

**ITEM 65. TRAFFIC TREATMENT – PERMANENT ROAD CLOSURE –  
ASHMORE STREET ERSKINEVILLE**

**TRIM RECORD NO: 2014/314305**

**RECOMMENDATION**

It is recommended that the Committee endorse:

- (A) the permanent closure of the one-way section of Ashmore Street between the points 0 metres and 20.7 metres east of Binning Street, Erskineville; and
- (B) the City commence negotiations with RMS to secure support for a pedestrian crossing across Malcolm Street, just south of Swanson Street.

**DECISION**

**BACKGROUND**

In February 2015, the City commenced a trial closure of the one-way, eastbound section of Ashmore Street, just east of Binning Street, in response to resident concerns about the illegal two-way use of the one-way section. Access for pedestrians and cyclists was maintained during the trial and emergency services were notified. 830 properties were notified before the trial commenced.

Traffic counts commissioned in 2014 showed that, on average, 579 vehicles per day proceed through the short, one-way section. Of these, 126 vehicles per day were recorded illegally proceeding in a westbound direction.

To quantify the trial impact, the City commissioned traffic surveys before and during the trial to determine the redistribution of traffic in adjoining streets. Observations were also undertaken throughout the trial and correspondence monitored.

In November 2015, the City sought feedback from local residents and businesses via letterbox drop on the trial closure. Feedback received, in combination with traffic data collected before and during the trial, will be used to determine the suitability of permanently closing the short, one-way section of Ashmore Street.

Should the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC) endorse the permanent closure of the short, one-way section of Ashmore Street, City staff will seek Council approval under Section 116 of the *Roads Act 1993* to formalise the permanent closure.

**COMMENTS**

***Benefits of the Proposal***

Since commencement of the trial, the illegal two-way use of the one-way section of Ashmore Street has been eliminated, as has the permeation of through traffic avoiding the nearby State Roads of Copeland and Swanson Streets, and Erskineville Road.

Furthermore, the trial closure has increased priority and safety for pedestrians and cyclists, particularly in the vicinity of the closure.

These benefits will continue should the closure be made permanent.

In addition, if made permanent the treatment is also likely to further limit the use of local streets west of the one-way section of Ashmore Street to access the Ashmore Estate redevelopment.

### ***Analysis of Traffic Data***

To assess the traffic impact of the trial closure, the City commissioned 7-day tube counts before and during the trial in August 2014 and June 2015 respectively at the following locations:

- Ashmore Street, between Bridge and Malcolm Streets;
- Ashmore Street, just west of Fox Avenue;
- Elliott Avenue, just south of Swanson Street; and
- Malcolm Street, just south of Swanson Street.

These streets were specifically chosen to assess as they are closest to the one-way section of Ashmore Street and as such, will be most affected by the redistribution of traffic resulting from the closure.

A summary of the survey data is presented below:

1. Ashmore Street, between Bridge and Malcolm Streets
  - Before Trial – Annual Average Daily Traffic (AADT) volume of 1,230 vehicles (two-way) and corresponding average Weekday AM and Weekday PM peak-hour volumes of 167 and 127 vehicles per hour (two-way)
  - During Trial – Annual Average Daily Traffic (AADT) volume of 1,138 vehicles (two-way) and corresponding average Weekday AM and Weekday PM peak-hour volumes of 127 and 113 vehicles per hour (two-way)
  - Analysis of the before and during traffic data showed the trial closure resulted in an average reduction of 92 vehicles per day in this section of Ashmore Street – reductions in traffic volumes were also recorded during both peak-hours with the closure in place
2. Ashmore Street, just west of Fox Avenue
  - Before Trial – Annual Average Daily Traffic (AADT) volume of 847 vehicles (two-way) and corresponding average Weekday AM and Weekday PM peak-hour volumes of 81 and 83 vehicles per hour (two-way)
  - During Trial – Annual Average Daily Traffic (AADT) volume of 462 vehicles (two-way) and corresponding average Weekday AM and Weekday PM peak-hour volumes of 30 and 45 vehicles per hour (two-way)
  - Analysis of the before and during traffic data showed the trial closure resulted in an average reduction of 385 vehicles per day in this section of Ashmore Street – reductions in traffic volumes were also recorded during both peak-hours with the closure in place

3. Elliott Avenue, just south of Swanson Street
  - Before Trial – Annual Average Daily Traffic (AADT) volume of 191 vehicles (two-way) and corresponding average Weekday AM and Weekday PM peak-hour volumes of 25 and 21 vehicles per hour (two-way)
  - During Trial – Annual Average Daily Traffic (AADT) volume of 223 vehicles (two-way) and corresponding average Weekday AM and Weekday PM peak-hour volumes of 31 and 26 vehicles per hour (two-way)
  - Analysis of the before and during traffic data showed the trial closure resulted in an average increase of 32 vehicles per day in this section of Elliot Avenue
  - Minor increases in traffic volumes (six vehicles per hour during the AM Peak – equivalent to one extra vehicle every 10 minutes – and five vehicles per hour during the PM Peak – equivalent to one extra vehicle every 12 minutes) were also recorded during both peak-hours with the closure in place
4. Malcolm Street, just south of Swanson Street
  - Before Trial – Annual Average Daily Traffic (AADT) volume of 1,297 vehicles (two-way) and corresponding average Weekday AM and Weekday PM peak-hour volumes of 149 and 121 vehicles per hour (two-way)
  - During Trial – Annual Average Daily Traffic (AADT) volume of 1,682 vehicles (two-way) and corresponding average Weekday AM and Weekday PM peak-hour volumes of 197 and 152 vehicles per hour (two-way)
  - Analysis of the before and during traffic data showed the trial closure resulted in an average increase of 385 vehicles per day in this section of Malcolm Street
  - Increases in traffic volumes (48 vehicles per hour during the AM Peak – equivalent to around one extra vehicle every minute – and 31 vehicles per hour during the PM Peak – equivalent to one extra vehicle every two minutes) were also recorded during both peak-hours with the closure in place

The changes in traffic volumes resulting from the trial closure were subsequently assessed against thresholds developed by Road and Maritime Services (RMS) for local streets.

The RMS' *Guide to Traffic Generating Developments* specifies environmental limits for each road class. These standards are based on RMS research relating to safety (crossability, visibility, pedestrian delay) and amenity (noise and air quality).

In practice, if these standards are met, then it is reasonable to assume that the street can be crossed safely with little delay and that traffic noise and air quality levels are acceptable.

For local streets like Ashmore and Malcolm Streets and Elliott Avenue, the standards stipulate a **desirable** peak volume of 200 vehicles per hour (two-way) and a **maximum** peak volume of 300 vehicles per hour (two-way).

Traffic volumes recorded at all four survey locations were under the desirable environmental limit for both peak-hours, and well below the maximum limit, even after the redistribution of traffic associated with the trial closure.

A further criteria specified by the RMS stipulates that daily traffic volumes in local roads should not exceed a maximum of 2,000 vehicles per day.

Again, average daily traffic volumes recorded at all four survey locations were well under the maximum daily threshold for local streets even after the redistribution of traffic associated with the trial closure.

The results of the data analysis indicate that should the closure be made permanent, daily and peak-hour volumes in the streets in close proximity to the trial closure will continue to remain well within the thresholds developed by RMS for local streets.

## **CONSULTATION**

In November 2015, the City re-consulted the same 830 properties requesting feedback on the trial closure and gauging support for making the change permanent.

A total of 52 submissions were received – of these, 30 submissions supported the proposal and 22 submissions opposed the proposal.

Submissions supporting the proposal noted:

- Improved traffic safety and residential amenity in Ashmore Street;
- Reduced traffic volumes and vehicle speeds in Ashmore Street;
- Eliminated illegal traffic movements; and
- Reduced traffic noise.

Submissions opposing the proposal noted:

- An increase in traffic in Malcolm Street;
- Increased travel time and congestion when accessing Mitchell Road via Malcom, Swanson and Copeland Streets; and
- Safety for pedestrians, in particular, school children crossing Malcolm Street.

With regards to traffic volumes in Malcolm Street, it is accepted that the redistribution of traffic associated with the trial closure did result in increased traffic volumes in Malcolm Street. However as discussed previously, the revised traffic volumes recorded in Malcolm Street during the trial are still well within the thresholds developed by RMS for local streets.

Furthermore, it is also accepted that the trial closure has changed travel patterns for local residents, particularly travelling to and from Mitchell Road. Should the closure be made permanent, local residents will be able to access Mitchell Road via Malcom, Swanson and Copeland Streets or alternatively utilise Macdonald, Eve and Coulson Streets.

Given the concerns raised by local residents about the safety of pedestrians crossing Malcolm Street, just south of Swanson Street, the City commissioned pedestrian surveys at the intersection. Analysis of the survey data indicated that the pedestrian volumes are consistent with the RMS warrants for a pedestrian crossing. As such, it is recommended that the City commence negotiations with RMS to secure support for a pedestrian crossing across Malcolm Street, just south of Swanson Street.

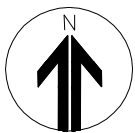
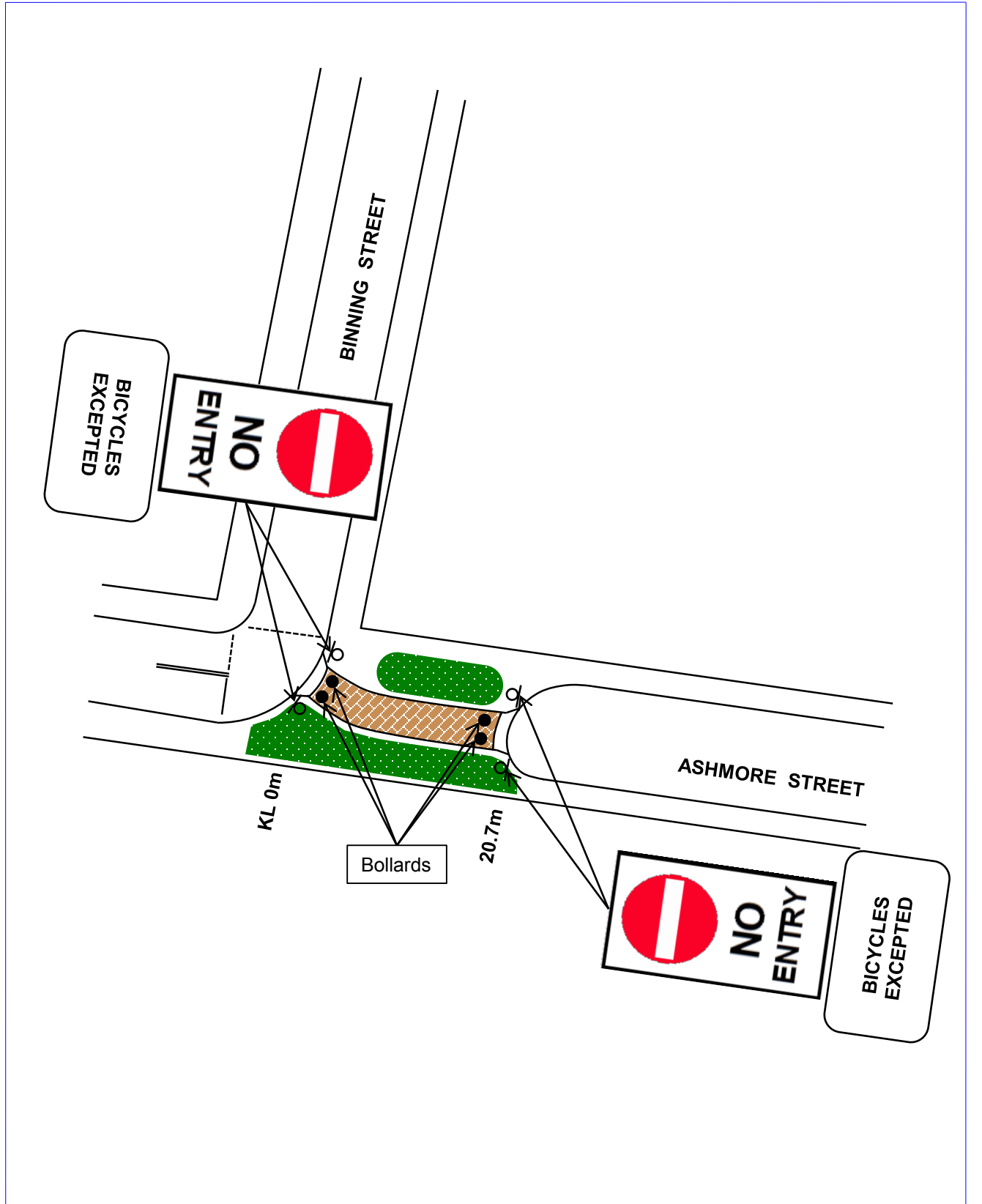
## **FINANCIAL**

Funds are available in the current budget

## **ATTACHMENTS**

Traffic Treatment – Permanent Road Closure – Ashmore Street Erskineville

Clement Lim, Senior Traffic Engineer



ASHMORE STREET, ERSKINEVILLE  
PROPOSED ROAD CLOSURE

