

**ITEM 45. TRAFFIC TREATMENT – STEETScape IMPROVEMENTS –  
BROUGHAM LANE WOOLLOOMOOLOO**

**TRIM RECORD NO: 2017/397134**

**RECOMMENDATION**

It is recommended that the Committee endorse the following streetscape improvements in Brougham Lane, Woolloomooloo:

- (A) Footpath widening on the southern side of Brougham Lane, between Brougham and Victoria Streets;
- (B) Shared Zone in Brougham Lane, between Brougham and McElhone Streets;
- (C) Continuous footpath treatments in Brougham Lane at the intersections with Brougham, McElhone and Victoria Streets;
- (D) Contra-flow bicycle facility in Brougham Lane, between McElhone and Victoria Streets;
- (E) Reallocation of parking on the southern side of Brougham Lane, between Brougham and Victoria Streets “No Stopping”;
- (F) Reallocation of parking on the eastern side of Brougham Street, between the points 10 metres and 24 metres (two car spaces) north of Brougham Lane as “Loading Zone 7am-6pm Mon-Fri 7am-10am Sat”; and
- (G) Reallocation of parking on the western side of Victoria Street, between the points 10 metres and 18 metres (one car space) north of Brougham Lane as “Loading Zone 7am-6pm Mon-Fri 7am-10am Sat” and “No Parking 6pm-10pm Mon-Fri 10am-10pm Sat 7am-10pm Sun and Public Holidays Buses Excepted 15 minute Limit”.

**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**

The City East Pedestrian Cycling and Traffic Calming (PCTC) Plan adopted by Council recommended the consideration of a Shared Zone in Brougham Lane, between McElhone and Victoria Streets, to prioritise access for pedestrians, control vehicles speeds and preserve residential amenity.

**COMMENTS**

Brougham Lane is a narrow, one-way westbound lane with no footpaths and is well used by pedestrians walking to and from Kings Cross Station, as well as the nearby retail and entertainment precincts. Under existing conditions, pedestrians are forced to walk unprotected on the road. Pedestrian counts commissioned by the City in May 2016 recorded a total of over 1,500 pedestrians per day using Brougham Lane.

### **Footpath widening**

Traffic counts commissioned by the City identified that traffic volumes in Brougham Lane, between Victoria and Brougham Streets, exceeded the Roads and Maritime Services (RMS) requirements and as such would not approve a Shared Zone (well over 1,000 vehicles were recorded passing through here every day). Instead of pursuing a Shared Zone, it is proposed to widen the southern footpath in this section of Brougham Lane.

This section of Brougham Lane is approximately 6.2 metres wide, property line to property line, with a 1.8 metre wide indented parking lane, a 3.5 metre wide travel lane and very narrow footpaths. On-site inspection shows that a 2.3 metre wide footpath can be provided on the southern side of Brougham Lane by replacing the indented parking bay and widening the footpath.

To replace the two Loading Zones in the indented parking bay, two new Loading Zones will be provided in Brougham Street and a new Loading Zone in Victoria Street.

Despite not being able to achieve a Shared Zone treatment between Victoria and Brougham Streets, the proposed footpath widening is consistent with the intention of the PCTC recommendation.

### **Shared zone**

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.

On 6 January 2017, in compliance with RMS Technical Direction for the Design and Implementation of Shared Zones (TTD 2016/001), the City sought RMS approval to install a Shared Zone in Brougham Lane, between Brougham and McElhone Streets. On 13 April 2017, RMS granted the approval.

The proposed Shared Zone 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 installation of the proposed Shared Zone will not affect traffic flows or result in any loss of parking.

### **Continuous footpath treatment**

Continuous Footpath Treatments are proposed in Brougham Lane at the intersections with Brougham McElhone and Victoria Streets.

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, improves pedestrian safety and controls vehicle speeds.

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

### **Contra-flow bicycle facility**

Traffic counts commissioned for seven days from 20 May 2016 to 26 May 2016 in Brougham Lane, between Victoria and Brougham Streets, recorded an Average Annual Daily Traffic (AADT) volume of 1933 vehicles/day and an 85<sup>th</sup> percentile speed of 29 km/h.

During the same period, Brougham Lane, between Brougham and McElhone Streets, recorded an Average Annual Daily Traffic (AADT) volume of 1097 vehicles/day and an 85<sup>th</sup> percentile speed of 24 km/h.

The RMS Technical Direction for Contra-Flow Bicycle Facilities (TTD 2014/002) allows for the delineation of contra-flow bicycle lanes in one-way streets by signage only if the following conditions apply:

- sight distance is free of obstructions;
- traffic volumes and vehicles speeds are low; and
- road geometry does not present an unacceptable risk.

Given that:

- a site visit undertaken by the City still confirmed that the sight distance in both sections of Brougham Lane is clear and free of obstruction in both directions;
- traffic counts confirmed that the AADT volume along both sections of Brougham Lane is below the limit for local streets (2,000 vehicles per day) stipulated in the RMS Road Design Guide;
- speed counts confirmed the 85<sup>th</sup> percentile speed in both section of Brougham Lane, is below the posted speed limit of 50 km/h – furthermore, the proposed Shared Zone in Brougham Lane between Brougham and McElhone Streets would limit the posted speed limit to only 10km/h; and
- the proposal has been reviewed as part of a Road Safety Audit (RSA) to manage any associated safety risks, the proposal is compliant with the RMS Technical Direction.

### **CONSULTATION**

The City consulted local residents and businesses in the area. There were 359 letters sent out with five responses supporting the proposal and three responses opposing the proposal due to the removal the two Loading Zones in Brougham Lane.

The City is committed to prioritise access for pedestrians, control vehicles speeds and preserve residential amenity. To replace the two Loading Zones in Brougham Lane, two new Loading Zones will be provided in Brougham Street and a new Loading Zone in Victoria Street.

### **FINANCIAL**

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

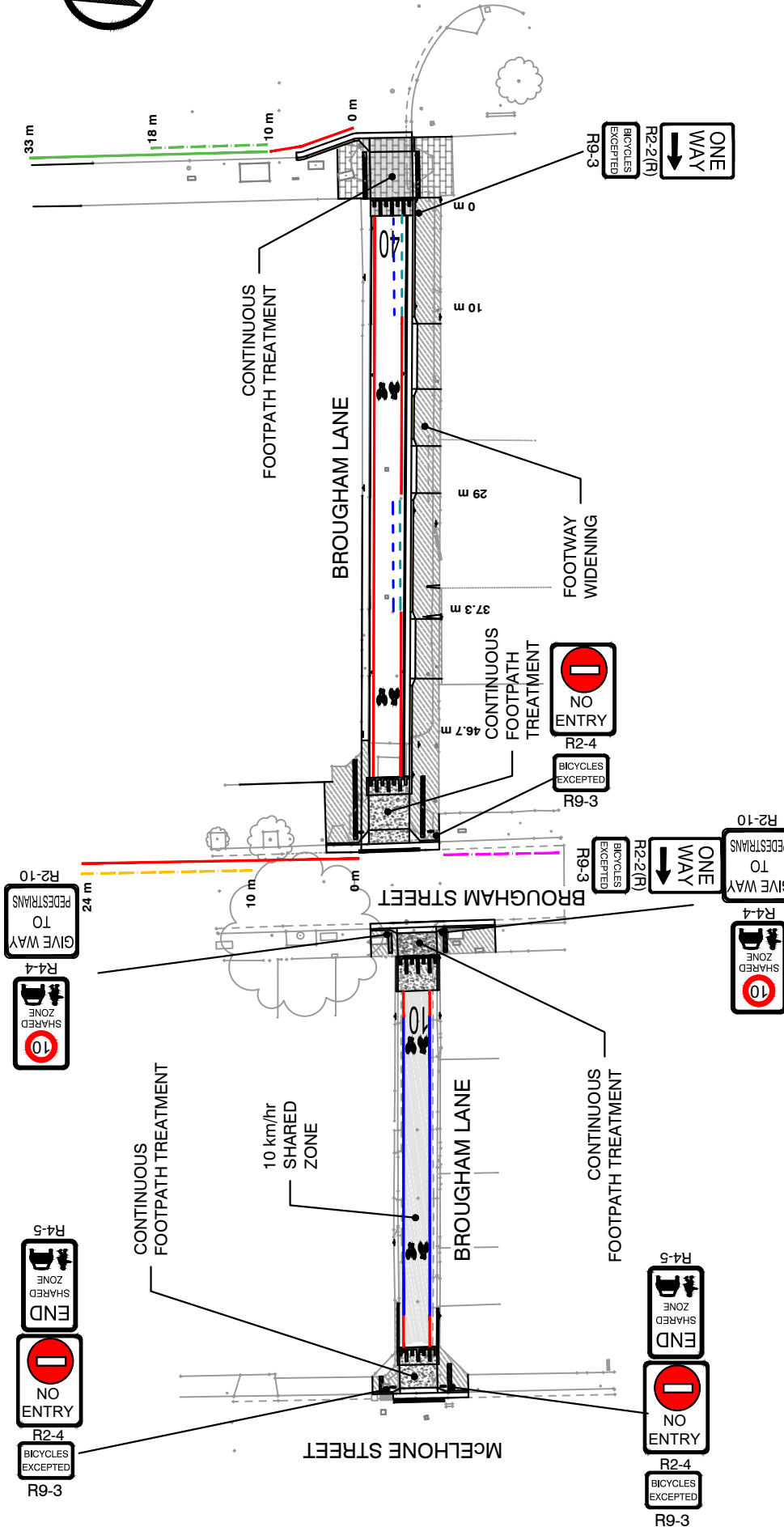
### **ATTACHMENTS**

Traffic Treatments – Streetscape Improvements – Brougham Lane Woolloomooloo









Ganesh Vengadasalam, Senior Traffic Engineer



VICTORIA STREET



## PROPOSED SAFETY IMPROVEMENTS BROUGHAM LANE, WOOLLOOMOOLOO NOT TO SCALE

Existing		Proposed	
	No Stopping		No Stopping
	Loading Zone 9am-4pm Mon-Fri		Loading Zone 7am-6pm Mon-Fri
	No Parking 7am-10pm		No Parking 7am-10am Sat
	Buses Excepted 15 min Limit		Loading Zone 7am-6pm Mon-Fri
			7am-10am Sat
			8:30am-3pm Mon-Fri
			8:30am-9:30pm Sat

