

Appendix L

Preliminary options testing



OPTION TESTING

FOCUS STUDY



SECTION 5
S.H. ERVIN GALLERY TO KENT
STREET

SECTION 4
CAHILL EXPRESSWAY
OVERPASS

SECTION 3
FORT STREET PUBLIC SCHOOL

SECTION 2
UPPER FORT STREET

SECTION 1
HARBOUR BRIDGE

10.01

OPTION TESTING: SECTIONS

The initial design option testing was based on breaking the site down into five (5) sections which were subsequently consolidated to four (4) precincts.

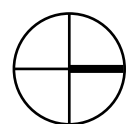
Starting at the northern end of the study area, the five (5) sections are as follows:

- > Section 1 - Harbour Bridge
- > Section 2 - Upper Fort Street
- > Section 3 - Fort Street Public School
- > Section 4 - Cahill Expressway Overpass
- > Section 5 - S.H. Ervin Gallery to Kent Street

Key factors for each section have been listed under the section titles.

The intention was that options for each section could be interchanged with corresponding options in subsequent sections.

The proposed concept design is based on the preferred options for each section which have been indicated in red text.

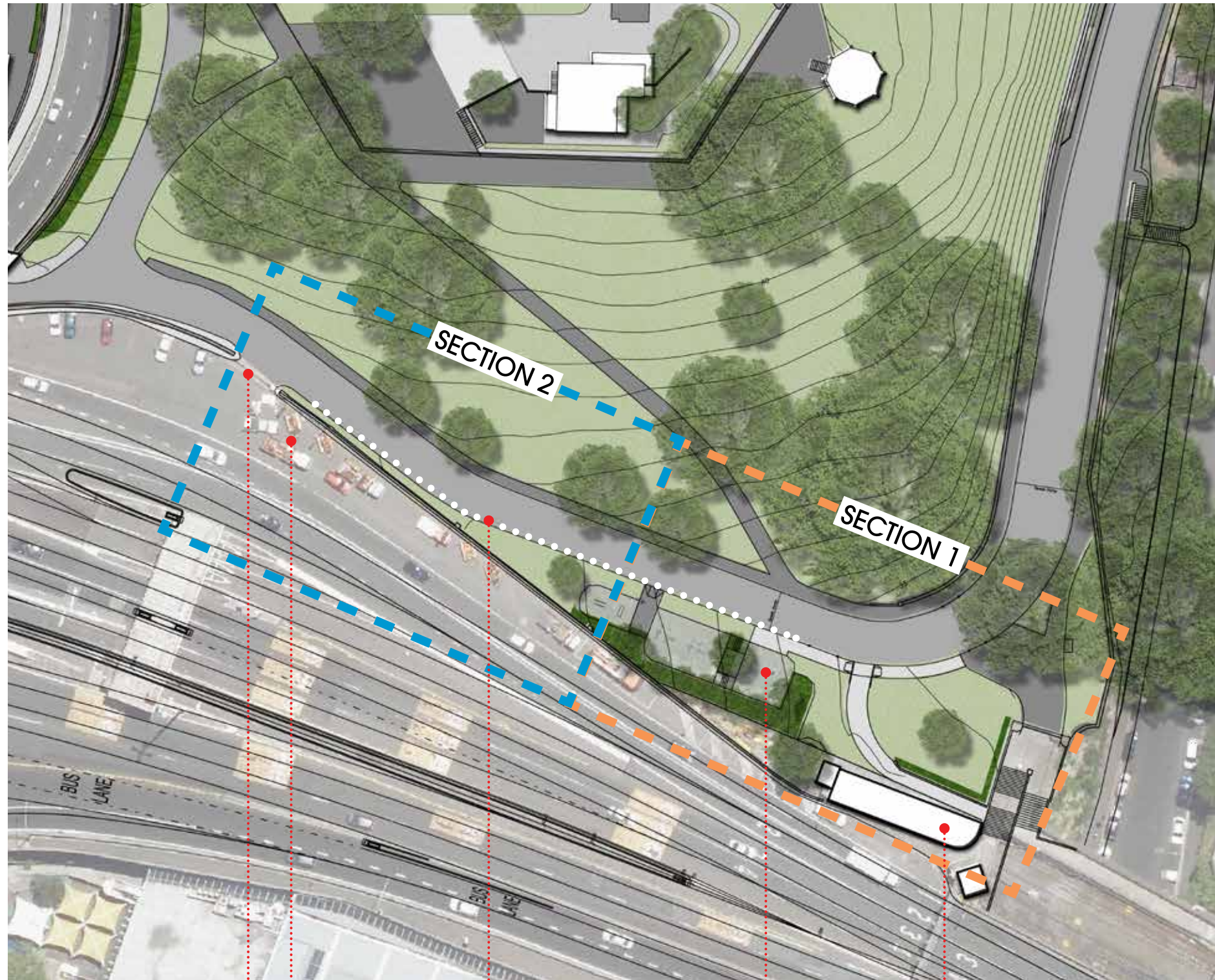


10.02

SECTIONS 1 & 2: HARBOUR BRIDGE & UPPER FORT STREET

Key factors:

- > Recent installation of new path & cycleway connection to Upper Fort St (mid 2015)
- > Fitness equipment well-used and in demand. Should be maintained in place or equal provision made elsewhere
- > Existing parking along Upper Fort St (80m length) should be retained (approx 13 - 14 spaces)
- > RMS access gate from Bradfield Highway to Upper Fort St to be retained



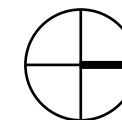
RMS CONTROLLED
ACCESS GATE

ADDITIONAL LAND
AVAILABLE

80M LENGTH ON STREET
PARKING (13-14 SPACES)

FITNESS
EQUIPMENT

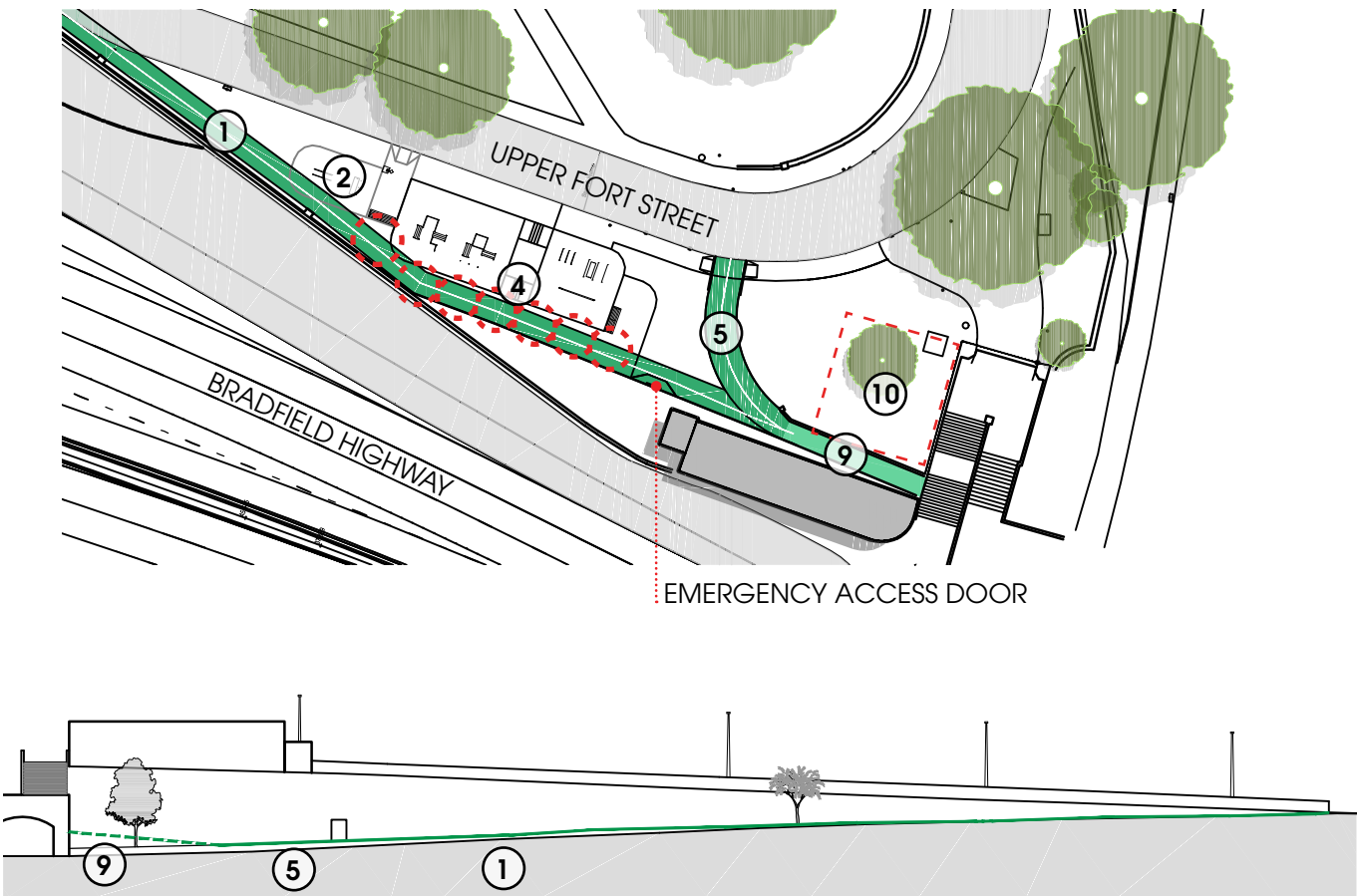
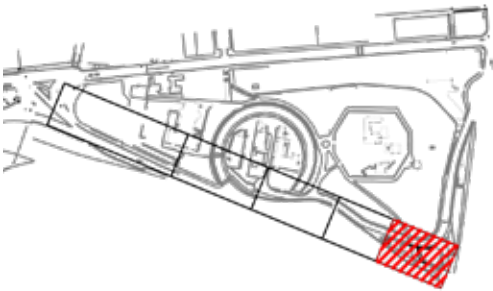
RMS
BUILDING



LEGEND

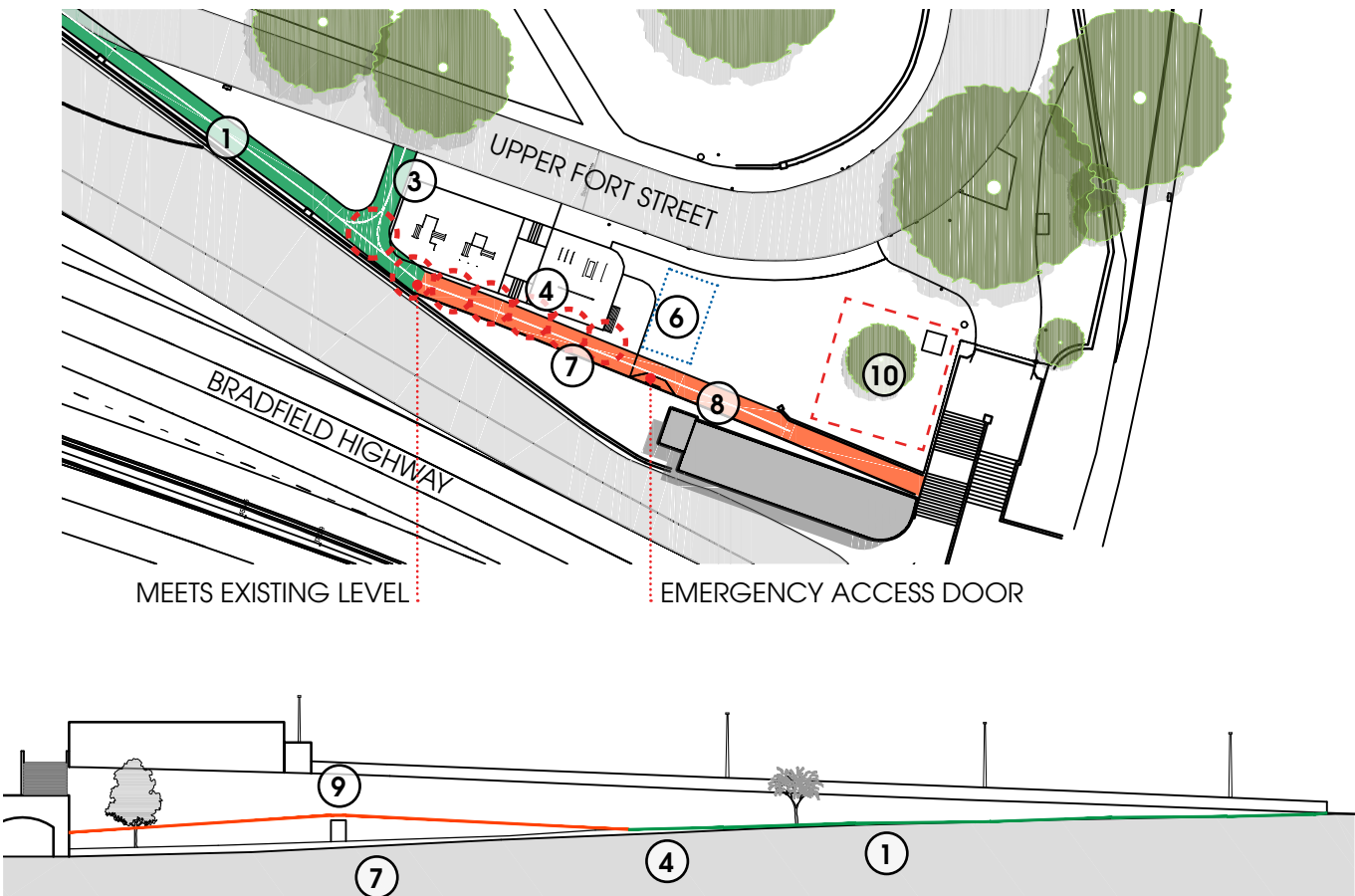
- 01. New on-grade cycleway
- 02. Existing section of exercise area to be adjusted
- 03. Cyclist exit to Upper Fort Street
- 04. Existing palms to be relocated
- 05. Existing cyclist exit to Upper Fort Street retained
- 06. Relocated section of exercise area
- 07. New elevated cycleway - 25m long @ 1:20, meets existing level
- 08. New elevated cycleway to clear height of emergency access door
- 09. Existing exit ramp from Harbour Bridge retained
- 10. Future toilet block building potential location

Positive	P
Negligible	N
Low	L
Medium	M
High	H



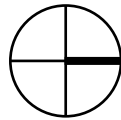
(1A) RETAIN EXISTING ENTRY RAMP

CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	No change to existing ramps
Approvals	P	N	L	M	H	Development Application
Asset/Land Owner	P	N	L	M	H	CoS
Construction Time	P	N	L	M	H	New path, relocate trees
Heritage Impacts	P	N	L	M	H	Minimal
Tree Impacts	P	N	L	M	H	Relocate trees
Parking	P	N	L	M	H	No impact to parking
Safety	P	N	L	M	H	Steep ramp, crossing exit door
Built form integration	P	N	L	M	H	Utilises existing ramp



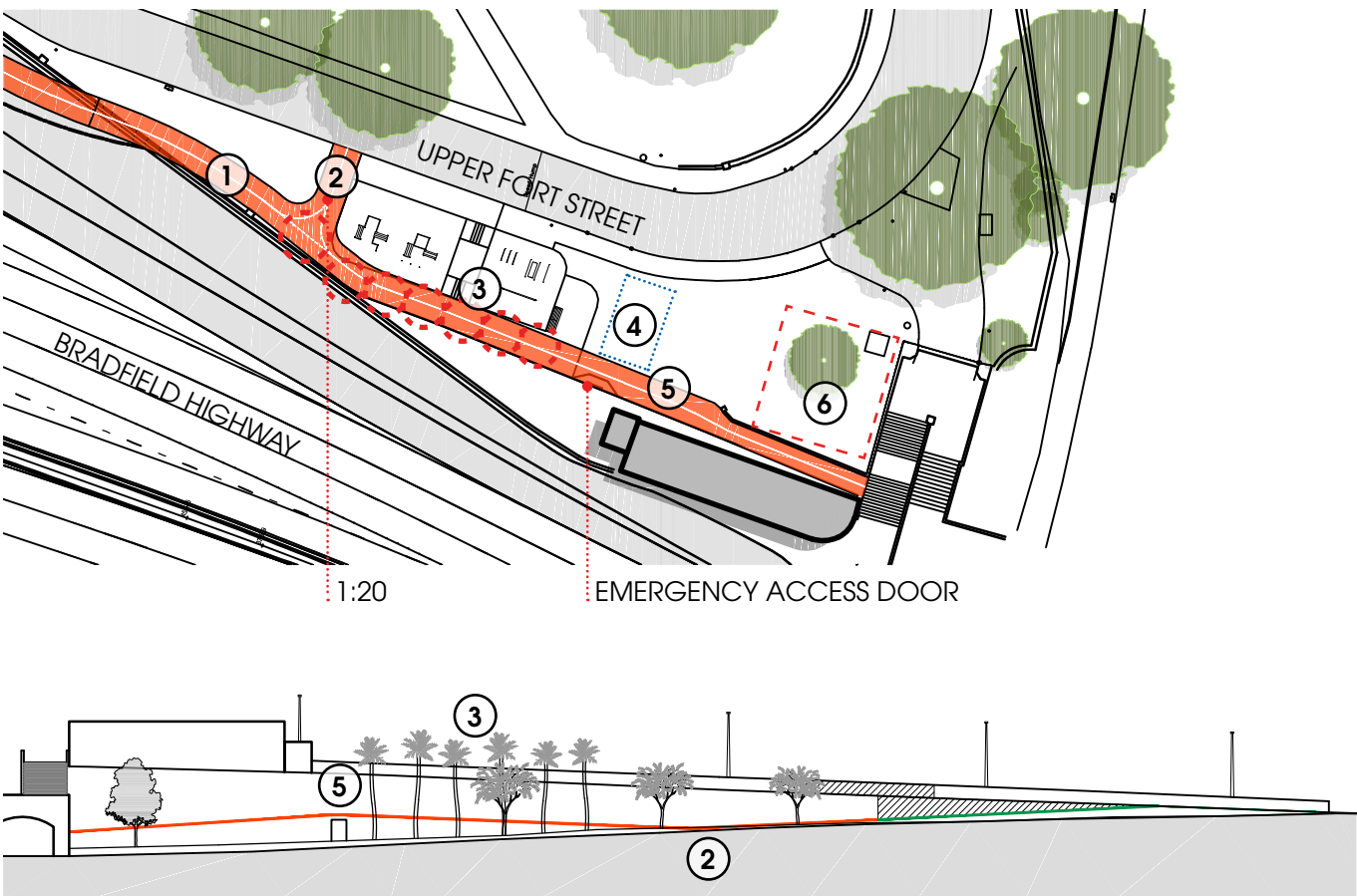
(1B) NEW RAMP + ABOVE DOOR + CONNECTION TO UPPER FORT ST

CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	New elevated ramp
Approvals	P	N	L	M	H	Development Application
Land Ownership	P	N	L	M	H	Demo RMS ramp
Construction Time	P	N	L	M	H	Demo existing, new ramp
Heritage Impacts	P	N	L	M	H	Minimal
Tree Impacts	P	N	L	M	H	Relocate trees
Parking	P	N	L	M	H	Small shift due to exit relocation
Safety	P	N	L	M	H	Gentle gradient, clears door
Built form integration	P	N	L	M	H	Maintains maintenance door access



LEGEND

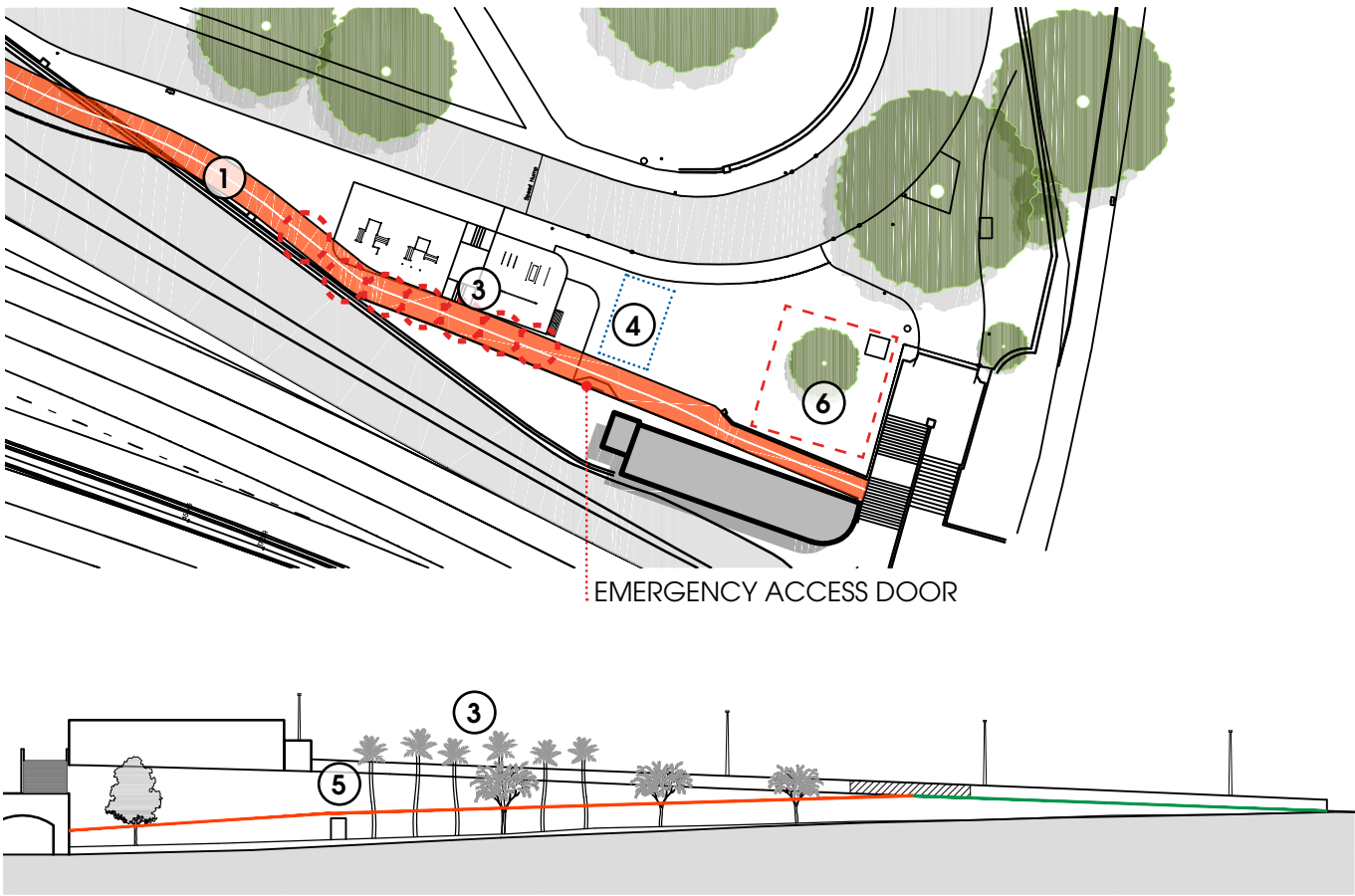
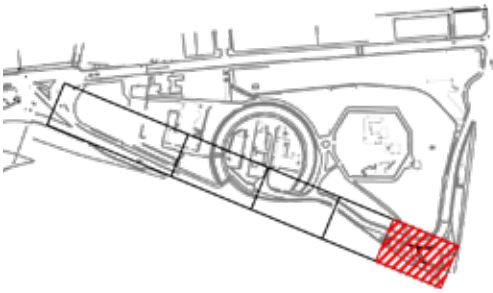
- 01. New elevated cycleway
- 02. Cyclist exit to Upper Fort Street
- 03. Existing palms to be relocated
- 04. Relocated section of exercise area
- 05. New elevated cycleway to clear height of emergency access door
- 06. Future toilet building potential location



(1C) ELEVATED + ABOVE DOOR + CONNECTION TO UPPER FORT ST (+ EXCAVATION)

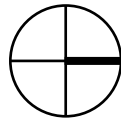
CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	New elevated ramp
Approvals	P	N	L	M	H	RMS wall realignment
Land Ownership	P	N	L	M	H	Demo RMS ramp
Construction Time	P	N	L	M	H	Long ramp
Heritage Impacts	P	N	L	M	H	Minimal
Tree Impacts	P	N	L	M	H	Relocate trees
Parking	P	N	L	M	H	Small shift due to exit relocation
Safety	P	N	L	M	H	1:20 up/down/up, clears door
Built form integration	P	N	L	M	H	High impact on built form

Positive	P
Negligible	N
Low	L
Medium	M
High	H



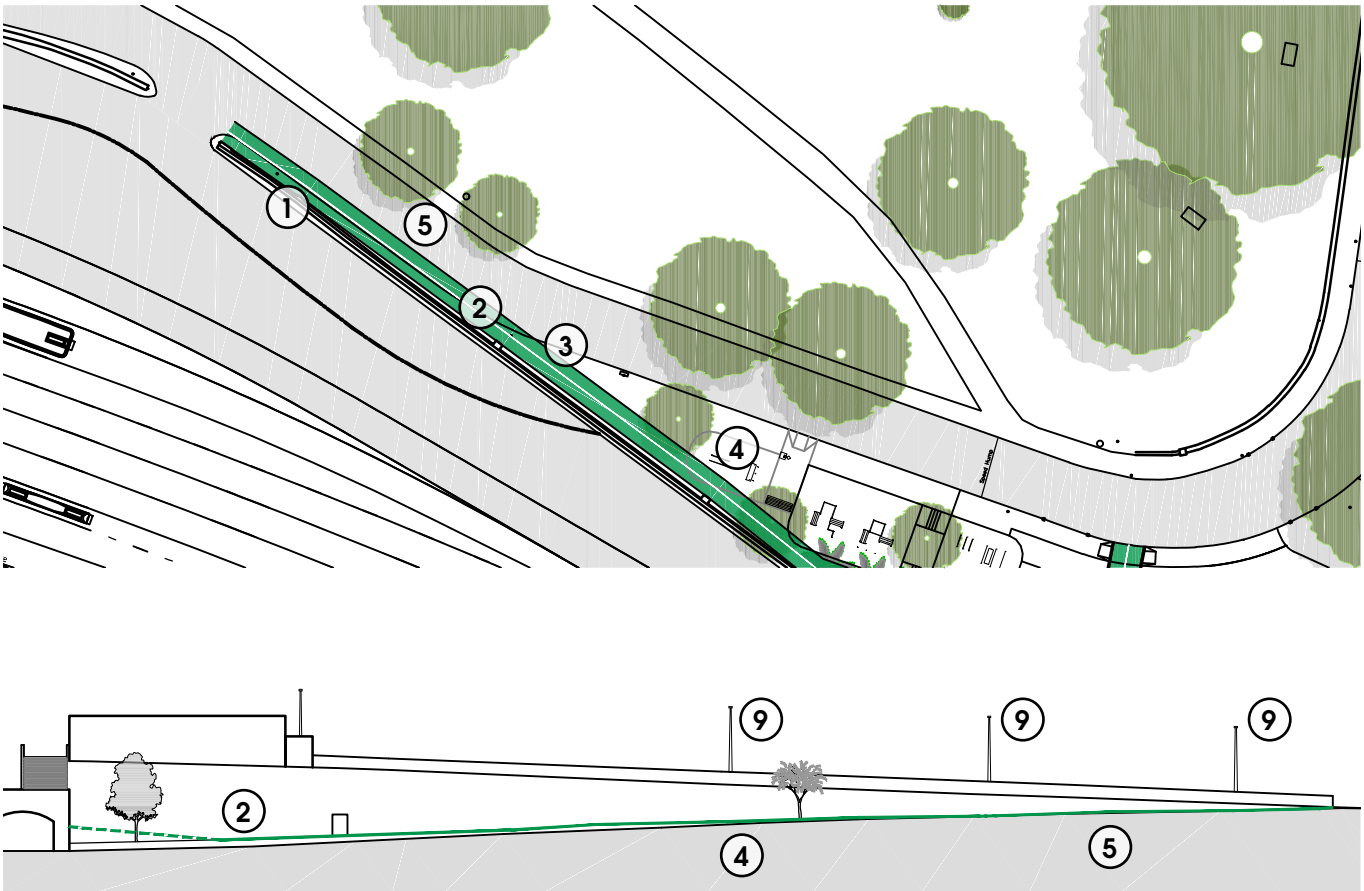
(1D) ELEVATED + ABOVE DOOR + NO CONNECTION TO UPPER FORT ST (PREFERRED)

CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	New elevated ramp
Approvals	P	N	L	M	H	RMS wall realignment
Land Ownership	P	N	L	M	H	Demo RMS ramp
Construction Time	P	N	L	M	H	Long ramp
Heritage Impacts	P	N	L	M	H	Minimal
Tree Impacts	P	N	L	M	H	Relocate trees
Parking	P	N	L	M	H	No impact to parking
Safety	P	N	L	M	H	Gentle gradient, clears door
Built form integration	P	N	L	M	H	High impact on built form



LEGEND

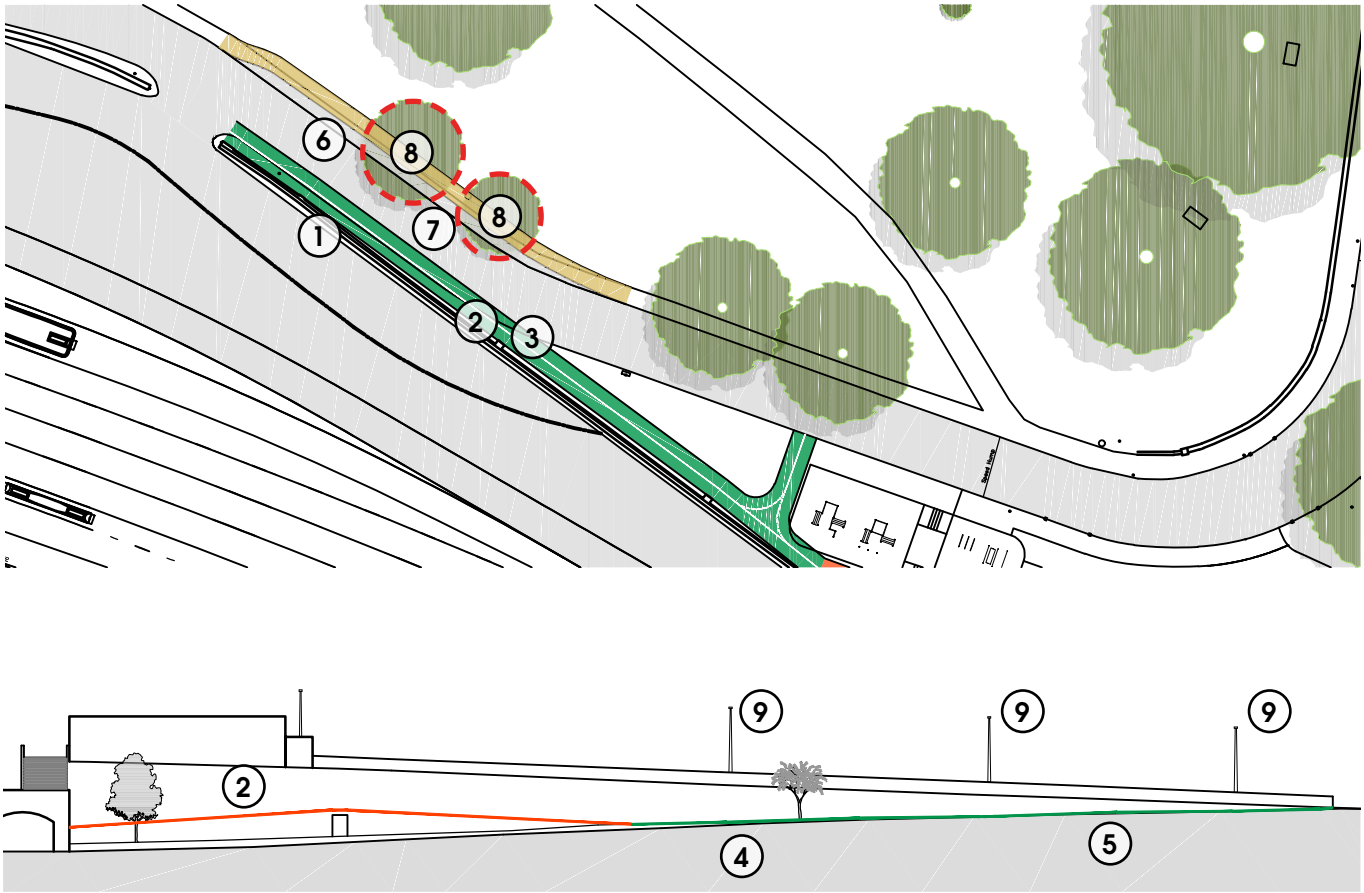
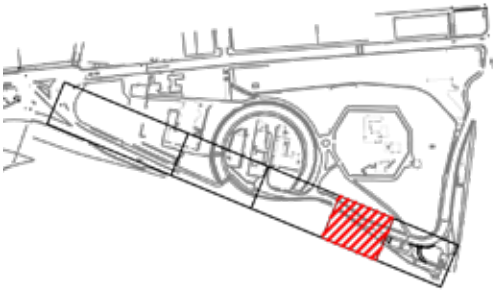
- 01. Retain wall alignment
- 02. 3m wide separated cycleway
- 03. 1.2m wide footpath
- 04. Reconfiguring existing exercise area
- 05. Lose on-street parking (remaining road width 4m)
- 06. Move roadway and footpath towards park.
- 07. Retain on-street parking
- 08. Remove existing trees
- 09. Existing lightpoles retained



(2A) AT GRADE + LOSE PARKING

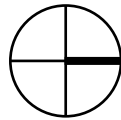
CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	On grade, move kerb line
Approvals	P	N	L	M	H	Parking removal/narrow road
Land Ownership	P	N	L	M	H	CoS owned
Construction Time	P	N	L	M	H	New kerb & cycleway
Heritage Impacts	P	N	L	M	H	Modify kerb line
Tree Impacts	P	N	L	M	H	Relocate trees
Parking	P	N	L	M	H	Remove parking
Safety	P	N	L	M	H	Gentle gradient, separated
Built form integration	P	N	L	M	H	Minimal changes required

Positive	P
Negligible	N
Low	L
Medium	M
High	H



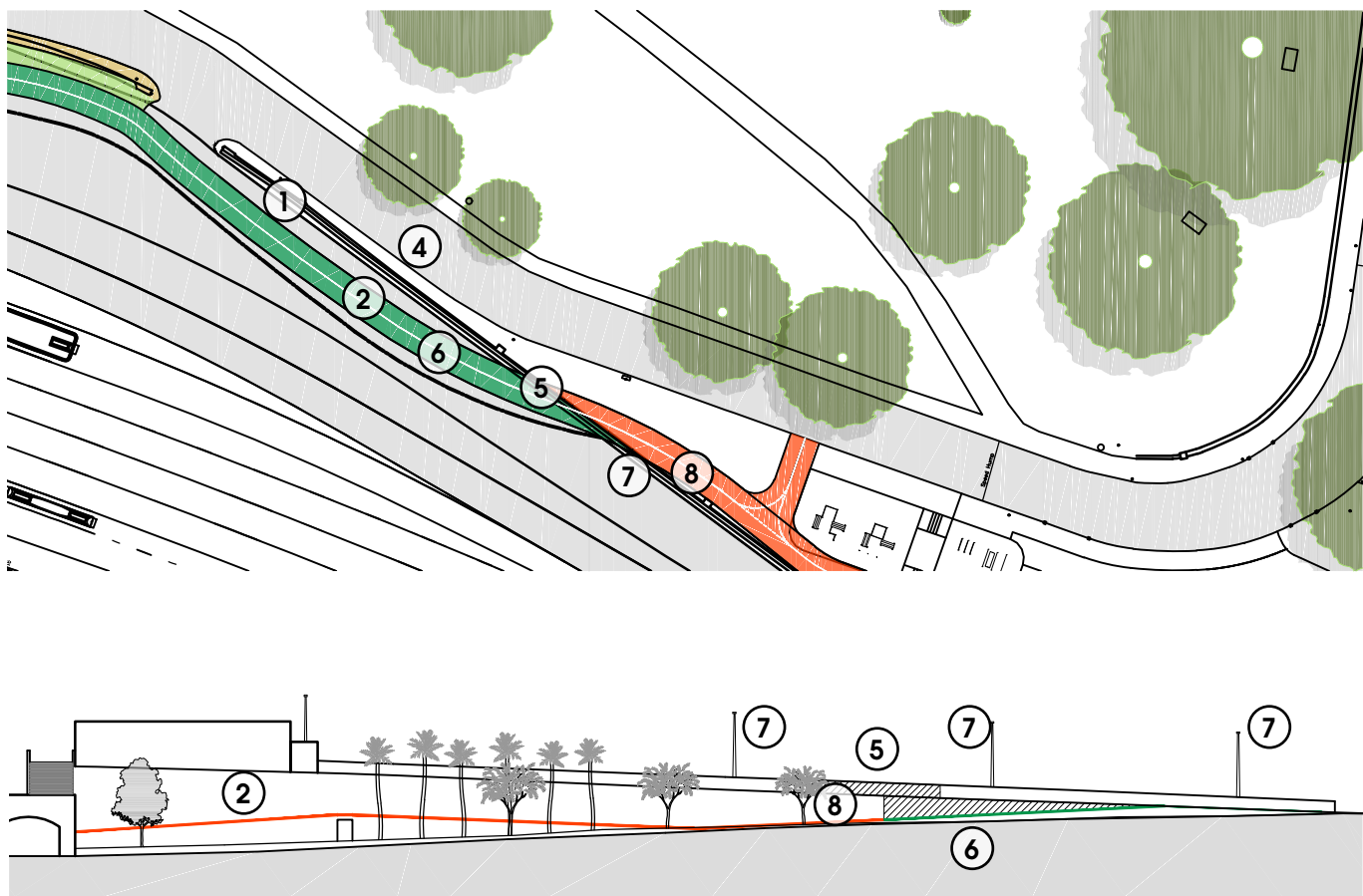
(2B) AT GRADE + MOVE ROADWAY

CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	Road realignment
Approvals	P	N	L	M	H	Heritage approvals
Land Ownership	P	N	L	M	H	CoS owned
Construction Time	P	N	L	M	H	Staging of roadworks
Heritage Impacts	P	N	L	M	H	Modify park edge & kerb line
Tree Impacts	P	N	L	M	H	Remove 2 trees
Parking	P	N	L	M	H	No impact to parking
Safety	P	N	L	M	H	Gentle gradient, separated
Built form integration	P	N	L	M	H	Minimal changes required



LEGEND

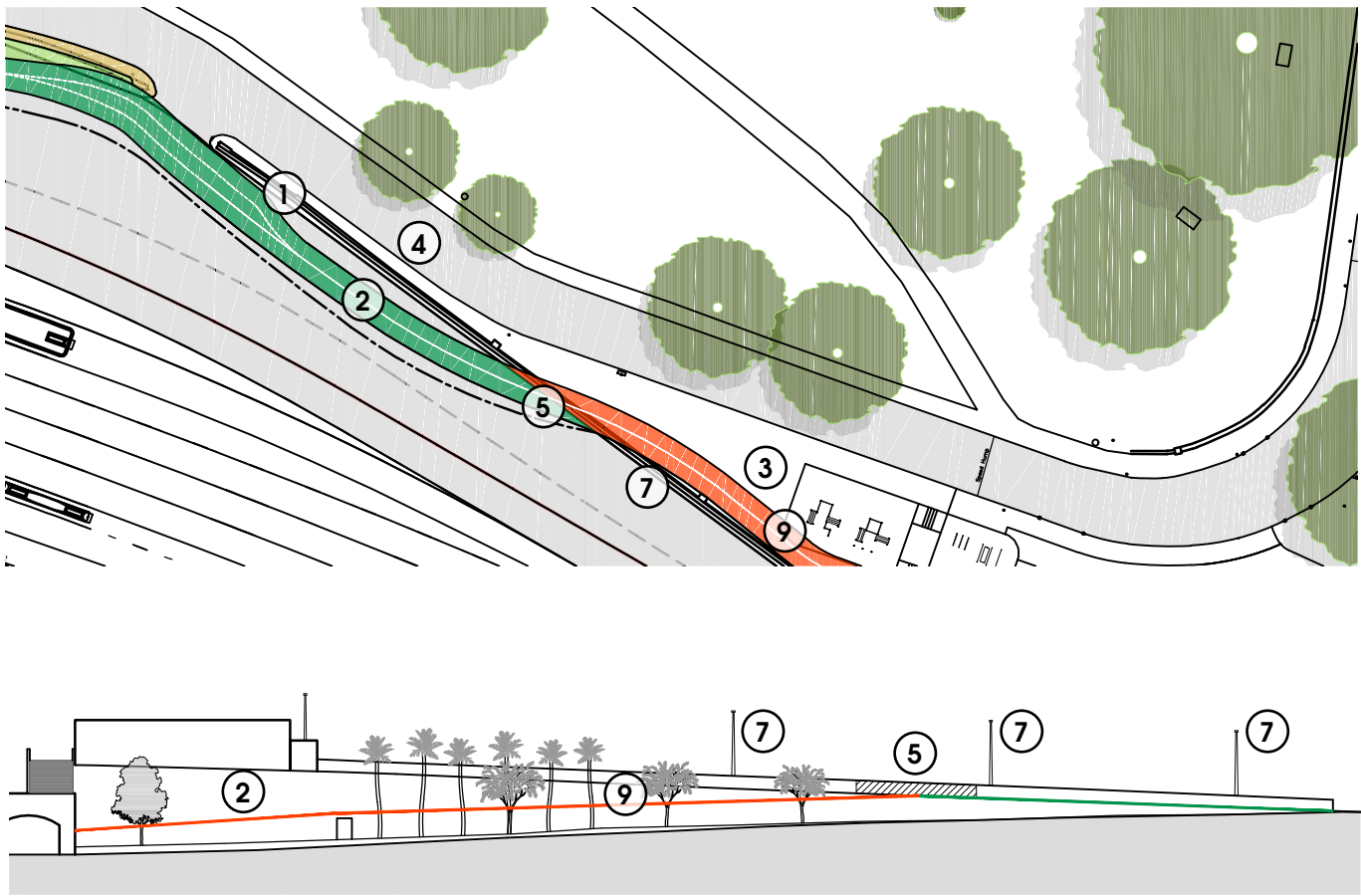
- 01. Retain wall alignment
- 02. 3m wide separated cycleway
- 03. Reconfiguring existing exercise area
- 04. Retain on-street parking
- 05. Remove portion of RMS wall
- 06. Excavate portion of Bradfield Highway
- 07. Retain light poles
- 08. New elevated cycleway - 25m long @ 1:20
- 09. New elevated cycleway - 56m long @ 1:28



(2C) ELEVATED + CUT INTO BRADFIELD HIGHWAY

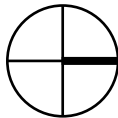
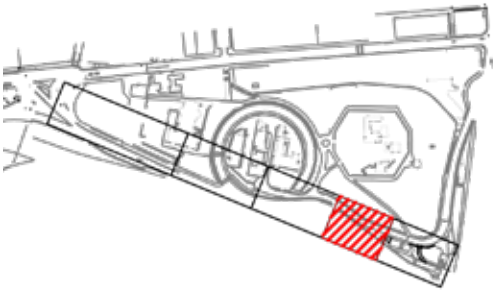
CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	Elevated & excavation and demo
Approvals	P	N	L	M	H	RMS wall modification
Land Ownership	P	N	L	M	H	RMS land
Construction Time	P	N	L	M	H	Demo existing, new ramp, excavate
Heritage Impacts	P	N	L	M	H	Excavation & wall modification
Tree Impacts	P	N	L	M	H	No impact
Parking	P	N	L	M	H	Small shift due to exit relocation
Safety	P	N	L	M	H	Gentle gradient, separated
Built form integration	P	N	L	M	H	Significant changes required

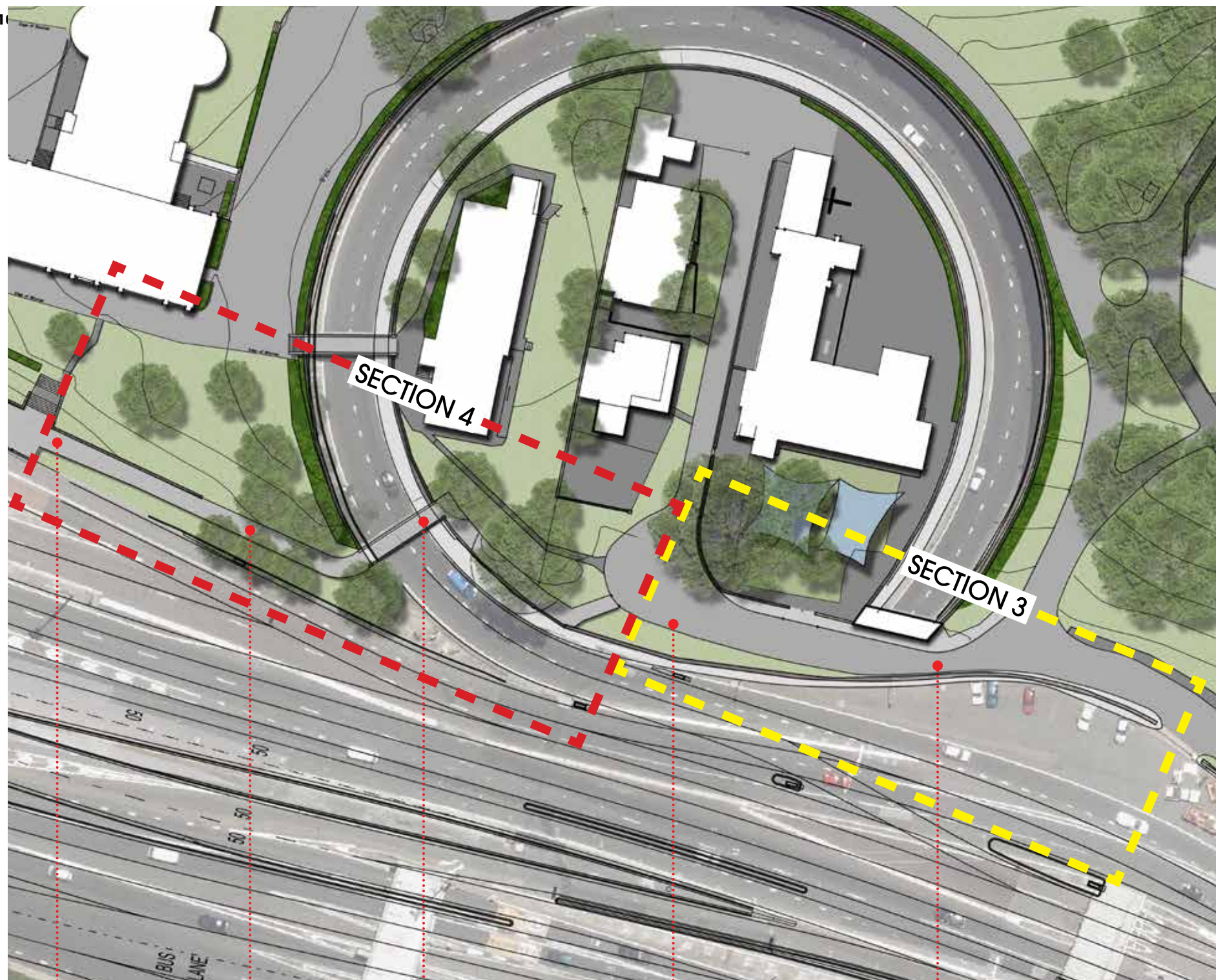
Positive	P
Negligible	N
Low	L
Medium	M
High	H



(2D) ELEVATED + NO CUT INTO BRADFIELD HIGHWAY (PREFERRED)

CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	Elevated, demo section of wall
Approvals	P	N	L	M	H	RMS wall modification
Land Ownership	P	N	L	M	H	RMS land
Construction Time	P	N	L	M	H	Demo existing, new ramp
Heritage Impacts	P	N	L	M	H	Minor change
Tree Impacts	P	N	L	M	H	No impact
Parking	P	N	L	M	H	No impact
Safety	P	N	L	M	H	Gentle gradient, separated
Built form integration	P	N	L	M	H	Significant changes required





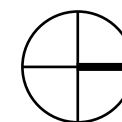
BLIND
CORNER

EXISTING
STEEP RAMP

EXISTING
BRIDGE

SCHOOL DROP
OFF ZONE

ROAD PINCH
POINT (3M WIDE)



10.03

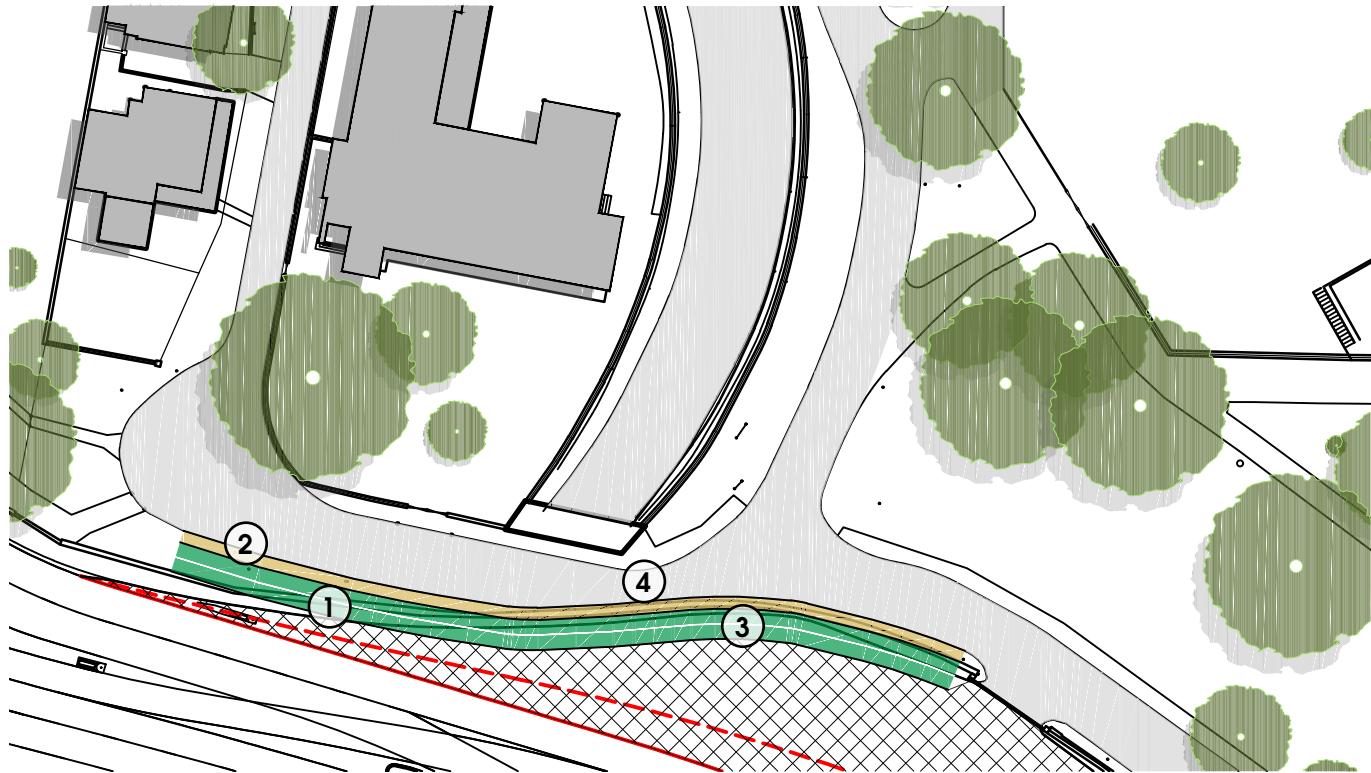
SECTION 3 & 4: FORT STREET PUBLIC SCHOOL & CAHILL EXPRESSWAY OVERPASS

Key factors:

- > RMS access gate from Bradfield Highway to Upper Fort St to be retained
- > Existing road pinch point outside Fort Street School only 3m wide for two-way traffic
- > School drop off / pick up on Upper Fort St opposite school. High potential for conflicts between vehicles, cyclists and pedestrians, particularly in the morning when school drop off coincides with peak travel period for cyclists
- > Existing bridge crossing likely below minimum 5.5m clearance requested by RMS
- > Approach to bridge on sharp angle with limited visibility
- > Very steep ramp, approx 1:6, on southern side of bridge
- > Blind corner where shared path meets path into S.H.Ervin Gallery

LEGEND

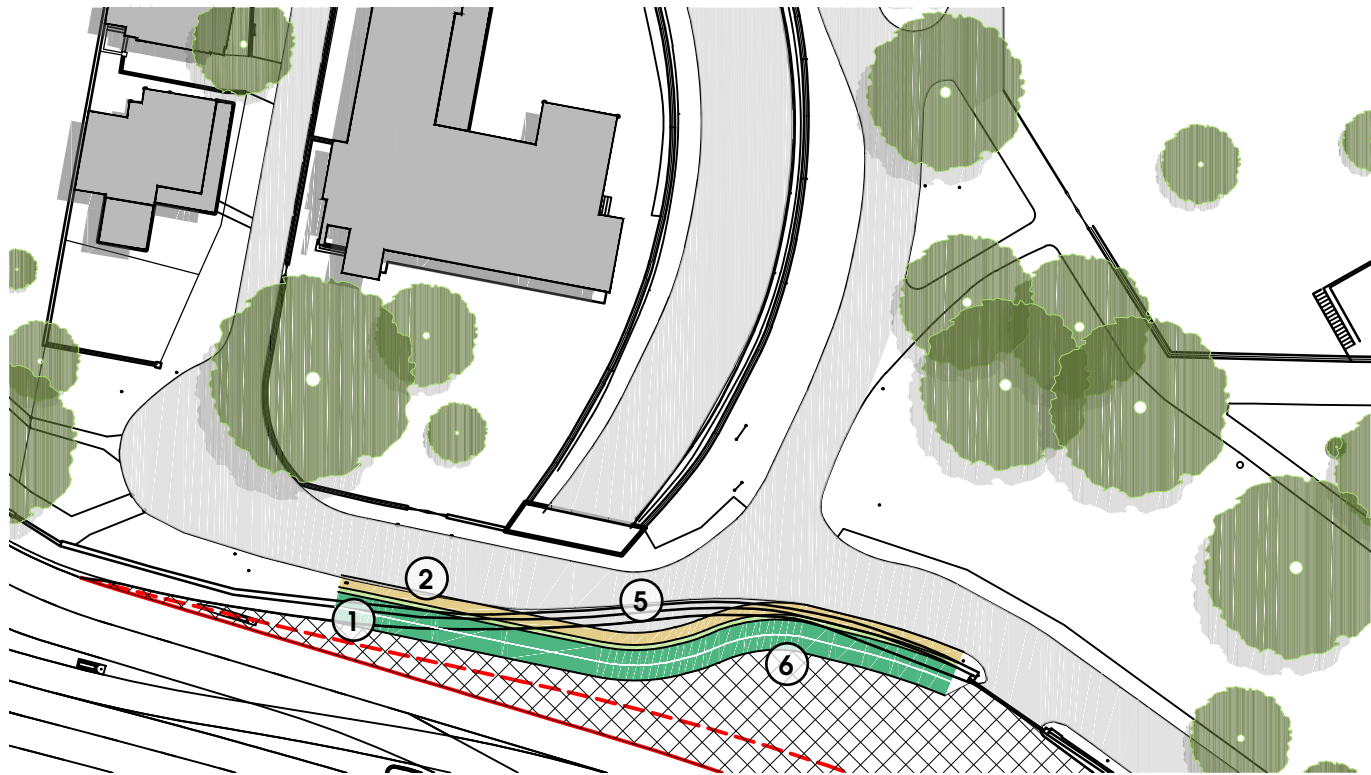
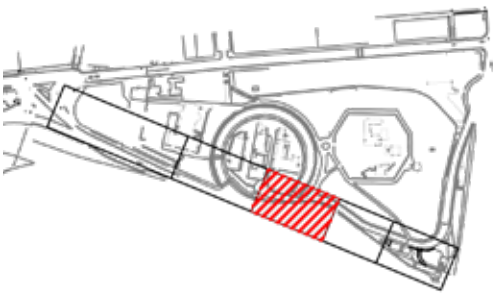
- 01. 3m wide separated cycleway
- 02. 1.2m wide footpath
- 03. Cantilevered structure
- 04. Retain existing road width (3.1m minimum)
- 05. Widen roadway to 6m
- 06. Rebuild wall
- 07. Maximise build out to provide new green space



(3A) RETAIN ROAD + CANTILEVER FOOTPATH & CYCLEWAY

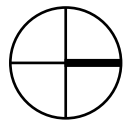
CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	Cantilever and demo
Approvals	P	N	L	M	H	Incursion to IRA
Land Ownership	P	N	L	M	H	Over RMS land
Construction Time	P	N	L	M	H	New complex structure
Heritage Impacts	P	N	L	M	H	Minimal
Tree Impacts	P	N	L	M	H	No impact
Parking	P	N	L	M	H	No impact
Safety	P	N	L	M	H	New path & seperated cycleway
Built form integration	P	N	L	M	H	Additions to existing

Positive	P
Negligible	N
Low	L
Medium	M
High	H



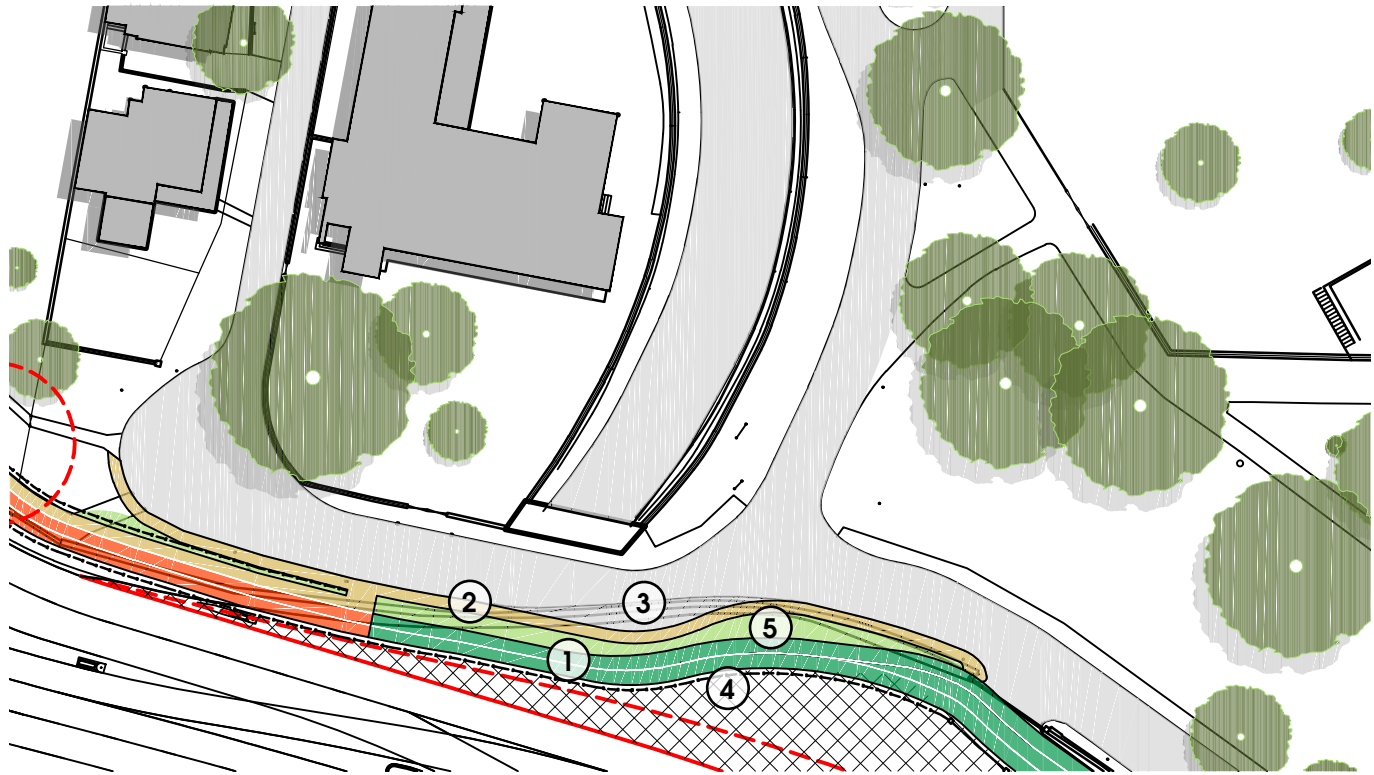
(3B) WIDEN ROAD + NEW WALL TO MINIMUM

CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	Demo section of wall & rebuild
Approvals	P	N	L	M	H	Incursion to IRA & road widening
Land Ownership	P	N	L	M	H	Utilising RMS land
Construction Time	P	N	L	M	H	Demo existing + new simple structure
Heritage Impacts	P	N	L	M	H	Minimal
Tree Impacts	P	N	L	M	H	No impact
Parking	P	N	L	M	H	No impact
Safety	P	N	L	M	H	Seperated cycleway, widened road
Built form integration	P	N	L	M	H	Replacement of existing wall/fence



LEGEND

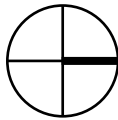
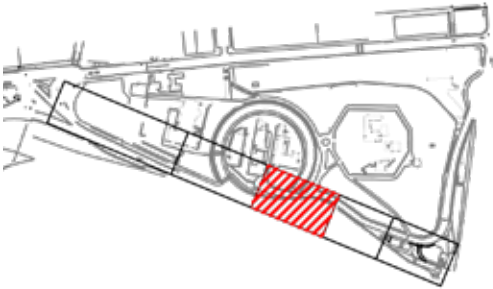
- 01. 3m wide separated cycleway
- 02. 1.2m wide footpath
- 03. Widen roadway to 6m
- 04. Rebuild wall
- 05. Maximise build out to provide new green space



(3C) WIDEN ROAD + NEW WALL + NEW GREEN SPACE (PREFERRED)

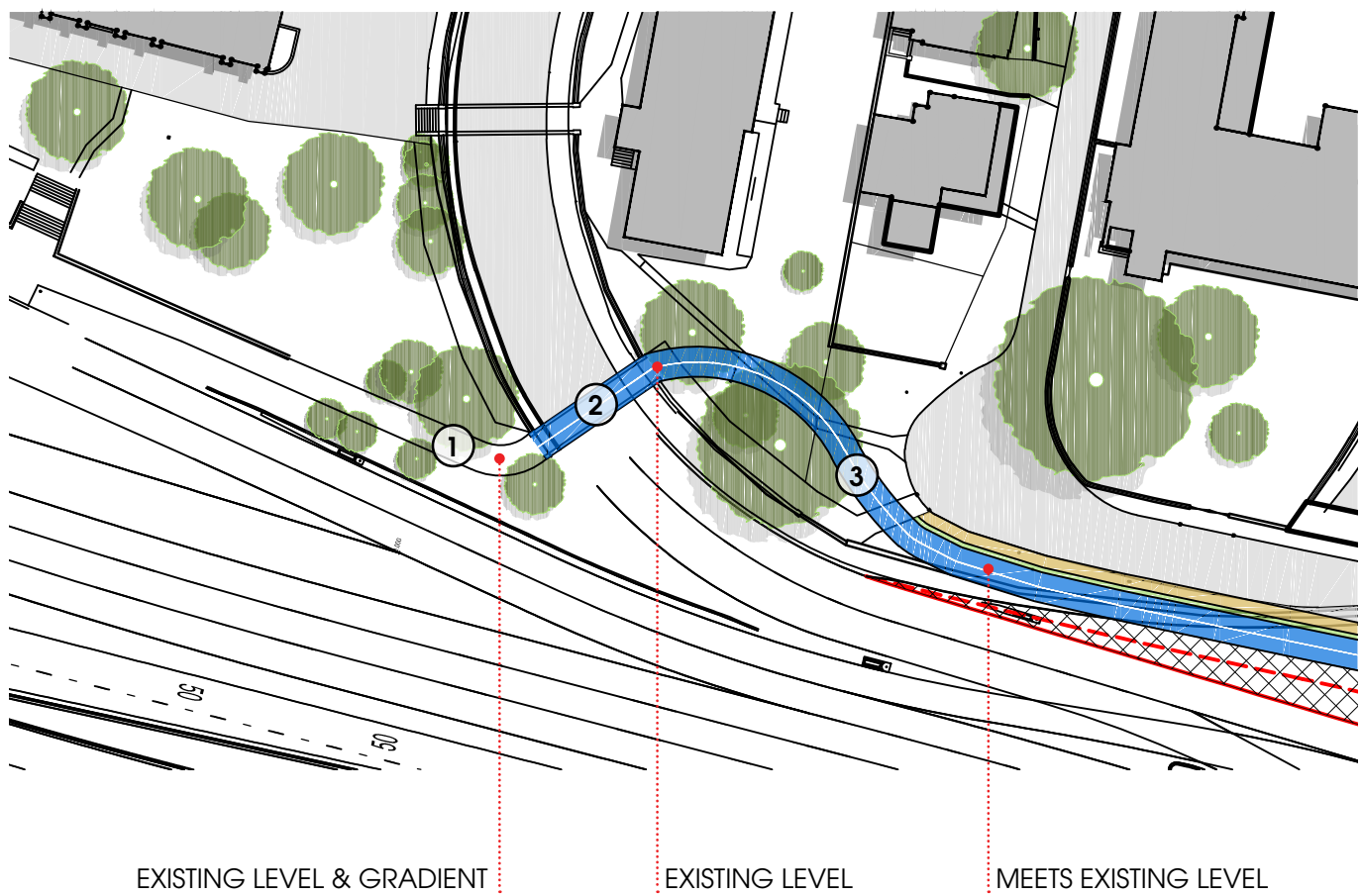
CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	Demo section of wall & rebuild
Approvals	P	N	L	M	H	Incursion to IRA & road widening
Land Ownership	P	N	L	M	H	Utilising RMS land
Construction Time	P	N	L	M	H	Demo existing + new simple structure
Heritage Impacts	P	N	L	M	H	Minimal
Tree Impacts	P	N	L	M	H	Opportunity for new tree planting
Parking	P	N	L	M	H	No impact
Safety	P	N	L	M	H	Seperated cycleway, widened road
Built form integration	P	N	L	M	H	Replacement of existing wall/fence

Positive	P
Negligible	N
Low	L
Medium	M
High	H



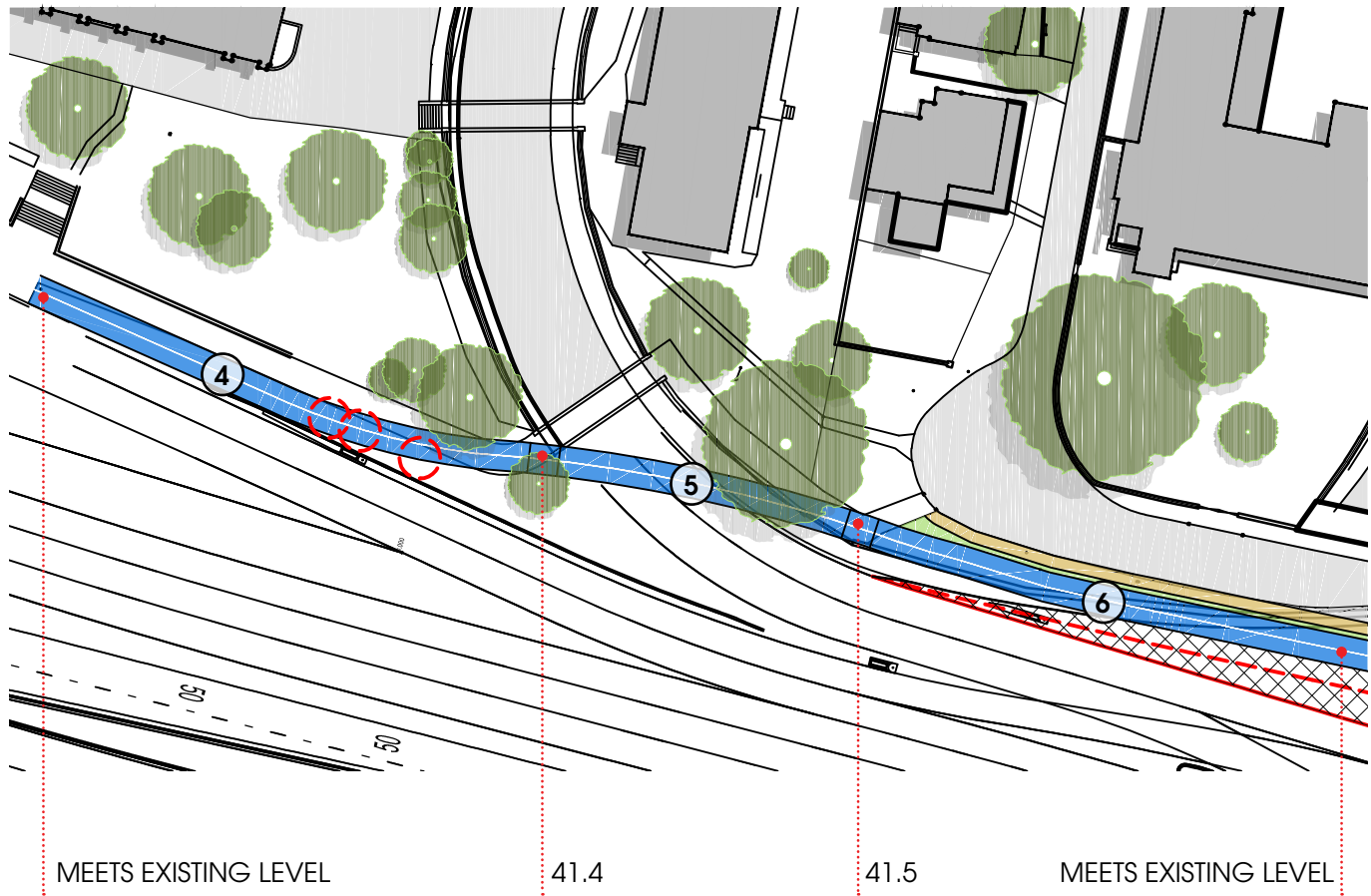
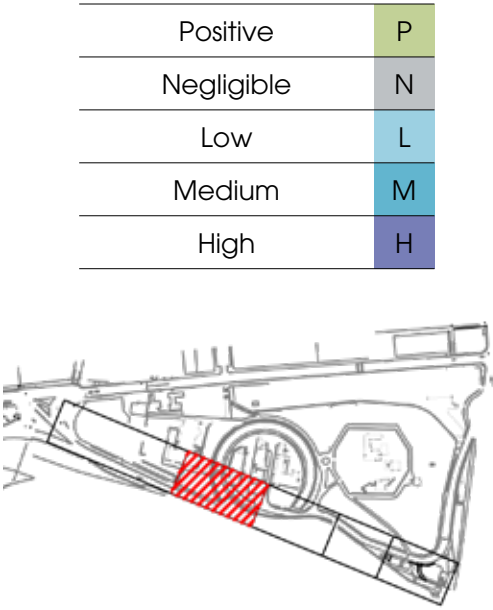
LEGEND

- 01. Existing ramp retained
- 02. Existing bridge retained
- 03. New ramp - 50m long @ 1:26, meets existing level
- 04. New ramp - 50m long @ 1:6.5, meets existing level
- 05. New bridge - levels achieving 5.5m clearance from expressway
- 06. New ramp - 45m @ 1:14, meets existing level



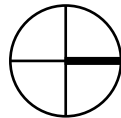
(4A) RETAIN BRIDGE + NEW APPROACH

CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	Minimal works
Approvals	P	N	L	M	H	Incursion into DET land
Land Ownership	P	N	L	M	H	DET land
Construction Time	P	N	L	M	H	Minimal, minor ramp re-build
Heritage Impacts	P	N	L	M	H	No impact
Tree Impacts	P	N	L	M	H	Locate to minimise impacts
Parking	P	N	L	M	H	No impact
Safety	P	N	L	M	H	Improved approach angle
Built form integration	P	N	L	M	H	Retains existing bridge structure



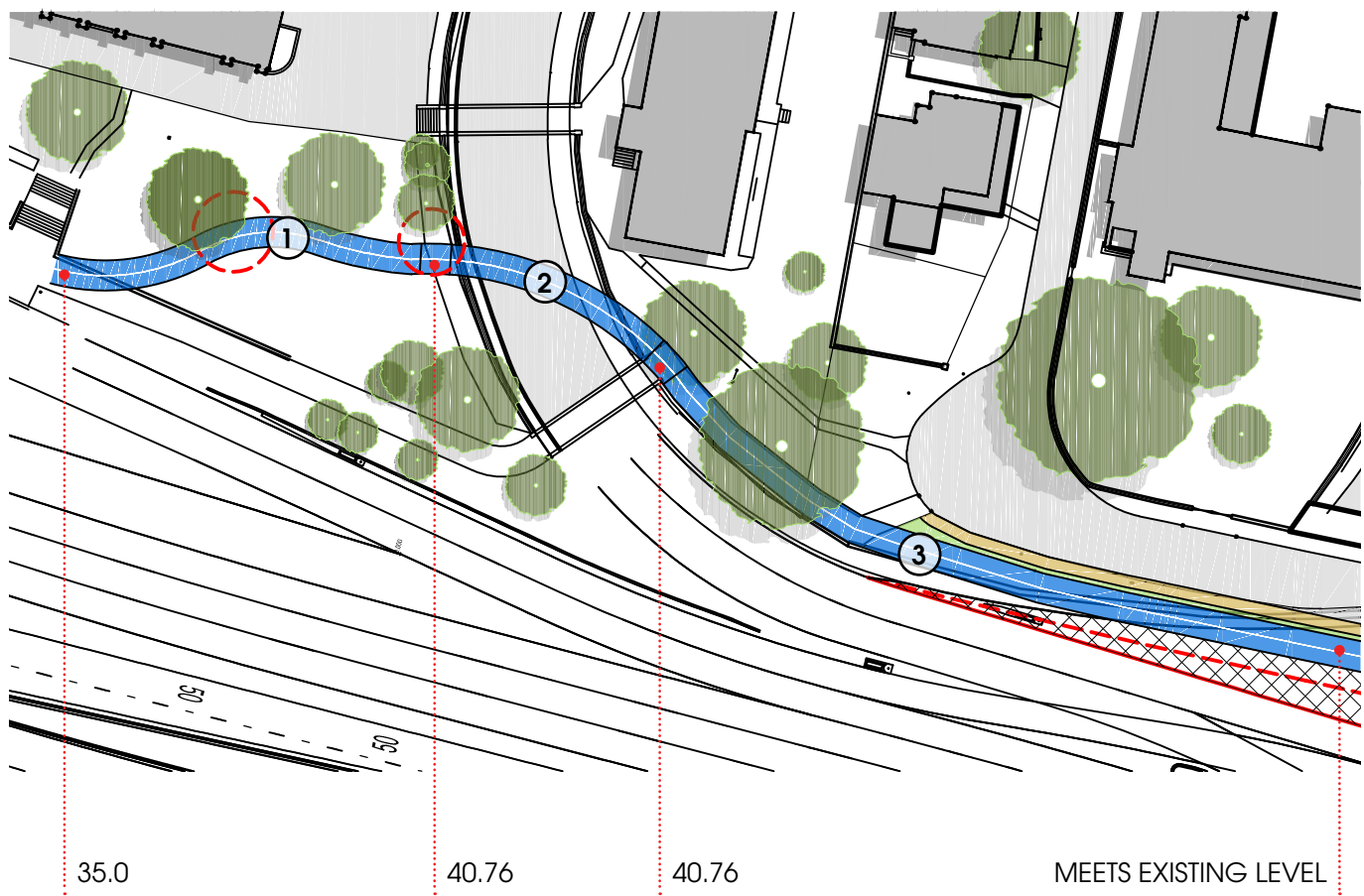
(4B) NEW BRIDGE + POSSIBLE NEW RAMP DOWN

CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	New bridge high cost
Approvals	P	N	L	M	H	Incursion into DET land, RMS bridge
Land Ownership	P	N	L	M	H	DET land & RMS bridge asset
Construction Time	P	N	L	M	H	Complex, requires road closure
Heritage Impacts	P	N	L	M	H	Minimal, new ramp to gallery front
Tree Impacts	P	N	L	M	H	Locate to minimise impacts
Parking	P	N	L	M	H	No impact
Safety	P	N	L	M	H	Improved angle, new steep ramp
Built form integration	P	N	L	M	H	Removal of bridge and ramp



LEGEND

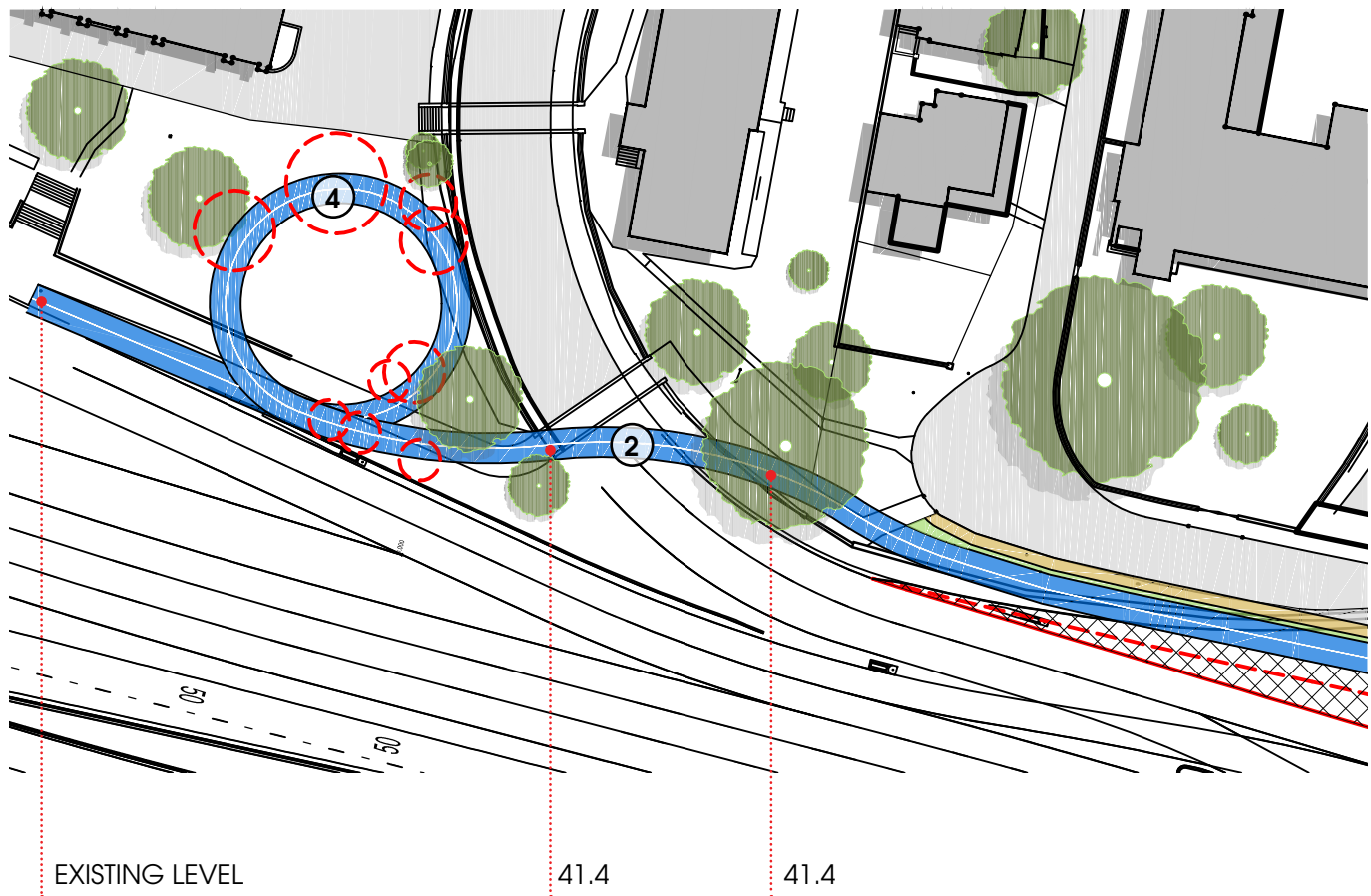
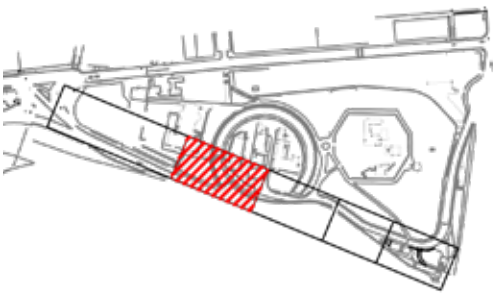
- 01. New ramp - 42m long @ 1:7, meets new level of 35.0
- 02. New bridge - levels achieving 5.5m clearance from expressway
- 03. New ramp - 45m long @ 1:20, meets existing level
- 04. New ramp - 102m long @ 1:17, meets existing level



(4C) NEW BRIDGE + NEW RAMP DOWN
(TO S.H.ERVIN GALLERY FRONTAGE)

CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	New bridge high cost
Approvals	P	N	L	M	H	Negotiation with RMS & heritage
Land Ownership	P	N	L	M	H	Incursion into National Trust site
Construction Time	P	N	L	M	H	Complex, requires road closure
Heritage Impacts	P	N	L	M	H	Modify gallery frontage
Tree Impacts	P	N	L	M	H	Remove 2 trees
Parking	P	N	L	M	H	No impact
Safety	P	N	L	M	H	Improved angle, steep ramp
Built form integration	P	N	L	M	H	Removal of bridge and ramp

Positive	P
Negligible	N
Low	L
Medium	M
High	H



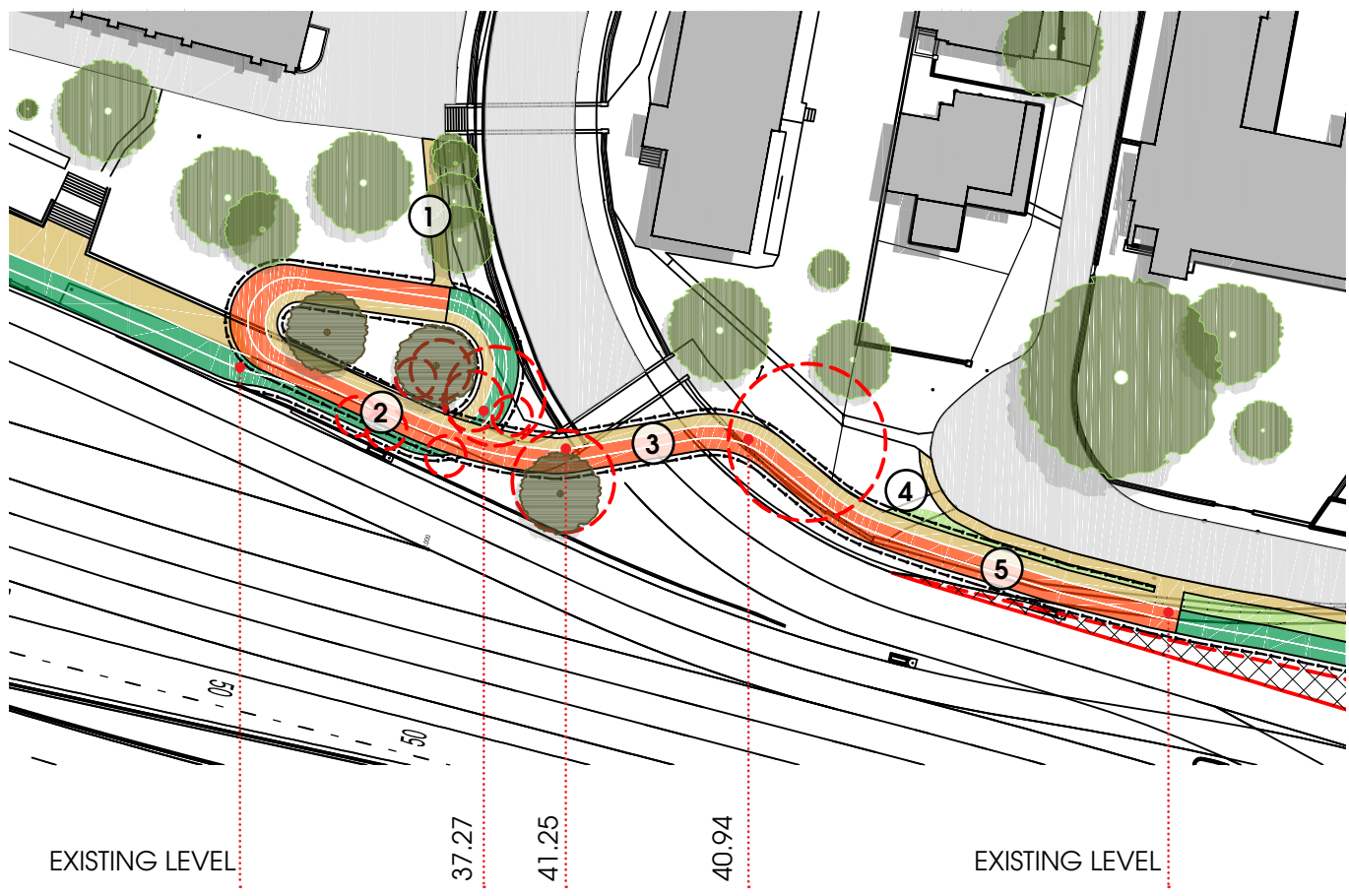
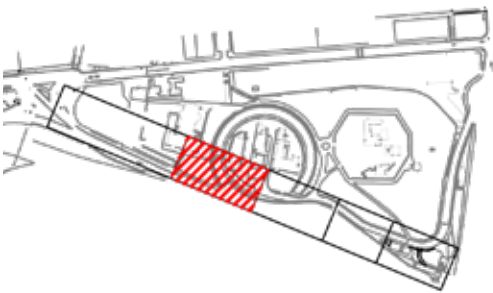
(4D) NEW BRIDGE + CIRCULAR DOWN RAMP

CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	New bridge high cost
Approvals	P	N	L	M	H	Negotiation with RMS & heritage
Land Ownership	P	N	L	M	H	Incursion into National Trust site
Construction Time	P	N	L	M	H	Complex, requires road closure
Heritage Impacts	P	N	L	M	H	Modify gallery frontage
Tree Impacts	P	N	L	M	H	Remove number of trees
Parking	P	N	L	M	H	No impact
Safety	P	N	L	M	H	Improved angle, good gradient
Built form integration	P	N	L	M	H	Removal of bridge and ramp

LEGEND

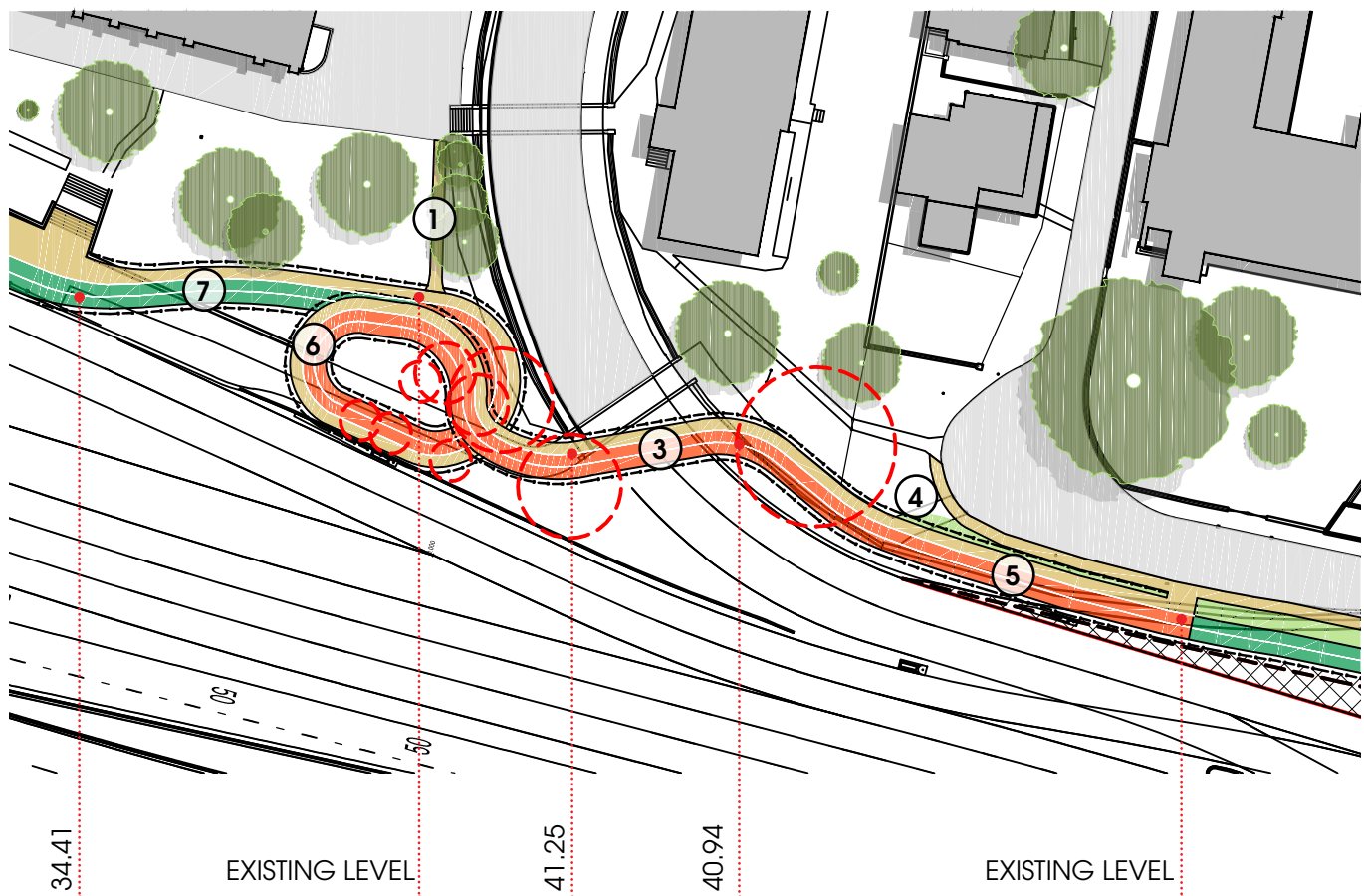
- 01. Possible pedestrian connection to S.H. Ervin Gallery
- 02. New ramp 95m @ 1:14, meets existing levels
- 03. New bridge - levels achieving 5.5m clearance from expressway
- 04. Potential location for pedestrian stair access
- 05. New ramp - 50m long @ 1:20, meets existing level
- 06. New ramp - 75m @ 1:14, meets existing level
- 07. New on-grade cycleway @ 1:14 to meet new level of 34.41 at stairs to S.H. Ervin Gallery

Positive	P
Negligible	N
Low	L
Medium	M
High	H



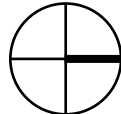
(4E) NEW BRIDGE + SPIRAL DOWN RAMP + PEDESTRIANS ON INSIDE

CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	New bridge high cost
Approvals	P	N	L	M	H	Negotiation with RMS & heritage
Land Ownership	P	N	L	M	H	Incursion into National Trust site
Construction Time	P	N	L	M	H	Complex, requires road closure
Heritage Impacts	P	N	L	M	H	Modify gallery frontage
Tree Impacts	P	N	L	M	H	Remove insignificant trees near road
Parking	P	N	L	M	H	No impact
Safety	P	N	L	M	H	Improved angle, good gradient
Built form integration	P	N	L	M	H	Requires existing elements removal



(4F) NEW BRIDGE + SPIRAL DOWN RAMP + PEDESTRIANS ON OUTSIDE + MINIMAL OVERLAP

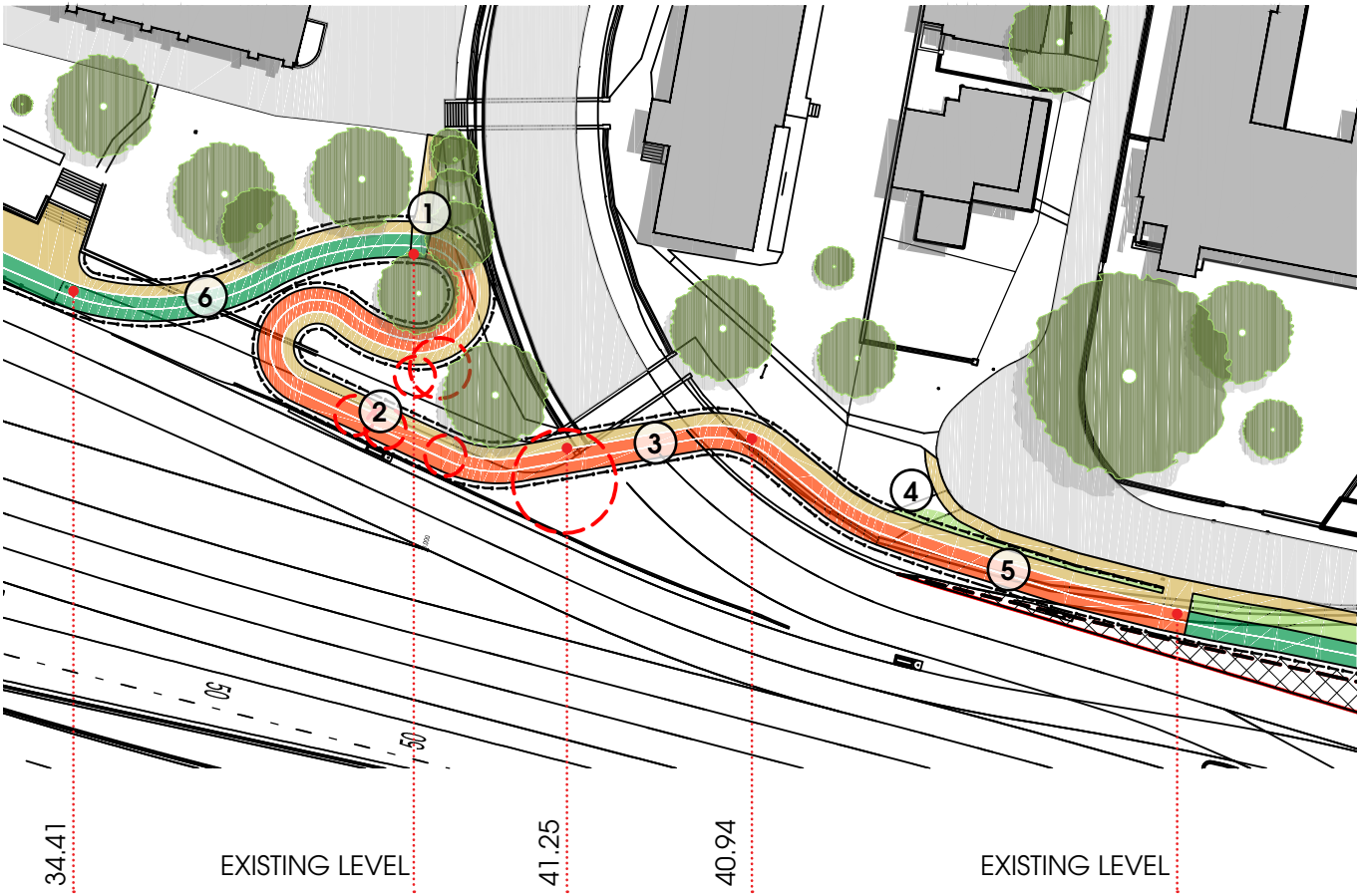
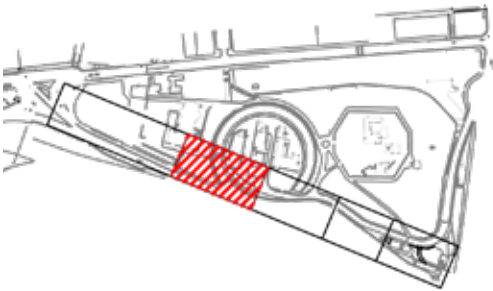
CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	New bridge high cost
Approvals	P	N	L	M	H	Negotiation with RMS & heritage
Land Ownership	P	N	L	M	H	Incursion into National Trust site
Construction Time	P	N	L	M	H	Complex, requires road closure
Heritage Impacts	P	N	L	M	H	Modify gallery frontage
Tree Impacts	P	N	L	M	H	Remove insignificant trees near road
Parking	P	N	L	M	H	No impact
Safety	P	N	L	M	H	Improved angle, good gradient
Built form integration	P	N	L	M	H	Requires demo & excavation



LEGEND

- 01. Possible pedestrian connection to S.H. Ervin Gallery
- 02. New ramp 70m @ 1:14, meets existing level
- 03. New bridge - levels achieving 5.5m clearance from expressway
- 04. Potential location for pedestrian stair access
- 05. New ramp - 50m long @ 1:20, meets existing level
- 06. New on-grade cycleway @ 1:14 to meet new level of 34.41 at stairs to S.H. Ervin Gallery
- 07. New ramp - 22m long @ 1:20, meets existing level
- 08. New ramp - 92m long @ 1:14, to meet new level of 34.34 at stairs to S.H. Ervin Gallery

Positive	P
Negligible	N
Low	L
Medium	M
High	H



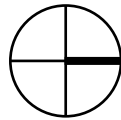
(4G) NEW BRIDGE + S-CURVE + NO OVERLAP

CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	New bridge high cost
Approvals	P	N	L	M	H	Negotiation with RMS & heritage
Land Ownership	P	N	L	M	H	Incursion into National Trust site
Construction Time	P	N	L	M	H	Complex, requires road closure
Heritage Impacts	P	N	L	M	H	Modify gallery frontage
Tree Impacts	P	N	L	M	H	Remove insignificant trees near road
Parking	P	N	L	M	H	No impact
Safety	P	N	L	M	H	Improved angle, good gradient
Built form integration	P	N	L	M	H	Requires demo & excavation



(4H) NEW BRIDGE + SPIRAL DOWN RAMP + PEDESTRIANS ON OUTSIDE + MINIMAL OVERLAP

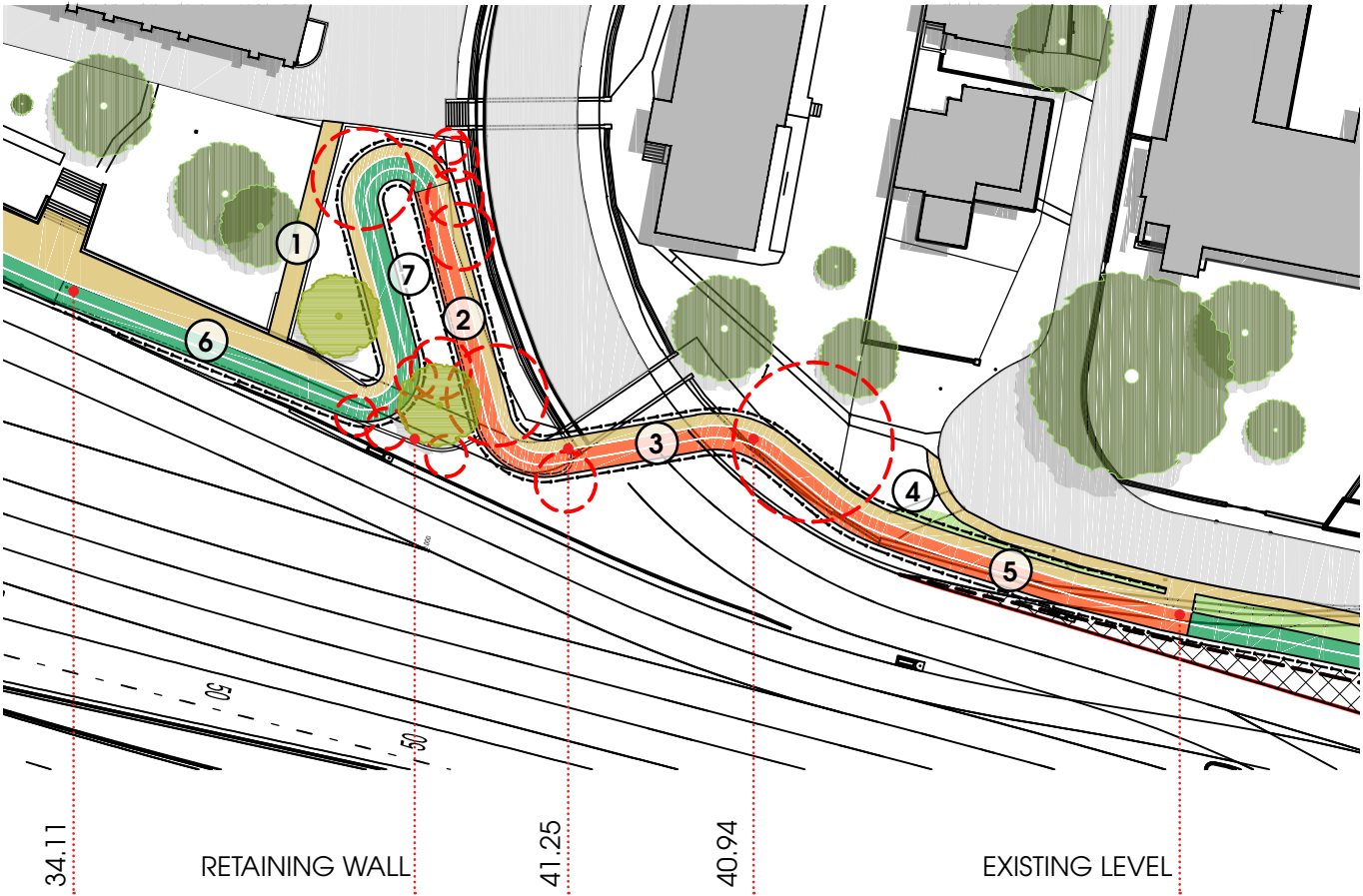
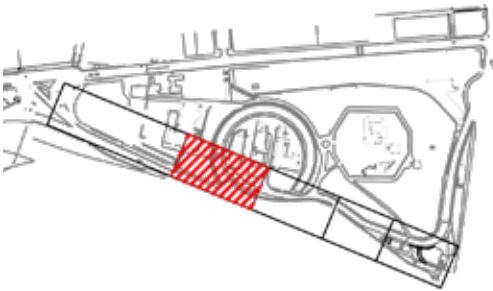
CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	New bridge high cost
Approvals	P	N	L	M	H	Negotiation with RMS & heritage
Land Ownership	P	N	L	M	H	Incursion into NT site and School
Construction Time	P	N	L	M	H	Complex, requires road closure
Heritage Impacts	P	N	L	M	H	Modify gallery & school frontage
Tree Impacts	P	N	L	M	H	Remove number of trees
Parking	P	N	L	M	H	No impact
Safety	P	N	L	M	H	Improved angle & gradient
Built form integration	P	N	L	M	H	Removal of bridge and ramp



LEGEND

- 01. Possible pedestrian connection to S.H. Ervin Gallery
- 02. New ramp 36m @ 1:14, meets new ground level
- 03. New bridge - levels achieving 5.5m clearance from expressway
- 04. Potential location for pedestrian stair access
- 05. New ramp - 50m long @ 1:20, meets existing level
- 06. New on-grade cycleway @ 1:14 to meet new level of 34.11 at stairs to S.H. Ervin Gallery
- 07. Levels beneath cycleway raised to allow cycleway to be on-grade, minimising elevated structure
- 08. New ramp - 92m long @ 1:14, to meet new level of 34.34 at stairs to S.H. Ervin Gallery
- 09. New on-grade cycleway @ 1:14 to meet new level of 34.04 at stairs to S.H. Ervin Gallery

Positive	P
Negligible	N
Low	L
Medium	M
High	H



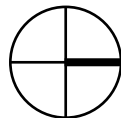
(4I) NEW BRIDGE + HAIRPIN TURN + LANDSCAPE SOLUTION

CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	New bridge, retaining walls high cost
Approvals	P	N	L	M	H	Negotiation with RMS & heritage
Land Ownership	P	N	L	M	H	Incursion into National Trust site
Construction Time	P	N	L	M	H	Complex, large amount of fill & walls
Heritage Impacts	P	N	L	M	H	Modify gallery frontage
Tree Impacts	P	N	L	M	H	Remove significant amount of trees
Parking	P	N	L	M	H	No impact
Safety	P	N	L	M	H	Improved angle, good gradient
Built form integration	P	N	L	M	H	Requires existing elements removal



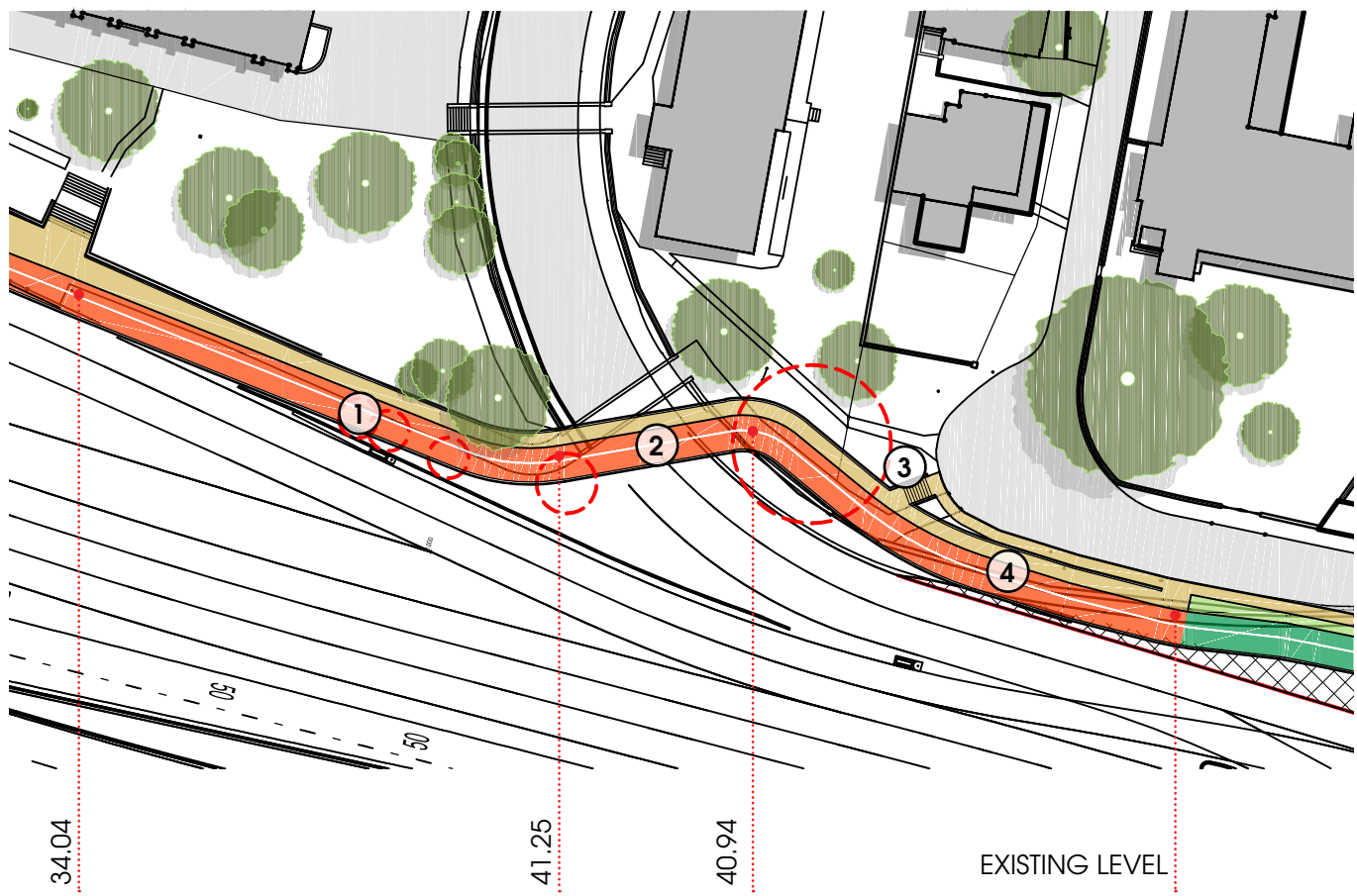
(4J) NEW BRIDGE + SPIRAL DOWN RAMP (PREFERRED)

CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	New bridge high cost
Approvals	P	N	L	M	H	Negotiation with RMS & heritage
Land Ownership	P	N	L	M	H	Incursion into NT site and School
Construction Time	P	N	L	M	H	Complex, requires road closure
Heritage Impacts	P	N	L	M	H	Modify gallery frontage
Tree Impacts	P	N	L	M	H	Remove some significant trees
Parking	P	N	L	M	H	No impact
Safety	P	N	L	M	H	Improved angle, good gradient
Built form integration	P	N	L	M	H	Requires existing elements removal



LEGEND

- 01. New ramp 52m @ 1:7, to meet new level of 34.04 at stairs to S.H. Ervin Gallery
- 02. New bridge - levels achieving 5.5m clearance from expressway
- 03. Potential location for pedestrian stair access
- 04. New ramp - 50m long @ 1:20, meets existing level



(4K) NEW BRIDGE + STRAIGHT DOWN RAMP (ALTERNATE)

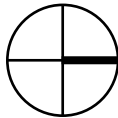
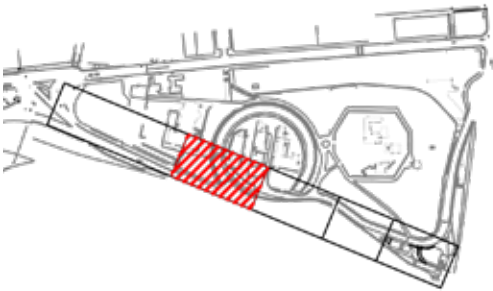
This option has been included as an alternative solution for implementation if the preferred option is rejected for heritage reasons or deemed too difficult/expensive to construct. This option predominantly preserves the S.H. Ervin Gallery frontage condition and meets all the same conditions as the preferred option with the exception of the following:

- > Improved gradient for cyclists/pedestrians
- > New pedestrian connection to S.H. Ervin Gallery

The estimated cost savings of this option versus the preferred option is in the order of \$750,000. Refer to Cost Plan Appendix for further costing breakdown.

CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	New bridge high cost
Approvals	P	N	L	M	H	Negotiation with RMS
Land Ownership	P	N	L	M	H	RMS bridge
Construction Time	P	N	L	M	H	New bridge and ramp
Heritage Impacts	P	N	L	M	H	Minimal, new ramp to gallery front
Tree Impacts	P	N	L	M	H	Minimal removal of trees
Parking	P	N	L	M	H	No impact
Safety	P	N	L	M	H	Improved angle, separation
Built form integration	P	N	L	M	H	Demo existing bridge & ramp

Positive	P
Negligible	N
Low	L
Medium	M
High	H

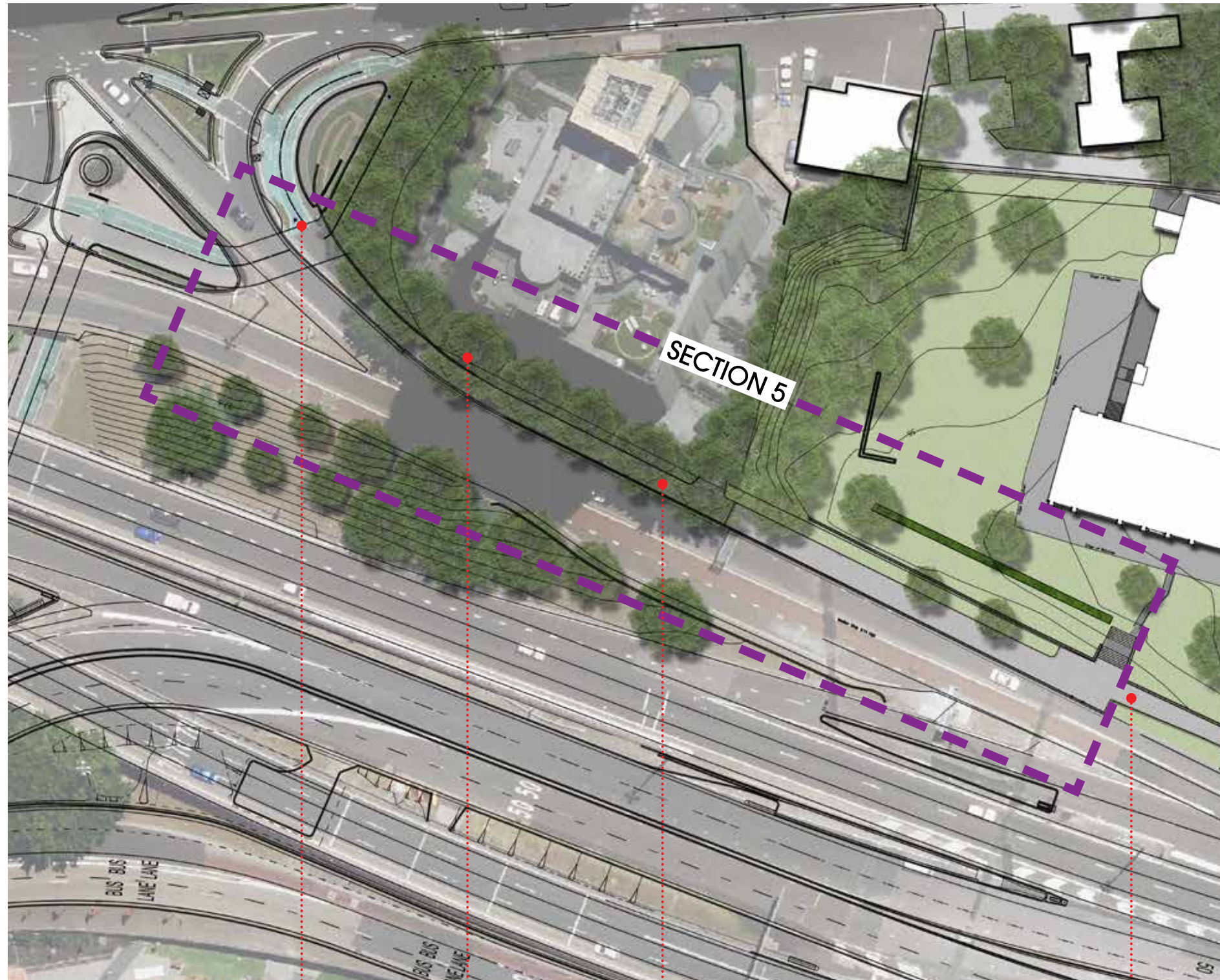


10.04

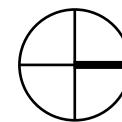
SECTION 5:
S.H.ERVIN GALLERY
TO KENT STREET

Key factors:

- > Blind corner where shared path meets path into S.H.Ervin Gallery
- > Existing shared path, approximately 3.2m wide
- > Established Fig trees in landscaped strip adjacent to residential building
- > Connection to Kent Street cycleway (separated cycleway) at southern end

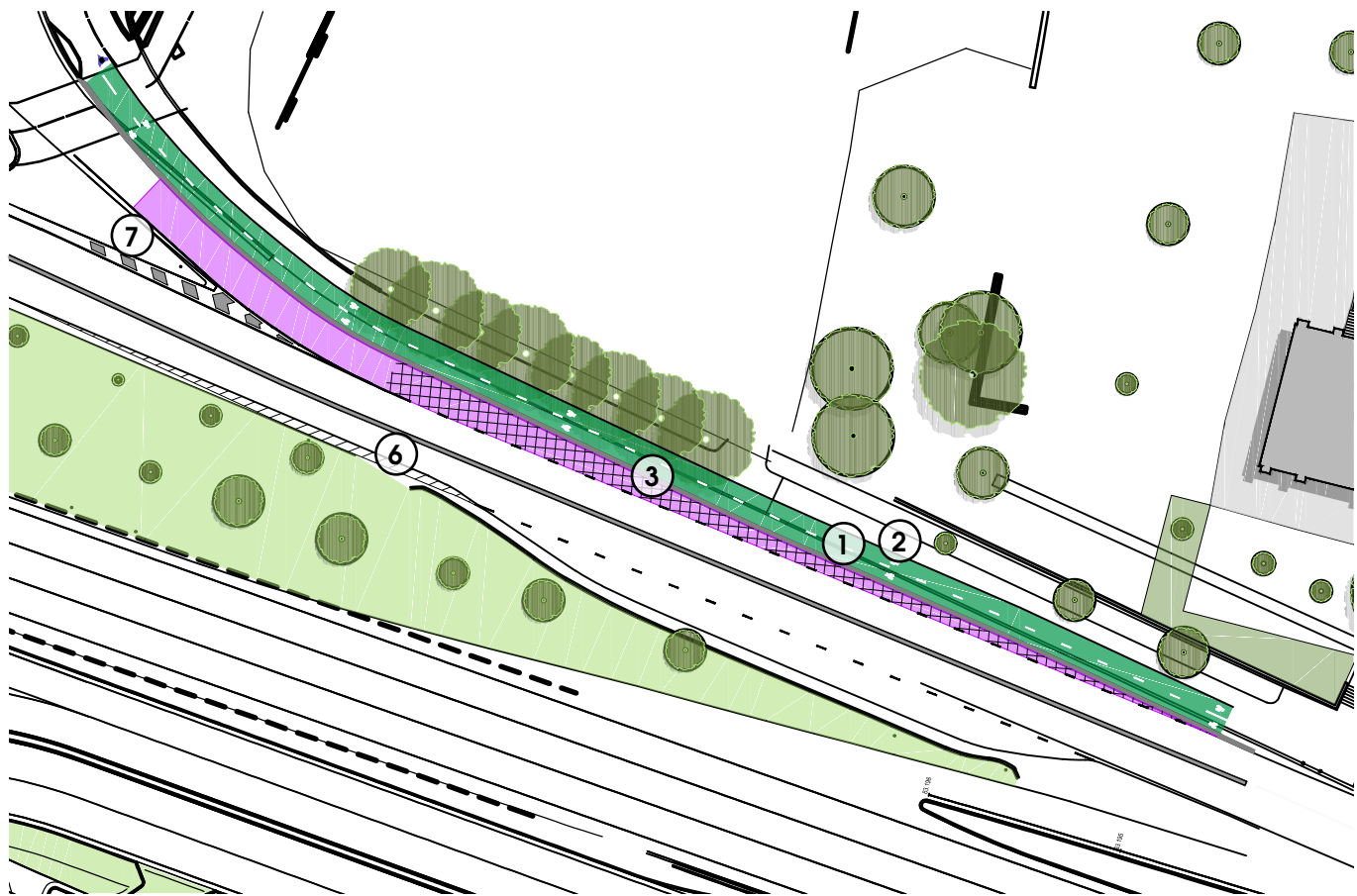
EXISTING KENT ST
CYCLEWAY CONNECTIONESTABLISHED
FIG TREESEXISTING 3.2M WIDE
SHARED PATH

BLIND CORNER



LEGEND

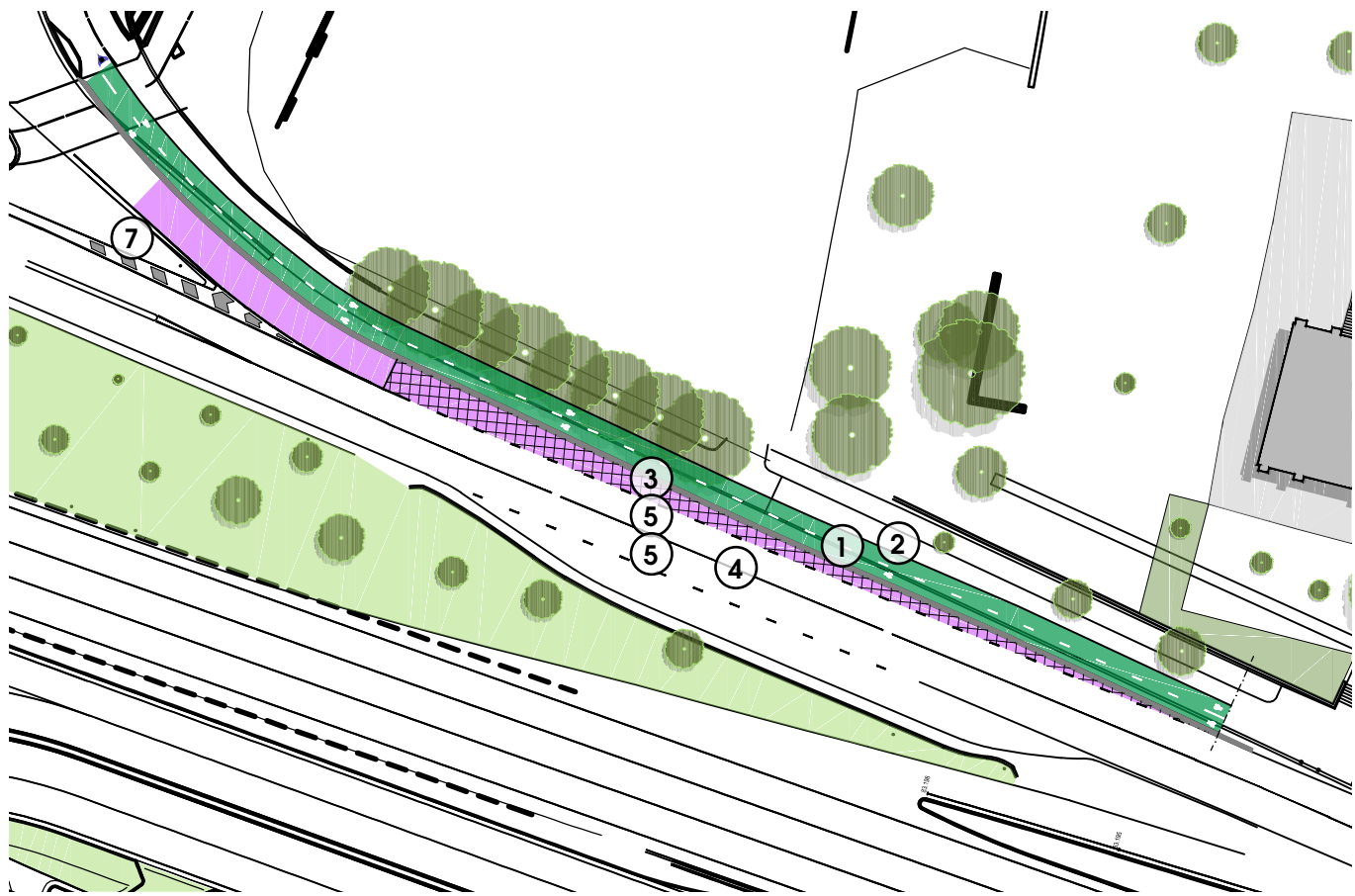
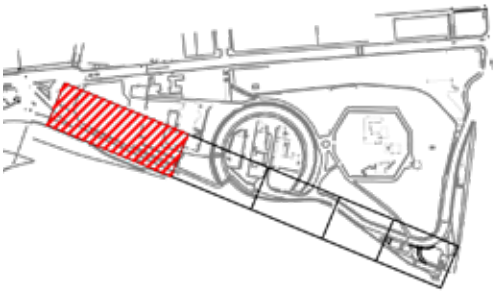
- 01. 3m wide separated cycleway
- 02. 1.8m wide footpath (min)
- 03. 400mm wide separation
- 04. Remove median
- 05. Reduce traffic lane width
- 06. Re-align median, kerb and retaining wall
- 07. Modify merge taper



(5A) REBUILD ROADWAY EDGES +
RETAIN TRAFFIC LANE WIDTHS

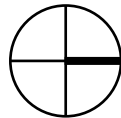
CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	High cost of major road works
Approvals	P	N	L	M	H	Negotiation with RMS
Land Ownership	P	N	L	M	H	Incursion into RMS land
Construction Time	P	N	L	M	H	Road closures required
Heritage Impacts	P	N	L	M	H	Minimal
Tree Impacts	P	N	L	M	H	No impact
Parking	P	N	L	M	H	No impact
Safety	P	N	L	M	H	New separated portion with barrier
Built form integration	P	N	L	M	H	Requires existing elements removal

Positive	P
Negligible	N
Low	L
Medium	M
High	H



(5B) RETAIN ROADWAY EDGES + REDUCE
LANE WIDTHS (PREFERRED)

CATEGORY	IMPACT					COMMENT
Cost	P	N	L	M	H	Minor road works
Approvals	P	N	L	M	H	Negotiation with RMS
Land Ownership	P	N	L	M	H	Incursion into RMS land
Construction Time	P	N	L	M	H	Limited road closures
Heritage Impacts	P	N	L	M	H	Minimal
Tree Impacts	P	N	L	M	H	No impact
Parking	P	N	L	M	H	No impact
Safety	P	N	L	M	H	New separated portion with barrier
Built form integration	P	N	L	M	H	Minor demolition of existing elements





rms.nsw.gov.au



contactus@rms.nsw.gov.au



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

November 2017
RMS 17.617
ISBN: 978-1-925737-19-6