

# **Attachment B**

**Traffic Management Plan – Grafton Lane,  
Chippendale**

**TRAFFIC MANAGEMENT PLAN**

**PROPOSED ROAD CLOSURE GRAFTON LANE, CHIPPENDALE  
BETWEEN CITY ROAD TO THE EAST END**

A. Description or detailed plan of proposed measures Is a detailed plan of proposed measures necessary?	YES
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**Introduction**

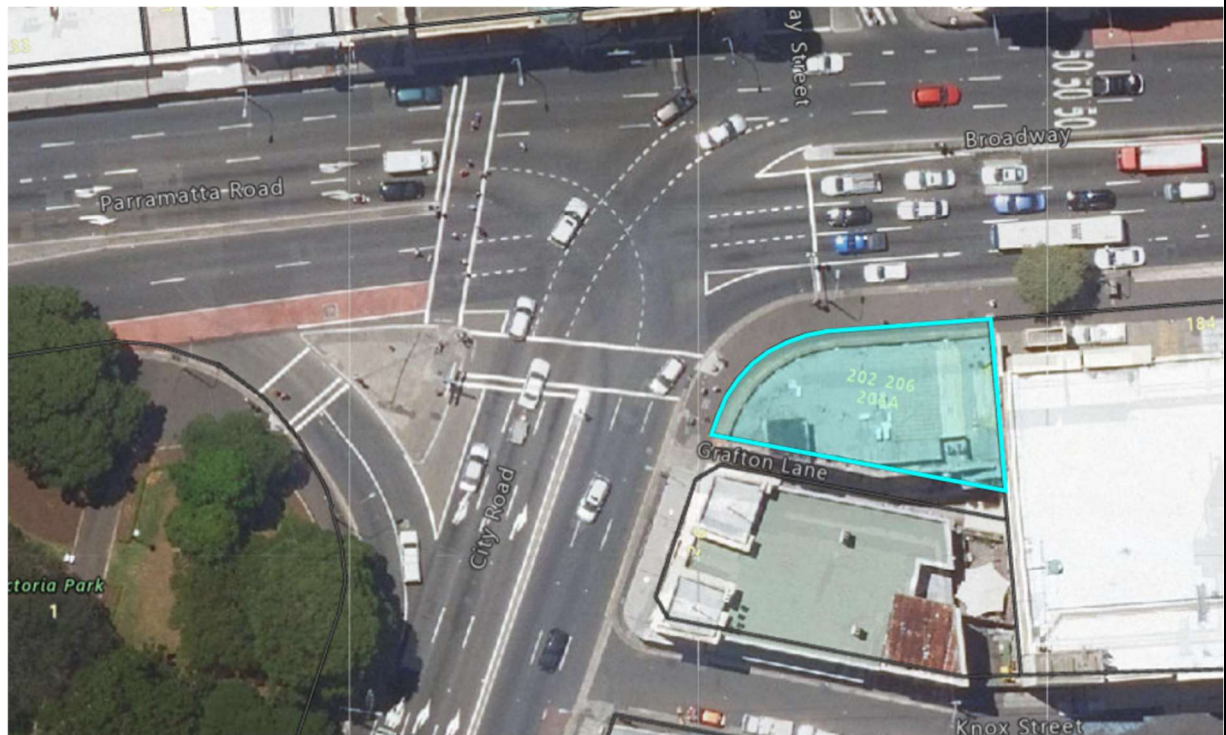
A food and beverage business located at the corner of Broadway and City Road; Chippendale has applied for an outdoor dining area in front of the business as part of Alfresco night-time business supported by NSW government and City of Sydney.

Given that Broadway and City Road are both State Roads and Clearways in front of this site, it is not a suitable candidate for road reallocation to support the business on either of these roads. As such, the business is proposing to utilise Grafton Lane for the purpose of outdoor dining on the roadway.

The width of Grafton Lane is approximately 2.2 meters wide and unable to safely accommodate both outdoor dining and two-way travel lane. As such, the City is proposing to permanently close Grafton Lane to accommodate outdoor dining.

Grafton Lane is a local road under the jurisdiction of the City.

The Location Plan is shown in **Figure 1**.



**Figure 1 – Locality Plan**

Eastbound street view of Grafton Lane from City Road is shown in **Figure 2**.



**Figure 2** – Eastbound street-view of Grafton Lane

**B. Identification and assessment of impact of proposed measures**  
Is a detailed assessment required?

**YES**

### Road Hierarchy

- **Broadway:** a state highway that runs in an east-west direction between Abercrombie Street in the east and City Road in the west. Broadway accommodates Four lanes of traffic in both directions and is subject to a 50 km/hr speed zoning in the vicinity of the site and 60 km/hr speed zoning thereafter, partly in recognition of evolving commercial, pedestrian, and bicycle activity. The outer southern lane is always a bus lane and clearway ending up with a left turning bay for traffic to turn left into City Road.
- **City Road:** a state highway that runs in a north-south direction between Broadway in the north and Cleveland Street in the south. City Road accommodates Three lanes of traffic in both directions and is subject to a 50 km/hr speed zoning in the vicinity of the site, partly in recognition of evolving commercial, pedestrian, and bicycle activity. The outer western lane is turning bay for traffic to turn left into Parramatta Road.
- **Grafton Lane:** a local “No Through Road” laneway with 2.2 meters at the City Road that runs in a west-east direction from City Road to the end. Grafton Lane’s primary function is to service properties with frontages to Broadway and City Road. Grafton Lane accommodates two-way traffic flow and kerbside parking is not provided along either kerbside along its length. It has no formed footpaths.

**C. Identification and assessment of impact of proposed measures**

**YES**

Is a detailed assessment required?

### Existing Traffic and Pedestrian Conditions

Vehicle and speed surveys were undertaken in Grafton Lane from Friday 11 August to Thursday 17 August 2023. A summary of the traffic survey data is outlined in **Table 1**.

**Table 1 Grafton Lane Vehicle Speeds and Volumes**

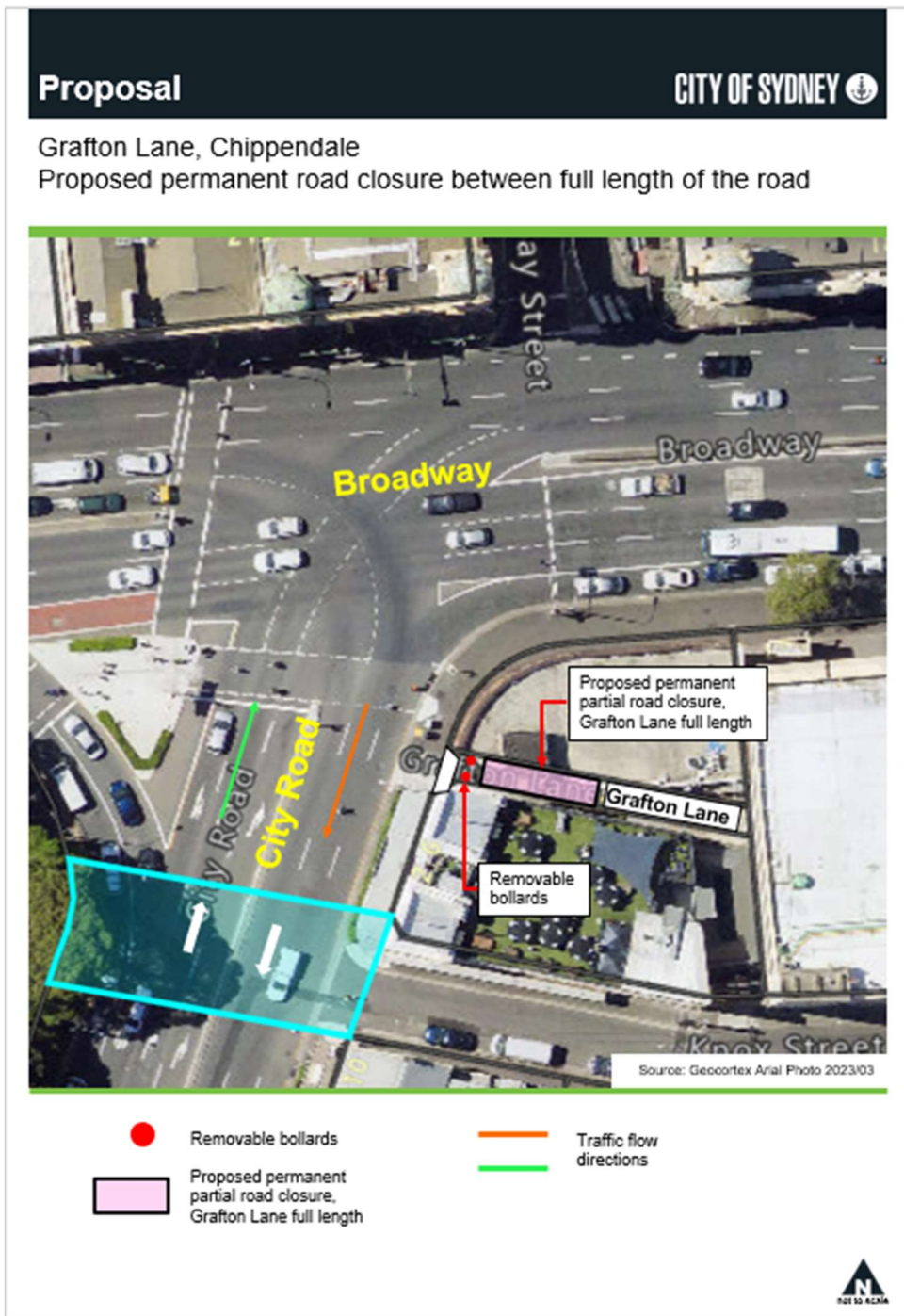
Street Name	Direction	85 <sup>th</sup> Percentile Speed (km/hr)	Seven-day AADT
Grafton Lane	Eastbound	19	1
	Westbound	19	1

It is evident from the traffic survey data that Grafton Lane experiences very low vehicle volumes and speeds. Grafton Lane is mainly accessed by local traffic accessing the commercial properties and businesses in the area. Vehicles on Grafton Lane are mainly serving the businesses on the lane.

Grafton Lane has an AADT of 2 vehicles per day. With the proposed permanent road closure of Grafton Lane, there will be no vehicular traffic in the lane but pedestrian movement only, serving the commercial buildings and the outdoor dining patrons. Given the low AADT on Grafton Lane, the abandoned vehicular traffic is not expected to create traffic impacts on City Road. Furthermore, Grafton Lane experiences low pedestrian volumes and provision of proper signage there will be no impact on pedestrian safety and amenity.



A change of traffic condition plan is shown in **Figure 3**.



**Figure 3.** Change of traffic condition plan for Grafton Lane

**Access to driveways**

Grafton Lane provides service vehicles to serve rear access to properties fronting Broadway. There are rear doors to these properties on Grafton Lane which do not have driveways but pedestrian access only.

The present very low traffic on Grafton Lane shows that have vehicles can have the option of parking on nearby roads as the result of this proposed permanent road closure.

### Potential Pedestrian and Traffic Treatment Measures

Given that the existing vehicle speeds and traffic volumes are low in Grafton Lane impacts to pedestrian safety and amenity is not expected. Following the permanent road closure of Grafton Lane and commencement of outdoor dining, pedestrian volumes in the area is expected to increase. However, given that the abandoned traffic volume in the lane, impact to pedestrian safety and amenity is not expected. We also will provide adequate signage to enforce this road closure for pedestrian safety.

The following traffic treatment measures are proposed in Grafton Lane:

- **Signage**

Implementation of adequate signage such as “No Entry” (R2-4) at the entry to Grafton Lane at its intersection with City Road. It is considered that a proliferation of signage is not however essential due to the nature of these laneways and that a more sensitive approach would be to implement physical changes as outlined below.

- **Bollards**

The permanent road closure at Grafton Lane will be implemented initially using bollards to prevent vehicular access. The road closure on Grafton Lane would commence from the edge of the pathway at City Road to the existing stairs for the basement of the property in Grafton Lane.

A photo showing this location is shown in **Figure 4**.



**Figure 4 – End of Grafton Lane property access**

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.

Notwithstanding, it is emphasised that the existing traffic conditions can safely accommodate the expected increase in pedestrian volumes along Grafton Lane without any more changes to the existing traffic conditions elsewhere, given the low traffic volumes and vehicles speeds as described above.

	<p>Temporary road closure for Alfresco Dining Area will impact the traffic and there will be no vehicular traffic to this end. The pedestrians will safely pass at the end if we allow 1.4m access as minimum determined by Australian Standards to allow wheelchairs pass safely.</p>	
<b>D.</b>	<p><b>Assessment of public transport services affected.</b> Is an assessment required?</p>	<b>No</b>
	<p><b>Public Transport</b> Grafton Lane is not located in a public transport route. As such, the proposed permanent road closure of Grafton Lane would have no impacts to public transport.</p> <p>In addition, the subject site is adjacent to Broadway and City Road heavy public transport which services the CBD and connecting major centres such as Sydney CBD, Central Station, the University of Technology Sydney.</p> <p>It is evident the subject site is very well serviced by public transport services which are within easy walking distance of the site, providing alternative and sustainable transport options for both staff and customers, thereby reducing reliance on private vehicle trips. Notwithstanding, it is expected that the site will attract a local catchment, with most patrons and staff walking to the site.</p> <p>The proposed closure would not affect any existing public transport service in the local area.</p>	
<b>E.</b>	<p><b>Details of provision made for emergency vehicles, heavy vehicles, cyclists, and pedestrians:</b> Are these details required?</p>	<b>No</b>
	<p><b>Emergency Vehicles</b> Emergency vehicles would access Grafton Lane via City Road. Furthermore, the bollards installed to enforce the permanent road closure are removable bollards and emergency services have access to remove the bollards during an emergency.</p> <p><b>Service Vehicles</b> Service vehicles such as cleansing and waste vehicles currently access the area from City Road, as such the permanent road closure of Grafton Lane would not impact on access for service vehicles as the bollards installed to enforce the permanent road closure will be removable bollards.</p> <p><b>Pedestrians and Bike Riders</b> Access to pedestrians and bike riders would be always maintained.</p>	
<b>F.</b>	<p><b>Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures</b> Is an assessment required?</p>	<b>No</b>



	<p><b>Future Developments</b></p> <p>The proposed temporary road closure would have no associated transport impact on existing and future developments.</p>	
<b>G.</b>	<p><b>Assessment of effect of proposed measures on traffic movements in adjoining Council areas</b></p> <p>Is an assessment required?</p>	<b>No</b>
	<p><b>Traffic Movements</b></p> <p>The proposed temporary road closure would have no associated traffic impact on adjoining Council areas as the traffic in the laneway is negligible.</p>	
<b>H.</b>	<p><b>Public consultation process</b></p> <p>Is a public consultation process required?</p>	<b>Yes</b>
	<p><b>Public consultation</b></p> <p>The proposed Grafton Lane closure should be consulted with all residents and business owners in a proper public consultation process in accordance with NSW Government regulations and City's procedures.</p>	
	<p><b>Conclusions &amp; Recommendations</b></p> <p>A food and beverage business located at the eastern corner of Grafton Lane and City Road, Chippendale has applied for an outdoor dining area on Grafton Lane as part of Alfresco night-time business supported by the NSW government.</p> <p>Due to lack of adequate footpath width in the area, the business is not eligible for footway dining. The width of Grafton Lane is approximately 2.2 metres wide and unable to safely accommodate both outdoor dining and two-way travel lane. As such, the City is proposing to permanently close Grafton Lane from City Road to east end to accommodate outdoor dining.</p> <p>The proposed permanent road closure of Grafton Lane would activate the lane way for outdoor dining and improve the economy for local businesses.</p> <p>The permanent road closure will be implemented using bollards which would prevent vehicles access and maintain access for pedestrians and vehicles.</p> <p>Access to pedestrians and bike riders would be maintained. Emergency Vehicle access to Grafton Lane would be maintained by unlocking the bollards. There would be no vehicle access to Grafton Lane, as there are no driveways in the lane.</p>	