

29 September 2021

File No: 2021/417412

Julie Sundqvist
Director, Eastern Harbour City
Community & Place
Greater Sydney
Transport for NSW

By email: Julie.Sundqvist@transport.nsw.gov.au

Dear Ms Sundqvist,

Sydney Park Junction Review of Environmental Factors

Thank you for the opportunity to comment on the Sydney Park Junction Review of Environmental Factors (REF). The Sydney Park Junction REF represents a key partnership milestone between the City of Sydney (the City), Roads & Maritime Services, now Transport for NSW (TfNSW), and Inner West Council.

In response to TfNSW's initial concept for King Street Gateway, the City led a co-design process to improve the design outcomes and reduce the cost and complexity of the project in order to bring it within the NSW Government budget. The City has continued to work proactively and collaboratively with TfNSW to develop the final design.

The City supports the project's key objectives. The proposal will improve local connectivity through improvements to walking and cycling infrastructure and a reduction in the number of lanes on King Street/Princes Highway and Sydney Park Road. Safety will be improved as a result of lower speed limits and traffic volumes.

The City continues to advocate for a reduction in the length of the right-turn bay on King Street into Sydney Park Road, the location of trees on Sydney Park Road, and changes to lane configurations on Sydney Park Road at Mitchell Road. The City's full list of outstanding matters is attached.

Should you wish to speak with a Council officer please contact Elise Webster, Manager Transport Major Projects, at ewebster@cityofsydney.nsw.gov.au.

Yours sincerely



Kim Woodbury
Chief Operating Officer

**SYDNEY PARK JUNCTION REVIEW OF ENVIRONMENTAL FACTORS
CITY OF SYDNEY'S OUTSTANDING MATTERS**

Ref	Outstanding Issues	Background and Discussion	Requested Action
1	<p>Tree planting not included within each of the parking lane garden beds on Sydney Park Rd</p> <p>Additional two tree planting locations on south side of Sydney Park Road between relocated bus shelter and existing tree to the west</p>	<ul style="list-style-type: none"> City raised multiple times and in our comments on the 100% DD drawings 9/04/21 TfNSW advised that trees are not planted at all locations due to depth and location of below ground utilities. The City has repeatedly asked for detail to demonstrate this constraint, but no information has been forthcoming. 	<p>City requires that TfNSW work to provide trees in roadway as agreed.</p> <p>Sydney Park Road will be a local road.</p>
2	<p>Reduce the length of the right-turn bay on King Street into Sydney Park Road</p>	<ul style="list-style-type: none"> Shorter right turn bay will discourage eastbound vehicles from using Sydney Park Road rather than the TfNSW planned route via Campbell Road and Euston Road Raised in 2018/19, including 16/12/19 	<p>City notes this issue relates to a state road and requests TfNSW reconsiders in future.</p>
3a	<p>Modify eastbound kerbside lane (turn bay) of Sydney Park Road (west of Mitchell Road). Make it <i>Left-turn Only</i> and reduce its length to less than 30 metres.</p>	<ul style="list-style-type: none"> Will ensure single-lane traffic flow on Sydney Park Road while still providing left turn bay Will discourage through vehicles from driving around vehicles that have stopped to make a right-turn into the Sydney Park car park 	<p>City requires that TfNSW modify designs to reflect this comment.</p> <p>Sydney Park Road will be a local road.</p>
3b	<p>Remove eastbound kerbside departure lane on Sydney Park Road, east of Mitchell Rd</p>	<ul style="list-style-type: none"> Will reduce the pedestrian crossing distance on the eastern leg of the intersection and reduce any risks associated with "undertaking" at pedestrian crossing City's comments on concept design plans 14/04/20 	
4	<p>Make westbound kerbside lane on Sydney Park Road, (east of Mitchell Road), <i>Left-turn Only (Buses Exempt)</i></p>	<ul style="list-style-type: none"> Will ensure single-lane traffic flow on Sydney Park Road Reduces any risks associated with "undertaking" at pedestrian crossing City's comments on concept design plans 14/04/20 	<p>City requires that TfNSW modify designs to reflect this comment.</p> <p>Sydney Park Road will be a local road.</p>
5	<p>Reduce radius of kerbs at the intersection of Sydney Park Road and Mitchell Road to prevent cars from turning at high speeds at the intersection</p>	<ul style="list-style-type: none"> Will improve safety for people who walk and bike City's comments in response to concept design plan 22/3/19 	<p>City requires that TfNSW modify designs to reflect this comment.</p> <p>Sydney Park Road will be a local road.</p>

Ref	Outstanding Issues	Background and Discussion	Requested Action
6	Put in place self-enforcing safety measures such as traffic calming controls on King Street and Sydney Park Road to ensure additional safety for people who walk and bike, and to discourage vehicles from exceeding the 40km/h speed limit	<ul style="list-style-type: none"> Page 61 of the REF refers to design speeds of 60 and 50 km/h. This is too high for roads with a 40km/h speed limit The Austroads Road Design Guide is more appropriate for motorway design than for local, high pedestrian areas 	City requires that TfNSW modify designs to reflect this comment.
7	Relocate proposed pedestrian and cycle signalised crossing on King Street to the south of the Sydney Park car park exit (currently shown to the north of the exit)	<ul style="list-style-type: none"> Will reduce conflict between pedestrians/cyclists and vehicles and will move the pedestrian and cyclist crossing closer to May Street City's response to TfNSW's feedback on our comments on 100% DD drawings 14/05/21 	City requires that TfNSW modify designs to reflect this comment.
8	Reinstate graphic design on the road surface for the crossings at the intersection of King Street and Sydney Park Road (as shown in the Council Briefing on Sydney Park Junction on 12/07/21)	<ul style="list-style-type: none"> Will improve safety and driver behaviour Discussions held in 2021 between TfNSW, the City and Inner West Council on proposal for public art installation The City does not support public art on the road surface but would support TfNSW developing a graphic design 	City requests that TfNSW reinstates a graphic design, and consults with the City on the design, on the road surface for the crossings at the intersection of King Street and Sydney Park Road.
9	Sydney Park Junction project team to coordinate with TfNSW's St Peters Railway Station works project team, to ensure the paving treatment proposed for St Peters Square is extended towards the start of St Peters Station	<ul style="list-style-type: none"> Provides a clear connection from St Peters Station to St Peters Square Comments on the 100% DD drawings 9/04/21 	City requires that TfNSW modify designs to reflect this comment. Works to be shown on the Sydney Park Junction plans as "to be provided by others".