

Western Distributor Road Network Improvements

Project Update

August 2023



Transport for NSW is improving safety and reliability of the Western Distributor for the more than 120,000 road users who travel this vital road corridor each day.

The project

The Anzac Bridge and Western Distributor are currently operating at capacity with road users experiencing heavy congestion which increases the risk of crashes. This project will improve safety and network reliability on the Western Distributor by reducing queues at key pinch points, removing merge and weave issues and providing safer alternatives for drivers to access the Sydney Harbour Bridge and CBD.

Key features of the project include:

- modifying the intersection at Allen Street and Harris Street to provide three lanes northbound towards Harris St, and removing a pedestrian crossing
- enhancing visitor experience and refurbishing the two Anzac digger sculptures on the Anzac Bridge
- modifying the Pyrmont Bridge Road and Bank Street intersection, removing turning movements onto Bank Street from the eastbound Pyrmont Bridge Rd off-ramp and changing the off-ramp from one lane to two lanes
- constructing a new on-ramp connection to the Western Distributor from the Fig Street on-ramp, Pyrmont (subject to a future investment decision)

Community consultation on the project's Review of Environmental Factors (REF) was carried out between Wednesday 21 September and Friday 28 October 2022. Transport has reviewed your feedback and prepared a Submissions Report which summarises and responds to all submissions received. The Submissions Report is now available at nswroads.work/wdrni-portal

The project will be delivered in stages and Transport will continue to keep the community updated as the project progresses.

Benefits



Less stop-start driving and improved network reliability



Reduced queues and improved traffic flow at key pinch points



Improved safety and reduced risk of crashes on the Western Distributor



Recognition of the Anzac legacy and enhanced visitor experience

Key features



Allen Street and Harris Street intersection

This intersection will be reconfigured to provide three eastbound lanes on Allen Street with two right-turn lanes onto Harris Street. The southern pedestrian crossing on Harris Street will also be removed.

These changes will improve traffic flow through the intersection and reduce queues in the morning peak.

Access to shops and Harris Street bus stops will be maintained via the remaining three pedestrian crossings, and improved traffic signal phasing will minimise crossing times for pedestrians and cyclists.

Work to deliver the changes at the intersection will begin later this year and be complete by mid 2024.





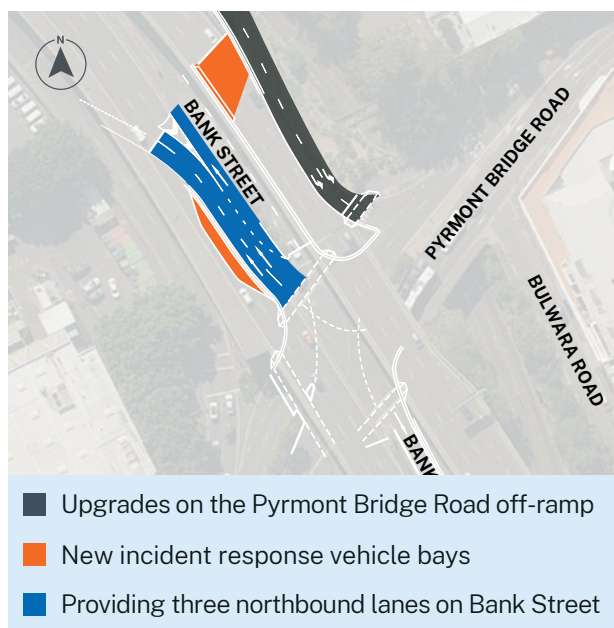
Pyrmont Bridge Road and Bank Street intersection

Changes at this intersection include:

- new signalised crossing at base of off-ramp
- two left turn only lanes onto Pyrmont Bridge Road
- closing the turning movements onto Bank Street from the off-ramp to provide a new incident response vehicle bay

These changes will reduce morning peak queues on Bank Street and the off-ramp, improve traffic flow and reduce wait times for pedestrians and cyclists.

Work to upgrade this intersection will commence in 2025, after the Fish Markets have moved to their new location in Blackwattle Bay.



- Upgrades on the Pyrmont Bridge Road off-ramp
- New incident response vehicle bays
- Providing three northbound lanes on Bank Street

Refurbishing the Anzac digger statues

The two Anzac digger memorial sculptures on the western approach to Anzac Bridge will be refurbished.

We are working closely with the NSW Office of Veterans' Affairs, the Returned Services League of Australia NSW Branch and representatives of Country to explore opportunities for storytelling to share the Anzac legacy and the connection to the history of the bridge and to improve visitor amenity to the area.

Work to refurbish the statues will begin in the coming months.



Digger statue on the Anzac Bridge

New on-ramp at Darling Harbour

A new on-ramp at Darling Harbour was proposed as part of the REF scope, however delivery of this component is limited to enabling works only. Delivery of the weave ramp is subject to a future investment decision and there is currently no time frame for completion.

The new ramp would join the Western Distributor from the existing Fig Street on-ramp at Pyrmont. It would provide safer and more direct access to the lane that connects the Western Distributor to the Sydney Harbour Bridge, reducing the need for motorists to cross multiple lanes. It will also remove the need for traffic to merge abruptly, reducing the likelihood of incidents.

Key changes following REF display

Transport has published the Submissions Report which summarises and responds to all feedback received in formal submissions on the REF. The Submissions Report also addresses any changes to the design proposed in the REF and explains the findings of additional impact assessments.

The Submissions Report is available at nswroads.work/wdrni-portal for you to view responses to issues or read more about the design changes.

Anzac Bridge signage removed from scope

The three gantries proposed on the Anzac Bridge as part of the proposal have been removed from the scope of this project.

Following strong feedback from the community, Transport is re-assessing the need, location, visual impact and heritage impact of these gantries.

Smart Motorways upgrades

Transport will provide drivers with real-time information on electronic road signs along the Western Distributor as part of the Smart Motorways project.



For more information on the Smart Motorways project, please scan the QR code.

Tree impacts at Darling Harbour

The alignment of the new on-ramp has been adjusted to avoid impacts to major utility services and provide a smoother road user experience. Due to the revised construction methodology, an additional 10 trees will be impacted.

Transport recognises the value of trees impacted by the project and is committed to delivering the best possible place outcomes, including options for mature tree stock in landscaping. We will work closely with City of Sydney and other nearby projects to pursue potential options to relocate and re-use trees in other areas.

Bus stop relocation and parking changes on Harris Street

In response to community feedback, we reviewed an option to relocate the existing bus stop on Harris Street to align with the remaining pedestrian crossings.

This option was assessed in the Submissions Report and will be included as a revision to the scope of the project.

The relocated bus stop results in parking losses on the northern end of Harris Street.

Six (6) 2 hour parking spaces are impacted by the installation of the new bus stop.

The loading zone is retained, but shifted north of the new bus stop.

Relocation of the existing bus stop on the southern end of Harris Street will provide space to create five (5) new half hour parking spaces.

These changes are reflected in the map below.

Implementation of this bus stop change is subject to further community consultation in the coming months.



Parking changes at Allen Street and Harris Street intersection, subject to further community consultation

Next steps



Stay up to date



To read more about the project, view the Submissions Report or sign up for email updates, scan the QR code or visit nswroads.work/wdrni-portal

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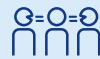
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