

**Traffic Treatment - Streetscape Improvements - Macleay Street, Potts Point****TRIM Container No.: 2019/575153****Recommendations**

It is recommended that the Committee note the changes to the following signalised intersections in Potts Point:

- (A) Raising the signalised intersection of Macleay Street and Greenknowe Avenue (TCS 1568); and
- (B) Footpath widening at the signalised intersection of Macleay Street and Challis Avenue (TCS 1666).

It is recommended that the Committee endorse the following traffic changes in Macleay Street, Potts Point:

- (C) The installation of continuous footpath treatments in the following streets:
  - (i) Orwell Street;
  - (ii) Hughes Street;
  - (iii) Crick Avenue;
  - (iv) Manning Street;
  - (v) Rockwall Crescent;
  - (vi) McDonald Street;
  - (vii) St Neot Avenue;
  - (viii) Gratham Street; and
  - (ix) Oak Lane.
- (D) The installation of footpath widening at the following locations:
  - (i) Western side of Macleay Street at Orwell Street;
  - (ii) Western side of Macleay Street at Manning Street; and
  - (iii) Eastern and western side of Macleay Street at Rockwall Crescent;
- (E) The conversion of Bus Stops 201137 to an in-lane Bus Stop on the western side of Macleay Street, south of Rockwall Crescent;

- (F) The conversion of Bus Stops 201152 to an in-lane Bus Stop on the eastern side of Macleay Street, north of Rockwall Crescent;

### Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Kings Cross PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

### Advice

Advice will be updated after the meeting.

### Background

The streetscape of Darlinghurst Road was upgraded in 2006 from William Street to Macleay Street. Macleay Street is identified in City's Liveable Green Network Strategy and Master Plan. The City of Sydney has allocated \$11 million to upgrade the streetscape of Macleay Street from Orwell Street to Oak Lane.

The proposed streetscape improvements include:

- Installing continuous footpath treatments along Macleay Street, between Orwell Street and Oak Lane;
- Replacing the asphalt footpath with concrete unit paving between Orwell Street and Challis Avenue; and
- Installation of street furniture such as bike parking, bubblers, garden beds, seats, trees, Smartpoles and LED lighting.

These improvements will calm traffic, improve pedestrian access and safety, and improve the local amenity.

## Comments

### ***Traffic signals***

It is proposed to upgrade the signalised intersections of Macleay Street and Greenknowe Avenue (TCS 1568) and Macleay Street and Challis Avenue (TCS 1666).

The proposed upgrades include raising the signalised intersection of Macleay Street and Greenknowe Avenue and widening the footpath at signalised intersections of Macleay Street and Challis Avenue.

Transport for NSW (TfNSW) have provided Agreement in Principle for the City to carry out Traffic Control Signal designs for their approval.

### ***Continuous footpath treatments and footpath widening***

Continuous footpath treatments are proposed in Macleay Street at Orwell Street, Hughes Street, Crick Avenue, Manning Street, Rockwall Crescent, McDonald Street, St Neot Avenue, Grantham Street and Oak Lane.

Footpath widening is proposed in Macleay Street on the western side at Orwell and Manning Streets and eastern and western side at Rockwall Crescent.

TfNSW have raised no objection to the continuous footpath treatments and footpath widening which will improve pedestrian access and safety by reinforcing pedestrian priority.

### ***In-lane Bus Stops***

It is proposed to relocate and convert Bus Stops 201137 and 201152 to in-lane Bus Stops on approach to Rockwall Crescent.

The proposed in-lane Bus Stops are proposed to be relocated on approach to the existing raised marked pedestrian crossing at Rockwall Crescent to improve:

- Safety - Buses would not impede the sight distance of pedestrians crossing;
- Pedestrian access - Bus Stops are located as close as possible to the crossing; and
- Bus efficiency - Buses only need to stop once to drop-off and pick-up customers and wait for pedestrians to cross.

TfNSW have raised no objection to relocate and change the Bus Stops to in-lane Bus Stops.

## Consultation

The design process for the streetscape improvement of Macleay Street has undergone two rounds of community consultation.

The first round commenced with a presentation on 19 November 2019 where community feedback was received until 3 December 2019 via the City's "Sydney Your Say" web site.

The second round commenced on 11 March 2020 with a presentation of a revised concept design based on the feedback from the first round of engagement. The web site was open for feedback until 8 April 2020.

The design has also sought advice from the City's Design Advisory Panel (DAP).

**Financial**

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

**CRAIG TARAGEL, PROJECT MANAGER**