

CROSS CITY TUNNEL

COA 288: Review of Bourke Street Traffic Management Measures

Background

Bourke Street, south of William Street and immediately north of the Eastern Distributor entry ramp, was closed to traffic with the opening of the Cross City Tunnel in accordance with Alternative 3 of the Bourke Street traffic management study which was commissioned by the RTA as required by the Planning Minister's consent approval for the CCT project.

These and other traffic changes in Alternative 3 provide:

- Direct access to the Eastern Distributor via Bourke Street for westbound traffic travelling on William Street.
- Less congestion and delays along William Street during peak hours at the Bourke Street intersection.
- Reduced traffic volumes on Bourke Street, south and north of William Street.
- Consistency with plans to improve the pedestrian amenity along William Street.

The RTA has a commitment to monitor the new arrangements and undertake a review six months after the CCT opens to traffic.

The review will be undertaken in accordance with the objectives of the 2004 study and will include community consultation.

Draft Community Consultation Strategy

Current situation

There are two views in relation to the Bourke Street closure – one supports a closure; the other opposes a closure. Various stakeholder groups have expressed an opinion on this intersection and how it should be managed. Groups include the City of Sydney, Darlinghurst Business Partnership, Darlinghurst Road Action Group, East Sydney Neighbourhood Association, 2011 Residents Association and SCEGGS.

There are two questions:

1. How has the full closure south of William Street worked?
2. What should the intersection arrangement at William and Bourke Street be in light of review?

The process for the review of the Bourke Street study will be put to all the groups to ensure it is felt to have integrity.

Proposed consultation strategy

- Consultation for the review of the Bourke Street traffic management measures will begin with RTA seeking input from key groups (eg East Sydney Neighbourhood Association, Darlinghurst Resident Action Group).
- Each group will be consulted on the draft study methodology. A group that includes representatives of Darlinghurst Resident Action Group, Kings Cross 2011 and the Darlinghurst Business Partnership has agreed to meet together to review the proposed consultation method.

- Based on the input received, an amended draft will be prepared and all groups advised of the changes.
- Community consultation for the review will then be undertaken by RTA's consultants.
- Identified stakeholder, business and community groups will be contacted (see list below) in writing (and briefed in person if requested) for their comments on the operation of the current arrangements.
- An RTA A4 flyer will be delivered to residents in the area bounded by Oxford Street, Darlinghurst Road, William Street, Palmer and Bourke streets and College Street, noting the history of the original study and options previously considered, the review process and how to have input into the review.
- The flyer and a copy of the original study will be posted on the RTA's website
- A whole of community workshop will be called. In this the consultants will explain the options being considered and seek community input through issues raised during discussion.
- A report will be prepared by the RTA's consultants that includes:
 - * an assessment based on the criteria and performance measures in Table 4.1 of the original report;
 - * issues raised by the stakeholder groups consulted;
 - * issues raised in correspondence and survey responses received since the announcement of the closure;
 - * findings and recommendations.
- On its completion the report will be posted on the RTA's website. Letters/flyers will be sent to the same community and all submission authors thanking them for input and describing the outcome of the review.

Proposed consultation schedule

Stakeholder groups to be consulted

- Airport Motorway Ltd
- CCT Central CLG
- City of Sydney Council
- Cross City Motorway
- Darlinghurst Business Partnership
- Darlinghurst Residents Action Group
- East Sydney Neighbourhood Association
- 2011 Residents Association
- SCEGGS
- State Transit Authority
- Suttons Holden
- Woolloomooloo Neighbourhood Advisory Board
- Selected businesses in Bourke Street
- Australian Backpackers

All businesses in William Street (that back onto St Peter's Lane)
- including Travellers Auto Barn; Formule 1 Hotel; Carroll's Hardware
Emergency services



Evaluation of the Intersection Alternatives - Methodology

The *Cross City Tunnel Response to Minister's Condition of Approval No. 288* (December 2004) provides a traffic analysis that will also be acceptable for this review.

The alternatives considered feasible in a traffic management sense will be re-presented for this review.

The traffic management constraints identified in the 2004 report remain for this review, that is:

- The number of traffic lanes in William Street as part of the Approved Project cannot change.
- A maximum two phase operation of the traffic signals at the William Street /Bourke Street intersection remains.
- The removal of the eastern pedestrian crossing at the intersection is essential for Alternatives 2 and 3 of the Bourke Street study.
- The "no right turn" from William Street (westbound) to Crown Street will be retained.

Objectives of the study

The objectives of the future arrangement at the Bourke Street/William Street intersection are to:

- Provide more direct access to the Eastern Distribor.
- Improve east-west traffic flow on William Street without compromising network flexibility.
- Reduce the volume of through traffic using Bourke Street.
- Minimise impacts on other road users.
- Reduce impacts on the community.

Objectives and performance measures

<i>Objective</i>	<i>Measure</i>	<i>Source of data</i>
Provide more direct access to the Eastern Distributor.	Distance of access to ED ramp from William/Bourke streets.	Direct measurement (number of metres)
Improve east-west traffic flow on William Street without compromising network flexibility.	Effect on traffic congestion. Effect of shortening T2 lane.	TMC assessment of traffic flow. Regional traffic survey
Reduce the volume of through traffic using Bourke Street.	Change in daily traffic volumes in Bourke Street.	Traffic counts (AADT)
Minimise impacts on other road users.	Effect on pedestrians and cyclists. Impact on Emergency Services	Level of amenity to be experienced by peds/cyclists with each Alternative. Reduction (if there is one) in response times due to the arrangements.
Reduce impacts on the communities by: Changes in daily traffic volumes	Change in daily traffic volumes in Palmer, Bourke, Cathedral and	Traffic counts (AADT).

<ul style="list-style-type: none"> • Changes to local traffic permeability • Changes to availability of parking spaces • Changes to local bus routes • Impact of permeability on business activity. 	<p>Crown streets.</p> <p>Extent of changes to local traffic movements.</p> <p>Changes to car parking opportunities.</p> <p>Number of affected bus routes and extent of changes.</p> <p>Level of impact and business type.</p>	<p>Local travel survey. To include 3-4 routes that involve crossing William Street (eg from Darlinghurst to Woolloomooloo).</p> <p>Number of car spaces lost/gained.</p> <p>Map of existing bus routes and new routes required by the Alternatives.</p> <p>Statement of business activity change (business type and location).</p> <p>Statement of other influences on local business activity.</p> <p>Undertake a street survey of business location and type in the area of Oxford Street, College Street, William Street, Darlinghurst Road (photographic survey).</p> <p>Consider the potential impact on overall business activity from the predicted change in vehicle and pedestrian traffic.</p>
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Timetable

Engage consultant January 2006.
 Complete studies February/March 2006.
 Consultations February/March 2006.
 Completion currently scheduled for April 2006.