

Traffic, Car Parking and Pedestrian Management Plan

Revision 1.0 January 2019





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1. Introduction

The purpose of the Traffic, Car Parking and Pedestrian Management Plan (Plan) is to describe the procedures and management of the people and vehicle traffics and parking to ensure smooth operation of the Canberra Aqua Park.

This Plan has been prepared in accordance with the requirement of the Transport Canberra and City Services for Public Land Use application. The Plan includes the follows:

- Details pertaining to how traffic will operate during peak/busy times and events, including drop off and pick up of school groups (i.e. bus movements within the site and surrounding road network).
- Details of car parking arrangements.
- Details of loading and unloading of commercial delivery vehicles.
- Details of conflict points between pedestrians, pedestrian vehicles and larger vehicles such as buses and how these will be addressed.

2. The Development

The development includes an inflatable aqua park that will be in operation at the Tarcoola Reach swimming area at Black Mountain Peninsula in Lake Burley Griffin. Black Mountain Peninsula, located in Acton ACT, is a prominent area on the western region of Lake Burley Griffin. It is popular for water recreation and picnics.

Vehicle access to the development is achieved via an existing access road, Garryowen Drive.

There are a number of car park areas along Garryowen Drive and at the end of John Cardiff Close. Five (5) different parking areas are available on site, with an estimated total capacity of over 150 parking spaces within the Black Mountain Peninsula. The parking spaces along John Cardiff Close and circular area at the end of the car park are suitable for access and parking of larger vehicles such as commercial vans and school buses.



Pedestrian access from the bus and car parking areas to the ticketing booth and administration office is provided via existing bicycle track and the grass area between the car park and Canberra Aqua Park.

Loading/unloading activities associated with the development are accommodated via a loading area at the end of John Cardiff Close.

A traffic, car parking and pedestrian management plan for the development is attached at Appendix A.

3. Traffic Management Measures

Traffic and Car Parking

During peak/busy operating periods, traffic entering and exiting the site may be managed by staff of



the development. Staff may guide buses and cars to the available parking areas on site and will manage traffic flow within the development. The location of the available parking areas on site will be made known to visitors via the provision of parking signs which are mounted at different locations within the park and map that will be available online and will be provided to customer as part of the ticketing system .

Buses will access the bus parking area via the internal access road and will stop at the parking area on John Cardiff Close adjacent to the existing school shed to unload passengers on the foot/bicycle path. Buses will then proceed to make a U-Turn at the circular area at the end of John Cardiff Close (refer Appendix A) and park within the designated bus parking area or exit the parking area and leave the site.

Pedestrians

Pedestrians will use the existing foot/bicycle path and grass areas between the Canberra Aqua Park and the parking areas. The traffic on the bicycle path is low and provision for separate 'Zebra' crossing is not considered necessary in this instance.

Loading/Unloading

A loading area is available at the circular area at the end of John Cardiff Close. It is understood that the largest vehicle that will access this loading area is a 12.5m long Heavy Rigid Vehicle or single deck large school bus that could be up to 13.7m long.

Swept path diagram for this vehicle is shown in Appendix A. These swept path shows that the loading area can be accessed in an appropriate and acceptable manner, with the vehicle can make a turn at the circular area at the end of John Cardiff Close to exit the parking area.

Any loading/unloading activities should occur outside peak/busy operating periods so that there is minimal conflict between cars and commercial vehicles.

APPENDIX A – TRAFFIC MANAGEMENT MAP

