



Transport
Roads & Maritime
Services

Alexandria to Moore Park Connectivity Upgrade Preliminary Concept Design

Community Consultation Report

October 2017

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Executive summary

The NSW Government is developing road corridor improvements on the CBD fringe in the inner city suburbs of Alexandria, Waterloo and Moore Park. The proposal aims to improve traffic flow, prepare for nearby urban development with improved active transport facilities and integrate with key infrastructure projects WestConnex New M5 and the CBD and South East Light Rail.

Roads and Maritime Services sought feedback on the proposal's preliminary concept design during a consultation period from 8 June to 7 July 2017. The aim of the consultation was to obtain community feedback on the design and gain an understanding of local traffic and transport related issues.

Consultation activities included:

- a project update sent to around 6500 residents and businesses along the corridor
- community drop-in sessions on 17 and 22 June 2017 in Alexandria
- an online mapping tool that allowed users to submit comments directly onto a project area map.

Roads and Maritime received 874 comments via the online mapping tool or the project inbox. We would like to thank everyone who took the time to consider our proposal and provide feedback.

What happens next?

Roads and Maritime has reviewed and summarised all feedback received and provided initial responses in this report to the issues raised. The project team is also using the community feedback as input to further develop the proposal's environmental assessment.

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1 Introduction

1.1 Background

The Alexandria to Moore Park (A2MP) road corridor currently serves the function of a southern CBD fringe priority bypass route. With nearby urban development already underway and set to continue well into the future, Roads and Maritime Services is investigating road capacity and access improvements to better manage congestion at key intersections and prepare for an increase in traffic, pedestrians and cyclists. Integration with nearby transport projects is also essential.:

1.2 The proposal

The A2MP connectivity upgrade includes improvements at critical intersections and pinch points in the inner city suburbs of Alexandria, Waterloo and Moore Park and can be divided into three sections:

Section 1: Euston Road (at Maddox Street), Alexandria to McEvoy Street (at Young Street), Waterloo:

- providing an eastbound right turn bay at Bowden Street and banning right turn movements from Bowden Street to McEvoy Street
- improving the key intersections of Fountain Street, Wyndham Street and Botany Road
- installing 24 hour clearways in both directions west of Botany Road
- installing a new median in McEvoy Street
- providing a new 2.5m shared path on one side of the corridor to improve access for pedestrians and cyclists.

Section 2: McEvoy Road (at Young Street) to Lachlan Street and South Dowling Street, Waterloo:

- rebuilding and combining the two T- intersections at Bourke Street with Lachlan Street and McEvoy Street to form one intersection
- widening Lachlan Street on the southern side to allow four through lanes on this section
- providing a new 2.5m shared path on one side of the corridor to improve access for pedestrians and cyclists
- improving the intersection of Lachlan Street and South Dowling Street to improve traffic flow for southbound motorists by widening from the Eastern Distributor exit down to Lachlan Street.

Section 3: Anzac Parade, Alison Road and Dacey Avenue, Moore Park:

- improving the right turn arrangements at the intersection of Dacey Avenue, Anzac Parade and Alison Road via a new continuous flow intersection, to improve access and efficiency for traffic, pedestrians, cyclists and light rail
- providing facilities to improve access for pedestrians and cyclists along Dacey Avenue including pedestrian crossings on both sides across Anzac Parade.

2 Consultation Approach

2.1 Consultation objectives

The proposal's preliminary concept design was on display for community and stakeholder comment from 8 June to 7 July 2017.

The purpose of the community consultation was to:

- inform community members and stakeholders that the preliminary concept design for the proposed Alexandria to Moore Park connectivity upgrade was on display
- seek comment, feedback and suggestions from the community on the preliminary concept design
- provide an opportunity for the community to meet with the project team to ask questions and provide feedback on the proposal
- meet with potentially impacted property owners
- continue to build a database of interested community members to continue engaging with as the proposal develops.

2.2 Method of consultation

There were a number of activities conducted during the consultation period to give the community and stakeholders a chance to learn more about the proposal, meet the project team, and have their say.

Community members were encouraged to provide feedback, leave comments and make submissions at information sessions, via email, or online.

Phone: 1800 875 557

Email: a2mp@rms.nsw.gov.au

Mail: A2MP connectivity upgrade
Roads and Maritime Services
PO Box 973, Parramatta CBD NSW 2124

Online: <http://www.rms.nsw.gov.au/projects/sydney-inner/alexandria-moore-park-connectivity-upgrade/index.html>

Online mapping tool: <http://www.rms.nsw.gov.au/projects/sydney-inner/alexandria-moore-park-connectivity-upgrade/consultation-map.html>

Key consultation tools included:

Project Update Appendix A	Delivered to around 6500 residents in Alexandria, Moore Park, and Waterloo (Appendix B distribution area) and delivered to the local councils, City of Sydney and Randwick.
Website	Details of the proposal were provided on the A2MP project webpage on the Roads and Maritime website.
Online mapping tool	Interactive online map where community members were able to submit comments directly onto a project area map, accessible via the project webpage.

Drop-in sessions	Two community drop-in sessions were held at All Sorts Function Centre, Alexandria. - Saturday 17 June 10am-12pm Thursday 22 June 6pm-8pm.
Advertisements	Advertisements containing details of the community information sessions appeared in local newspapers, Southern Courier and Wentworth Courier on 6 and 7 June 2017.
Media release	Issued to local newspapers and Sydney Metro publications.

3 Consultation Summary

3.1 Overview

During the four week consultation period, Roads and Maritime received feedback from 231 people via the online mapping tool who posted 846 comments. Additionally 29 emails were received from 24 individuals, two community groups and three government organisations. Comments focused mainly on six key issues:

- property and access
- parking
- the environment
- public transport
- traffic including lane configurations
- clearways.

The comments on the western end of the corridor (detailed at Section 1 above) were predominantly about potential changes to parking, the proposal to introduce clearways and the subsequent impact on trade and staff. Parking was a major concern for the community particularly in response to large scale development already underway.

Impact to property and queries about the scale of property impact was another main area of concern both to property owners and the general community.

The community also scrutinised the configuration and operation of the proposed Continuous Flow Intersection at the eastern end of the corridor (detailed at Section 3 above). Comments also questioned how effectively the proposed intersection would improve traffic congestion, as well as how it would provide for cyclists and pedestrians.

Pedestrian and cyclists facilities along the corridor were also a major source of commentary with many comments in favour of separated cycle paths, pedestrian bridges and extended cycle paths.

Comments raised during the first round of consultation about potentially increasing traffic volumes following the road widening were repeated as were comments about public transport improvements.

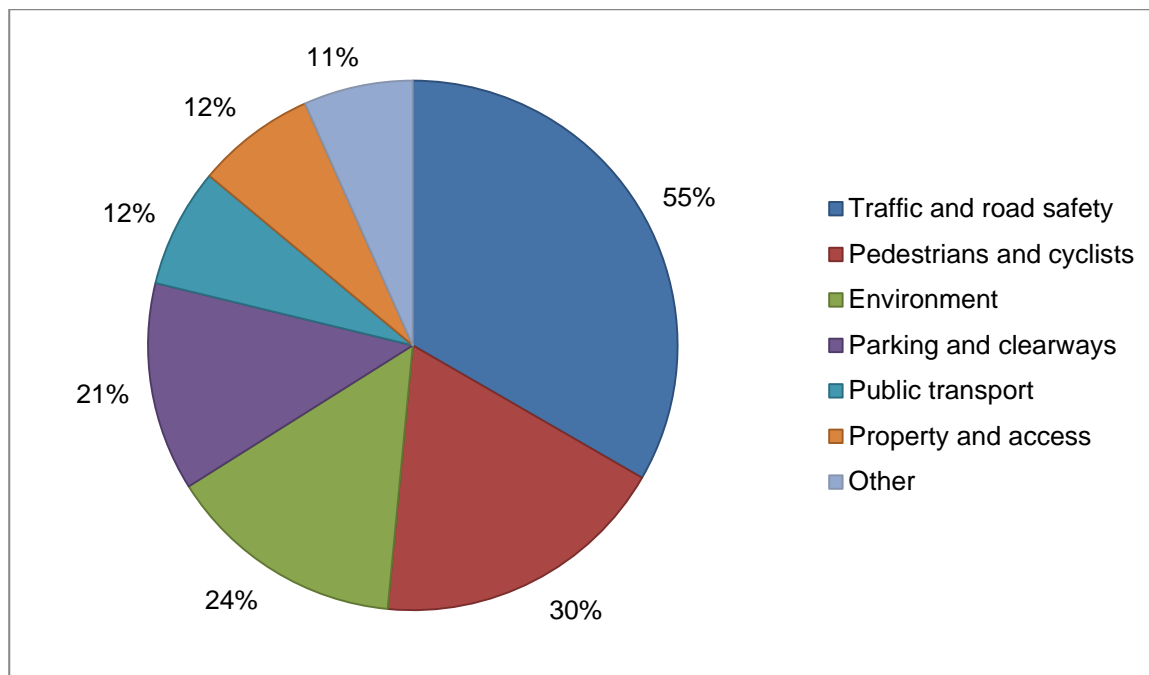
Comments increased about the need to preserve as many trees as possible.

The vast majority of comments were received via the online mapping tool however 27 per cent of these were outside the project scope or project objectives.

A large percentage (46 per cent) of in-scope comments were received from a small number of people (10 per cent).

Further analysis about the quantity and types of comments received on the map appears in the Figure 1 below:

Figure 3



The online mapping tool allowed people to place comments outside of the project corridor and many comments received were outside the scope for this project.

Comments relating to traffic issues at intersections, or along local streets in the vicinity of the corridor will be discussed with the relevant Roads and Maritime project teams.

The comments relating to traffic concerns outside Roads and Maritime’s control will be discussed with the relevant government agency responsible.

The following table provides details of the relevant feedback received during the consultation period as well as the initial response from Roads and Maritime to each item raised.

3.2 Feedback summary and responses

Issue category	Sub-category	Matters raised	Roads and Maritime response
Environment	Air and noise pollution (traffic)	What steps will be taken to keep air quality up and noise levels down?	<p>The proposal aims to improve traffic efficiency and reduce travel time and delays, which is known to reduce air emissions. Noise monitoring and modelling is underway and the results will be publicly available as part of the proposal's environmental assessment.</p> <p>Eligibility for noise mitigation measures to noise sensitive properties facing the corridor would be considered as part of the noise assessment in accordance with the NSW Government's Road Noise Policy and Roads and Maritime's noise criteria and noise mitigation guidelines.</p>
	Construction noise and vibration	What steps will be taken to minimise construction noise and vibration impacts?	Construction noise and vibration impacts and available mitigation measures would be assessed in accordance with the NSW Government's Interim Construction Noise Guideline and Roads and Maritime's Construction Noise and Vibration Guideline
	Asbestos	What steps will be taken to address concerns the community may be affected by asbestos should the ground be disturbed?	Detail about the location and quantity of potential asbestos along the corridor will be identified during the environmental investigation phase. If identified, Roads and Maritime would adhere to strict guidelines set by the Department of Planning and Environment to manage the safe removal of asbestos from affected areas.
	Trees (general)	How will this proposal impact the existing trees along the corridor?	<p>The proposal would result in some unavoidable impacts to trees. However, as the design is in its preliminary form, the exact number of trees impacted is still to be determined.</p> <p>Roads and Maritime acknowledges the high importance of minimising impact to trees and enhancing the urban landscape. It is the design intent for the final concept design to avoid impact where possible. Where this cannot be avoided Roads and Maritime will offset any tree removal with flora to meet the needs of the local area, subject to specialist advice.</p>

Issue category	Sub-category	Matters raised	Roads and Maritime response
			Roads and Maritime would also support the final concept design with a comprehensive urban design and landscape plan. This is expected to be displayed for community feedback along with the final concept design and environmental assessment. This would include the design for the shared path to weave around the existing trees along Dacey Avenue.
	Trees (median)	Why not retain trees and narrow the median strip?	The Roads and Maritime project team would look at opportunities to reduce or remove medians to reduce the proposal footprint and tree impacts in developing the final concept design.
	Trees (median)	Provide as many trees on median strips as possible.	<p>The proposal would include a comprehensive tree planting strategy to inform the next final concept design phase. The priority would be to look at opportunities to reduce or remove medians to avoid impacts to existing trees where possible.</p> <p>Remaining opportunities for tree planting in medians would be balanced with safety and maintenance requirements while taking local flora and fauna needs into consideration.</p>
	Trees (Bourke Street)	The removal of trees from the Lachlan Street/Bourke Street intersection will be detrimental to the character of the area. If the road widening proceeds, all removed trees should be replaced with mature trees to screen the intersection from nearby apartment entrances, shops, etc.	<p>The land on the south east corner of the intersection of Bourke Street is already classed as road reserve for the purpose of road widening. A comprehensive new street tree planting strategy would offset removal of street trees resulting from localised road widening.</p> <p>The proposal would look to enhance current landscaping where possible. This would include investigating opportunities for tree plantings at the north east and south east corners of the Bourke Street intersection.</p>

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Trees (Dacey Avenue and Anzac Parade)	Protect the mature trees along Dacey Avenue and Anzac Parade.	<p>The design intent is to have a shared path on both sides of Dacey Avenue weaving around the trees to avoid impacts where possible. Some impact is expected in close proximity to the golf buggy bridge.</p> <p>Opportunities for minimising the project foot print near Anzac Parade would also be further investigated during the final concept development phase.</p>
	Trees (Hiles Street)	Protect the Hiles Street fig trees.	While opportunities to reduce median widths in the next design phase will be considered, it is likely that the closest fig tree to McEvoy Street would still be impacted.
	Trees (South Dowling Street fig trees)	Protect the fig trees along South Dowling Street. It is very important to retain trees and open space to make the area pleasant and liveable.	<p>Roads and Maritime is still investigating options for reducing south bound traffic congestion on South Dowling Street while avoiding impacting the fig trees. At this point the preliminary concept design impacts fig trees in the closest row next to South Dowling Street. Should this be the preferred design going forward every effort would be made to mitigate these impacts including a combination of design techniques that might retain some trees and offset planting of semi-mature fig trees.</p> <p>A comprehensive urban design and landscape plan will be developed to inform the final concept design and is expected to be displayed for community feedback along with the final concept design and environmental assessment.</p>
	Trees (Waterloo Oval & Waterloo Park)	Protect the fig trees adjacent Waterloo Oval and Waterloo Park	The proposal would not impact the fig trees next to Waterloo Oval and Waterloo Park. The design intent is to retain trees where possible and to design the shared path in and around the existing trees.

Issue category	Sub-category	Matters raised	Roads and Maritime response
Parking and Clearways	Business impacts of clearways	Object to 24 hour clearways due to loss of business, more parking on local streets, problems with deliveries and taxis, faster speeds and less buffer for pedestrians.	Clearways are proposed to help manage traffic congestion as they minimise the need for road widening which affects properties and businesses. Options to reduce the operating hours of clearways will be considered during development of the final concept design and environmental assessment and displayed for comment during the next stage.
	Timing of clearways	Proposals for clearways including 24/7, peak periods only, Saturday mornings or all weekends, not during 7pm - 6am.	Clearway operating times will be re-considered during development of the final concept design and environmental assessment.
	Parking time limits in side streets	Side streets in the area need shorter parking periods	Local street parking restrictions are decisions for local councils. However, Roads and Maritime will discuss parking times in side streets with City of Sydney Council as part of the development of clearways for the corridor.
	Right turns	There should be no right turns allowed along the corridor where there is not a right turn bay provided	Right turns at intersections along the corridor will be reviewed during development of the final concept design.
	Safety (Elizabeth Street to Bourke Street)	When cars/trucks park along this section near the Hunter Street corner, visibility is severely reduced.	Parking restrictions along this section will be reviewed as part of the final concept design.
	Add parking	Can the road be widened to provide parking bays instead of clearways?	Widening the road to provide additional parking is not proposed due to increased impact on property and trees. Clearway operating hours will be reviewed as part of development of the final concept design.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Street parking loss – employees	What is happening to the car park on the corner of Stokes Avenue and McEvoy Street?	This land is publicly owned. However, options to reduce the impact on this car park will be considered during development of the final concept design.
Pedestrians and cyclists	Shared path improvement	Can the path between Loveridge Street and Fountain Street be improved?	It is proposed to provide a new shared path to improve pedestrian and cyclist access on the northern side of McEvoy Street between Maddox Street and George Street, and on the southern side of McEvoy Street and Lachlan Street to the east of George Street.
	Design for cyclists	Bicycles need better protection at intersections. Crossings need to be shown at all intersections.	Opportunities to optimise pedestrian and cyclist access will be explored during the final concept design phase and the final concept design will show all pedestrian crossings on plans.
	Separated cycle way not shared path	Need a separated cycleway rather than a shared path along the corridor.	A shared path is proposed to balance needed cyclist and pedestrian access against further tree and property impacts. A separated cycleway would require property acquisition and this is not proposed at this stage. Property setbacks with development would still allow for this to be considered in future.
	Design and location	Support for shared path but should be 3 metres wide eg at Botany Road.	Shared paths would be as wide as possible within available property constraints.
	More crossing locations	Corridor needs more formalised pedestrian crossings. Sections between Elizabeth Street and Bourke Street and from Fountain Street to Wyndham Street are particular issues.	Pedestrian crossings are proposed at all traffic light intersections. Extra mid-block crossings are not proposed at this point.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Use of slip lanes	No left turn slip lanes as they cause problems for pedestrians eg Bourke Street, South Dowling Street.	Dedicated pedestrian crossing facilities would be provided at slip lanes where they are required.
	Crossings – Anzac Parade, Allison Road & Dacey Avenue intersection	How does the northern leg of the intersection work for pedestrians and cyclists including the elderly?	<p>A key design benefit of the continuous flow intersection is that it allows longer crossing times for pedestrians. This means that the new design would allow a crossing to be provided on the northern leg of the intersection where there isn't one currently.</p> <p>Options to ensure adequate protection is provided for pedestrians who need to cross the intersection in stages would be provided as part of development of the final concept design.</p>
	Crossings – Anzac Parade, Allison Road & Dacey Avenue intersection	Build pedestrian and cyclist overpasses or grade separate the intersection.	<p>An underpass was one option considered at the Anzac Parade, Alison Avenue and Dacey Avenue intersection. However, due to the low lying flood affected area this intersection sits in, an underpass was found to be unfeasible and this option was not progressed.</p> <p>An overpass was also considered. However, the construction footprint, visual impact and land take associated with such a large structure made it an unfavourable option.</p>
	Crossings – Anzac Parade, Allison Road, Bourke Street & Dacey Avenue intersection	<p>Removing the pedestrian crossing from Robertson Road provides no crossing from Cleveland Street/Lang Road to the Dacey Avenue/Alison Road intersection.</p> <p>Design it for pedestrians with either overpasses or underpasses and no slip lanes.</p>	<p>A new crossing would be provided on the northern side of the Anzac Parade intersection with Dacey Avenue, to replace the crossing on Robertson Road.</p> <p>Pedestrian crossing facilities will be provided at this intersection where slip lanes are required. Overpasses / underpasses are not proposed due to cost and property impact.</p>

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Crossings – Bourke Street	Show the cycle path connectivity at Bourke Street – east/west and north/south	Cycle path connectivity will be shown on the final concept design.
	Crossings – Bowden Street	Put traffic signals at Bowden Street to connect the Bowden Street cycleway to a required separated cycleway along McEvoy Street's north-side	Signals are not proposed here due to the closeness of the Fountain Street intersection. Options to provide a better connection for cyclists in this section will be reviewed as part of development of the final concept design.
	Crossings – Elizabeth Street to Bourke Street	Ensure pedestrians can cross safely here and it is well used to access Green Square station.	No new crossings are proposed. However pedestrian safety along this section will be reviewed as part of development of final concept design.
	Crossings & local amenity – Fountain Street	What are the pedestrian crossing facilities at Fountain Street?	Pedestrian signal crossings will be provided at Fountain Street. Pedestrians will be able to cross in one movement.
	Crossings – Gadigal Avenue	What are the pedestrian crossing facilities at Gadigal Avenue?	A new set of traffic signals including pedestrian crossings is proposed for Gadigal Avenue.
	Crossings – George Street	George Street crossing needs to account for importance of link for cyclists.	Shared path users would be able to cross McEvoy Street at George Street in one stage and this will be shown on the final concept design.
	Crossings – side streets	At side-streets provide threshold or kerb buildouts to give pedestrians and cyclists priority.	Local street thresholds will be considered as part of final concept design. Local street thresholds are paved entries to local streets where they intersect with a main road. They alert motorists to a changed road environment.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Shared path between Bowden Street and Wyndham Street	Along the south-side of McEvoy Street, between Bowden and Wyndham streets, provide a shared path, minimum 3 meters wide.	Shared path widths would be as wide as possible within available property constraints. Generally this means 2.5 metres.
	Crossings – South Dowling Street	Improve pedestrian crossing across the Supa Centre entrance on Dacey Avenue.	Better facilities will be considered here for pedestrians as part of detailed design development.
	South Dowling Street	Build over the Eastern Distributor instead of widening into the park.	A bridge was explored during options development but was not considered further due to construction and grade difficulties with access to the Eastern Distributor.
	New cycle paths or connections	Show how cycle ways tie into existing networks and show missing connections including western side of Anzac Parade, south side of Alison Road down to Doncaster Avenue, use of the buggy bridge to cross Dacey Avenue, Mitchell Road connection and Harley Street connection to Sydney Park Road at western end, and connections to Todman Avenue at Anzac Parade, Allison Road & Dacey Avenue intersection and link from Morehead Street to City of Sydney cycleway on Wellington Street and Danks Street.	While these links are outside the scope of this project, the final concept design will provide further detail around cyclist and pedestrian connections. One of the project's main design intents is to improve cyclist and pedestrian facilities from Alexandria to Moore Park.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Design & location - Dacey Avenue & Anzac Parade	Provide more street lighting.	Lighting requirements will be reviewed as part of the final design.
	Design & location – Maddox Street to Fountain Street	A shared path will be dangerous to our school children accessing the bus stop.	Noted. Safety of shared path will be reviewed as part of final concept design.
	Design & location – trees	Put the shared path on both sides of the corridor.	A shared path is proposed on the southern side of the corridor between George Street and South Dowling Street due to: <ul style="list-style-type: none"> - property constraints - multiple pinch points - need to avoid fig trees at Waterloo Park - insufficient space next to the State Heritage Sydney Water Facility at Bourke Street and the local heritage AGM building at the corner of South Dowling Street.
	Design & location – Waterloo Park & Waterloo Oval	Signalised bicycle crossing must be provided across Elizabeth Street and a separated cycleway and footpath along the southern side through Waterloo Park so as to save all significant trees. Investigate a cycleway on west side of Elizabeth Street to link with Allen Street/Short Street cycleway.	Cycle crossing facilities at this intersection and along the park frontage will be considered as part of project final design. Additional cycle linkages are outside the scope of this project, however the City of Sydney is developing an active transport strategy for the area.
	Design & location – WestConnex interface	How do I ride from Sydney Park to the start of the shared bike path at Maddox Street?	Connections to existing and future cycle networks will be better shown on the final design drawings.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Strategy	Make sure the cycle paths are connected on the map.	The project team will include the broader City of Sydney interconnecting cycle strategy in its Urban Design and Landscape Strategy, to be displayed along with the environmental assessment.
	Web tool	Need a separate category for active transport on the web tool.	A separate category for pedestrians and cyclists will be added to the online mapping tool for the next round of consultation.
Property and Access	Acquisition footprint	Does the new design affect new apartments near Bourke Street?	The land on the south east corner of the intersection of Bourke Street is already owned by Roads and Maritime for the purpose of road widening. Land where new apartments are, or have recently been constructed, is not required for the proposal.
	Acquisition footprint	Can the need for the median be reviewed to avoid property impacts including to small businesses?	The need for the median strip will be reviewed as part of the final concept design.
	Acquisition footprint	How do you tell if and by how much a property is affected?	Roads and Maritime discusses property impact directly with affected property owners. The project team will further discuss property impact when the environmental assessment is released for comment.
	Acquisition footprint	Would more land acquired from the Water building site allow more space to suit your proposal?	Property requirements at this location will be finalised as part of development of the final concept design.
	Acquisition footprint	Is the road widening in front of the commercial premises near Loveridge Street really needed?	The proposal does not change the existing position of the northern road kerb near Loveridge Street, but does include a wider shared path on the northern side of McEvoy Street. This would have a minor impact on the existing landscaping strip. The design focus for the shared path is to avoid trees where possible.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Existing road widening boundary	Will the setback restrictions on new developments/ redevelopments remain?	The future road widening requirement will remain on the corridor.
	Iron Duke Hotel	Is the Iron Duke hotel impacted?	The Iron Duke Hotel will not be affected by the final concept design.
	Median strip restricting access	Removing the median strip will allow motorists to safely access the IGA supermarket and residents' parking from Wyndham Street from the south instead of funnelling them onto Retreat Street which is already very difficult to access from Botany Road.	The proposal is expected to improve the operating performance of the intersection of Wyndham Street and McEvoy Street.
	Median strip restricting access	Will you still be able to turn right from Lachlan Street into Amelia Street?	Due to the close proximity of Amelia Street to the South Dowling Street intersection, access to Amelia Street will be left in and left out only.
	Median strip restricting access	How do you access properties when there is a median strip banning right turn access?	Medians will be reconsidered for the final concept design. However, with the expected increase in traffic, right turn entry into and out of McEvoy Street will become more difficult and right turn access may be affected by medians in the final design. As with many busy roads, access to properties in these cases would be left in and left out only.
	Moore Park View Hotel	Can the Moore Park View Hotel be left?	Options for reducing the impact on the Moore Park View Hotel will be considered for the final concept design.
	Residual land	What will happen to land that has already been set back but not needed for this project?	Roads and Maritime would keep the land and consider landscaping options during the detailed design phase.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Setback – Harley Street to Bowden Street	The road widening will bring traffic closer to residential buildings along McEvoy Street.	New residential buildings have been set back along the corridor to take account of future road widening. The need for widening will be reviewed as part of final concept design.
Traffic and Road Safety	Compliance	Red light safety cameras should be installed across the Wyndham Street and Botany Road intersections.	The need for red light cameras will be considered following a safety review and after traffic patterns have stabilised (usually within 6 – 12 months following project opening).
	Compliance	Put enforcement bays along Dacey Avenue.	Not proposed due to impact on trees.
	Construction impacts	Construction activity will cause a disruption to businesses.	Roads and Maritime will prepare a concept construction methodology for inclusion in the environmental assessment which will be publicly displayed for comment. Detailed traffic management plans would ensure businesses have access during construction.
	Crossings	How do we walk kids to and from Alex Park Community School? The crossings are not easily seen in these diagrams.	Pedestrian paths will be more clearly shown in final concept design.
	Design – Fountain Street	What are the impacts of the proposed scheme on local streets - will it increase traffic?	Improving travel flow on the main corridor would attract through-traffic away from local streets.
	Design – Anzac Parade, Allison Road & Dacey Avenue intersection	How does the new continuous flow design work at Anzac Parade and what are the traffic signal phases?	The new intersection design is based on an American concept. It has been shown to improve traffic efficiency by 30 per cent or more and improve safety. More detail on how the intersection works will be shown in the final concept design and environmental assessment display.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Design – Anzac Parade, Allison Road & Dacey Avenue intersection	Where is the left turn from Alison Rodd to Anzac Parade?	Left turn to Anzac Parade happens as it does currently before Tay Reserve.
	Design – Anzac Parade, Allison Road & Dacey Avenue intersection	Need two lanes on Anzac Parade heading south and one lane turning left to Randwick Street.	The number of lanes will be confirmed through peer reviewed traffic modelling and published in the environmental assessment later this year.
	Design – Amelia Street	Why are there no right turns into or out of Amelia Street and how do residents get access?	Amelia Street would be left in and left out only to reduce crash risk with increased traffic volumes on Lachlan Street. Options to allow traffic to turn right into Gadigal Avenue from Lachlan Street will be considered in the final concept design.
	Design – Botany Road	What about widening Botany Road to deal with congestion further to the north?	This proposal is only considering the widening of Botany Road to accommodate a new right turn lane into McEvoy Street westbound at the intersection.
	Design – Bourke Street	Is the double right turn from McEvoy Street into Bourke Street needed?	Traffic modelling will test the requirement of a possible double right turn at this location.
	Design – Bourke Street	Is there a dedicated left turn lane proposed from Lachlan Street to Bourke Street travelling south?	There is no dedicated left turn from Lachlan Street into Bourke Street due to insufficient space. The project team will continue to refine the final concept design, informed by detailed traffic modelling.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Design – Bowden Street	Can Bowden Street be traffic signals or a roundabout so that people can turn right into and out of the street?	Traffic control at this intersection will be considered in the final concept design and in light of the Green Square to Ashmore connector requirements.
	Design – Brennan Street	Brennan Street restricted to left out turn to McEvoy Street only to reduce rat running.	Brennan Street is proposed to be left in and left out only in the preliminary concept design. Closure of Brennan Street is not proposed.
	Design – Bunnings	Bunnings entry should have a dedicated right turn.	A dedicated right turn cannot be provided into Bunnings without major property acquisition. The final concept design will consider a right turn ban at this location to improve through traffic flow.
	Design – Elizabeth Street	Can a right turn be provided from McEvoy Street onto Elizabeth Street northbound?	Changes to turning arrangements at Elizabeth Street are not proposed. Improvements are being investigated for right turns at Bourke Street, Botany Road and Wyndham Street.
	Design – Elizabeth Street	Why widen McEvoy Street when there is no widening near Elizabeth Street?	Minor widening of McEvoy Street would occur near Elizabeth Street to provide two lanes eastbound and two lanes westbound without impacting the fig trees.
	Design – Elizabeth Street	Grade separate the Elizabeth Street intersection.	Overpasses and/or underpasses are not proposed here due to cost and property impact to the park.
	Design – Elizabeth Street	There should be two through lanes in each direction along McEvoy Street at Elizabeth Street.	The design intent is two through lanes in each direction in peak periods at this intersection.
	Design – Elizabeth Street	A dedicated left turn lane is required from McEvoy Street heading east into Elizabeth Street.	A dedicated left turn lane is not proposed due to the impact it would have on mature fig trees.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Design – Fountain Street	Is the dedicated left turn lane into Fountain Street required?	Preliminary traffic modelling indicates that a dedicated left turn lane is required. However, the length of the turning lane will be reviewed as part of development of final concept design and final traffic modelling
	Design – Fountain Street	Is the right turn lane shown into Fountain Street long enough?	The length of the right turn lane will be checked as part of final traffic modelling on the final concept design.
	Design – Gadigal Avenue	Gadigal Avenue intersection needs all turns.	The Gadigal Avenue intersection design allows for a potential future light rail corridor. This would travel north-south down Gadigal Avenue. Right turns out of Gadigal Avenue would not be allowed. However, options for providing right turns into Gadigal Avenue will be considered during development of the final concept design.
	Design – Pitt Street	Can it have a dedicated left turn bay?	A dedicated left turn bay is not proposed due to the impact on the park.
	Design – South Dowling Street	Intersection needs an overpass or underpass	Major overpasses or underpasses are not proposed due to considerable visual and property impacts, access constraints and construction complexity.
	Design – South Dowling Street	Right turns from the north and south need more time.	Improved intersection design provides more time for right turns from the north and south. Further optimisation of this intersection will be reviewed in as part of the final concept design
	Design – South Dowling Street	Lachlan Street eastbound should be two lanes going straight and one lane turning right.	Turning movements at this intersection will be reviewed as part of final concept design.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Design – South Dowling Street	Add an extra lane northbound on South Dowling from Eastern Distributor exit to Cleveland Street	Traffic modelling will investigate traffic phases and signal cycle times improvements at the intersection Lachlan Street and South Dowling Street to improve traffic flow at all approaches, including northbound traffic. It is noted that a trial closure of the northbound Eastern Distributor off-ramp to South Dowling Street has recently been implemented. The trial will consider any impacts and benefits to the northbound traffic on the Eastern Distributor and South Dowling Street.
	Design – South Dowling Street	Traffic turning left from Lachlan Street into South Dowling North Street is blocked by pedestrians. Should be one left, one through and one right?	Turning movements at this intersection will be reviewed as part of final concept design.
	Design – South Dowling Street	U-turns should be allowed to allow south bound traffic to go north.	A U-turn bay is not proposed due to the additional time it would take out of the signal phasing, causing further congestion. U-turns at traffic light intersections are not permitted in NSW.
	Design – Supa Centre	Will the Supa Centre traffic lights be coordinated with the main lights?	Traffic light coordination will be considered as part of final concept design and operational planning.
	Design – tunnel	Build a tunnel from the M5 to the Eastern Distributor instead.	<p>The key objectives of the A2MP proposal are to:</p> <ul style="list-style-type: none"> - minimise both existing and future congestion along the corridor - reduce traffic on local roads by improving travel times along the corridor - improve access between nearby urban renewal precincts, Sydney Park and Moore Park. <p>A tunnel would not meet these objectives and the need to provide access to surrounding local and regional roads.</p>

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Design – WestConnex interface	The corridor should be widened to six lanes given the extra traffic.	This proposal concerns improvements at key intersections and changes to parking controls to help manage traffic flow. Upgrading the corridor to six lanes is not proposed given investment in the M4-M5 link, CBD to South East Light Rail and Sydney Metro.
	Design – WestConnex interface	Take into account the WestConnex review of Euston Road before making a decision.	The final concept design will consider the new M4-M5 Link Environmental Impact Statement.
	Design – Wyndham Street & Botany Road	Remove the left hand turn at Wyndham Street as drivers can turn left at Botany Road.	The design of Wyndham Street and Botany Road will be reviewed in the final concept design. However, this left turn is unlikely to be removed due to the CBD access function provided by Wyndham Street.
	Design – Wyndham Street & Botany Road	What about extending the one-way scheme for Botany Road and Wyndham Street?	This one-way scheme is outside of the scope of this proposal. However, this will be investigated as a potential future network opportunity during development of the final concept design.
	Design – Wyndham Street & Botany Road	Need more time for through movements on McEvoy Street at lights at Botany Road/Wyndham Street.	Improvements at this intersection will be modelled and traffic results published as part of environmental assessment later this year.
	Design – Wyndham Street & Botany Road	Create right turn from McEvoy Street to Botany Road heading north. Delete right hand turn to Wyndham Street.	This proposal will be considered in the final concept design.
	Design – Wyndham Street & Botany Road	Wyndham Street is a 'car park' for most hours of the day. Needs better coordination.	Options for improving traffic signal coordination will be investigated in the project traffic model.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Design – Wyndham Street & Botany Road	Need a right hand arrow at lights on Wyndham Street to enable traffic traveling south to turn into McEvoy Street.	Turning movements along this section will be reviewed as part of final concept design planning.
	Lachlan precinct integration	How do residents access the Lachlan Street precinct?	Opportunities to provide right turn access into Gadigal Avenue will be considered in consultation with Council, as part of development of the final concept design.
	Median strip restricting access	Stokes Avenue should retain access from both directions	Turn bans at Stokes Avenue are proposed to better manage traffic flows. Left in and left out only traffic flow is generally faster as motorists are only giving way to one side. Right turns in and out of Stokes Avenue currently often result in delays to other motorists as vehicles wait for safe gaps to traverse two lanes of traffic.
	Median strip restricting access	Will right turn access from McEvoy Street into Young Street and Hunter Street be permitted?	Due to the close proximity to the major intersection of McEvoy Street and Bourke Street, access to Young and Hunter Streets will be limited to left in and left out. Right turns with traffic lights will be provided from McEvoy Street to Bourke Street.
	Median strip restricting access	Will vehicles travelling westbound along McEvoy Street be able to turn right at Morehead Street or at Elizabeth Street to access Waterloo Estate and Redfern?	The right run into Elizabeth Street will be retained via the traffic lights at the Elizabeth and Lachlan streets intersection. Right turns into Morehead Street will be banned. Access to Morehead Street will be via Elizabeth and Kellick Streets.
	Median strip restricting access	What turns are at Stokes Avenue, McCauley Lane, McCauley Street & Brennan Street?	With the increase in traffic, turns at these side streets are proposed to be limited to left in and left out.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Rat runs	Will this proposal increase rat running in local streets?	A key objective of the project is to improve travel times along the main corridor and make it more attractive for through traffic than local streets. Local street entry thresholds to further discourage through traffic and improve pedestrian and cyclist access, will be investigated in the final concept design.
	Rat runs	Local streets such as Brennan Street, Loveridge Street and Morehead Street should be for local traffic only.	Threshold treatments, or paved entries to local streets, will be considered for local streets as part of final concept design. If feasible, these would clearly signal to drivers that these are local streets.
	Speed limit	Traffic should be restricted to 50km/h or 40km/h along the corridor.	There are no plans to reduce the speed limit along the corridor at the present time. Roads and Maritime would continue to monitor traffic and potential changes to motorist behaviour following the completion of work. Any potential speed limit changes would be assessed at that time.
	Traffic control signals restricting access	Add traffic lights at Powell Street to provide better access for residents.	Traffic lights at Powell Street are part of this proposal. Westbound right turn access to the CBD from the A2MP corridor, to the west of South Dowling Street, is available at Bourke Street and Wyndham Street.
	Traffic volumes	Expand the map to include Mitchell Road/Henderson Road, Henderson Road/Wyndham Street and Henderson Road/Botany Road intersections, which will all be affected by these plans.	Impacts at these intersections will be considered in the environmental assessment which will be publicly displayed for feedback.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Traffic volumes	Increase use of Huntley Street and Bourke Road to avoid the corridor.	<p>The concept design for A2MP proposes upgrades of key intersections and changes to parking controls to better manage traffic growth along the corridor north/east of Maddox Street.</p> <p>Changes to Huntley Street/Sydney Park Road intersection/Bourke Road are outside the scope of this project.</p>
Public Transport	Bus bays	Bus stops along the corridor should be indented.	<p>Inclusion of indented bus bays would result in additional and significant land take affecting property owners and businesses.</p> <p>Additionally, they are generally an unfavourable option for bus drivers who prefer to stay in the main traffic lane to assist easy take off back into traffic once they collect or set down passengers, unless they are adjacent to a bus lane or bus only lane.</p>
	Bus lanes	What happens to the bus priority lanes at the continuous flow intersection?	Buses would be able to use the light rail corridor through this intersection.
	Bus lanes	There should be better connections between this area and the CBD via bus lanes and cycle lanes.	Connections to existing and future bus and cycle networks will be shown in the final concept design documentation.
	Bus lanes	Can better bus priority/stops be shown/included in the design eg at Bourke Street, Botany Road, stops for future service to eastern beaches, 370 stop at Fountain Street?	<p>The need for a second right turn lane will be reviewed as part of final traffic modelling on the final concept design. There are no bus priority treatments such as bus lanes or bus only traffic lights included in the A2MP proposal at the present time.</p> <p>The locations of existing and future bus stops will be determined by Transport for NSW. Roads and Maritime will consult with Transport for NSW should the proposed A2MP concept design affect bus stop locations along the corridor.</p>

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Priority	Will light rail have priority when crossing at the new intersection at Anzac Parade?	The new continuous flow intersection design will reduce light rail waiting time.
	Priority	Will the current busway at Anzac Parade operate after the light rail? Eg will Clovelly/Coogee services be terminated at Randwick Racecourse and passengers need to interchange?	While planning of future bus services is outside of the scope of this project, the proposal is expected to create future planning opportunities due to improvements in travel time. Buses will be able to use the light rail corridor at the intersection of Alison Road, Anzac Parade and Dacey Avenue.
	Services	More public transport needs to be added so people aren't relying on their cars.	Public transport planning for the area is underway and the new Sydney Metro stop at Waterloo is being planned to improve options for the 60,000 plus residents who will live in the area by 2031.
Other	Communication approach	Can a walk through/cycle through animation be included in the final display?	The final concept design will provide further detail around cyclist and pedestrian connections. The animation will also be updated with improved visibility of cyclist and pedestrian features.
	Communication approach	Interface with WestConnex is not clear on the drawings.	The project team will review how the interface can be better illustrated on future display materials while the WestConnex designs are being finalised.
	Construction impact	What is the construction impact of the upgrade to local residents and businesses? Will local streets be protected from road upgrade with respect to construction vehicles, site compounds, etc.? Will works be carried throughout the day and not in the evening?	Roads and Maritime will prepare a concept construction methodology for inclusion in the environmental assessment which will be publicly displayed for feedback. Due to the strategic importance of this corridor, it is likely that there would be night work. However, every effort would be made to avoid construction traffic on local streets. Access to businesses would be maintained during construction.

Issue category	Sub-category	Matters raised	Roads and Maritime response
	Hydrology & drainage	What is being done about the low point for flooding at Fountain St?	Impacts of the proposed design on flooding, and potential improvements, will be reviewed as part of final design and environmental assessment.
	Hydrology & drainage	Drainage in side streets needs to be improved	While side roads are generally under the care and control of Sydney City Council, Roads and Maritime will undertake a hydrology and drainage investigation for the A2MP corridor as part of the environmental assessment which will be publicly displayed for feedback.

4 Recommendations

Roads and Maritime would like to thank everyone who took the time to consider the preliminary concept design and provide feedback.

We have considered feedback received and will continue to refine and develop the final concept design and prepare the environmental assessment for the proposal.

5 Next steps

Roads and Maritime will display the final concept design and environmental assessment for the proposal for community and stakeholder feedback.

We will continue to keep the community informed of the proposal's progress.

6 Appendices

6.1 Appendix A – Project Update June 2017



McEvoy Street, Alexandria

Alexandria to Moore Park Connectivity Upgrade

June 2017

Display of the preliminary concept design.

Background

The NSW Government is planning road improvements in the inner city suburbs of Alexandria, Waterloo and Moore Park to improve traffic flow and facilities for pedestrians and cyclists in one of the city's fastest growing precincts.

The Alexandria to Moore Park Connectivity Upgrade includes improvements to traffic capacity at key intersections and pinch points to improve traffic flow and provide better access for pedestrians and cyclists. These improvements are being planned to integrate with the CBD and South East Light Rail and WestConnex New M5 projects.

By 2021 traffic volumes along this key corridor are projected to grow by 50% or more in peak periods.

The proposed improvements will support urban renewal along the corridor, and encourage motorists to use alternate routes away from the CBD, a key focus of the Sydney City Centre Access Strategy (Transport for NSW, 2013).

Key features of the proposal

- Pedestrian and cyclist improvements for the length of the corridor
- Clearways on both sides of the corridor for extended periods
- Improvements at key intersections including –
 - the 'dog leg' T-intersections at McEvoy Street and Bourke Street and Lachlan Street and Bourke Street will be rebuilt and combined to form a single more efficient four-way intersection
 - South Dowling Street to be widened on the eastern side north of Dacey Avenue/Lachlan Street to provide an additional right turn lane from South Dowling Street into Lachlan Street and to improve the merge from the Eastern Distributor onto South Dowling Street
 - Anzac Parade, Alison Road and Dacey Avenue intersection at Moore Park to be upgraded to a continuous flow intersection (see image overleaf)
- A right turn bay to be added at Bowden Street and right and left turn bays to be added at Fountain Street, Wyndham Street and Botany Road
- A median to be introduced along McEvoy Street
- Lachlan St to be widened on the southern side to provide four lanes.

A map of the preliminary concept design is included in this project update.

Alexandria to Moore Park Connectivity Upgrade



Continuous flow intersection at the Anzac Parade, Alison Avenue and Dacey Avenue intersection



What is a continuous flow intersection?

A continuous flow intersection (CFI) is an at grade intersection which allows right turn movements to occur at the same time as through movements in both directions. This allows for a more simplified and efficient intersection operation. Continuous flow intersections are progressively being introduced in Australia.

Changing the right turn arrangements at the intersection of Dacey Avenue, Anzac Parade and Alison Road through this innovative intersection arrangement will improve access and efficiency for traffic, pedestrians, cyclists and light rail.

What are the benefits of a continuous flow intersection?

- As it is built 'at grade', or level with the roads it connects to, a CFI often has a smaller construction footprint and less visual impact than other engineering options such as underpasses, overpasses or tunnels
- A CFI also has the ability to better integrate with other transport users such as light rail and pedestrians.

What other options were considered for the intersection?

An underpass was one option considered at the Anzac Parade, Alison Avenue and Dacey Avenue intersection, however, due to the low lying flood affected area this intersection sits in, it was ruled out.

An overpass was also considered however, the construction footprint, visual impact and land taking associated with such a large structure made it unfavourable when compared to the CFI.

Key Facts

- Roads and Maritime traffic modelling show traffic volumes on Euston Road north of Maddox Street will go from around 20,000 vehicles a day in 2016 to 40,000 vehicles a day in 2021.
- This growth is a combination of the WestConnex new M5 St Peters Interchange, the redevelopment of Green Square and the wider growth in Sydney's population.
- The A2MP project is about upgrading key intersections at Fountain Street, Wyndham Street, Botany Road, Bourke Street, South Dowling Street and Anzac Parade so that the route can continue to function as an effective main road and reduce rat running in local streets.
- Clearways are proposed for the corridor seven days a week, to better manage current and future traffic flows and minimise the road footprint and property impacts.
- A new shared pedestrian and cyclist path is proposed along the corridor to support current and future residents and will weave around existing trees where possible.

Feedback from December 2016 consultation period

Roads and Maritime held a two-week consultation period in December 2016 and received 142 comments.

Two submissions were from government agencies or advisory bodies and the remainder were from members of the community and interest groups.

The most common points the community and interest groups raised were:

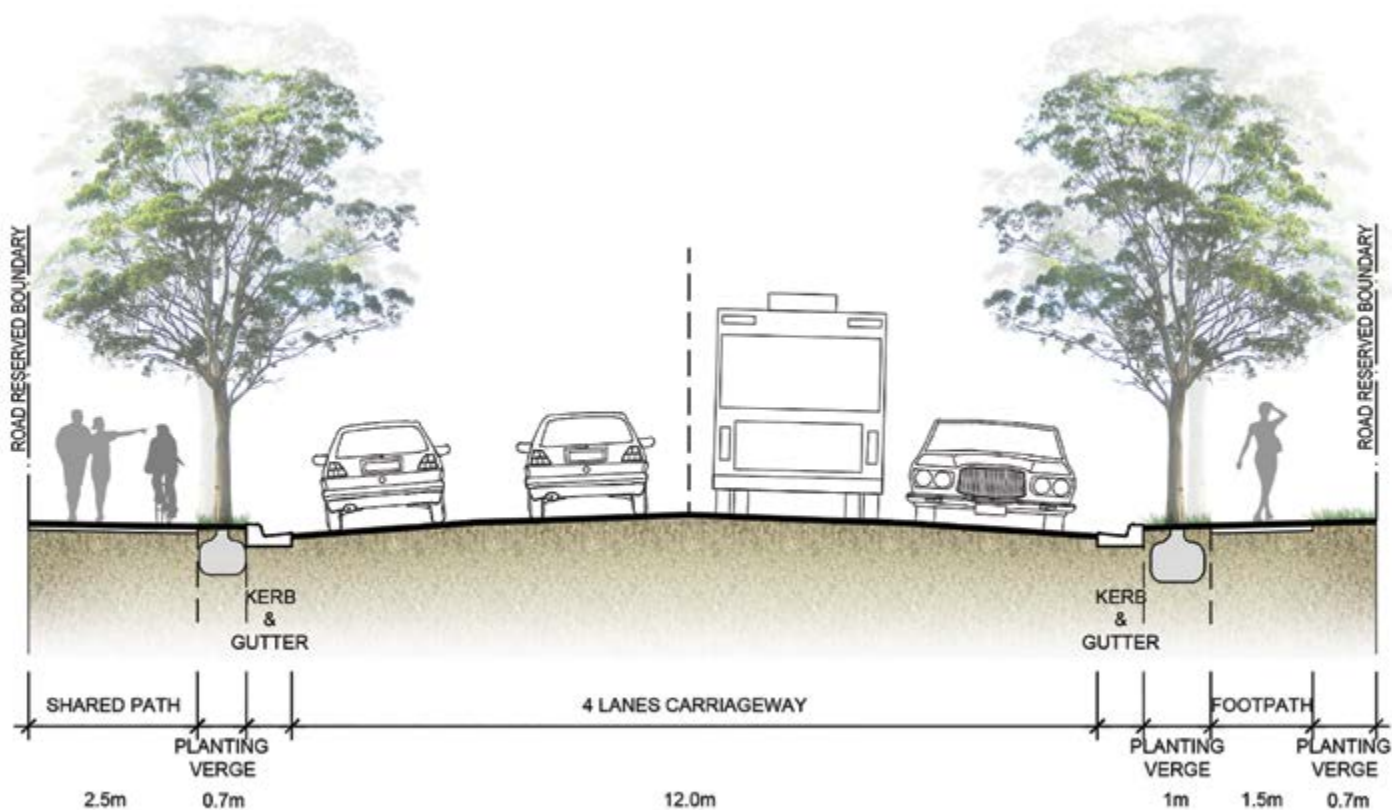
- Consider the inclusion of clearways at various locations and times including weekends along the corridor
- Improve traffic flow, particularly right hand turn movements
- Provide more information about potential property impacts
- Concern about parking availability, property access and traffic impacts
- Minimise environmental impacts, particularly to trees especially along South Dowling Street
- Provide facilities and connectivity for pedestrians and cyclists
- Need more time and information to consider the proposal.

A Consultation Report containing a detailed summary of the feedback can be found on the project web page at (www.rms.nsw.gov.au/alexandria-moore-park).

Aspects of feedback included in this concept design include:

- Proposal for clearways at all times along most of the corridor and some times on weekends
- Pedestrian and cyclist shared path designed to minimise impacts on mature trees
- Extended period of consultation for the preliminary concept design
- Proposal for dedicated left and right turn slip lanes at key intersections at Botany Road and Wyndham Street
- Proposal for improving traffic operations at the intersections of Bourke, McEvoy and Lachlan streets
- Landscape and urban design strategy to factor in shade for pedestrians.

Typical cross section



Where are we now?

Roads and Maritime is now seeking feedback on the preliminary concept design which appears overleaf.

During the display period, Roads and Maritime will host two community drop-in sessions and provide an opportunity for the community to provide detailed comments on the proposal via the interactive plans displayed on the project web site.

All comments received before 7 July 2017 will be considered and used to inform the project's environmental assessment and the final concept design.

Roads and Maritime will prepare a second community consultation report to respond to matters the community and stakeholders raise during the display period.



Community information sessions

Roads and Maritime recognise the importance of involving the community in the development of the Alexandria to Moore Park Connectivity Upgrade. We will host two community information sessions. These information sessions will enable the community to speak face-to-face with members of the project team and ask questions. A formal presentation will not be given, so please feel free to drop in at any time during these sessions.

Our project team will be available at:

**Venue: Terrace Room,
All Sorts Function Centre,
184 Bourke Road, Alexandria**

Saturday June 17, 10am – 12pm

Thursday June 22, 6pm – 8pm

Where to get more information

Roads and Maritime Services

Phone: 1800 875 557

Email: a2mp@rms.nsw.gov.au

Web: www.rms.nsw.gov.au/a2mp

Online map: www.rms.work/a2mp

See the A2MP proposal in 3D

To see an animation of the corridor upgrade including the CFI go to www.rms.gov.au/a2mp



Further information

Please contact the Roads and Maritime project team:

- **Phone:** 1800 875 557
- **Email:** a2mp@rms.nsw.gov.au
- **Web:** www.rms.nsw.gov.au/a2mp



If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 875 557**.

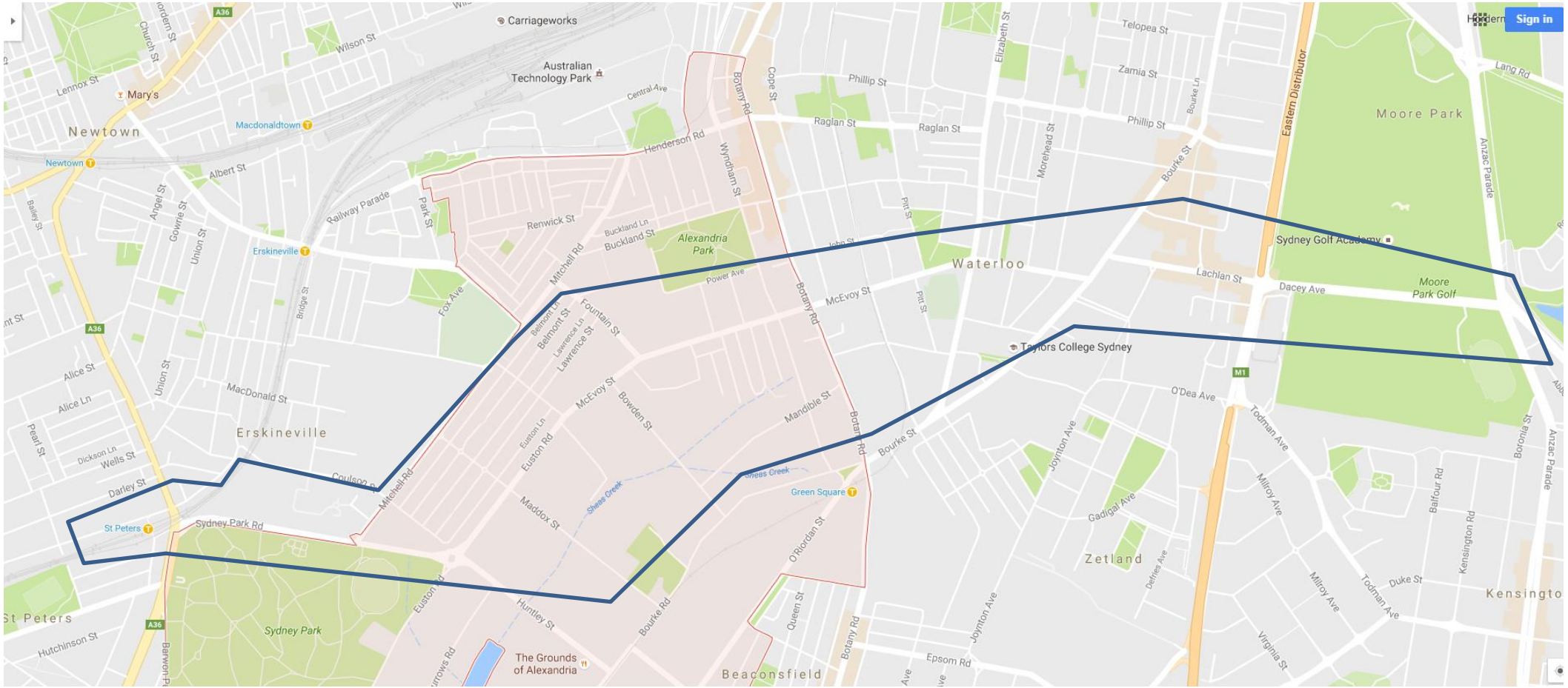


June 2017
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6.2 Appendix B – Distribution area





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Customer feedback
Roads and Maritime
Locked Bag 928,
North Sydney NSW 2059

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