

Questions and answers

Alexandria to Moore Park Connectivity Upgrade

The NSW Government is investigating key intersection improvements to reduce travel time, improve connectivity and support urban renewal on the southern fringe of the Sydney CBD

June 2017

What is the problem?

The NSW Long Term Transport Master Plan identifies a growth of more than 100,000 jobs in the Sydney CBD by 2031.

These new jobs will increase transport demand and the Sydney Centre Access Strategy responds to this challenge. A key action in the Access Strategy is to improve priority bypass routes, such as Cleveland Street, so that traffic moves around the city centre rather than through it.

However, Roads and Maritime Services has further considered existing development constraints on Cleveland Street, large urban renewal in Green Square with more than 40,000 new residents by 2030, and major transport investments in WestConnex New M5 and the CBD and South East Light Rail. This has resulted in the focus on improving traffic flow in the Alexandria to Moore Park (A2MP) corridor. This includes recognition that traffic flows on the corridor will increase by 50% or more by 2021.

The A2MP corridor runs from Euston Road at Maddox Street, Alexandria along McEvoy Street, Lachlan Street, and Dacey Avenue to the intersection of Alison Road and Anzac Parade at Moore Park.

Roads and Maritime's planning has recognised the important traffic function of this corridor for many years.

Traffic issues along the A2MP corridor already need to be better managed with travel times and delays along the corridor becoming increasingly unreliable during peak periods including weekends. Access along the corridor between Sydney Park and Moore Park, for public transport, cyclists and existing and future residents can also be significantly improved.

Corridor improvements would also integrate with and contribute to broader changes to the surrounding road and transport network including the WestConnex New M5 work and the CBD and South East Light Rail.

What changes to traffic and travel times are expected in the future?

Roads and Maritime has carried out travel time surveys, traffic counts and traffic modelling along the corridor. Traffic along the corridor is expected to increase by 50% or more by 2021 and travel times are likely to increase by a similar percentage.

What are the objectives of the A2MP proposal?

The objectives of the proposal are to:

- improve intersection performance and reduce the travel time between Alexandria and Moore Park
- provide safe facilities for pedestrians and cyclists that reduce personal travel time
- improve access between nearby urban renewal precincts, Sydney Park and Moore Park
- reduce traffic on local roads by improving travel times on existing priority bypass routes.

How does it integrate with Light Rail?

Roads and Maritime is working closely with Sydney Light Rail to ensure all proposed works are compatible with the CBD and South East Light Rail design and construction program and future operation.

Proposed improvements at the Anzac Parade, Alison Road and Dacey Avenue intersection will reduce delays for all users including light rail passengers.

How does the proposal impact on Moore Park?

The proposal looks at traffic improvements on South Dowling Street south of the Eastern Distributor exit, shared path improvements along both sides of Dacey Avenue and changes at the intersection of Anzac Parade and Alison Road.

Each of these proposed improvements has a potential impact on Moore Park and these will be considered in detail in the proposal's environmental assessment, which we will display for community and stakeholder feedback later in 2017.

How does it integrate with WestConnex?

Traffic modelling carried out for the A2MP proposal show traffic volumes along the corridor are expected to increase by 50% or more by 2021. This increase is due to both the increase in population in the local area as Green Square develops and the opening of the WestConnex New M5.

The proposed WestConnex M4-M5 Link opening (a new link between Haberfield and St Peters, including an interchange at Rozelle) would take traffic away from this corridor. However, traffic generated by local population increases will still see traffic volumes along the corridor increase by

more than 50% by 2031, compared to current volumes.

Why weren't the improvements planned as part of WestConnex or the CBD and South East Light Rail?

The project approval for WestConnex New M5 recognised the need to consider traffic flow on effects including along Euston Road. The A2MP proposal can assist in better managing increases in traffic, but also has a larger context in terms of helping to manage local traffic growth from surrounding urban renewal areas.

The CBD and South East Light Rail has been designed to operate with minimal changes to intersection arrangements in the Moore Park area. The improvements planned at Alison Road, Anzac Parade and Dacey Avenue, as part of the A2MP project, as well as having a general traffic benefit into the future, will also benefit light rail passengers at this location.

How much will it cost?

Currently this proposal is funded only for the development phase. As part of this phase Roads and Maritime will develop and cost corridor improvement options for inclusion in the project business case expected to be finalised in late 2017.

What improvements are being considered?

The proposal involves changes to intersection arrangements, road widening to provide additional traffic lanes and medians, changes to parking, resurfacing of roads and construction of a new shared path.

The impact of the preferred improvement option and how this will be managed and mitigated will be identified in the environmental assessment being prepared as part of the proposal.

The improvements are aimed at improving traffic flow and reliability on the corridor and providing better cyclist and pedestrian facilities. To assist with the design process, we have split the corridor into three sections:

1. Euston Road (at Maddox Street), Alexandria to McEvoy Street (at Young Street), Waterloo
2. McEvoy Street (at Young Street) through Lachlan Street and South Dowling Street, Waterloo

3. Anzac Parade, Alison Road and Dacey Avenue, Moore Park.

What are the features of the proposed improvements in each section of the corridor?

The concept improvements proposed for each section of the corridor are:

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.

2. McEvoy Street (at Young Street) through 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.

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.

What is a continuous flow intersection?

A continuous flow intersection is designed so that right turn movements occur in advance of the main intersection. This allows more green time for through traffic at the main intersection.

Continuous flow intersections are progressively being introduced in Australia. Changing the right turn movements at the Dacey Avenue, Alison Road and Anzac Parade intersection through this more efficient and innovative intersection arrangement will improve access and efficiency for traffic, pedestrians, cyclists and light rail.

A continuous flow intersection enables more vehicles to travel through an intersection compared to conventional intersections. This is achieved by relocating right turning lanes to remove the delays caused by right turning vehicles.

Vehicles turning right follow right hand line marked arrows to guide them to turn right before they actually get to the main intersection. By pulling this traffic out of the intersection earlier, traffic travelling straight through can continue to do so without being held up by right turning traffic.

We have prepared a 3D animation which shows how a continuous flow intersection operates. The animation is available at rms.nsw.gov.au/a2mp.

What are the benefits of a continuous flow intersection?

As it is built 'at grade', or level with the roads it connects to, a continuous flow intersection generally has a smaller construction footprint and less visual impact than other engineering options such as underpasses, tunnels or overpasses.

It also has the ability to efficiently interact with other transport modes effectively 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 continuous flow intersection.

Are clearways being considered as part of the proposal?

Yes. The Sydney Centre Access Strategy identifies the increasing use of clearways as an effective tool for managing traffic.

Following community consultation in December 2016, members of the community also raised clearways along the corridor as a way of improving traffic flow including on weekends.

The proposal for clearways is to have them for 24 hours on both sides west of Botany Road, and both sides east of Bourke Street with peak hour clearways 6am to 10am and 3pm to 7pm between Bourke Street and Botany Road.

Will any parking spaces be removed?

Parking changes are proposed with the introduction of clearways in the corridor. Essentially these changes mean removing parking along the length of the corridor.

An assessment of parking impact will be provided in the proposal's environmental assessment, which we will display for community and stakeholder feedback later in 2017.

Will you be buying houses or other land for this project?

Property acquisition will be required under the current preliminary concept design. Roads and Maritime will discuss these confidential matters directly with any potentially impacted property owners.

What improvements will be made to bus services?

Existing bus services along the east west corridor are expected to remain. However, services along Anzac Parade will change with the CBD and South East Light Rail project.

The proposal includes relocation of the existing bus stops along Anzac Parade near Robertson Road to the south of the intersection of Dacey Avenue, Anzac Parade and Alison Road.

Will the community be involved in the planning of the proposal?

Yes. Roads and Maritime will continue to consult with the community on the preferred corridor improvement option. We will consider community feedback in decision making.

How is Roads and Maritime consulting with the community?

Roads and Maritime will host community information sessions as part of the display of the preliminary concept design.

Members of the community can drop in at any time during the sessions. The sessions will be held on:

Saturday 17 June - 10am to 12pm
Thursday 22 June - 6pm to 8pm

at the Terrace Room, All Sorts Function Centre, 184 Bourke Road, Alexandria.

Roads and Maritime will also provide information through project updates, emails, advertising and our website rms.nsw.gov.au/a2mp.

The project website features an interactive online map where you can provide feedback on the proposal and see other comments that members of the community have made.

What is happening now?

The preliminary concept design for the proposal is currently on display to the community. Comments on the design are encouraged and should be submitted before **7 July 2017** through the online map, or at the details listed below.

Future steps

Studies and investigations continue for the environmental assessment, which we will display for community and stakeholder feedback later in 2017.

The community will have further opportunity to comment at that time. We will inform the community when this consultation occurs.

For more information

For more information or to ensure you are included in future updates please contact the project team:

Phone: 1800 875 557

Email: a2mp@rms.nsw.gov.au

Web: rms.nsw.gov.au/a2mp