

Item 3.

Traffic Calming - Park Street, Erskineville

File No: X022475.003

Summary

At the 14 December 2020 meeting of Council, it was resolved that:

(A) Council note:

- (i) Park Street is predominantly a residential street containing low density housing and which has a maximum weight limit of 3 tonnes for vehicles entering the street to pass through;
- (ii) due to the installation of the Henderson Road pop-up cycleway, left hand turn access has been removed from Railway Parade, causing traffic to be diverted down Park Street from Swanson Street;
- (iii) prior to the cycleway installation, Park Street was a quiet residential road and immediately after the installation, residents expressed concern for the frequency and speed of vehicles running through Park Street and the increase in heavy vehicle usage, including large industrial appliances accessing the rail yards nearby; and
- (iv) in September 2020, in response to residents' concerns about the volume and speed of traffic, the City installed speed cushions in Park Street. Residents have since reported that these speed cushions have had little to no impact in traffic calming, have increased noise in the street and are dangerous, encouraging motorists to swerve to avoid the cushions; and

(B) the Chief Executive Officer be requested to:

- (i) investigate concerns and take immediate steps to reduce some of the impacts that residents are experiencing, including removing speed cushions which are having unintended impacts, making speed and weight limit signage more visible and more frequent patrolling for heavy vehicle usage;
- (ii) ask staff to consult with state authorities including Transport for NSW, to train their drivers and contractors who are working in the area to refrain from using Park Street and remind them that this is a local residential road with a maximum weight limit of three tonnes;
- (iii) reinstate Park Street back to its condition as a quiet residential street prior to the traffic changes by implementing traffic calming measures. Residents have a number of suggestions, including limiting turns into and out of Park Street, creating raised pedestrian crossings and extended garden beds, and as a last resort, creating a cul-de-sac. City staff are requested to respond to community suggestions and to provide options to the community for input and feedback; and

- (iv) report back to Council via a council report within two months on the process for community consultation and feedback into those longer-term traffic calming measures for Park Street.

Public exhibition of an initial concept design to traffic calm Park Street was conducted over a four week period between 16 November and 18 December 2020, together with consultation on cycleway connections in Erskineville and Alexandria.

This report outlines current and possible future actions to improve traffic calming in Park Street, Erskineville noting that a more comprehensive report with an updated concept plan will be submitted to Council for consideration, together with concept plans for Henderson Road, Railway Parade and Bridge Street, Erskineville as part of the Alexandria and Erskineville Cycleway Connections project.

Recommendation

It is resolved that:

- (A) the subject report be received and noted; and
- (B) Council note that a more detailed report and updated concept plan for Park Street, Erskineville will be submitted to Council as part of the Alexandria and Erskineville Cycleway Connections project.

Attachments

Attachment A. Context Map - Safe Routes to School

Attachment B. Community Feedback December 2020 - Shared Path Improvements and Changes to Parking and Traffic on Park Street, Erskineville

Background

1. In June 2018, the City received a community petition on behalf of over 200 residents of the area with suggestions to reduce traffic and speeds on Henderson Road, Railway Parade and Bridge Street including:
 - speed humps;
 - closure of Henderson Road near Park Street; and
 - closures on Alexander Street and Brown Street.
2. Over the past couple of years, the City has also received several requests from residents of Park Street to improve the safety of crossing the street, especially at Swanson Street. Hence the inclusion of a raised crossing at this location in the proposals consulted on in November-December 2020.
3. After the installation of the 'pop-up' cycleway in Henderson Road and Railway Parade in July 2020, speed cushions were installed on 26 September 2020 to reduce traffic speeds. These speed cushions have generated a mix of responses from residents, including comments that drivers are swerving around them and that they create noise. Speed counts before and after the installation show the cushions have reduced traffic speeds. If the speed cushions are removed without replacing them with other speed-reducing devices, then speeds are likely to increase again.
4. In November and December 2020, during the community consultation for the proposed Alexandria and Erskineville cycleways, the community put forward the following ideas:
 - (a) increase visibility of load limit signs and increase enforcement;
 - (b) stop Sydney Trains trucks using Park Street;
 - (c) increase visibility of 40km/h speed limit signs and/or use speed detecting signs;
 - (d) remove speed cushions / replace with full width speed humps;
 - (e) add raised pedestrian crossings;
 - (f) use angle parking to narrow the street and/or on alternating sides creating a 'chicane' to reduce speeds;
 - (g) use extended garden beds or in-street tree planting; and
 - (h) ban the right turn from Park Street into Henderson Road, limit other turns in/out full or partial closure of Park Street at either end or in the middle.
5. In response to these suggestions, the actions below have been taken or are proposed to be taken in the near future:
 - (a) additional signage for the heavy vehicle (3 Tonne) load limits were installed on Monday 30 November 2020. City Rangers have since been doing patrols of heavy vehicles travelling on Park Street;
 - (b) City staff contacted Sydney Trains in November 2020 to request that their trucks use Henderson Road from Mitchell Road to access their depot sites;

- (c) Transport for NSW has agreed to install an additional 40km/h speed limit sign on Park Street. City staff will investigate a speed detecting sign;
 - (d) removal of the speed cushions once other speed mitigation measures (listed in e, f, g below) are implemented;
 - (e) a raised pedestrian and cycle crossing is proposed to be installed across Park Street at Swanson Street. This proposal was included in the consultation in November and December 2020. This will improve connectivity and safety for pedestrians and bike riders and reduce the speed of vehicles as they enter Park Street. It is expected it will discourage non-local traffic from turning into Park Street.
 - (f) concept plans for landscaped angled parking in Park Street are being developed and will be exhibited for community consultation shortly; and
 - (g) extended garden beds and in-street planting will be incorporated in the proposed street layout in conjunction with the angled parking.
6. Following the implementation of the above mitigation measures, traffic speeds and volumes will be reviewed. If further traffic calming is required, a right turn ban from Park into Henderson Road will be investigated. This would require a consultation and approval process.
7. A full or partial road closure of Park Street would be investigated as an alternative to a right turn ban and would again require a further consultation and approval process. It is proposed that a more detailed report and updated concept plan for Park Street will be submitted to Council for consideration, together with plans for the proposed Erskineville and Alexandria cycleways which were publicly exhibited in November and December 2020.

Key Implications

Strategic Alignment - Sustainable Sydney 2030

8. 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 2 provides a road map for the City to become A Leading Environmental Performer and the intention to calm and deter traffic, improving local conditions for walking, as well as the potential for landscape islands to add to the greening from the park will improve the local environment.
 - (b) Direction 4 - A City for Walking and Cycling is aided by improving conditions for walking in Park Street.

Social / Cultural / Community

9. Using traffic calming measures to return Park Street to a quiet residential character will have social and community benefits, including likely increased incidental social interactions which build social capital, and likely more attraction to access the green open space with attendant physical and mental health benefits.

Relevant Legislation

10. Roads Act 1993 for road related approvals.
11. Local Government Act 1993 for construction procurement.
12. Environmental Planning and Assessment Act 1979 (Part 4 and 5).
13. Transport Administration Act 1988

Critical Dates / Time Frames

14. A further report will be submitted to Council, with a full consultation report and updated proposals and concept plan for Park Street, Erskineville.

Public Consultation

15. Public consultation was undertaken between 16 November to 18 December 2020, together with consultation on cycleway connections in Erskineville and Alexandria. The material exhibited included:
 - (a) Consultation Page: <https://www.cityofsydney.nsw.gov.au/proposed-works-maintenance/have-your-say-new-cycling-connections-alexandria-erskineville>
 - (b) Project Page: <https://www.cityofsydney.nsw.gov.au/improving-streets-public-spaces/new-cycling-connections-Alexandria-Erskineville>
 - (c) Context Map - Safe Routes to School (Attachment A).
16. Community Feedback on shared path improvement and changes to parking and traffic on Park Street is summarised in Attachment B.
17. The City is currently updating the Park Street Concept Plan following community responses and will reconsult on those plans shortly.

KIM WOODBURY

Chief Operating Officer

Fiona Campbell, Manager Cycling Strategy