

# Victoria Street design options

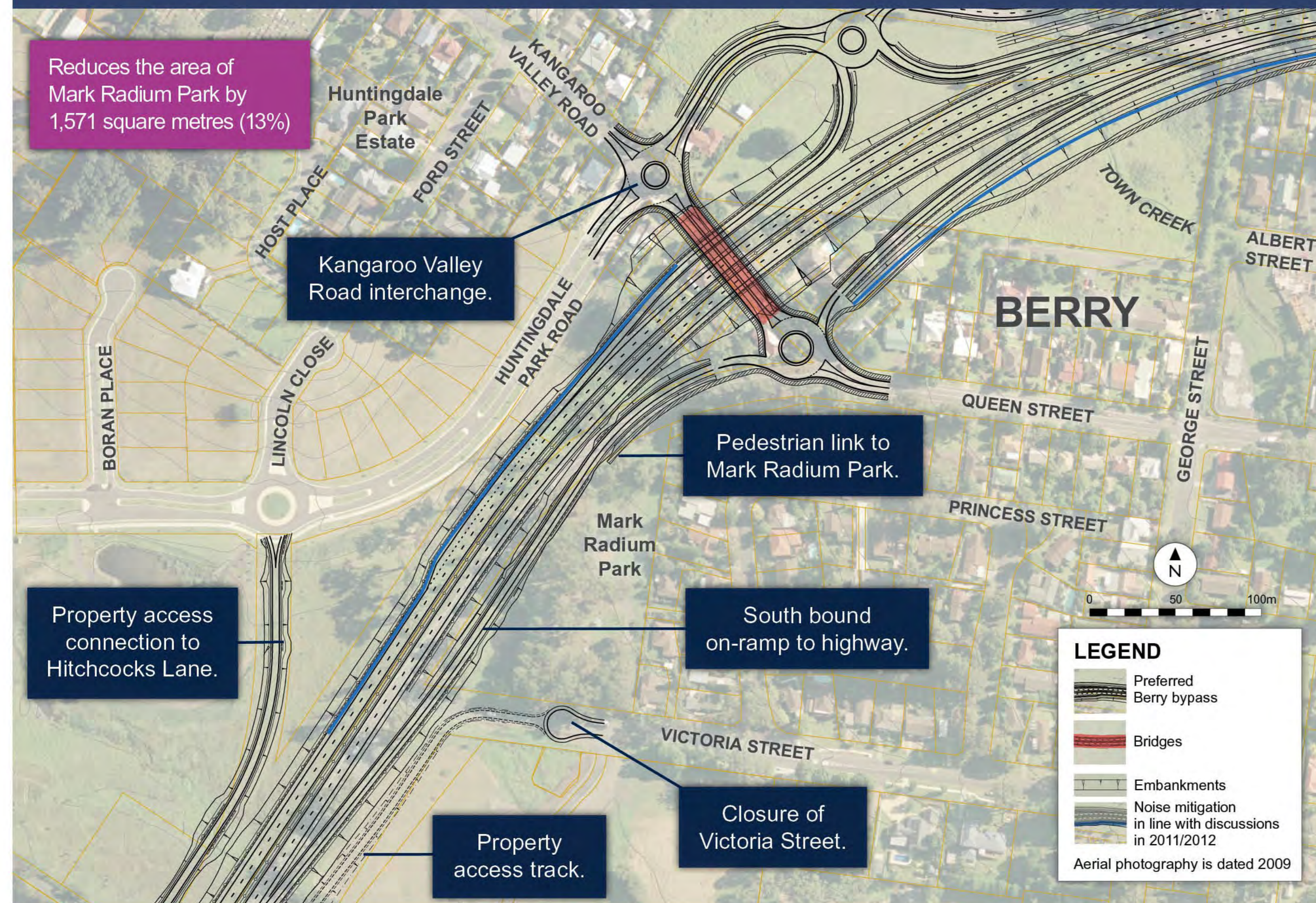
Foxground and Berry bypass Princes Highway upgrade

NOVEMBER 2012

ENVIRONMENTAL ASSESSMENT

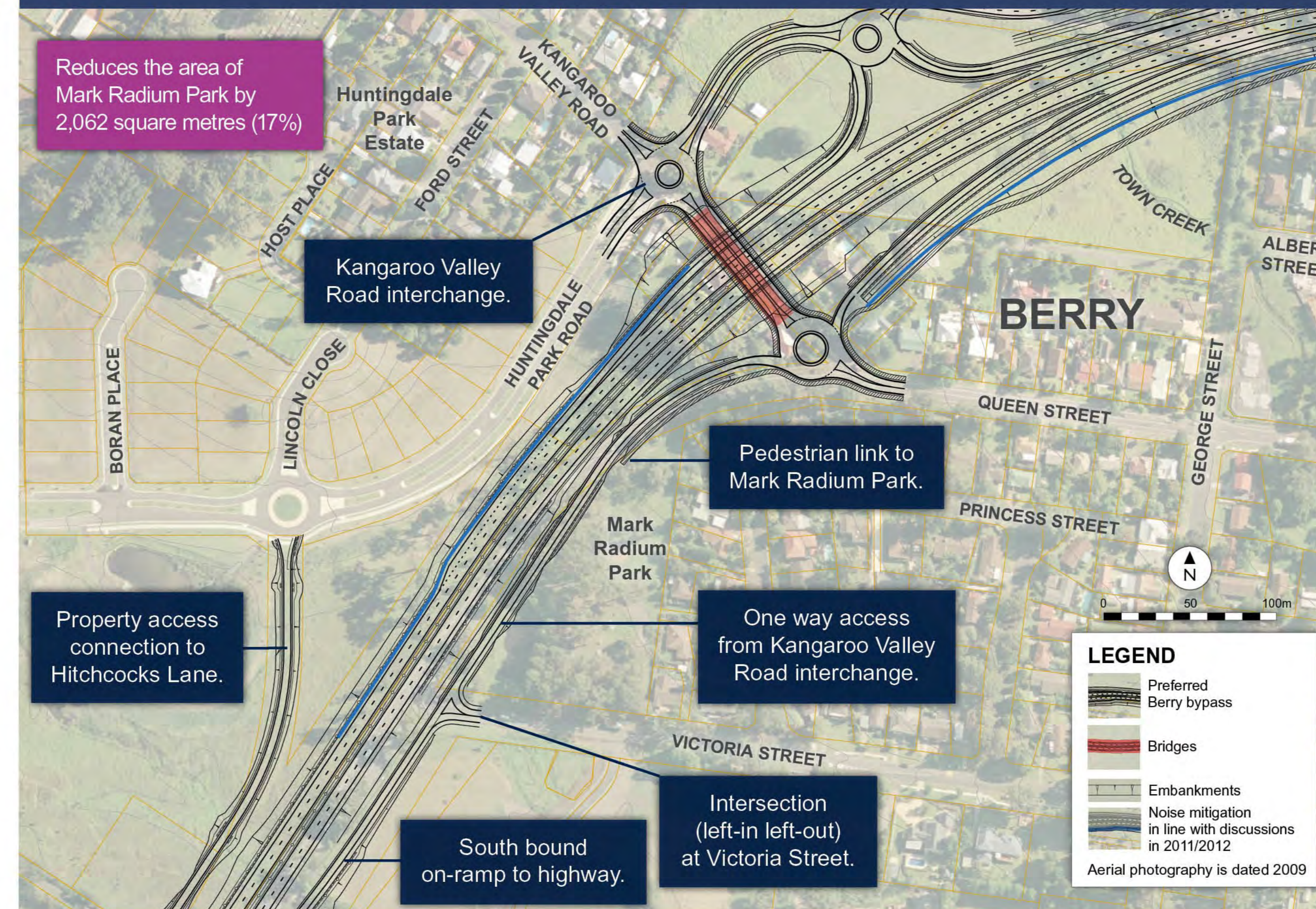
## Three design options have been considered for the western end of Victoria Street. These are:

**OPTION 1 PROPOSAL** Closing Victoria Street (by creating a cul-de-sac) with a southbound on-ramp from Queen Street providing access to the upgraded highway (shown in the concept design for the environmental assessment)



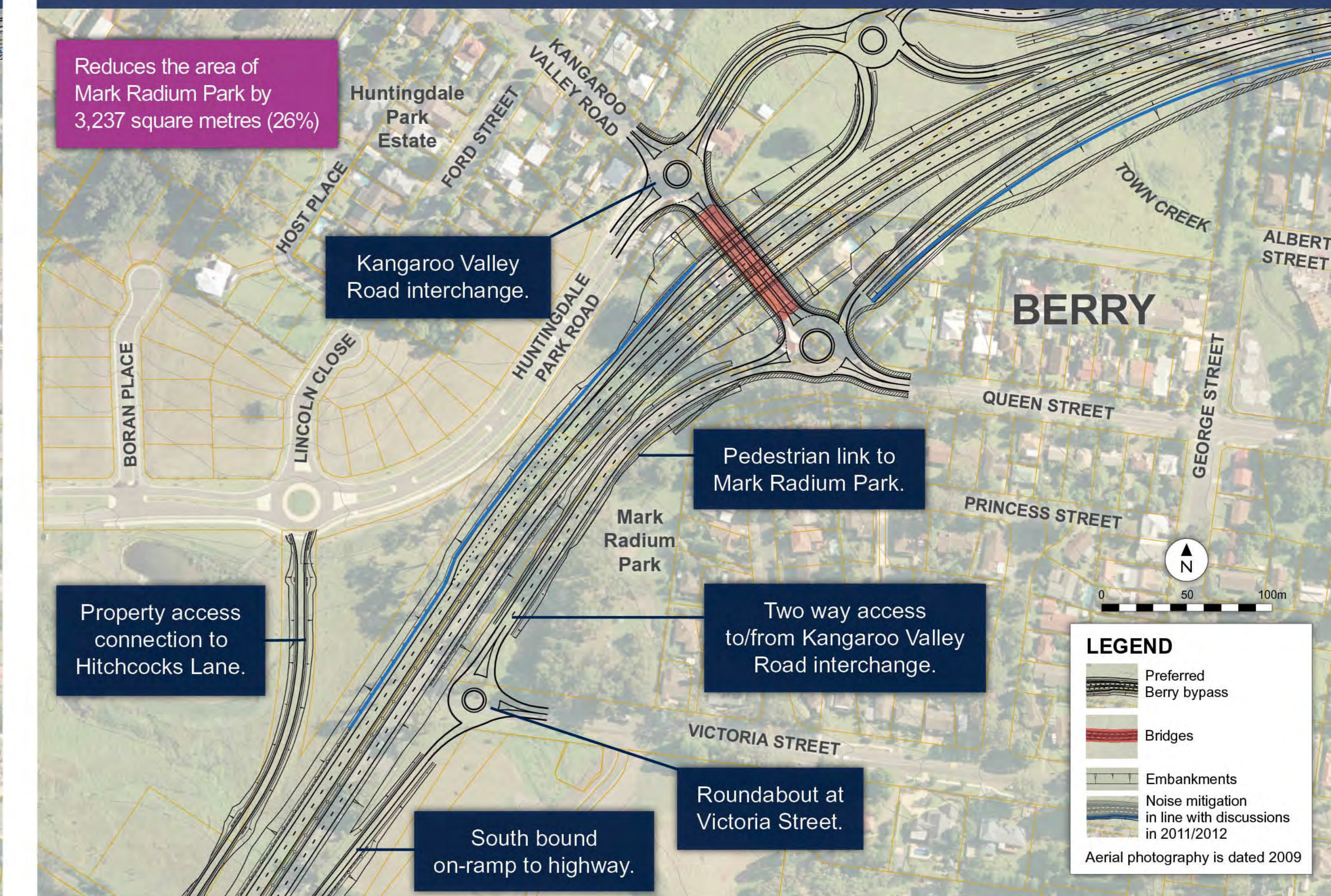
All options restrict right hand turn movements from Victoria Street to the upgraded highway and from the upgraded highway to Victoria Street.

**OPTION 2 PROPOSAL** Victoria Street remains open, providing one-way travel from Queen Street to Victoria Street, with a southbound on-ramp south of Victoria Street



All options restrict right hand turn movements from Victoria Street to the upgraded highway and from the upgraded highway to Victoria Street.

**OPTION 3 PROPOSAL** Victoria Street remains open, maintaining two-way travel adjacent to the highway between Queen and Victoria streets, with a southbound on-ramp south of Victoria Street



All options restrict right hand turn movements from Victoria Street to the upgraded highway and from the upgraded highway to Victoria Street.

## Evaluation of options

17 selection criteria were used to assess the options based on the project objectives and the requirements of the NSW Department of Planning and Infrastructure.

An option to close Victoria Street has been taken forward, with the understanding that the overall concept design can accommodate any of the options.

RMS has received feedback on this issue and acknowledges that community opinion is divided on whether or not to close Victoria Street at its western end.

## Option 1 proposed

### Opportunities include:

- Reducing the overall footprint of the southern interchange for Berry, having the least impact on Mark Radium Park.
- Providing the most efficient southbound on-ramp to the upgraded highway.
- Best meets the project objective of improving road safety by reducing potential vehicle and pedestrian conflicts.

### Constraints include:

- Redirecting traffic currently utilising Victoria Street to access the highway to the south. This results in a potential increase in traffic volumes on George, Edward, Albany, Alexandra and Prince Alfred streets.

## Victoria Street design options traffic volumes and analysis

Location	2012	2017/18 Assumed project open					
	Existing conditions AADT	Option 1 Victoria Street closed one-way ramp		Option 2 Victoria Street open one-way ramp		Option 3 Victoria Street open two-way ramp	
		AADT	AADT	Difference (versus existing) Volume	AADT	Difference (versus existing) Volume	AADT
Queen Street	12,284	3866	-8418	2530	-9754	2497	-9787
Victoria Street western end	2171	0	-2171	1336	-835	1369	-802
Victoria Street eastern end (West of Prince Alfred Street)	1139	786	-353	1049	-90	1049	-90
George Street	409	855	446	629	220	622	213
Edward Street	347	725	378	533	186	527	180
Albany Street	752	1571	819	1156	404	1143	391
Alexandra Street	434	907	473	667	233	660	226
Prince Alfred Street	1923	2155	232	2144	221	2144	221

**Annual average daily traffic (AADT)** The total volume of traffic travelling in both directions on a road location over a 24 hour period; which represents an average day in the year specified.

## Have your say

The NSW Department of Planning and Infrastructure is aware of the strong and divided community interest in the final outcome for Victoria Street.

Members of the community are invited to comment on this issue via a written submission to the NSW Department of Planning and Infrastructure as part of the environmental assessment process.