

## Relevant Information for Council

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**FILE:** X022475.003 **DATE:** 19 February 2021

**TO:** Lord Mayor and Councillors

**FROM:** Kim Woodbury, Chief Operating Officer

**THROUGH:** Monica Barone, Chief Executive Officer

**SUBJECT:** Information Relevant To Item 9.3 – Traffic Calming - Park Street, Erskineville

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### Alternative Recommendation

It is resolved that:

- (A) the subject report be received and noted;
- (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;
- (C) Council approve the following immediate temporary works be undertaken in Park Street, Erskineville:
  - (i) the installation of temporary barriers to affect a narrowing of Park Street at the Swanson Street intersection, to deter and slow vehicular traffic; and
  - (ii) the installation of temporary angled parking and chicanes using line-marking (subject to further community consultation over the next week on the Traffic Calming and Landscape Concept Plan as detailed in Attachment A to the subject memorandum and the approval of the Local Pedestrian, Cycling and Traffic Calming Committee);

- (D) Council approve the immediate preparation of a Traffic Impact Assessment Report and Traffic Management Plan for the precinct for the following two options, noting that these proposals would be subject to future consultation with stakeholders from the broader surrounding area and approval by Transport for NSW and the Local Pedestrian, Cycling and Traffic Calming Committee:
  - (i) Option One: No Right Turn from Park Street into Henderson Road; or
  - (ii) Option Two: Full closure of Park Street at Henderson Road;
- (E) Council note the timeframes and sequencing as detailed in the subject memorandum;
- (F) the Chief Executive Officer be requested to continue to ensure that speed and weight limit signage and markings are clearly visible; and
- (G) the Chief Executive Officer be requested to continue to allocate frequent patrolling for heavy vehicle usage, particularly during early morning periods.

## **Background**

At the meeting of the Transport, Heritage and Planning Committee on 15 February 2021, Councillors sought further information relating to traffic calming measures for Park Street in Erskineville and in particular, the timing and sequencing of possible traffic calming works.

## **Narrowing and raised pedestrian/bike crossing of Park Street at Swanson Street**

### Status

Following recent consultation, the community overwhelmingly supports narrowing the entry to Park Street at Swanson Street and a raised threshold with pedestrian and bicycle crossing, as consulted in November and December 2020. It was listed as an item for consideration at the 18 February 2021 Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC) meeting and was endorsed by the Committee.

### Next steps

Council could resolve to approve this traffic calming measure ahead of the scoping report for the rest of the Erskineville and Alexandria cycling connections coming before Council in the future.

### Timeframe

If Council were to approve this measure, City staff would immediately seek a quote for construction and engage a contractor to undertake the works. Construction on site would start in May 2021.

In the short-term, temporary barriers to affect a narrowing of Park Street at the Swanson Street intersection could be installed in approximately three weeks of Council approving this measure.

## **Chicanes, garden beds and angled parking along Park Street**

### Status

The City exhibited consultation plans (which included reference to angled parking in Park Street) in November and December 2020 in order to seek feedback and inform development of a plan for angled parking that responded to feedback. The City received many responses from the community in Park Street, who mostly supported angled parking to narrow and/or chicane the traffic, with some calling for more landscaped garden beds.

The introduction of angled parking with landscaping and chicanes could provide up to eight additional parking spaces in Park Street. The exact number of additional parking spaces will depend on the final layout.

### Next steps

The City has developed a Traffic Calming and Landscape Concept Plan (Attachment A) and is ready for the next stage of consultation with residents. The plan can be refined based on further input, for example, to alter the balance between the number of extra parking spaces and garden beds.

### Timeframe

After consultation and any refinements, the angled parking proposal is scheduled to go before the April 2021 Local Pedestrian Cycling and Traffic Calming Committee meeting. Construction of landscaping and angled parking would be done as part of the other works in the area scheduled for mid-2021.

As an interim solution, angled parking could be installed in approximately three weeks of being approved, using just line-marking. This would require the Local Pedestrian Cycling and Traffic Calming Committee to approve the layout out of the road. Local Pedestrian Cycling and Traffic Calming Committee approval is also required for this interim (using line-marking) measure; however this could be considered out of session following the consultation.

## **Closure at Henderson Road or right turn ban from Park Street into Henderson Road**

### Status

There is significant support among residents of Park Street for either a right turn ban or closure of Park Street at Henderson Road, but any proposal to restrict existing traffic movements would be subject to consultation with stakeholders from the broader surrounding area and approval by Transport for NSW and the Local Pedestrian, Cycling and Traffic Calming Committee. It is noted that local access from Swanson Street to nearby streets would be impacted by the closure of Park Street and there would be flow on effects to other streets.

### Next steps

In accordance with section 116 of the Roads Act 1993, a road closure or right turn ban requires the following steps before implementation:

- (a) Preparing a Traffic Impact Assessment Report and Traffic Management Plan for the precinct
- (b) Transport for NSW review and approval of the above

- (c) Public exhibition of the proposal for 28 days and consideration of submissions received
- (d) Local Pedestrian Cycling and Traffic Calming Committee approval
- (e) Council approval.

#### Timeframe

The timeline for undertaking steps (a) to (e) above from start to finish is approximately seven months, based on previous experience. Implementation could start soon after.

City staff have requested that Transport for NSW support an immediate trial of right turn ban from 6am to 10am prior to the preparation of a Traffic Impact Assessment Report and Traffic Management Plan and public exhibition. This would compress the implementation program. Transport for NSW has advised that it does not support an approval pathway that deviates from the legislative process (including 28-day public exhibition) and therefore will not implement a trial of a right turn ban.

### **Removal of speed cushions**

#### Status

The City installed speed cushions in October 2020 at the request of residents concerned about speed and traffic. Before the installation, the 85th percentile speed of cars in Park Street was 48km/h and, afterwards, reduced to 40km/h. Traffic numbers also reduced slightly afterwards. Some residents are concerned about the noise, and that some drivers are driving around the cushions. Other residents are concerned about the difficulty crossing the road, especially for children or elderly, if cars are going too fast.

#### Next steps

City staff recommend that for safety, the speed cushions are not removed until sufficient other traffic calming measures are in place, such as those described above. Therefore, if the recommendations above are adopted by Council, the speed cushions would be removed in approximately three weeks.

### **Heavy Vehicle Usage and Signage**

City staff have been in contact with Next Rail (Next Rail is an Incentivised Delivery Entity comprising of John Holland, Jacobs and Transport for NSW) since December 2020 to request that they stop trucks from using Park Street to access the Railway Yard along Railway Parade, Erskineville. Most recently (February 2021), Next Rail have advised City Staff that their contractors heavy vehicles will use Henderson Road instead of Park Street to access the Railway Yard.

The City has installed the requested 3 tonne load limit signs, increased City Ranger patrols and load limit enforcement and Transport for NSW has installed extra 40km/h speed limit signs.

**Memo from Kim Woodbury, Chief Operating Officer**

Prepared by: Fiona Campbell, Manager Cycling Strategy

**Attachments**

**Attachment A.** Park Street Traffic Calming and Landscaping Concept Plan

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Approved

A handwritten signature in black ink, appearing to read 'P. M. Barone', with a long horizontal flourish extending to the right.

**MONICA BARONE**

Chief Executive Officer