



Transport & Infrastructure



Inner West Busway along Victoria Road

**IMPORTANT
INFORMATION**



TIDAL FLOW SCHEME IN DRUMMOYNE

OCTOBER 2009

New tidal flow scheme along Victoria Road in Drummoyne

The RTA will use a moveable concrete barrier to implement a tidal flow scheme between Iron Cove Bridge and Seymour Street, Drummoyne as part of the Inner West Busway along Victoria Road.

What is a tidal flow scheme?

A tidal flow scheme switches the number of traffic lanes making an additional lane(s) available to accommodate traffic in peak periods.

There are several different tidal flow schemes being used in Sydney to change lane configurations.

- Coloured pegs (called candy bars) are used on Windsor Road at Parramatta and the Pacific Highway at Chatswood.
- A continuous plastic median strip is moved twice daily on Southern Cross Drive at Mascot.
- Electronic pivoting medians are used on Warringah Freeway at North Sydney, Military Road and the approaches to the Sydney Harbour Bridge in combination with overhead signage.

On Victoria Road, a moveable concrete barrier will separate opposing traffic flow. Traffic controls, including lights in the pavement and changeable traffic signs, will notify motorists which lanes are operational in the direction of their travel.

Moveable concrete barriers have not been used in Australia previously. However, they are used extensively overseas, including in the United States, New Zealand and the United Kingdom.

What are the benefits of a tidal flow scheme in Drummoyne?

A tidal flow scheme:

- Enables a citybound bus lane in the busy AM peak period.

- Maintains the number of existing lanes currently available for general citybound traffic in the AM peak period.
- Operates within the existing road corridor and avoids the need to acquire properties.

What is a moveable concrete barrier?

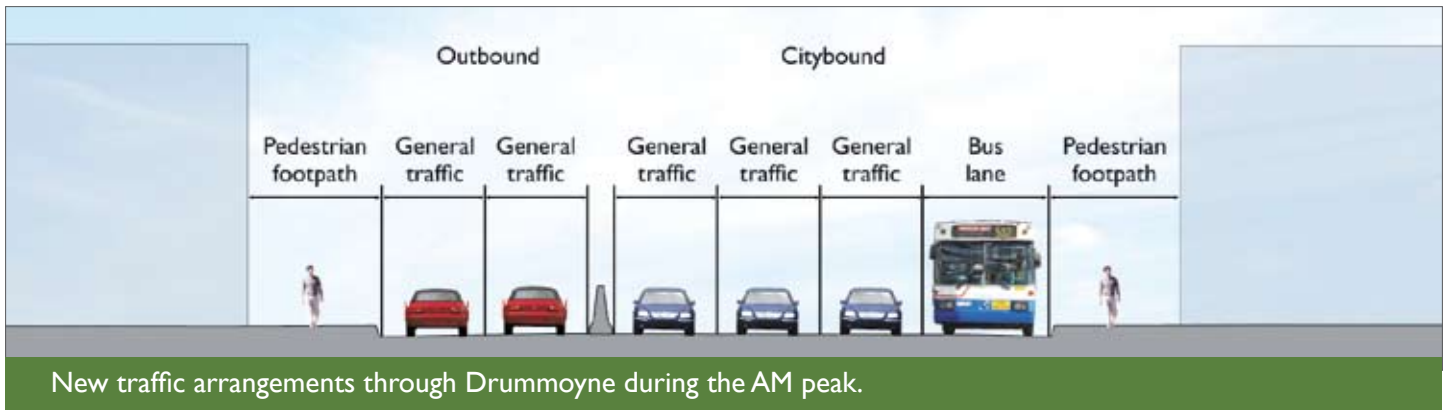
A moveable concrete barrier is a series of linked concrete blocks which provide a crash barrier between opposing traffic. The links between the blocks allows the barrier transfer machine to pick up the barrier in sections and move it to an adjacent lane.

How does the barrier transfer machine work?

The machine is equipped with a fully enclosed operator station (cabin), located at each end of the machine. This enables it to operate in both forward and reverse directions without turning the machine around.

In the event that a vehicle hits the barrier, and pushes it out of position, the barrier transfer machine can reposition the concrete barrier back into place. Barriers can also be nudged back by a vehicle with a special side mounting if they are moved slightly out of place.

The barrier transfer machine travels along the road and picks up the barrier using a series of rollers mounted to the underside of the machine in an "S" configuration. As the machine travels along the barriers are placed back onto the road via the other side of the machine.



How will the tidal flow arrangement operate in Drummoyne?

Upon completion of the Inner West Busway along Victoria Road, the tidal flow scheme will operate between Iron Cove Bridge and Seymour Street, Drummoyne.

The median will be moved each weekday commencing about 5.30am. In the AM peak there will be:

- A bus lane and three general traffic lanes citybound; and
- Two general traffic lanes westbound. A clearway will prevent motorists parking in the kerbside lane of Victoria Road.

At around 10am, the median will be moved back to the centre of Victoria Road to provide three lanes in each direction.

The entire median transfer is expected to take about 20 minutes each time.

How will the median be transferred in heavy traffic?

The barrier transfer machine operates so that it is protected at the front and rear by the concrete barrier at all times. It will follow the flow of traffic closing the lane as it travels forward and opening up the lane in the opposite direction behind it.

The machine has a working speed of approximately 15 km/h. The top speed of the machine when not engaged with the barrier is approximately 30 km/h.

What noise will the barrier transfer machine make?

The noise from the transfer machine operating in the middle lanes will be lower than that of a bus running in the kerbside lane. The machine features noise dampening insulation to reduce operational noise levels.

How will the barrier transfer machine improve safety?

The median barrier will improve the safety for both pedestrians and motorists. It will provide a 810mm high and 460mm wide barrier between the lanes of opposing traffic.

The height of the barrier will also encourage pedestrians to cross at traffic signal controlled intersections.

How will this affect parking arrangements on Victoria Road?

To enable operation of the movable tidal flow scheme and citybound bus lane along Victoria Road during AM peak, parking (clearway) restrictions will be introduced from Monday to Friday between 5.30am and 10.00am along Victoria Road between Iron Cove Bridge and Seymour Street, Drummoyne.

Why is parking restricted westbound on Victoria Road, Drummoyne between 5.30 and 10.30am when the citybound bus lane is only operational between 6 - 10am?

The tidal flow scheme will allow four lanes to travel citybound on Victoria Road (a bus lane and 3 general traffic lanes), and two lanes to travel westbound during the AM peak period. As there will only be two lanes available in the westbound direction, parking restrictions will be required to maintain existing conditions for general traffic.

The 5.30am clearway restriction provides the RTA with sufficient time to clear any parked cars.



A barrier transfer machine at work.

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