

Airport North Precinct

Community Consultation Report

January 2016

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Executive summary

This report provides a summary of Roads and Maritime Services' community and stakeholder consultation for the proposal to upgrade the state roads in Airport North Precinct to improve traffic flow and connections to Sydney Kingsford Smith Airport and Port Botany.

Roads and Maritime is proposing to:

- Reconfigure Robey Street and O'Riordan Street
- Convert O'Riordan Street to one-way southbound and Robey Street to one-way northbound from south of Robey Street and O'Riordan Street intersection
- Widen O'Riordan Street between Robey Street and Bourke Road.

Roads and Maritime invited the community and stakeholders to provide feedback on the proposal from 28 August to 11 September 2015. Comments were received from 25 people and organisations, raising more than 20 different matters.

Key matters raised include the effectiveness of the road upgrades in addressing traffic congestion in the area, impacts to the Botany Bay Council work on Baxter Road may have on the project and driving hazards at some intersections in the area.

The community also provided requests for new bus routes in the area, more infrastructure and project information including construction timelines and funding.

Roads and Maritime thanks everyone who provided comments and to the community and stakeholders for considering the proposal.

We will ensure that matters highlighted by stakeholders and the community are considered in our decision making.

We will now prepare the concept design and carry out an environmental impact assessment. We will keep the community and stakeholders updated as this proposal progresses.

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1. Introduction

1.1. Background

Sydney Kingsford Smith Airport (Sydney Airport) and Port Botany are two of Australia's most important international gateways. The roads around Sydney Airport and Port Botany are becoming increasingly congested due to rising numbers of passenger, freight and motorists.

The Airport North Precinct is located in Mascot, about eight kilometres south of Sydney's central business district and directly to the north of Sydney Airports' domestic terminals.

O'Riordan Street currently provides a key access route to and from Sydney Airport. The section of O'Riordan Street between Bourke Road and Robey Street experiences heavy traffic congestion in both directions.

Sydney Airport Corporation Limited has proposed changes to the T2 and T3 terminal precinct entry and exit access roads that would see the O'Riordan Street access become an entry only, with a new dedicated exit opposite Robey Street.

1.2. The proposal

Roads and Maritime is proposing to upgrade the roads directly surrounding the Airport North Precinct to address congestion and to complement the Sydney Airport works.

Roads and Maritime is proposing to:

- Reconfigure Robey Street and O'Riordan Street
- Convert O'Riordan Street to one-way southbound and Robey Street to one-way northbound from south of Robey Street and O'Riordan Street intersection
- Widen O'Riordan Street between Robey Street and Bourke Road.

The proposal integrates with an approved Sydney Airport Corporation Limited project to reconfigure the internal road network servicing the domestic terminals, which will result in the creation of a one-way circulation. Traffic will enter the domestic terminals via Sir Reginald Ansett Drive opposite O'Riordan Street and exit via a new connection that would see Seventh Avenue extended north beyond Shires Avenue to create a new four-way intersection with Qantas Drive and Robey Street.

Key features of the proposal include:

- Widening O'Riordan Street from four to six lanes between Bourke Road and Robey Street
- Converting sections of Robey Street and O'Riordan Street to one-way operation to create a circulation system which will complement the reconfiguration of the internal one-way circulation being installed to service the airport's two domestic terminals
- Improvements to footpaths facilities on both sides of O'Riordan Street
- Creating a dedicated right-turn lane southbound from O'Riordan Street into King Street
- Modifying the intersections of O'Riordan Street and Robey Street and O'Riordan Street and King Street
- Modifying the lane geometry on the approach to Joyce Drive from O'Riordan Street
- Altering a number of property accesses
- Adjusting various utilities and drainage structures

- Adjusting traffic signal timings and phasings
- Removing and installing new traffic signals
- Implementing new line marking changes.

The works proposed are intended to:

- Increase traffic capacity and reduce congestion on O'Riordan Street between Bourke Road and Robey Street
- Reconfiguring the intersections of Robey Street and Qantas Drive and O'Riordan Street and Joyce Drive to integrate with the new one way road network identified in the Sydney Airport Master Plan Ground Transport Development Plan for the domestic T2/T3 terminal precinct.

2. Consultation approach

2.1. Consultation objectives

We consulted with the community in August and September 2015 on the proposal to:

- Seek comment, feedback, ideas and suggestions for Roads and Maritime to consider when developing the proposal including consultation outcomes into the environmental impact assessment known as Review of Environmental Factors
- Build a database of interested community members who Roads and Maritime could continue to engage during the development of the proposal.

2.2. How consultation was done

Community members were encouraged to provide their feedback, leave comments and make submissions at the information sessions or via mail, email or phone contact with the project team.

Our key consultation tools are listed below:

Table 1

Stakeholder Meetings	<ul style="list-style-type: none">• Meetings were held with Botany Bay City Council, Sydney Airport Corporation Limited, utility authorities and other stakeholders.
Project Update August 2015	<ul style="list-style-type: none">• Delivered to 12,200 residents living in Mascot, Rosebery, Beaconsfield in August 2015 (Appendices A)• Directly emailed to emergency services, government agencies, schools, large businesses and other key stakeholders in the local area.
Web Page	<ul style="list-style-type: none">• Project webpage with latest project information.

3. Consultation summary

3.1. Overview

Roads and Maritime received comments from 25 people and organisations raising more than 20 different matters. Key points included traffic and road safety concerns, public transport, freight movements, project costs and timelines, integration of this proposal with other road projects in the area and matters that were outside the scope or area of the project.

Table 2

Category	Matters raised	Roads and Maritime response
Traffic congestion 4 comments	Proposed changes are a band aid solution. A more permanent traffic improvement would be to reduce the number of heavy container trucks on the road by increasing the number of containers on the railway freight line in the area.	While Roads and Maritime cannot reduce the number of trucks on the road, improvements to the road infrastructure would allow for a smoother flow of traffic. Roads and Maritime is delivering a project in the Airport East Precinct which will remove the existing General Holmes Drive rail level crossing enabling more efficient operation of rail to transport freight. The network improvements proposed by Roads and Maritime and work by Transport for NSW in rail infrastructure, will improve congestion throughout the airport precinct.
	New residential developments have resulted in more traffic in the area. The merging of three lanes into two will only create another bottleneck.	Roads and Maritime will investigate this at concept design stage with the use of traffic modelling. The widening of the roads on the entry and approach to the domestic terminal will improve traffic flow in the area.
	Suggestion to remove parking on O’Riordan Street to enable smoother traffic flow all day.	Parking on O’Riordan Street is permitted in areas outside of the scope of the project. Changes to parking schemes along the length of O’Riordan Street are not part of the Airport North Precinct however Roads and Maritime will investigate any opportunities to improve traffic flow in the network.
	Traffic light at the intersection of Bourke Road and Gardeners Road only allows for a small number of northbound vehicles through at each change of the lights causing queue stretching as far back as Mascot Railway Station.	This intersection is outside the scope of project. Roads and Maritime Services will direct this issue to the relevant section to assess if a possible solution can be found.
Traffic congestion/hazard 1 comment	Convergence from three through lanes between Bourke Road and Robey Street to two heading towards the city would create increased congestion due to the considerable bottleneck.	The primary location for congestion in the project area is at the entry and exit to the domestic airport terminal. Widening of O’Riordan Street in both directions would improve congestion in the

		network.
Out of scope 1 comment	Implementation of new light rail in the city is a poor solution to traffic improvement. The existing underground rail services should be expanded instead.	The Sydney Light Rail project is outside the scope of this project. Roads and Maritime is working with Transport for NSW to co-ordinate the interface between the light rail and road networks
Cost 2 comments	Cost of the project	Cost estimating is to be done as part of the Concept Design stage and will be released once available. The Airport North Precinct works are to be funded from the \$282 million announced for a package of works to improve traffic in the airport precinct (including Airport West, Airport East and Airport North).
Project timeline 2 comments	Estimated start and completion dates of work.	Construction is expected to start by 2019.
Out of scope 1 comment	Due to the apparent benefits Sydney Airport and presumably airlines such as Qantas may derive from this project, what are the contributions being asked from these entities.	The Airport North Precinct works would be funded from the \$282 million announced for a package of works to improve traffic in the airport precinct (including Airport West, Airport East and Airport North).
Road safety 2 comments	Right turn from Bourke Road on to O'Riordan Street is too small to allow for both a heavy vehicle and a car to perform a right turn simultaneously. Multiple accidents have been witnessed in the area as a result.	Matter to be investigated during concept design. The widening of O'Riordan Street to three southbound lanes will increase the width that a heavy vehicle can use for turning movements. This should reduce the likelihood of this type of accident occurring.
Active and public transport 7 comments	Construction timeline of new bus interchange	This bus interchange is part of the Sydney Airport development. Details of the current option of the bus facilities inside the airport are available on the Sydney Airport website.
	Request for additional bus services in the area.	Bus services are handled by Transport for NSW. Roads and Maritime will work with Transport for

		NSW to optimise bus services in the area.
Design and traffic and congestion 1 comment	Proposed one way stretch from Robey Street to Joyce Drive will make traffic worse. Making Robey Street one way only would increase congestion at the entrance of the airport.	Initial traffic modelling has suggested that the displayed option is the most beneficial to the operation of the network. Further modelling would be undertaken to confirm the approach during the concept design development.
Design and project scope 2 comments	Making traffic from the eastern suburbs, which currently access Qantas Drive via the right turn into Robey Street, continue straight along O’Riordan Street will negatively impact these users. Consider making King Street continuous, straight across O’Riordan Street and allowing it to join Qantas Drive.	Initial traffic modelling has suggested that the displayed option, as shown in the Community Update and on the website the most beneficial to the operation of the network. Further modelling would be undertaken to confirm the approach during the concept design development. Extending King Street to intersect with Qantas Drive would require extensive regrading and structures in the area. At this stage it is not considered feasible due to the existing flat terrain, the close proximity of the Port Botany Freight Rail line and insufficient area for an additional signalised intersection in the Airport owned land on Qantas Drive.
	Flyovers and underpasses should be constructed instead of level crossings and lights for Joyce Drive and Qantas Drive	Flyovers and underpasses would drastically increase the complexity and cost of the project. The Airport North Precinct would be designed to allow these options to be further investigated in the future if they are warranted.
Property impacts 1 comment	Concern that a significant part of Mascot Oval will be affected or resumed by the state government.	Mascot Oval is outside the scope of the project and therefore would have no impact on Mascot Oval.
Active and Public Transport 1 comment	How will O’Riordan Street be widened without narrowing the much needed and often used shared path.	O’Riordan Street is to be widened towards the east. This project would also improve the footpaths on the western side. Any widening done on the eastern side will require property acquisition to allow for a widened corridor.
Active and public	Sydney Airport outlines plans for bicycle infrastructure on airport	A cyclist strategy is being considered by

transport 1 comment	land but without providing separate bicycle connections to the airport, bike riding numbers are unlikely to increase. Two intersections off O’Riordan Street do not provide pedestrian signals to cross the side streets, presenting a safety concern and does not encourage active travel.	Transport for NSW and as part of the concept design. This strategy will be coordinated with the Sydney Airport works and Roads and Maritime packages of work.
Traffic modelling and congestion 1 comment	Traffic analysis and modelling results should be made available to the public.	Traffic modelling and transport analysis studies are done as part of the Review of Environmental Factors which will be released to the public.
Out of scope 7 comments	Additional upgrade works required at intersection of Foreshore Road and General Holmes Drive. Improvements also needed for left and right turns from Foreshore Road on to General Holmes Drive.	This area has been raised with Roads and Maritime for future improvement. If funding from the airport package of works is made available it may be further investigated in the future. Roads and Maritime is not making any commitments to upgrading Foreshore Road as part of the Airport North Precinct project.
	Airport Surcharge should be removed to entice more people to use the trains around the airport area.	Roads and Maritime does not determine ticket prices for Sydney Trains.
	Proposed road changes will clash with Botany Bay Council’s proposal for closure of the middle of Baxter Road. Baxter Road should be closed at the end instead. Allow thoroughfare on Baxter Road, implement chicane to deter heavy vehicles from driving through Under the premises of the cul-de-sac on Baxter Road, residents on the western side would be forced to make a significant detour to get to. Qantas Drive. Suggestion to allow a right turn from O’Riordan Street on to Qantas Drive.	Works done on Baxter Road are a project proposed by Botany Bay City Council. The concept design of Airport North Precinct would investigate access and detour implications from the proposal.

4. Decision

Roads and Maritime has decided to progress this proposal to the next stage and develop a concept design.

5. Next steps

We have considered all comments and we will ensure that matters highlighted by stakeholders and the community are considered during the development of the concept design and environmental impact assessment. The community will be kept informed and consulted as this project progresses.

6. Appendices

6.1. Appendix A – Community Update inviting feedback

Community involvement

Roads and Maritime recognises the importance of involving the community in the development of this proposal. Feedback received during the consultation periods will be considered in finalising the proposal and will be addressed in a consultation report. Roads and Maritime will continue to keep the community informed as the proposal progresses.

Next steps



Have your say

We welcome your feedback on the proposal to upgrade roads north of the airport and would appreciate your comments by Friday 11th September 2015.

Please send your written comments to:

Email AirportNorth@rms.nsw.gov.au

Mail Airport North Precinct
Roads and Maritime Services
PO Box 973
Parramatta CBD NSW 2124



This document contains important information about road projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call the project team on 1800 660 275. The interpreter will then assist you with translation.

Further information

For further information about the Airport North proposal, please contact the project team:

Phone 1300 852 557

Email AirportNorth@rms.nsw.gov.au

Web www.rms.nsw.gov.au/airportnorth

Mail Airport North Precinct
Roads and Maritime Services
PO Box 973
Parramatta CBD NSW 2124



Have your say

Airport North precinct

August 2015

The NSW Government is investigating the upgrade of roads north of Sydney's Kingsford Smith Airport to improve traffic flow and connections to the Airport and Port Botany. Roads and Maritime Services is inviting feedback on this proposal by Friday 11th September 2015.

Background

Sydney Airport and Port Botany are two of Australia's most important international gateways. The roads around the airport and Port Botany are becoming increasingly congested.

The Sydney Airport Masterplan 2033 proposes a new one way road system through the T2/T3 domestic terminals to improve traffic flow in the airport.

Roads and Maritime proposes to reconfigure Robey Street and O'Riordan Street to accommodate upgrades to the internal road network in Sydney Airport.

Key features

The key features of the Airport North proposal include:

- Converting the southern sections of Robey Street and O'Riordan Street into one way roads
- Widening O'Riordan Street to provide six through lanes between Bourke Street and Robey Street
- Reconfiguring the existing traffic lights on O'Riordan Street between Qantas Drive and Bourke Street.

The project is expected to:

- Increase traffic capacity and reduce congestion along O'Riordan Street and improve access to Sydney Airport Domestic terminals.



O'Riordan Street looking north towards King Street

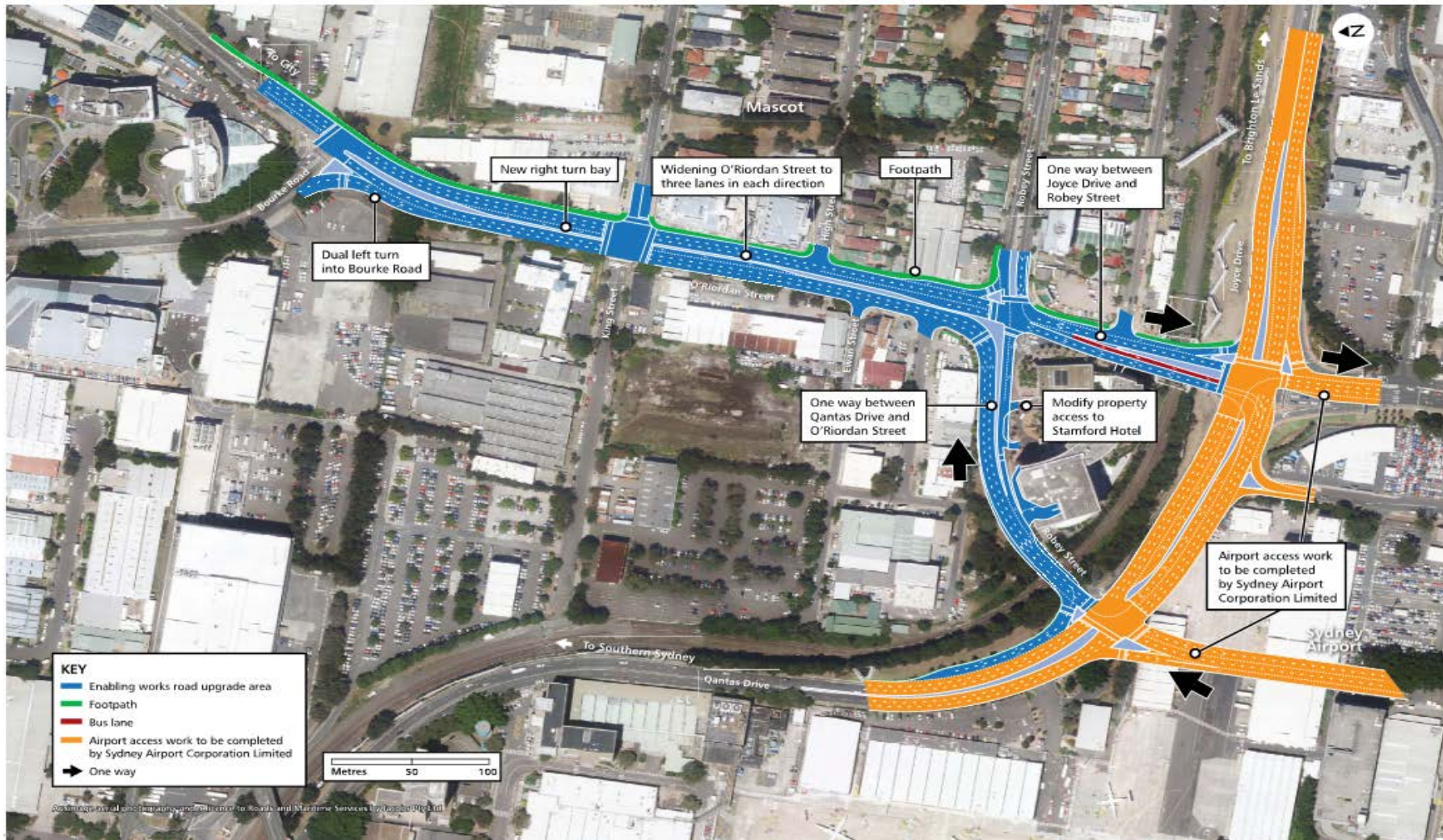


August 2015
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Customer feedback
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