Item 22.

Traffic Treatment - Pedestrian Improvements - Pring Street, Woolloomooloo

TRIM Container No.: X103695

Recommendations

It is recommended that the Committee endorse the installation of the following parking restrictions and traffic facilities in Pring Street, Woolloomooloo.

(A) 'No Stopping' on Pring Street between the points 12.97 metres and 22.94 metres east of Dowling Street;

(B) Additional shared zone signage to ensure the existing shared zone complies with Transport for New South Wales (TfNSW) guidelines TS 03631:1.0 NSW Speed Zoning Standard;

(C) Concrete islands / kerb blisters forming slow points on Pring Street at its intersections with Dowling Street and with McElhone Street; and

(D) One concrete speed cushion on Pring Street.

Voting Members for this Item

Voting Members	**Support**	**Object**
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Kings Cross PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The City of Sydney received feedback from residents in the area that they felt unsafe walking on the existing shared zone on Pring Street. The City commissioned a report by Transport and Traffic Planning Associates (TTPA) dated 28 June 2023, which identified issues with limited sightlines and contradictory and confusing signage / delineation.

Seven-day traffic counts undertaken from 29 May 2023 found an 85th percentile speed of 20km/h. The Average Annual Daily Traffic is 167 vehicles and the maximum peak hour traffic volume is 24 vehicles per hour. Average daily volumes of heavy vehicles is approximately 10 vehicles per day with the majority of this being two-axle vehicles and only 1-2 vehicles per day at most having three axles.

Comments

The proposal will help improve general safety in the area as part of the City's commitment to improve access for people walking, calm traffic and improve residential amenity.

The proposed treatments have been designed to accommodate two-way traffic flow for passenger vehicles (with a passing bay) and access in both directions for heavy vehicles, in one direction at a time, including the 8.8m service vehicle and 10.6m City of Sydney waste vehicle.

The concrete islands will discourage drivers and pedestrians from travelling close to the blind corners at Dowling Street and McElhone Street. These islands will also discourage drivers from speeding as will the proposed speed cushion. The concrete island on the eastern end of Pring Street is reduced in size and a contrasting paver and edge line will be used to delineate the path for drivers, as a full-size island would obstruct the 10.6m City of Sydney waste vehicle.

The location of the speed cushion will also reduce driver speeds. It is located to avoid disrupting the overland flow path of water down the centre of the street and to also ensure an accessible path of travel is available immediately to its north.

Rounding of the corner of the retaining wall south of Pring Street as part of improvements to the playground and installation of garden beds will further improve sightlines. Note due to the 10km/h speed limit, the latest TfNSW guidelines on shared zone design recommend shared zones have limited forward visibility and that stopping sight distances should be at least 12 metres. This is achieved in this design.

Signage has been updated to include 'Shared Zone', 'Give way to pedestrians' and 'End Shared Zone' signs as required by the NSW Speed Zoning Standard.

'Slow Point' and 'One Lane' signage has also been provided to alert drivers to the constrained road width at the corners and encourage them to slow down in anticipation of oncoming traffic. Note that speed hump warning signs have been omitted to reduce visual clutter. Per Australian Standards these signs aren't required as the speed cushion is part of the shared zone treatment and drivers will already be alerted to changed road conditions.

The shared zone will be resurfaced from stamped asphalt to the City's tri-hex pavers, which will further highlight to drivers that they are not in a typical road environment and need to slow down.

Consultation

The City consulted local residents and businesses in the area online and via mail out. There were 2403 letters sent out with 5 responses supporting the proposal and 2 responses opposing the proposal.

Note this consultation was carried out based on a different original proposal to install bollards instead of concrete islands / blisters, which would allow pedestrians to be separated from vehicle traffic at the corners of Pring Street. Further assessment showed that it was not possible to achieve this separation without limiting the accessible path of travel and impacting access for waste collection and emergency vehicles.

Plans with the updated design were sent to residents who had responded to the original consultation, any further feedback will be included in the LPCTCC meeting.

Those in favour of the proposed works were supportive of pedestrian safety improvements and one resident provided feedback that the bollards should be accessible and easy to walk through for pedestrians.

One resident opposed to the proposal suggested the street be closed to vehicular traffic due to concerns about speeding, risk to pedestrians and potential for damage to the adjacent building that have arisen under the existing layout of Pring Street. Another suggested that school students may not stay within the bollards and requested that the bollards or fencing be provided along the full length of Pring Street.

The revised design will ensure that vehicles will no longer park adjacent to the building north of Pring Street, limiting the likelihood of collision. Cognisant of the challenges that the bollard alignment would provide to people walking, particularly those with disabilities, the new design retains the shared operation of Pring Street but limits conflicts between pedestrians and vehicles at areas with restricted sight distance.

Financial

Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached.

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