

Council engaged an independent consultant (Stanbury Traffic Planning) to prepare a draft Parking and Traffic Study to review the existing and future parking and traffic impacts at Olympic Park and the draft Masterplan.

The Study established the existing Olympic Park site provides a capacity of 199 off-street public parking spaces and that there are seasonal variations to Ryde Aquatic Leisure Centre usage with Sundays in February producing peak visitor generation. The average peak parking demand currently exceeds the off-street parking capacity during 75% of the year resulting in significant and frequent reliance on the surrounding local road network to accommodate the exceeding parking demand which, greatly disrupts traffic flow. The surrounding public road network operates with a reasonable level of service. However, the road width and presence of on-street parking within the surrounding local roads causes a reduction in the operational efficiency and the level of service of the traffic flow. The existing car park is also not compliant with current Australian Standards.

The Study assessed the Olympic Park draft Masterplan and determined it will provide a maximum off-street public parking provision of 489 parking spaces after Stage 5 (290 more spaces than existing) and 391 parking spaces after Stage 6 (192 more spaces than existing). It concluded the new facilities within the draft Masterplan will generate additional daily visitors and generate an additional 60 and 86 combined inbound/outbound peak hour vehicle movements (Stage 3) and 68 and 96 combined inbound/outbound peak hour vehicle movements (Stage 5) during weekend morning and weekday evening periods. The surrounding public road intersections are projected to be readily capable of accommodating the additional traffic projected to be generated by the draft Masterplan.

Whilst the draft Masterplan represents a significant improvement over the existing conditions, the Study provided a range of recommendations and considerations to greatly improve the existing conditions, further reduce the reliance of on-street parking and significantly improve the traffic flow conditions within the surrounding local road network.

The Parking and Traffic Study provided the following recommendations, considerations and points for further investigation which may be used to inform the final Masterplan and detailed design:

- Stages 3 and 4 of draft Masterplan: deliver concurrently or rearranged in order to provide all proposed parking before the implementation of additional traffic-generating elements.
- Stage 6 of draft Masterplan: prior to implementing this stage, conduct further parking and traffic analysis to ascertain whether sufficient off-street parking is being provided and/or alternative design options need to be pursued.
- Give consideration to altering the 4-hour parking restriction within the public off-street car park to include weekends and / or 2 or 3 or hour parking in order to increase parking turnover.
- Stage 3 of draft Masterplan: undertake network traffic modelling prior to the implementation of this stage to ascertain and mitigate any impacts associated with car park entries, Weaver Street and Searle Street.
- Rationalise the Olympic Park access driveways connecting with Weaver Street into one access point situated opposite from Searle Street, with the intersection operating under roundabout control.
- Give consideration to the removal of kerb-side parking along one kerb alignment of Searle Street and Weaver Street in order to mitigate the congestive effects of the on-street parking provision and the traffic generation of Olympic park in combination.
- Adjust the grades of the internal circulation aisle to accord with AS2890.1:2004.
- Provide an internal roadway access link between the central portion of car parking and the open south-eastern car parking area to minimise unnecessary Park access / egress movements.
- Reconfigure the car park layout in order to utilise the space in a more efficient manner and to improve the pedestrian circulation and connectivity.
- Undertake an assessment of the coach / bus parking demand associated with Olympic Park in order to ensure appropriate accommodation for coaches/buses.
- Investigate the feasibility to relocate Next Generation loading dock away from the public car park passenger vehicle internal circulation aisle.

- Provide greater connectivity between the pedestrian footpath bisecting the Olympic Park parkland and Potts Street.
- Include bicycle and motorcycle parking in an accessible and safe location.
- Implement a schedule management plan in order to limit the visitors within the Olympic Park facility, especially during peak periods.

Overall, the Parking and Traffic Study concluded the draft Masterplan will not result in unreasonable impacts on the overall level of safety and efficiency of the surrounding road network, incorporating the recommended parking and traffic management initiatives.

For further information on the draft Masterplan, to view the full draft Parking and Traffic Study report and to have your say please visit [www.ryde.nsw.gov.au/haveyoursay/OlympicPark](http://www.ryde.nsw.gov.au/haveyoursay/OlympicPark)

Submissions must be received by Wednesday 9 December 2020.