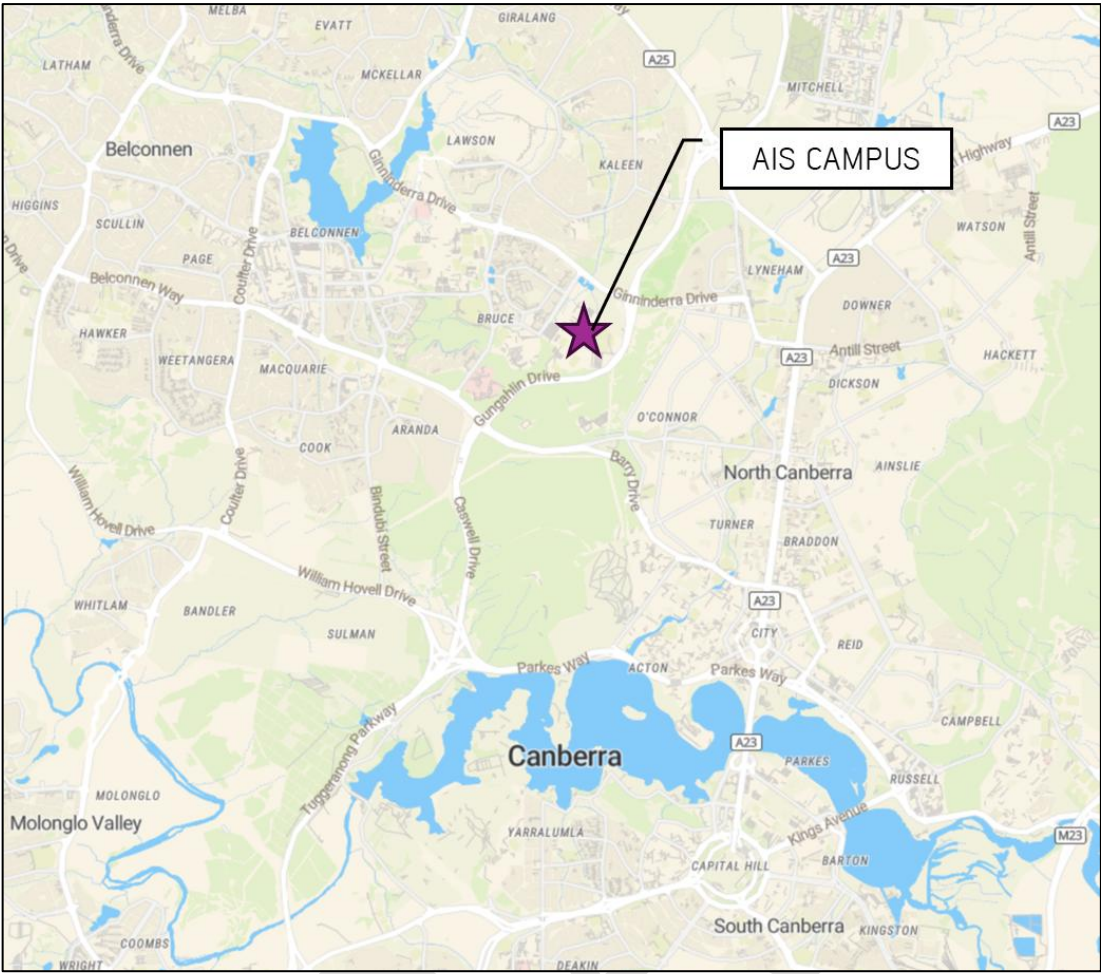


Figure 1 Location of AIS Campus (source: street-directory.com.au)

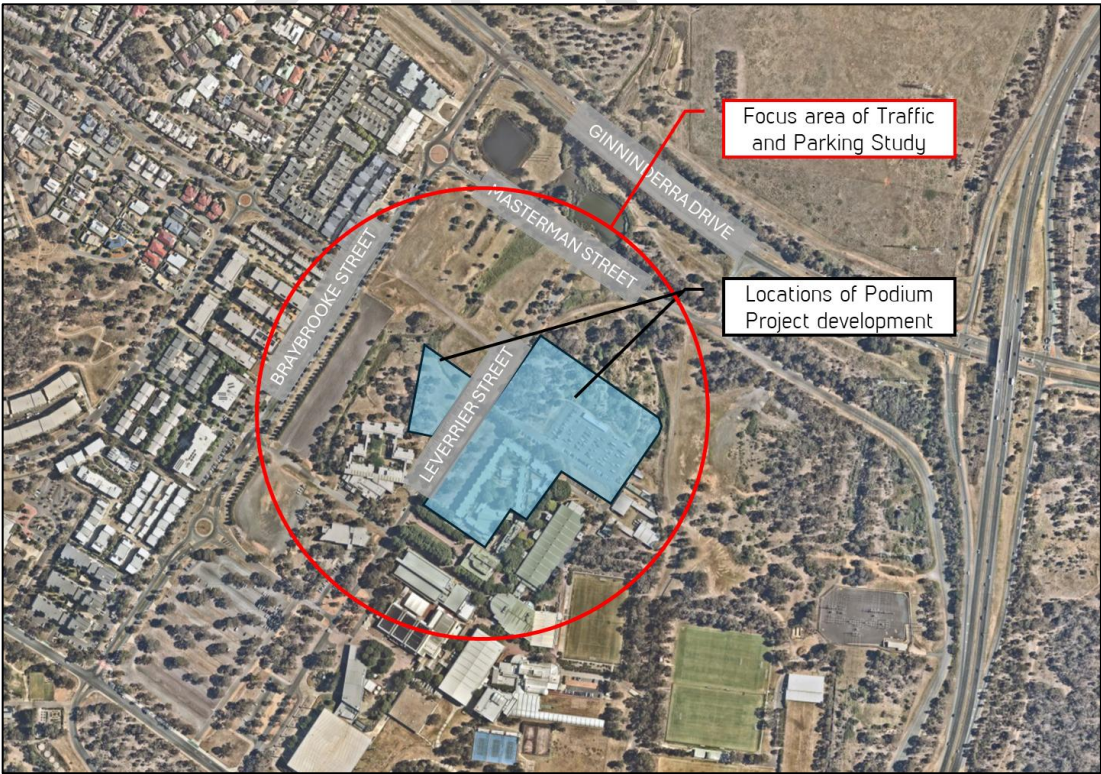


Figure 2 Aerial view of study area (source: Nearmap)

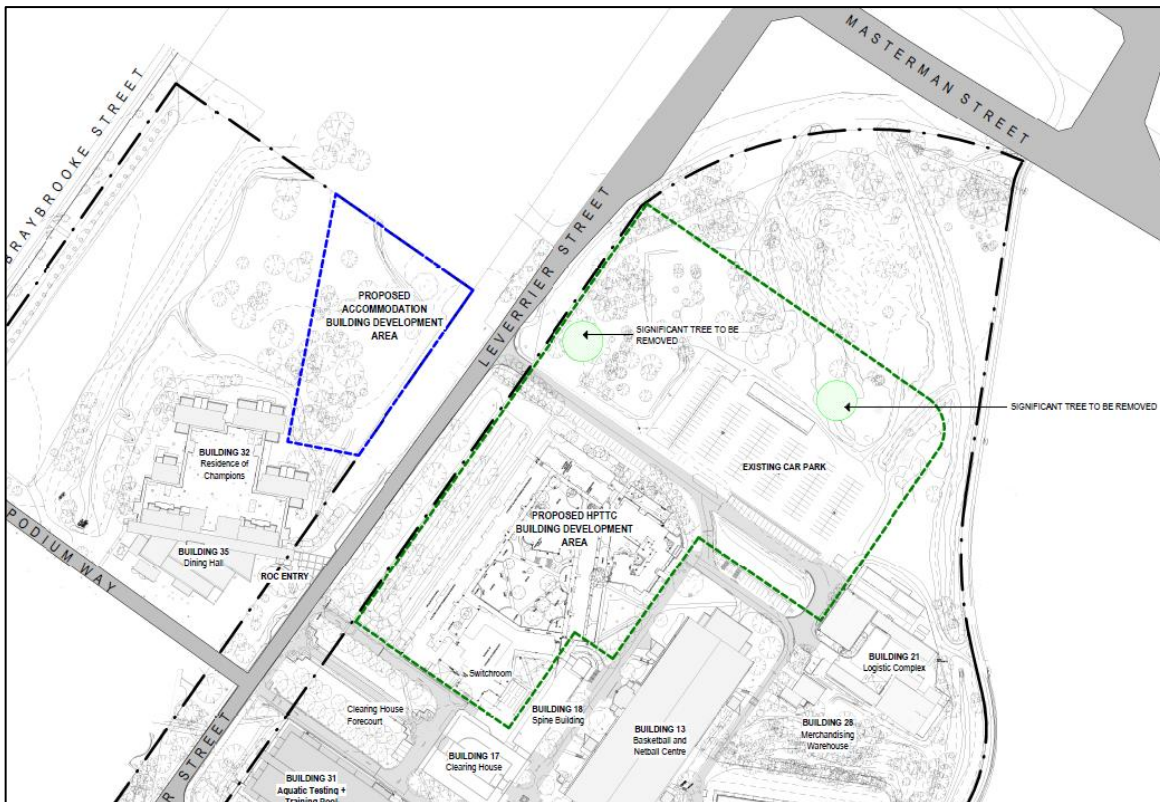


Figure 3 Existing site plan (source: Populous Survey Plan AT-16-0001(B) dated 3/11/25)

2.2 ROAD NETWORK

Details of the key roads in and around the study area are provided below:

2.2.1 LEVERRIER STREET

Leverrier Street is classified as an Urban Residential 1 road. It extends in a generally northeast-southwest alignment between Masterman Street and Battye Street.

Leverrier Street provides one traffic lane in each direction, with on-street parking not permitted in the vicinity of the study area. A pedestrian footpath is provided along the southern side of Leverrier Street, commencing south of the staff car park / logistics access internal road.

A posted speed limit of 40km/hr applies.

Views of Leverrier Street in both directions are provided in Figure 4 and Figure 5.



Figure 4 View of Leverrier Street facing north



Figure 5 View of Leverrier Street facing south

2.2.2 MASTERMAN STREET

Masterman Street is classified as an Urban Residential 3 road. It generally loops around the northern and eastern perimeter of the AIS campus.

In the vicinity of the study area, Masterman Street provides two traffic lanes in the eastbound direction, and one traffic lane in the westbound direction, with on-street parking not permitted. Pedestrian footpaths are not provided on either side of Masterman Street.

A posted speed limit of 60km/hr applies.

Views of Masterman Street in both directions are provided in Figure 6 and Figure 7.



Figure 6 View of Masterman Street facing east



Figure 7 View of Masterman Street facing west

2.2.3 BRAYBROOKE STREET

Braybrooke Street is classified as an Urban Residential 1 road. It extends in a generally northeast-southwest alignment between Ginninderra Drive and Battye Street. It provides the main point of vehicle access to the AIS Campus from the surrounding public road network.

It provides one traffic lane in each direction, in addition to an on-road bike lane and kerbside parking lane on both sides of the road, separated by a centre median. On-street parking is generally unrestricted.

A posted speed limit of 60km/hr applies.

Views of Braybrooke Street in each direction are provided in Figure 8 and Figure 9.



Figure 8 View of Braybrooke Street facing north



Figure 9 View of Braybrooke Street facing south

2.2.4 GINNINDERRA DRIVE

Ginninderra Drive is classified as an Urban Arterial Road. It extends in a generally northwest-southeast alignment between Kerrigan Street in Charnwood and Mouat Street in Lyneham.

Ginninderra Drive generally provides two traffic lanes in each direction, separated by a centre median. An on-road bike lane is provided on both sides of the road. Additional left- and right-turn lanes are provided on approach to the signalised intersection with Braybrooke Street. On-street parking is not permitted.

A posted speed limit of 80km/hr applies.

2.3 EXISTING TRANSPORT PROVISIONS

2.3.1 VEHICLE ACCESS AND PARKING

Vehicle access to the campus is provided from Braybrooke street, connecting from Ginninderra Drive in the north, and Battye Street in the south. Leverrier Street also runs parallel to Braybrooke Street, with each of these roads (and other internal connections) providing access to various parking areas and drop-off/pick-up locations.

The roads and parking areas on and around the campus are depicted in Figure 10.



Figure 10 Roads and parking in and around AIS (source: AMC Architecture Masterplan)

2.3.2 PUBLIC TRANSPORT

The campus is accessible by public transport with the Rapid R9 bus operating along Braybrooke Street. This provides connection between Belconnen and Watson. Connection to the Civic Centre is then provided via the R1 light rail, as depicted in Figure 11.

Bus stops for the R9 routes are provided at two points along Braybrooke Street, including towards the intersection with Ginninderra Drive and south of the intersection with Podium Way / Kentish Lane. The AIS campus also provides designated facilities for coaches transporting athletes and visitor groups for example.

Bus routes and stops on and around the campus are depicted in Figure 11.

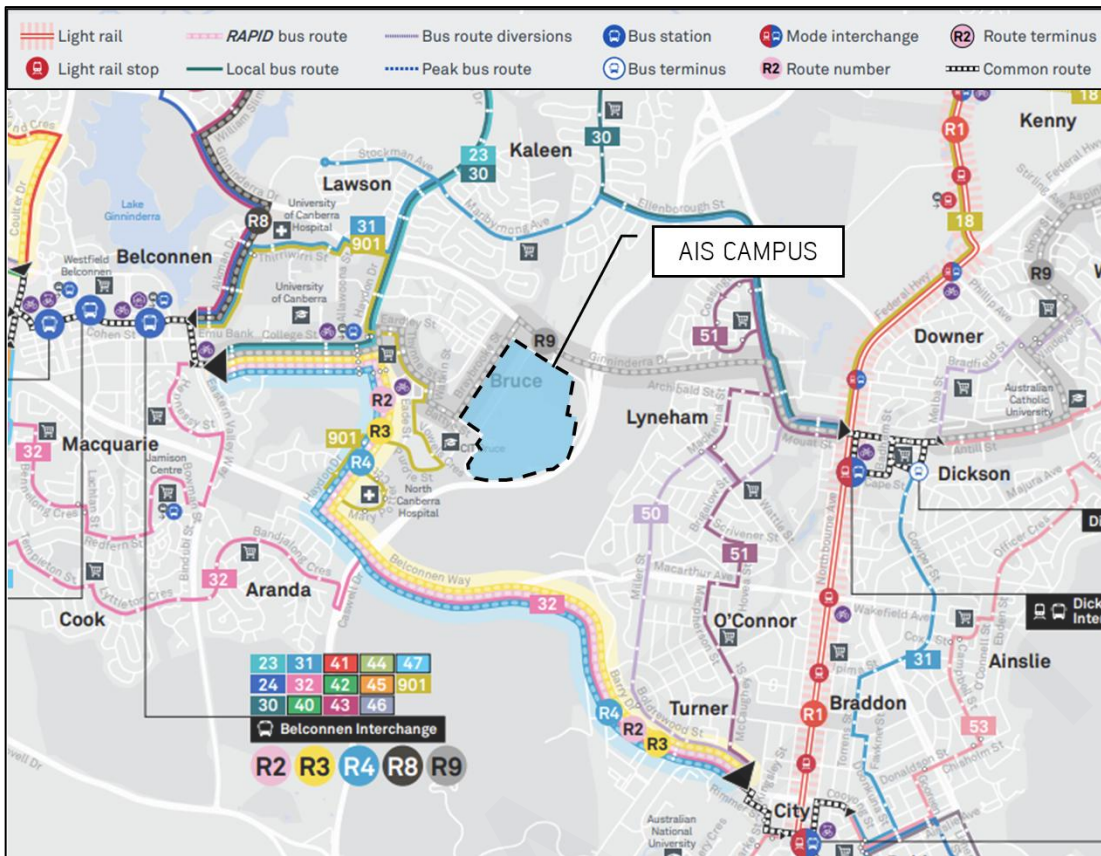


Figure 11 Site access public transport options (source: Transport Canberra)



Figure 12 Public transport in and around AIS (source: AMC Architecture Masterplan)

2.3.3 WALKING AND CYCLING

The campus is accessible by bicycle, with the Belconnen Town Centre Bypass (C3b) route extending parallel to Ginninderra Drive and the Belconnen via Town Centre (C3a) route extending along Battye Street, with the two connecting through the campus, as depicted in Figure 13.

Across the campus, pedestrian footpaths are provided along most of the internal roadways, as well as pedestrian zebra crossings provided at key locations.

It is understood the cyclists pass through the campus on occasion, including through the logistics area.

Pedestrian and cyclist movements/routes on and around the campus are depicted in Figure 14.

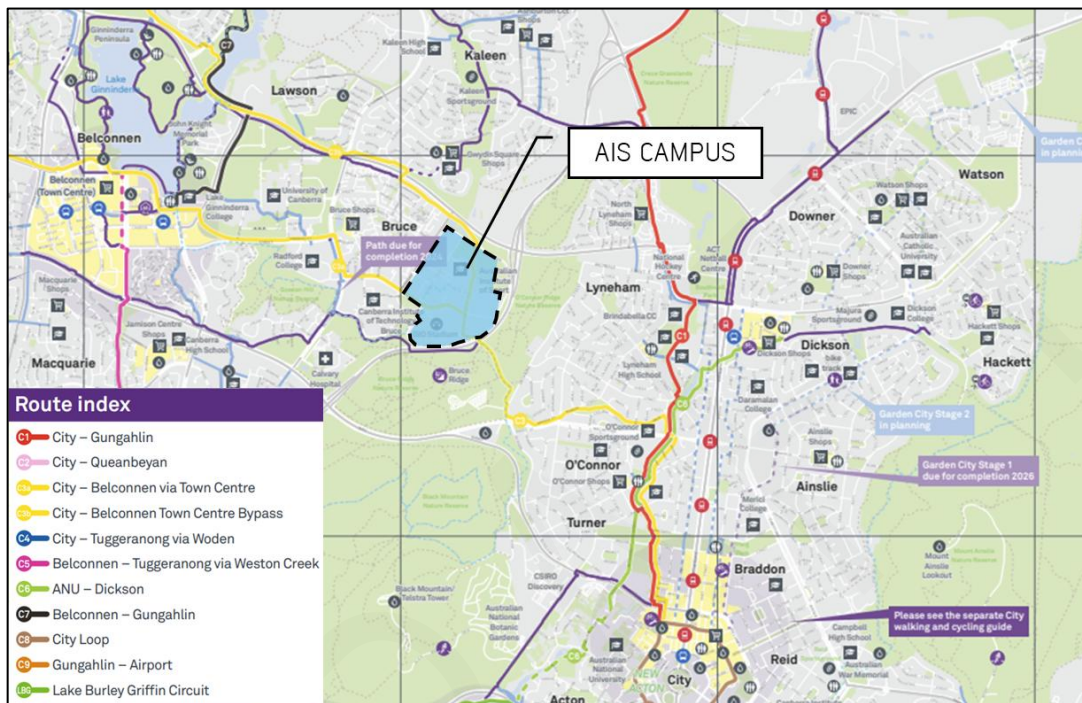


Figure 13 Site access cycling map (source: Transport Canberra)

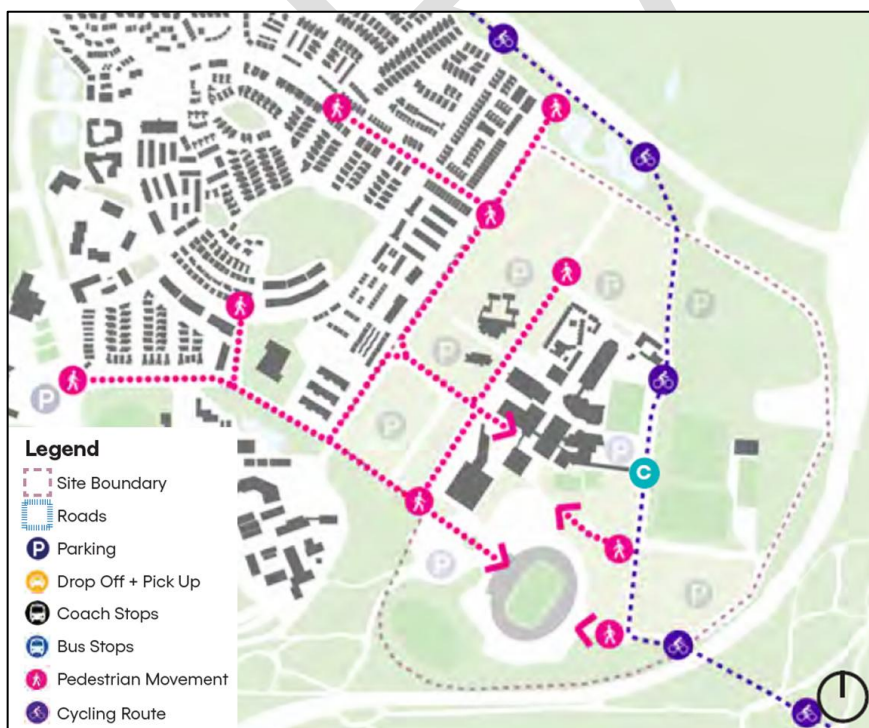


Figure 14 Walking and cycling in and around AIS (source: AMC Architecture Masterplan)

3 PODIUM PROJECT OVERVIEW

The Podium Project involves the development of three new facilities:

- A new Athlete Accommodation;
- A new Multi Sports Dome; and
- A new High-Performance Testing and Training Centre.

The facilities are to be situated on either side of Leverrier Street, toward the northern end of the campus centre, as depicted in Figure 15.

A new internal access road is proposed around the northern perimeter of the Sports Dome, connecting Leverrier Street to the logistics complex. A row of parking adjacent to the equipment compound shall be retained and a new carpark introduced to accommodate the fleet of vehicles associated with the logistics compound, to be accessible during the day, evenings and weekends.

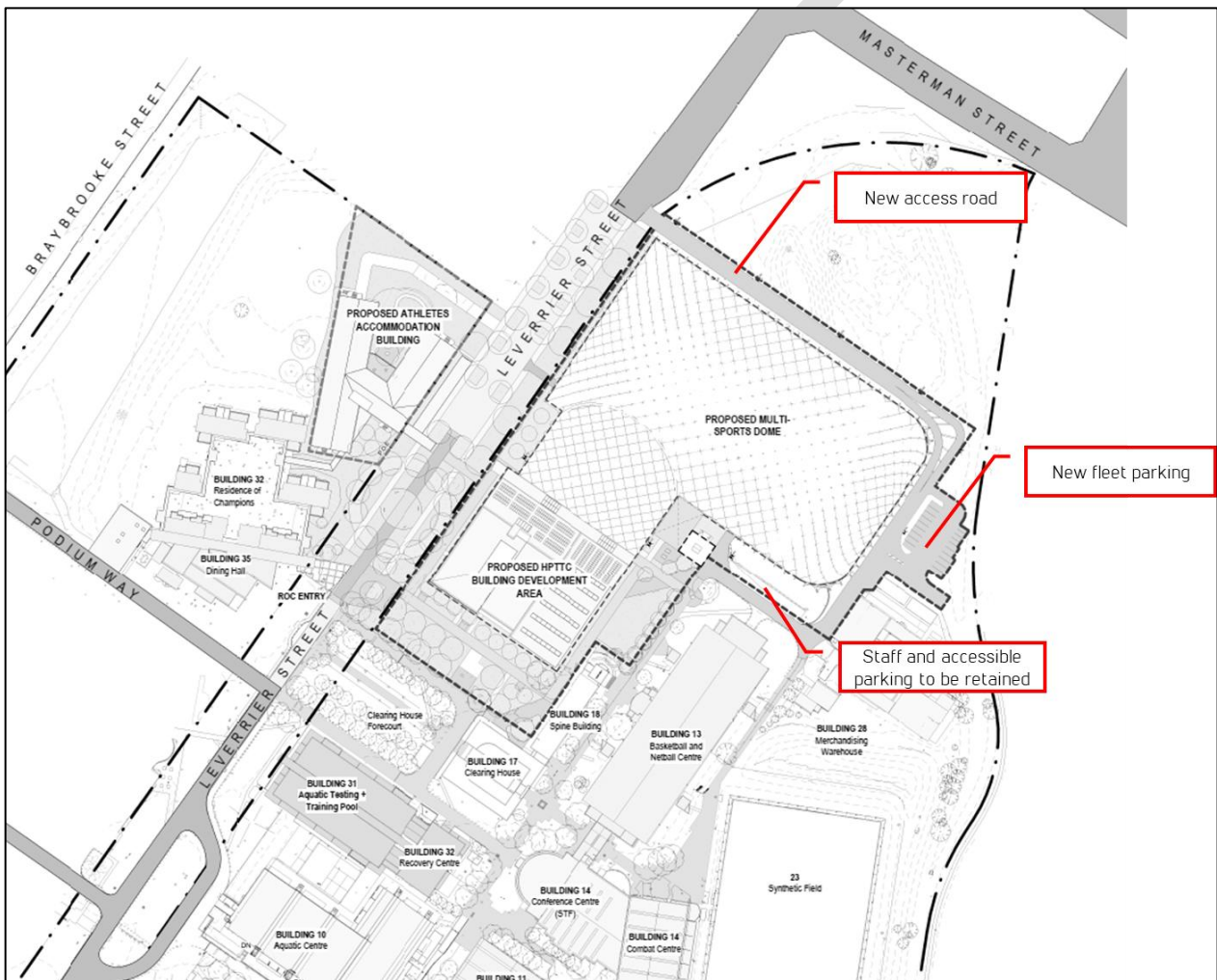


Figure 15 Proposed site plan (source: Populous Proposed Site Plan AT-16-0002(B) dated 3/11/25)

The new facilities will involve the demolition of the Athletes Village Building (Building 16) and remove the at-grade staff and fleet car park, as depicted in Figure 16.

The new Dome will remove approximately 228 car spaces, including locked long-term athlete parking and the existing fleet vehicle parking spaces. The new fleet car park is shown to provide approximately 20 parking spaces.

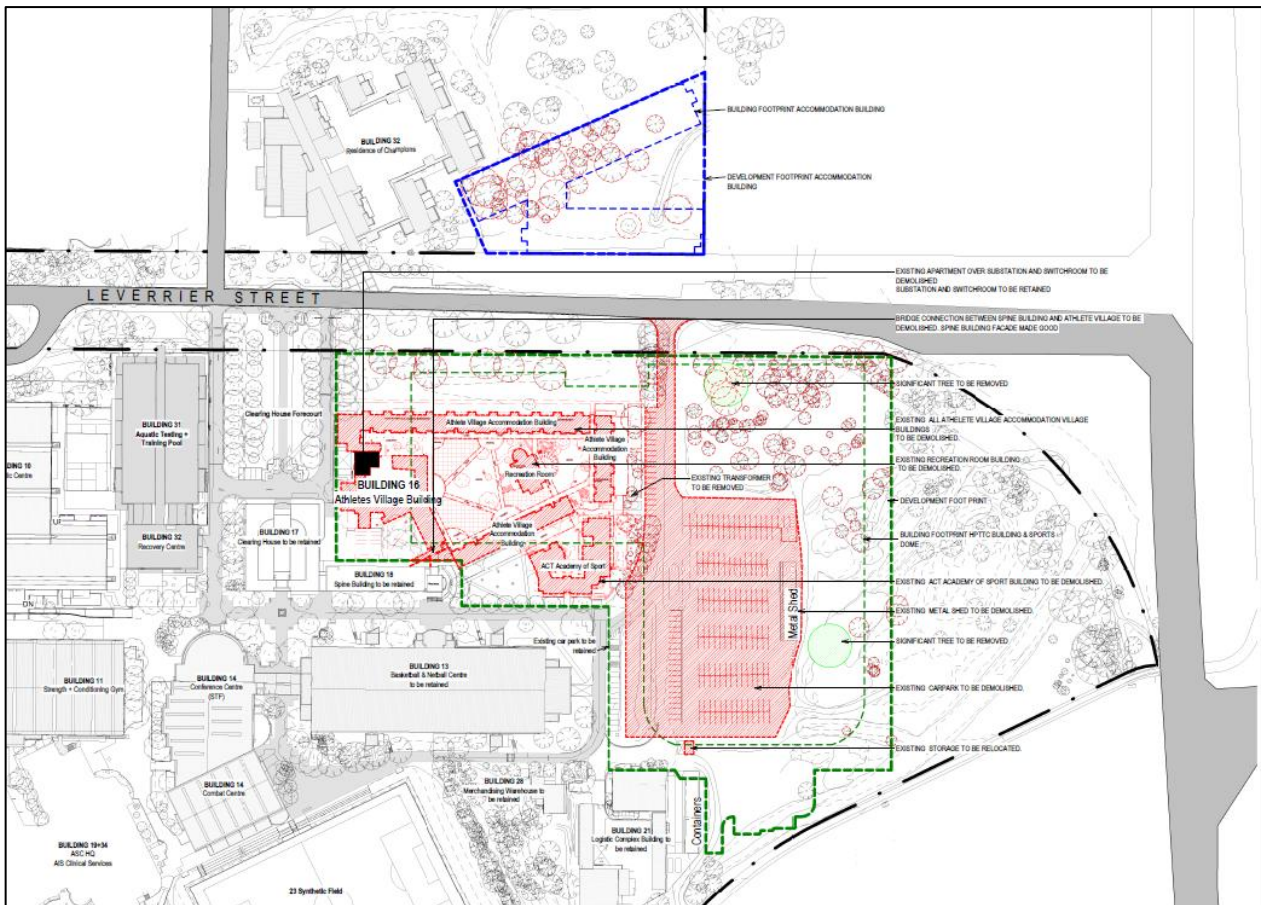


Figure 16 Proposed demolition (source: Populous Existing/Demolition Plan AT-18-0001(B) dated 3/11/25)

4 MASTERPLAN OVERVIEW

A masterplan has been prepared for the long-term development and improvements across the AIS Campus. Along with the Podium Project, the masterplan identifies other future projects including a new indoor sports centre, grandstand, allied health, office spaces, hotel, retail and other amenities.

The document identifies a current provision in the order of 2,900 car parking spaces across the campus, excluding on-street parking, as depicted in Figure 17.

The document also outlines a master planned provision in the order of 3,300 car parking spaces across the campus, as depicted in Figure 18. This is proposed to include a new multi-storey car park. It is noted that these parking facilities are depicted to be situated largely toward the southern end of the campus.

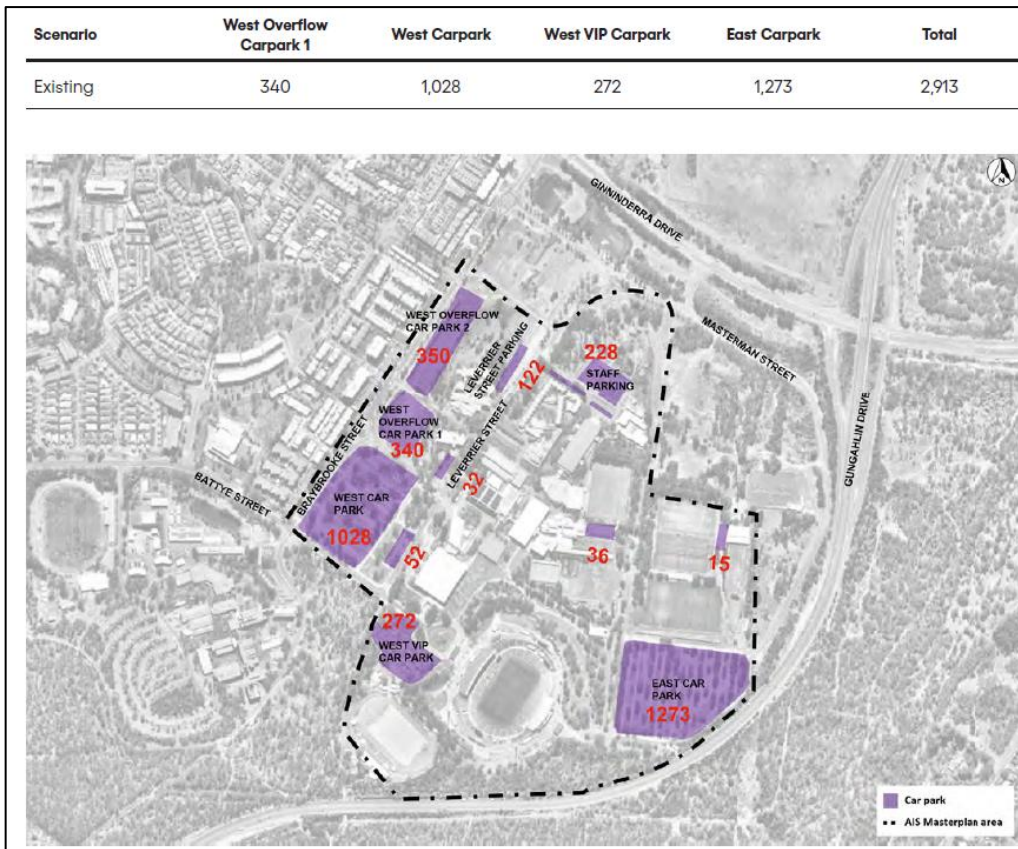


Figure 17 Existing campus parking provisions (source: AMC Architecture Masterplan)

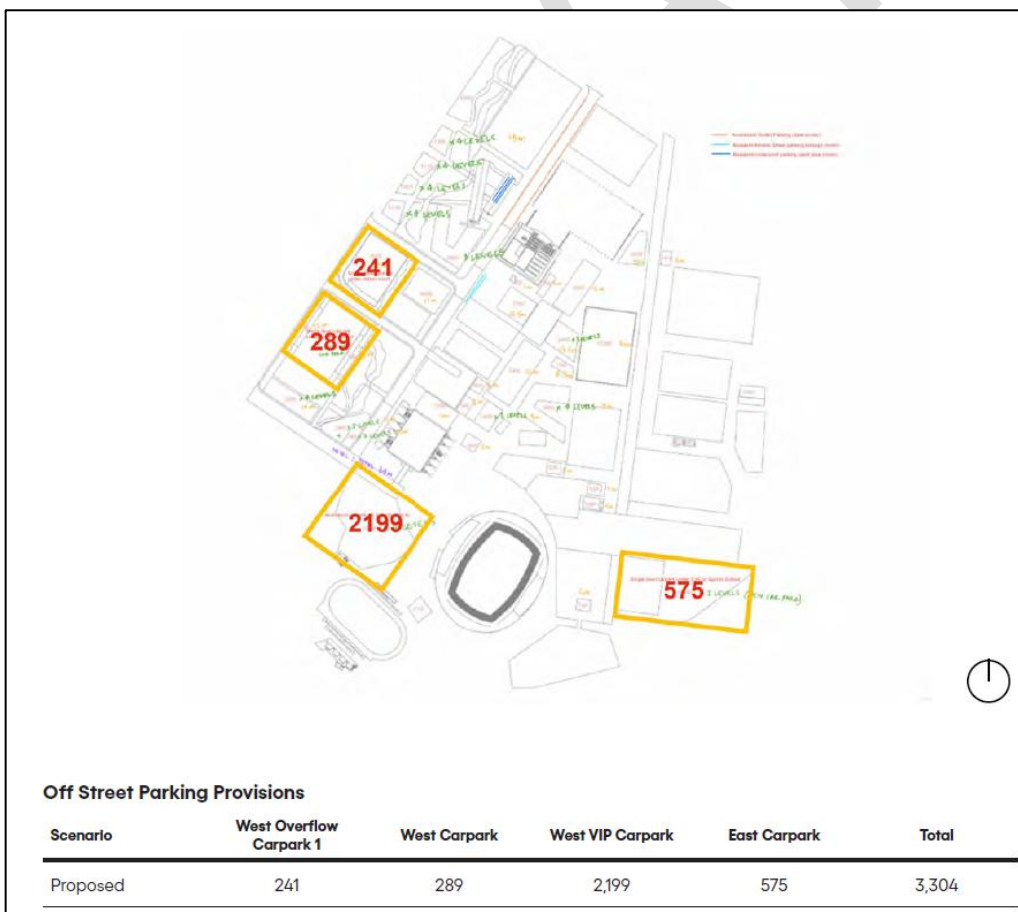


Figure 18 Masterplan campus parking provisions (source: AMC Architecture Masterplan)

5 CAR PARKING DISPLACEMENT

5.1 EXISTING CAR PARKING DEMANDS

The at-grade car park is signed for staff usage only, with a sign provided on entry from Leverrier Street. This car park is not secure and also available at night and on weekends.

SALT undertook site observations on Wednesday 11 February 2026, including spot counts of car parking demands. This represents a typical weekday with no major events taking place. The number of vehicles parked within parking areas to be removed (including at-grade staff car park, locked resident car park, access street) across the morning are depicted in Figure 19.

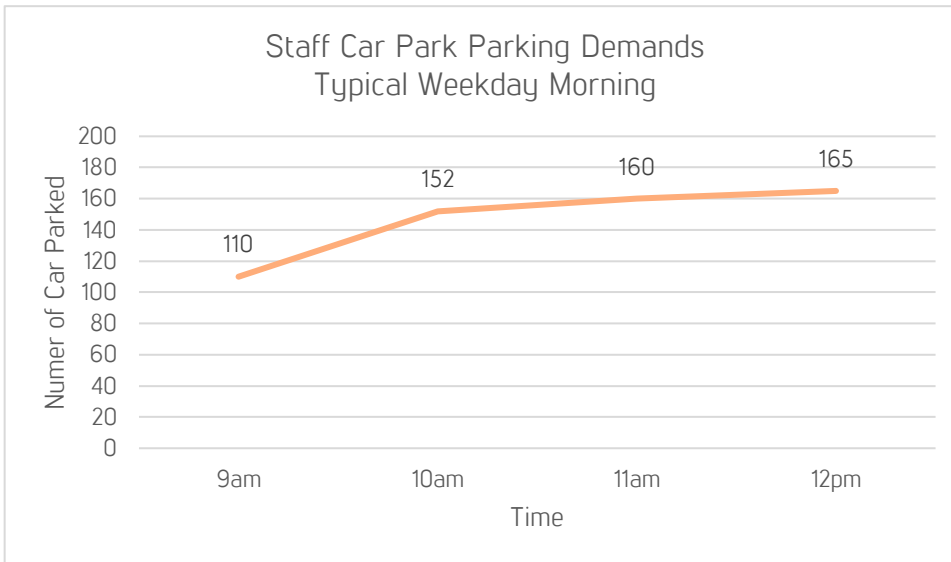


Figure 19 Typical weekday morning staff parking demands

Therefore, on a typical weekday morning, a peak parking demand of 165 vehicles was observed within the parking area that is proposed to be removed as part of the Podium Project.

Further, SALT has previously undertaken observations of parking demands during an evening event on 12 September 2025. The estimated percentage occupancy of the staff car park over this evening is presented in Figure 20. It was observed that members of the public did not actively use this car park, with many turning around once they observed it was signed for staff use.

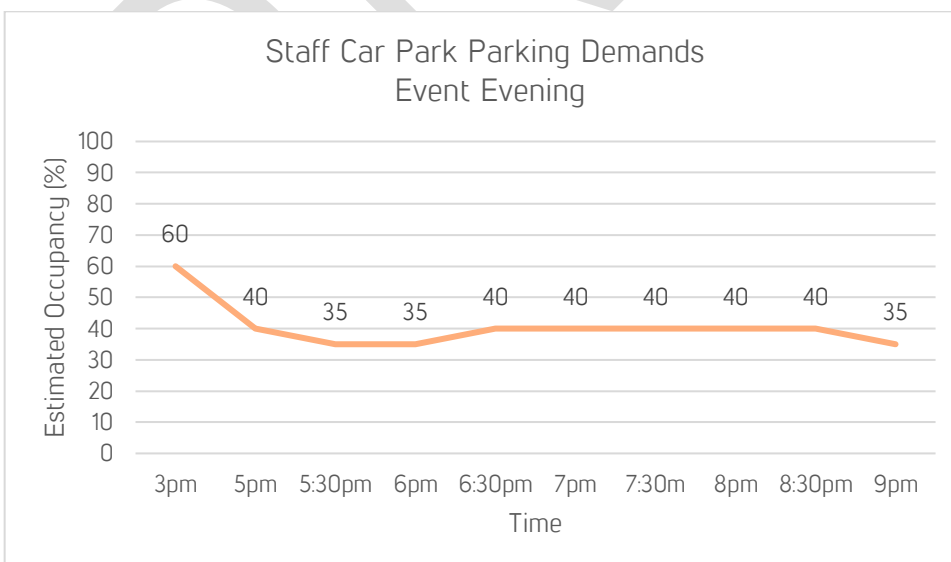


Figure 20 Event evening staff parking occupancy

From this, it can be concluded that staff car parking demands reduce slightly over the evening during an event. After hours, the staff parking demands reduced to 35%, equating to approximately 80 vehicles.

5.2 ALTERNATIVE PARKING OPTIONS

With the removal of the staff car park as part of the Podium Project, these parking demands will need to be displaced elsewhere on the campus.

During our site observations, SALT identified potential alternative car parking locations within a convenient walking distance of the current staff car park, as depicted in Figure 21.

The following was observed:

- The car park adjacent the AIS Residence of Champions (off Leverrier Street) was generally busy, with some capacity towards its northern end.
- The permit parking adjacent Building 30 was generally busy.
- The gravel car park on the southern side of Podium Way was very quiet with only approximately 16 vehicles parked (capacity of approximately 340 vehicles).
- The gravel overflow car park on the northern side of Podium Way was closed during observations (capacity of approximately 350 vehicles).
- The overflow car park to the east of the staff car park (accessed from Masterman Street) was closed during observations.

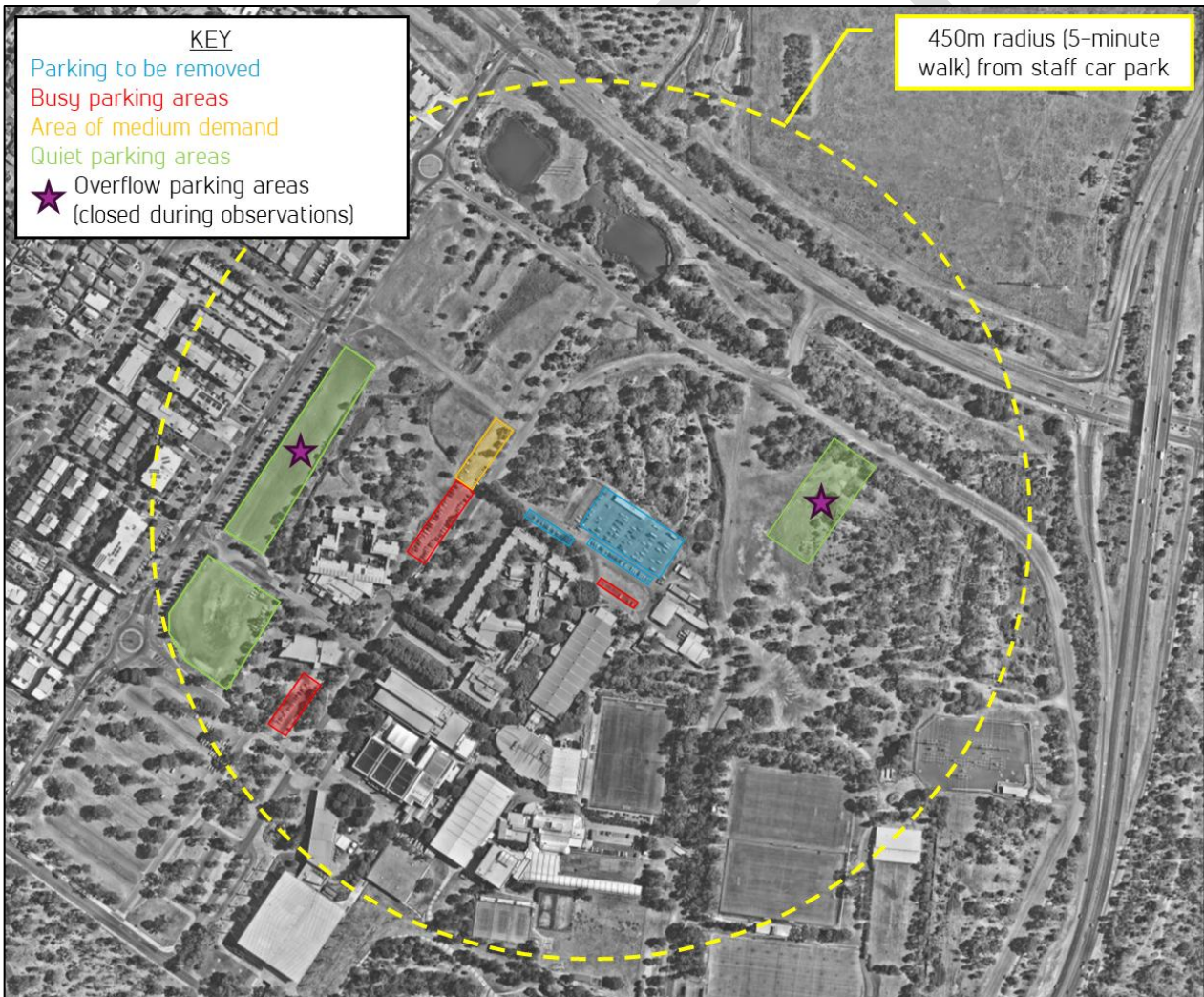


Figure 21 Parking opportunities within convenient walk of staff car park

Based on the observations, it is recommended that staff parking be displaced to the two parking areas on the eastern side of Braybrooke Street, either side of Podium Way. These areas are currently underutilised or closed during a typical weekday and during an event evenly, with spare capacity more than sufficient to accommodate the observed staff parking demands. These two parking areas have a total capacity of approximately 690 vehicles which is more than sufficient to accommodate the 228 spaces removed by the Podium Project.

These parking areas remain within a convenient walking distance (5-minutes) of the current staff car park. These parking areas and the current staff car park are of a similar distance to the AIS campus centre (eg, both are situated 200-300m from Charlesworth Theatre).

To facilitate staff parking, these parking areas should be made accessible from the intersection of Braybrooke Road and Podium Way, with the existing gates to be open during operating hours, as depicted in Figure 22.

To maximise walkability and safety, it should be considered to provide new footpath connections between these parking areas toward the campus centre. This may include footpaths along one or both sides of Podium Way to connect the parking areas and Leverrier Street. This may also include continuation of the existing footpath beside Building 30 toward the gravel parking area. These footpath recommendations are depicted in as depicted in Figure 22.



Figure 22 Recommended staff parking modifications

The capacity of these gravel parking areas could be maximised via the provision of delineation, or car parking marking dots, such as those depicted in Figure 23. Delineation of parking spaces would allow efficient parking of vehicles, reducing unnecessary large gaps between vehicles for example, maximising the number of vehicles that could be accommodated in these parking areas.



Figure 23 Car parking marking dots

It is also recommended that lighting provisions be further assessed and additional lighting be installed, if necessary, to improve pedestrian safety walking to/from these parking areas.

Regarding fleet vehicle parking, it is recommended that the parking spaces to be retained adjacent the logistics building are used to accommodate fleet vehicles prior to the construction of the new fleet vehicle car park. It is understood that the following fleet vehicles are required to be accommodated.

Bus	Mitsubishi Fuso Bus - 25 Seater	24 Pax and Driver
Bus	Mitsubishi Fuso Bus - 22 Seater	21 Pax and driver
Bus	Mitsubishi Fuso Bus - Wheelchair Accessible	10 seats, 6 WC and driver
Bus	Toyota Coaster Bus - 21 Seater	20 pax and driver
Sedan	Toyota Camry Altise Sedan	5 seater
Sedan	Toyota Camry Altise Sedan	5 Seater
SUV	Toyota Rav 4 Hybrid	5 Seater
Sedan	Toyota Camry Ascent Sedan	5 Seater
Van	Toyota HiAce SLWB Commuter - 12 Seater	12 Seater
Van	Toyota HiAce SLWB Commuter - 12 Seater	12 Seater
Van	Toyota HiAce SLWB Commuter - 12 Seater	12 seater
Van	Toyota HiAce SLWB Commuter - 12 Seater	12 Seater
Van	Toyota HiAce SLWB Commuter - 12 Seater	12 Seater
Van	Toyota HiAce SLWB Commuter - 12 Seater	12 Seater
Van	Toyota HiAce SLWB Commuter - 12 Seater	12 Seater
Minivan	Volkswagon Multivan - 7 Seater	7 Seater
Minivan	Volkswagon Multivan - 7 Seater	7 Seater
Minivan	Volkswagon Caravelle Multivan - 9 Seater	9 seater
Van	Toyota HiAce Commuter - Wheelchair Accessible	11 seater

Figure 24 Required fleet vehicles

The Podium Project will also remove the locked long-term athlete parking. Reinstating this may involve fencing off a section of one of the parking areas.

6 CONSTRUCTION TRAFFIC MANAGEMENT

6.1 ROAD CLOSURE

It is envisaged that construction of the Podium Project will require partial closure of Leverrier Street, namely the northern section of the street, from Masterman Street, as depicted in Figure 25.

This road closure will facilitate access for construction vehicles and authorised fleet vehicles if required.

The impacts of the road closure, and arrangements to minimise disruption to other road users is detailed in the below sections.

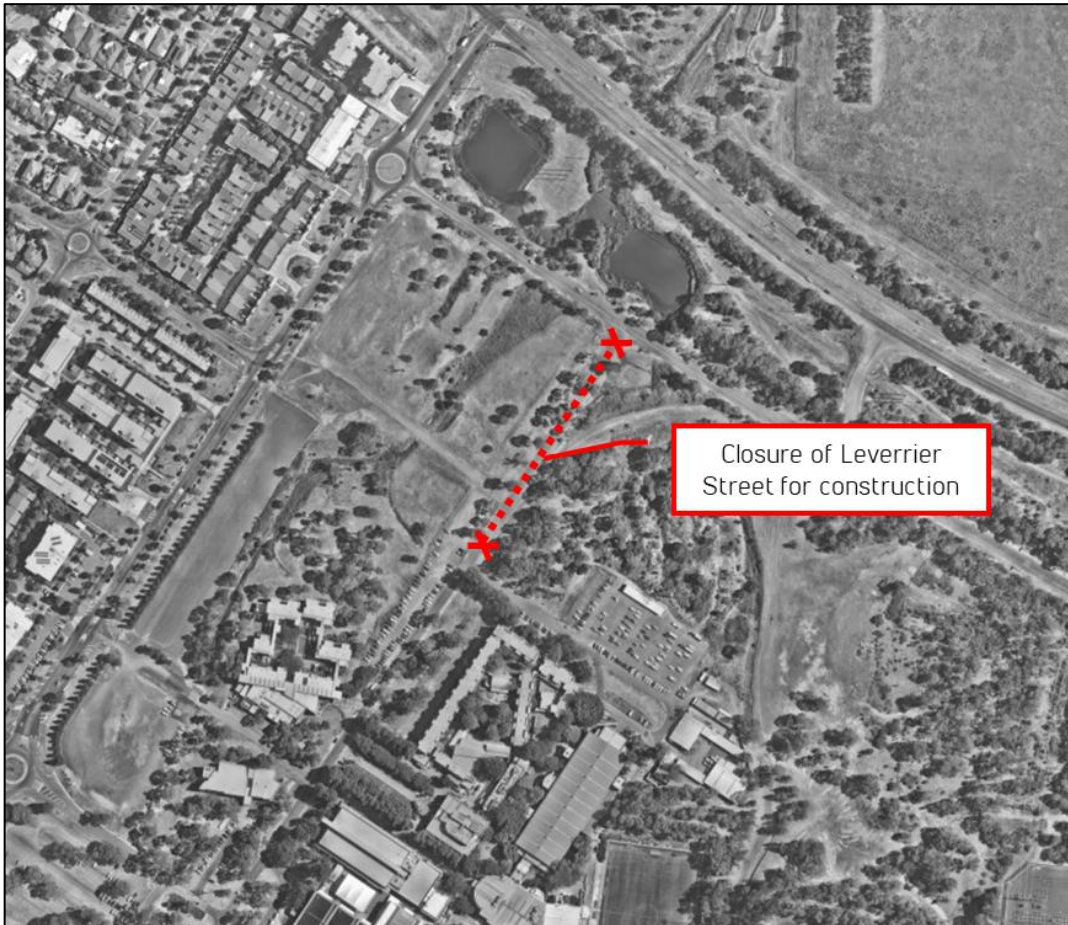


Figure 25 Road closure during construction

Partial closure of Leverrier Street for construction can act as a trial for the potential long-term road closure / pedestrianisation of part of Leverrier Street.

6.2 CONSTRUCTION STAGING

6.2.1 STAGE 1

The first stage of construction should involve construction of the new access road that will circulate around the northern side of the Sports Dome. Prior to the delivery of this road, vehicular access will need to be maintained for fleet vehicles, between Leverrier Street and the logistics compound. On this basis, it is recommended that the existing access road be retained during the first stage of construction.

Staff car parking should be removed and relocated in the first instance, to reduce the number of vehicles requiring access in proximity to the construction site.

The northern end of Leverrier Street shall be closed off (for construction vehicle access only), such that staff and visitor vehicles are redirected via Braybrooke Street.

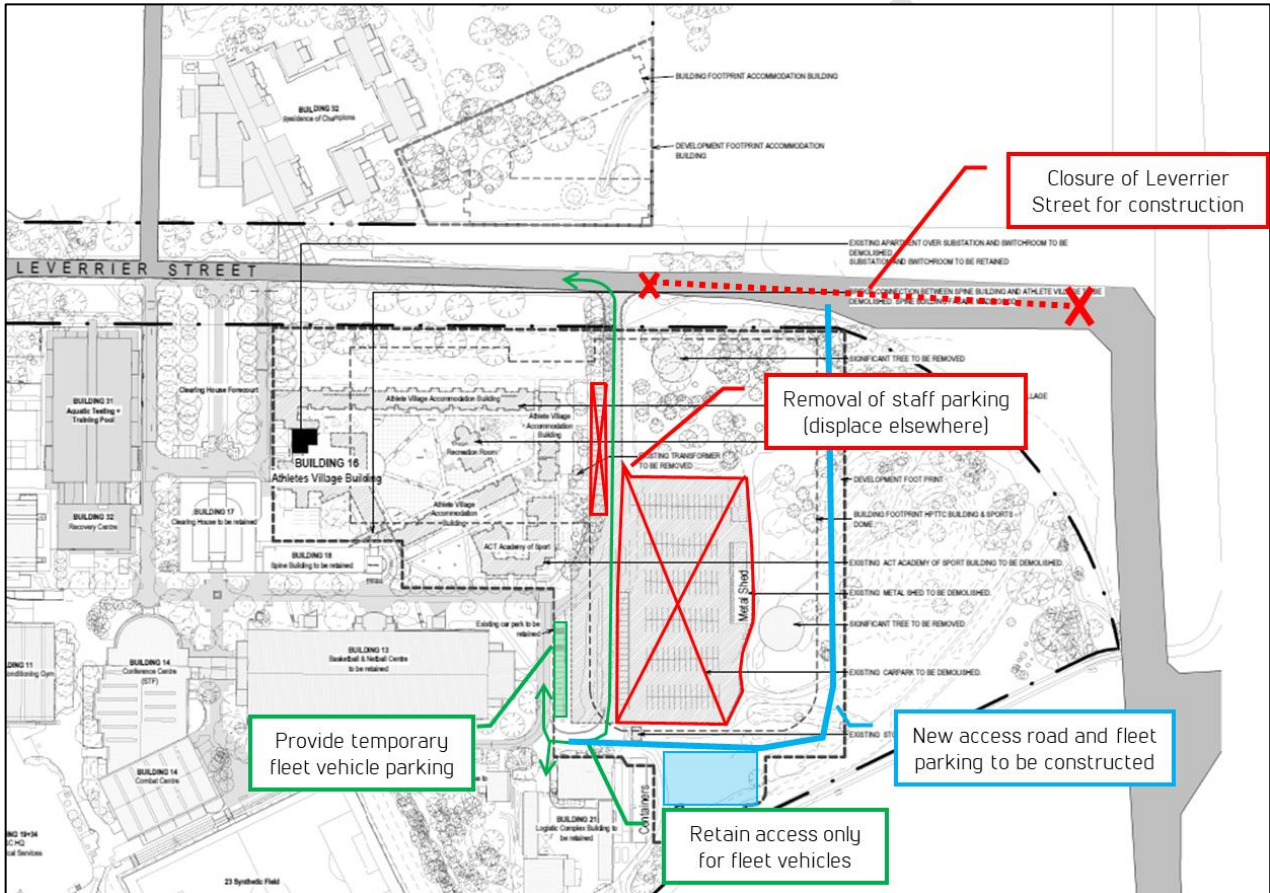


Figure 26 Stage 1 construction diagram

6.2.2 LATER CONSTRUCTION STAGES

Following the construction of the new access road and fleet parking, the existing access road shall be closed.

Authorised fleet vehicles would need to access the new access road via the closed section of Leverrier Street.

Access shall be maintained to the resident car park on the northern side of Leverrier Street, just south of the closed section of Leverrier Street.

This arrangement is depicted in Figure 27.

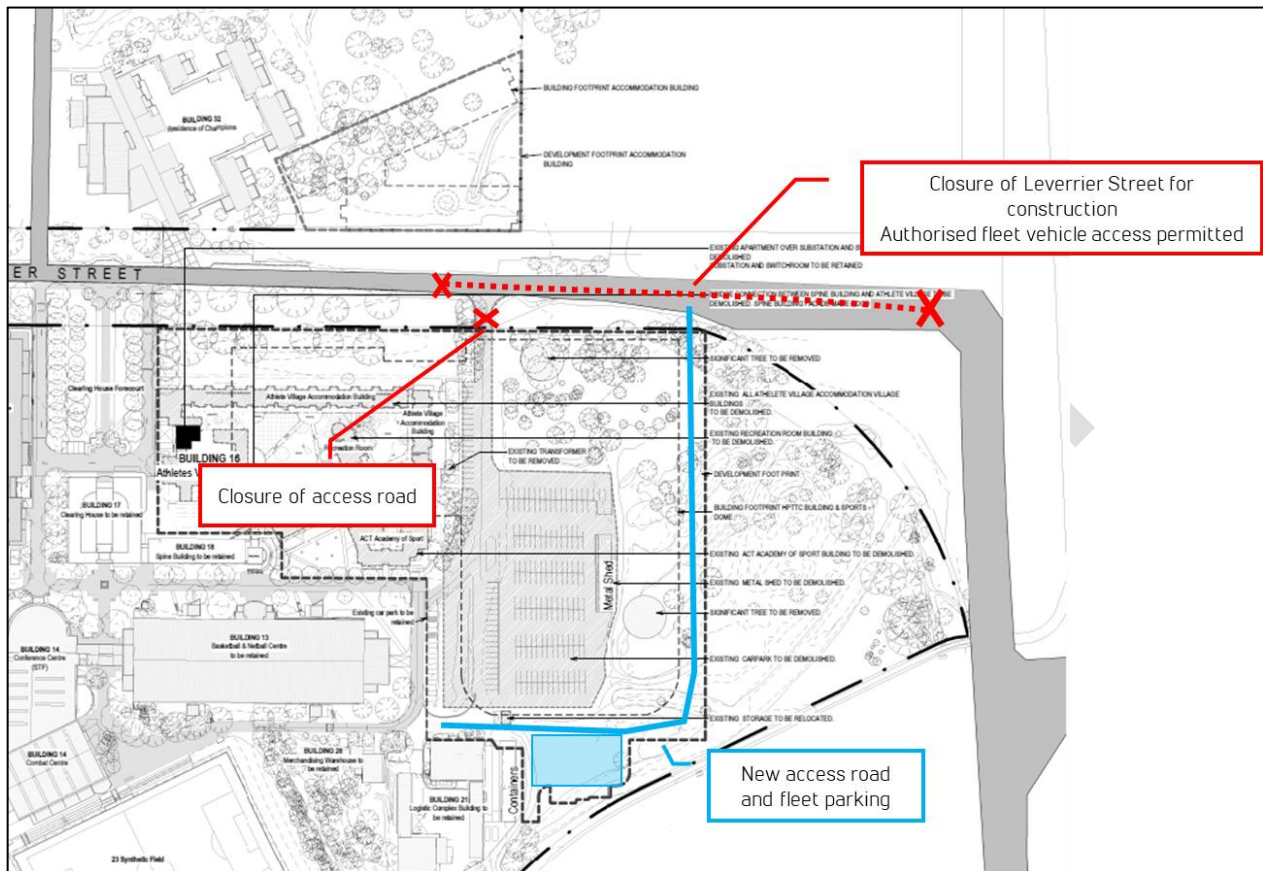


Figure 27 Later stages construction diagram

6.3 CONSTRUCTION VEHICLE ACCESS

It is recommended that construction vehicle access be facilitated at the northern end of Leverrier Street, at Masterman Street, as depicted in Figure 28. This would allow construction vehicle access from the wider road network (e.g. Ginninderra Drive and south on Braybrooke Street), whilst avoiding construction vehicles traversing the rest of the campus.

There is also opportunity to allow construction vehicle access via Agar Street. This may involve opening the gates currently in place and may require modification to the intersection of Agar Street / Masterman Street to accommodate heavy vehicle turning movements.

Prior to their arrival on-site, construction vehicle drivers shall be directed to appropriate access locations and routes. Access to/from the site shall be facilitated with additional traffic management measures where required, with a detailed Construction Traffic Management Plan to be prepared.

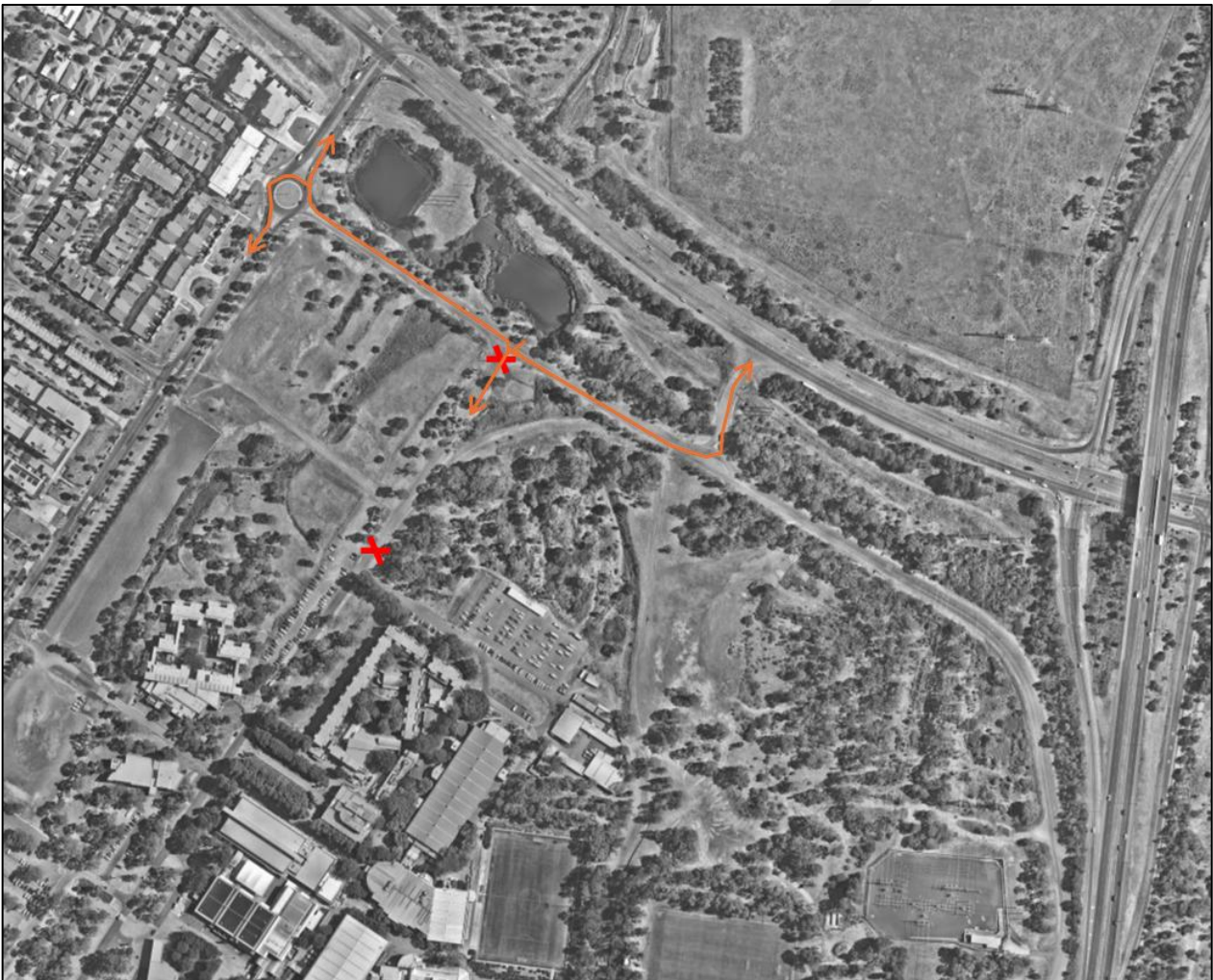


Figure 28 Construction vehicle access

6.4 DIVERSION OF VEHICLES

With the partial closure of Leverrier Street, vehicles will be diverted to access the campus via Braybrooke Street. Vehicles currently accessing Leverrier Street from Masterman Street will be diverted to instead turn left at the roundabout into Braybrooke Street or turn left into Podium Way if opened for staff parking as per Section 5.2.

Access via Battye Street will also remain as per existing conditions, for vehicles accessing from the south.

Diverted vehicle trips are depicted in Figure 29, including routes to access key parking areas across the campus. This includes if staff parking is to be displaced either side of Podium Way as per Section 5.

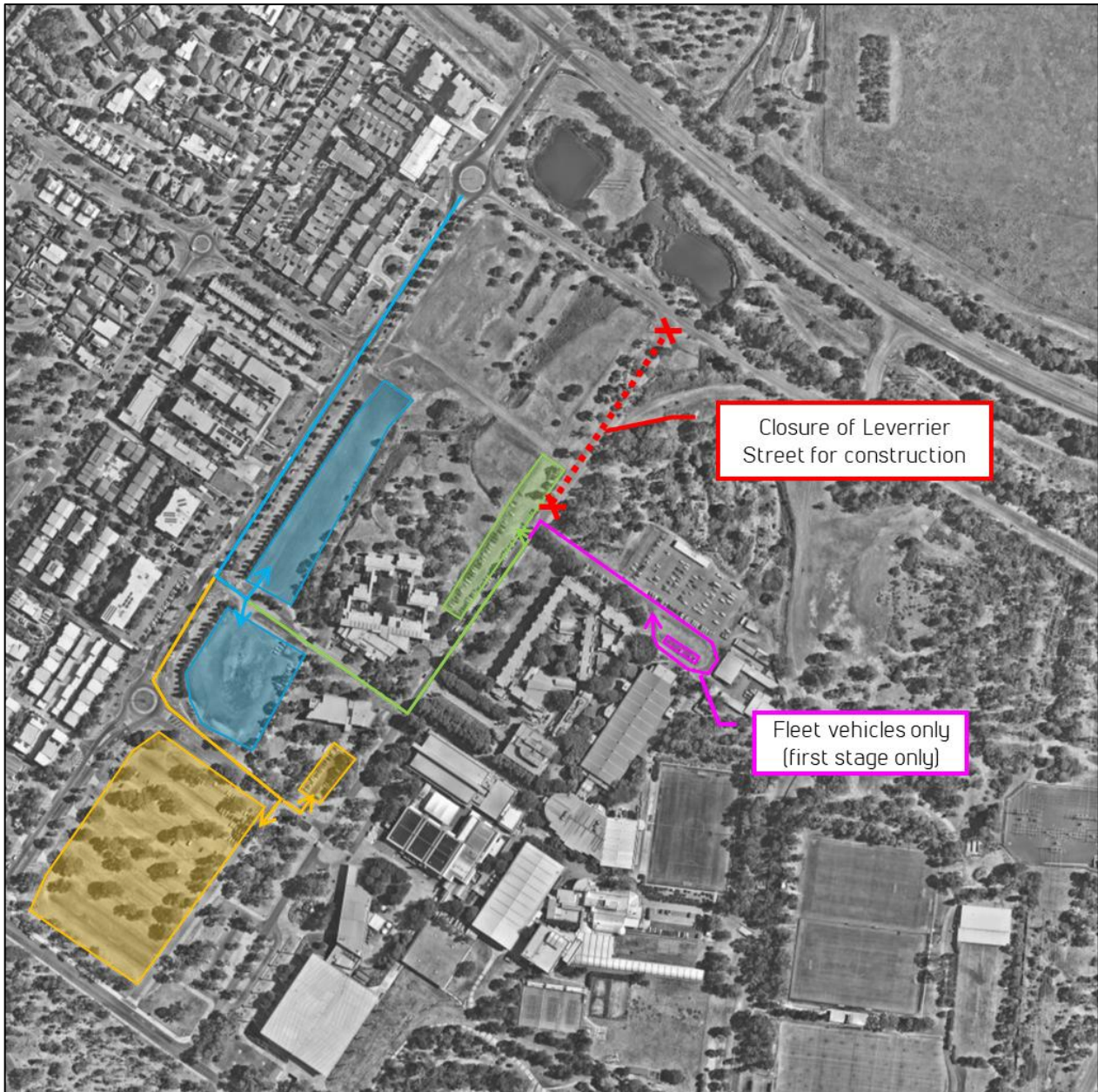


Figure 29 Diverted vehicle trips

6.5 PUBLIC AND GROUP TRANSPORTATION

Public bus routes will not be impacted by this construction and partial closure of Leverrier Street. As per Section 2.3.2, bus route R9 operates along Braybrooke Street only and does not require access to Leverrier Street.

Coaches and other private group transport can enter from Braybrooke Street (or Podium Way if opened) to access the drop-off and bus bays along the southern section of Leverrier Street, then exit to Batty Street in the south, as depicted in Figure 30.

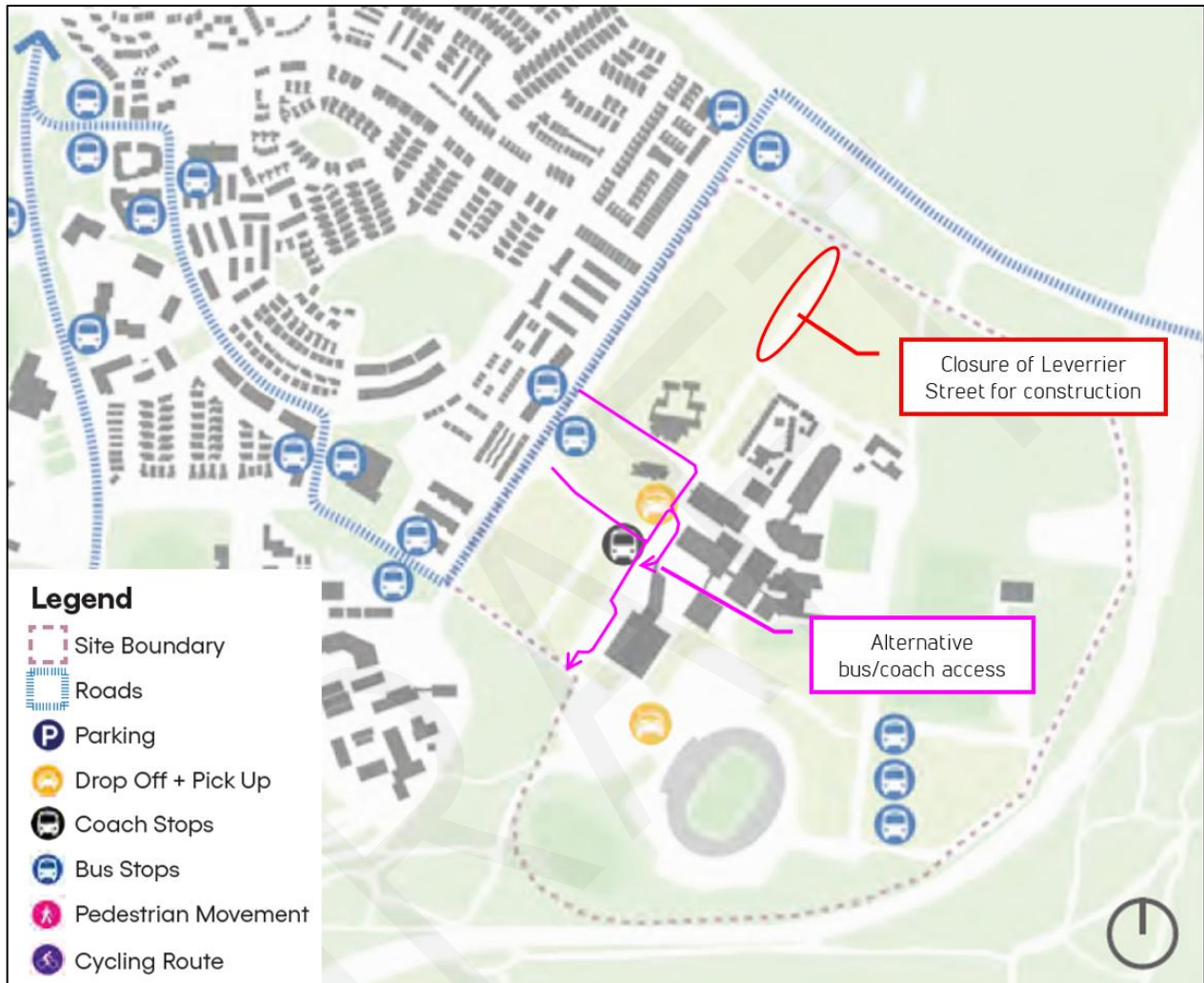


Figure 30 Coach / group transport access

6.6 PEDESTRIANS AND CYCLISTS

Construction activity, and the partial closure of Leverrier Street will not impose any significant access issue for pedestrians and cyclists. As it stands, this northern section of Leverrier Street is not provided with pedestrian footpaths, nor is Masterman Street, with the main pedestrian access provided from Braybrooke Street where footpaths and pedestrian crossing opportunities are provided.

Similarly, the northern section of Leverrier Street does not provide any formal cyclist access. Cyclists can use the bike paths provided along both sides of Braybrooke Street, and an off-road shared path provided along Battye Street to access the campus.

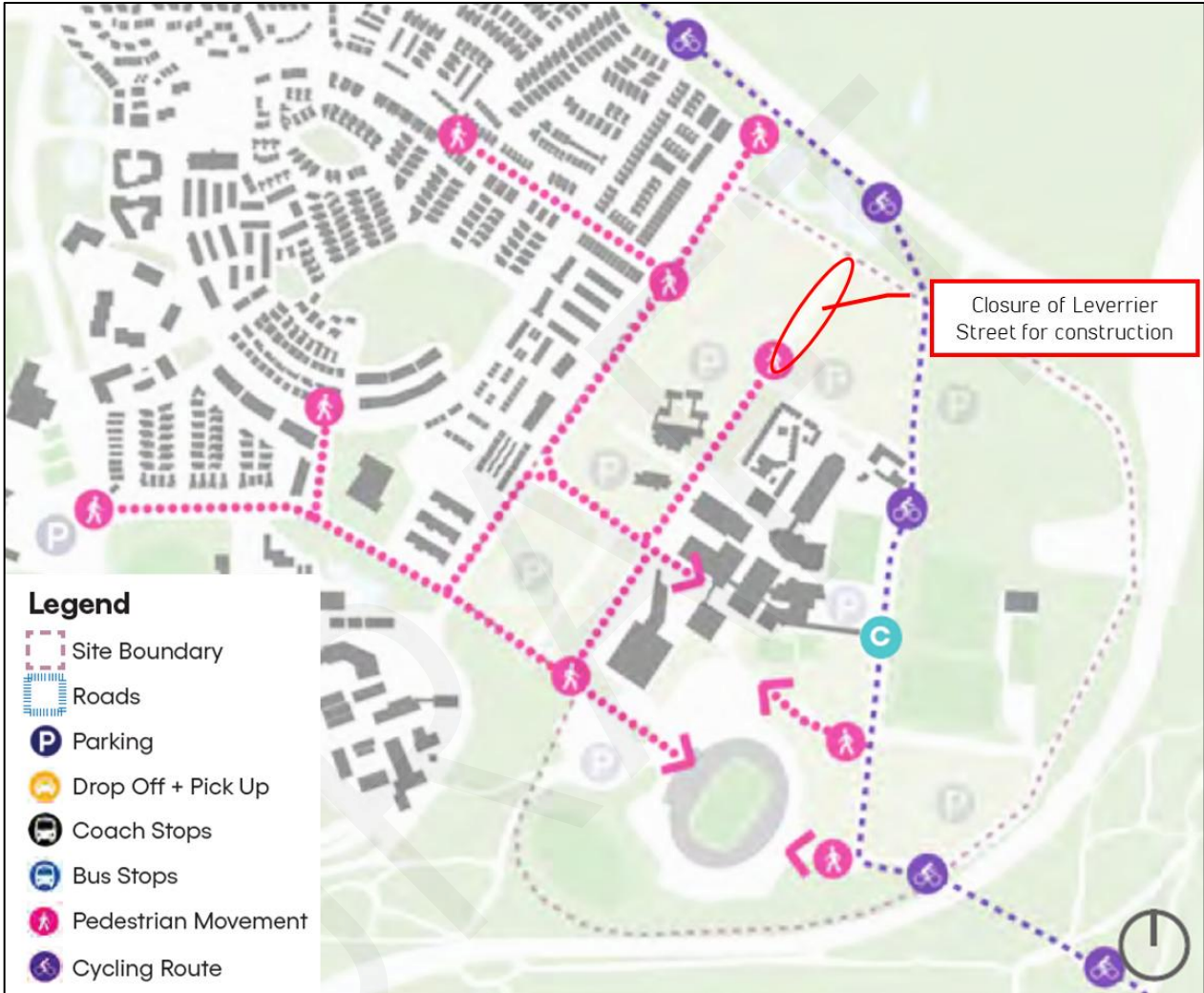


Figure 31 Pedestrian and cyclist access routes

7 CONCLUSION

The preceding report provides a high-level Traffic Management Strategy (TMS) in relation to the AIS Podium Project.

The following can be concluded:

- The Podium Project involves removal of the at-grade staff car park. An assessment of parking demands on a typical weekday and during an event found this car park to be moderately to highly utilised and it is recommended to displace staff parking facilities to minimise disruption.
- Suitable displacement parking areas have been identified including the existing overflow car parks either side of Podium Way (east of Braybrooke Street). These areas are currently underutilised (or closed), with capacity to accommodate staff parking.
- Modifications could be made to improve walkability and amenity of these parking areas including implementing pedestrian footpaths, reviewing lighting provisions and delineation of parking spaces to maximise capacity.
- It is recommended that fleet vehicle parking be provided near the logistics compound, utilising the existing access road from Leverrier Street, prior to the construction of the new access road and logistics car park.
- Construction will likely involve partial closure of Leverrier Street. Alternative access routes are provided via Braybrooke Street, Battye Street and Podium Way, if the gate is open.
- Construction vehicles are to be informed of appropriate access locations prior to their arrival to prevent construction vehicles traversing through the campus centre;
- Coach and group transport can access bus and drop-off facilities via Braybrooke Street and Podium Way, if the gate is open.
- The northern section of Leverrier Street provides limited pedestrian and cyclist infrastructure as it stands, thus its closure will not impose any significant impacts to active transport users. Access will remain via Braybrooke Street and Battye Street, with cycling paths, footpaths and pedestrian crossings provided.

This TMS has been prepared to support early planning and approvals and provide a coordinated framework for managing traffic in the early stages of the project. This will be supported by a detailed Construction Traffic Management Plan to be developed by the appointed Head Contractor.

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DRAFT

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