

ROADS AND TRAFFIC AUTHORITY

CAMPBELL STREET CORRIDOR STUDY

ISSUE:

Investigation of the future need for the Campbell Street Corridor,
Marrickville LGA.

BACKGROUND:

- The Campbell Street County Road Corridor was identified and reserved in the 1960s for a future 4-lane road between Burrows Road, St Peters and Parramatta Road, Camperdown. The corridor passes through the Sydney inner west suburbs of Camperdown, Stanmore, Enmore, Newtown, Marrickville and St. Peters. The corridor roughly aligns with Campbell Street, Bedwin Road, Edgeware Road, Liberty Street, Kingston Road and Bridge Road and its width varies from 29m to over 100m. (*Attachment 1*)
- The section of the road reservation between Princes Highway and Euston Road was reduced to approximately 32m - 36m in the 1980s (as part of the St Peters Industrial Route proposal).
- Marrickville Council has requested the RTA review the road reservation with the view to reducing the corridor width as a result of the number of Development Applications being made for sites within the road reservation.

CURRENT POSITION:

- The RTA engaged Sinclair Knight Mertz (SKM) in 2003 to review the reservation and the make recommendation on appropriate road alignment and width of the corridor as required.
- The SKM study assessed the future needs of the reservation using a NETANAL model of the Sydney road network. It developed models for 2002 (existing situation 2002) and 2016 (various future network scenarios ranging from doing nothing to providing a 4-lane road in the corridor).

COMMENTS

- The study indicated that by 2016, the existing road network in the area would not be sufficient to accommodate the anticipated levels of traffic in the Campbell Street Corridor and that road works including intersection upgrades would be required to alleviate congestion in the corridor (*Attachment 2*). The results of intersection analysis under the 2016 "Do nothing" scenario show that ten intersections, seven on the Campbell Street corridor and three adjacent to it, would need upgrading.
- The study also considered an option that would only address corridor congestion caused by those east-west roads that impact the corridor such as Stanmore Road and Salisbury Road. This option would require widening these roads, although some reduced work would still be required in the north-south corridor. The option would require less construction work, although congestion would remain on these east-west roads and property acquisition would be required outside of the existing reservation.
- The study identified the provision of a 4-lane road in the corridor linking the Princes Highway and Parramatta Road as the optimal road-based solution (*Attachment 3*) and recommended that a corridor should be retained that is sufficiently wide to accommodate a 4-lane road with appropriate flaring at intersections.
- Strategic level plans were also prepared for the 4-lane road in the corridor, which involved two options with a general corridor width requirement of 21 metres (Option A) and 26 metres (Option B).
- Option A provides for a 4-lane road to be accommodated within the existing roadspace, enabling part of the corridor to be abandoned. It provides for two 3.5m wide lanes, 1.0m median and 3.0m wide footpath on both sides of the road. However, the option still affects directly approximately 230 properties. It represents the least cost option.
- Option B (the preferred option) enables providing improved facilities for cyclists and pedestrians in addition to the 4-lane road. The proposed lane configurations under this option are 3.5m wide central lane, 4.5m wide outer lane, 2.0m median and 4.0m wide footpath on both sides of the road. The option requires acquisition of properties outside the existing reservation due to heritage and design constraints. Approximately 380 properties are directly affected by this option. Option B will also result in most of the corridor width reduced. This option is shown in *Attachment 4*.

Strategic Cost Estimate:

- Strategic cost estimates indicate that constructing the approximately 3km, 4 lane road including control of erosion and sedimentation, storm water drainage, earth works, pavements, railway bridge duplication (excepting the cost for property acquisition) will cost approximately \$32M (Year 2003).

Property acquisition cost:

- The estimated cost of property acquisition for Option B is about \$219M (Year 2003) exclusive of GST (\$203.5M for the privately owned properties and \$15.5M for those owned by the RTA).

- The privately owned properties include residential properties (the majority), some commercial uses, including shops, medical centres, hotels and car repair yards, part of a school, some vacant land and some open space parkland.

Future Motorway related requirements

- Any future option for a tunnel connection from the M4 to the Mascot/Botany area could involve the use of the existing road reservation south of Princes Highway. It may therefore require the retention of the current reservation from Princess Highway to the Canal and onto Bourke Road and Gardeners Road. Its one of a number of possible connection options in the Mascot/Botany area.
- Similarly, any option which may involve a future interchange with Parramatta Road near Pyrmont Bridge Road could require the retention of the current reservation between Parramatta Road and Salisbury Road.

RECOMMENDATION:

It is recommended that

- A 26 metre wide corridor be retained that is sufficiently wide to accommodate a 4-lane road and flaring at intersections as well as making adequate provisions for pedestrians and bicycles, as recommended by the study (Option B) for most part of the corridor;
- Retain the existing reservation near the Princess Highway and Parramatta Road to provide opportunities for future motorway related options in the area; and
- Sydney Client Services undertake the required work to narrow the existing corridor width as recommended.

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