

RELEVANT INFORMATION FOR COUNCIL

FILE: S123147 **DATE:** 11 December 2015
TO: Lord Mayor and Councillors
FROM: Chris Binns, Acting Director City Operations
THROUGH: Monica Barone, Chief Executive Officer
SUBJECT: Information Relevant To Item 9.4 – Traffic Treatments – Streetscape Improvements – Foveaux Street Surry Hills – at Council - 14 December 2015

Alternative Recommendation

It is resolved that:

- (A) Council endorse the traffic treatments and streetscape improvements proposed for Foveaux Street between Mary and Crown Streets, Surry Hills; **and**
- (B) ***the City work collaboratively with Roads and Maritime Services (RMS) to explore additional treatments to further reduce vehicle speeds and enhance pedestrian safety and accessibility in Foveaux Street.***

Purpose

This Memo is to provide further information to the Report presented to the Planning and Development Committee on 8 December 2015 in relation to the proposed traffic treatments and streetscape improvements in Foveaux Street, Surry Hills and to recommend an alternative form of recommendation (as detailed above).

Policy Context

In 2008, Council adopted the Surry Hills Pedestrian, Cycling and Traffic Calming (PCTC) Plan. The Plan, developed in conjunction with local residents and businesses, identified key treatments to improve pedestrian safety and accessibility in Surry Hills.

The following three treatments were recommended for Foveaux Street:

- A new signalised pedestrian crossing across Foveaux Street at Commonwealth Street;
- Kerb extensions at all intersecting streets with Foveaux Street between Mary and Crown Streets; and
- Consideration for footpath widening.

Similarly, in 2011, Council adopted the Liveable Green Network (LGN) Strategy and Master Plan. The LGN aims to create a pedestrian and cycling network that connects people with the city and village centres, as well as major transport and entertainment hubs, cultural precincts, parks and open spaces.

Key LGN routes will comprise widened footpaths and upgraded crossings to improve pedestrian safety and accessibility, as well as enhanced street furniture, like seats and bubblers, to further encourage walking as a viable mode of transport.

Foveaux Street was identified in the Master Plan as a key pedestrian link between Central and Moore Park and proposed the following improvements:

- Upgrade the urban space to create a distinctive nodal point/rest area; and
- Encourage further ground floor activation along Foveaux Street to improve street amenity.

The traffic treatments and streetscape improvements proposed for Foveaux Street are consistent with both the Surry Hills PCTC Plan and Liveable Green Network (LGN) Strategy and Master Plan.

Proposal Development

In 2014, the City commenced work on developing a solution for Foveaux Street that was consistent with the recommendations from both the Surry Hills PCTC Plan and the LGN Strategy and Master Plan, as well as address the significant crash history – a total of **92 crashes**, including 20 involving pedestrians, over a period of five years – that had been recorded for the corridor.

The original proposal included kerb extensions and continuous footpath treatments at all intersecting streets between Mary and Crown Streets, a new signalised pedestrian crossing across Foveaux Street at Commonwealth Street, and footpath widening on both the northern and southern footpaths. This proposal was subsequently forwarded to Roads and Maritime Services (RMS), Transport for NSW (TfNSW), Sydney Buses and the CBD Taskforce for review and comment.

Following the review, the City received ‘in principle’ support from the key stakeholders, subject to the removal of all footpath widening proposed for the southern kerb, and the continuous footpath treatment proposed for Waterloo Street, just south of Foveaux Street.

Both the RMS and TfNSW requested retention of the southern kerbside lane for use as a Special Event Clearway during major events at Moore Park.

Furthermore, Sydney Buses also requested retention of the southern kerbside lane to maintain continuity for bus services along Fitzroy and Foveaux Streets, and to ensure passengers can safely board and alight services on the left side of the road.

RMS rejected the continuous footpath treatment proposed for Waterloo Street, just south of Foveaux Street, in favour of kerb extensions. The City subsequently amended the proposal to reflect the RMS position.

Detailed design analysis undertaken by the City also identified flooding concerns for adjacent properties if the continuous footpath treatment proposed for Terry Street, just south of Foveaux Street, was delivered. As such, the proposal for Terry Street was subsequently removed.

Submission for Active Transport Funding

Taking into consideration advice from key stakeholders, the City amended the original proposal as follows:

Northern Kerb

- Continuous footpath treatments at all intersecting streets with Foveaux Street between Commonwealth and Crown Streets;

- A raised pedestrian crossing across Mary Street, just north of Foveaux Street, and improved street lighting; and
- Footpath widening between Mary and Crown Streets to improve pedestrian accessibility, provide opportunities for footpath dining, and deliver garden beds and street furniture.

Southern Kerb

- Upgrade existing footpath between Elizabeth and Crown Streets;
- Continuous footpath treatments across Little Riley, Griffin and Norton Streets, just south of Foveaux Street;
- Kerb extensions at Waterloo Street, just south of Foveaux Street, to reduce the crossing distance for pedestrians.

Foveaux Street Corridor

- A new signalised pedestrian crossing across Foveaux Street at Commonwealth Street;
- Upgrades to the signalised intersections of Foveaux Street with both Crown and Riley Streets; and
- Streetscape improvements, including new garden beds, grass verges, street furniture and lighting.

In late 2014, the City submitted the amended proposal to RMS for funding consideration under the NSW Government's 2015/16 Active Transport Program. The Program funds initiatives that deliver significant improvements to pedestrian safety and accessibility.

In March 2015, the City received funding (\$715,836) from RMS under the 2015/16 Active Transport Program to deliver the amended proposal for Foveaux Street.

In May 2015, the City's Chief Executive Officer subsequently accepted the funding – acceptance of the funding requires the City to deliver the proposal no later than **30 June 2016**.

Support for Amended Proposal

The amended proposal will significantly improve pedestrian safety and accessibility on both sides of Foveaux Street by:

- providing priority for pedestrians at most intersecting streets between Mary and Crown Streets;
- footpath widening, which will provide opportunities to install additional street furniture such as seats and bubblers which are particularly important for mobility-impaired pedestrians, given the topography of Foveaux Street;
- narrowing the carriageway, which will support lower vehicle speeds – this safety treatment has been referenced in the Austroads *Guide to Traffic Management Part 8: Local Area Traffic Management* which notes that lane narrowing contributes to reduced vehicle speeds; and
- improved sight lines at intersecting streets, which will increase visibility between pedestrians and approaching vehicles.

Furthermore, the proposed footpath widening along the northern kerb of Foveaux Street will be delivered where the greater number of active frontages reside, which is consistent with the aspirations of the LGN.

Between Mary and Crown Streets, the northern kerb comprises four educational institutions (Macleay College, Miami Ad School, USQ Sydney Education Centre and Access Language Centre), three pubs (Keg and Brew, Excelsior and the Forresters), and various retail stores, cafes and restaurants. A widened northern footpath would also provide future opportunities for footpath dining.

Consultation on the amended proposal with local residents and businesses was well received, particularly during the door-knocking exercise in June 2015. Many businesses fronting the northern kerb were particularly excited about the prospect of improved amenity, as well as future opportunities for footpath dining.

Additional Measures

The City will work collaboratively with RMS to explore additional measures like reduced speed limits, the introduction of safety cameras and flush treatments to further reduce vehicle speeds and enhance pedestrian safety and accessibility in the Foveaux Street corridor.

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Approved

P. M. Barone

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