

# Appendix B

## Existing infrastructure

**Table B-10-1 Intersections within the Euston Road corridor**

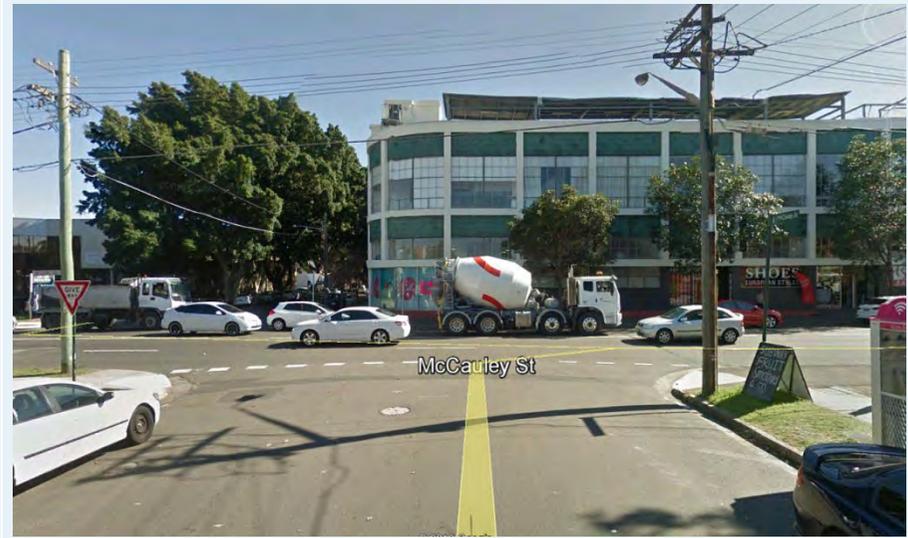
Intersection	Description	Image
<b>The Maddox Street/Euston Road intersection</b>	<p>Located at the western extent of the proposal, this four legged intersection is controlled by traffic signals.</p> <p>Maddox Street has two lanes in each direction and has a 50 kilometres per hour speed limit. There are traffic controlled pedestrian crossing facilities on all four legs of the intersection. Right turns are banned from both sides of Euston Road to Maddox Street.</p> <p>Image looking south-west from Maddox Street (Source: Google Earth Pro).</p>	
<b>Euston Road/Bunnings Access Road intersection</b>	<p>Located on the south-eastern side of Euston Road around 215 metres from the western extent of the proposal. The intersection is a three legged T-intersection that is controlled by traffic signals. The Bunnings access road includes two entry and two exit lanes. The two exit lanes are separated by a raised traffic island with a pedestrian crossing across the left turn exit lane. Traffic controlled pedestrian crossing facilities are located on all three legs of the intersection.</p> <p>Image looking north-east from the western side of Euston Road (Source: Google Earth Pro).</p>	

Intersection	Description	Image
<p><b>Harley Street/Euston Road/McEvoy Street intersection</b></p>	<p>Located to the north-west of Euston Road around 220 metres from the western extent of the proposal and five metres north of the Euston Road and Bunnings Access Road intersection. Harley Street is comprised of one lane in each direction that is separated by small raised traffic island and allows for left in and left out movements only. The intersection is governed by give way rules with priority for vehicles on Euston Road. The traffic island has a break to cater for pedestrians to cross the road and Harley Street has a 50 kilometres per hour speed limit.</p> <p>Image looking west from the eastern side of Euston Road.</p>	

**Table B-10-2 Intersections along McEvoy Street**

Intersection	Description	Image
<p><b>Bowden Street/McEvoy Street intersection</b></p>	<p>This T-intersection is located around 420 metres from the western extent of the proposal on the south-eastern side of McEvoy Street. Bowden Street is comprised of one lane in each direction and all traffic movements are permitted into and out of the street. A designated two-way cycle lane is located on the southern side of Bowden Street before it merges into the shared pedestrian cycle pathway located on the eastern side of McEvoy Street. Bowden Street has a 50 kilometres per hour speed limit. The intersection is governed by give way rules with priority for vehicles on McEvoy Street.</p> <p>Image looking north-east from McEvoy Street (Source: Google Earth Pro).</p>	

Intersection	Description	Image
<b>Fountain Street/McEvoy Street intersection</b>	<p>Located around 520 metres from the start of the western extent of the proposal on the north-western side of McEvoy Street, this T-intersection is controlled by traffic signals. Fountain Street is comprised of two lanes in each direction and all traffic movements are permitted into and out of the street. There are traffic controlled pedestrian crossing facilities on all three legs of the intersection. Fountain Street has a 50 kilometres per hour speed limit.</p> <p>Image looking north-west from the south-eastern side of the intersection.</p>	
<b>Stokes Avenue/McEvoy Street intersection</b>	<p>This T-intersection is located around 680 metres from the western extent of the proposal on the southern side of Euston Road. Stokes Avenue is comprised of one lane in each direction and all traffic movements are permitted into and out of the street. Stokes Avenue is a no through road with a 50 kilometres per hour speed limit. The intersection is governed by give way rules with priority for vehicles on McEvoy Street.</p> <p>Image looking north-east from the south-western side of the intersection.</p>	

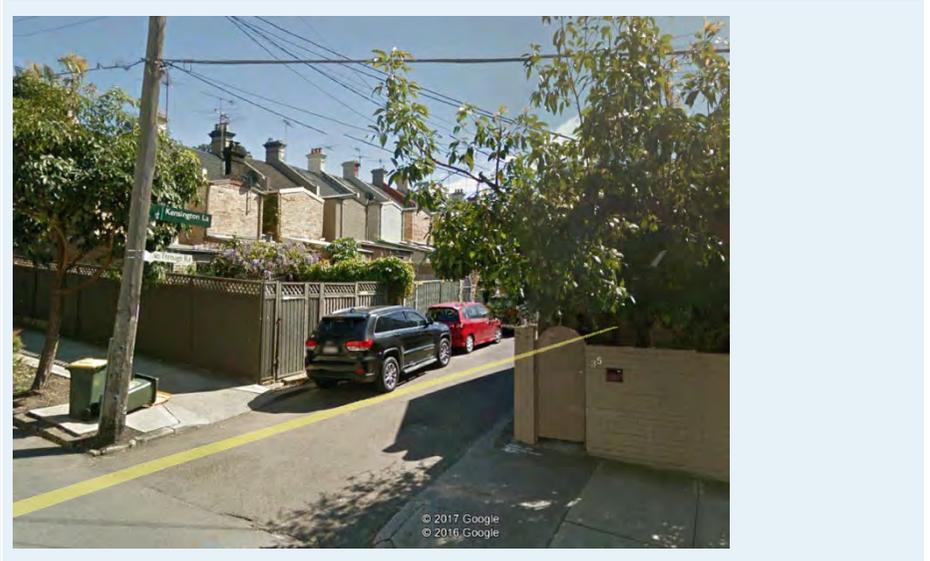
Intersection	Description	Image
<p><b>Loveridge Street/McEvoy Street intersection</b></p>	<p>This T-intersection is located around 740 metres from the western extent of the proposal on the northern side of Euston Road. Loveridge Street is comprised of one lane in each direction and all traffic movements are permitted into and out of the street. The intersection is governed by give way rules with priority for vehicles on McEvoy Street. Loveridge Street has a 50 kilometres per hour speed limit.</p> <p>Image looking north-east towards the Loveridge Street/McEvoy Street intersection from the south-western side of McEvoy Street.</p>	
<p><b>McCauley Street/McEvoy Street intersection</b></p>	<p>This T-intersection is located around 760 metres from the western extent of the proposal on the southern side of Euston Road. McCauley Street is comprised of one lane in each direction and all traffic movements are permitted into and out of the street. The intersection is governed by give way rules with priority for vehicles on McEvoy Street. McCauley Street has a 50 kilometres per hour speed limit.</p> <p>Image is looking north to McEvoy Street from McCauley Street (Source: Google Earth Pro).</p>	

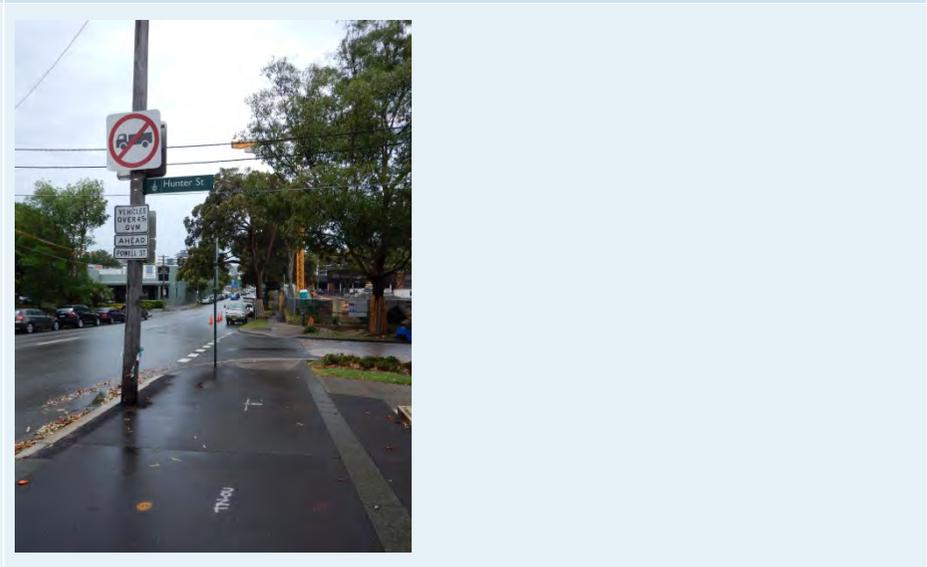
Intersection	Description	Image
<p><b>McCauley Lane/McEvoy Street intersection</b></p>	<p>This T-intersection is located around 810 metres from the western extent of the proposal on the southern side of Euston Road. McCauley Lane is comprised of one lane and all traffic movements are permitted into and out of the street. The intersection is governed by give way rules with priority for vehicles on McEvoy Street. McCauley Lane has a 50 kilometres per hour speed limit.</p> <p>Image is looking south-west from McEvoy Street (Source: Google Earth Pro).</p>	
<p><b>Brennan Street/McEvoy Street intersection</b></p>	<p>This T-intersection is located around 830 metres from the western extent of the proposal on the northern side of Euston Road. Brennan Street is comprised of one lane in each direction and all traffic movements are permitted into and out of the street. The intersection is governed by give way rules with priority for vehicles on McEvoy Street. Brennan Street has a 50 kilometres per hour speed limit.</p> <p>Image looking northerly from the southern side of McEvoy Street.</p>	

Intersection	Description	Image
<b>Hiles Street/McEvoy Street intersection</b>	<p>This T-intersection is located around 850 metres from the western extent of the proposal on the southern side of Euston Road. Hiles Street is comprised of one lane in each direction and all traffic movements are permitted into and out of the street. The intersection is governed by give way rules with priority for vehicles on McEvoy Street. Hiles Street has a 50 kilometres per hour speed limit.</p> <p>Image looking in an easterly direction from the western side of Hiles Street on McEvoy Street.</p>	
<b>Hiles Lane/McEvoy Street intersection</b>	<p>This T-intersection is located around 900 metres from the western extent of the proposal on the southern side of Euston Road. Hiles Lane is comprised of one lane in each direction and all traffic movements are permitted into and out of the street. The intersection is governed by give way rules with priority for vehicles on McEvoy Street. Hiles Lane has a 50 kilometres per hour speed limit.</p> <p>Image looking in a northerly direction towards McEvoy Street.</p>	

Intersection	Description	Image
<p><b>Wyndham Street/McEvoy Street intersection</b></p>	<p>Located around 930 metres from the western extent of the proposal, this four legged intersection is controlled by traffic signals. Wyndham Street is comprised of one lane in both directions. The northern leg of Wyndham Street has a second lane for southbound traffic that is 40 metres long. The southern leg of Wyndham Street does not have line markings for a second northbound exit lane however there is no parking for 60 metres from the intersection thus providing capacity for two lanes in this location. All traffic movements are permitted with the exception of right hand turns from the north-east bound lanes of McEvoy Street into Wyndham Street. Wyndham Street has a 50 kilometres per hour speed limit. Traffic controlled pedestrian crossing facilities are located across all four legs of the intersection.</p> <p>Image looking in a southerly direction from Wyndham Street (Source Google Earth Pro).</p>	
<p><b>Botany Road/McEvoy Street intersection</b></p>	<p>Located around 1030 metres from the western extent of the proposal, this four legged intersection is controlled by traffic signals. Botany Road is comprised of two lanes in both directions. Right hand turns are not permitted from any legs of the intersection except for southbound traffic on Botany Road turning right (westbound) into McEvoy Street. Botany Road has a 50 kilometres per hour speed limit. Traffic controlled pedestrian crossing facilities are located on all four legs of the intersection.</p> <p>Image is looking in an easterly direction from the western leg of McEvoy Street (Source Google Earth Pro).</p>	

Intersection	Description	Image
<p><b>George Street/McEvoy Street intersection</b></p>	<p>This T-intersection is located around 1210 metres from the western extent of the proposal on the southern side of McEvoy Street and is controlled by traffic signals. George Street is a one-way street catering for southbound traffic. George Street has a 50 kilometres per hour speed limit and is identified as a cycle route between Green Square and the CBD. A designated on road cycle way with a lane in each direction is provided on the south-western side of George Street and is separated from the road traffic by raised traffic islands and parked cars. The cycle route continues to the north of the intersection where George Street becomes a no through road. The area on the northern leg of George Street is paved and includes raised gardens with pathways provided for pedestrians and cyclists. Traffic controlled pedestrian crossing facilities are located on all three legs of the intersection.</p> <p>Image is looking northbound along George Street (Source Google Earth Pro).</p>	
<p><b>Pitt Street/McEvoy Street intersection</b></p>	<p>This T-intersection is located around 1340 metres from the western extent of the proposal on the southern side of McEvoy Street and is controlled by traffic signals. Pitt Street is comprised of one southbound lane and two northbound lanes. All traffic movements are permitted into and out of the street. Pitt Street has a 50 kilometres per hour speed limit. Traffic controlled pedestrian crossing facilities are located on all three legs of the intersection.</p> <p>Image is looking south across McEvoy Street to Pitt Street.</p>	

Intersection	Description	Image
<p><b>Elizabeth Street/McEvoy Street intersection</b></p>	<p>This four legged intersection is located around 1520 metres from the western extent of the proposal and is controlled by traffic signals. Elizabeth Street is comprised of two lanes in each direction and has a 50 kilometres per hour speed limit. A second lane is provided on the west and east bound lanes of McEvoy Street. This is a dedicated left hand turning lane on the eastern leg of McEvoy Street for southbound traffic. Right hand traffic movements are not permitted from either leg of McEvoy Street or the northbound leg of Elizabeth Street but are permitted from the southbound leg of Elizabeth Street. Traffic controlled pedestrian crossing facilities are located on all four legs of the intersection. There is a red light camera located on the western leg of McEvoy Street.</p> <p>Image is looking south from Elizabeth Street) (Source Google Earth Pro).</p>	
<p><b>Kensington Lane/McEvoy Street intersection</b></p>	<p>This T-intersection is located around 1560 metres from the western extent of the proposal on the northern side of McEvoy Street. Kensington Lane is comprised of one lane and is a no through road. The intersection is governed by give way rules with priority for vehicles on McEvoy Street and all traffic movements are permitted into and out of the lane. Kensington Lane has a 50 kilometres per hour speed limit.</p> <p>Image is looking north from McEvoy Street (Source Google Earth Pro).</p>	

Intersection	Description	Image
<p><b>Kensington Street/McEvoy Street intersection</b></p>	<p>This T-intersection is located around 1590 metres from the western extent of the proposal on the northern side of McEvoy Street. Kensington Street is comprised of one lane and is one-way road for northbound traffic. Kensington Street has a 50 kilometres per hour speed limit and vehicles over three tonnes are restricted from entry.</p> <p>Image is looking north from McEvoy Street to Kensington Street (Source Google Earth Pro).</p>	
<p><b>Hunter Street/McEvoy Street intersection</b></p>	<p>This T-intersection is located around 1630 metres from the western extent of the proposal on the southern side of McEvoy Street. Hunter Street is comprised of one lane in each direction and all traffic movements are permitted into and out of the street. The intersection is governed by give way rules with priority for vehicles on McEvoy Street. Hunter Street has a 50 kilometres per hour speed limit.</p> <p>Image is looking east from McEvoy Street.</p>	

Intersection	Description	Image
<p><b>Morehead Street/McEvoy Street intersection</b></p>	<p>This T-intersection is located around 1680 metres from the western extent of the proposal on the northern side of McEvoy Street. Morehead Street is comprised of one lane in each direction and all traffic movements are permitted into and out of the street. The intersection is governed by give way rules with priority for vehicles on McEvoy Street. Morehead Street has a 50 kilometres per hour speed limit.</p> <p>Image is looking east from McEvoy Street (Source Google Earth Pro).</p>	
<p><b>Young Street/McEvoy Street intersection</b></p>	<p>Is a four legged intersection located around 1760 metres from the western extent of the proposal on the southern side of McEvoy Street. Young Street is comprised of one lane in each direction and has a 50 kilometres per hour speed limit. The intersection is governed by give way rules with priority for vehicles on McEvoy Street. Only left in and left out movements are allowed on the northern leg of Young Street from and into McEvoy Street and the lanes are separated by a curved traffic island at the road junction. Right out and left out movements are permitted for northbound traffic on the southern leg of Young Street and right in and right out movements are permitted from McEvoy Street. No straight through movements are permitted on either leg of Young Street.</p> <p>Image is looking south showing the left in and left out traffic movements along the northern leg of Young Street (Source Google Earth Pro).</p>	

Intersection	Description	Image
<b>Bourke Street/McEvoy Street intersection</b>	<p>Is a T-intersection controlled by traffic signals located around 1840 metres from the western extent of the proposal at the end of McEvoy Street. Bourke Street is orientated in a north-south direction and is comprised of two lanes in each direction. All traffic movements are permitted into and out of the street. On the approach to Bourke Street a 30 metre left hand turning lane is provided. Bourke Street has a 60 kilometres per hour speed limit. Bourke Street is classified as an arterial road, representing a major north-south route for access into the CBD Fringe suburb of Surry Hills and the Sydney CBD further north.</p> <p>Image is looking east along McEvoy Street to the Bourke Street intersection (Source Google Earth Pro).</p>	

**Table B-3 Intersections along Lachlan Street**

Intersection	Description	Image
<p><b>Bourke Street/Lachlan Street intersection</b></p>	<p>This T-intersection is located around 1900 metres from the western extent of the proposal and is controlled by traffic signals. All traffic movements are permitted into and out of the street. Bourke Street is orientated in a north-south direction and is comprised of two lanes in each direction. All traffic movements are permitted into and out of the street. Bourke Street has a 60 kilometres per hour speed limit. Bourke Street is classified as an arterial road, representing a major north-south route for access into the CBD Fringe suburb of Surry Hills and the Sydney CBD further north.</p> <p>Image looking south from Bourke Street to the Lachlan Street/Bourke Street intersection (Source Google Earth Pro).</p>	
<p><b>Sam Sing Street/Lachlan Street intersection</b></p>	<p>This T-intersection is located around 2030 metres from the western extent of the proposal on the southern side of Lachlan Street. Sam Sing Street is comprised of one lane in each direction. Only left in and left out movements are permitted into and out of the street respectively. Lanes are separated at the road junction with a raised traffic island that has a break to cater for pedestrians to cross the road. The intersection is governed by give way rules with priority for vehicles on Lachlan Street. Sam Sing Street has a 50 kilometres per hour speed limit.</p> <p>Image looking south-east from Lachlan Street to the Sam Sing intersection (Source Google Earth Pro).</p>	

Intersection	Description	Image
<p><b>Gadigal Avenue/ Lachlan Street intersection</b></p>	<p>This T-intersection is located around 2160 metres from the western extent of the proposal on the northern side of Lachlan Street. Gadigal Avenue is comprised of one lane in each direction. All traffic movements are permitted at the intersection except for right hand turns from Gadigal Avenue. Three raised traffic islands are located at the road junction to control traffic movements. A 60 metre left turning lane is provided on the western approach for eastbound traffic and a 110 metre right turning lane is provided on the eastern approach for westbound traffic. A 30 metre No Standing zone is located across Lachlan Street to allow right turns into Gadigal Avenue during periods when the road is congested. The intersection is governed by give way rules with priority for vehicles on Lachlan Street. Gadigal Avenue has a 50 kilometres per hour speed limit.</p> <p>Image is looking west along Lachlan Street to the Gadigal Avenue intersection (Source Google Earth Pro).</p>	
<p><b>Amelia Street/Lachlan Street intersection</b></p>	<p>This T-intersection is located around 2230 metres from the western extent of the proposal on the southern side of Lachlan Street. Amelia Street is comprised of one lane in each direction however there is a street parking on both sides of the road causing it to narrow to one lane. The intersection is governed by give way rules with priority for vehicles on Lachlan Street. All traffic movements are permitted at the intersection. Amelia Street has a 50 kilometres per hour speed limit. A 16 metre no parking restriction is located across the entrance to Amelia Street to allow access to and from the road during periods when the road is congested.</p> <p>Image is looking south across Lachlan Street down Amelia Street (Source Google Earth Pro).</p>	

Intersection	Description	Image
<p><b>South Dowling Street/Lachlan Street/Dacey Avenue intersection</b></p>	<p>This four legged intersection is located around 2340 metres from the western extent of the proposal and is controlled by traffic signals. Lachlan Street forms the western leg, South Dowling Street forms the northern and southern legs and Dacey Avenue forms the eastern leg of the intersection. The northern leg of South Dowling Street includes a 90 metre right hand turning lane and a 50 metre left turning lane that provides access to Lachlan Street and Dacey Avenue respectively. The southern leg of South Dowling Street includes two 90 metre right turning lanes that provide access to Dacey Avenue. The kerbside through lane of the southern leg of South Dowling Street also allows for left turn movements into Lachlan Street. Dacey Avenue is comprised of two lanes in each direction at the intersection and includes an 80 metre right turning lane and a 90 metre left turning lane that provide access into South Dowling Street and Lachlan Street respectively. The left hand turning lanes located on Dacey Avenue and the northern leg of South Dowling Street are separated from the through lanes by raised traffic islands that provided pedestrian refuge. These two designated left turning lanes are not signalised, but controlled through give-way signs. Pedestrian crossings are located across these left turning lanes and traffic controlled pedestrian crossing facilities are located on all four legs of the intersection. South Dowling Street and Dacey Avenue both have a 60 kilometres per hour speed limit. All traffic movements are permitted at the intersection however vehicles over nine metres are not permitted to turn left from Lachlan Street into the northbound lanes of South Dowling Street.</p> <p>Image of the South Dowling Street, Lachlan Street and Dacey Avenue intersection (Source Google Earth Pro). Additional images of the intersection included in <b>Table 2-4</b>.</p>	 <p>The image is an aerial photograph of a complex urban intersection. It shows a four-legged intersection with traffic signals. The streets are paved and have clear lane markings. There are several buildings, including a large white industrial-style building and a smaller building with a red roof. The area is surrounded by greenery, including trees and a landscaped area with a circular driveway. The overall scene is a typical urban environment with a mix of commercial and residential buildings.</p>

**Table B-4 Summary of intersections along Dacey Avenue**

Intersection	Description	Image
<p><b>Supa Centa Access Road/Dacey Avenue intersection</b></p>	<p>This T-intersection is located around 2435 metres from the western extent of the proposal on the southern side of Dacey Avenue and is controlled by traffic signals. The Supa Centa Access Road is comprised of two entry and three exit lanes comprised of one right hand turning lane and two left turning lanes. No right hand turns are permitted into the Supa Centa Access Road from the eastbound lanes of Dacey Avenue.</p> <p>Image looking east from Dacey Avenue towards the intersection with the Supa Centa Access Road (Source Google Earth Pro).</p>	
<p><b>ES Marks Athletics Field Access Road/Dacey Avenue intersection</b></p>	<p>This T-intersection is located around 2435 metres from the western extent of the proposal on the southern side of Dacey Avenue. E.S Marks Athletics Field Access Road is comprised of one entry lane and one exit lane. A 65 metre left turning lane is provided for westbound traffic along Dacey Avenue. No right hand turns are permitted into the E.S Marks Athletics Field Access Road from the eastbound lanes of Dacey Avenue as there is a raised island separating the east and west bound traffic in this location.</p> <p>Image looking east from Dacey Avenue towards the intersection with the E.S Marks Athletics Field Access Road (Source Google Earth Pro).</p>	

Intersection	Description	Image
<b>Moore Park Maintenance Depot Access Road/Dacey Avenue intersection</b>	<p>This T-intersection is located around 2460 metres from the western extent of the proposal on the northern side of Dacey Avenue. Moore Park Maintenance Depot Access Road is comprised of one entry and one exit lanes. Access is from the eastbound lane left turning lane for the Anzac Parade/Alison Road/Dacey Avenue intersection. No right hand turns are permitted into the Moore Park Maintenance Depot Access Road from the westbound lanes of Dacey Avenue as there is a raised island separating the east and west bound traffic in this location.</p> <p>Image looking north from Dacey Avenue towards the intersection with the Moore Park Maintenance Depot Access Road (Source Google Earth Pro).</p>	