

**ITEM 67. TRAFFIC TREATMENT – STREETSCAPE IMPROVEMENTS –  
MISSENDEN ROAD CAMPERDOWN**

**TRIM RECORD NO: S123169.007**

**RECOMMENDATION**

It is recommended that the Committee endorse the installation of the following streetscape improvements in Missenden Road, Camperdown:

- (A) Footpath widening in Missenden Road on the:
  - (1) Western side between Longdown Street and Carillon Avenue;
  - (2) Western side between Salisbury Road and Dunblane Street; and
  - (3) Eastern side between Salisbury Road and Lucas Street.
  
- (B) Continuous footpath treatments at the following intersections with Missenden Road:
  - (1) Longdown Street (both sides);
  - (2) Campbell Street (both sides);
  - (3) Aylesbury Street;
  - (4) Grose Street;
  - (5) Driveway to Professor Marie Bashir Centre Car Park;
  - (6) Lucas Street;
  - (7) Dunblane Street;
  - (8) Briggs Street;
  - (9) Marsden Street; and
  - (10) Broderick Street
  
- (C) Kerb extensions at the following pedestrian crossings in Missenden Road:
  - (1) North of Marsden Street; and
  - (2) South of Dunblane Street.
  
- (D) In-road cycle lane between Carillon Avenue and Longdown Street for southbound cyclists

It is recommended that the Committee endorse the following reallocation of parking in Missenden Road, Camperdown:

- (E) Eastern side between the points 25.9 metres and 42.6 metres (three car spaces), south of Parramatta Road as “4P Ticket 8am-10pm”;
- (F) Eastern side between the points 55.3 metres and 81.7 metres (four car spaces), south of Parramatta Road as “Bus Zone”;
- (G) Western side between the points 50.7 metres and 88.8 metres (six car spaces), south of Parramatta Road as “Bus Zone”;
- (H) Eastern side between the points 0.6 metres and 126.5 metres (21 car spaces), south of Marsden Street as “4P Ticket 8am-10pm”;
- (I) Western side between the points 13 metres and 18 metres (one car space), south of Marsden Street as “No Parking Authorised Car Share Excepted Zone GG”;
- (J) Western side between the points 18 metres and 47.2 metres (five car spaces) and 68.2 metres and 113.3 metres (eight car spaces), south of Marsden Street as “4P Ticket 8am-10pm”;
- (K) Eastern side between the points 19.1 metres and 24.1 metres (one car space), south of Dunblane Street as “Motor Bikes Only”;
- (L) Eastern side between the points 24.1 metres and 94.4 metres (12 car spaces), south of Dunblane Street as “2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (M) Western side between the points 85 metres and 95 metres (two car spaces), south of Dunblane Street as “Bus Zone”;
- (N) Eastern side between the points 109.7 metres and 119.7 metres (two car spaces), south of Dunblane Street as “Bus Zone”;
- (O) Eastern side between the points 94.4 metres and 109.7 metres (three car spaces) and 119.7 metres and 144.7 metres (four car spaces), south of Dunblane Street as “No Stopping”.
- (P) Western side between the points 0 metres and 85 metres (14 car spaces) and 95 metres and 144.7 metres (eight car spaces), south of Dunblane Street as “No Stopping”;
- (Q) Western side between the points 0 metres and 105.2 metres (18 car spaces) south of Grose Street as “No Stopping”;
- (R) Eastern side between the points 0 metres and 157.2 metres (26 car spaces) south of Grose Street as “No Stopping”;
- (S) Eastern side between the points 35.9 metres and 39.5 metres (one car space) south of Salisbury Road as “Motor Bikes Only”;
- (T) Eastern side between the points 39.5 metres and 69.5 metres (five car spaces) south of Salisbury Road as “No Parking Doctors Vehicle Excepted 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;

- (U) Eastern side between the points 69.5 metres and 111.3 metres (seven car spaces) south of Salisbury Road as “2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (V) Eastern side between the points 111.3 metres and 126.3 metres (three car spaces) south of Salisbury Road as “Loading Zone 8.30am-3.30pm Mon-Fri, No Stopping 3.30pm-7pm Mon-Fri, 4P Ticket 8am-10pm Sat, Sun and Public Holidays”;
- (W) Western side between the points 0 metres and 20 metres (three car spaces) south of Salisbury Road as “No Stopping”;
- (X) Western side between the points 20 metres and 32 metres (two car spaces) south of Salisbury Road as “No Parking Ambulance Vehicles Excepted”;
- (Y) Western side between the points 32 metres and 39 metres (one car space) south of Salisbury Road as “Mail Zone”;
- (Z) Western side between the points 39 metres and 48 metres (two car spaces) south of Salisbury Road as “No Parking Council Vehicles Excepted”;
- (AA) Western side between the points 48 metres and 103.2 metres (nine car spaces) south of Salisbury Road as “2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (BB) Western side between the points 119.7 metres and 124.4 metres (one car space) south of Salisbury Road as “Motor Bikes Only”;
- (CC) Eastern side between the points 23.3 metres and 44.9 metres (four car spaces) and 66.8 metres and 116.9 metres (eight car spaces), south of Carillon Avenue as “2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (DD) Eastern side between the points 116.9 metres and 121.6 metres (one car space) south of Carillon Avenue as “Motor Bikes Only”;
- (EE) Western side between the points 53.8 metres and 70.9 metres (three car spaces) and 82.6 metres and 95.8 metres (two car spaces), south of Carillon Avenue as “2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (FF) Eastern side between the points 7 metres and 18.9 metres (two car spaces), south of Campbell Street as “2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”; and
- (GG) Western side between the points 4.5 metres and 17.8 metres (two car spaces), south of Campbell Street as “2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”.

It is recommended that the Committee support traffic signal improvements at the following locations:

- (HH) Intersection of Missenden Road and Carillon Avenue; and
- (II) Intersection of Missenden Road and Salisbury Road.

## **DECISION**

### **BACKGROUND**

In April 2014, the City received correspondence from the Sydney Local Health District (SLHD) raising concerns about pedestrian safety in the vicinity of Royal Prince Alfred Hospital (RPAH).

In response to the safety concerns, the City met with representatives from both Roads and Maritime Services (RMS) and SLHD to workshop potential safety improvements. The meeting identified the following issues:

- a need to improve pedestrian accessibility, particularly in the vicinity of RPAH, across side streets and at known pinch points like at the existing bus shelters; and
- where possible separate competing on-street parking demands particularly in the block between Salisbury Road and Lucas Street where buses, taxis, emergency vehicles, pedestrians, cyclists and through traffic all converge.

Following the meeting, the City engaged a Consultant to prepare a Traffic and Pedestrian Study for Missenden Road. The recommendations of the Study were subsequently used to guide the development of a streetscape improvement plan for Missenden Road that aligned with the aspirations and goals identified during initial discussions between the City, RMS and the SLHD.

### **COMMENTS**

Missenden Road is approximately 900 metres long with a posted speed limit of 50km/h. It is a major link between two State Roads, connecting Parramatta Road to the north and King Street to the south.

Missenden Road between Parramatta Road and Carillon Avenue is designated as a Local Road while Missenden Road between Carillon Avenue and King Street is designated as a Regional Road.

Data collected by the City in October 2014 showed Missenden Road recorded an 85th percentile speed in the vicinity of 40km/h – well below the posted speed limit of 50km/h.

Missenden Road provides direct access to several major medical and education facilities including the RPAH, Chris O'Brien Lifehouse, Professor Marie Bashir Centre and Sydney University, as well as the retail precinct of King Street, Newtown.

Given the number of significant trip attractors fronting Missenden Road, the footpaths are well used and congested particularly in the vicinity of RPAH and Sydney University, and the predominantly retail frontages between Carillon Avenue and King Street.

At certain pinch points, particularly adjacent to existing bus shelters, the useable footpath width is narrowed to less than one metre which makes it difficult for pedestrians to pass each other and insufficient for wheelchair-bound persons and parents with prams.

The proposed safety improvements seek to significantly improve pedestrian safety and accessibility along the full length of Missenden Road, particularly in areas where footpath

congestion is prevalent and separate competing on-street parking demands. Key elements include:

- Footpath widening, kerb extensions and upgraded pedestrian crossings to improve pedestrian safety and accessibility;
- Simplification of on-street parking to improve bus accessibility and encourage greater space turnover near key retail and medical centres;
- A dedicated in-road southbound cycle lane between Carillon Avenue and Longdown Street to improve safety and accessibility for cyclists;
- Upgrades to the signalised intersections of Missenden Road with both Carillon Avenue and Salisbury Road; and
- Streetscape improvements including new garden beds and enhanced street lighting.

Combined, the proposed safety improvements will considerably improve pedestrian safety and accessibility, particularly in areas of high demand near RPAH and Sydney University; significantly improve conflict between competing modes, particularly buses, taxis and emergency vehicles; significantly enhance the streetscape given Missenden Road is a major gateway into Newtown and Camperdown; and heavily contribute to the City's aspiration for a 40km/h speed limit in Missenden Road.

From a strategic policy perspective, the proposed safety improvements are consistent with the Council-endorsed Walking Strategy and the City's Liveable Green Network Strategy and Master Plan which acknowledges Missenden Road as a key pedestrian street. Once implemented, the improvements will also support the introduction of a 40km/h High Pedestrian Activity Area (HPAA) in Missenden Road subject to RMS approval.

The proposed safety improvements have subsequently received support from the SLHD, Ambulance NSW, Sydney Buses and Australia Post.

Subject to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC), the proposed safety improvements will be delivered in two stages. Stage 1 involves the delivery of treatments between Parramatta Road and Carillon Avenue while Stage 2 involves the delivery of treatments between Carillon Avenue and King Street.

## **CONSULTATION**

Throughout the design process, the City has had ongoing discussions with both RMS and SLHD. The City has also liaised directly with, and received 'in principle' support from, key stakeholders including Ambulance NSW, Sydney Buses and Australia Post.

The City also consulted local residents and businesses via letterbox drop. Of the 421 letters distributed, the City received no responses opposing the proposal.

In July 2015, the City met with representatives from RMS to discuss concerns about the proposal for two 'in-lane' bus stops in the vicinity of RPAH. RMS was concerned the 'in-lane' bus stops may impact traffic congestion in Missenden Road.

The City proposed the inclusion of the two 'in-lane' bus stops at this location to resolve an existing footpath pinch point; provide a widened footpath to safely separate passengers waiting for the bus and north and southbound pedestrian traffic; deliver greater priority for bus services; and minimise on-street parking loss.

Given the RMS concerns however, the City revisited the proposal for 'in-lane' bus stops and provide the following information in support of their retention:

- Observations undertaken by City staff on multiple site visits at various times of the day identified that the greatest delays to through traffic on Missenden Road are the three signalised intersections with Parramatta Road, Carillion Avenue and King Street, and the five pedestrian crossings scattered between Broderick and Campbell Streets. Given that Parramatta Road, Carillion Avenue and King Street are all major east-west connections into and out of the Sydney CBD, the likelihood of any additional green time being given to Missenden Road is highly unlikely and as such, these same conditions will continue in the future regardless of whether two 'in-lane' bus stops are introduced;
- Missenden Road only accommodates one bus service – 412 service – with a 15 minute frequency during peak periods or four stops per hour and a 20 minute frequency during off-peak or three stops per hour;
- Observations by City staff in July 2015 identified the dwell time for the 412 bus servicing stops outside the RPAH ranged from 25 to 60 seconds; and
- Given the existing conditions outlined previously and the associated causes of delay, additional delays to through traffic from the proposed two 'in-lane' bus stops over a 60 minute period would be almost negligible.

#### **FINANCIAL**

Stage 1 will be funded from the 2015/16 Capital Works Budget. Subject to Council approval, Stage 2 will be funded from the 2016/17 Capital Works Budget.

#### **ATTACHMENTS**

Traffic Treatment – Streetscape Improvements – Missenden Road Camperdown

Clement Lim, Senior Traffic Engineer

CARILLION AVENUE

AYLESBURY ROAD

CAMPBELL STREET

LONGDOWN STREET

CH 0.00

CH 53.82

CH 70.92

CH 82.55

CH 95.83

CH 4.51

CH 17.82

CH 23.28

CH 44.94

CH 66.80

CH 116.90

CH 121.64

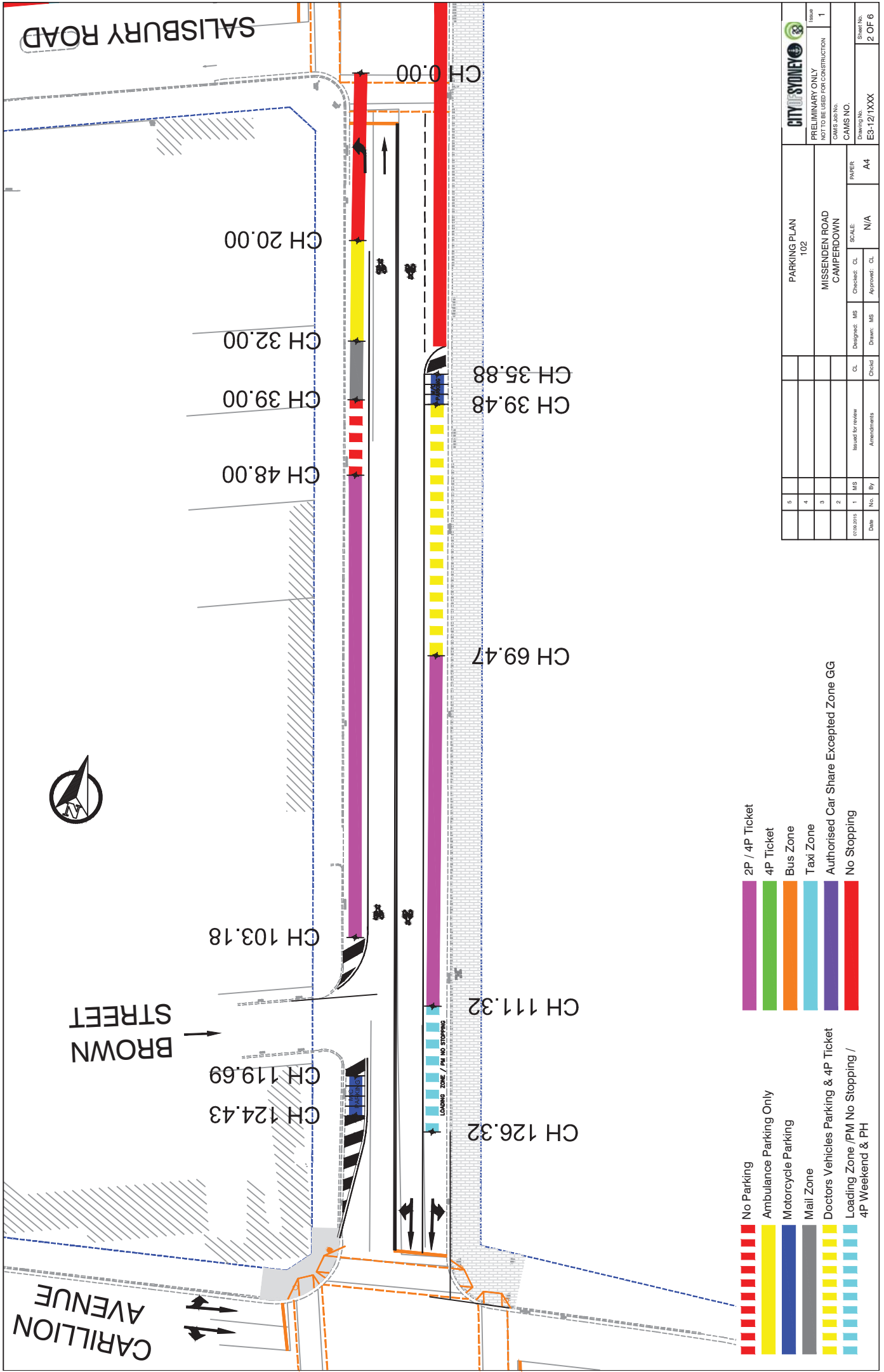
CH 7.03

CH 18.88

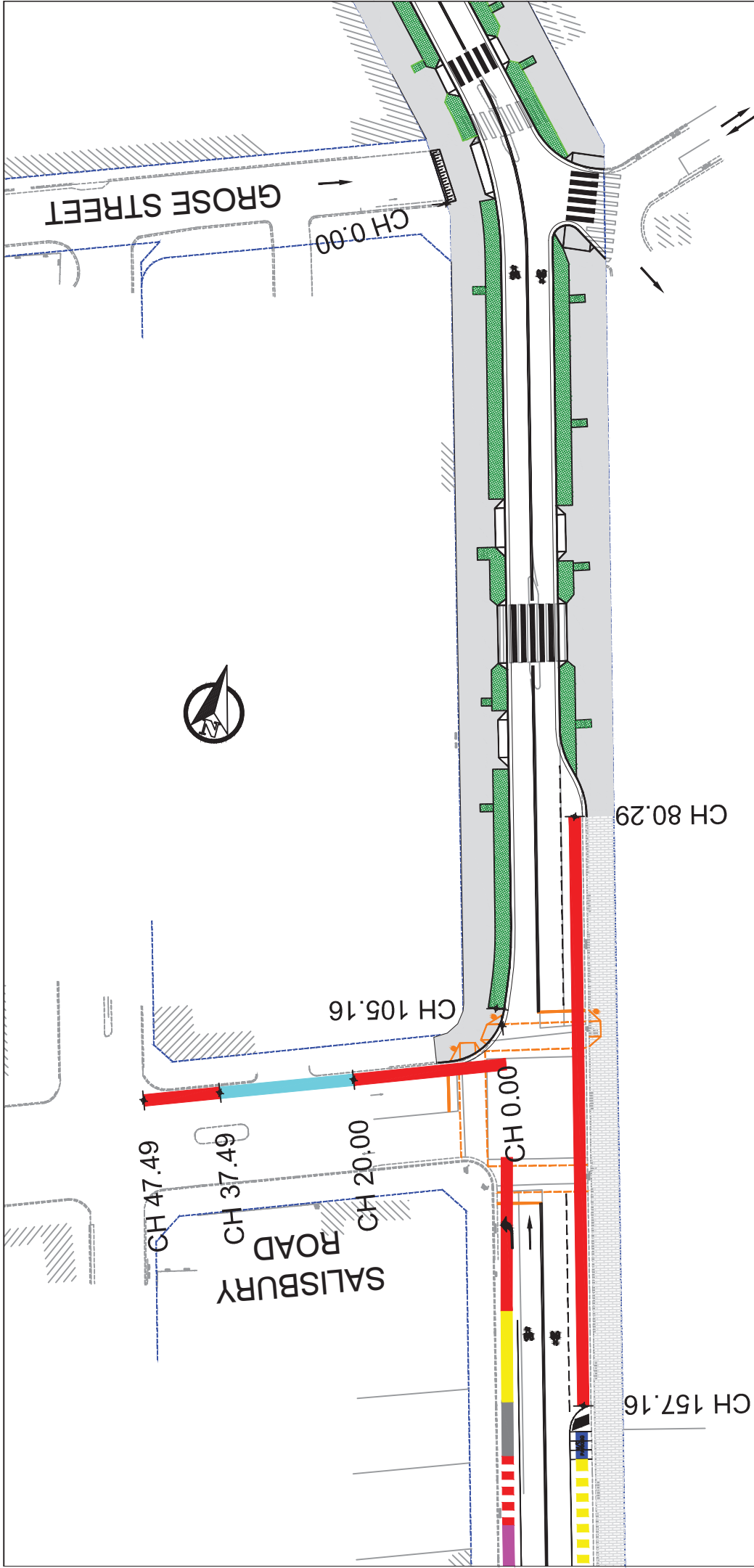


- No Parking
- Ambulance Parking Only
- Motorcycle Parking
- Mail Zone
- Doctors Vehicles Parking & 4P Ticket
- Loading Zone (PM No Stopping / 4P Weekend & PH
- 2P / 4P Ticket
- 4P Ticket
- Bus Zone
- Taxi Zone
- Authorised Car Share Excepted Zone GG
- No Stopping

CITY OF STONEYBROOK		PARKING PLAN 101		SHEET NO. 1 OF 6	
PRELIMINARY ONLY NOT TO BE USED FOR CONSTRUCTION		MISSENDEN ROAD CAMPERDOWN		DRAWING NO. E3-12/1XXX	
DESIGNED: MS		CHECKED: CL		PAPER: A4	
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- No Parking
- Ambulance Parking Only
- Motorcycle Parking
- Mail Zone
- Doctors Vehicles Parking & 4P Ticket
- Loading Zone /PM No Stopping / 4P Weekend & PH
- 2P / 4P Ticket
- 4P Ticket
- Bus Zone
- Taxi Zone
- Authorised Car Share Excepted Zone GG
- No Stopping

6		PARKING PLAN		CITY OF STONEY	
4		103		PRELIMINARY ONLY NOT TO BE USED FOR CONSTRUCTION	1
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					3 OF 6



MARSDEN STREET

CH 0.00

CH 13.00

CH 18.01

CH 47.22

CH 68.23

CH 113.30

CH 0.59

CH 126.49

BRIGGS STREET



DUNBLANE STREET

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PARKING PLAN 105 MISSENDEN ROAD CAMPERDOWN			
CITY OF STONEY PRELIMINARY ONLY NOT TO BE USED FOR CONSTRUCTION			
Drawing No. E3-12/1XXX		Sheet No. 5 OF 6	

- 2P / 4P Ticket
- 4P Ticket
- Bus Zone
- Taxi Zone
- Authorised Car Share Excepted Zone GG
- No Stopping

- No Parking
- Ambulance Parking Only
- Motorcycle Parking
- Mail Zone
- Doctors Vehicles Parking & 4P Ticket
- Loading Zone /PM No Stopping / 4P Weekend & PH

BRODERICK STREET

MARSDEN STREET

PARAMATTA ROAD



CH 50.66

CH 88.79

CH 25.94

CH 42.58

CH 55.31

CH 81.66

CH 0.00

- No Parking
- Ambulance Parking Only
- Motorcycle Parking
- Mail Zone
- Doctors Vehicles Parking & 4P Ticket
- Loading Zone /PM No Stopping / 4P Weekend & PH
- 2P / 4P Ticket
- 4P Ticket
- Bus Zone
- Taxi Zone
- Authorised Car Share Excepted Zone GG
- No Stopping

CITY OF SYDNEY		PRELIMINARY ONLY NOT TO BE USED FOR CONSTRUCTION		Sheet No. 6 OF 6	
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