

# Meeting agenda

## 5 April 2018

- Lord Mayor introduction
- Presentation from Traffic Operations Manager, Mark Hannan, on Local Area Traffic Management (LATM) Plan for Alexandria and Erskineville
- Opportunity for public to discuss plan with City Staff

# Defending Alexandria from WestConnex



**Lord Mayor Clover Moore**

# Local Area Traffic Management Plan



Sydney 2030 Green/Global/Connected



**Mark Hannan**  
**Traffic Operations Manager**



# Traffic Study – Why?

- Traffic modelling undertaken for St Peters Interchange (WestConnex) did not look at the impact on nearby residential precincts of Alexandria and Erskineville;
- The approval for WestConnex (Stage 2) requires Roads and Maritime Services (RMS) to assess impact on local streets 12 months after the St Peters Interchange opens; and
- In response to concerns from local residents, the City wanted to proactively address the impact of the St Peters Interchange on local streets before it opens





# Context



**Euston Road /  
McEvoy Street  
Corridor**

**--- Traffic Study for  
WestConnex**

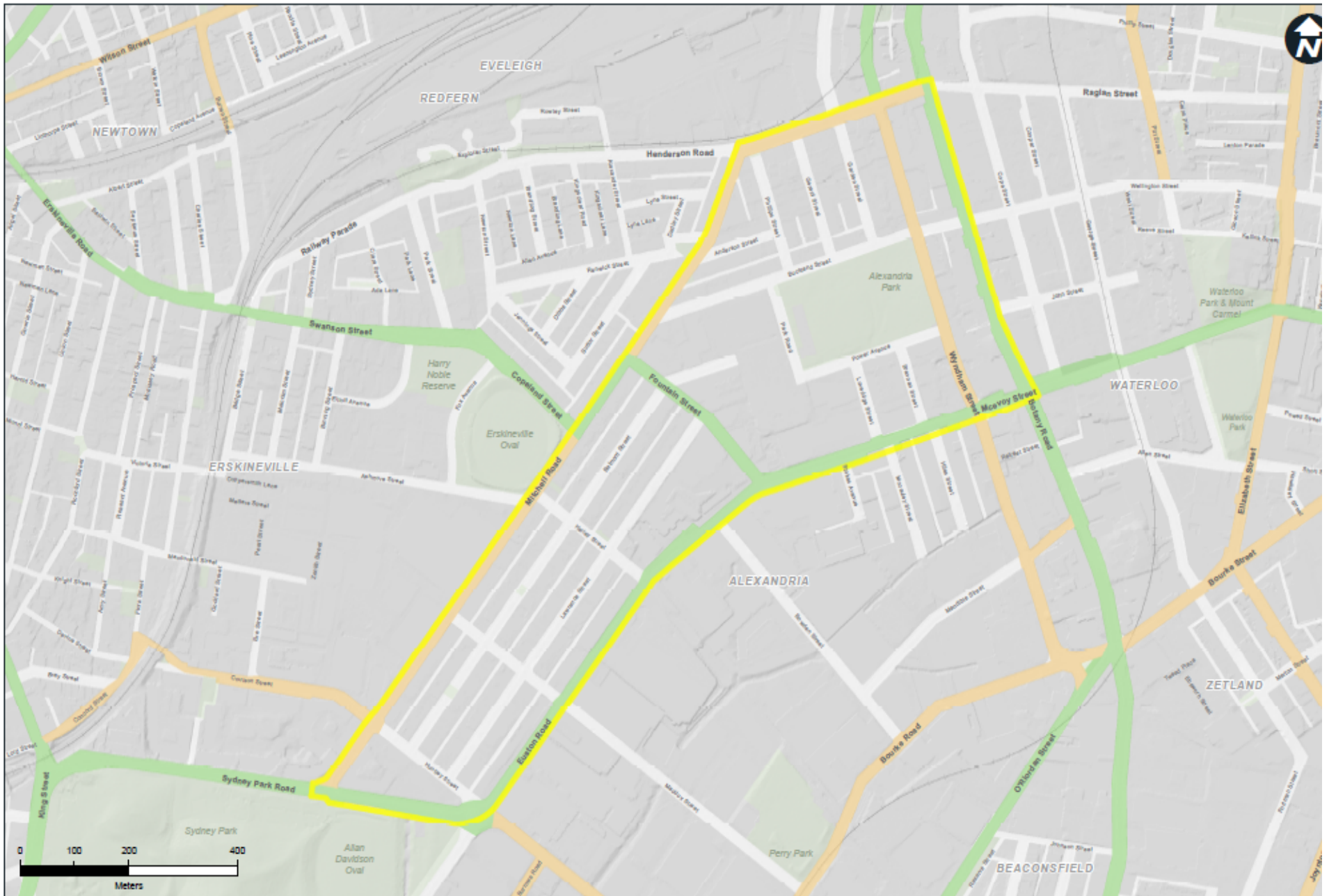
**--- Traffic Study by  
City of Sydney**

# Traffic Study – Study Area

- The City’s Traffic Study focused on the precinct bounded by:
  - Sydney Park Road to the south;
  - Mitchell Road to the west;
  - Henderson Road to the north; and
  - Botany Road, McEvoy Street and Euston Road to the east







**CITY OF SYDNEY**

**Study Area**

**Alexandria Local Area Transport Management Study**

Sydney2030 | Green/Global/Connected

- Study Area
- Regional Roads
- State Roads

18/00atA3  
Date 29/09/18

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# Traffic Study – Methodology

- The City's Traffic Study:
  - Assessed the impact of the St Peters Interchange (WestConnex) on local streets in Alexandria and Erskineville;
  - Included proposed road network changes like the Green Square to Ashmore Connector and the Alexandria to Moore Park Connectivity Upgrade (A2MP Project);
  - Considered future traffic from Green Square and Ashmore Precinct; and
  - Identified traffic calming measures, including road closures, to limit the infiltration of WestConnex traffic



# Traffic Study – Conclusions

- The City's Traffic Study found that:
  - WestConnex would result in significantly higher traffic volumes on the Euston Road-McEvoy Street Corridor;
  - WestConnex traffic is likely to filter into nearby local streets; and
  - Strategic road closures could limit WestConnex traffic using the residential precincts of Alexandria and Erskineville



# Traffic Study – Vehicle Increase/Hour



Location	Scenario	Weekday AM (Vehicles/Hr)	Weekday PM (Vehicles/Hr)	Weekend (Vehicles/Hr)
Euston Road, south of Sydney Park Road	2016	710	620	300
	WestConnex Open	3,000	3,050	2,330
	Increase	<b>+2,290</b>	<b>+2,430</b>	<b>+2,030</b>
Euston Road between Sydney Park Road and Maddox Street	2016	1,860	2,110	1,310
	WestConnex Open	2,990	3,020	2,090
	Increase	<b>+1,130</b>	<b>+910</b>	<b>+780</b>



# Traffic Study – Vehicle Increase/Hour



Location	Scenario	Weekday AM (Vehicles/Hr)	Weekday PM (Vehicles/Hr)	Weekend (Vehicles/Hr)
McEvoy Street between Fountain and Loveridge Streets	2016	1,960	2,140	1,550
	WestConnex Open	2,390	2,710	2,250
	Increase	<b>+430</b>	<b>+570</b>	<b>+700</b>
Maddox Street between Euston and Mitchell Roads	2016	560	210	210
	WestConnex Open	910	630	780
	Increase	<b>+350</b>	<b>+420</b>	<b>+570</b>

# Traffic Study – Vehicle Increase/Hour



Location	Scenario	Weekday AM (Vehicles/Hr)	Weekday PM (Vehicles/Hr)	Weekend (Vehicles/Hr)
Coulson Street, west of Mitchell Road	2016	430	390	560
	WestConnex Open	630	740	650
	Increase	<b>+200</b>	<b>+350</b>	<b>+90</b>
Wyndham Street between McEvoy and Buckland Streets	2016	800	660	710
	WestConnex Open	900	730	810
	Increase	<b>+100</b>	<b>+70</b>	<b>+100</b>

# Integrated Transport Solution

- To limit the infiltration of WestConnex traffic, the City proposes an integrated solution that recommends:
  - A suite of treatments, including road closures and streetscape improvements, to protect local amenity and maintain property access;
  - Applies a precinct-wide approach to ensure the problem is tackled collectively rather than street-by-street; and
  - Considers the impact to pedestrians and cyclists as well as vehicles



*city of villages*



# Full Road Closures





# Traffic Study – Recommendations



The City's Traffic Study proposed full road closures at:

1. Maddox St at Euston Rd
2. Lawrence St between Maddox and Harley Sts
3. Harley St at McEvoy St
4. Harley St at Mitchell Rd
5. Loveridge St at McEvoy St
6. Brennan St at McEvoy St
7. Anderson St at Mitchell Rd

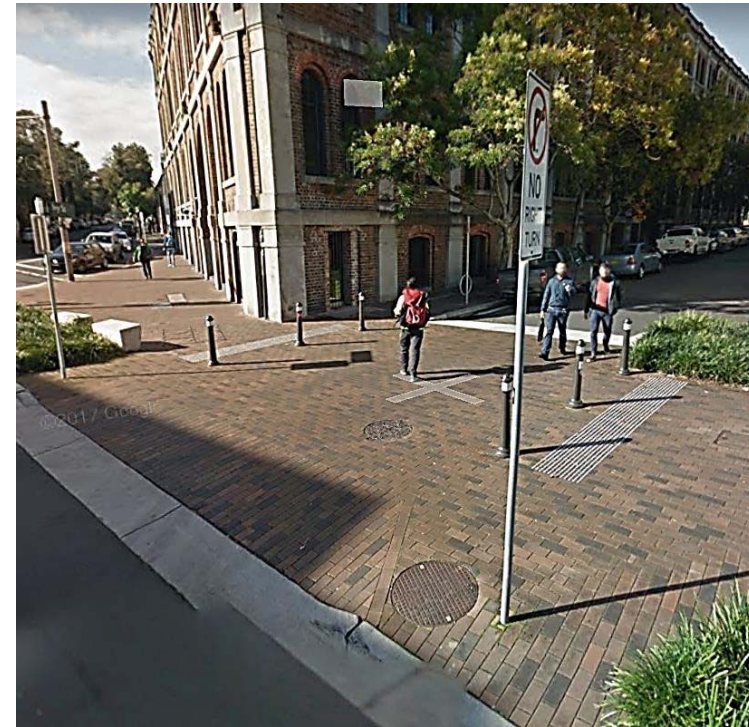


Study Area



Proposed Road Closures

# Extra Measures – Continuous Footpath Treatments





# Extra Measures – Continuous Footpath Treatments



The City also recommends continuous footpath treatments at:

- 8. Belmont St at Fountain St
- 9. Loveridge St at Power Ave
- 10. Brennan St at Power Ave
- 11. Power Ave at Wyndham St
- 12. Renwick St at Mitchell Rd
- 13. Buckland Lane at Mitchell Rd
- 14. Brown St at Mitchell Rd



**Study Area**



**Proposed Continuous Footpath Treatments**



# Extra Measures – Slow Points





# Extra Measures – Slow Points



- Single lane slow points at:
- 15. Belmont Street between Fountain and Harley Streets
  - 16. Lawrence Street between Fountain and Harley Streets



**Study Area**



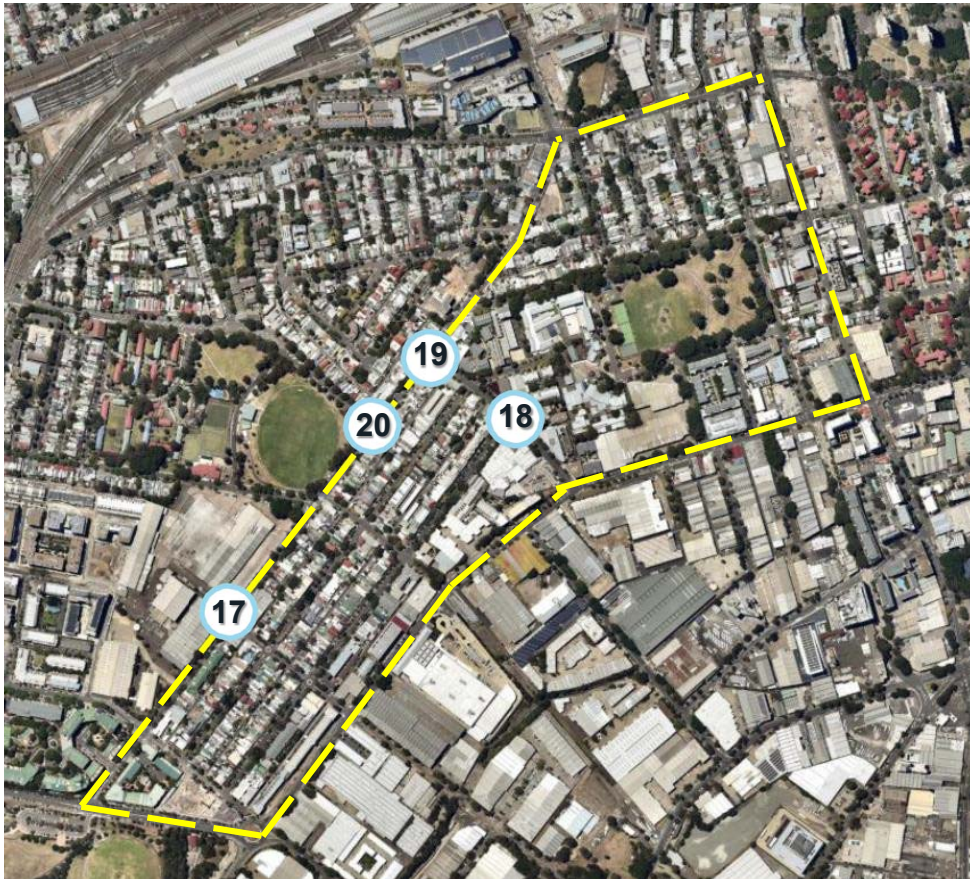
**Proposed Slow Point**

# Extra Measures – Traffic Signals





# Extra Measures – Traffic Signals



New traffic signals at:

- 17. Mitchell Rd and Maddox St
- 18. Fountain St and Lawrence St

Add missing signalised pedestrian crossing at:

- 19. Mitchell Rd and Fountain St
- 20. Mitchell Rd and Copeland St



Study Area



New or Upgraded Traffic Signals

# Integrated Transport Solution

- In combination, the proposed treatments will:
  - Limit the infiltration of WestConnex traffic;
  - Protect local amenity in the residential precincts of Alexandria and Erskineville; and
  - Improve pedestrian and cyclist accessibility across the precinct



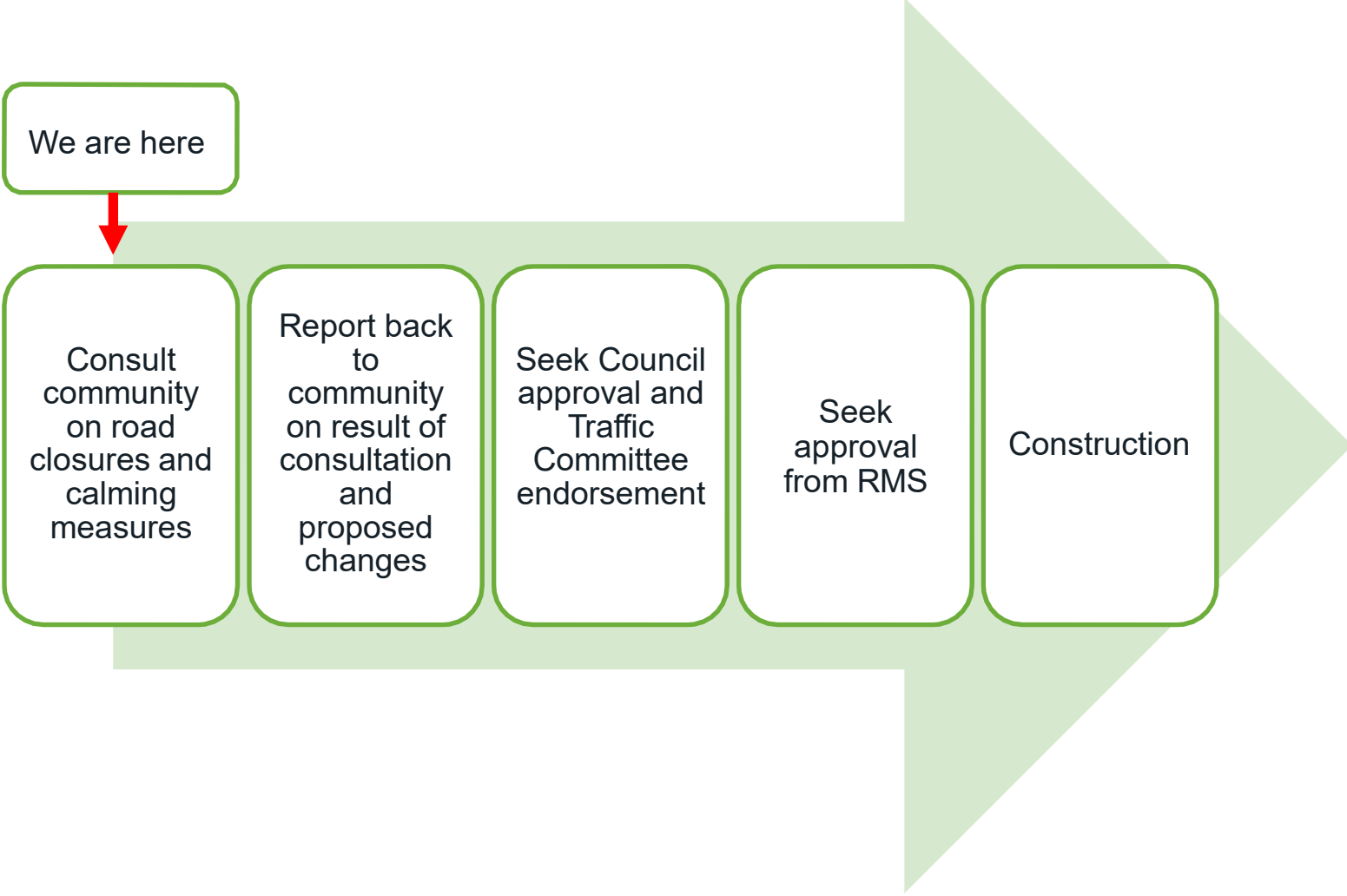


# Integrated Transport Solution

- However, the proposed treatments may also:
  - Increase travel time for some residents accessing their properties;
  - Increase traffic volumes on “open” east-west streets like Fountain Street and Sydney Park Road; and
  - Require temporary removal of parking during peak periods on Fountain Street and Mitchell Road between Fountain and Copeland Streets



# Next steps





# Next Steps



**Tonight** – Discuss details and questions with City staff around the room

**Online** – Review traffic study and provide feedback at [sydneyyoursay.com.au](https://sydneyyoursay.com.au)

**In person** – A second community drop in session will be held on Saturday 7 April from 3:30pm to 5pm

**Consultation open from 5 April until 1 June**