

**ITEM 53. TRAFFIC TREATMENT – STREETScape IMPROVEMENTS –  
BURTON AND PALMER STREETS DARLINGHURST**

**TRIM RECORD NO: 2015/660678**

**RECOMMENDATION**

It is recommended that the Committee endorse the following streetscape improvements and parking changes in the vicinity of the intersection of Burton and Palmer Streets, Darlinghurst:

- (A) A raised marked pedestrian crossing across Burton Street, just west of Palmer Street;
- (B) A raised marked pedestrian crossing across Palmer Street, just south of Burton Street;
- (C) Footpath widening on the southern side of Burton Street between Langley and Palmer Streets;
- (D) Kerb extensions on all four corners of the intersection of Burton and Palmer Streets;
- (E) Kerb extension on the south-eastern corner of the intersection of Burton and Langley Streets;
- (F) A continuous footpath treatment across Kells Lane, just west of Palmer Street;
- (G) The reallocation of parking on the northern side of Burton Street, between the points 0 metres and 20 metres, west of Palmer Street, as “No Stopping”;
- (H) The reallocation of parking on the northern side of Burton Street, between the points 0 metres and 10 metres, east of Palmer Street, as “No Stopping”;
- (I) The reallocation of parking on the southern side of Burton Street, between the points 0 metres and 10 metres, and 17 metres and 37.5 metres, east of Langley Street, as “No Stopping”;
- (J) The reallocation of parking on the southern side of Burton Street, between the points 0 metres and 10 metres, east of Palmer Street, as “No Stopping”;
- (K) The reallocation of parking on the eastern side of Palmer Street, between the points 0 metres and 10 metres, north of Burton Street, as “No Stopping”;
- (L) The reallocation of parking on the eastern side of Palmer Street, between the points 0 metres and 20 metres, south of Burton Street, as “No Stopping”;
- (M) The reallocation of parking on the western side of Palmer Street, between the points 0 metres and 10 metres, north of Burton Street, as “No Stopping”;
- (N) The reallocation of parking on the western side of Palmer Street, between the points 0 metres and 20 metres, south of Burton Street, as “No Stopping”;
- (O) The City to commission a Stage 2 – Concept Design Road Safety Audit (RSA) on the proposed streetscape improvements and parking changes and address any subsequent safety issues in the Detailed Design Plan; and

- (P) The City to commission a Stage 4 – Post Construction Road Safety Audit (RSA) to ensure the proposed streetscape improvements are operating safely and efficiently.

**VOTING MEMBERS FOR THIS ITEM**

<b><i>Voting Members</i></b>	<b><i>Support</i></b>	<b><i>Object</i></b>
City of Sydney		
Roads and Maritime Services		
NSW Police – Kings Cross LAC		
Representative for the Member for Sydney		

**DECISION**

**BACKGROUND**

On 14 December 2015, Council endorsed the Concept Design for the streetscape improvements and parking changes at the intersection of Burton and Palmer Streets, Darlinghurst. Key features of the design include:

- New raised marked pedestrian crossings across the western and southern approaches of the Burton and Palmer Street intersection to slow traffic and improve pedestrian safety;
- Kerb extensions on all four corners of the Burton and Palmer Street intersection to reduce pedestrian crossing distances and improve vehicular and pedestrian sight lines;
- Footpath widening on the southern side of Burton Street between Langley and Palmer Streets; and
- A Continuous Footpath Treatment across Kells Lane, just west Palmer Street.

The proposal will considerably improve pedestrian safety and accessibility in the vicinity of the Eternity Playhouse, East Sydney Community and Arts Centre and Albert Sloss Reserve, slow traffic volumes and enhance local amenity.

The proposal will result in the loss of four on-street parking spaces to accommodate the proposed kerb extensions and ensure compliance with the Roads and Maritime Services (RMS) Technical Direction “Stopping and Parking Restrictions at Intersections and Crossings”.

**COMMENTS**

***Raised Marked Pedestrian Crossings***

The City is currently upgrading the Eternity Playhouse, East Sydney Community and Arts Centre and Albert Sloss Reserve. The Eternity Playhouse and East Sydney Community and Arts Centre is located on the northern and southern side of Burton Street respectively, west of Palmer Street. Albert Sloss Reserve is located on the western side of Palmer Street, north of Burton Street. Following the upgrades to these community facilities, it is

anticipated that the number of pedestrians especially children, the elderly and impaired will significantly increase at the intersection of Burton and Palmer Streets.

To meet RMS warrants for a 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.

Alternatively, to meet RMS reduced warrants for a pedestrian crossing, where the location is predominately used by children and aged or impaired pedestrians, the proposed location must record pedestrian and traffic flows of equal to or greater than, 30 pedestrians (P) and 200 vehicles (V) per hour for two one-hour periods immediately before and after school hours.

Pedestrian and vehicle surveys were undertaken at the western and southern approaches to the intersection of Burton and Palmer Street on Thursday 19 March 2015. The survey results for this location are provided below:

Burton Street, just west of Palmer Street – RMS normal warrants for pedestrian crossing

Time	Vehicles ( $V \geq 500$ )	Pedestrians ( $P \geq 30$ )	$P \times V$ ( $\geq 60,000$ )	Complies
AM Peak	378	30	11,340	No
Midday Peak	257	39	10,023	No
PM Peak	331	62	20,522	No

Palmer Street, just south of Burton Street – RMS normal warrants for pedestrian crossing

Time	Vehicles ( $V \geq 500$ )	Pedestrians ( $P \geq 30$ )	$P \times V$ ( $\geq 60,000$ )	Complies
AM Peak	138	168	23,184	No
Midday Peak	117	94	10,998	No
PM Peak	145	138	20,010	No

Both proposed pedestrian crossings do not currently meet RMS normal warrants for the three periods surveyed.

However, following the upgrade to the Eternity Playhouse, East Sydney Community and Arts Centre and Albert Sloss Reserve, it is anticipated that the number of pedestrians at the intersection of Burton and Palmer Streets will significantly increase especially children, the elderly and impaired. As such, the western and southern approaches to the intersection of Burton and Palmer Street would meet RMS reduced warrants for a pedestrian crossing. The projected numbers of vehicles and pedestrians at the western and southern approaches to the intersection of Burton and Palmer are provided below:

Burton Street, just west of Palmer Street – RMS normal warrants for pedestrian crossing

Time	Vehicles ( $V \geq 200$ )	Pedestrians ( $P \geq 30$ )	Complies
AM Peak	370-400	60-70	Yes
PM Peak	350-380	75-90	Yes

Burton Street, just west of Palmer Street – RMS normal warrants for pedestrian crossing

Time	Vehicles (V≥200)	Pedestrians (P≥30)	Complies
AM Peak	210-230	200-230	Yes
PM Peak	235-260	170-200	Yes

As such, the proposed pedestrian crossings are recommended to future proof the pedestrian desire lines that are likely to increase in popularity as the new community facilities become operational.

***Continuous Footpath Treatment***

The RMS Technical Direction for Continuous Footway Treatments (TDT 2013/05) states that continuous footway treatments are only applicable for intersections carrying no more than 45 vehicles per hour and the driveway layback is no wider than 7 metres.

Traffic counts commissioned on Friday 22 January 2016 in Kells Lane, just west of Palmer Street, recorded a maximum peak-hour volume of seven vehicles between 5pm and 6pm. As this maximum peak is well below the RMS warrant for continuous footway treatments, the proposal is compliant from a traffic volume perspective.

In addition, the crossing width proposed for the continuous footway treatment is below the RMS warrant and as such compliant with the Technical Direction – Kells Lane, just west of the intersection with Palmer Street, is approximately 3.5 metres wide.

***Road Safety Audits***

The City is in the process of engaging a Consultant to undertake a Stage 2 – Concept Design Road Safety Audit on the proposed streetscape improvements and parking changes. Any identified safety issues will be addressed in the Detailed Design Plan.

The City also intends to commission a Stage 4 – Post-Construction Road Safety Audit to ensure the proposed streetscape improvements are operating safely and efficiently.

**CONSULTATION**

The City consulted local residents and businesses in the area. There were approximately 1,000 letters sent out with three responses supporting the proposal and one response opposing the proposal.

The responses supporting the proposal supported the creation of a new community space and increased planting in the streetscape.

The response opposing the proposal raised concerns about the loss of on-street parking.

The City has consulted the proposal with Sydney Buses and RMS who have raised not objection to the proposal.

**FINANCIAL**

Funding is available in the 2016/17 capital works budget.

**ATTACHMENTS**

Traffic Treatment – Streetscape Improvements – Burton and Palmer Streets Darlinghurst

Luan Trinh, Project Manager (Streetscapes)

