

Relevant Information for Council

FILE: X083814 **DATE:** 19 October 2023

TO: Lord Mayor and Councillors

FROM: Veronica Lee, Director City Services

THROUGH: Monica Barone, Chief Executive Officer

SUBJECT: Information Relevant To Item 7.3 – Erskineville and Alexandria Traffic and Transport Study

For Noting

This memo is for the information of the Lord Mayor and Councillors.

Purpose

To confirm that any changes to traffic conditions implemented and planned within the Erskineville and Alexandria Traffic and Transport Study area, have been included in the associated study modelling.

Background

At the meeting of the Transport, Heritage and Planning Committee on 16 October 2023, further information was sought regarding the modelling undertaken for the Erskineville and Alexandria Traffic and Transport Study. The information sought was in relation to changes made to traffic conditions during the study period, and whether impacts of these changes has been considered in the traffic modelling.

The traffic model was first created in 2017 for the 2018 Alexandria Local Area Traffic Management (LATM) study, using traffic count data collected in 2016.

Further traffic counts were collected in May 2021, and were verified as a reasonable data source that represented stable traffic conditions, not affected by Covid-19 disruptions to travel patterns. A 2021 Base Model was established incorporating the May 2021 traffic counts. This traffic model also included the expanded study area, treatments implemented from the 2018 LATM study and the current traffic conditions since opening of the WestConnex Stage 2 M8 St Peters Interchange in mid-2020.

The consultant identified, with input from City staff, known works that were planned to be implemented by mid-2023, which are shown in the *Erskineville and Alexandria Traffic and Transport Study Summary Report – Figure 1.2*; *Erskineville and Alexandria Traffic and Transport Study – Figure 3.2* attached to the Committee report and reproduced in Attachment A.

A 2022 Base Model was then developed that included the 2021 Base Model and all measures expected to be constructed by mid-2023.

Two future scenarios were then modelled, and both included all committed or recently constructed works, as per the figure in Attachment A, in addition to further measures considered in the study as described below to assess the cumulative impacts:

- **Scenario A:** All committed or recently constructed works (as per Attachment A) plus proposed options that (mostly) use traffic management to discourage through traffic using residential streets including traffic calming, some turn bans and traffic signals on local (Council) roads
- **Scenario B:** All committed works or recently constructed works (as per Attachment A) plus proposed options that (mostly) use traffic restrictions to discourage through traffic using residential streets including closures to traffic and turn bans.

The works committed or recently constructed since 2018 and incorporated into the 2022 base traffic model includes:

Works	Completion/ Estimated Construction
McEvoy Street at Fountain Street intersection reconfiguration (Transport for NSW)	October 2021
Ashmore Street and Harley Street – separated cycleway	September 2022
Mitchell Road north of Ashmore Street – raised pedestrian/ cycle crossing (note – cycle crossing added, but crossing could not be raised due to drainage impacts)	March 2023
Railway Parade – revert back to two-way	May 2023
Mitchell Road at Huntley Street and Coulson Street – intersection improvements	June 2023
Park Street traffic calming	September 2023
Mitchell Road at Copeland Street – pedestrian crossing across northern leg of signals	ETA FY 2023/24

Works	Completion/ Estimated Construction
Mitchell Road at Fountain Street – pedestrian crossing across northern leg of signals	ETA FY 2023/24
Fountain Street at Lawrence Street – new traffic signals	ETA FY 2023/24
Belmont Street at Fountain Street – continuous footpath treatment	ETA FY 2024/25
Dadley Street at Renwick Street and Lyne Street	ETA FY 2024/25
Maddox Street at Mitchell Road – traffic signals	ETA 2026
Swanson Street at Park Street – raised pedestrian/ cycle crossing (subsequently not approved by Transport for NSW)	May be reconsidered in future

There are no other known significant works, planned or implemented, within the study area that would detrimentally influence the traffic performance outcomes reflected in the Erskineville and Alexandria Traffic and Transport Study model.

There are other known traffic works outside of the Erskineville and Alexandria Traffic and Transport Study area, such as continuous footpath treatments in Fox Avenue and neighbouring Ashmore Precinct development works. City staff have reviewed these and consider that they do not have a detrimental influence on the traffic performance outcomes reflected in the Study Model.

Memo from Veronica Lee, Director City Services

Prepared by: Michaela Kemp, Traffic Operations Manager

Attachments

Attachment A. Maps of Study Area and Committed Works between 2021 and 2023

Approved

P. M. Barone

MONICA BARONE

Chief Executive Officer

Attachment A

**Maps of Study Area and Committed Works
between 2021 and 2023**



Figure 1.1: Study Area

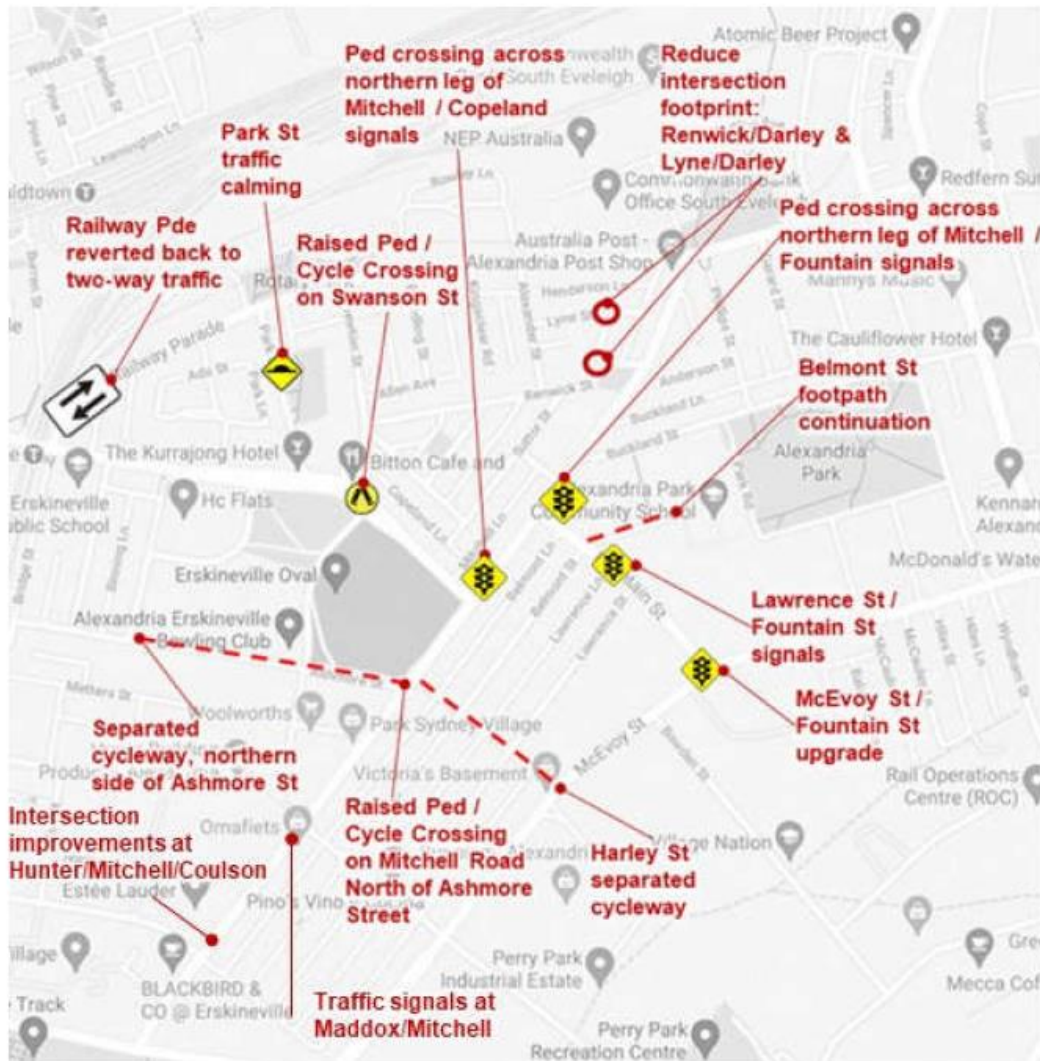


Figure 1.2: Base Assumptions: Committed or Recently Constructed Works