

**ITEM 31. TRAFFIC TREATMENT – STREETScape IMPROVEMENTS –
MISSENDEN ROAD CAMPERDOWN**

TRIM RECORD NO: 2016/044348

RECOMMENDATION

It is recommended that the Committee endorse the installation of the following streetscape improvements in Missenden Road between King Street, Newtown and Parramatta 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 between King Street, Newtown and Parramatta 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 south of Parramatta Road as “Bus Zone”;
- (G) Western side between the points 50.7 metres and 88.8 metres 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 126 metres (17 car spaces), south of Dunblane Street as “2P Ticket 8am-6pm Mon-Fri” and “4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (M) Western side between the points 85 metres and 95 metres south of Dunblane Street as “Bus Zone”;
- (N) Eastern side between the points 94.4 metres and 109.7 metres and 119.7 metres and 144.7 metres south of Dunblane Street as “No Stopping”.
- (O) Western side between the points 0 metres and 85 metres and 95 metres and 144.7 metres south of Dunblane Street as “No Stopping”;
- (P) Western side between the points 0 metres and 105.2 metres south of Grose Street as “No Stopping”;
- (Q) Eastern side between the points 0 metres and 26.7 metres south of Grose Street as “No Stopping”;
- (R) Eastern side between the points 29.7 metres and 39.7 metres south of Grose Street as “Bus Zone”;
- (S) Eastern side between the points 39.7 metres and 157.2 metres south of Grose Street as “No Stopping”;
- (T) Eastern side between the points 35.9 metres and 39.5 metres (one car space) south of Salisbury Road as “Motor Bikes Only”;
- (U) 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” and “4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;

- (V) 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” and “4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (W) 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” and “4P Ticket 8am-10pm Sat, Sun and Public Holidays”;
- (X) Western side between the points 0 metres and 20 metres south of Salisbury Road as “No Stopping”;
- (Y) Western side between the points 20 metres and 32 metres south of Salisbury Road as “No Parking Ambulance Vehicles Excepted”;
- (Z) Western side between the points 32 metres and 39 metres south of Salisbury Road as “Mail Zone”;
- (AA) Western side between the points 39 metres and 48 metres (two car spaces) south of Salisbury Road as “No Parking City of Sydney Council Vehicles Excepted”;
- (BB) 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” and “4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (CC) Western side between the points 119.7 metres and 124.4 metres (one car space) south of Salisbury Road as “Motor Bikes Only”;
- (DD) 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” and “4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (EE) Eastern side between the points 116.9 metres and 121.6 metres (one car space) south of Carillon Avenue as “Motor Bikes Only”;
- (FF) 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” and “4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”;
- (GG) 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” and “4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat, Sun and Public Holidays”; and
- (HH) 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” and “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:

- (II) Intersection of Missenden Road and Carillon Avenue; and
- (JJ) 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 commenced work on a streetscape improvement plan for Missenden Road to resolve the key issues raised during discussions with both 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.

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 precinct 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.

To resolve the existing safety concerns and enhance local amenity, the City, in collaboration with RMS and the SLHD, commenced work on a streetscape improvement plan for Missenden Road. Key elements of the City's proposal 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, new street furniture (seating, bins and bubblers), and enhanced street lighting.

Combined, the proposal 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; and significantly enhance the streetscape given Missenden Road is a major gateway into Newtown and Camperdown.

Delivery of the proposal will also provide an opportunity to seek approval from RMS for the introduction of a 40km/h speed limit in Missenden Road.

In addition, the parking changes associated with the proposal will result in no net loss to the existing on-street parking provision in Missenden Road.

From a strategic policy perspective, the proposal is 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.

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.

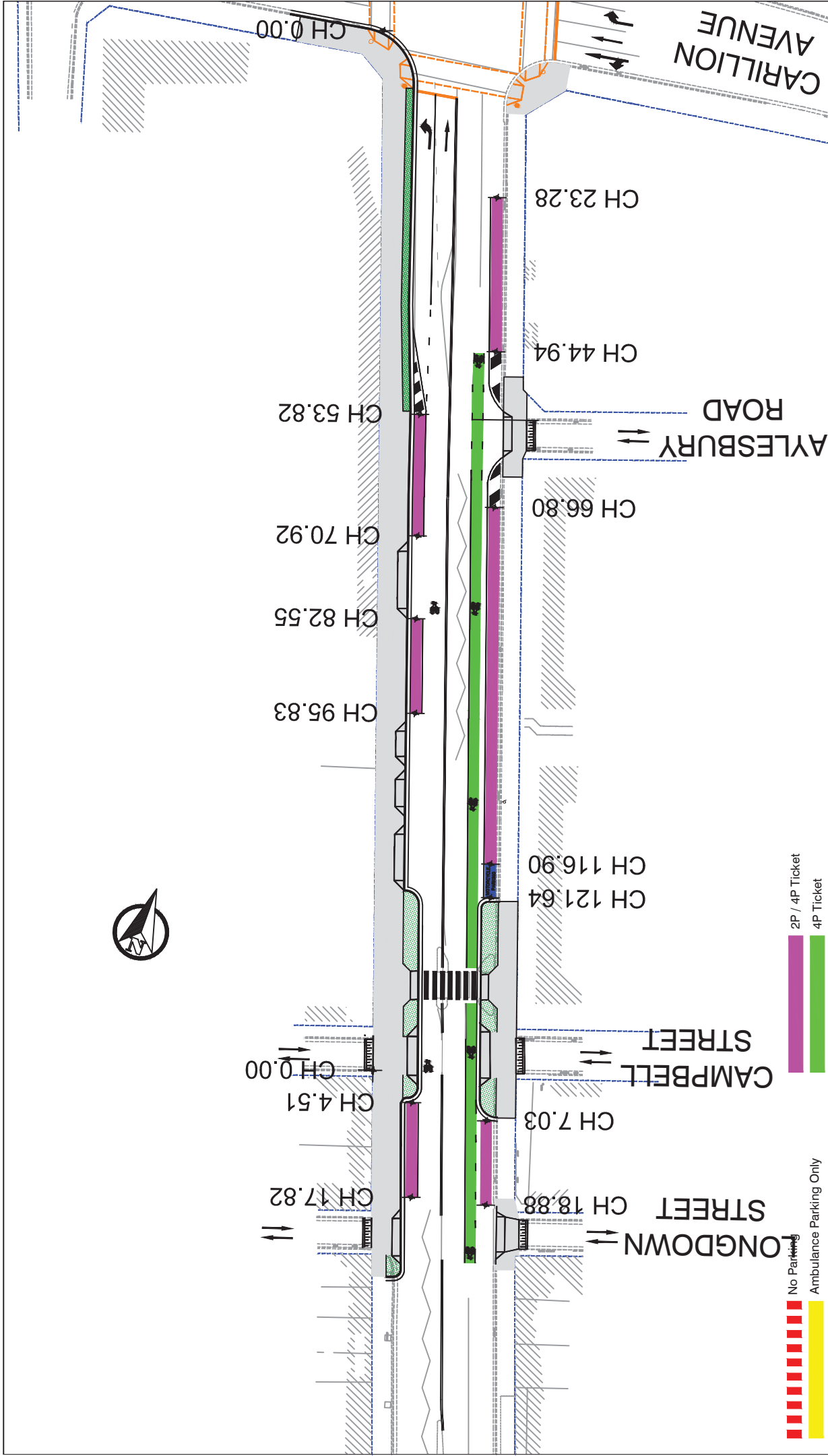
The proposal was originally referred to the October 2015 meeting of the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC) for consideration and endorsement. At the meeting, RMS raised concerns about the City's proposed inclusion of two 'in-lane' bus stops in the vicinity of RPAH and the item was deferred.

Following the meeting, the City worked collaboratively with RMS to allay concerns and in January 2016 reached agreement on an amended proposal. The amended proposal still includes two 'in-lane' bus stops in the vicinity of RPAH but provides greater spacing between the northbound and southbound stops to allow an emergency vehicle to safely pass in the event of two buses stopping at the same time.

ATTACHMENTS

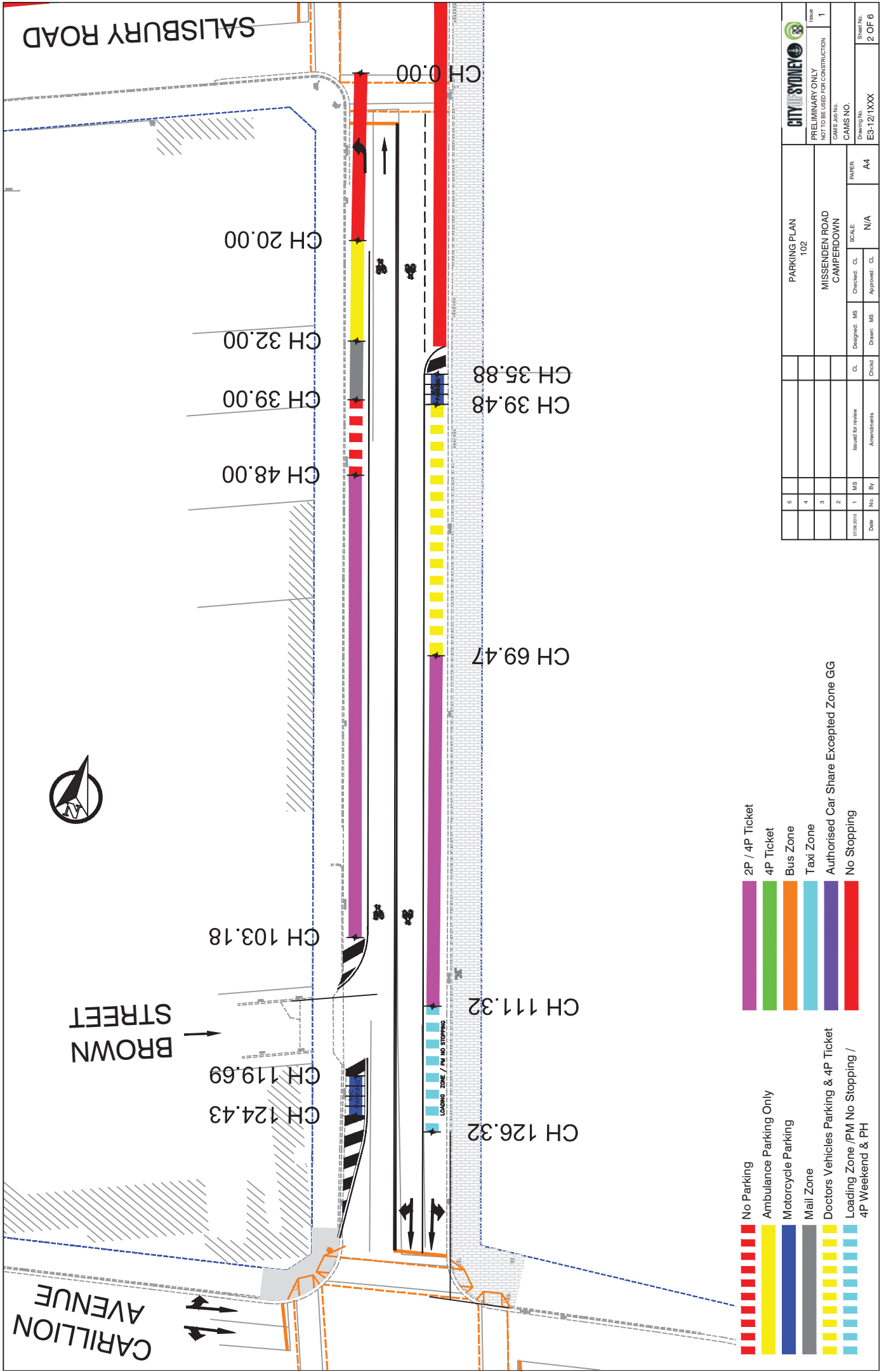
Traffic Treatment – Streetscape Improvements – Missenden Road Camperdown

Clement Lim, Senior Traffic Engineer



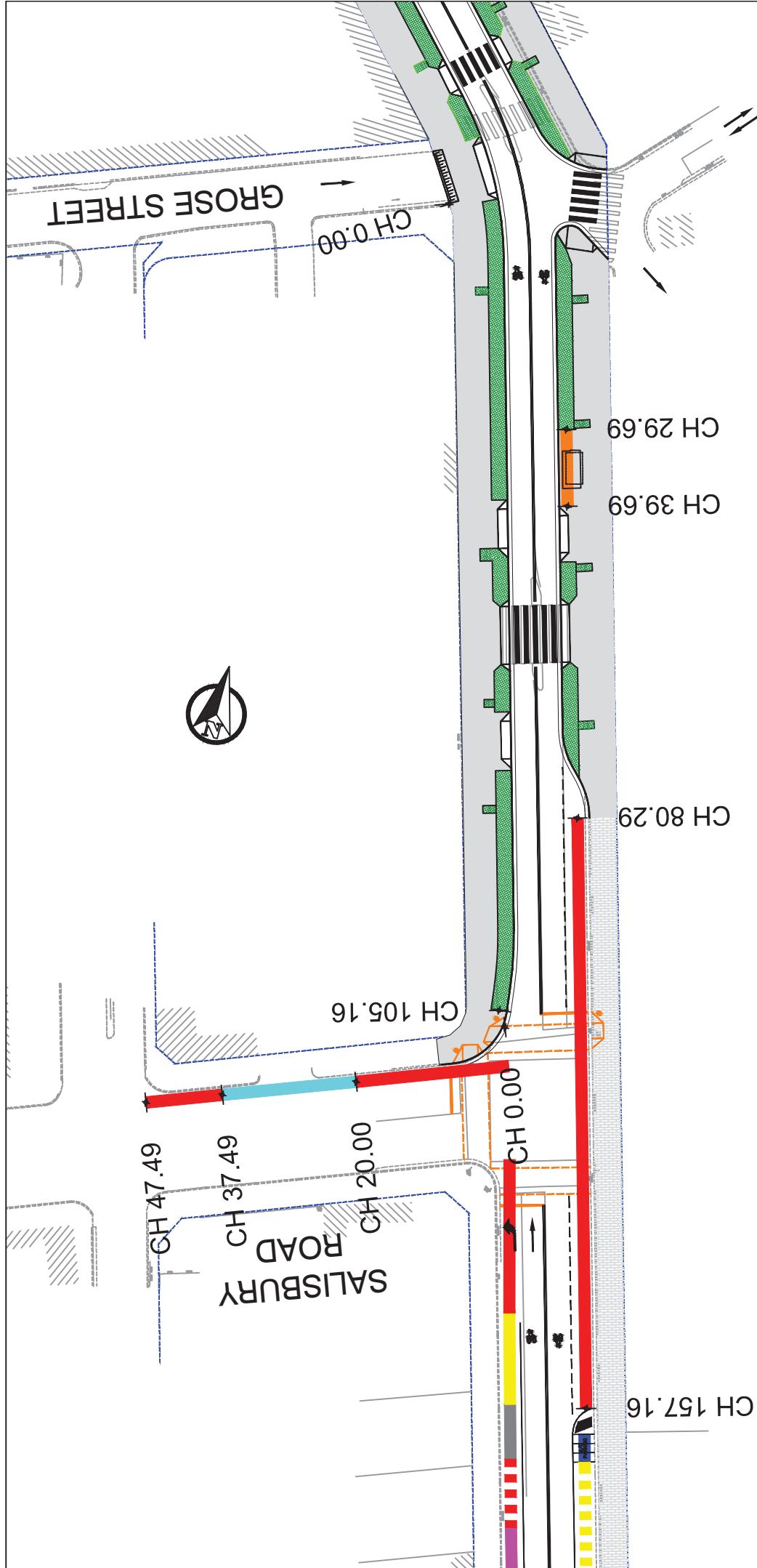
- No Parking
- Ambulance Parking Only
- Motorcycle Parking
- Mail Zone
- Doctors Vehicles Parking & 4P Ticket
- Loading Zone (PM No Stopping / 4P Weekend & PH
- 2P / 4P Ticket
- 4P Ticket
- Bus Zone
- Taxi Zone
- Authorised Car Share Excepted Zone GG
- No Stopping













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Revision		Date		By		Checked		Amendments		Based for review	
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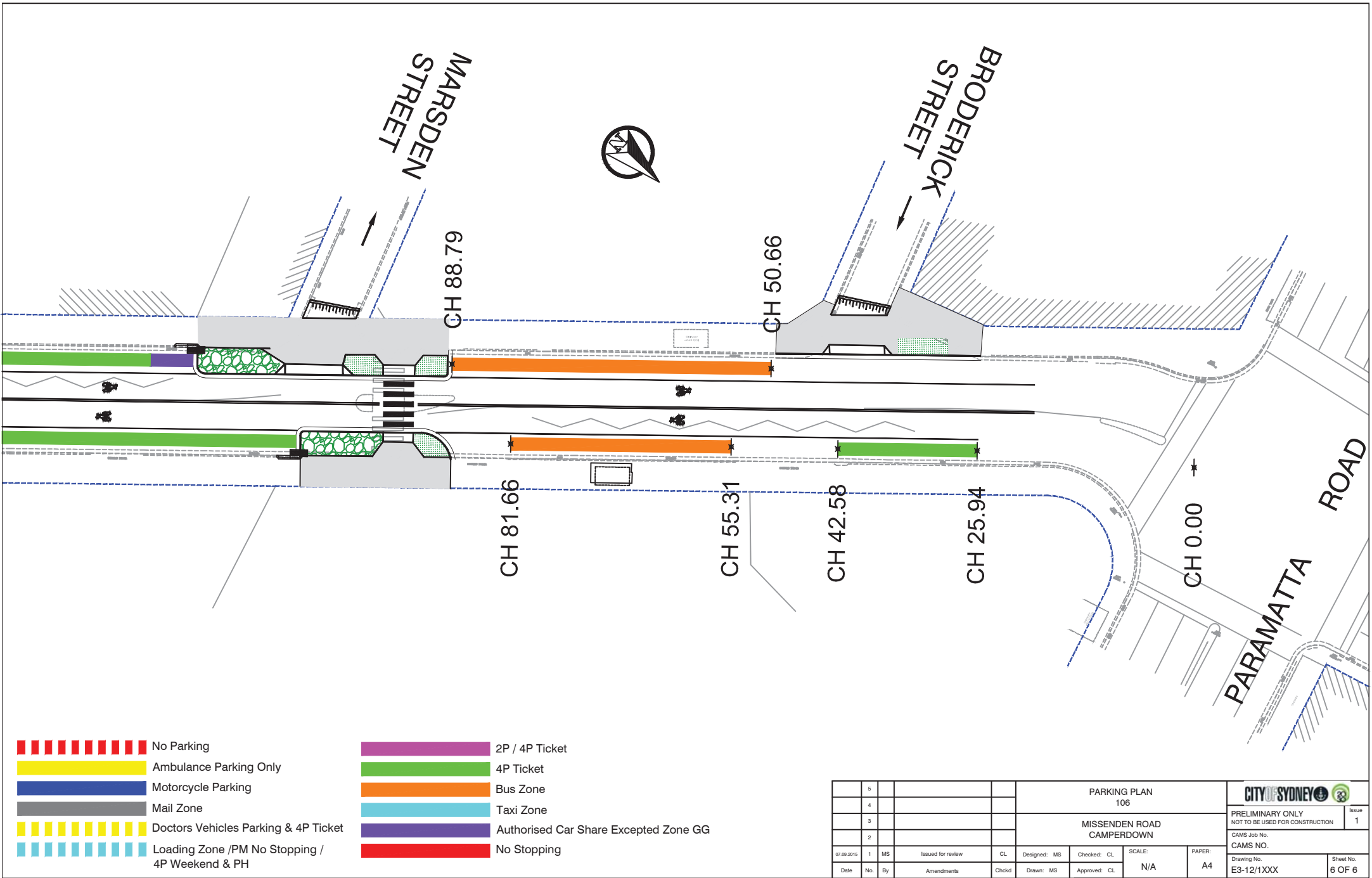
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- 2P / 4P Ticket
- 4P Ticket
- Bus Zone
- Taxi Zone
- Authorised Car Share Excepted Zone GG
- No Stopping

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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

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- No Parking
- Ambulance Parking Only
- Motorcycle Parking
- Mail Zone
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- 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

5					PARKING PLAN 106						Issue 1
4					MISSENDEN ROAD CAMPERDOWN				PRELIMINARY ONLY NOT TO BE USED FOR CONSTRUCTION		
3									CAMS Job No. CAMS NO.		
2									Drawing No. E3-12/1XXX		
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