Item 37.

Traffic Treatment - Single Lane Slow Points - Lawrence Street and Belmont Street midway between Harley Street and Fountain Street Alexandria

TRIM Container No.: 2020/316962

Recommendations

It is recommended that the Committee endorse the single lane slow points on Lawrence Street and Belmont Street, Alexandria, between Harley and Fountain Streets.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

The City in April 2018, consulted on the Alexandria Local Area Traffic Management Plan, which recommended a number of traffic calming treatments to mitigate the impacts of WestConnex on local roads.

The Lawrence Street and Belmont Street single lane slow points between Harley and Fountain Streets were recommended treatments to make it safer for people walking in the area and increase open space in Alexandria.

Comments

In April 2018 we developed a local area traffic management (LATM) plan for Alexandria, Erskineville and St Peters. The LATM Plan proposed a suite of treatments and streetscape improvements to:

- Protect local amenity and maintain property access;
- Apply a precinct-wide approach to ensure the problem is tackled collectively rather than street by street; and
- Consider the impact on pedestrians and cyclists as well as vehicles.

The City consulted with the local community to gather their feedback on the proposed suite of treatments from April 2018 to June 2018. At the end of the consultation period the City received 731 submissions with 75% of the submissions received supporting the City's LATM plan.

The City is now progressing on the approval of several of these treatments, including the single lane slow points on Lawrence Street and Belmont Street mid-way between Harley and Fountain Streets.

A single lane slow point treatment will only allow one vehicle to pass in a short narrow section of road, at low speed, one at a time while opposing vehicles will have to wait their turn to pass. The treatment will be created by footpath widening with landscaping to maintain residential amenity. Parking will not be affected as the slow point treatments will replace existing at-grade thresholds that already include kerb side islands and a median.

The slow point will protect local amenity, improved pedestrian and cyclist's safety by reducing vehicle speeds and discourage by-pass traffic.

Consultation

The City distributed 349 letters to residents and businesses in the area and received a total of 23 submissions with 16 in support and 7 against the proposed single lane slow points on Lawrence Street and Belmont Street.

The comments received during the Public Consultation are examined and reviewed to determine how a proposal progresses or is modified to address community comments.

In this case, given the need to protect these local streets prior to the opening of the St Peter Interchange, the City intends to proceed with the proposed single lane slow points.

There were several comments raised during the community consultation and the City's responses are shown as follows:

Comment: Concerns with safety on a single lane two-way flow operation at night.

- **Answer:** The single lane slow points will have reflective signage and street lighting with speed hump road markings to highlight the traffic treatment.

Comment: Slow points are unnecessary with closing Lawrence Street midway between Maddox and Harley Streets.

- **Answer:** WestConnex project has the potential to divert through traffic onto local streets. The closure of Lawrence Street, between Maddox and Harley Streets, will not prevent vehicles using Harley Street to access Lawrence and Belmont Streets and then onto Fountain Streets as a short -cut route. The single lane slow points will discourage this short-cut route and ensure lower speeds.

Comment: Similar street modifications in Mosman have negatively affected the amenity of the street such as parking loss and there are no issues with traffic flow in Belmont Street but parking will be removed with treatment.

- **Answer:** The Belmont and Lawrence Streets single lane slow points will replace the existing at-grade thresholds that already include kerb side islands and a median midway along these streets. This will mean there should be no loss of kerbside parking with this proposal.

Comment: Unnecessary, cost.

- **Answer:** The City supports improving safety and residential amenity for the community. These treatments were recommended to protect the residential area from the potential impacts from WestConnex and improve safety along with providing further landscaping to maintain residential amenity.

Comment: What is the benefit of single lane slow points?

- **Answer:** The single lane slow points will ensure lower speed, discourage by-pass traffic and provide open space.

Comment: Slow points will send additional traffic down Belmont and Lawrence Lanes as by-pass the treatments. Existing speed humps do not reduce vehicle speeds and pedestrians walk on road, as footpaths are too narrow.

- **Answer:** The potential diversion of traffic to Belmont and Lawrence Lanes as by-pass has been identified and both laneways will be monitored by the City to determine if further action is necessary.

Comment: Concern slow points will bank up vehicles outside our door while waiting to use single lane. Already issue with taxis, Uber, council trucks etc that temporarily stop or park outside our driveways. Moved slow point outside Dan Murphy/Woolworths building where there are no households.

- **Answer:** The slow point needs to be located approximately halfway between Harley and Fountain Streets to provide the maximum benefit to slow traffic and ensure that if any temporary queuing occurs then it does not affect safety near intersections.

  Unfortunately, moving the slow point next to the Dan Murphy/Woolworths driveway would not be supported as it is too close to Fountain Street and would reduce the effectiveness of the treatment.

Comment: Parking in Lawrence Lane will this be stopped as it is a hazard for drivers in and out of Lawrence Lane.

- **Answer:** Lawrence and Belmont Lanes traffic and parking arrangements will be monitored to ensure safety and access is maintained.

Generally, kerb side parking in the lanes can narrow the travel space and therefore slow down traffic. Providing a wide travel space in a laneway will increase speed and usage as a short-cut route. Removal of parking would only be considered if it affects access.

Comment: Slow points will make it more difficult for emergency vehicles to access our street.

- **Answer:** Emergency services will be advised of changes on Lawrence and Belmont Streets with new slow points.

  Note that when Emergency Vehicles are under lights and sirens, all vehicles must move out of the way.

Comment: How does this slow point make pedestrians safer? Will NOT make it safer for cyclist!

- **Answer:** The single lane slow point will physically force vehicles to slow down and improve safety.

Comment: Where speed humps and a lower speed limit considered instead of slow point?

- **Answer:** The single lane slow points incorporates a speed hump/raised threshold in the design to physically reduce vehicle speed and forms part of the single lane treatment. Speed humps, without the slow point, have limited effectiveness with discouraging the use of the street by short-cut traffic.

  TfNSW (formally RMS) are responsible to authorise speed limits and not the City of Sydney. However, Lawrence and Belmont Streets are already signposted as a 40km/h Local Traffic Area speed limit, which is appropriate for residential streets.

Financial

Funds are available in the budget as part of the City's Capital Works Program.

COL WARNE, TRAFFIC PROJECT MANAGER