

**Item 22.****Traffic Treatment - Permanent Road Closure - Farnell Street, Surry Hills**

TRIM Container No.: 2022/284946

**Recommendations**

It is recommended that the Committee endorse the permanent road closure of Farnell Street, Surry Hills between Fitzroy and Sandwell Streets.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Surry Hills PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

**Advice**

Advice will be updated after the meeting.

**Background**

A food and beverage business located at the eastern corner of Fitzroy and Farnell Streets; Surry Hills has applied for an outdoor dining area on Farnell Street as part of the Alfresco night-time business program supported by the NSW government.

The width of the footpath on Fitzroy Street in front of the restaurant is unable to safely accommodate both footpath dining and pedestrian access. Given that Farnell Street has no footpaths, the business is also not eligible for footway dining on Farnell Street. As such, the

business has requested consideration to utilise Farnell Street provide outdoor seating opportunities, improve pedestrian access, and activate the area.

## Comments

Farnell Street, Surry Hills between Fitzroy and Sandwell Streets is a local road under the jurisdiction of the City. Farnell Street runs in a north-south direction between Sandwell Street in the north and Fitzroy Street in the south. Farnell Street is approximately 4.0 metres wide with no footpaths and provides pedestrian access to residential properties located along the street. There is only one driveway along the street providing access to a property's garage. There is no kerb side parking in the street and "No Stopping" restrictions are installed along both the eastern and western kerb sides.

Sandwell Street, Surry Hills is a local two-way road that runs in an east-west direction between Hutchinson Street in the east and Farnell Street in the west. Sandwell Street has no footpaths and provides pedestrian and vehicles access to residential properties and businesses located along the streets. There is no kerb side parking in the street and "No Stopping" restrictions are installed along both the northern and southern kerb sides.

To improve pedestrian access, provide outdoor seating opportunities and activate the area, a business has requested consideration to permanently close Farnell Street between Fitzroy and Sandwell Streets.

Vehicle and speed surveys were undertaken in Farnell and Sandwell Streets from Monday 9 December to Sunday 15 December 2019. A summary of the traffic survey data is outlined in the following table.

Street	Direction	85th Percentile Speed (km/h)	7 Day AADT (veh/day)
Farnell Street	Northbound	19	7
	Southbound	19	3
Sandwell Street	Eastbound	19	6
	Westbound	19	18

It is evident from the traffic survey data that Farnell and Sandwell Streets experiences low vehicle volumes and speeds. Both streets are mainly accessed by local traffic accessing the residential properties and businesses in the area. Vehicles on Farnell Street are mainly travelling towards the businesses on Sandwell Street.

Farnell Street and Sandwell Street have an AADT of 10 vehicles/day and 24 vehicles/day respectively. With the proposed permanent road closure of Farnell Street between Fitzroy and Sandwell Streets, traffic on Farnell Street will now be diverted through Sandwell Street. Given the low AADT on Farnell Street, the diverted traffic is not expected create traffic impacts on Farnell Street. Furthermore, Sandwell Street experiences low pedestrian

volumes and the increased AADT of 10 vehicles/day is not expected to impact on pedestrian safety and amenity.

Farnell and Sandwell Streets provide vehicle access to rear property driveways to properties fronting Hutchinson and Fitzroy Streets. There are four driveways and one loading dock on Sandwell Street and one driveway on Farnell Street.

The proposed permanent road closure of Farnell Street between Fitzroy and Sandwell Streets would not impact on vehicles access to the driveways in Farnell and Sandwell Streets. The road closure on Farnell Street would commence after the driveway on Farnell Street. Vehicle access to the driveway will be to and from Sandwell Street.

Given that the existing vehicle speeds and traffic volumes are low along Farnell and Sandwell Streets impacts to pedestrian safety and amenity is not expected. Following the permanent road closure of Farnell Street and commencement of outdoor dining, pedestrian volumes in the area is expected to increase. However, given the low traffic volumes and vehicle speeds along Sandwell Street, impact to pedestrian safety and amenity is not expected.

The treatment proposed to implement the road closures would continue to provide access to both pedestrians and bike riders. When the outdoor dining area is installed, adequate space would be provided to accommodate pedestrians in wheelchairs and prams and bike riders.

The permanent road closure at Farnell Street will be implemented initially using bollards to prevent vehicle access. The road closure on Farnell Street would commence after the driveway on Farnell Street. Vehicle access to the driveway will be to and from Sandwell Street. When the budget is available in the Capital Works Program, the road closure would include streetscape treatment measures

## Consultation

In compliance with Section 116 of the Roads Act 1993, the City consulted with local residents and businesses for a period of 28 days and advertised in the Sydney Morning Herald and Wentworth Courier.

The City consulted local residents and businesses in the area. There were 422 letters sent out with four responses supporting the proposal and one response opposing the proposal. Two responses provided feedback on the proposal but neither supported nor opposed the proposal.

The submissions are summarised below:

Submission no.	Support or Object	Description of submission	City's comments
Submission 1 - 4	Support	Submissions supported the City's proposal to improve the amenity of the area and support a local business.	The proposal would provide outdoor dining opportunities for current and future businesses in the area, improve pedestrian amenity

			and road safety in the area.
Submission 5	Object	<p>The submission response stated that the closure would increase traffic on Hutchinson Street.</p> <p>The response also stated that the closure would impact on emergency access and tradesmen access to carry out urgent works sin Farnell Street.</p>	<p>The AADT on Farnell Street is less than 10 veh/day. As such, any impact of diverted traffic onto Hutchinson Street is minimal. In addition, closure of Farnell Street prevents rat-running through the street and improves road safety.</p> <p>Emergency services personnel can remove the bollards to access the street during emergencies. Tradesmen requiring urgent access to the street can contact the City to arrange removal of the bollards.</p>
Submission 6	Feedback on proposal	<p>The submission requested for a pedestrian crossing on Fitzroy Street.</p>	<p>Given that Fitzroy Street is a two lane one-way westbound road, it does not satisfy the requirements for a pedestrian crossing.</p> <p>A midblock signalised pedestrian crossing also does not meet the requirements for a signalised crossing due to close proximity of the two signalised intersections at both ends of Fitzroy Street.</p>
Submission 7	Feedback on the proposal	<p>The submission requested the following:</p>	<p>The funding to close the road will be borne initially from City's outdoor dining programme. The</p>

		<ul style="list-style-type: none"> <li>- cost of the closure should not be borne using funds from rate payers.</li> <li>- a pedestrian crossing in Fitzroy Street</li> <li>- the impact of additional traffic on Hutchinson Street</li> <li>- a shared zone in Sandwell Street</li> <li>- convert Hutchinson Street to a one-way northbound</li> </ul>	<p>permanent closure with streetscape improvements will be borne from the City's capital works programme similar to other traffic treatment projects in the City.</p> <p>The City installs Shared Zones in areas where there is high pedestrian volume to improve pedestrian safety. Pedestrian volume in Sandwell Street is low and as such would does not warrant a shared zone.</p> <p>Converting Hutchinson Street to a one way northbound is not supported as there has been no requests from residents or businesses in the area.</p>
--	--	--	---

### Financial

Funds are available in the current budget.

**GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER**