

**ITEM 50. TRAFFIC TREATMENT – PERMANENT ROAD CLOSURE AND
CONTINUOUS FOOTPATH TREATMENTS AND SHARED ZONES –
HILL STREET CLARE STREET SHORT PLACE MARYS PLACE
FLOOD PLACE SURRY HILLS**

TRIM RECORD NO: 2017/354116

RECOMMENDATION

It is recommended that the Committee support the installation of the following Shared Zones in Surry Hills:

- Hill Street, between Bourke and Flinders Streets;
- Short Place, between Short and Hill Streets;
- Clare Street, between Short Street and Marys Place;
- Marys Place, between Bourke and Clare Streets; and
- Floods Place, between Albion Street and Marys Place.

It is also recommended that the Committee endorse the installation of the following:

- (A) Permanent road closure of Hill Street, Surry Hills between Short Place and Clare Street,
- (B) Continuous footpath treatment in Marys Place and Hill Street, Surry Hills, just east of the intersection with Bourke Street;
- (C) Continuous footpath treatment in Short Place and Clare Street, Surry Hills, just south of the intersection with Short Street;
- (D) Continuous footpath treatment in Hill Street, Surry Hills, just west of the intersection with Flinders Street; and
- (E) Installation of a raised threshold in Floods Place, Surry Hills, just north of the intersection with Albion Street.

VOTING MEMBERS FOR THIS ITEM

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

DECISION

BACKGROUND

The proposed treatments form part of a wider precinct plan originally agreed to as part of the redevelopment of the former St Margaret's Hospital East site. The St Margarets East Precinct is bounded by Short Street, Flinders Street, Albion Street, and Bourke Street.

The St Margarets East Precinct originally consisted of warehouses and commercial properties. As part of the redevelopment of the Precinct, the developers proposed a variety of public domain improvements.

These improvements included a road closure in Hill Street, between Short Place and Clare Street, and Shared Zones in nearby Hill Street, Marys Place, Floods Place, Short Place and Clare Street.

However the implementation of the public domain improvements was deferred until the completion of all redevelopments within the precinct.

The Council-endorsed Surry Hills Pedestrian Cycling and Traffic Calming (PCTC) Plan subsequently included the original proposals within the St Margarets East Precinct, such as the permanent road closure of a section of Hill Street and Shared Zones in Hill Street, Short Place, Clare Street, Marys Place and Floods Place. These proposals would prioritise access for pedestrians, control vehicle speeds and improve residential amenity in this area.

COMMENTS

Road Closure

The proposed road closure in Hill Street, between Short Place and Clare Street, would help to improve general safety in the area by prioritising pedestrian access, reducing the traffic volumes (especially short-cut traffic between Bourke and Flinders Streets) and reducing vehicle speeds in this area.

Traffic counts commissioned for seven days from 21 July 2017 to 27 July 2017, recorded an average of 456 vehicles per day and a peak hour volume of 79 vehicles per hour travel on Hill Street. Given these volumes, and that alternative routes such as Short and Albion Streets are available between Bourke and Flinders Streets, the proposal will have minimal impact on access. These alternative routes can easily cater for the small increase in transferred traffic. Also any local access is available via Clare Street which can also cater for the small increase in traffic volume.

A Traffic Management Plan (TMP) for the road closure in Hills Street was approved by the former Roads and Traffic Authority (RTA) on 28 October 2008.

Shared Zones

A Shared Zone is a road, network of roads or a road-related area with a posted speed limit of 10km/h and where pedestrian access and safety takes precedence over the ease of vehicle movement.

Approval to install a Shared Zone however is not delegated to Councils. Shared Zones are speed limits and approval to install them must be obtained from Roads and Maritime Services (RMS) directly.

The footpaths in Hill Street, Marys Place, Floods Place, Short Place and Clare Street are very narrow (ranging up to 1.1 metres). Under the existing conditions, pedestrians and in particular wheelchair bound pedestrians are forced to walk unprotected on the road. The footpaths cannot be widened as this would impact on two-way traffic flow.

This existing arrangement is considered an unsafe situation for pedestrians and therefore needs to be improved. The installation of Shared Zones would legalise the existing arrangement of pedestrians walking in the street.

Table 1 – Traffic counts commissioned over a seven day period in Hill Street, Clare Street and Floods Place, Surry Hills

Location	Seven Day AADT
Hill Street, Surry Hills	456
Clare Street, Surry Hills	94
Floods Place, Surry Hills	110

Table 1 demonstrates the traffic counts completed in Hill Street, Clare Street and Floods Place meet the RMS requirements for Shared Zones.

The proposed Shared Zones will create a pedestrian-friendly environment that allows pedestrians to walk safely and legally within the road carriageway. The appearance of the Shared Zone will be considerably different to nearby local streets to clearly communicate to road users that there is a change in the street environment and that pedestrians have priority.

The former RTA gave approval for Shared Zones in Hill Street, Marys Place and Short Place on 24 December 2009.

Additionally, on the 20 January 2017, in compliance with RMS Technical Direction for the Design and Implementation of Shared Zones (TTD 2014/003), the City sought RMS approval to install extra Shared Zones on Clare Street and Floods Place to complete a full Precinct treatment. On 13 April 2017, RMS granted the approval.

The proposed Shared Zones will not affect current on-street parking in the precinct.

Continuous Footpath Treatments

Continuous Footpath Treatments (CFTs) are proposed to be provided at the entry and exit points of the proposed Shared Zones for all streets except Floods Place. A raised threshold is proposed in Floods Place on the approach to Albion Street (instead of a continuous footpath treatment) because of drainage issues.

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.

Table 2 – Traffic counts commissioned for seven days in the streets in Hill Street, Clare Street and Floods Place

Street Name	Period	Vehicles per hour
Hill Street	Saturday AM Peak(12:00-1:00)	79 (one vehicle per minute)
Clare Street	Thursday PM Peak (15:00-16:00)	22 (less than two vehicles per minute)
Floods Place	Friday PM Peak (12:00-13:00)	27 (less than two vehicles per minute)

Although the peak-hour volume is higher than the RMS warrant in Hill Street, the proposal is recommended to proceed given that Hill Street lies on a well-used pedestrian desire line between Bourke and Flinders Streets. In addition, the proposed road closure would also reduce traffic volume in Hill Street.

The maximum peaks in Clare Street and Floods Place are well below the RMS warrant for continuous footpath treatments. Therefore, the proposal is compliant from a traffic volume perspective in Clare Street and Floods Place.

In addition, the crossing width proposed for the continuous footpath treatments are below the RMS warrant, with a maximum width of 5.2 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.

The City also consulted local residents and businesses in the area. There were 632 letters sent out with five responses supporting the proposal and nine responses opposing the proposal.

The submissions in support of the proposal encouraged all measures that improved pedestrian safety, access and amenity in the area.

The submissions opposing the proposal raised concerns about the permanent road closure in Hill Street, between Clare Street and Short Place, and Shared Zones in surrounding streets due to:

- The possible increase in noise from pedestrians occupying the Shared Zones adjacent to 'The Beresford Hotel';
- The possible increase in traffic congestion on Bourke Street by taxis that currently use Hill Street to transport patrons of 'The Beresford Hotel' from the Bourke Street to Flinders Street;

- Increase in traffic congestion on Clare Street because of the closure of Hill Street and because the loss of a 'No Parking' restriction on the northern side of Hill Street that is currently being used by couriers and trucks to load and unload goods to the businesses.

However, the proposed road closure in Hill Street will improve pedestrian safety and will reduce the number of vehicles that use Hill Street as a short cut route from Bourke Street to Flinders Street.

The road closure will require taxis that currently use Hill and Bourke Streets, to use the designated Taxi Zone on the western side of Flinders Street, just south of Hill Street. Patrons of the Beresford Hotel would walk through the Shared Zone to the Flinders Street Taxi Zone. This would reduce the congestion in both Hill and Bourke Streets.

The taxi drop off zone in Bourke Street outside 'The Beresford Hotel' will be retained.

The City has noted that the Conditions for the Development Consent for 4-12 Hill Street, Surry Hills (D/2005/274/E) stipulates that all loading and unloading operations must be carried out within the confines of the building at all times and that an off-street loading dock is provided.

The use of the existing "No Parking" zone on the northern side of Hill Street is not suitable for loading operations.

The proposed Shared Zone will prioritise pedestrian access and improve safety in Hill Street for visitors to 'The Beresford Hotel'.

The footpaths on Hill Street are narrow and pedestrians currently walk along the street. The installation of a Shared Zone in Hill Street would legalise the existing arrangement of pedestrians walking in the street. The City recommends proceeding with the proposal.

FINANCIAL

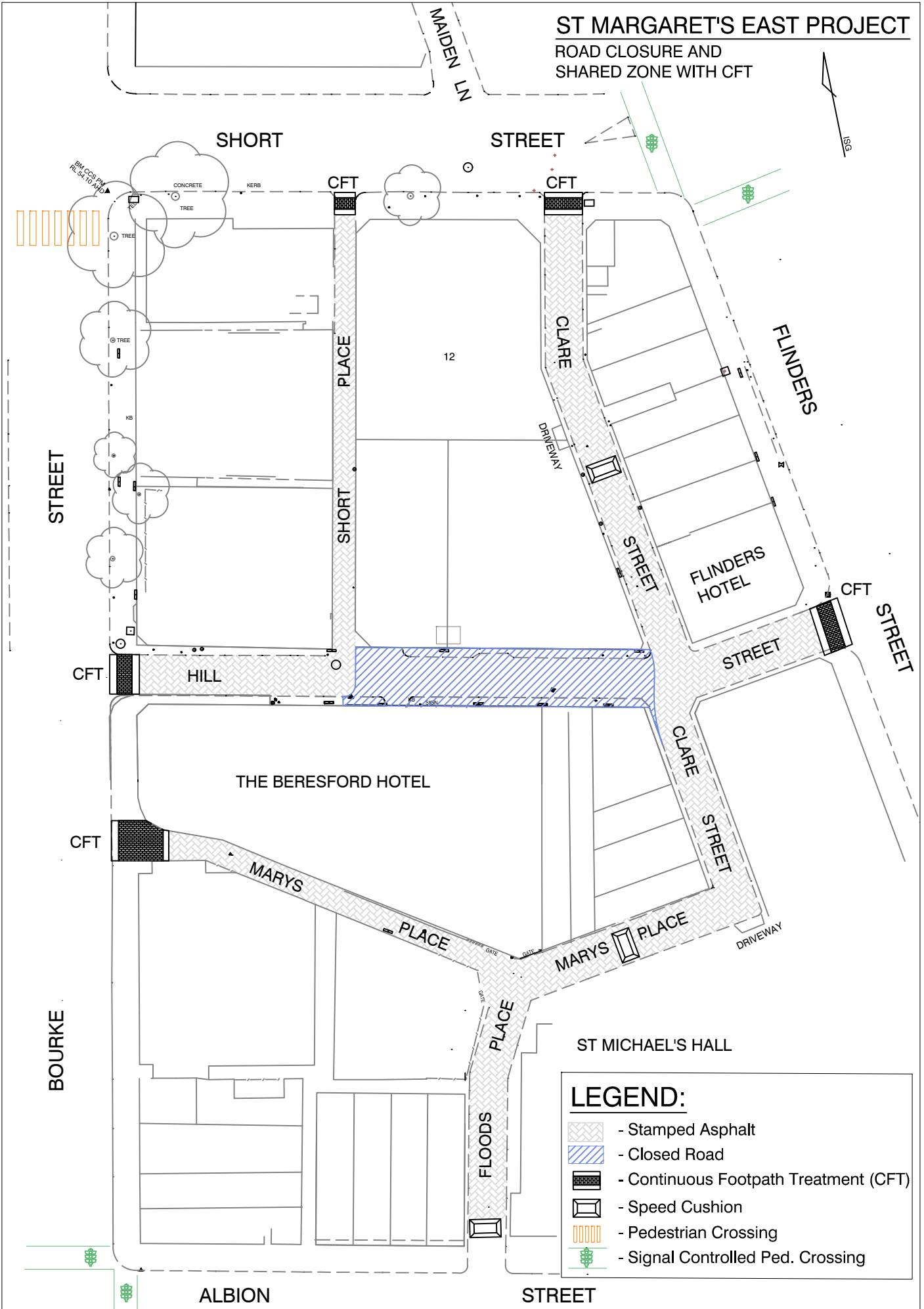
Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached.

ATTACHMENTS





Traffic Treatment – Permanent Road Closure and Continuous Footpath Treatments And Shared Zones – Hill Street Clare Street Short Place Marys Place Floods Place Surry Hills

James Nguyen, Engineering Traffic Officer

ST MARGARET'S EAST PROJECT
 ROAD CLOSURE AND
 SHARED ZONE WITH CFT



LEGEND:

-  - Stamped Asphalt
-  - Closed Road
-  - Continuous Footpath Treatment (CFT)
-  - Speed Cushion
-  - Pedestrian Crossing
-  - Signal Controlled Ped. Crossing