

Review of GTA's (Traffic, Transport and Access Impact Assessment) (Issued 25/11/2015) with regards to UNSW interests.

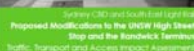






Figure 2.2: Distribution of Inbound trips (towards CBD) – Approved Project Scenario, AM Peak

Page	Item	Summary of Issues / Actions
26	<p>Section 3.4.3 Arthur / Botany – agree that traffic signals should be provided. However, no detail provided on Figure 3.7 as to the arrangement on Arthur Street west of Botany Street. This may need to be used as the bicycle connection.</p> 	<p>TfNSW to provide further detail of layout for Arthur Street between Wansey Road and Botany Street, in particular for cyclists.</p>
34	<p>Section 3.6.1 Arthur Street laneway – generally looks ok, need to confirm design vehicle (usually garbage truck, fire truck).</p> 	<p>TfNSW and Council to confirm design vehicle for Arthur Street laneway.</p>
37	<p>Section 4.1.1 Stop accessibility – no detail provided regarding signal phasing ‘length of signal phase time required’. Need to remember that no impact on eastbound traffic when pedestrians crossing.</p>	<p>TfNSW to provide details regarding intersection operation. Effect on westbound traffic would be similar to central island stop i.e. all passengers cross westbound traffic lane.</p>
39 & 40	<p>Figure 4.1 and 4.2 – significant decrease on High Street, major increase on Arthur Street and Belmore Road. Largest impact will be Arthur Street – this is likely to be main area of community opposition (local residents).</p> <p>‘Figure 4.1 and Figure 4.2 also show that in the modified Project scenario, Arthur Street and Alison Road become the primary routes for diverted trips, and to a certain extent, Barker Street and Botany Street south of High Street in the AM peak.</p> 	<p>Note.</p>
46	<p>Section 4.2.5 Figure 4.7 and 4.8</p> <p>Changes in intersection operation – there is major benefit to Anzac Parade at High Street. This will benefit LRV along Anzac Parade. There is an increase in average delay at the Wansey Road/High Street intersection.</p> 	<p>Note.</p>

FURTHER OPTIONS

Implications of the closure of westbound traffic lane of High Street at the UNSW stop. The detailed results (Appendix A of the GTA report) provide a comparison of the predicted volumes on each of the road links.



High Street westbound between Botany Street and Hospital Road drops (Approved to Modified) as follows:

AM Peak – ‘unreadable’ to 262, and
PM Peak – 387 to 268.

This indicates a 30% reduction in westbound volumes on High Street as a result of closing the westbound traffic lane on High Street at the High Street Terminus.

High Street westbound (under the Modified Scheme) between Botany Street and Wansey Road is expected to carry (Modified) as follows:

AM Peak – 272, and
PM Peak – 397.

Traffic volume changes along Arthur Street were also presented in Table 4.3. For the section between Wansey and Botany, the volumes are predicted to change as follows:

Direction	AM Peak			PM Peak		
	Approved Project Scenario	Modified Project Scenario	Percent difference	Approved Project Scenario	Modified Project Scenario	Percent difference
Eastbound	486	784	61%	414	786	90%
Westbound	374	580	55%	168	208	24%

The closure of the westbound lane on High Street between Botany Street and Wansey Road will require the diversion of up to 400 vehicles (272 in the AM Peak and 397 in the PM Peak). The westbound traffic volumes on Arthur Street are expected to increase as follows:

AM Peak – 375 (approved proeject) to 580 (modified) to 852 (westbound lane closed).
PM Peak – 168 (approved proeject) to 208 (modified) to 605 (westbound lane closed).

As most of the westbound traffic using this section of High Street is likely to be very local in nature i.e. originating from the hospital or Botany Street, the closure of the westbound lane will significantly increase the westbound traffic volumes on Arthur Street.

The diversion route for those wanting to travel further west on High Street will be Botany Street, Arthur Street, Wansey Road and High Street. This will add further traffic to Arthur Street. However, the intersection operation at Wansey Road/High Street can be simplified once the westbound traffic lane is removed. However, as the High Street/Botany Street intersection, there will be an increase in the number of right turn vehicles. However, this intersection could also be simplified with the removal of all traffic on the western leg.

The function of Arthur Street will change as part of the Modified Project with additional traffic using it in the eastbound direction. In addition, the predicted westbound traffic volumes are similar to those in the estbound direction ofr the Modified Project.

Therefore, the propoposed removal of the High Street eastbound lane between Botany Street and Wansey Road is feasible and should be considered further.

TfNSW requested to further consider the closure of High Street westbound between Botany Street and Wansey Road.

TfNSW requested to model the closure of the westbound traffic lane on High Street between Botany Street and Wansey Road to assess the potential impacts.