

**ITEM 51. TRAFFIC TREATMENT – CONTINUOUS FOOTPATH TREATMENT  
RAISED THRESHOLDS AND TIMED PARKING – KINGSBOROUGH  
WAY ZETLAND**

**TRIM RECORD NO: 2017/412944**

**RECOMMENDATION**

It is recommended that the Committee endorse the following changes in Kingsborough Way, Zetland (i.e. a new road):

- (A) A continuous footpath treatment just south of the intersection with Bourke Street;
- (B) Raised thresholds between points 63.3 metres and 67.7 metres and between points 73.3 metres and 77.7 metres south of Bourke Street;
- (C) Eastern and northern sides, south of Bourke Street, marked with a yellow “No Stopping” line;
- (D) Western side, between the points 0 metres and 13.6 metres south of Bourke Street, marked with a yellow “No Stopping” line;
- (E) Western side, between the points 13.6 metres and 21.4 metres south of Bourke Street, allocated as “Disability Parking”;
- (F) Western side, between the points 21.4 metres and 33 metres south of Bourke Street, marked with a yellow “No Stopping” line;
- (G) Western side, between the points 33 metres and 45.5 metres south of Bourke Street, allocated as “2P 8am-8pm”;
- (H) Western side, between the points 45.5 metres and 88.6 metres south of Bourke Street, marked with a yellow “No Stopping” line;
- (I) Western side, between the points 88.6 metres and 117.4 metres south of Bourke Street, allocated as “2P 8am-8pm”;
- (J) Western side, between the points 117.4 metres and 131.1 metres south of Bourke Street, marked with a yellow “No Stopping” line.

**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 – Redfern LAC                  |                       |                      |
| Representative for the Member for Heffron |                       |                      |

**DECISION**

## **BACKGROUND**

The Development Consent for 906 Bourke Street, Zetland (D/2015/1791) requires the Applicant to deliver a new road named Kingsborough Way, south of Bourke Street. At the completion of the works, the new road will be dedicated to the City.

The delivery of the new road will address Condition 14(a) for 906 Bourke Street, Zetland. In addition, Condition 34 requires the Applicant to submit a signage plan for kerbside parking and line marking arrangements that is to be referred to the Local Pedestrian, Cycling and Traffic Calming Committee, as part of this section of Kingsborough Way as a public road.

## **COMMENTS**

The City has approved the redevelopment of 906 Bourke Street, Zetland which includes a new road named Kingsborough Way, south of Bourke Street through the site.

The new road is a two way street, 5.8 metres wide and all parking spaces are provided in indented parking bays. Parking within the indented bays will be signposted with timed parking restrictions i.e. "2P 8am-8pm" which are in line with the City's Neighbourhood Parking Policy. These restrictions will provide parking turnover and availability of short term parking for visitors to the area.

The kerb space outside the indented parking bays will be marked with a yellow line to indicate a "No Stopping" restriction.

The construction of Kingsborough Way is limited to the extent of the building line of 906 Bourke Street, Zetland so it will form a temporary dead-end until the completion of Kingsborough Way further east as part of adjacent development sites.

A driveway for the development will be available at the temporary dead-end in Kingsborough Way and will form a turning area to allow vehicles to travel back to Bourke Street, until the completion of Kingsborough Way further east.

### **Disability Parking**

A disability parking space will be provided near to a new Park which will improve availability and accessibility for visitors.

The Australian Standard for on-street disability parking (AS 2890.6 – 2009) requires the provision of a 3.2 metre wide by 7.8 metre long bay.

A 7.8 metre long bay is proposed and with consideration for the width of existing parking lane in Kingsborough Way. The 3.2 metre bay width cannot be accommodated either within the carriageway or the adjacent footpath. However, as Kingsborough Way is designated for two-way traffic flow and is expected to have very low traffic volumes, low vehicle speed and only provides local access then the disability space can be provided with reduced dimensions.

In addition, a pram ramp is proposed at the edge of the parking bay to provide access to the adjacent footpath for wheelchair bound pedestrians who may use the disability parking space.

### **Continuous Footpath Treatment**

A continuous footpath treatment is proposed at the entry to Kingsborough Way just south of Bourke Street.

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 7 metres.

Kingsborough Way has not yet been constructed and as a result no traffic currently travels along the road. An estimated 73 vehicle trips during the peak hour are expected to access the site across the continuous footpath treatment.

The traffic volume exceeds the warrant for a continuous footpath treatment, however given the street only provides local access, and the treatment is beneficial from a pedestrian safety and traffic calming perspective, the RMS has raised no objection to the treatment.

The continuous footpath treatment will be split by a pedestrian refuge, to minimise the individual layback widths of the treatment to less than seven metres. Additionally, this will slow turning traffic and encourage left-in left-out movements at Bourke Street.

### **Raised Thresholds**

Raised thresholds are proposed on either side of the bend in Kingsborough Way. The raised thresholds will reduce traffic speeds on approach to the bend, where pedestrian activity is expected (adjacent to the Park) and will improve general safety on the street.

The raised thresholds comply with RMS Technical Directions for the Use of Traffic Calming Devices as Pedestrian Crossings (TDT 2001/04a).

### **CONSULTATION**

Consultation with the affected stakeholders was undertaken as part of the Development Application process for 906 Bourke Street, Zetland.

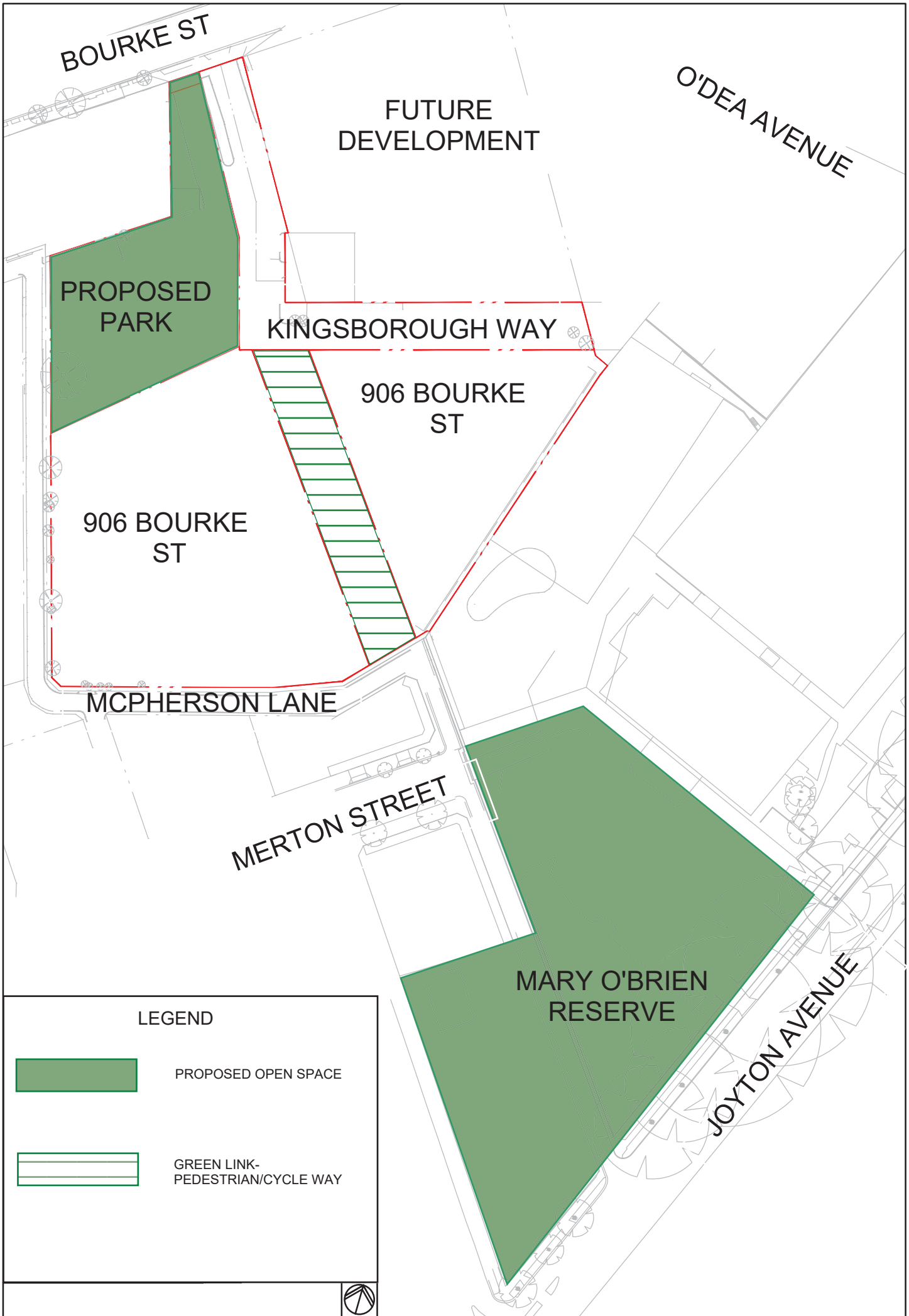
### **FINANCIAL**

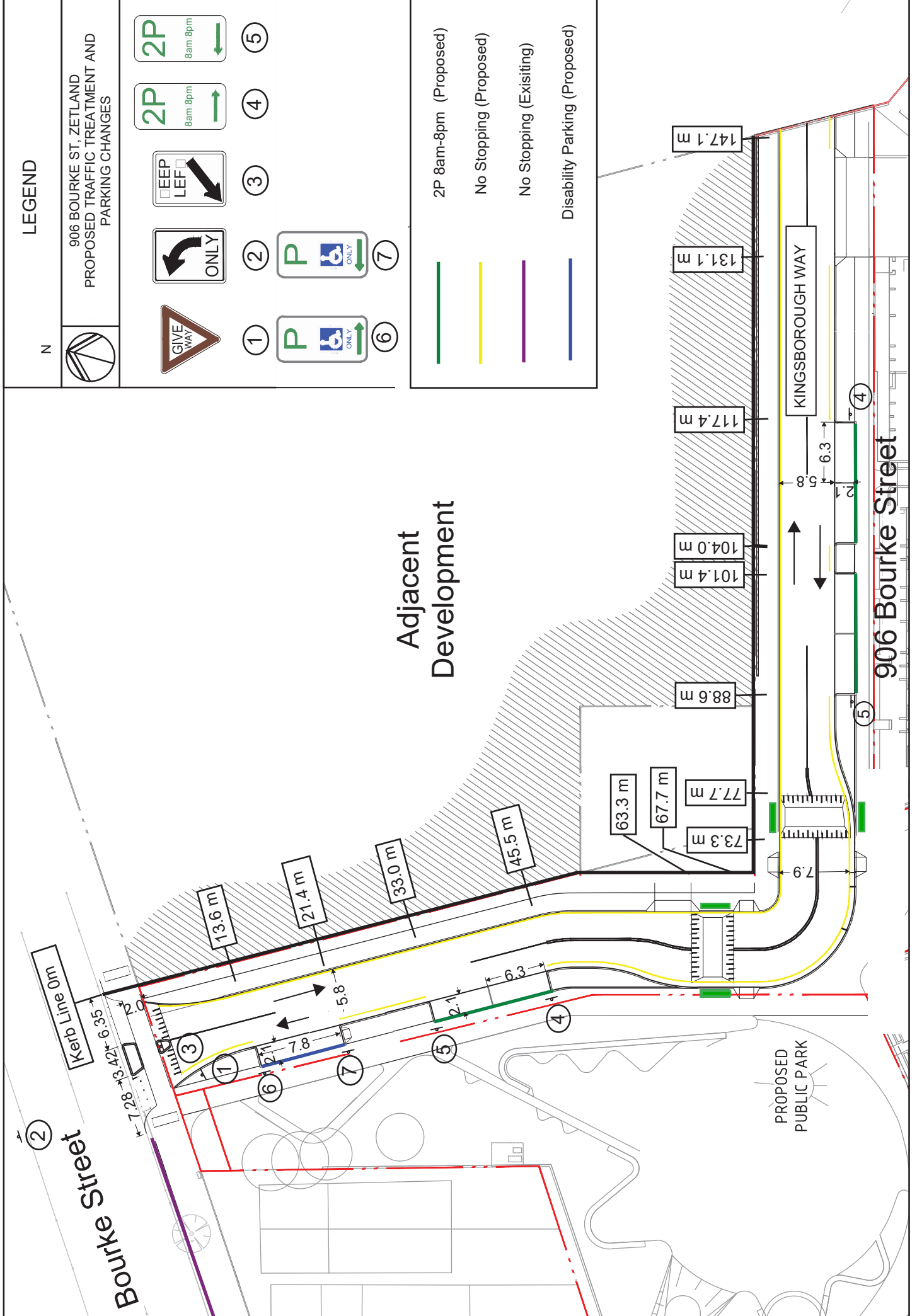
All costs associated with the proposal will be borne by the Applicant.

### **ATTACHMENTS**

Traffic Treatment – Continuous Footpath Treatment Raised Thresholds and Timed Parking – Kingsborough Way Zetland

Eoin Cunningham, Senior Traffic Engineer





**LEGEND**

906 BOURKE ST, ZETLAND  
PROPOSED TRAFFIC TREATMENT AND  
PARKING CHANGES

|   |   |   |   |   |
|---|---|---|---|---|
|   |   |   |   |   |
| ① | ② | ③ | ④ | ⑤ |
|   |   |   |   |   |
| ⑥ | ⑦ | ⑧ | ⑨ | ⑩ |

|  |                               |
|--|-------------------------------|
|  | 2P 8am-8pm (Proposed)         |
|  | No Stopping (Proposed)        |
|  | No Stopping (Existing)        |
|  | Disability Parking (Proposed) |

**Adjacent  
Development**

Bourke Street  
Kingsborough Way  
Kingsborough Way  
906 Bourke Street

13.6 m  
21.4 m  
33.0 m  
45.5 m  
63.3 m  
67.7 m  
77.7 m  
73.3 m  
88.6 m  
101.4 m  
104.0 m  
117.4 m  
131.1 m  
147.1 m

PROPOSED  
PUBLIC PARK

KINGSBOROUGH WAY

906 Bourke Street

②

①

③

⑦

⑤

④

⑤

④

7.28 m  
3.42 m  
6.35 m

7.8 m

2.1 m

5.8 m

2.1 m

6.3 m

7.9 m

2.1 m

6.3 m

5.8 m

2.1 m

6.3 m

2.1 m

6.3 m

2.1 m

7.28 m

3.42 m

6.35 m

7.8 m

2.1 m

5.8 m

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6.3 m

