

**ITEM 43. TRAFFIC TREATMENT – PROPOSED RIGHT TURN BAN – NICKSON  
STREET SURRY HILLS**

**TRIM RECORD NO: 2017/280999**

**RECOMMENDATION**

It is recommended that the Committee endorse the following:

- (A) Installation of a 'No Right Turn' restriction in Nickson Street, Surry Hills, to permanently ban vehicles turning right at the intersection with Cleveland Street; and
- (B) Installation of a continuous footpath treatment in Nickson Street, Surry Hills, just north of the intersection with Cleveland Street.

**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 – Surry Hills LAC		
Representative for the Member for Newtown		

**DECISION**

**BACKGROUND**

The Council-endorsed Surry Hills Pedestrian Cycling and Traffic Calming (PCTC) Plan recommended the consideration of limiting vehicular access in Nickson Street, Surry Hills, at its intersection with Cleveland Street to left in/left out movements only.

A 'No Right Turn' restriction is already in operation banning the right-turn movement from Cleveland Street into Nickson Street. The City proposes the installation of a corresponding 'No Right Turn' restriction in Nickson Street to permanently ban vehicles turning right into Cleveland Street. Approval of the proposal would considerably improve road safety at the intersection, as well as resolve the outstanding PCTC Plan recommendation.

In combination with the proposed 'No Right Turn' restriction, the City also proposes to introduce a continuous footpath treatment in Nickson Street, Surry Hills just north of the intersection with Cleveland Street, to improve pedestrian safety and accessibility, slow vehicle speeds and enhance the streetscape.

**COMMENTS**

***'No Right Turn' Restriction***

The removal of the right-turn from Nickson Street into Cleveland Street forms part of the Council-endorsed Surry Hills Pedestrian, Cycling and Traffic Calming (PCTC) Plan, which includes various proposals to address residents' safety and amenity concerns in the local area.

A review of accident history shows that two injuries related to right turn movements have occurred at the intersection of Nickson Street with Cleveland Street in the last five years.

The proposed safety improvements would reduce vehicle conflicts, the frequency of accidents and 'rat-running' of traffic from Bourke Street, through Nickson Street onto Cleveland Street. Existing traffic currently 'rat-running' through Nickson Street would stay on Bourke Street turning right at the signal controlled intersection at Cleveland Street.

Drivers from Nickson Street wishing to travel west would be able to travel north into Devonshire Street, turn right at Crown Street and turn left onto Foveaux Street. Alternatively, drivers could turn left onto Cleveland Street, turn right onto Bourke Street, right onto Boronia Street, right onto Baptist Street and left onto Cleveland Street.

It is anticipated that the amount of traffic navigating this indirect route would be low and predominately local. The removal of the right-turn from Nickson Street into Cleveland Street would improve safety, improve accessibility for pedestrians travelling along Cleveland Street and improve local amenity through streetscape improvements.

**Traffic Volume Considerations**

To analyse the traffic impact of the proposed safety improvements, the City commissioned traffic surveys during a weekday and a Saturday in February 2017. The surveys showed that Nickson Street had an Annual Average Daily Traffic (AADT) volume of 1,085 vehicles (two-way) and the following peak hour turn movements:

*Table 1 – Number of Vehicles per hour turning from Nickson Street into Cleveland Street*

Period	Left from Nickson Street	Right from Nickson Street
Thursday AM Peak Hour (8:45-9:45)	18	2
Thursday PM Peak Hour (5:00-6:00)	33	4
Saturday AM Peak Hour (11:45-12:45)	20	4
Saturday PM Peak Hour (4:30-5:30)	26	7

The traffic surveys showed that the right turn from Nickson Street has a very low volume.

From a road safety perspective, the proposed right turn ban will reduce the number of vehicle conflicts at the intersection of Nickson and Cleveland Streets.

The CBD & South East Light Rail is proposed to operate along Devonshire Street at the northern end of Nickson Street and will result in Nickson Street at Devonshire Street being restricted to left-in/left-out.

Roads and Maritime Services (RMS) approved a Traffic Management Plan (TMP) for the proposed right turn ban on 5 May 2017. Consultation under Section 116 of the Roads Act 1993 has been conducted.

### ***Continuous Footpath Treatment***

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

Traffic counts commissioned in February 2017, in Nickson Street at the intersection with Cleveland Street, recorded a maximum peak-hour volume of 57 vehicles for Nickson Street.

Although the peak-hour volume is slightly higher than the RMS warrant, the proposal is recommended to proceed given that Cleveland Street lies on a well-used pedestrian desire line to Moore Park. As the treatment is beneficial from a pedestrian safety and traffic calming perspective, the RMS has raised no objection to the proposal.

In addition, the crossing width proposed for the continuous footpath treatment is below the RMS warrant – with the addition of kerb extensions, the City proposes to reduce the kerb-to-kerb crossing width of Nickson Street, just north of the intersection with Cleveland Street, from the existing 12.8 metres to approximately 7 metres.

The new continuous footpath treatment **will not** impact on-street parking or traffic flows in the local area.

Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road, drivers must give way to any pedestrian or other road users on the road related area. The introduction of a continuous footpath treatment reinforces the road rules.

### **CONSULTATION**

In compliance with Section 116 of the *Roads Act 1993*, the City consulted with local residents and businesses for a period of 28 days and advertised the proposal in The Sydney Morning Herald and the Central Sydney Magazine.

In June 2017, the City consulted with 236 properties via letterbox drop requesting feedback on the proposal. A total of four submissions were received with one response supporting the proposal and three responses opposing the proposal.

The submission supporting the proposal believed it would improve safety and pedestrian accessibility.

Submissions opposing the proposal were concerned about a further reduction in vehicular access to their properties, particularly given the local traffic changes associated with the CBD and South East Light Rail (CSELR) project which will restrict Nickson Street to left in/left out movements at its intersection with Devonshire Street.

Drivers from Nickson Street wishing to travel west would be able to travel north into Devonshire Street, turn right at Crown Street and turn left onto Foveaux Street. Alternatively, drivers could turn left onto Cleveland Street, turn right onto Bourke Street, right onto Boronia Street, right onto Baptist Street and left onto Cleveland Street. Given the low volume of traffic currently turning right at Nickson Street, the effect of the proposal is relatively negligible.

Given the safety benefits of the proposal and the fact that alternate routes exist for the low numbers of vehicles travelling west from Nickson Street, the City recommends proceeding with the proposal.

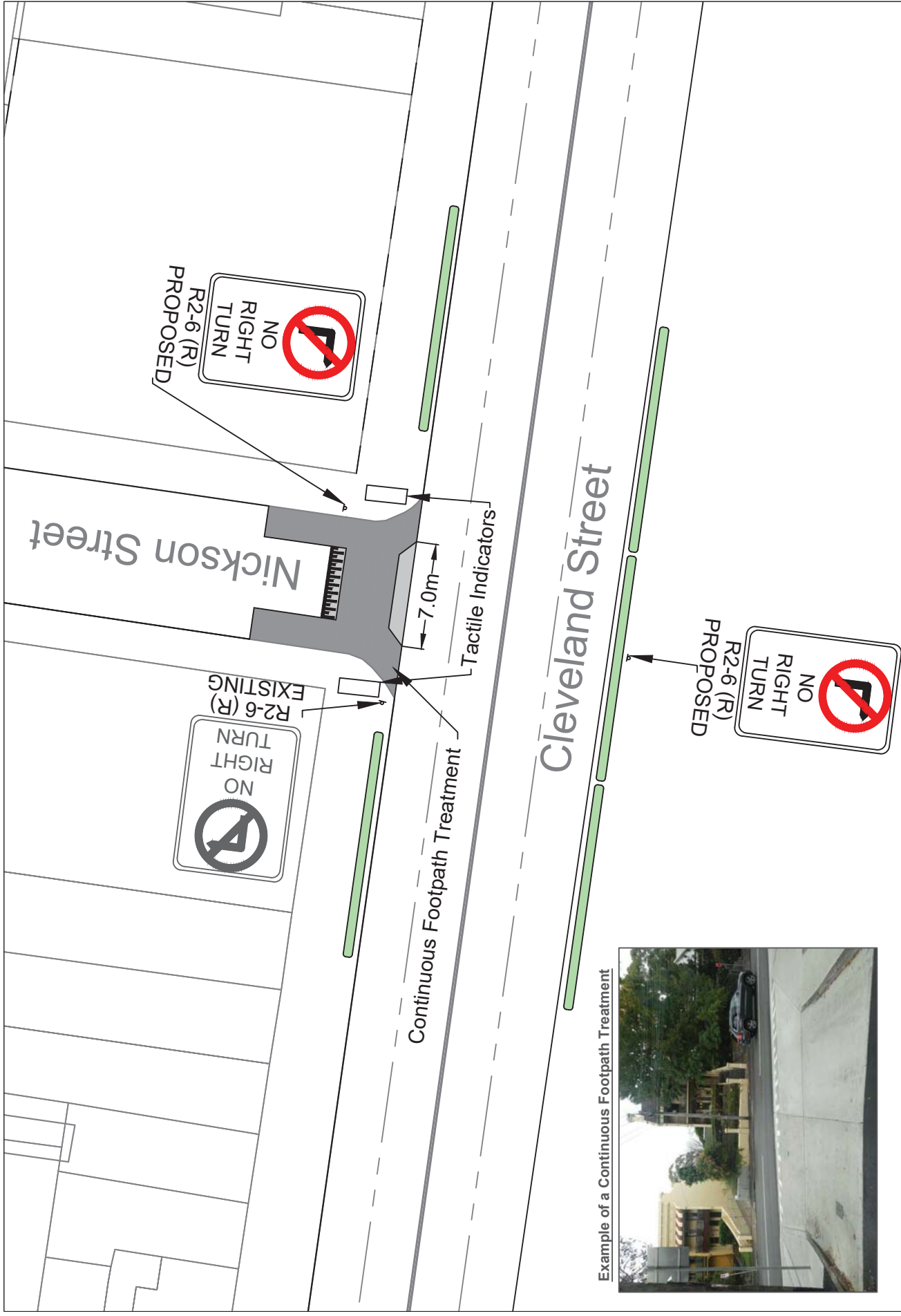
**FINANCIAL**

Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached.

**ATTACHMENTS**

Traffic Treatment – Proposed Right Turn Ban – Nickson Street Surry Hills

Eoin Cunningham, Senior Traffic Engineer



KEY:

- STREET PLANTING
- CONTINUOUS FOOTPATH TREATMENT



PROPOSED RIGHT TURN BAN  
NICKSON STREET, SURRY HILLS

SCALE: NTS  
DATE: 7/08/2017

PROPOSAL SKETCH

