Alexandria to Moore Park Connectivity Upgrade

June 2017

Display of the preliminary concept design.

Background
The NSW Government is planning road improvements in the inner city suburbs of Alexandria, Waterloo and Moore Park to improve traffic flow and facilities for pedestrians and cyclists in one of the city’s fastest growing precincts.

The Alexandria to Moore Park Connectivity Upgrade includes improvements to traffic capacity at key intersections and pinch points to improve traffic flow and provide better access for pedestrians and cyclists. These improvements are being planned to integrate with the CBD and South East Light Rail and WestConnex New M5 projects.

By 2021 traffic volumes along this key corridor are projected to grow by 50% or more in peak periods.

The proposed improvements will support urban renewal along the corridor, and encourage motorists to use alternate routes away from the CBD, a key focus of the Sydney City Centre Access Strategy (Transport for NSW, 2013).

Key features of the proposal
• Pedestrian and cyclist improvements for the length of the corridor
• Clearways on both sides of the corridor for extended periods
• Improvements at key intersections including –
  – the ‘dog leg’ T-intersections at McEvoy Street and Bourke Street and Lachlan Street and Bourke Street will be rebuilt and combined to form a single more efficient four-way intersection
  – South Dowling Street to be widened on the eastern side north of Dacey Avenue/Lachlan Street to provide an additional right turn lane from South Dowling Street into Lachlan Street and to improve the merge from the Eastern Distributor onto South Dowling Street
  – Anzac Parade, Alison Road and Dacey Avenue intersection at Moore Park to be upgraded to a continuous flow intersection (see image overleaf)
• A right turn bay to be added at Bowden Street and right and left turn bays to be added at Fountain Street, Wyndham Street and Botany Road
• A median to be introduced along McEvoy Street
• Lachlan St to be widened on the southern side to provide four lanes.

A map of the preliminary concept design is included in this project update.
Continuous flow intersection at the Anzac Parade, Alison Avenue and Dacey Avenue intersection

What is a continuous flow intersection?
A continuous flow intersection (CFI) is an at grade intersection which allows right turn movements to occur at the same time as through movements in both directions. This allows for a more simplified and efficient intersection operation. Continuous flow intersections are progressively being introduced in Australia.

Changing the right turn arrangements at the intersection of Dacey Avenue, Anzac Parade and Alison Road through this innovative intersection arrangement will improve access and efficiency for traffic, pedestrians, cyclists and light rail.

What are the benefits of a continuous flow intersection?
• As it is built ‘at grade’, or level with the roads it connects to, a CFI often has a smaller construction footprint and less visual impact than other engineering options such as underpasses, overpasses or tunnels
• A CFI also has the ability to better integrate with other transport users such as light rail and pedestrians.

What other options were considered for the intersection?
An underpass was one option considered at the Anzac Parade, Alison Avenue and Dacey Avenue intersection, however, due to the low lying flood affected area this intersection sits in, it was ruled out.

An overpass was also considered however, the construction footprint, visual impact and land taking associated with such a large structure made it unfavourable when compared to the CFI.

Key Facts
• Roads and Maritime traffic modelling show traffic volumes on Euston Road north of Maddox Street will go from around 20,000 vehicles a day in 2016 to 40,000 vehicles a day in 2021.
• This growth is a combination of the WestConnex new M5 St Peters Interchange, the redevelopment of Green Square and the wider growth in Sydney’s population.
• The A2MP project is about upgrading key intersections at Fountain Street, Wyndham Street, Botany Road, Bourke Street, South Dowling Street and Anzac Parade so that the route can continue to function as an effective main road and reduce rat running in local streets.
• Clearways are proposed for the corridor seven days a week, to better manage current and future traffic flows and minimise the road footprint and property impacts.
• A new shared pedestrian and cyclist path is proposed along the corridor to support current and future residents and will weave around existing trees where possible.
Feedback from December 2016 consultation period

Roads and Maritime held a two-week consultation period in December 2016 and received 142 comments.

Two submissions were from government agencies or advisory bodies and the remainder were from members of the community and interest groups.

The most common points the community and interest groups raised were:

- Consider the inclusion of clearways at various locations and times including weekends along the corridor
- Improve traffic flow, particularly right hand turn movements
- Provide more information about potential property impacts
- Concern about parking availability, property access and traffic impacts
- Minimise environmental impacts, particularly to trees especially along South Dowling Street
- Provide facilities and connectivity for pedestrians and cyclists
- Need more time and information to consider the proposal.


Aspects of feedback included in this concept design include:

- Proposal for clearways at all times along most of the corridor and some times on weekends
- Pedestrian and cyclist shared path designed to minimise impacts on mature trees
- Extended period of consultation for the preliminary concept design
- Proposal for dedicated left and right turn slip lanes at key intersections at Botany Road and Wyndham Street
- Proposal for improving traffic operations at the intersections of Bourke, McEvoy and Lachlan streets
- Landscape and urban design strategy to factor in shade for pedestrians.

Typical cross section
Where are we now?
Roads and Maritime is now seeking feedback on the preliminary concept design which appears overleaf.
During the display period, Roads and Maritime will host two community drop-in sessions and provide an opportunity for the community to provide detailed comments on the proposal via the interactive plans displayed on the project web site.

All comments received before 7 July 2017 will be considered and used to inform the project’s environmental assessment and the final concept design.

Roads and Maritime will prepare a second community consultation report to respond to matters the community and stakeholders raise during the display period.

Community information sessions
Roads and Maritime recognise the importance of involving the community in the development of the Alexandria to Moore Park Connectivity Upgrade. We will host two community information sessions. These information sessions will enable the community to speak face-to-face with members of the project team and ask questions. A formal presentation will not be given, so please feel free to drop in at any time during these sessions.

Our project team will be available at:

**Venue:** Terrace Room, All Sorts Function Centre, 184 Bourke Road, Alexandria
**Saturday June 17, 10am – 12pm**
**Thursday June 22, 6pm – 8pm**

Where to get more information
Roads and Maritime Services
**Phone:** 1800 875 557
**Email:** a2mp@rms.nsw.gov.au
**Web:** www.rms.nsw.gov.au/a2mp
**Online map:** www.rms.work/a2mp

See the A2MP proposal in 3D
To see an animation of the corridor upgrade including the CFI go to www.rms.gov.au/a2mp

Further information
Please contact the Roads and Maritime project team:

- **Phone:** 1800 875 557
- **Email:** a2mp@rms.nsw.gov.au
- **Web:** www.rms.nsw.gov.au/a2mp

If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 875 557.