

**ITEM 68. TRAFFIC TREATMENT - MEDIAN ISLAND PEDESTRIAN REFUGE
ISLAND SHARED ENVIRONMENT AND SEPARATED CYCLEWAY -
GEDDES AVENUE ZETLAND**

TRIM RECORD NO: 2015/485002

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) A 30 metre long raised median island in Geddes Avenue, Zetland, 25 metres east of Botany Road, to restrict right turn access into Hinchcliffe and Woolpack Streets;
- (B) A mid-block pedestrian refuge island in Geddes Avenue, Zetland, between Botany Road and Paul Street;
- (C) A mid-block pedestrian refuge island in Geddes Avenue, Zetland, between Paul and Portman Streets;
- (D) A separated cycleway on the southern side of Geddes Avenue, Zetland, between Botany Road and Portman Street;
- (E) A shared environment in Hinchcliffe Street, Zetland, at the intersection with Geddes Avenue; and
- (F) A temporary marked pedestrian crossing in Hinchcliffe Street, Zetland, at the intersection with Geddes Avenue.

It is recommended that the Committee note the signalisation of the following intersections:

- (G) Botany Road and Geddes Avenue, Zetland;
- (H) Geddes Avenue and Paul Street, Zetland; and
- (I) Paul Street and Zetland Avenue, Zetland.

DECISION

BACKGROUND

Development Consent for the Green Square Town Centre (GSTC) requires the Applicant to submit traffic and parking plans for the new road layout.

The traffic and parking arrangements for Package 3 of GSTC have been submitted as part of the GSTC Essential Infrastructure and Public Domain Strategy for review.

COMMENTS

Package 3 of the GSTC consists of pedestrian, cycling and traffic infrastructure in Botany Road, Geddes and Zetland Avenues, and Hinchcliffe and Paul Streets.

Raised Median Island

The intersections of Geddes Avenue with Botany Road and Hinchcliffe and Woolpack Streets is about 30 metres apart. To improve safety, it is proposed to introduce a 30 metre long raised median island in Geddes Avenue, 25 metres east of Botany Road.

The median would restrict all right turn vehicle movements at the intersection of Geddes Avenue and Hinchcliffe and Woolpack Streets. This would improve safety by reducing the number of conflicting turn movements at the intersection.

Mid-block Pedestrian Refuge Islands

The Public Domain Strategy for the Green Square Town Centre promotes permeable pedestrian access throughout the Town Centre. In line with the Strategy, it is proposed to introduce two mid-block pedestrian refuge islands on Geddes Avenue between Botany Road and Paul Street, and between Paul and Portman Streets.

Provision for a formal marked pedestrian crossings is not considered appropriate due to the close proximity to signalised intersections.

Separated Cycleway

A separated cycleway is proposed on southern side of Geddes Avenue between Botany Road and Portman Street. Heading eastbound, the cycleway will connect with cycleways along Portman Street and Zetland Avenue. Heading westbound, it is anticipated for the cycleway to ultimately extend along the future East West Relief Road and connect to existing cycleways along Bourke Road and Bowden Street.

Shared Environment

A shared environment is proposed in Hinchcliffe Street at the intersection with Geddes Avenue to safely manage the interface between pedestrians, cyclists and motorists. The shared environment would be similar to the treatments applied for the Bourke Street and George Street cycleways.

The ultimate layout for Hinchcliffe Street is for traffic to be restricted one-way northbound following the construction of Sonny Leonard Street. Traffic at the intersection of Hinchcliffe Street and Geddes Avenue is anticipated to be low as traffic will be restricted to a single movement. As such, the shared environment is considered appropriate since vehicle numbers and speed will be low due to the proximity to the signalised intersection of Botany Road and Geddes Avenue.

Temporary Marked Pedestrian Crossing

Should Hinchcliffe Street be constructed before Sonny Leonard Street, the interim layout for Hinchcliffe Street will operate as two-way and restricted left-in left-out at the intersection with Geddes Avenue. The two-way vehicle movement would exceed the limit considered appropriate for a shared environment treatment.

In order to safely manage the interface between pedestrians, cyclists and motorists, an alternative interim treatment is proposed consisting of a separated cycleway through the intersection coupled with a raised marked pedestrian crossing.

The proposed interim treatment has been reviewed as part of the Stage 3 Road Safety Audit and has received support from a cycling consultant.

Signalised Intersections

The following intersections are proposed to be signalised: Botany Road and Geddes Avenue; Geddes Avenue and Paul Street; and Paul Street and Zetland Avenue.

The proposed signalisation of these intersections will improve safety and manage the interface between pedestrians, cyclists, public buses and private vehicles.

Traffic Control Signal plans have been submitted to the RMS and are awaiting approval.

CONSULTATION

The traffic treatments are part of the Green Square Town Centre Essential Infrastructure and Public Domain Strategy. Consultation on the detail design of these treatments is not required as they are within a new road system and do not impact on the wider community.

FINANCIAL

All cost associated with the proposal will be borne by the Developer.

ATTACHMENTS

Traffic Treatment - Median Island Pedestrian Refuge Island Shared Environment and Separated Cycleway - Geddes Avenue Zetland

Belinda Graham, Specialist Design Manager – Green Square Town Centre

NOTES:



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**GEDDES AVENUE &
 PAUL STREET
 INTERSECTION**

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CITY OF SYDNEY

LEGEND

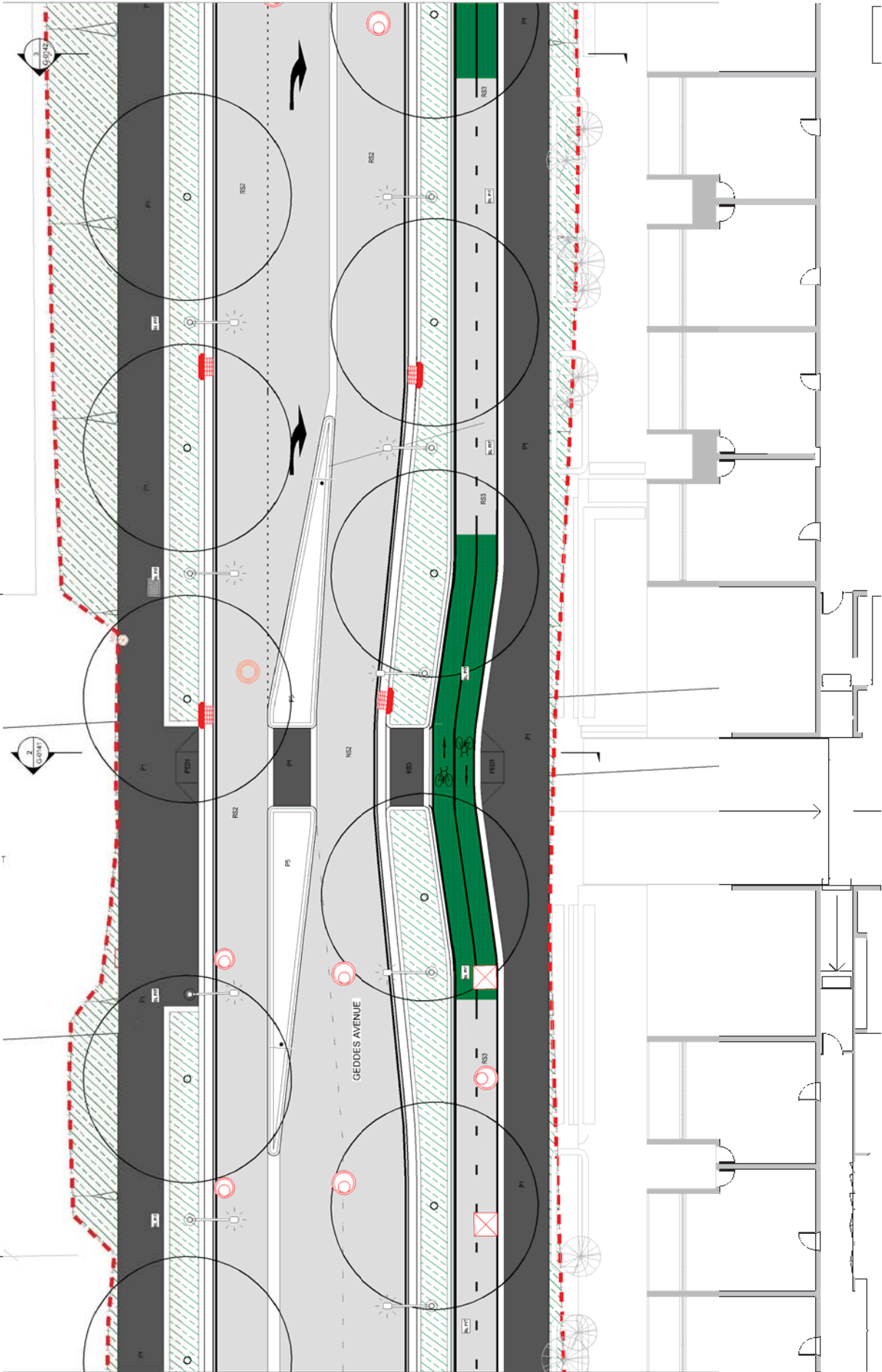
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PAVING MATERIALS (REFER TO LANDSCAPING & WSJD PLANS)	ASPHALT PAVING	VEHICLE CROSSING (REFER TO DETAIL)
ASPHALT PAVING	FLEXIBLE ROAD PAVEMENT	VEHICLE CROSSING (REFER TO DETAIL)
FLEXIBLE ROAD PAVEMENT	CYCLEWAY ROAD PAVEMENT	VEHICLE CROSSING (REFER TO DETAIL)
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CYCLEWAY ROAD PAVEMENT	CYCLEWAY ROAD PAVEMENT	VEHICLE CROSSING (REFER TO DETAIL)
CYCLEWAY ROAD PAVEMENT	CYCLEWAY ROAD PAVEMENT	VEHICLE CROSSING (REFER TO DETAIL)

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ISSUE/REVISION

NO.	DATE	DESCRIPTION
01	29/09/2015	FOR INFORMATION
02		

KEY PLAN



NOTES:

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 - LININGS AND STONE PLANS (0050 SERIES) AND DETAILS (0000 SERIES)
 - CHANGE PLANS (0700 SERIES) AND DETAILS (0000 SERIES)
 - FINISHES AND MATERIALS PLANS (0900 SERIES) AND DETAILS (0000 SERIES)
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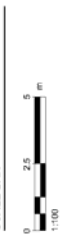
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LEGEND

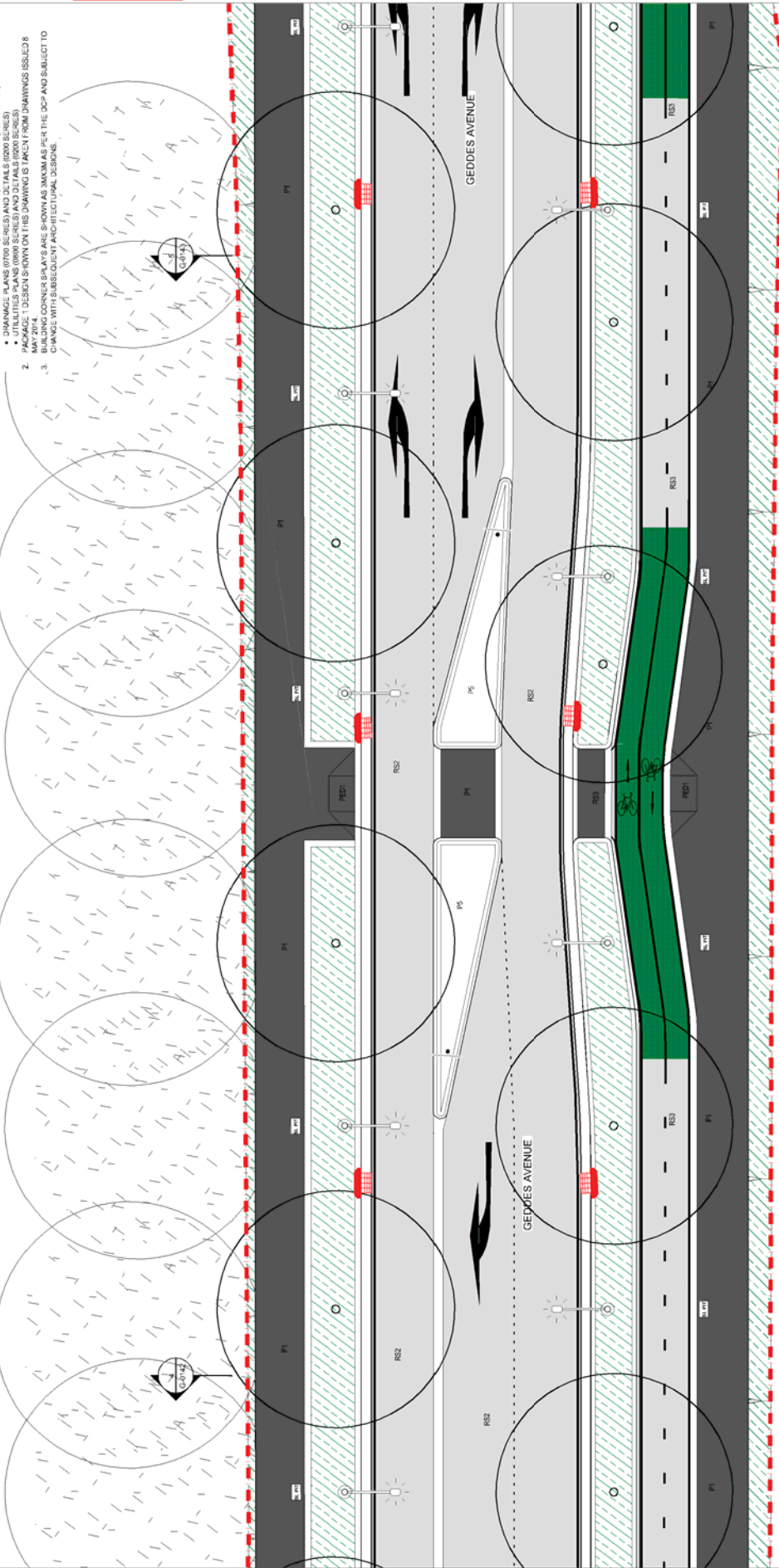
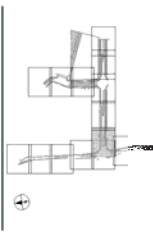
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- VEHICLE CROSSING (REFER TO DETAILS)
- LIGHTING COLUMN (REFER TO DETAILS)
- STREET FURNITURE (REFER TO DETAILS)
- DRAINAGE PITS (REFER TO DETAILS)
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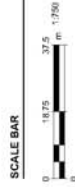


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03		

KEY PLAN





ISSUE/REVISION

NO	DATE	DESCRIPTION
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KEY PLAN

PROJECT NUMBER

60300384

SHEET TITLE

PACKAGE 3A

TRAFFIC COMMITTEE

SHEET 4

SHEET NUMBER

60300384-SNE-02-3A-C-0025

REV

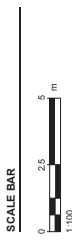
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- LEGEND**
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 - FLEXIBLE ROAD PAVEMENT
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 - SOFT LANDSCAPE (REFER TO A/S)
 - LANDSCAPING & VISUAL PLANS
 - VEHICLE CROSSING (REFER TO DETAIL)
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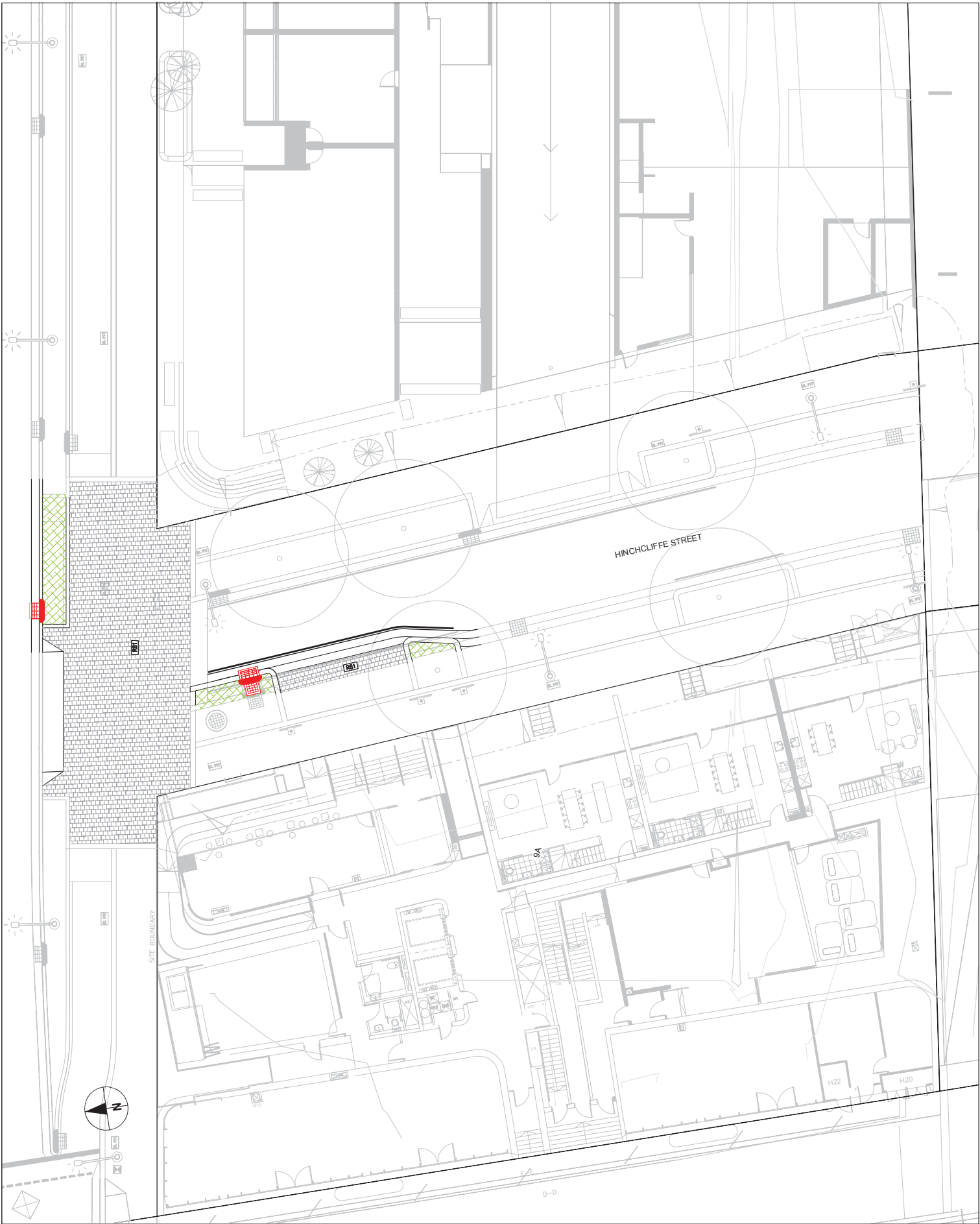
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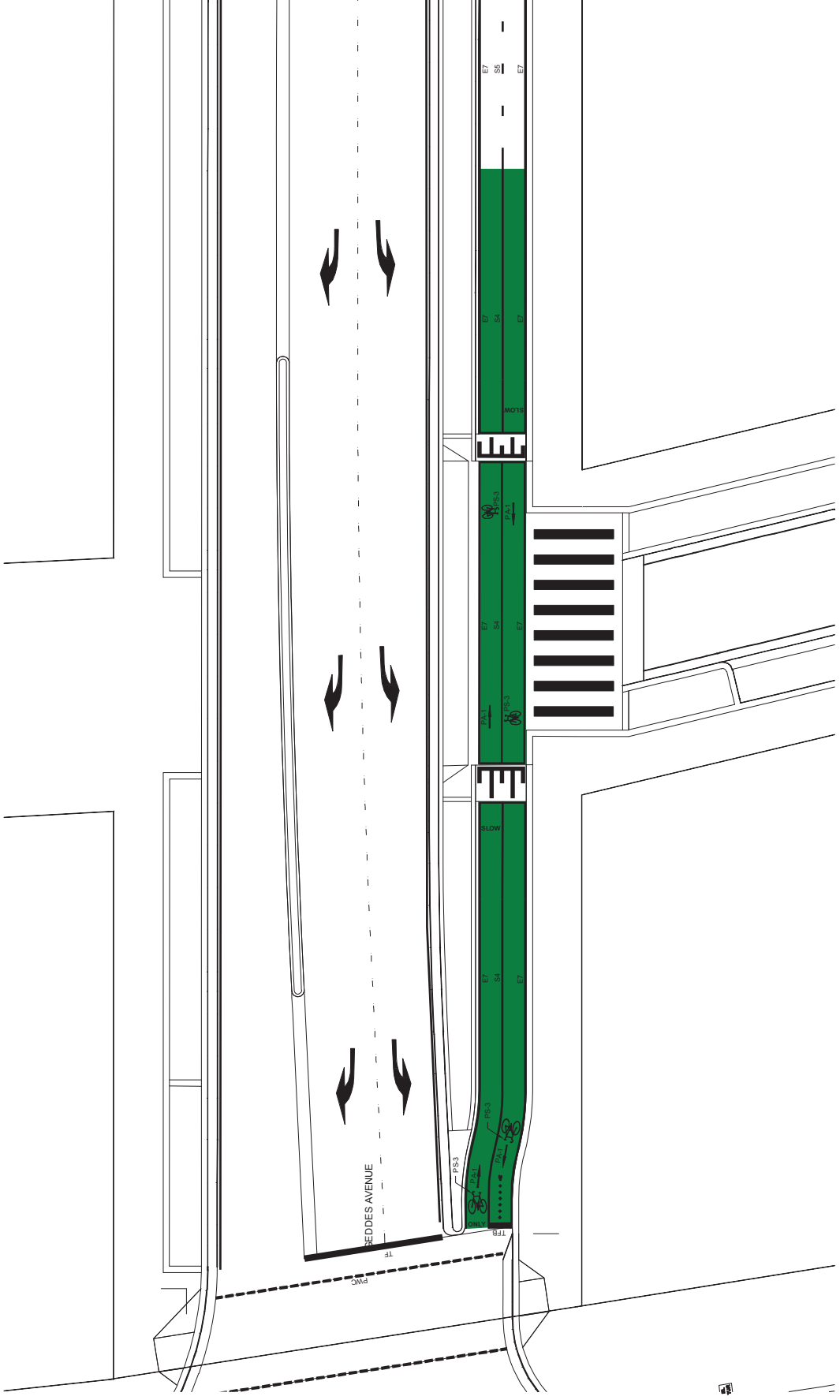
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SHEET TITLE
HINCHCLIFFE STREET
ULTIMATE DESIGN

SHEET 1

SHEET NUMBER	REV
60300384-SKE-02-3D-G-0121	01





HINGHCLIFF STREET AND GEDDES AVENUE INTERSECTION
 SCALE 1:100

CLIENT



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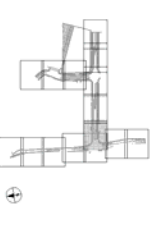
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ISSUE/REVISION

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KEY PLAN



PROJECT NUMBER	60300384
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SHEET NUMBER	SHEET 1
REV	01

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