

**ITEM 4. ITEM FOR COMMITTEE INFORMATION – INSTALLATION OF
TRAFFIC SIGNALS – WILLIAM HENRY AND JONES STREETS
ULTIMO**

TRIM RECORD NO: 2014/309509

RECOMMENDATION

It is recommended that the Committee note and support;

- (A) The introduction of traffic signals at the intersection of William Henry and Jones Streets, Ultimo;
- (B) Signalised pedestrian crossings across all intersection approaches; and
- (C) A “No Right Turn” restriction for vehicles turning right from William Henry Street (west) into Jones Street (south).
- (D) The City to undertake traffic surveys on local roads around the intersection six months after the introduction of the signals to determine if traffic calming is required.

DECISION

BACKGROUND

The City nominated the intersection of William Henry and Jones Streets for the 2014/15 Black Spot Program due to the high number of injury crashes that have occurred at this intersection in the last five years.

COMMENTS

The Roads and Maritime Service (RMS) invited Council to nominate projects for the Federal Government’s Nation Building Black Spot and the NSW Government’s Black Spot Programs which seek to reduce crashes on Australian roads. These programs fund treatments at dangerous black spot locations where high rates of road crashes occur.

William Henry is a Regional Road while Jones Street is local road under the control of the City.

Between 1 July 2007 and 30 June 2012, the intersection of William Henry and Jones Streets recorded a total of 37 crashes, including 16 injury crashes. Of these 16 injury crashes two crashes involved pedestrians.

The proposed safety improvements aim to reduce the number of crashes occurring at this intersection and to improve motorist and pedestrian safety by:

- Introducing traffic signals at the intersection of William Henry and Jones Streets,
- Signalised pedestrian crossings across all intersection approaches; and
- A “No Right Turn” restriction for vehicles turning right from William Henry Street (west) into Jones Street (south).

Benefits of the intersection improvements

The approved traffic signals will alleviate existing safety concerns at the intersection and greatly improve pedestrian and cyclist accessibility in an area regularly used by parents and school children walking to and from nearby Ultimo Public School.

The new “No Right Turn” restriction would improve traffic flow along William Henry Street and reduce the number of accidents occurring at this intersection involving right turning vehicles. The restriction would also reduce the use of this street by motorists bypassing congestion on nearby State Roads.

Traffic Volume Consideration

The City commissioned automatic traffic surveys (tubes) on William Henry Street prior to nominating this intersection to the Black Spot Program.

The City will undertake traffic surveys on the local roads around this intersection six months after the introduction of the traffic signals at this intersection to determine if traffic calming is required.

CONSULTATION

The RMS has provided in-principle support for the proposed safety improvements prior to the City nominating this site for the 2014/15 Black Spot Program.

The City notified 1750 affected local residents and businesses in the area of the new traffic signals.

FINANCIAL

On 4 July 2014, the City was advised by the RMS that 50/50 funding was approved under the Black Spot Program for this intersection to be upgraded. The City has accepted the funding and the improvements must be delivered within the 2014/15 Financial Year.

ATTACHMENTS

Item for Committee Information - Installation of Traffic Signals - William Henry and Jones Streets Ultimo

Rodney King, Senior Traffic Engineer

