

**ITEM 61. TRAFFIC TREATMENT – STREETScape IMPROVEMENTS –  
COWPER WHARF ROADWAY WOOLLOOMOOLOO**

**TRIM RECORD NO: 2015/592339**

**RECOMMENDATION**

It is recommended that the Committee endorse the following streetscape improvements in Cowper Wharf Roadway, Woolloomooloo:

- (A) Footpath widening on the eastern side between Brougham and McElhone Streets;
- (B) Bicycle lanes on the eastern and western sides between McElhone Street and 75 metres south of Wylde Street;
- (C) Widening of the central median island up to 6.4 metres wide for in-road tree planting between McElhone Street and 75 metres south of Wylde Street
- (D) Marked pedestrian crossing south of Brougham Street;
- (E) Reallocation of kerb space on the western side of Cowper Wharf Roadway, between the points 31 metres and 78 metres (eight car space), north of the entrance to Garden Island Naval Base as “No Stopping”; and
- (F) Reallocation of kerb space on the western side of Cowper Wharf Roadway, between the points 78 metres and 96 metres (three car spaces), north of the entrance to Garden Island Naval Base as “Bus Zone”.

**DECISION**

**BACKGROUND**

In 2008, Council adopted the City East Pedestrian Cycling and Traffic Calming (PCTC) Plan. This Plan aims to improve access and safety for pedestrians and cyclists, and includes a proposal for cycle provisions along Cowper Wharf Roadway and improved pedestrian accessibility across Cowper Wharf Roadway at Brougham Street.

In 2011, Council adopted the Street Tree Planting Masterplan. The Masterplan includes a proposal to plant trees in Cowper Wharf Roadway. The proposal is aimed towards the City’s Sustainable Sydney 2030 strategies commitments to increase canopy cover by 50% across the LGA.

**COMMENTS**

Cowper Wharf Roadway is a 50km/h, two-way, Regional Road with two traffic lanes in each direction.

To meet Roads and Maritime Services (RMS) warrants for a marked pedestrian crossing, the proposed location must record pedestrian and traffic flows of equal to or greater than, 30 pedestrians (P) and 500 vehicles (V) per hour for three one-hour periods in a day, and where  $P \times V$  is also greater than or equal to 60,000.

Pedestrian and vehicle counts were carried out at this location on Friday 6 November 2015, and are as follows:

Time	Vehicles (V)	Pedestrians (P)	(P x V)	Complies
AM Peak Hour	951	377	358,527	Yes
Interpeak	1,069	137	146,453	Yes
PM Peak Hour	1,146	213	244,098	Yes

The warrant for a marked pedestrian crossing was met during all three periods of the day.

In order to comply with RMS requirements, it is proposed to reduce the number of traffic lanes on Cowper Wharf Roadway from two traffic lanes in each direction to one. The lane reduction allows for dedicated cycle lanes in each direction and a wider central median for tree planting.

According to Austroads *Guide to Traffic Management Part 3: Traffic Studies and Analysis*, the capacity for a typical mid-block urban road with interrupted flow and clearway conditions is 900 vehicles per hour, per lane. Traffic surveys carried out along this section of Cowper Wharf Roadway on Friday 6 November 2015 showed that the highest recorded traffic volume over a one hour period was 556 vehicles travelling northbound and 617 vehicles travelling southbound. The recorded figures are below the typical capacity for a mid-block travel lane and show that it is suitable to reduce the number of traffic lanes in this section of Cowper Wharf Roadway from two lanes in each direction to one. A breakdown of the traffic volumes are shown below:

Time	Volume (v)		Total (V)
	Northbound	Southbound	
AM Peak Hour	556	395	951
Interpeak	478	591	1,069
PM Peak Hour	529	617	1,146

The proposed streetscape improvements on Cowper Wharf Roadway begin 75 metres from the signalised intersection with Wylde Street and 143 metres from the signalised intersection with Forbes Street. As such, the improvements will have minimal effect on the operational capacity of the signalised intersections.

A Road Safety Audit was carried out on the concept design with all recommendations taken into consideration.

## **CONSULTATION**

The City consulted local residents and businesses in the area. There were 4,650 letters sent out with six responses supporting the proposal and three responses opposing the proposal.

The responses opposing the proposal raised concerns about tree planting affect views of the harbour, lack of cycle facilities in the original proposal, and reduced capacity on Cowper Wharf Road. In response to the concerns, red gums are proposed to be planted to minimise the impact on harbour views; the proposal has been amended to include dedicated cycle lanes on both sides of Cowper Wharf Road; and an assessment shows that it is suitable to reduce the number of traffic lanes in this section of Cowper Wharf Roadway from two lanes in each direction to one.

The responses in support of the proposal supported the improved pedestrian safety measures and visual and environmental improvements.

Consultation was carried out with representatives of the Garden Island Navy Base. The Navy raised concerns about access for large vehicles and traffic capacity however noted that the Navy's preferred access for large vehicles is opposite Dowling Street. Access to the gate is unaffected by the proposal.

Consultation was also carried out with State Transit Authority. A representative of STA noted no objection to the design however raised concerns about the capacity on Cowper Wharf Roadway.

**FINANCIAL**

Funds are available in the Street Trees Capital Works Budget.

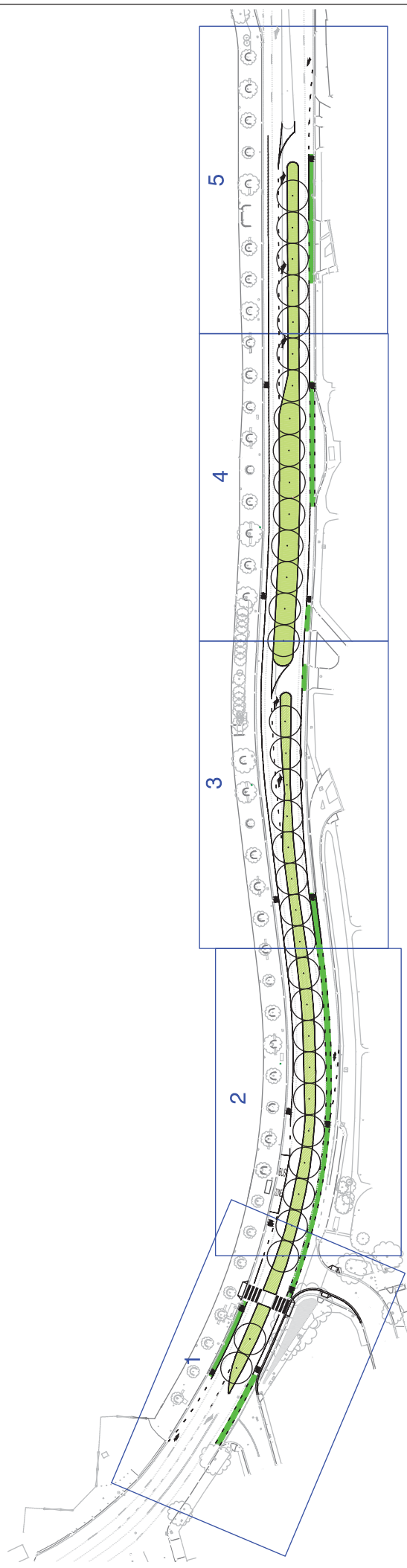
**ATTACHMENTS**

Traffic Treatment – Cowper Wharf Roadway Woolloomooloo

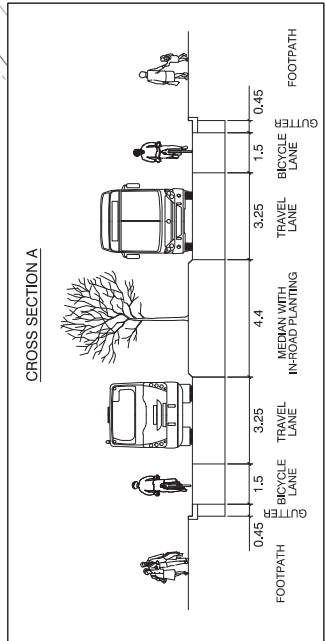
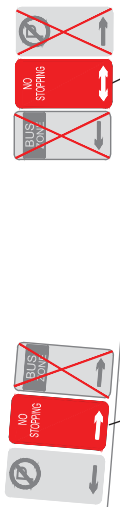
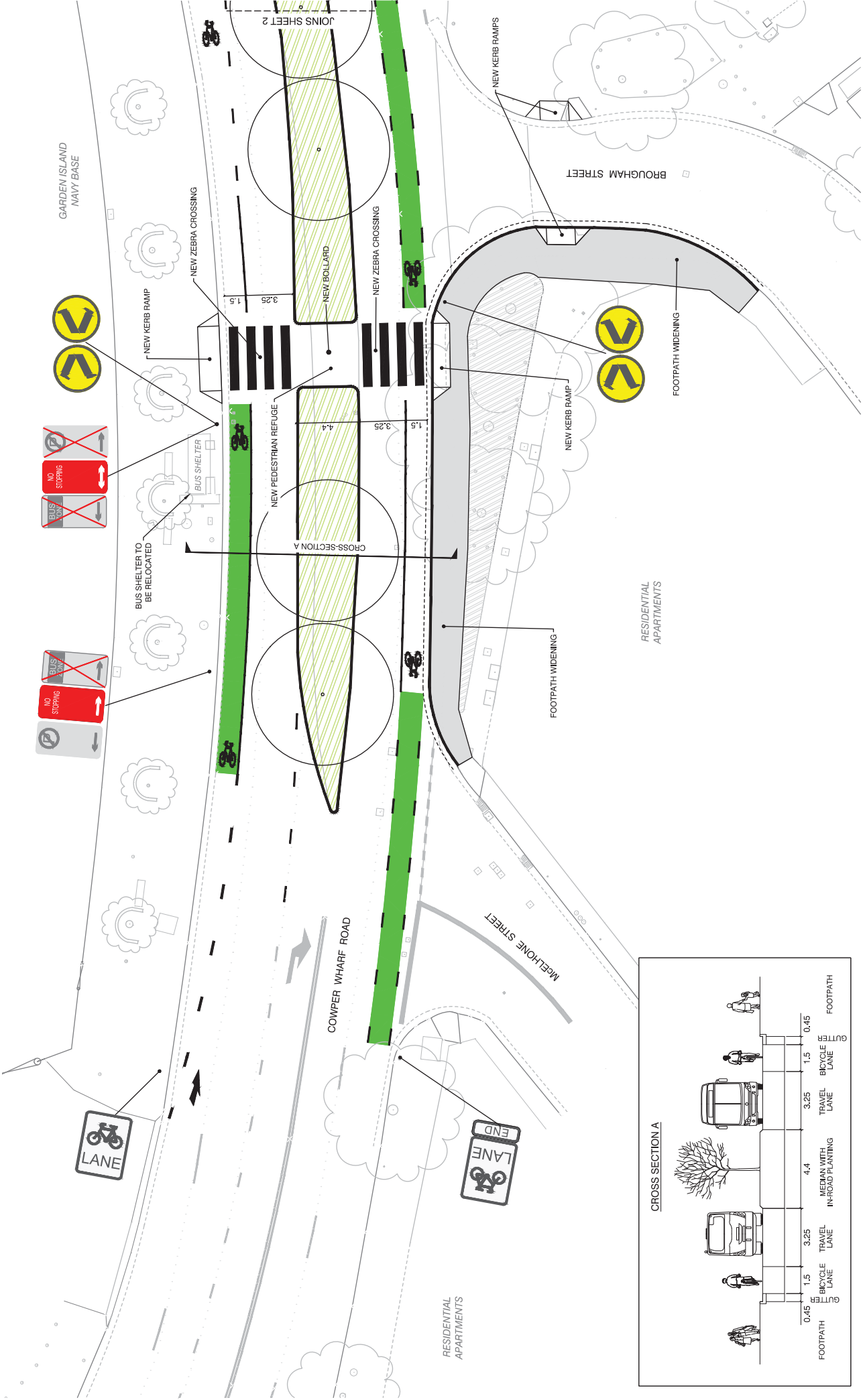
James Lawton, Project Manager Street Tree Planting

# COWPER WHARF ROAD, WOOLLOOMOOLOO

GREEN STREETS - IN-ROAD TREE PLANTING, PEDESTRIAN & CYCLIST IMPROVEMENTS



# SHEET 1

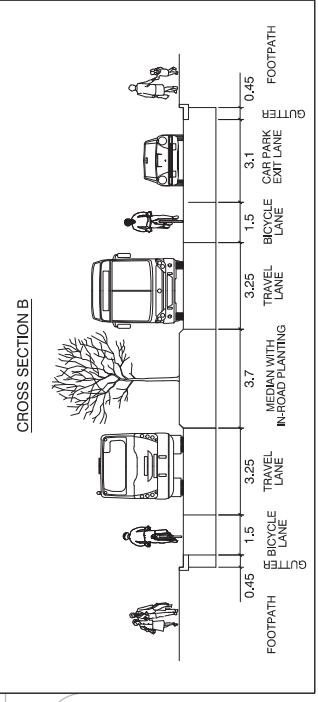
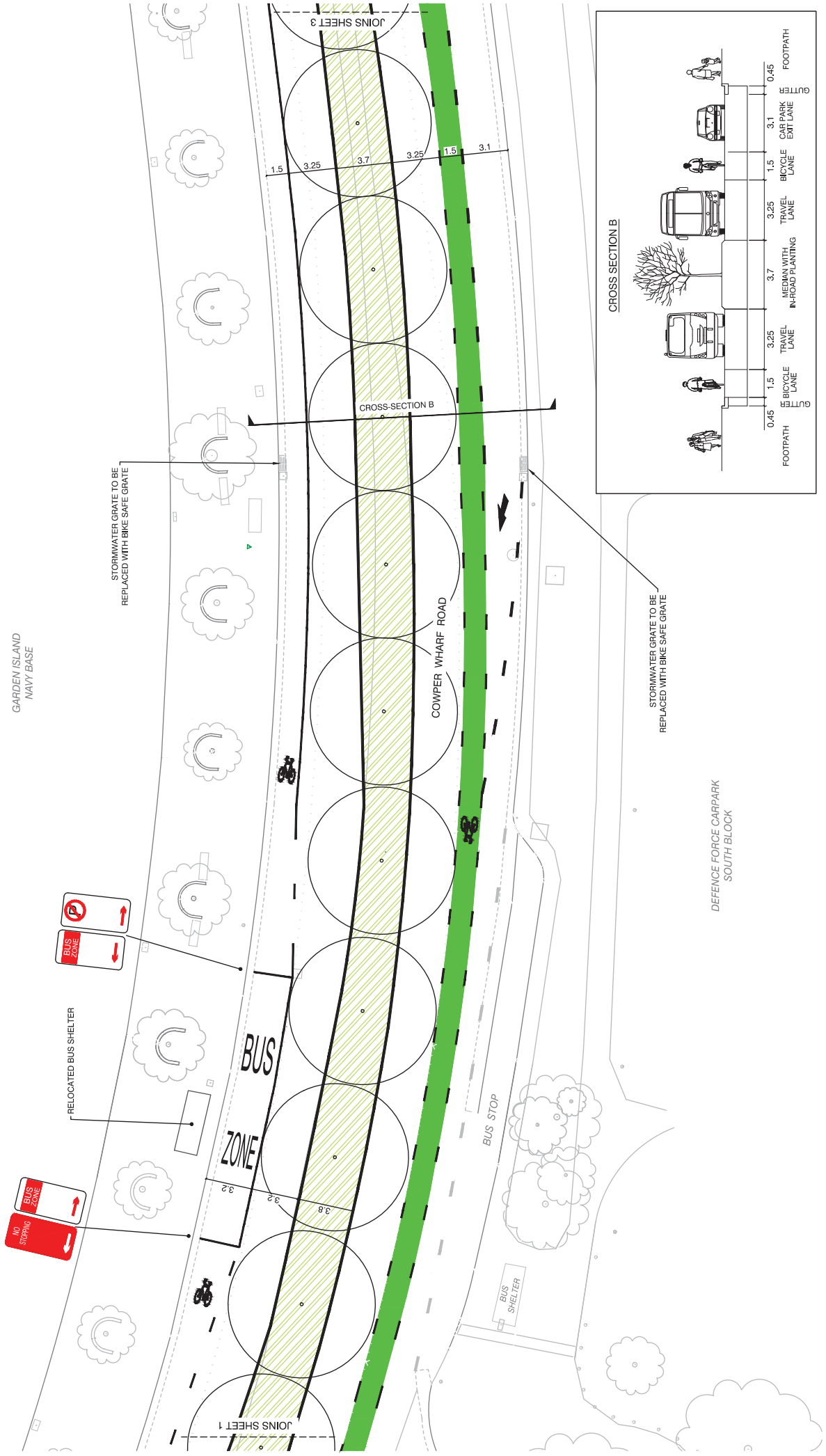


**NOTE**  
THIS PROPOSAL WILL NOT AFFECT ON-STREET PARKING

# SHEET 2



GARDEN ISLAND  
NAVY BASE



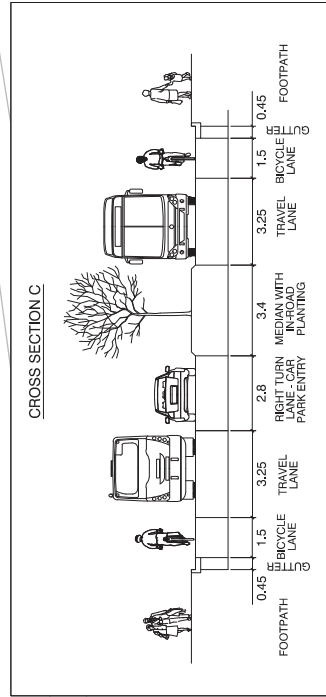
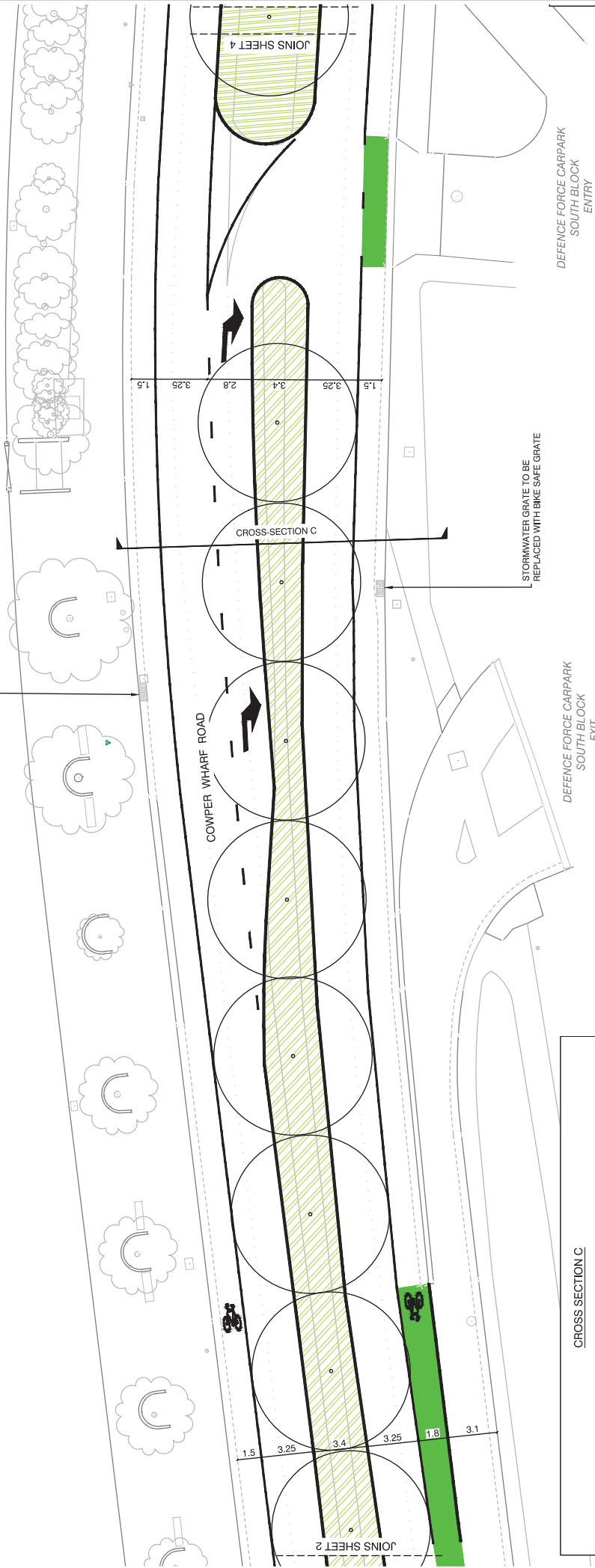
**NOTE**  
THIS PROPOSAL WILL NOT AFFECT ON-STREET PARKING

# SHEET 3



GARDEN ISLAND  
NAVY BASE

STORMWATER GRATE TO BE  
REPLACED WITH BIKE SAFE GRATE



**NOTE**  
THIS PROPOSAL WILL NOT AFFECT ON-STREET PARKING

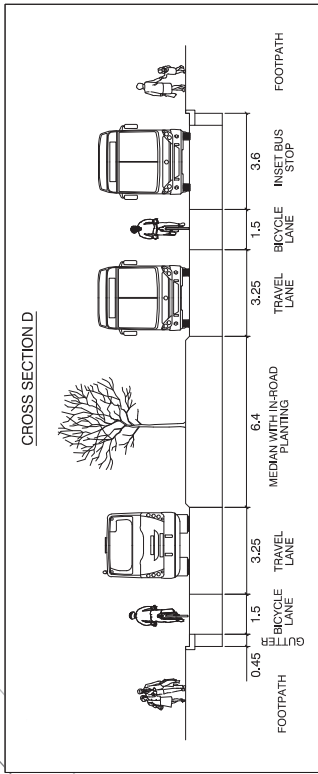
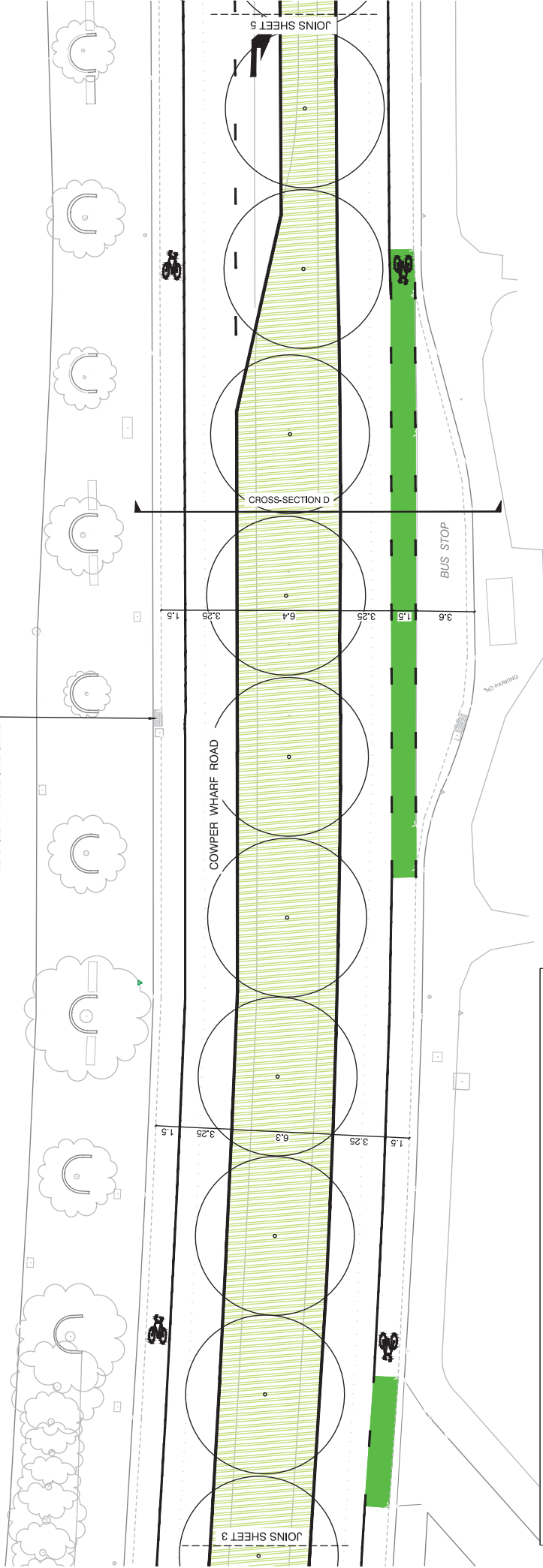


# SHEET 4



GARDEN ISLAND  
NAVY BASE

STORMWATER GRATE TO BE  
REPLACED WITH BIKE SAFE GRATE



DEFENCE FORCE CARPARK  
NORTH BLOCK

**NOTE**  
THIS PROPOSAL WILL NOT AFFECT ON-STREET PARKING

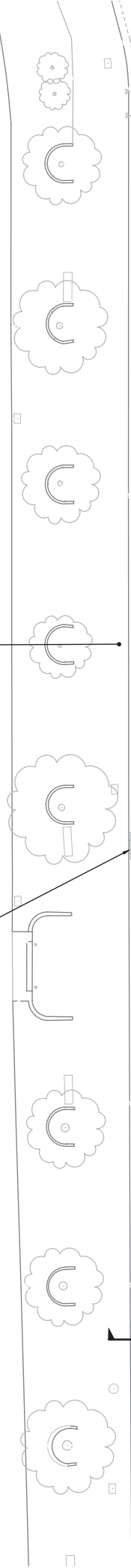


# SHEET 5

GARDEN ISLAND  
NAVY BASE



STORMWATER GRATE TO BE  
REPLACED WITH BIKE SAFE GRATE



COWPER WHARF ROAD

CROSS-SECTION E

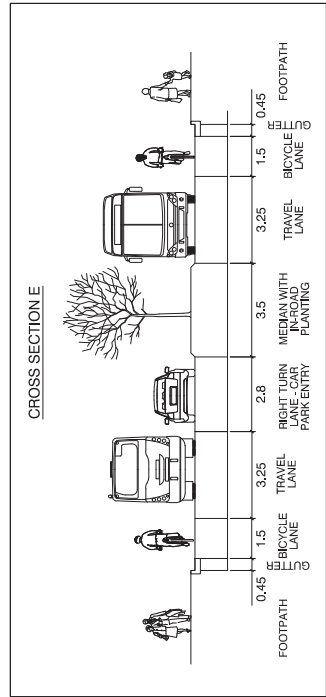
JOINS SHEET 4

DEFENCE FORCE CARPARK  
NORTH BLOCK  
ENTRY



STORMWATER GRATE TO BE  
REPLACED WITH BIKE SAFE GRATE

DEFENCE FORCE CARPARK  
NORTH BLOCK  
EXIT



**NOTE**  
THIS PROPOSAL WILL NOT AFFECT ON-STREET PARKING



