

CPA Analysis of RMS Options

The proposal RMS are offering has the right-turn signal and a dedicated right-turn lane. The dedicated lane requires the removal of the 6 parking spots on the North side of Edinburgh Rd.

The reason RMS have cited for needing the dedicated lane is to ensure there is adequate clearance between traffic travelling East along Edinburgh Rd, towards the shops from Willoughby and turning right into Eastern Valley Way, and traffic travelling West from Castlecrag turning right towards Middle Cove - the so-called "diamond turn".

The need for this separation rests on the need to have simultaneous right-turn cycles for traffic travelling in either direction along Edinburgh Rd. The separation is subject to standards set out *Austroads Guide to Traffic Management Part 9: Traffic Operations* and *Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* for such diamond turns, even though people have been doing this for years with the current configuration. The geometry of the intersection is such that the minimum separation can only be achieved if the right-turn lane from Castlecrag is moved 1 lane to the North, towards Middle Cove.

The simultaneous right-turn is itself required to ensure adequate performance of the intersection in terms of traffic flow.

It would seem, at the moment, that unless we can shift RMS on the separation issue or find another creative solution, we will have to choose between the right-turn indicator and the 6 parking spaces.

We have confirmed the above analysis with Dean Simmonds from RMS.