

## **Traffic Treatment – No Right Turn Restriction – Brocks Lane, Wilson Street and Burren Street, Newtown**

**File No: X001962**

### **Summary**

On 27 March 2017, Council endorsed the project scope for the Wilson Street and Burren Street Cycleway. The proposal includes a 'No Right Turn' restriction, making Brocks Lane inaccessible for traffic from the southern and eastern approaches of the intersection of Brocks Lane, Wilson Street and Burren Street.

On 13 December 2017, the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC) endorsed the proposal, following Roads and Maritime Services (RMS) approval of the Traffic Management Plan (TMP) on 21 September 2017.

This report recommends to restrict the access into Brocks Lane, Newtown as part of the proposed intersection changes at Brocks Lane, Wilson Street and Burren Street.

### **Recommendation**

It is resolved that Council approve the permanent 'No Right Turn' restriction, making Brocks Lane inaccessible for traffic from the southern and eastern approaches of the intersection of Brocks Lane, Wilson Street and Burren Street.

### **Attachments**

- Attachment A.** Traffic Management Plan – Brocks Lane, Newtown
- Attachment B.** Roads and Maritime Services – Traffic Management Plan Approval - 21 September 2017
- Attachment C.** Local Pedestrian, Cycling and Traffic Calming Committee Minutes of 13 December 2017- Item 52 - Traffic Treatment – Separated Cycleway – Burren and Wilson Streets, Newtown

## Background

1. The Cycling Strategy and Action Plan was adopted by the City in 2007, and subsequently incorporated in full into the City's long term strategic plan, Sustainable Sydney 2030. The City has since planned and largely implemented the delivery of the first suite of infrastructure projects.
2. The Wilson Street and Burren Street Cycleway project, of which this intersection is an important part, will complete the connection from Newtown to the eastern side of the CBD and the inner west.
3. Following feasibility investigations, a concept was developed, to balance the requirement for improved cycle safety with the aim to minimise parking loss, impacts on significant trees and deliver improvements to pedestrian amenity and safety.
4. In accordance with Section 116 of the Roads Act 1993, the City consulted with local residents and businesses regarding the 'No Right Turn' restrictions to Brocks Lane as part of the Wilson Street and Burren Street Cycleway project over six weeks between 29 November 2016 and 9 January 2017. The proposal was also advertised in The Sydney Morning Herald on 29 November 2016, the Central Sydney Magazine on 30th November 2016, and the City Hub on 1 December 2016.
5. On 27 March 2017, Council endorsed the project scope for the Wilson Street and Burren Street Cycleway. The proposal includes a 'No Right Turn' restriction, making Brocks Lane inaccessible for traffic from the southern and eastern approaches of the intersection of Brocks Lane, Wilson Street and Burren Street.
6. On 13 December 2017, the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC) endorsed the proposal, following Roads and Maritime Services (RMS) approval of the Traffic Management Plan (TMP) on 21 September 2017.

## Key Implications

### Strategic Alignment - Sustainable Sydney 2030 Vision

7. Sustainable Sydney 2030 is a vision for the sustainable development of the City to 2030 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress. This report is aligned with the following strategic directions and objectives:
  - (a) Direction 4 - A City for Walking and Cycling - outlines actions that will make walking and cycling an easy option for residents and visitors in our city. It recognises the importance of these modes to improve the health and environmental sustainability of our city.
  - (b) Objectives under this Direction include developing a network of safe, linked pedestrian and cycle paths integrated with green spaces throughout both the city and inner Sydney; giving greater priority to cycle and pedestrian movements and amenity in the city centre; promoting green travel for major workplaces and venues in the city.
  - (c) As a key part of the cycle network, the cycleway proposed in this project will create a link in the regional cycle route, providing a viable sustainable transport alternative that will contribute to lower carbon emissions and reduced pollution.

**Organisational Impact**

8. The Wilson Street and Burren Street Cycleway project will create additional assets such as new civil infrastructure, trees and pavements which will require ongoing maintenance.

**Risks**

9. Risks associated with the Wilson Street and Burren Street Cycleway project were considered through the design and consultation phase. These include safety, in particular road safety for pedestrians, cyclists and motorists, environmental impacts and economic impacts, as well as community concerns.
10. An independent Road Safety Audit has been carried out and any issues that were identified have been addressed in the final design.

**Social / Cultural / Community**

11. The Wilson Street and Burren Street Cycleway project provides improved access to safe cycling infrastructure and promotes a healthy lifestyle with an increased level of physical activity.
12. The project will provide streetscape improvements addressing pedestrian amenity and priority for people of all abilities. It will contribute to better connected neighbourhoods, and a more active and healthier community.

**Environmental**

13. The Wilson Street and Burren Street Cycleway project will align with the City of Sydney's environmental performance objectives and targets. Key initiatives include:
  - (a) Transport - As part of the cycle network, the Wilson Street and Burren Street Cycleway will provide a viable transport alternative which will contribute to lower carbon emissions and reduced pollution.
  - (b) Materials - materials adopted for this project are in line with standard City of Sydney approved products, which are selected from responsible manufacturers and sourced within Australia.

**Budget Implications**

14. The Council approved the scoping report and budget for the Wilson Street and Burren Street Cycleway project which included the 'No Right Turn' restriction proposal on 27 March 2017.
15. The Wilson Street and Burren Street Cycleway project is eligible for State Government funding through the Transport for NSW Active Transport Program. The City has applied for funding for future financial years.

**Relevant Legislation**

16. Section 116 of the Roads Act 1993.

17. RMS is responsible for the control of traffic on all NSW roads and has delegated to Council certain functions to regulate traffic on local roads.
18. RMS delegation gives Council authority to approve certain traffic controls, including turn bans, under Part 8, Division 2 of the Roads Act 1993. This delegation can only be exercised by the elected Council and is subject to a number of conditions and limitations, including the need to obtain the advice of the LPCTCC and receive TMP approval from RMS.

### **Critical Dates / Time Frames**

19. The construction of the Wilson Street and Burren Street Cycleway is planned to start in December 2018 and be completed in early 2020.

### **Public Consultation**

20. As required under 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 Central Magazine.
21. The City also consulted local residents and businesses in the area via letterbox drop and sent out 4,362 letters requesting feedback on the proposal.
22. Notification letters will be sent to property owners and businesses prior to construction.
23. During construction, there will be close liaison between property owners, businesses, City staff and the contractors to minimise disruption to residences and trade in the area.

### **AMIT CHANAN**

Director City Projects and Property

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