

FINAL REPORT

SURRY HILLS

PEDESTRIAN, CYCLING AND TRAFFIC CALMING SCHEME

Ref. 27151r-p

October, 2008

Prepared By

TRANSPORT & URBAN PLANNING
Traffic Engineering, Transport Planning
Road Safety & Project Management Consultants
5/90 Toronto Parade
P.O. Box 533
SUTHERLAND NSW 2232
Tel: (02) 9545-1411
Fax: (02) 9545-1556
Email: tupa@tpgi.com.au

CONTENTS

1.0	INTRODUCTION	1
1.1	Study Area and Study Objectives	1
2.0	PUBLIC CONSULTATION	3
2.1	Overview	3
2.2	Public Meeting and Community Workshop 21 November 2007	3
2.3	Issues Raised in Public Consultation Process	3
3.0	EXISTING CONDITIONS	5
3.1	Existing Road Network and Land Uses	5
3.2	Existing Traffic Management	5
3.2.1	Traffic Controls	5
3.2.2	Pedestrian Facilities	7
3.3	Bus Routes	7
3.4	Bicycle Facilities	8
3.5	Traffic Conditions	9
3.5.1	Road Hierarchy Considerations	9
3.5.2	Sources for Traffic Volumes	9
3.5.3	Daily Traffic Volumes	9
3.5.4	Peak Hour Traffic Volumes	11
3.5.5	Cyclists Using the Road Network During Peak Hours	13
3.5.6	Vehicle Speeds on Local Road Network	13
3.6	Pedestrian Conditions	15
3.6.1	AM and PM Hours	15
3.7	Accident Rates	16
4.0	CURRENT AND FUTURE PROPOSALS	19
4.1	Roads and Traffic Authority	19
4.2	Sydney Buses	19
5.0	ASSESSMENT OF ISSUES IDENTIFIED IN STUDY BRIEF	20
5.1	Walking Routes to Schools	20
5.2	Investigate the Feasibility of Returning Elizabeth Street, Chalmers Street, Foveaux Street / Fitzroy Street and Albion Street To Two Way Traffic	21
5.2.1	Elizabeth Street and Chalmers Street	21
5.2.2	Foveaux Street / Fitzroy Street and Albion Street	23
5.3	Streets and Lanes that Could be Potential Shared Zones	26
6.0	DRAFT SCHEME AND COMMUNITY COMMENTS	28
6.1	Existing Proposals	28
6.2	Draft Scheme	30
6.3	Community Comments on Draft Improvement Scheme	40
7.0	RECOMMENDED SCHEME	42
7.1	Additional City Initiatives	42
7.2	Changes due to Community Consultation	42
7.3	Recommended Scheme of Improvements and Priorities	42
7.4	Locations for Monitoring of Improvements and or Further Investigation	48

7.5	Other City of Sydney Matters Raised in Community Consultation Outside the Scope of the Study	49
7.5.1	Parking Including Enforcement of Parking	49
7.5.1	Maintenance	49
7.6	Matters Raised in Community Consultation that are the Responsibility of Another Agency	50
7.6.1	Roads and Traffic Authority	50
7.6.2	Sydney Buses	51
7.6.3	Enforcement (NSW Police Force)	51

FIGURES

Figure 1	Study Area
Figure 2	Existing Traffic Management
Figure 3	Bus Routes
Figure 4	Conceptual Bike Route Plan
Figure 5	Daily Traffic Volumes (7 day average)
Figures 6A & 6B	AM & PM Peak Hour Intersection Traffic Volumes
Figures 7A & 7B	AM & PM Peak Hour Intersection Traffic Volumes
Figures 8A & 8B	Pedestrian & Cyclist Crossing Volumes at Various Intersections
Figure 9A	Intersections with 5 or more Accidents
Figure 9B	Pedestrian Accidents
Figure 10	Constraints for Introducing Two Way Traffic in Elizabeth Street, Chalmers Street, Fitzroy Street / Foveaux Street and Albion Street.
Figures 11A,B,C&D	Draft Improvement Scheme
Figure 11E	St Margaret's East LATM Scheme
Figures 12A,B,C&D	Recommended Improvement Scheme

APPENDICES

Appendix 1	Issues Raised in First Community Workshop and Written Submissions and Other Details of First Workshop
Appendix 2	Issues Raised in Second Community Workshop and Written Submission On Draft Improvement Scheme

1.0 INTRODUCTION

Transport and Urban Planning has been commissioned by the City of Sydney to carry out an LATM review and develop a pedestrian, cycling and traffic calming scheme for the Surry Hills area.

Recent traffic studies undertaken in the area include:

- Eastern Distributor Local Area Improvement Plan 1999 (RTA);
- Cross City Tunnel Supplementary EIS 2002 (RTA);
- West Surry Hills LATM;
- East Surry Hills LATM;
- St Margaret's East and West LATMs.

This LATM review is being undertaken as part of the City's Corporate Plan objectives of reviewing and improving the Local Area Traffic Management of the villages of the City.

1.1 Study Area and Study Objectives

The study area is shown on **Figure 1** and includes the area bounded by Cleveland Street, South Dowling Street, Flinders Street, Oxford Street, Wentworth Avenue, Elizabeth Street and Chalmers Street.

The study's main focus is local (City) roads within the study area and traffic, pedestrian and cyclist issues on these roads.

The primary objective of the study is to undertake analysis of the transport network to enhance and maintain local accessibility to residents, businesses and visitors to the Surry Hills area. The study objectives will be achieved through examining the effectiveness of the previously determined LATM schemes for Surry Hills through:

- Identifying viable and effective treatments and solutions to:
 - Maintain and improve public transport accessibility, access and efficiency;
 - Maintain and enhance safety, connectivity, accessibility and permeability for cyclists and pedestrians;
 - Discourage use of local roads by "through" traffic and re-direct "through" traffic to State and Regional roads;
 - Maintain local area liveability with maintaining traffic access for residents to local activity generators through traffic management means.
- Identifying through routeing on local roads;
- Examining walking routes to schools to identify safety improvements to encourage walking to school;
- Identifying laneways that are suitable for conversion to shared zones.

In addition, as part of the study tasks, the City has requested the examination of the feasibility of returning Foveaux Street, Albion Street, Fitzroy Street, Chalmers Street and Elizabeth Street to two-way traffic.

This report details the findings of the study. The remaining sections of the report address the following:

- Section 2 outlines issues raised by residents as part of the public consultation.
- Section 3 examines the existing traffic conditions in the study area.
- Section 4 analyses current and future proposals in the study area.
- Section 5 outlines the major findings of the study.
- Section 6 describes the Draft Scheme of the proposed improvement works, the community comments on the Draft Scheme and consideration of the issues raised by the community.
- Section 7 presents the recommended scheme, together with the costings and priorities, as well as other matters that require follow up.

2.0 PUBLIC CONSULTATION

2.1 Overview

Public consultation undertaken as part of the study included:

- A public meeting and community workshop held on 21 November 2007 to identify issues of concern to residents and businesses in the study area.
- Consideration of issues raised in the written submissions.
- Consultation with identified stakeholders including Roads and Traffic Authority, State Transit Authority, City Partnership Inc, Darlinghurst Residents Action Group (DRAG), Nichols Street Community Group, Paddington-Darlinghurst Community Working Group, Surry Hills Neighbourhood Centre, Darlinghurst Business Partnership and Surry Hills Business Alliance. A letter was written to all the community groups seeking their written comments on issues.
- Second community workshop held on 3 June 2008 where findings of the study and the proposed improvement works were identified and community feedback sought.

2.2 Public Meeting and Community Workshop of 21 November 2007

The first Community Meeting and Workshop was held on 21 November 2007 to identify issues of concern to residents and businesses in the study area. Some 66 people of the total number (estimated as 81-86 people) signed the attendance sheet. These people gave addresses that included 30 streets in the Surry Hills area (Table A2 **Appendix 1** refers).

There were some 170 issues raised, details of which are outlined in the next section.

2.3 Issues Raised in Public Consultation Process

Appendix 1 provides a full list of all the issues raised in the first community workshop and in written submissions from residents, businesses or stakeholders.

As noted above, there were 170 issues raised at the first Community Workshop, some of which were mentioned several times and also overlapped with other issues. In addition, there were 10 written submissions, a number of which also raised multiple issues. Two of the written submissions were late submissions.

Many of the issues raised at the Community Workshop related to:

- Traffic signal operation (particularly delays for pedestrians and pedestrian times), which is an RTA matter;
- Enforcement issues and parking;
- Maintenance and other miscellaneous City issues; and
- Other authority issues (Sydney Buses).

There were some 50 matters that fell into the above categories, with RTA matters accounting for 31 of these.

Some 120 traffic issues were raised including a number of general statements rather than specific issues. Some participants nominated a specific device at a location, rather than the problem.

Of the 10 written submissions, most of these brought forward matters already identified in the Community Workshop.

There were some 8 issues relating to other authorities, such as the RTA as well as some 20 matters not directly related to the study.

In general, pedestrian issues tended to be the single most issue raised. Other issues such as inappropriate speed, rat running or requests for a specific device were also noted, as well as specific comments on the regional roads and one way pair of Fitzroy Street / Foveaux Street and Albion Street.

Opinions on traffic control devices which were collected at the Community Workshop were relatively uniform with the majority of participants supporting all the traffic control devices (Table A3 **Appendix 1**).

A full list of the issues raised in the Community Workshop and the written submissions are summarised in **Appendix 1**, as well as a summary of Transport and Urban Planning's investigation of the issues and response.

3.0 EXISTING CONDITIONS

3.1 Existing Road Network and Land Uses

The existing road network in the study area includes RTA (State Roads) and the City controlled roads.

RTA roads (State Roads) include Cleveland Street, South Dowling Street, Flinders Street and Oxford Street east of Crown Street which forms part of the perimeter to the study area. Oxford Street has been recently upgraded by the City which resulted in a reduction in the number of traffic lanes and footpath widening.

The study area includes a number of major City roads including Oxford Street (west of Crown Street), Wentworth Avenue, Elizabeth Street, Chalmers Street, Foveaux Street / Fitzroy Street, Albion Street which are classified as Regional Roads and perform a sub arterial or, in some cases, an arterial road function carrying traffic within and external to the study area and City area.

Other roads such as Crown Street, Bourke Street, Campbell Street, Goulburn Street, Hunt Street and Devonshire Street perform a collector road function within the City area, due mainly to linkages to other City roads both within and external to the study area. Crown Street performs a major collector road function within the City of Sydney area between Redfern and Woolloomooloo.

The study area is located on the south eastern edge of Sydney CBD area and the land uses include a mix of commercial, retail, business, office, entertainment uses (restaurants and hotels) as well as residential and educational uses. The area west of Riley Street between Campbell Street, Elizabeth Street and Cooper Street has typically been occupied by manufacturing uses (typically clothing). The fashion industry uses still exist in the area, intermingled with other business and office uses. The Surry Hills area adjoins the Oxford Street strip, which is an entertainment area.

3.2 Existing Traffic Management

3.2.1 Traffic Controls

Figure 2 shows the existing traffic management in the study area. The area is characterised by a high level of traffic management including turn restrictions, one way streets, intersection controls, pedestrian facilities and LATM type measures in a number of streets.

Traffic signals are provided at most major intersections within the study area. Pedestrian facilities are provided at these intersections, as part of the traffic signals.

There are some 40 intersections or pedestrian locations controlled by traffic signals including on the RTA roads that form the perimeter to the study area such as Cleveland Street, South Dowling Street, Flinders Street and Oxford Street.

Roundabout control is provided at the intersection of Reservoir Street and Commonwealth Street and Kippax Street and Waterloo Street.

A significant amount of the existing traffic management in the Surry Hills area was introduced following the opening of the Eastern Distributor in 2000, which enabled the traffic changes to be introduced.

The objective of these measures was to maintain the reductions in traffic volumes achieved by the Eastern Distributor in a number of the City streets (including the Surry Hills area) through measures such as the conversion of several one way streets to two way, road closures, turn bans and LATM measures.

The Eastern Distributor and the changed traffic management in the local area resulted in significant reductions in traffic volumes using streets such as Crown Street.

There are also a significant number of one way streets and lanes in the study area. Some of these are due to the narrow width of the streets / lanes. In these circumstances, the one way control allows some parking to be retained in the street. Other one way streets are for traffic management purposes including discouraging unnecessary traffic and for simplified traffic management and capacity reasons at intersections.

Major one way streets include:

- Elizabeth Street and Chalmers Street south of Railway Square;
- Fitzroy Street / Foveaux Street; and
- Albion Street between Mary Street and Flinders Street.

All of the above roads are Regional Roads with a function in terms of the road hierarchy to carry traffic in the City area, as well as major bus routes.

Clearway and peak hour No Stopping restrictions are implemented on the RTA State Roads that form the perimeter of the study area, as well as some of the Regional Roads within the study area.

Bus lanes for AM and PM periods are provided on a number of the roads in the study area including on the:

- western side of Chalmers Street;
- eastern side of Elizabeth Street, south of Foveaux Street;
- northern side of Albion Street, east of Belmore Street; and
- southern side of Fitzroy Street and Foveaux Street, east of Crown Street.

Bus lanes are also provided in Flinders Street and Oxford Street.

In addition Special Event clearways are introduced when major events are held at Moore Park in:

- Fitzroy Street / Foveaux Street (east of Crown Street); and
- Cleveland Street and sections of Flinders Street.

Albion Street also has Special Event clearways introduced for events such as the Mardi Gras.

3.2.2 Pedestrian Facilities

As noted above, pedestrian crossing facilities are provided at the traffic signal controlled intersections. Pedestrian traffic signals are provided in:

- Crown Street adjacent to the main pedestrian entrance to the Crown Street School which caters for primary school children;
- Bourke Street adjacent to the main pedestrian entrance to the Bourke Street Public School which also caters for primary school children.

Pedestrian traffic signals are also provided in Oxford Street (between Pelican Street and Brisbane Street), in Chalmers Street opposite Devonshire Street and in Elizabeth Street between Cooper Street and Randle Street.

In addition, pedestrian crossings are provided in a number of locations as follows:

- Campbell Street
 - at Samuel Street;
 - at Bourke Street.
- Albion Street
 - at Mary Street;
 - at Belmore Street.
- Kippax Street at Elizabeth Street.
- In Randle Street and Devonshire Street at Chalmers Street (as part of the pedestrian traffic signals).
- On the slip lane between Chalmers Street and Elizabeth Street (as part of the intersection traffic signals).
- Riley Street
 - near Collins Street;
 - at Devonshire Street (raised).
- Devonshire Street near High Holborn Street.
- Crown Street near Arthur Street (raised).

In addition, pedestrian refuge islands are provided at several locations as part of intersection channelisation including in Belvoir Street adjacent the Northcott Village.

Figure 2 shows the location of the signalised crossings as well as the pedestrian crossings in the study area.

3.3 Bus Routes

Sydney Buses operate numerous regular bus services in the study area. These include services in the following streets:

- Elizabeth Street (one way south section) – Routes 308, 309, X09, 310, X10, 343, X43, 372, 393 and 395. The two way section of Elizabeth Street, north of Foveaux Street, has additional bus routes using it.
- Chalmers Street (one way north) – Routes 308, 309, X09, 310, X10, 343, X43, 372, 393 and 395.
- Fitzroy / Foveaux Streets (one way west) and Albion Street (one way east from Mary Street) – Routes 374, 376, 391, 892, 895 and 339.
- Crown Street – Routes 301, 302, 303, X03 and 352. In addition bus Route 355 operates on Crown Street between Cleveland Street and Devonshire Street.
- Campbell Street (south of Crown Street) and Hunt Street / Commonwealth Street – Routes 301, 302, 303 and X03.
- Devonshire Street (between Bourke Street and Crown Street) and Bourke Street (south of Devonshire Street) – Route 355.

In addition, there are a number of bus routes that operate in Oxford Street / Flinders Street and in Cleveland Street.

Sydney Buses also operates the special bus services for major events at the Sydney Cricket Ground / Aussie Stadium / Fox Studios precinct area from Central Station. These bus routes use Albion Street, Foveaux Street / Fitzroy Street, sections of Flinders Street, Anzac Parade, Moore Park Road and Eddy Avenue and Elizabeth Street.

Figure 3 shows the bus routes that operate in the study area.

3.4 Bicycle Facilities

Figure 4 shows the City's cycle network within the Surry Hills area.

Bicycle routes include on-road and off-road routes as follows:

- Bourke Street;
- Crown Street;
- Riley Street;
- Devonshire Street;
- Sections of Campbell Street and Reservoir Street;
- Fitzroy Street;
- Parkham Street and Mort Street;
- Belvoir Street, Wilton Street, Marlborough Street and a section of Lansdowne Street;
- Chalmers Street / Elizabeth Street; and
- Cleveland Street, South Dowling Street / Flinders Street and Oxford Street.

Most of the on-road bike routes will either provide a dedicated lane / facility or be provided as part of a mixed traffic lane.

3.5 Traffic Conditions

3.5.1 Road Hierarchy Considerations

The Roads and Traffic Authority's Road Design Guide provides information on road hierarchy considerations including desirable traffic volume thresholds for the various road classifications. For the Sydney Conurbation (Metropolitan Area), the Road Design Guide recommends the following volume thresholds.

- Arterial Road - no volume limit
- Sub Arterial Road - 20,000 vpd in residential and other areas
- Collector Road - 5,000 vpd in residential areas and 10,000 vpd in other areas
- Local Roads - 2,000 vpd in residential areas and 4,000 vpd in other areas

These traffic volume levels (thresholds) are not absolute limits, however provide guidance on the desirable traffic levels for the various road categories as defined in a road hierarchy. However, some care needs to be exercised when comparing existing traffic volumes in existing urban areas to these desirable thresholds, as traffic volumes on any road are determined by a range of factors including the pattern of the road network that the street relates to, the traffic management in the street as well as on the road network and the type and intensity of the land uses served by the street and the road network.

3.5.2 Sources for Traffic Volumes

Traffic volumes on the road network have been compiled from counts undertaken as part of this study, although some reference to RTA's AADT Traffic Volumes has been made to check historical traffic volumes on some Regional Roads and City roads. Traffic volume data collected as part of this study included traffic volume classification and speed counts at 25 mid block locations on the City's roads, as well as intersection traffic volume counts including pedestrian and cyclist counts at some 55 locations in the study area. The traffic counts were collected between late February and mid March 2008. Additional volume / classification / speed counts and intersection and pedestrian counts were undertaken between late April and early May 2008 as well as June 2008 to assist in the assessment of some matters. The counts at the 55 intersection or pedestrian locations were generally undertaken on a Tuesday or Wednesday, generally between 7am to 9am and 4pm to 6pm.

3.5.3 Daily Traffic Volumes

Table 3.1 shows weekday (5 day average) and daily (7 day average) traffic volumes on the road network, collected as part of this study.

The principal roads that carried above 10,000 vpd on a daily basis (7 day average) include:

- | | | |
|-----------------------------------|---|---------------------|
| • Elizabeth Street | - | 16,716 vpd |
| • Chalmers Street | - | 14,687 vpd |
| • Fitzroy Street / Foveaux Street | - | 15,300 – 16,746 vpd |
| • Crown Street | - | 12,911 – 13,882 vpd |
| • Albion Street (eastern section) | - | 10,561 – 12,234 vpd |
| • Campbell Street | - | 10,880 vpd |

The principal roads that carried daily volumes between 5,000 vpd – 10,000 vpd (7 day average) include:

- Bourke Street - 6,443 – 6,563 vpd
- Riley Street - 6,563 vpd
- Albion Street (east of Bellevue Street) - 9,328 vpd
- Devonshire Street (west of Nickson Street) - 5,627 vpd

Roads that carried daily volumes between 2,000 vpd – 5,000 vpd (7 day average) include:

- Nil

Roads that carried daily volumes of less than 2,000 vpd (7 day average) include:

- Marlborough Street - 1,355 vpd
- Holt Street - 1,184 vpd
- Nickson Street - 1,102 vpd
- Terry Street - 605 vpd
- Marshall Street - 512 vpd
- Sophia Street - 349 vpd
- Nichols Street - 343 vpd
- Wilshire Street - 150 vpd
- Olivia Lane - 87 vpd
- Collins Lane - 25 vpd

Figure 5 summarises the daily volumes (7 day average) on the road network in the study area.

Heavy Vehicles

Figure 5 and Table 3.1 show the proportion of heavy vehicles using the road network as recorded in the automatic counts undertaken in February / March 2008.

Heavy vehicles are defined as Austroad Class 3 and above and include small to large trucks and buses. Heavy vehicles accounted for between 3-9% of total vehicles on most roads.

STA buses accounted for a proportion of heavy vehicles on roads such as Elizabeth Street, Chalmers Street, Fitzroy / Foveaux Streets, Albion Street and sections of Crown Street. These roads are also used by trucks servicing the Surry Hills area and other parts of the City.

TABLE 3.1

SURRY HILLS

WEEKDAY (AVERAGE 5 DAY) & DAILY (AVERAGE 7 DAY)
TRAFFIC VOLUMES

Location	Weekday (5 Day Average)			Daily (7 Day Average)			% of Heavy Vehicles	
	North or East	South or West	Total (Two Way)	North or East	South or West	Total (Two Way)	North or East	South or West
Albion St, east of Bellevue St	9759	-	9759	9328	-	9328	6	-
Albion St, west of Crown Street	11023	-	11023	10561	-	10561	5	-
Albion St, east of Bourke St	12667	-	12667	12234	-	12234	6	-
Foveaux St, west of Bellevue St	-	15677	15677	-	15300	15300	-	5
Foveaux St, west of Crown St	-	16313	16313	-	15750	15750	-	5
Fitzroy St, east of Bourke St	-	17260	17260	-	16746	16746	-	8
Crown St, south of Lansdowne St	10209	3773	13982	10110	3772	13882	4	6
Crown St at Reservoir St	7782	5246	13028	7677	5234	12911	4	5
Bourke St, north of Hill St	4603	1876	6479	4573	1923	6496	6	5
Bourke St, south of Arthur St	1875	4851	6726	1816	4627	6443	6	3
Riley St, near Fitzroy St	4216	2578	6794	4029	2534	6563	4	4
Chalmers St, near Bedford St	15344	-	15344	14687	-	14687	7	-
Elizabeth St, near Bedford St	-	17594	17594	-	16716	16716	-	9
Campbell St, east of Samuel St	5153	5936	11089	4972	5908	10880	3	4
Devonshire St, west of Nickson St	3,856	1,862	5,718	3,841	1,786	5,627	5	5
Marlborough St, between Devonshire St and Lansdowne St	-	1461	1461	-	1355	1355	-	4
Collins Lane, north of Rainford St	29	-	29	25	-	25	6	-
Marshall St, between Phelps St and Prospect St	222	330	552	204	308	512	8	4
Olivia Lane, north of Nobbs St	89	-	89	87	-	87	2	-
Sophia St, west of Riley St	-	410	410	-	349	349	-	3
Terry St, south of Foveaux St	-	722	722	-	605	605	-	9
Nichols St, north of Fitzroy St	232	156	388	207	136	343	7	3
Holt St, between Kippax St and Cooper St	693	726	1419	583	601	1184	8	5
Nickson St, south of Devonshire St	614	471	1,085	630	472	1,102	3	4
Wilshire St, south of Devonshire St	155	-	155	150	-	150	2	-

Source: Volume and Classification Counts undertaken in February / March / June 2008

3.5.4 Peak Hour Traffic Volumes

Table 3.2 summarises mid block traffic volumes during the average weekday AM (8.00am-9.00am) and PM (5.00pm-6.00pm) peak hours as recorded in the February / March 2008 automatic counts.

Two way AM and PM peak hour volumes on an average weekday (5 day average) using the principal road network are as follows:

- Elizabeth Street near Bedford Street (one way) – 896 vph to 1,503 vph;
- Chalmers Street near Bedford Street (one way) – 1,100 vph to 1,390 vph;
- Fitzroy Street (one way) – 1,123 vph to 1,509 vph;
- Foveaux Street (one way) – 1,108 vph to 1,172 vph;
- Albion Street eastern section (one way) – 598 vph to 1,247 vph;

- Albion Street western section (one way) – 564 vph to 871 vph;
- Crown Street – 708 vph to 879 vph;
- Bourke Street – 418 vph to 507 vph
- Riley Street – 471 vph to 481 vph; and
- Campbell Street – 862 vph to 937 vph.

Figures 6A & 6B and 7A & 7B show the AM (8.00am-9.00am) and PM (5.00pm-6.00pm) peak hour intersection traffic volumes as recorded in the manual intersection traffic and pedestrian counts. These volume counts include total vehicles (i.e. light and heavy vehicles), heavy vehicles and cyclists.

TABLE 3.2

AVERAGE WEEKDAY AM & PM TRAFFIC VOLUMES

Location	8-9 AM Peak Hour			5-6 PM Peak Hour		
	North or East	South or West	Total	North or East	South or West	Total
Albion St, east of Bellevue St	564	-	564	871	-	871
Albion St, west of Crown Street	598	-	598	1084	-	1084
Albion St, east of Bourke St	694	-	694	1247	-	1247
Foveaux St, west of Bellevue St	-	1167	1167	-	1172	1172
Foveaux St, west of Crown St	-	1349	1349	-	1108	1108
Fitzroy St, east of Bourke St	-	1509	1509	-	1123	1123
Crown St, south of Lansdowne St	657	197	854	639	240	879
Crown St at Reservoir St	428	280	708	446	344	790
Bourke St, north of Hill St	288	130	418	324	118	442
Bourke St, south of Arthur St	138	319	457	143	364	507
Riley St, near Fitzroy St	345	126	471	315	166	481
Chalmers St, near Bedford St	1390	-	1390	1110	-	1110
Elizabeth St, near Bedford St	-	896	896	-	1503	1503
Campbell St, east of Samuel St	260	602	862	525	412	937
Devonshire St, west of Nickson St	274	162	436	354	159	513
Marlborough St, between Devonshire St and Lansdowne St	-	138	138	-	142	142
Collins Lane, north of Rainford St	3	-	3	1	-	1
Marshall St, between Phelps St and Prospect St	18	22	40	14	25	39
Olivia Lane, north of Nobbs St	12	-	12	5	-	5
Sophia St, west of Riley St	-	30	30	-	25	25
Terry St, south of Foveaux St	-	62	62	-	43	43
Nichols St, north of Fitzroy St	13	7	20	19	12	31
Holt St, between Kippax St and Cooper St	39	33	72	53	41	94
Nickson St, south of Devonshire St	43	22	65	41	45	86
Wilshire St, south of Devonshire St	10	-	10	10	-	10

Source: Volume and Classification Counts undertaken in February / March / June 2008

3.5.5 Cyclists using the Road Network During Peak Hours

Figures 6A & 6B and 7A & 7B show cyclist volumes using the road network in the AM and PM peak hours. Cyclist volumes (two way) during the AM peak (8.00am-9.00am) and PM peak (5.00pm-6.00pm) using the road network are as follows:

- Flinders Street – 106-128 cyclists per hour;
- Bourke Street, south of Devonshire Street – 58-75 cyclists per hour;
- Bourke Street, north of Albion Street – 47-53 cyclists per hour;
- Crown Street, south of Foveaux Street – 55 cyclists per hour;
- Crown Street, north of Albion Street – 47-59 cyclists per hour;
- Riley Street – 17-26 cyclists per hour;
- Fitzroy Street / Foveaux Street (east of Crown Street) – 18-67 cyclists per hour;
- Foveaux Street (west of Crown Street) – 18-38 cyclists per hour;
- Albion Street – 8-18 cyclists per hour;
- Elizabeth Street, north of Eddy Avenue – 47-58 cyclists per hour;
- Elizabeth Street, north of Cleveland Street – 10-15 cyclists per hour;
- Chalmers Street, north of Devonshire Street – 8-49 cyclists per hour;
- Chalmers Street, north of Cleveland Street – 3-8 cyclists per hour; and
- Devonshire Street – 22-43 cyclists per hour.

Based on the pattern of the bicycle volumes recorded in the traffic counts, it would appear that a lot of the trips on the road network are local to the area (i.e. have an origin and or destination in the study area).

3.5.6 Vehicle Speeds on Local Road Network

The speed limit on streets within the study area is a mixture of 40km/h and 50km/h. Most of the residential areas east of Riley Street have a 40km/h speed limit as do roads such as Crown Street, Bourke Street and Riley Street. The area west of Riley Street between Oxford Street and Cleveland Street and the area west of Elizabeth Street have a 50km/h speed limit. The Regional Roads also have a 50km/h speed limit.

Table 3.1 shows the 50th and 85th percentile vehicle speeds for the road network.

Those roads which have a 85th percentile speed 5km/h or more higher than the posted speed limit (40km/h or 50km/h) include:

- Albion Street, east of Bellevue Street with a speed of 55km/h (speed limit is 50km/h and is at the start of an uphill section);
- Foveaux Street, west of Bellevue Street with a speed of 57km/h (speed limit is 50km/h and this section is at the end of a significant downgrade, i.e. hill);
- Chalmers Street near Bedford Street with a speed of 56km/h (speed limit is 50km/h);
- Crown Street at Reservoir Street with a speed of 47km/h (speed limit is 40km/h); and
- Nickson Street, south of Devonshire Street with a speed of 46km/h (speed limit is 40km/h).

Terrain issues would play some part in higher speeds in some streets, as well as driver confusion about the actual speed limit (i.e. 60km/h arterials, 50km/h and 40km/h) on City streets as well as a degree of non-observance.

Figure 5 summarises the 85th percentile speeds on the road network.

TABLE 3.3

VEHICLE SPEEDS ON LOCAL ROAD NETWORK

Location	Weekly 50 th Percentile Vehicle Speed (km/h)			Weekly 85 th Percentile Vehicle Speed (km/h)		
	North or East	South or West	Total	North or East	South or West	Total
Albion St, east of Bellevue St	44	-	44	55	-	55
Albion St, west of Crown Street	37	-	37	48	-	48
Albion St, east of Bourke St	37	-	37	47	-	47
Foveaux St, west of Bellevue St	-	46	46	-	57	57
Foveaux St, west of Crown St	-	42	42	-	49	49
Fitzroy St, east of Bourke St	-	38	38	-	48	48
Crown St, south of Lansdowne St	34	33	33	40	41	40
Crown St at Reservoir St	37	37	37	47	47	47
Bourke St, north of Hill St	34	32	33	44	42	44
Bourke St, south of Arthur St	33	35	35	41	42	42
Riley St, near Fitzroy St	31	35	33	40	44	42
Chalmers St, near Bedford St	46	-	46	56	-	56
Elizabeth St, near Bedford St	-	38	38	-	49	49
Campbell St, east of Samuel St	40	42	41	49	49	49
Devonshire St, west of Nickson St	35	29	34	44	43	44
Marlborough St, between Devonshire St and Lansdowne St	-	36	36	-	45	45
Collins Lane, north of Rainford St	18	-	18	27	-	27
Marshall St, between Phelps St and Prospect St	22	24	23	29	32	30
Olivia Lane, north of Nobbs St	22	-	22	28	-	28
Sophia St, west of Riley St	-	19	19	-	31	31
Terry St, south of Foveaux St	-	23	23	-	34	34
Nichols St, north of Fitzroy St	24	21	23	38	34	37
Holt St, between Kippax St and Cooper St	26	24	25	37	34	36
Nickson St, south of Devonshire St	34	29	32	47	44	46
Wilshire St, south of Devonshire St	24	-	24	35	-	35

Source: Volume and Classification Counts undertaken in February / March / June 2008

3.6 Pedestrian Conditions

3.6.1 AM and PM Hours

Figures 8A & 8B show pedestrian and cyclist crossing volumes at various intersections and other locations during the AM (8.00am-9.00am) and PM (5.00pm-6.00pm) peak hours. Pedestrian activity within the study area is relatively high in the major activity areas, but lower away from these areas during peak hours.

High volume pedestrian corridors occur:

- along Elizabeth Street, Wentworth Avenue and Oxford Street;
- around Central Station entrances, including sections of Chalmers Street, Foveaux Street and Devonshire Street.

Moderate pedestrian volume corridors occur in sections of Albion Street, Riley Street, Crown Street and Bourke Street.

The number of cyclists recorded crossing at the locations in the study area is small.

Pedestrian crossing movements are relatively well catered for with the existing signalised and other crossing facilities provided on the road network. Locations where additional pedestrian crossing facilities are warranted, based on pedestrian crossing volumes, include:

- Chalmers Street, between Belvoir Street and Bedford Street – pedestrian crossing volumes between 98-107 pedestrians per hour, which is generated by Prince Alfred Park and Pool Complex;
- Devonshire Street, south of Elizabeth Street – pedestrian crossing volumes between 83-109 pedestrians per hour;
- Randle Street at Elizabeth Street – pedestrian crossing volumes between 211-249 pedestrians per hour;
- Cooper Street at Elizabeth Street – pedestrian crossing volumes of 227-257 pedestrians per hour;
- Reservoir Street at Elizabeth Street – pedestrian crossing volumes of 754-832 pedestrians per hour;
- Foveaux Street between Mary Street, Commonwealth Street and Belmore Street – combined pedestrian crossing volumes at and adjacent to these intersections of 289-314 pedestrians per hour;
- Pelican Street at Oxford Street – pedestrian crossing volumes of 983-1334 pedestrians per hour;
- Belvoir Street at Northcott Village – pedestrian crossing volumes between 64-71 pedestrians per hour;
- Crown Street at / near Lansdowne Street – pedestrian crossing volumes between 108-143 pedestrians per hour.
- Devonshire Street at Bourke Street – pedestrian volumes crossing Devonshire Street between 53-76 pedestrians per hour and pedestrian crossing Devonshire Street between 49-77 pedestrians per hour;
- Bourke Street between Arthur Street and Phelps Street – pedestrian crossing volumes between 99-102 pedestrians per hour, although it is noted that the separated cycleway

will narrow Bourke Street in this section, thereby improving pedestrian safety / amenity;

- Hunt Street at Commonwealth Street – pedestrian crossing volumes between 136-152 pedestrians per hour;
- Riley Street at Goulburn Street – pedestrian volumes crossing Riley Street of 269-385 pedestrians per hour and crossing Goulburn Street of 123-130 pedestrians per hour;
- Goulburn Street at Crown Street – pedestrian crossing volumes between 256-361 pedestrians per hour;
- Bourke Street at Hill Street – pedestrians crossing volumes between 71-108 pedestrians per hour. In addition 40-45 pedestrians per hour cross Bourke Street at Short Street, which is 30 metres north of Hill Street.
- Short Street at Bourke Street – pedestrian crossing volumes of 106-115 pedestrians per hour.
- Riley Street at Reservoir Street – pedestrian crossing volumes of 46-72 pedestrians per hour.

In addition, there are several other locations where significant numbers of pedestrians cross over an extended distance. These locations include:

- Reservoir Street between Elizabeth Street and east of Commonwealth Street; and
- Devonshire Street between Elizabeth Street and east of Holt Street.

3.7 Accident Rates

The City provided accident details for the 5 year period (January 2002 to December 2006) for the study area.

Including Oxford Street, South Dowling Street, Flinders Street and Cleveland Street there were a total of 1010 accidents during the 5 period including 202 pedestrian accidents and 72 cyclist accidents. Excluding Oxford Street, South Dowling Street, Flinders Street and Cleveland Street, which accounted for 456 accidents, there was a total of 554 accidents of which 114 were pedestrian accidents.

Figure 9A shows those intersections which had 5 or more accidents during the 5 year period. There were 39 intersections in total. Notable locations include:

- South Dowling Street / Fitzroy Street (traffic signals) – 56 accidents including 21 injury accidents;
- Cleveland Street / Crown Street / Baptist Street (traffic signals) – 27 accidents including 13 injury accidents;
- Crown Street / Albion Street (traffic signals) – 23 accidents including 9 injury accidents.
- Riley Street / Goulburn Street (sign control) – 21 accidents including 12 injury accidents;
- Campbell Street / Commonwealth Street (sign control) – 15 accidents including 4 injury accidents; and
- Rutland Street / Buckingham Street (sign control) – 13 accidents including 4 injury accidents.

Traffic signal controlled intersections are the responsibility of the RTA. The South Dowling Street / Fitzroy Street intersection should be referred to the RTA for a review of the accidents and the need for any remedial measures.

The Riley Street / Goulburn Street intersection is a sign controlled intersection with moderate levels of pedestrians crossing on all legs of the intersection. Twenty (20) of the accidents were cross traffic accidents. A change of traffic control is considered warranted at the intersection. Options are:

- (i) kerb extensions in Riley Street with pedestrian crossings across Riley Street and the western leg of Goulburn Street;
- (ii) roundabout control with appropriate pedestrian facilities as above; or
- (iii) the provision of traffic signals.

Option 3 would provide safer facilities for the pedestrians, as well as address the cross accident problem at the intersection.

The Rutland Street / Buckingham Street intersection is a sign controlled intersection. A change or upgrading of the traffic control is warranted. Both streets are relatively narrow so medians with additional signage and or kerb extensions are not feasible.

A raised platform at the intersection would reduce vehicle speed in Rutland Street and provide additional visual clues to drivers at the intersection of the need to reduce vehicle speeds. The raised platform could be combined with supplementary Stop signs in Buckingham Street.

Figure 9B shows the locations of the pedestrian accidents that occurred in the study area in the 5 year period. For Oxford Street, Flinders Street, South Dowling Street and Cleveland Street only the total number of pedestrian accidents are shown, not the individual locations.

Oxford Street has been recently upgraded so any review of accidents would not be particularly relevant. Flinders Street, South Dowling Street and Cleveland Street are State Roads and the responsibility of the RTA. One location that does require follow up by the RTA is Cleveland Street, at or near Crown Street where there were 10 pedestrian accidents in the 5 year study period.

The pedestrian accidents on the City roads including the Regional Roads within the study area are grouped around the major pedestrian entrance points to Central Station and the adjacent traffic signal crossing locations including at:

- Chalmers Street / Randle Street / Devonshire Street;
- Chalmers Street / Elizabeth Street / Foveaux Street.

Notable other locations for pedestrian accidents include:

- Elizabeth Street / Devonshire Street (partly controlled by traffic signals) where there were 5 pedestrian accidents;
- Elizabeth Street between Brumby Street and Dawson Street – 3 pedestrian accidents;
- Devonshire Street / Holt Street – 4 pedestrian accidents;

- Foveaux Street between Mary Street and Belmore Street – 7 pedestrian accidents including 4 at Commonwealth Street;
- Albion Street / Commonwealth Street – 3 pedestrian accidents;
- Campbell Street near Samuel Street (existing pedestrian crossing) – 3 pedestrian accidents;
- Campbell Street and Bourke Street (existing pedestrian crossing) – 3 pedestrian accidents including 2 accidents 20 metres from the crossing.
- Wentworth Avenue / Oxford Street / College Street intersection (controlled by traffic signals) – 6 pedestrian accidents, although it is noted that there have been recent changes at this intersection to improve pedestrian amenity / safety.

Most other pedestrian accidents were at isolated locations spread throughout the study area.

There were a total of 72 cyclist accidents during the 5 year period. Most cyclist accidents were scattered throughout the study area with no real pattern to these accidents.

Roads where three (3) or more cyclist accidents occurred along their length included:

- Cleveland Street (RTA road) – 9 accidents;
- Flinders Street (RTA road) – 4 accidents;
- South Dowling Street (RTA road) – 4 accidents;
- Oxford Street (part RTA / part City road) – 8 accidents;
- Foveaux Street – 10 accidents;
- Crown Street – 9 accidents;
- Bourke Street – 8 accidents;
- Albion Street – 3 accidents;
- Campbell Street – 3 accidents.

4.0 CURRENT AND FUTURE PROPOSALS

4.1 Roads and Traffic Authority

Discussions with RTA officers from Sydney Operations Directorate indicated that the RTA were not considering any changes to the traffic management on the State Road system in the Surry Hills area.

In discussions concerning the investigation of possible two way traffic in one way streets such as Elizabeth Street, Chalmers Street, Foveaux Street and Albion Street, the RTA indicated that they would have concerns with any change that increased delays (vehicle or pedestrian) on RTA roads, as well as on major City roads, or affected public transport (bus) operations in the Surry Hills and / or City area.

4.2 Sydney Buses

Sydney Buses and the Ministry of Transport have prepared a Draft Integrated Transport Plan for the Eastern Region. This has involved a review of the bus services in the Surry Hills area, as well as in the wider Eastern Region that Sydney Buses service.

The Draft Integrated Transport Plan was released by the Minister for Transport in mid-June and open for public comment for 6 weeks to late July.

Sydney Buses also indicated that they would have concerns with the possible introduction of two way traffic in Elizabeth Street, Chalmers Street, Foveaux Street and Albion Street, if it resulted in delays to buses or increased delays on the wider road network which in turn affected bus operations.

5.0 ASSESSMENT OF ISSUES IDENTIFIED IN STUDY BRIEF

5.1 Walking Routes to Schools

Transport and Urban Planning contacted all the schools in the study area and a number that were adjacent the study area regarding walking routes to school.

A number of the schools such as Sydney Boys High, Sydney Girls High, Cleveland Street Intensive English School / Centre have very small numbers of students drawn from the local area (less than 5%) and therefore only generate very small numbers of walk trips.

Two other schools, Paddington Public School and St Francis of Assisi Catholic School, which are located in Paddington, draw some students from the study area, however given the walking distance from the study area, the number of walk trips would be small.

Bourke Street Public School (65 children) and Crown Street Primary (244 children) are located within the study area and the principal walking routes adjacent to these schools have been investigated.

The main pedestrian entrance to Bourke Street Public school is located in Bourke Street between Mort Street and Parkham Street. Pedestrian traffic signals are provided adjacent the entrance to facilitate crossing movements of Bourke Street. The existing traffic signals to the south at the intersection of Bourke Street and Cleveland Street provide safe crossing facilities for pedestrian crossing movements of Cleveland Street and Bourke Street at this location.

Additional pedestrian crossing facilities are proposed to the north as part of the LATM Scheme at the intersection of Bourke Street / Devonshire Street (across both legs of the intersection) and across Bourke Street near Arthur Street.

Mort Street and Parkham Street, which adjoin the school, have traffic calming (speed control) devices provided adjacent to the frontage of the school. These streets typically carry local traffic and vehicle speeds are controlled at their intersections with Bourke Street. It is understood that one of the City's Road Safety Officers has attended the school in recent times to review the school's operation.

The main pedestrian entrance to Crown Street Primary School is located in Crown Street, north of Jesmond Street. Pedestrian traffic signals are provided adjacent the main pedestrian entrance.

A vehicle and pedestrian access to the school is located in Denham Street, which is a dead-end street which runs off Campbell Street. While Denham Street entrance is not promoted as an access point to the school, it is understood that parents / carers have dropped off and picked up children using the Denham Street entrance in the past, which has resulted in potential conflicts in the street, due to its narrow width and lack of a U turn facility for vehicles. Some parents also walk their children via the Denham Street access.

There are access issues with the Crown Street pedestrian entrance (requires use of a number of stairs and is defined as non-accessible in terms of the current guidelines),

which discourages older carers and parents with other smaller children. The City's Road Safety Officers have visited the school and are keeping the matter under review. There has been some suggestions that restrictions be placed on traffic using Denham Street during school arrival and departure times, although the need for such measures and other alternatives such as enforcement would be best determined by the City's Road Safety Officers, in conjunction with the School and the immediate local community.

On the adjacent road network, safe crossing facilities for pedestrians are provided at the adjacent traffic signal controlled intersections of:

- Crown Street / Foveaux Street;
- Crown Street / Riley Street;
- Crown Street / Campbell Street;
- Bourke Street / Albion Street; and
- Riley Street / Campbell Street

Additional pedestrian facilities in the area are recommended as part of the LATM Improvement Scheme and include:

- Pedestrian traffic signals at the intersection of Bourke Street / Campbell Street (in lieu of the existing pedestrian crossing);
- Raised pedestrian crossing in Bourke Street near Hill Street;
- Pedestrian crossing with appropriate facilities in Goulburn Street at Crown Street;
- Traffic signals with crossing facilities in Riley Street at Goulburn Street; and
- A raised pedestrian crossing with kerb extensions in Riley Street at Reservoir Street on the southern side of the intersection.

These additional facilities will assist in promoting safer walking routes to Crown Street Public School. As noted above, issues associated with the use of the Denham Street access and the need for additional measures would be best determined by the City's Road Safety Officers.

5.2 Investigate the Feasibility of Returning Elizabeth Street, Chalmers Street, Foveaux Street / Fitzroy Street and Albion Street to Two Way Traffic

5.2.1 Elizabeth Street and Chalmers Street

Both Elizabeth Street and Chalmers Street are Regional Roads and form a one way pair, south of Foveaux Street. Elizabeth Street is one way south between Foveaux Street and Redfern Street (south of Cleveland Street) and Chalmers Street is one way north between Redfern Street and Foveaux Street.

Bus lanes are provided in both Elizabeth Street and Chalmers Street between Cleveland Street and Foveaux Street in the AM and PM peak periods.

During the AM and PM peak periods, Elizabeth Street and Chalmers Street between Foveaux Street and Cleveland Street provide for 2 lanes of travel south and north respectively as well as a bus lane, south or north, providing optimum travel conditions for buses using these routes. Outside the AM and PM peak periods, the streets provide for 2 lanes of travel south or north with buses using the general traffic lanes. The

kerbside lanes in both streets are available for parking, outside the AM and PM peak periods.

Table 5.1 shows the AM and PM peak hour traffic volumes in Elizabeth Street and Chalmers Street. Reference to Table 5.1 shows that:

- Elizabeth Street carries peak hour volumes of 912 vph in the AM peak hour and 1549 vph in the PM peak hour, north of Cleveland Street; and
- Chalmers Street carries peak hour volumes of 1473 vph in the AM peak hour and 1196 vph in the PM peak hour.

TABLE 5.1

**AM AND PM PEAK HOUR TRAFFIC VOLUMES
IN ELIZABETH STREET AND CHALMERS STREET**

Location	Traffic Volumes (vph)	
	AM Peak Hour	PM Peak Hour
Elizabeth Street north of Cleveland Street	912	1549
Elizabeth Street north of Randle Street	896	1464
Chalmers Street north of Cleveland Street	1473	1196
Chalmers Street north of Randle Street	1301	1195

The software package SCATES has been used to examine the change in traffic conditions and capacity issues at the major traffic signal controlled intersections in Elizabeth Street and Chalmers Street to examine the feasibility of two way traffic.

SCATES is the Roads and Traffic Authority's traffic model used to assess the operational performance of intersections, which are part of traffic signal co-ordinated systems in terms of system performance and intersection performance.

The best criteria for assessing system and intersection performance is Level of Service (LS), Degree of Saturation (DS) and Average Vehicle Delay (AVD). For intersections controlled by traffic signals in the Sydney metropolitan area, Level of Service D or better (i.e. A, B, C or D) is considered satisfactory.

The feasibility of introducing 2 way traffic flow in Elizabeth Street and Chalmers Street is constrained by:

- Capacity issues at the respective intersections at Cleveland Street, which is a State (RTA) Road. Both intersections would operate at capacity in the AM and PM peak hours with 2 way traffic flow in Elizabeth Street and Chalmers Street resulting in long delays and substantial queuing in Cleveland Street, Elizabeth Street and Chalmers Street. Traffic modelling using the software package SCATES shows that both of these intersections currently operate at a Level of Service A operation in the AM and PM peak hours with relatively low vehicle delays, indicating a satisfactory operation. With two way traffic introduced to Elizabeth Street and Chalmers Street, the Level of Service would deteriorate to Level of Service F representing oversaturated traffic conditions in both peak periods at the intersections with average vehicles delays in the order of 126 to 215 seconds.

- Capacity and geometric issues at the intersection of Elizabeth Street / Chalmers Street / Foveaux Street. Resolving these issues at this intersection for two way operation is not considered feasible. Two way operation at this intersection would result in extensive delays at the intersection for all users (vehicles, buses, cyclists and pedestrians) as well as at adjoining intersections and would have a detrimental impact on the southern section of the City in terms of managing traffic in an operational sense. Section 5.2 provides further comment on the feasibility of converting Foveaux Street to two way traffic at Elizabeth Street.
- The road width of Elizabeth Street between Devonshire Street and Cleveland Street which is 10.8 metres wide. This is not an optimal road width for two way traffic, which also incorporates a bus lane. For two way traffic this would only provide 5.4 metres for each direction of travel which is not desirable for 2 lanes of travel in one direction for a bus lane and a general travel lane, when the street operates as two way. Offsetting the centre line to provide a minimum of 6.0 metres sufficient for 2 lanes of travel in one direction and 1 lane of travel in the opposite direction with a 4.8 metre width would result in the removal of the parking on the western side of Elizabeth Street between Devonshire Street and Cleveland Street.

Figure 10 summarises the constraints for the introduction of two way traffic in Elizabeth Street and Chalmers Street.

Based on historical RTA AADT traffic volumes, there has been a significant reduction in traffic using Elizabeth Street and Chalmers Street between 1991 and 2008. In 1991 Elizabeth Street and Chalmers Street carried some 26,833 car equivalents and 23,788 car equivalents per day respectively. In 2008 the daily (7 day average) volumes were 16,716 vehicles and 14,687 vehicles in Elizabeth Street and Chalmers Street respectively. Even allowing for the number of heavy vehicles using both the streets (7-9%), there has been a large reduction in traffic volumes since 1991.

In concluding, the reintroduction of two way traffic in Elizabeth Street and Chalmers Street south of Foveaux Street is not considered feasible and would result in serious traffic congestion and delays that would affect all vehicles using the adjacent road network including public transport vehicles, as well as pedestrians and cyclists.

Other improvement options are available to reduce the impacts of traffic using these streets on pedestrian amenity and could be considered as part of the LATM Improvement Scheme.

5.2.2 Foveaux Street / Fitzroy Street and Albion Street

Albion Street and Foveaux Street / Fitzroy Street, which are Regional Roads, operate as a one way east west pair between Flinders Street / South Dowling Street (Drivers Triangle) and Elizabeth Street. Albion Street is one way east from Mary Street.

Both these roads are major bus routes and AM and PM bus lanes operate in Albion Street east of Belmore Street to Flinders Street and in Fitzroy Street and Foveaux Street to Crown Street.

In addition, Special Event clearways are introduced in Fitzroy Street / Foveaux Street, east of Crown Street, when major sporting and other events are held in the Moore Park

precinct and public transport servicing strategy for these events at Moore Park relies on buses using Albion Street and Fitzroy Street / Foveaux Street between Central Station and Moore Park. Special Event clearways are introduced in Albion Street for occasional events such as the Mardi Gras.

Other constraints that prevent the reintroduction of two way traffic in Foveaux Street / Fitzroy Street and in Albion Street, east of Mary Street, are:

- Narrow road width in Fitzroy Street of 9.0 metres which is sufficient for 3 lanes only or a single lane in each direction if two way, with the consequent loss of parking;
- Narrow road width in Albion Street between Mary Street and Bellevue Street of 9.0 metres, which is sufficient for 3 lanes only or a single lane only in each direction if two way, with the consequent loss of parking.
- Capacity issues for two way traffic at the intersections with RTA State Roads at:
 - South Dowling Street / Fitzroy Street / Moore Park Road; and
 - Flinders Street / Albion Street, which would affect other intersections on State Roads in the Drivers Triangle area.
- Capacity and geometric issues for two way traffic at the intersection of Foveaux Street / Elizabeth Street/ Chalmers Street; and
- Geometric issues for two way traffic at the intersection of Foveaux Street / Fitzroy Street / Bourke Street and the potential to increase traffic volumes using Fitzroy Street if made two way due to its more direct route to South Dowling Street for traffic from the City wishing to travel south.

With regard to intersection capacity constraints, SCATES modelling has been undertaken for the intersection of South Dowling Street / Moore Park Road / Fitzroy Street and Elizabeth Street / Chalmers Street / Foveaux Street / Eddy Avenue to examine the feasibility of two way traffic in Fitzroy Street and Foveaux Street.

For the South Dowling Street / Moore Park / Fitzroy Street intersection, the traffic modelling indicates that the Level of Service would deteriorate from its current Level of Service A/B operation with relatively low vehicle delays (existing traffic management) to a Level of Service F operation in the AM peak hour with average vehicle delays in the order of 372 seconds. This level of delay would affect all the adjacent intersections in the Drivers Triangle area.

At the Elizabeth Street / Flinders Street / Foveaux Street / Eddy Avenue intersection the existing Level of Service D operation in the AM and PM peak hour would deteriorate to a Level of Service F operation in both peak hours with average vehicle delays up to 117 seconds, if two way traffic was introduced to Foveaux Street.

The above constraints confirm that it would not be feasible to introduce two way traffic into Fitzroy Street and Foveaux Street and or extend two way traffic flow in Albion Street, east of Mary Street, without resulting in significant impacts including increased delay and congestion to all road users including public transport services and loss of parking. **Figure 10** summarises the constraints for introducing two way traffic in Foveaux Street / Fitzroy Street and Albion Street, east of Mary Street.

Table 5.2 shows the AM and PM peak hour traffic volumes in Foveaux Street / Fitzroy Street and in Albion Street. Reference to Table 5.1 shows that:

- Fitzroy Street / Foveaux Street carries peak hour traffic volumes of between 1101-1583 vph in the AM peak hour and 999-1099 vph in the PM peak hour; and
- Albion Street carries peak hour traffic volumes between 551-647 vph in the AM peak hour and 777-1351 vph in the PM peak hour.

TABLE 5.2

AM AND PM PEAK HOUR TRAFFIC VOLUMES IN FITZROY STREET / FOVEAUX STREET AND ALBION STREET

Location	Traffic Volumes (vph)	
	AM Peak Hour	PM Peak Hour
Fitzroy Street / Foveaux Street		
- east of Bourke Street	1583	1073
- east of Crown Street	1463	999
- east of Riley Street	1450	1051
- east of Mary Street	1101	1099
Albion Street		
- west of Flinders Street	647	1351
- west of Bourke Street	560	1158
- west of Crown Street	594	1149
- west of Riley Street	551	961
- west of Mary Street	581	777

Based on historical RTA AADT traffic volume data, there has been no increase in the traffic volumes using Fitzroy Street / Foveaux Street since 1991. Foveaux Street (east of Elizabeth Street) carried 16,917 car equivalents in 1991 and in 2008 (traffic counts as part of this study) carried 15,300 vehicles per day (7 day average) of which 7% were heavy vehicles.

The RTA AADT traffic volumes for Albion Street, east of Bourke Street, which have been recorded since 1999 show an increase in traffic volumes between 1999 and 2005. The traffic volumes collected as part of this study show that Albion Street carries daily volumes of between 10,561 vehicles, west of Crown Street and 12,234 vehicles, east of Bourke Street.

In concluding, the reintroduction of two way traffic into Fitzroy Street / Foveaux Street in Albion Street, east of Mary Street, is not considered to be feasible due to:

- Narrow sections of roads in both streets;
- Capacity and geometric constraints at major intersections involving State Roads and other major city streets;
- Adverse impacts on buses using Foveaux Street / Fitzroy Street and Albion Street, which would affect normal bus services, as well as buses servicing major events in the Moore Park area;

- Adverse traffic impacts on the road network generally and especially when major events are held at Moore Park.

Other improvement options are available to reduce the traffic impacts on pedestrian amenity from traffic using sections of Albion Street and Foveaux Street and these improvement options could be considered as part of the LATM Improvement Scheme.

5.3 Streets and Lanes that Could be Potential Shared Zones

The study brief required the identification of streets and lanes in the Surry Hills area that might be suitable for shared zone treatment.

Table 5.3 shows a list of streets and lanes that may be suitable for shared zone treatment based on narrow road and footpath widths and observed low traffic volumes. Priorities for the streets in terms of the investigation are also included in Table 5.3. The City would need to undertake further investigations to determine the suitability of these streets and lanes with reference to the current RTA Guidelines. This assessment would need to include traffic counts to determine current traffic volumes in the streets.

A number of the streets and lanes in Table 5.3 have been investigated in sufficient detail as part of this study to address a matter raised in the community consultation process. Where applicable, these streets have been nominated for shared zone treatment and included in the Improvement Scheme.

TABLE 5.3

**STREETS / LANES FOR INVESTIGATION OF
SHARED ZONE TREATMENT IN SURRY HILLS**

Priority A	UBD Map Ref	Priority B	UBD Map Ref	Priority C	UBD Map Ref
Alexander Lane	15 N2	Alexandria Lane	15 N6	Adelaide Place	15 K3
Arthur Lane	15 N3	Austin Lane	15 N4	Arnold Lane	3 N12
Batman Lane	3 K14	Cartmore Lane	15 M6	Arnold Place	3 N11
Beauchamp Lane	3 K14	Clare Street	3 Q15	Beattie Lane	15 H1
Bellevue Lane	3 K16	Commonwealth Lane	3 K15	Blackburn Street	3 J12
Bennett Place	15 P2	Davies Lane	15 N4	Chalmers Lane	15 G3
Bennett Street	15 P2	Edgeley Street	15 N5	Cooper Lane	15 K1
Bloomfield Lane	3 P14	Esther Lane	15 M4	Crawford Place	3 L15
Burdekin Lane	15 Q4	Fitzroy Lane	15 Q1	Davoren Lane	15 N2
Chapman Lane	15 Q3	Floods Place	3 P16	Fitzroy Place	3 N16
Christie Lane	15 L5	Hastings Lane	15 M6	Goulburn Lane	3 K12
Collins Lane	15 M3	Hutchinson Place	15 Q1	Hands Lane	3 J13
Coulton Lane	15 P4	Jesson Lane	15 M4	Little Norton Lane	3 M16
Fanny Place	15 P2	Linden Lane	3 P14	Little Norton Street	3 M16
Goodchap Street	3 L13	Little Bourke Street (consider one way south)	3 P14	Little Oxford Street	3 N12
Goodlet Lane	15 J5	Little Buckingham Street	15 H4	Lower Campbell Street	3 M12
Goodmans Terrace	15 J2	Little Smith Street	3 L14	Pembroke Street	15 G5
Griffin Street	15 M1	Maiden Lane	3 P14	Providence Lane	3 M12
High Holborn Street (south of Lansdowne St)	15 L6	Mary Lane	3 J15	Randle Lane	15 H1
		Mary Place	3 P15	Sophia Lane	15 L1
Kendall Lane	15 P3	Nickson Lane	15 N5	Wemyss Lane	3 L11
Lansdowne Lane	15 L4	O'Loughlin Street	15 H1	Wright Lane	
Little Albion Street	3 K14	Patterson Lane	3 P14		
Little Bloomfield Street / Church Lane	3 N14 3 P14	Richards Lane	15 N2		
Little Riley Street	3 L14	Sandwell Street	15 P1		
Little Smith Street	3 L14	Short Place	3 P15		
Mackey Street	3 L14	Taggarts Lane	3 N13		
McElhone Place	15 Q2	Terry Street	3 H16		
Mort Lane	15 P6	Withers Lane	15 L2		
Nobbs Lane	15 P5				
Olivia Lane	15 N5				
O'Sheas Lane	15 N1				
Parkham Lane	15 P5				
Parkham Place	15 P5				
Prospect Street	15 P2				
Reservoir Lane	3 M14				
Ridge Lane	15 N7				
Ridge Place	15 N7				
Steel Lane	15 K3				
Tudor Place	15 M3				
Waterloo Street	3 L16				
Withers Place	15 L2				

6.0 DRAFT SCHEME AND COMMUNITY COMMENTS

6.1 Existing Proposals

The City has a number of approved works or proposals in the Surry Hills area. These are detailed below.

1. Bourke Street full length – Separated cycleway (under consideration – no trees to be removed and a parking solution to be found)

Reason

This is a City proposal to provide a separated cycleway in Bourke Street for its full length.

2. Chalmers Street between Devonshire Street and Eddy Avenue – Investigate separated cycleway.

Reason

This is a City proposal to provide a cycleway in Chalmers Street on the western side. City is to examine the feasibility of providing a separated cycleway.

3(a) * Elizabeth Street / Eddy Avenue – Provide signalised pedestrian crossing across Eddy Avenue (west side).

Reason

This is part of the City's proposal to provide a cycleway in Chalmers Street and Elizabeth Street north of Eddy Avenue. The signalised crossing would provide safe crossing facilities for bicycles, as well as pedestrians and link the northern and southern sections of the cycleway.

3(b) Elizabeth Street between Eddy Avenue and Hay Street – Provide shared bicycle / pedestrian path on western side.

Reason

This is part of the City's proposal to provide a cycleway.

4. Crown Street, between Cleveland Street and Lansdowne Street – Investigate footpath widening.

Reason

This is a high pedestrian area and the additional footpath space will provide additional room for pedestrians in the shopping precinct and at bus stops and assist in reducing vehicle speeds in Crown Street.

- 5. Campbell Street at Samuel Street – Provide raised platform and kerb extensions at existing pedestrian crossing.**

Reason

The raised platform and kerb extensions will improve the safety of the crossing and assist in reducing vehicle speeds in Campbell Street to the proposed 40km/h limit. There have been 3 pedestrian accidents at or near the crossing in 5 years.

- 6. St Margaret’s East LATM Scheme – Implement Scheme and consider changes to proposed one way movements in the detail design. Scheme includes road closure of Hill Street (between Short Lane and Clare Street), footpath widening in Short Street, shared zones in Short Lane and Mary Place and one way movements in Flood Place, Mary Place, Clare Street and Hill Street.**

Reason

This scheme was approved several years ago as part of the redevelopment of this area. The scheme will assist in reducing traffic volumes and vehicle speeds in the streets and improving pedestrian amenity. Changes to the proposed one way traffic movements should be considered when the detail design is being undertaken.

- 7. Commonwealth Street at Albion Street – Provide channelisation of intersection to improve pedestrian safety and consider appropriate pedestrian crossing facilities.**

Reason

City is examining a proposal at this intersection to improve pedestrian safety and amenity. There have been 3 pedestrian accidents at this intersection in 5 years.

- 8. Marlborough Street near Goodlet Street – Provide speed humps (raised platforms) either side of Goodlet Street.**

Reason

This will reduce vehicle speeds in Marlborough Street and discourage drivers to speed up to catch the green traffic signals at Cleveland Street, as well as assist in reducing vehicle speeds to the proposed 40km/h limit.

- 9. Goodchap Street – Provide shared zone treatment.**

Reason

Goodchap Street is a suitable street for the introduction of a shared zone treatment.

10(a) Albion Street at Mary Street – Provide channelisation at intersection to improve safety of pedestrian crossing in Albion Street.

Reason

This proposal will improve safety for pedestrians using the crossing at this location and examine options to reduce the road width in Albion Street and improve the intersections' channelisation.

10(b) Investigate opportunities for channelisation to be extended to Elizabeth Street.

Reason

The City will examine options for reducing the road width between Mary Street and Elizabeth Street, thereby improving pedestrian amenity in this section of Albion Street.

11. Albion Street at Belmore Street. Provide kerb extension on southern side of Albion Street at pedestrian crossing.

Reason

The kerb extension will improve safety at the pedestrian crossing and improve the visibility of pedestrians using the crossing.

6.2 Draft Scheme

The Draft Scheme incorporates a range of improvement works and measures to address identified road safety problems, improve pedestrian and cyclist safety, lower vehicle speeds across the local road network and address, where practical, community concerns identified in the first workshop.

The Draft Scheme is shown on **Figures 11A, 11B, and 11C**. Details of the St Margaret's LATM Scheme is shown on **Figure 11D**.

The City works / proposals are also shown on **Figure 11A** and are listed as works 1 to 11.

The proposed improvement works include the following measures.

12. ** Introduction of 40km/h speed limit in city streets excluding RTA roads, Elizabeth Street / Wentworth Avenue, Chalmers Street, Fitzroy Street / Foveaux Street, Albion Street and Oxford Street.

Reason

Parts of Surry Hills already have a 40km/h speed limit. The introduction of the 40km/h speed limit to the remaining sections of Surry Hills will improve the safety of all road users, especially pedestrians and cyclists and provide consistency of the speed limits in the area for local City streets.

13. Reservoir Street at Elizabeth Street – Provide pedestrian crossing and raised platform in Reservoir Street.

Reason

There are up to 832 pedestrians per hour that cross Reservoir Street at Elizabeth Street. The pedestrian crossing will cater for these movements and the raised platform will reduce vehicle speeds and improve safety at the crossing. The raised platform will also assist in maintaining vehicle speeds to the proposed 40km/h speed limit in Reservoir Street.

14(a) Pelican Street at Oxford Street – Provide pedestrian crossing and kerb extensions in Pelican Street.

Reason

Up to 1334 pedestrians per hour cross Pelican Street at Oxford Street. The pedestrian crossing will cater for these pedestrian movements and the kerb extensions will improve pedestrian safety at the crossing.

14(b) Brisbane Street at Oxford Street – Provide pedestrian crossing

Reason

Up to 1300 pedestrians per hour cross Brisbane Street at Oxford Street and the pedestrian crossing will cater for these movements.

15. Goulburn Street at Crown Street – Provide pedestrian crossing and kerb extensions in Goulburn Street.

Reason

There are up to 361 pedestrians per hour crossing Goulburn Street at this location. The pedestrian crossing will cater for these pedestrian movements and the kerb extensions will improve pedestrian safety at the crossing.

16. * Goulburn Street at Riley Street – Provide traffic signals with pedestrian facilities on all legs.

Reason

Some 385 and 130 pedestrians per hour cross Riley Street and Goulburn Street respectively at this intersection. In addition, there have been 21 accidents including 20 cross traffic accidents with 12 injury accidents in 5 years. Traffic signals will address the accident problem and provide safe crossing opportunities for pedestrians.

17. * Campbell Street at Bourke Street – Provide pedestrian traffic signals with bicycle facilities.

Reason

There have been several (3) pedestrian accidents at or near this crossing in 5 years. The pedestrian traffic signals will provide safe crossing facilities for pedestrians and cyclists as part of the Bourke Street separated cycleway.

- 18(a) Campbell Street / Hunt Street / Commonwealth Street / Brisbane Street – Investigate and develop channelisation proposal for area to improve pedestrian amenity. The proposal to include pedestrian safety improvements at Commonwealth Street / Campbell Street.**

Reason

This location requires improved channelisation to reduce vehicle speeds and conflicts, as well as improve pedestrian amenity and safety. There have been 15 accidents including 4 injury accidents at the Campbell Street / Commonwealth Street intersection in 5 years. The channelisation should examine and improve pedestrian linkages to / from the park.

- 18(b) Foster Street at Campbell Street – Provide Stop sign control on Foster Street.**

Reason

The provision of Stop sign control on Foster Street will reduce potential vehicle conflicts at both intersections and improve overall safety at the intersections.

- 18(c) Foster Street at Hunt Street – Provide kerb extensions at intersection and Stop sign control on Foster Street.**

Reason

To improve pedestrian safety and amenity, and reduce potential conflicts at the intersection.

19. Bourke Street between Hill Street and Short Street:

- (a) Provide pedestrian crossing with raised platform and kerb extensions (east side) in Bourke Street, near Hill Street;**
- (b) Provide pedestrian crossing in Short Street with kerb extensions and refuge island at Bourke Street. Consider raised platform.**
- (c) Provide Stop sign control in Short Street at Bourke Street.**

NB. Design to be compatible with separated cycleway in Bourke Street (Item 1).

Reason

There are up to 108 pedestrians per hour crossing Bourke Street at Hill Street and up to 115 pedestrians per hour crossing Short Street at Bourke Street.

The pedestrian crossings with the safety measures will provide for pedestrian movements at these locations. Both locations meet the warrant for the provision of a pedestrian crossing. The raised platforms will reduce vehicle speeds in Short Street and Bourke Street and Stop sign control in Short Street, together with the other proposed measures will assist in calming traffic using Short Street.

- 20. Crown Street between Albion Street and Campbell Street – Provide speed humps (raised platforms) either side of pedestrian traffic signals, outside Crown Street Public School.**

Reason

This section of Crown Street recorded 85th% vehicle speeds of 47km/h. The raised platforms will assist in reducing vehicle speeds to the posted 40km/h limit in Crown Street.

- 21(a) Riley Street at Reservoir Street – Provide pedestrian crossing with raised platform and kerb extensions in Riley Street on southern side of intersection.**

Reason

Up to 72 pedestrians per hour including school children cross Riley Street at this location. The pedestrian crossing with the raised platforms and kerb extensions will provide for these pedestrian movements and maintain safety through the reduction of vehicles speeds at the proposed pedestrian crossing. The raised platform will also assist in maintaining vehicle speeds to 40km/h speed limit in Riley Street.

- 21(b) Reservoir Street – Provide speed humps (raised platforms) east and west of Commonwealth Street and west of Mary Street.**

Reason

There are large numbers of pedestrians crossing Reservoir Street along its entire length. The proposed raised platforms will lower vehicle speeds thereby improving pedestrian safety, as well as assisting in keeping vehicle speeds to the proposed 40km/h limit.

- 22. Nichols Street – Provide shared zone treatment.**

Reason

Nichols Street is a narrow street with low traffic volumes of 343 vpd. A shared zone treatment will discourage unnecessary use and improve potential pedestrian safety and amenity in the street, by lowering vehicle speeds.

- 23. Albion Street between Mary Street and Crown Street – Investigate kerb extensions at intersecting streets on the southern side between Mary Street and Crown Street.**

Reason

Kerb extensions on the southern side of Albion Street will improve safety for vehicles and pedestrians at the intersections and assist in keeping vehicle speeds to the posted 50km/h speed limit in this section of Albion Street.

24(a) Randle Street at Elizabeth Street – Provide pedestrian crossings in Randle Street.Reason

Up to 249 pedestrians per hour cross Randle Street (which has been narrowed) at Elizabeth Street. Randle Street is close to the adjacent pedestrian signals in Elizabeth Street (within 10 metres) and therefore a pedestrian crossing facility should be provided in Randle Street to cater for the pedestrian movements and facilitate safe pedestrian access to / from the pedestrian traffic signals.

24(b) Cooper Street at Elizabeth Street – Provide pedestrian crossing and kerb extensions in Cooper Street.Reason

Up to 257 pedestrians per hour cross Cooper Street at Elizabeth Street. Cooper Street is located adjacent the pedestrian signals in Elizabeth Street (within 10 metres) and therefore a pedestrian crossing facility should be provided across Cooper Street to facilitate safe pedestrian movements to / from the pedestrian traffic signals. The kerb extensions will improve the visibility and safety of pedestrians using the pedestrian crossing, as well as maintaining vehicle speeds to the proposed 40km/h limit in Cooper Street.

25. Elizabeth Street between Foveaux Street and Kippax Street – Investigate footpath widening on eastern side of Elizabeth Street.Reason

The eastern footpath is crowded with conflicts between pedestrian movements along Elizabeth Street and bus passengers waiting at the bus stops. Realignment of Elizabeth Street between Foveaux Street and Kippax Street would allow widening of the eastern footpath at this location, which would improve pedestrian amenity.

26.* Devonshire Street at Elizabeth Street – Provide signalised pedestrian crossing facilities in Devonshire Street (eastern leg) and an additional signalised crossing in Elizabeth Street.Reason

The existing traffic signal arrangement at this intersection does not cater for pedestrians crossing the eastern leg of Devonshire Street or vehicles using Devonshire Street, east of Elizabeth Street. There is up to 109 pedestrians per hour crossing the eastern leg of Devonshire Street and there have been 5 pedestrian accidents at the intersection in 5 years. Incorporating the signalisation of the eastern leg of Devonshire Street will assist in addressing the current deficiencies and provide safer crossing facilities for pedestrians. SCATES modelling shows that the signalisation of the eastern leg together with signalised pedestrian crossing across the southern side of Elizabeth Street and across Devonshire Street would provide a Level of Service B operation with average vehicle delays in the order of 20-27 seconds in the peak hours. This would provide a satisfactory operation in terms of Level of Service and delays.

27. * Chalmers Street north of Belvoir Street – Provide pedestrian traffic signals (pelican operation).

Reason

There are up to 107 pedestrians per hour crossing Chalmers Street in this location, mainly generated by Prince Alfred Park / Pool and the bus stop. As Chalmers Street is a multi-lane one way road, pedestrian traffic signals are the most suitable facility to provide safe crossing facilities. The pedestrian signals would need to be sited to suit the proposed new pedestrian access to the pool complex.

28. Chalmers Street between Belvoir Street and Devonshire Street – Investigate kerb extension on eastern side at intersecting streets.

Reason

The eastern side of Chalmers Street is available for parking. Kerb extensions at intersecting streets will improve sight distance at these intersections and assist in keeping vehicle speeds to the 50km/h speed limit in Chalmers Street.

29(a) Buckingham Street at Rutland Street – Provide raised platform at intersection and upgrade Stop sign signage in Buckingham Street.

Reason

There have been 13 accidents in 5 years at this intersection. The proposed measures will assist in reducing the number of accidents.

29(b) Buckingham Street at Belvoir Street – Upgrade Stop sign signage in Buckingham Street and line marking.

Reason

The existing Stop signs are not clearly visible due to a combination of trees and poles. Additional supplementary signs and replacement of the line marking will improve visibility of the Stop sign control.

30(a) Elizabeth Street between Bedford Street and Devonshire Street – Investigate kerb extensions on western side at intersecting streets.

Reason

There have been 3 pedestrian accidents in this section of Elizabeth Street. The kerb extension on the western side will provide better visibility of pedestrians at intersections and assist in keeping vehicle speeds to the 50km/h speed limit in Elizabeth Street.

30(b) Investigate the removal of AM / PM peak No Parking restrictions on western side on Elizabeth Street between Bedford Street and Devonshire Street.

Reason

The peak period limited hours of No Parking restrictions are not required in this section of Elizabeth Street (western side) and should be examined for removal.

31(a)* Foveaux Street at Commonwealth Street – Provide traffic signals with pedestrian facilities on all legs, together with kerb extensions in Foveaux Street.

Reason

There are large pedestrian crossing movements in this section of Foveaux Street. In addition there have been 4 pedestrian accidents in Foveaux Street at Commonwealth Street and 2 pedestrian accidents in Foveaux Street at Mary Street. As Foveaux Street is a multi-lane one way road, the traffic signals at Commonwealth Street will provide safe crossing facilities for pedestrians at this location. The kerb extensions will assist in maintaining vehicle speeds to the 50km/h speed limit.

31(b) Foveaux Street between Mary Street and Belmore Street. Investigate kerb extensions at intersections and consider footpath widening.

Reason

The kerb extensions will improve pedestrian safety in this section of Foveaux Street and these, together with footpath widening, will assist in maintaining vehicle speeds to the 50km/h speed limit.

31(c) Foveaux Street between Belmore Street and Crown Street – Investigate kerb extensions at intersecting streets and consider footpath widening between Belmore Street and Waterloo Street.

Reason

The kerb extensions will improve pedestrian safety in this section of Foveaux Street and these, together with footpath widening, will assist in maintaining vehicle speeds to the 50km/h speed limit.

32. Devonshire Street at Steel Street – Provide raised platform and kerb extension at existing pedestrian crossing.

Reason

The kerb extensions and raised platform will improve pedestrian safety at the crossing. The facilities will also assist in maintaining vehicle speeds in Devonshire Street to the proposed 40km/h speed limit.

- 33. Devonshire Street west of High Holborn Street:**
- (a) **either upgrade existing pedestrian crossing with raised platform and kerb extensions; or**
 - (b) **remove pedestrian crossing due to close distance to traffic signals at Crown Street.**

Reason

The crossing facilities either need to be upgraded to improve pedestrian safety or the crossing should be removed, due to its close distance to the adjacent traffic signals.

- 34. Belvoir Street at Northcott Village – Provide pedestrian crossing with a raised platform and kerb extensions.**

Reason

Up to 71 pedestrians (including aged pedestrians) per hour cross at this location, with only a pedestrian refuge currently provided. The provision of a pedestrian crossing with appropriate safety facilities will provide a better facility and the raised platform and kerb extensions will reduce vehicle speeds at the crossing thereby improving safety at the crossing, as well as assist in maintaining vehicle speeds to the proposed 40km/h speed limit.

- 35. Crown Street at Lansdowne Street – Provide pedestrian crossing with raised platform and kerb extensions.**

Reason

There are up to 143 pedestrians per hour crossing Crown Street at or near Lansdowne Street. The provision of a pedestrian crossing with a raised platform and kerb extensions will cater for these pedestrians and maintain safety at the crossing. In addition, the raised platform will assist in maintaining vehicle speeds to the 40km/h speed limit in Crown Street.

- 36. Crown Street between Lansdowne Street and Oxford Street – Investigate kerb extensions at intersecting streets.**

Reason

Kerb extensions will improve pedestrian and vehicle safety at intersections by improving sight distances and visibility of pedestrians. In addition, the kerb blisters will assist in maintaining vehicle speeds to the 40km/h limit.

- 37. Bourke Street at Devonshire Street – Provide pedestrian crossings in Devonshire Street and in Bourke Street (north side) with appropriate safety facilities.**

Reason

There are 76-77 pedestrians per hour crossing Bourke Street and Devonshire Street at this intersection including some school children. The pedestrian crossing will provide for

these movements. Currently there is a raised platform at the intersection and the City would need to examine what safety features could be incorporated into the detail design. (NB. separated cycleway proposed on the western side of Bourke Street.)

38. Investigate all lanes and narrow streets in Surry Hills for shared zone treatment.

Reason

This is a current policy of the City to convert suitable narrow lanes to shared zones (providing that they meet relevant guidelines) to reduce vehicle speeds in the lanes and improve conditions for other road users.

39(a) Devonshire Street near Holt Street – Provide speed humps (raised platforms) east and west of Holt Street.

Reason

There are scattered pedestrian movements crossing Devonshire Street at or near Holt Street, as well as 4 pedestrian accidents in 5 years. The raised platforms will reduce vehicle speeds and improve pedestrian safety as well as assist in maintaining the proposed 40km/h speed limit in Devonshire Street.

39(b) Provide a pedestrian crossing in Holt Street with a raised platform at Devonshire Street.

Reason

Up to 478 pedestrians per hour cross Holt Street at Devonshire Street. The pedestrian crossing with the kerb extensions will provide appropriate facilities at this location.

40(a) Provide shared zone treatment in Bennett Place and Fanny Place (between Marshall Street and Bourke Street) and investigate shared zone treatments in Bennett Street, Prospect Street and McElhone Place.

Reason

The streets are narrow with very narrow footpath areas. All carry low traffic volumes. The provision of shared zone treatments in these streets will reduce vehicle speeds and improve conditions for other users.

40(b) Marshall Street at Fitzroy Street – Investigate an at grade threshold treatment (i.e. not raised) and or a pedestrian crossing in Marshall Street and Stop sign control for Marshall Street.

Reason

There is up to 97 pedestrians that cross Marshall Street at Fitzroy Street. The proposed measures will assist in informing drivers that Marshall Street is a local road.

- 41. Wentworth Avenue at Campbell Street – Provide a kerb extension on the north east corner.**

Reason

Improve pedestrian safety and amenity.

- 42. Wentworth Avenue at Hunt Street – Provide a kerb extension on south east corner.**

Reason

Improve pedestrian safety and amenity.

- 43. Wentworth Avenue at Commonwealth and Goulburn Streets – Provide kerb extensions in Campbell Street and Goulburn Street on the eastern side of Wentworth Avenue.**

Reason

Improve pedestrian safety and amenity.

- 44. Goulburn Street at Pelican Street – Provide a kerb extension on the north western corner**

Reason

Improve pedestrian safety and amenity.

- 45. Investigate all one way lanes for two way bicycle access**

Reason

Provide better access for cyclists in area.

- 46. Crown Street south of Foveaux Street (adjacent Surry Hills Community Centre) – Provide pedestrian crossing with raised platform and kerb extensions.**

Reason

Up to 72 pedestrians per hour cross Crown Street in the vicinity of Surry Hills Community Centre and the pedestrian crossing facility will provide for these movements. The raised platform will assist in keeping vehicle speeds to the 40km/h speed limit.

* Traffic signal works require RTA approval

** Speed limits are the responsibility of the RTA.

6.3 Community Comments on Draft Improvement Scheme

The Draft Improvement Scheme was presented at the 2nd Community meeting on Tuesday 3 June 2008. There were 63 people in attendance.

Following the presentation, the participants workshopped the Draft Scheme in smaller groups. Due to the number of recommendations, the groups were divided into 4 areas as follows:

- Area A - West of Crown Street and south of Foveaux Street / Fitzroy Street;
- Area B - West of Crown Street and north of Foveaux Street / Fitzroy Street;
- Area C - East of Crown Street and south of Foveaux Street / Fitzroy Street;
- Area D - East of Crown Street and north of Foveaux Street / Fitzroy Street.

A large number of people who attended the meeting were interested in the Bourke Street Cycleway and this was reflected in the comments made at the meeting and in the workshop.

There were nine (9) groups in the workshop and five (5) of these groups were interested in Area C (east of Crown Street and south of Foveaux Street / Fitzroy Street). There was one (1) group for Areas A and D and two (2) groups for Area B.

Those comments made about the Bourke Street Cycleway at the meeting are generally reflected in written submissions (see **Appendix 2A and 2B**). The City has a separate process with regard to the detail design of the proposed separated cycleway in Bourke Street, which includes public consultation. There were also several submissions that supported the Bourke Street Cycleway and other bicycle initiatives.

Similarly, most issues raised at the workshop on the Draft LATM Scheme are reflected in the Feedback Sheets for the meeting.

Those LATM measures that received support at the workshop included Items 2, 3a, 4, 10b, 11, 12, 13, 14a, 14b, 15, 18a, 18b, 18c, 21b, 23, 24a, 24b, 25, 26, 27, 28, 29a, 29b, 30a, 30b, 31c, 32, 33a, 34, 35, 36, 38, 39a, 41, 42, 43, 44, 45 and 46.

There were 26 Feedback Sheets returned at the workshop and these sheets reflected the comments made by the various groups and participants. **Appendix 2A** shows details of the issues raised in the Feedback Sheets and Transport and Urban Planning's response.

Following the public display of the Draft Scheme by the City, a total of 21 written submissions were received. These submissions also generally reflected the comments / issues raised at the workshop and covered in the Feedback Sheets, although some submissions raised new issues with regard to elements of the Draft Scheme. Details of 21 written submissions together with Transport and Urban Planning's comments are contained in **Appendix 2B**.

With the exception of the proposed Bourke Street separated cycleway (LATM Item 1) most of the submissions supported the Draft Scheme or elements of it, including several submissions which supported the whole Draft Scheme including the Bourke Street Cycleway. Individual elements supported in submissions include Items 7, 10a and 10b, 12, 14, 16, 18a, 19b, 22, 24, 25, 27, 28, 30, 31, 36, 37, 40a and 40b.

A number of submissions sought clarification of elements, particularly regarding the proposed shared zones or made suggestions that would be normally addressed in the detail design of the various LATM measures.

Other submissions raised issues either previously raised in the first round of the public consultation and which were investigated as part of the study (**Appendix 1** refers) or other matters that are outside the scope of this study (i.e. other non LATM traffic matters for the City and traffic / public transport matters for another agency). Some of these matters were also raised in the first round of the public consultation.

There was one submission from the Surry Hills Police Command which suggested that the proposed traffic signals at the intersection of Goulburn Street / Riley Street (LATM Item 16) could affect Police emergency response times as Police vehicles park in Goulburn Street. There are a number of methods to provide priority for Police vehicles exiting from Goulburn Street under traffic signal control and it is suggested that the City examine these with the Police and the RTA during the design process of the traffic signals, if this measure proceeds. Transport and Urban Planning considers that the traffic signals are the best option to address the current deficiencies at this intersection and the measure should be included in the final scheme, subject to the concerns of the Police being addressed.

7.0 RECOMMENDED SCHEME

7.1 Additional City Initiatives

The City has identified the following amendment to the Draft Scheme as well as a new item to be included in the Draft Scheme.

- Amend LATM Items 6 and 19 to incorporate the following changes:
 - Provide a Shared Zone treatment in Hill Street between Bourke Street and Short Lane;
 - Extend Shared Zone treatment in Mary Place into the intersection with Flood Place for 10 metres, north and south of the intersection; and
 - Provide pedestrian crossing with raised platform in Bourke Street on the southern side of Short Street in lieu of at Hill Street.
- Provide a channelisation / traffic calming to improve pedestrian amenity at the intersection of Clisdell Street / Belvoir Street, adjacent the Belvoir Street Theatre (LATM Item 48).

7.2 Changes Due to Community Consultation

Based on the second round of community consultation, the following amendments / additions are recommended to the Draft Scheme:

- Adopt the upgrading of the existing pedestrian crossing with a raised platform and kerb extension in Devonshire Street, west of High Holborn Street, in lieu of the crossing's removal (LATM Item 33);
- Provide a pedestrian crossing with appropriate safety features (raised platform and kerb blisters) in Bourke Street between Arthur Street and Phelps Street (LATM Item 47). The design is to be compatible with the proposed separated cycleway;
- Investigate and implement:
 - Left in / left out turning restrictions including physical measures in Nickson Street at Cleveland Street (**NB.** No Right Turn from Cleveland Street is currently banned, however is ignored by a proportion of drivers) (LATM Item 49a);
 - Speed control measures by way of raised platforms in Nickson Street, as well as the consideration of an entry treatment in Nickson Street at Devonshire Street (LATM Item 49b).
- Investigate and implement pedestrian improvement measures including a shared zone treatment in Wilshire Street between Nickson Street and Devonshire Street (LATM Item 50).

7.3 Recommended Scheme of Improvements and Priorities

The recommended improvement scheme is shown on **Figures 12A, 12B, 12C and 12D.**

Those measures that incorporate raised platforms on bus routes would need to be designed with a (low) profile to suit bus operations.

Table 7.1 details the elements of the scheme with priorities for implementation based on a 2 level timeframe:

- Priority 1 - within 2 years
- Priority 2 - within 2-5 years

Priority 2 represents those projects that would require a longer timeframe to design and implement.

TABLE 7.1

PRIORITIES FOR THE RECOMMENDED WORKS

Item	Proposed Works	Priority
1	Bourke Street full length – Separated cycleway (under consideration – no trees to be removed and a parking solution to be found).	1
2	Chalmers Street between Devonshire Street and Eddy Avenue – Investigate separated cycleway.	1
3(a)	Elizabeth Street / Eddy Avenue – Provide signalised pedestrian crossing across Eddy Avenue (west side).	2
3(b)	Elizabeth Street between Eddy Avenue and Hay Street – Provide shared bicycle / pedestrian path on western side.	2
4	Crown Street, between Cleveland Street and Lansdowne Street – Investigate footpath widening.	2
5	Campbell Street at Samuel Street – Provide raised platform and kerb extensions at existing pedestrian crossing.	1
6	St Margaret's East LATM Scheme – Implement Scheme and consider changes to proposed one way movements in the detail design. Scheme includes road closure of Hill Street (between Short Lane and Clare Street), footpath widening in Short Street, shared zones in Short Lane and Mary Place and one way movements in Flood Place, Mary Place, Clare Street and Hill Street.	2
7	Commonwealth Street at Albion Street – Provide channelisation of intersection to improve pedestrian safety and consider appropriate pedestrian crossing facilities.	1
8	Marlborough Street near Goodlet Street – Provide speed humps (raised platforms) either side of Goodlet Street.	1
9	Goodchap Street – Provide shared zone treatment.	1
10(a)	Albion Street at Mary Street – Provide channelisation at intersection to improve safety of pedestrian crossing in Albion Street.	1
10(b)	Investigate opportunities for channelisation to be extended to Elizabeth Street.	2
11	Albion Street at Belmore Street. Provide kerb extension on southern side of Albion Street at pedestrian crossing.	1
12	Introduction of 40km/h speed limit in city streets excluding RTA roads, Elizabeth Street / Wentworth Avenue, Chalmers Street, Fitzroy Street / Foveaux Street, Albion Street and Oxford Street.	2
13	Reservoir Street at Elizabeth Street – Provide pedestrian crossing and raised platform in Reservoir Street.	1
14(a)	Pelican Street at Oxford Street – Provide pedestrian crossing and kerb extensions in Pelican Street.	1
14(b)	Brisbane Street at Oxford Street – Provide pedestrian crossing	1
15	Goulburn Street at Crown Street – Provide pedestrian crossing and kerb extensions in Goulburn Street.	1

TABLE 7.1 Cont

Item	Proposed Works	Priority
16	Goulburn Street at Riley Street – Provide traffic signals with pedestrian facilities on all legs. Review options in design with RTA and Police to provide priority for Police vehicles exiting Goulburn Street.	2
17	Campbell Street at Bourke Street – Provide pedestrian traffic signals with bicycle facilities.	2
18(a)	Campbell Street / Hunt Street / Commonwealth Street / Brisbane Street – Investigate and develop channelisation proposal for area to improve pedestrian amenity. The proposal to include pedestrian safety improvements at Commonwealth Street / Campbell Street.	2
18(b)	Foster Street at Campbell Street – Provide Stop sign control on Foster Street.	1
18(c)	Foster Street at Hunt Street – Provide kerb extensions at intersection and Stop sign control on Foster Street.	1
19	Bourke Street at Short Street: (a) Provide pedestrian crossing with raised platform and kerb extensions (east side) in Bourke Street on the southern side of Short Street; (b) Provide pedestrian crossing in Short Street with kerb extensions and refuge island at Bourke Street. Consider raised platform. (c) Provide Stop sign control in Short Street at Bourke Street.	1
20	Crown Street between Albion Street and Campbell Street – Provide speed humps (raised platforms) either side of pedestrian traffic signals, outside Crown Street Public School.	1
21(a)	Riley Street at Reservoir Street – Provide pedestrian crossing with raised platform and kerb extensions in Riley Street on southern side of intersection.	1
21(b)	Reservoir Street – Provide speed humps (raised platforms) north and south of Commonwealth Street and west of Mary Street.	1
22	Nichols Street – Provide shared zone treatment.	1
23	Albion Street between Mary Street and Crown Street – Investigate kerb extensions at intersecting streets on the southern side between Mary Street and Crown Street.	2
24(a)	Randle Street at Elizabeth Street – Provide pedestrian crossings in Randle Street.	1
24(b)	Cooper Street at Elizabeth Street – Provide pedestrian crossing and kerb extensions in Cooper Street.	2
25	Elizabeth Street between Foveaux Street and Kippax Street – Investigate footpath widening on eastern side of Elizabeth Street.	2
26	Devonshire Street at Elizabeth Street – Provide signalised pedestrian crossing facilities in Devonshire Street (eastern leg) and an additional signalised crossing in Elizabeth Street.	1
27	Chalmers Street north of Belvoir Street – Provide pedestrian traffic signals (pelican operation).	2

TABLE 7.1 Cont

Item	Proposed Works	Priority
28	Chalmers Street between Belvoir Street and Devonshire Street – Investigate kerb extension on eastern side at intersecting streets.	2
29(a)	Buckingham Street at Rutland Street – Provide raised platform at intersection and upgrade Stop sign signage in Buckingham Street.	1
29(b)	Buckingham Street at Belvoir Street – Upgrade Stop sign signage in Buckingham Street and line marking.	1
30(a)	Elizabeth Street between Bedford Street and Devonshire Street – Investigate kerb extensions on western side at intersecting streets.	2
30(b)	Investigate the removal of AM / PM peak No Parking restrictions on western side on Elizabeth Street between Bedford Street and Devonshire Street.	1
31(a)	Foveaux Street at Commonwealth Street – Provide traffic signals with pedestrian facilities on all legs, together with kerb extensions in Foveaux Street.	2
31(b)	Foveaux Street between Mary Street and Belmore Street. Investigate kerb extensions at intersections and consider footpath widening.	2
31(c)	Foveaux Street between Belmore Street and Crown Street – Investigate kerb extensions at intersecting streets and consider footpath widening between Belmore Street and Waterloo Street.	2
32	Devonshire Street at Steel Street – Provide raised platform and kerb extension at existing pedestrian crossing.	1
33	Devonshire Street west of High Holborn Street - Upgrade existing pedestrian crossing with raised platform and kerb extensions.	1
34	Belvoir Street at Northcott Village – Provide pedestrian crossing with a raised platform and kerb extensions.	1
35	Crown Street at Lansdowne Street – Provide pedestrian crossing with raised platform and kerb extensions.	1
36	Crown Street between Lansdowne Street and Oxford Street – Investigate kerb extensions at intersecting streets.	2
37	Bourke Street at Devonshire Street – Provide pedestrian crossings in Devonshire Street and in Bourke Street (north side) with appropriate safety facilities.	1-2
38	Investigate all lanes and narrow streets in Surry Hills for shared zone treatment.	2
39(a)	Devonshire Street near Holt Street – Provide speed humps (raised platforms) east and west of Holt Street.	1
39(b)	Provide a pedestrian crossing in Holt Street with a raised platform at Devonshire Street.	1
40(a)	Provide shared zone treatment in Bennett Place and Fanny Place (between Marshall Street and Bourke Street) and investigate shared zone treatments in Bennett Street, Prospect Street and McElhone Place.	1
40(b)	Marshall Street at Fitzroy Street – Investigate an at grade threshold treatment (i.e. not raised) and or a pedestrian crossing in Marshall Street and Stop sign control for Marshall Street.	1

TABLE 7.1 Cont

Item	Proposed Works	Priority
41	Wentworth Avenue at Campbell Street – Provide a kerb extension on the north east corner.	1
42	Wentworth Avenue at Hunt Street – Provide a kerb extension on south east corner.	1
43	Wentworth Avenue at Commonwealth and Goulburn Streets – Provide kerb extensions in Campbell Street and Goulburn Street on the eastern side of Wentworth Avenue.	1
44	Goulburn Street at Pelican Street – Provide a kerb extension on the north western corner	1
45	Investigate all one way lanes for two way bicycle access	2
46	Crown Street south of Foveaux Street (adjacent Surry Hills Community Centre) – Provide pedestrian crossing with raised platform and kerb extensions.	1
47	Bourke Street between Arthur Street and Phelps Street – provide pedestrian crossing with appropriate safety features (kerb extensions and raised platform). The design to be compatible with the proposed separated cycleway.	1-2
48	Clisdell Street at Belvoir Street – Provide channelisation at intersection to improve pedestrian amenity	1
49(a)	Nickson Street at Cleveland Street – investigate and provide left in / left out turning restrictions including physical measures	1
49(b)	Nickson Street between Cleveland Street and Devonshire Street – Investigate and provide speed control measures (raised platforms) as well as consider entry treatment at Devonshire Street.	1
50	Wilshire Street between Nickson Street and Devonshire Street – Investigate and implement pedestrian improvement measures, including a shared zone treatment in Wilshire Street.	1

7.4 Locations for Monitoring and or Further Investigation

Those locations that are recommended for future monitoring and a further investigation of traffic matters by the City, some in conjunction with the RTA, include:

- (i) Review need for a right turn arrow from Bourke Street (southern approach) into Cleveland Street (also RTA matter);
- (ii) Review need for left turn ban from Cleveland Street into Baptist Street (which is regularly ignored) and examine opportunities to improve pedestrian crossing facilities and pedestrian safety at the intersection (also RTA matter).
- (iii) Investigate potential for introduction of shared zones in:
 - Collins Lane and examine the adequacy of the existing signage;
 - Little Bourke Street;
 - Little Riley Street and investigate the benefits of reversing the one way movement;
 - Olivia Lane;
 - Rickard Lane (off Alexander Street); and consider the need for one way traffic flow; and
 - Terry Street.

(NB. The streets / lanes could be considered for shared zone treatment earlier than the streets / lanes identified in Table 5.3)

- (iv) City's Road Safety Officers to monitor conditions in Denham Street at school arrival and departure times associated with Crown Street Public School and determine if any additional measures including enforcement are required.
- (v) Investigate the need for a pedestrian crossing and Stop signs at the intersection of Mary Street / Reservoir Street.
- (vi) Monitor the eastern end of Cooper Street to determine if measures are required to reduce incidence of reversing.
- (vii) Monitor traffic conditions and review signage in Sophia Street at Riley Street.
- (viii) Monitor traffic conditions in Ridge Street to determine if any changes are required.
- (ix) Monitor traffic conditions in Hutchison Street at Fitzroy Street, with regard to illegal parking or a need to change existing parking controls.
- (x) Review the need to improve one way signage in Little Buckingham Street at Bedford Street.
- (xi) Investigate need for a pedestrian crossing in Crown Street outside Medina.

7.5 Other City of Sydney Matters Raised in Community Consultation Outside the Scope of the Study

These matters included a range of issues including parking, enforcement of parking and maintenance issues. These issues will be examined and addressed by the relevant units of the City. These issues are listed below.

7.5.1 Parking Including Enforcement of Parking

Parking matters include:

- (i) Extend parking restriction hours in residential areas and around all restaurants to 10pm on all days;
- (ii) Parking in Arthur Street (lack of);
- (iii) Provide more parking in area, including motorcycle parking;
- (iv) Increase enforcement of parking;
- (v) Promote residents parking in area;
- (vi) Introduce 1 hour parking residents excepted in Prospect Street;
- (vii) Illegal parking at Bourke Street / Devonshire Street;
- (viii) Over parking at Bourke Street / Phelps Street;
- (ix) Illegal parking by Police vehicles at Goulburn Street / Brisbane Street;
- (x) Review and reduce parking time limits in Surry Hills;
- (xi) Enforcement of illegal parking on footpaths;
- (xii) Illegal parking on the corner of Hutchinson Street / Fitzroy Street; and
- (xiii) Double parking and parking too close to corners.

7.5.2 Maintenance

Maintenance matters include:

- (i) Bourke Street – footpaths in bad condition;
- (ii) Cleveland Street at Prince Alfred Park – VMS (sign) is in a bad location and takes up footpath space;
- (iii) Bourke Street between Davis Street and Rainford Street – water pools during rain at speed hump;
- (iv) Nichols Street – poor lighting;
- (v) Lack of maintenance for landscaping generally;
- (vi) Improve footpath in Riley Street between Albion Street and Campbell Street;
- (vii) Better (more) signage required of one way traffic in Albion Street at Crown Street;
- (viii) Improve road and footpaths generally in Bourke Street;
- (ix) Footpath in Crown Street between Cleveland Street and Devonshire Street is poor;
- (x) Lack of pedestrian kerb ramps on south east corner of pedestrian crossing at Crown Street / Devonshire Street;
- (xi) Need for accessible pedestrian kerb ramps at all intersections;
- (xii) Pedestrian kerb ramps should be provided in Reservoir Street between Elizabeth Street and Crown Street, as well as improvements in the streetscape;
- (xiii) Need for better maintenance of footpaths and roads after road openings; and
- (xiv) Need for a bus shelter in Albion Street at Crown Street.

7.6 Matters Raised in Community Consultation that are the Responsibility of Another Agency

There were a number of matters raised that are the responsibility of other Government agencies such as the Roads and Traffic Authority, Sydney Buses and the NSW Police Force. In addition, this study identified several technical matters that should be forwarded to the RTA for investigation and follow up. The matters are listed below.

The City should determine which of these issues should be forwarded to these Authorities.

7.6.1 Roads and Traffic Authority

Technical Matters

- (i) South Dowling Street / Fitzroy Street / Moore Park Road Intersection

Review traffic signal operation for remedial measures to reduce the number of accidents that occur at this intersection. (Also see Item (vi) below.)

- (ii) Baptist Street / Cleveland Street / Crown Street

Review the need for remedial measures to address pedestrian accidents in Cleveland Street at / near the intersection. (Also see Item (ii) in Section 7.4 and Item (ii) below.)

Community issues that Align with Council Policies

- (i) Bourke Street south approach at Cleveland Street

See comments regarding need for a right turn arrow from Bourke Street in Item (i) in Section 7.4.

- (ii) Baptist Street / Cleveland Street / Crown Street

See comments regarding left turn restriction and pedestrian matters in Item (ii) in Section 7.4 and for Item (ii) above in Technical Matters.

- (iii) Complaint regarding pedestrian times being too short at the following intersections:

- Crown Street intersections;
- Riley Street / Albion Street; and
- Fitzroy Street / Bourke Street.

- (iv) (a) Complaint regarding delays to pedestrians at all signal controlled intersections outside peak times.

(b) Complaint that pedestrian traffic signals in South Dowling Street adjacent bridges over the Eastern Distributor do not cycle often enough (i.e. delay).

- (v) Additional signage required to prevent illegal right turns from Elizabeth Street into one way section of Devonshire Street, west of Elizabeth Street (City should initially investigate this matter as this could be dealt with when the traffic signals are reconstructed (LATM Item 26).
- (vi) Additional pedestrian crossings required in the Drivers Triangle area at all intersections.
- (vii) - Pedestrian / vehicle conflict at Taylor Square from left turning vehicles from Flinders Street turning against red (i.e. late turns after green has terminated).
 - Need for red light camera.
- (viii) Install countdown timers for pedestrians at all traffic signals.
- (ix) (a) Improve timing and or install right turn right arrows for right turns from Crown Street to Albion Street;
 - (b) Crown Street to Foveaux Street.

7.6.2 Sydney Buses

Community issues raised for Sydney Buses include:

- (i) Objection to the change to Route 301 made several years ago.
- (ii) Improve public transport in area (general comment).
- (iii) Lack of bus shelters at Campbell Street / Crown Street. (City should examine this in first instance.)

7.6.3 Enforcement (NSW Police Force)

Enforcement matters raised by the community include:

- (i) Illegal left turn into Baptist Street from Cleveland Street (see comments in Section 7.4 Item (ii)).
- (ii) No right turn from Cleveland Street into Nickson Street is ignored (also see LATM item 49a)
- (iii) Lack of enforcement of 40km/h speed limit.
- (iv) Lack of enforcement of speed limits in Cleveland Street (Elizabeth Street to South Dowling Street) and in Foveaux Street.

APPENDIX 1 SURRY HILLS – LATM MATTERS RAISED AT 1ST PUBLIC MEETING AND AT COMMUNITY FORUM

	Location	Dislike / Comment	Transport & Urban Planning's Comments
1	Albion St	<ul style="list-style-type: none"> Volume of traffic in one way street Speed of traffic too high Width of road 	Albion St is a Regional Road, bus route/corridor and special event clearway. However, improvements proposed between Elizabeth St and Crown St.
2	Albion St and Commonwealth St	No pedestrian crossing facilities	City are developing channelisation scheme to improve pedestrian amenity.
3	Albion St and Elizabeth St	Made two way by RTA to access car park	Comment noted.
4	Albion St at Flinders St	Vehicles queue across pedestrian area.	RTA and enforcement issue.
5	Albion St, Crown St to Flinders St	<ul style="list-style-type: none"> Traffic speed, wrong way – one way street Bourke St to Albion St (one way opposite direction) Traffic on Bourke St Albion St to Bourke St southbound right turn? 	See comments for 1. above. Vehicles travelling against the one way direction is an enforcement issue.
6	Baptist St / Cleveland St / Crown St	<ul style="list-style-type: none"> Traffic island too small for pedestrian storage Illegal left turn into Baptist St from Cleveland St (enforcement) 	<ul style="list-style-type: none"> RTA matter. Enforcement and or review need for left turn restriction.
7	Belvoir St, east of Wilton St	Pedestrian refuge – needs crossing	Pedestrian crossing recommended.
8	Bennett Place	<ul style="list-style-type: none"> No footpaths in Bennett Place and other narrow streets Possible shared zone One way 	Shared zone recommended.
9	Between Devonshire St and Belvoir St	Don't like blisters	Noted.
10	Bourke St / Fitzroy St	Traffic lights have significant delays for pedestrians outside peak times. Need to change timing to favour pedestrians in off peak.	RTA matter.
11	Bourke St	Footpath in bad condition with tree surround gravel swept into properties	Maintenance issue.
12	Bourke St	40km/h speed - wants speed control	Improvements proposed for Bourke Street.
13	Bourke St / Arthur St / Parkham St etc	Way finding signage from Surry Hills to Moore Park	Not a matter for the study.

	Location	Dislike / Comment	Transport & Urban Planning's Comments
14	Bourke St / Cleveland St	Need right turn from Bourke St to Cleveland St	This is on the southern side of Cleveland Street and outside the study area. Requires investigation by the City and RTA, however City may not support.
15	Bourke St / Devonshire St	<ul style="list-style-type: none"> Illegal parking Vision at crossing Pedestrian issues 	<ul style="list-style-type: none"> Improvements recommended. Illegal parking is an enforcement issue.
16	Bourke St at Nobbs St	<ul style="list-style-type: none"> Right turn into Bourke St (illegal) Ignoring signs Pedestrians Trucks 	Bourke St to have separated cycleway. Median in Bourke St at Nobbs St to be reviewed as part of design.
17	Bourke St at Phelps St	<ul style="list-style-type: none"> Poor sight lines Over parking 	Bourke St to be narrowed in this section as part of cycleway. Over parking is an enforcement issue.
18	Bourke St between Campbell St and Albion St	Speeding vehicles	Raised pedestrian crossing proposed at Hill St, which will reduce speeds.
19	Bourke St south	Lack of pedestrian crossings	Pedestrian crossing proposed at Devonshire St.
20	Bourke St, between Phelps St & Arthur St	Difficult pedestrian crossing	Pedestrian crossing recommended at this location.
21	Bourke Street	Speed humps	?
22	Bourke Street	Right turn phase at Cleveland	See Item 14.
23	Bourke Street	Bike lane narrow and cyclists have safety issues near Prospect Street	City to investigate as part of separated cycleway.
24	Bourke Street / William Street	<ul style="list-style-type: none"> Improve right turn Congestion issues 	Outside study area RTA
25	Bourke Street / Short Street	Rat run	Improvement measures recommended.
26	Bourke Street, Albion St to Cleveland St	Excessive speed (40km ??) and volume	Vehicle speeds are not excessive. Separated cycleway will assist in reducing vehicle speeds.
27	Bridge over Eastern Distributor (at Parkham St)	Restricted vision of cars	RTA matter

	Location	Dislike / Comment	Transport & Urban Planning's Comments
28	Bridges over Eastern Distributor and South Dowling St	<ul style="list-style-type: none"> Regularly have glass on them. Need street cleaning. Traffic signals do not cycle over enough for pedestrians. Landscaping makes it difficult to see. 	Maintenance and traffic signal issues for the RTA.
29	Bridges over Eastern Distributor / South Dowling St	Long delay on pedestrian lights (everywhere).	RTA matter.
30	Brisbane St and Goulburn St and Hunt St	Wasted space. Unutilised. Should be used for better pedestrian / cycling / park facilities	Channelisation and other measures to be investigated by City to improve pedestrian and cyclist amenity and safety.
31	Buckingham St / Belvoir St	Poor sight lines need traffic calming	Additional signage recommended.
32	Campbell St / Bourke St	<ul style="list-style-type: none"> Rat run Pedestrian and vehicle issues 	Pedestrian traffic signals and other measures recommended in Bourke Street.
33	Campbell St / Crown St	<ul style="list-style-type: none"> Bus operations – no shelters Bus issues climbing hill 	Matter for Sydney Buses.
34	Campbell St / Denham St	<ul style="list-style-type: none"> Anti-social behaviour Illegal parking over driveways Waste disposal operating 2 way Speed of trucks in area 	<ul style="list-style-type: none"> Anti-social behaviour not a matter for study. Illegal parking is an enforcement issue. Waste disposal trucks and operation is a matter for City.
35	Campbell St / Samuel St	<ul style="list-style-type: none"> Speed vs pedestrian crossing Speed management 	City to implement improvement measures at pedestrian crossing.
36	Campbell St / Smith St	<ul style="list-style-type: none"> Issue of split between Campbell St / Steep decline Bus and vehicles > 50km Implement roundabout Confusion – traffic and pedestrians Used as roundabout Crossing accidents Slow traffic Signage 	Channelisation scheme recommended to address traffic and pedestrian issues at this location.
37	Campbell St and Bourke St	Pedestrian crossing needs safety improvements	Pedestrian signals recommended.
38	Campbell St and Commonwealth St	Speeding traffic on all legs	See comments for Item 36.

	Location	Dislike / Comment	Transport & Urban Planning's Comments
39	Campbell St and Foster St	Dangerous intersection – like a Stop sign in Foster St	Stop sign control recommended.
40	Campbell St and Hunt St	<ul style="list-style-type: none"> Traffic volume too high Traffic speed approaching junction too fast Junction design problematic to pedestrians / safety 	See comments for Item 36.
41	Campbell St near Smith St	Dangerous to cross	See comments for Item 36.
42	Campbell St triangle	<ul style="list-style-type: none"> Aged care facility in poor location. Need better crossing facilities Footpath too narrow. 	See comments for Item 36.
43	Chalmers St	Need mid-block signalised crossing to pool	Pedestrian signals recommended.
44	Cleveland St / Crown St	<ul style="list-style-type: none"> Disobey signs especially turns No right turn Crown St to Cleveland St, no left turn Cleveland St to Baptist St Phasing not favour pedestrians 	<ul style="list-style-type: none"> Enforcement issue Traffic signal operation is a matter for the RTA.
45	Cleveland St / Crown Street / Baptist St	Traffic lights need to provide more time for Crown St / Baptist St	RTA matter.
46	Cleveland St / Nickson St	No right turn Cleveland St to Nickson St	RTA matter.
47	Cleveland St and Elizabeth St	Dangerous road alignment	RTA matter.
48	Cleveland St at Prince Albert Park	VMS poor location. Takes up footpath space	Maintenance issue.
49	Cleveland St end near Hutchinson St and Devonshire St	Poor lighting	Maintenance issue but location is unclear.
50	Cleveland St into Crown Street	<ul style="list-style-type: none"> Remove right turn and force vehicles to use South Dowling St (RTA) Scramble crossing at Cleveland St / Crown St / Baptist St 	<ul style="list-style-type: none"> Matter for RTA. However, No Right Turn from Cleveland St to South Dowling St to travel north. Matter for RTA.
51	Cnr Flinders St and South Dowling St	Difficult pedestrian crossing	RTA matter.
52	Collins Lane	<ul style="list-style-type: none"> Rat run in Collins Lane Wrong way to Richards Lane 	Traffic counts show 1-3 vph in Collins Lane. Would be suitable as future shared zone. Signage to be investigated at that time.
53	Collins Lane and Alexander Lane	<ul style="list-style-type: none"> Red Danger Cars go both ways (one way road) 	See comments for Item 52.
54	Collins Lane and Collins St	Turn in Collins Lane (TR or TL) kerbs too difficult	See comments for Item 52.
55	Commonwealth St / Belmont St / Bellevue St	Circulating traffic (for parking)	Noted. Parking is not a matter for this study.

	Location	Dislike / Comment	Transport & Urban Planning's Comments
56	Commonwealth St and Reservoir St	<ul style="list-style-type: none"> • Roundabout in poor location • Pedestrian crossing location too far away 	Speed control measures proposed in Reservoir St to assist pedestrians.
57	Cooper Street	Turnaround area needed at top of Cooper St to stop dangerous reversing	Too narrow to provide turn area. City to monitor and investigate other measures, if required.
58	Crown St	Too many right turns at signals causing congestion on Crown St	Comment noted.
59	Crown St	Congestion in north end blocks access out of Surry Hills	Comment noted.
60	Crown St	Pedestrian safety for people crossing Crown St – signal timing	Signal timing is a matter for RTA.
61	Crown St	Pedestrian delays at traffic signals	Matter for RTA.
62	Crown St & Campbell St	Would like automatic introduction of walk signal for pedestrians	Matter for RTA.
63	Crown St / Albion St	Traffic light delays. Improve timing for Crown St	Matter for RTA.
64	Crown St / Foveaux St	Traffic lights – traffic delay. Improve timing Crown St	Matter for RTA.
65	Crown St / Lansdowne St	No pedestrian crossing facilities	Pedestrian crossing recommended.
66	Crown St and Bourke St	<ul style="list-style-type: none"> • Too much through traffic • Speed humps not working • Consider more effective speed control (chicanes) 	<ul style="list-style-type: none"> • Chicanes are not suitable in Crown St or Bourke St. • Other measures recommended in both streets.
67	Crown St and Cleveland St	Right turn into Crown St not enough storage (vehicles from Bourke St / Cleveland St)	Matter for RTA.
68	Crown St and Cleveland Street	<ul style="list-style-type: none"> • Volume of traffic too high • Conflict between pedestrians and traffic 	Matter for RTA.
69	Crown St and Oxford St	<ul style="list-style-type: none"> • North traffic – straight through right and left • Queuing 	Matter for RTA.
70	Crown St at Arthur St	Speed hump – want pedestrian crossing	Pedestrian crossing installed at this location.
71	Crown St at Davies St	Speed in Crown St – pedestrians crossing at location	No warrant at Davies Street. Raised crossing recommended at Lansdowne Street.
72	Crown St between Cleveland St and Foveaux St	Lack of pedestrian crossings	Pedestrian crossing provided at Arthur St. Additional raised pedestrian crossing recommended in Crown St at Lansdowne St.

	Location	Dislike / Comment	Transport & Urban Planning's Comments
73	Crown St into Riley St	No Right Turn into Riley St from Crown St – residents would like to be able to turn right	Riley St and Crown St do not intersect.
74	Crown St near Collins St (Community Centre)	Needs pedestrian crossing	Reduced warrant met at Collins St. Raised pedestrian crossing recommended.
75	Crown St, Cleveland St to Lansdowne St	<ul style="list-style-type: none"> • Pedestrian crowding on footpath • Widen footpaths • Provide cyclist parking • Do not remove parking for cycleway 	Recommendation that footpath widening to be investigated by City.
76	Crown St, near Cleveland St (shopping area)	<ul style="list-style-type: none"> • Volumes • Taxis Stopping • Congestion 	Double parking is an enforcement matter. See comments for Item 75.
77	Crown Street	<ul style="list-style-type: none"> • Public school access needed around Denham St • Denham St – shared zone • Denham St – restrict access at school pick up / set down times 	Denham St not suitable for shared zone treatment. City's road safety officers are monitoring the school and additional enforcement may be required in Denham St and or other measures.
78	Danks St	Look at improving pedestrian access – City to look at this as outside LATM	This is a matter for City to investigate.
79	Davis St / Rainford St (Bourke)	<ul style="list-style-type: none"> • Road narrows due to speed hump at dog leg • Travel over hump at speed • Problem in wet weather, water is pooling • Remove hump 	Maintenance issue. City to review during design of separated cycleway.
80	Denham St near Bloomfield St	<ul style="list-style-type: none"> • Weight and controls issues for trucks • School drop off / pick up (illegal parking) • Sight issues • Narrow street • Parking both sides two way street • Turning issues – requiring reversing • Waste disposal from Mission, truck movements • Make one way street system, possibly remove parking 	Denham St is dead-end street. City's Road Safety Officers are monitoring school and additional enforcement may be required in Denham St to discourage school drop off / pick up in this street. Truck parking and waste removal matter for City's Health Section. See comments for Item 77.

	Location	Dislike / Comment	Transport & Urban Planning's Comments
81	Devonshire St west of Crown St	<ul style="list-style-type: none"> • Crossing poorly lit and inadequate warning signs – pedestrian safety • Residents would like crossing removed 	Recommendation made for this pedestrian crossing to be upgraded.
82	Devonshire St / Bourke St	<ul style="list-style-type: none"> • Illegal parking at intersection to go to bakery. Look at kerb extensions • One way cars and two way for bikes (contra flow cycle lane) safety concerns 	See comments for Item 15. Separated cycleway proposed for Bourke St.
83	Devonshire St / Elizabeth St	<ul style="list-style-type: none"> • Southbound right turn Elizabeth St to Devonshire St wrong way • Signage issues 	Matter for RTA. Recommendation to signalise the eastern side of Devonshire Street.
84	Devonshire St and Bourke St	<ul style="list-style-type: none"> • Crossing Devonshire St dangerous • Over parking 	Over parking is an enforcement issue. See comments for Items 15 and 82
85	Devonshire St near Bourke Street	Lack of pedestrian crossing	Pedestrian crossing recommended.
86	Devonshire St near Riley St	Pedestrian crossing too close to intersection	Standard location for pedestrian crossing.
87	Devonshire St, Crown St to Bourke St	<ul style="list-style-type: none"> • Consider 45° parking (previous South Sydney proposal). • Street beautification and parking 	City have no knowledge of this scheme. Parking is not a matter for this study.
88	Devonshire St, High Holborn St and Marlborough St	Pointless crossing, too close to crossing (signalled)	See comments for Item 81.
89	Drivers Triangle	Not enough pedestrian crossings – only 5	Matter for RTA.
90	Eastern Distributor	No local exit from Eastern Distributor to area No local entry to Eastern Distributor to area	Matter for RTA.
91	Elizabeth St and Foveaux St and Kippax	Insufficient footpath space for people waiting for bus and walking	Recommendation for City to examine footpath widening in this section of Elizabeth St.
92	Fitzroy St	Excessive speeds from South Dowling St to Bourke St	85 th speed is less than 50km/h speed limit in Fitzroy St.
93	Fitzroy St / Foveaux St / Albion St	Speed	Regional Roads with a speed limit of 50km/h. See comments for Items 1, 92 and 98.
94	Fitzroy St and Hutchison St	<ul style="list-style-type: none"> • Poor visibility due to parked cars • Speed problems 	Future monitoring of parking and enforcement by City suggested.
95	Flinders St	Pedestrian crossing linking to north and east needs safety improvements	Matter for RTA.

	Location	Dislike / Comment	Transport & Urban Planning's Comments
96	Flinders St / Short St	<ul style="list-style-type: none"> Block Short St off to avoid traffic movements into little streets Block traffic from Flinders St to Short St One way out 	LATM measures recommended for Short St to discourage use and calm traffic.
97	Flinders St and South Dowling St	<ul style="list-style-type: none"> Pedestrian facilities very poor Traffic island too small Sight lines 	Matter for RTA.
98	Foveaux St	<ul style="list-style-type: none"> Volume of traffic in one way street Speed of traffic too high Narrow width of road 	Fitzroy St / Foveaux St is a Regional Road, bus route / corridor and special event clearway. Improvement measures recommended west of Crown St. See Section 5.2.2 of report.
99	Foveaux St	Shopping bus tours parking illegally	Enforcement matter.
100	Foveaux St	<ul style="list-style-type: none"> Speed limit too high No pedestrian crossings between Riley St and Elizabeth St 	Regional Road with 50km/h speed limit. Additional pedestrian crossing facilities recommended at Commonwealth St and other LATM measures between Crown St and Mary St.
101	Foveaux St	Dangerous traffic conditions at taxi depot	Comment noted. Ingress, egress and queuing to be examined by City when kerb extensions and footpath widening is examined in Foveaux St.
102	Foveaux St	<ul style="list-style-type: none"> Speeding from Riley St to Elizabeth St. Need some form of control. Pedestrian crossing facility 	See comment for Items 100 and 101.
103	Foveaux St (Riley St to Elizabeth St)	Speeding and wide lanes	See comment for Item 100.
104	Foveaux St / Bourke St	<ul style="list-style-type: none"> Volume and trucks using as rat run Better encourage traffic to Flinders St 	Foveaux St is a Regional Road and is an acceptable route for trucks.
105	Foveaux St and Albion St	Increasing volume since CCT	Traffic volumes in Foveaux St have not increased since 1991 and are 15,300 vpd. Daily traffic volumes in Albion St are lower than this figure and in the order of 10,561-12,234 vpd.

	Location	Dislike / Comment	Transport & Urban Planning's Comments
106	Foveaux St and Commonwealth St	No pedestrian crossing facilities	Recommendation for traffic signals at this location.
107	Foveaux St and Elizabeth St	<ul style="list-style-type: none"> Wider / longer pram ramps needed Insufficient footpath space for people waiting for bus and walking 	Footpath widening to be investigated by City in Foveaux St and Elizabeth St.
108	Foveaux St and Fitzroy St	High / excessive speeds (downhill)	See comments for Item 100.
109	Foveaux St, Riley St to Elizabeth St	<ul style="list-style-type: none"> Pedestrians / cars interaction Speed Signage for decline 	See comments for Items 100 and 107.
112	Goulburn St / Brisbane St	<ul style="list-style-type: none"> Speed vs pedestrian Speed management needed Confusing maze of roads Illegally parked police vehicles 	<ul style="list-style-type: none"> Intersection has been channelised. Channelisation recommended for Hunt St/ Campbell St area. Illegally parked Police vehicles to be referred to Police.
111	Goulburn St / Crown St	Pedestrian access needs improvement.	Pedestrian crossing recommended across Goulburn St.
112	Little Buckingham St at Bedford St	<ul style="list-style-type: none"> One way street used as 2 way Signage issues 	<ul style="list-style-type: none"> Enforcement issue. City to review signage.
113	Holt St	Too narrow, should be one way	One way would increase round the block trips with additional trips in parallel streets.
114	Hunt St	<ul style="list-style-type: none"> High volume of traffic Steep gradient Cyclists ignoring one way Footpath too narrow 	Channelisation recommended for this section of Hunt St to address traffic and pedestrian issues.
115	Hunt St and Commonwealth St	<ul style="list-style-type: none"> Dangerous to cross for pedestrians Too much traffic Pedestrian facilities not keeping up / sufficient for changing use in area. 	See comments for Item 114.
116	Hunt St and Commonwealth St	<ul style="list-style-type: none"> Difficult intersection – disobey stop sign Needs pedestrian improvements 	See comments for Item 114.
117	Hunt St and Commonwealth St	Confusing for motorists – Stop sign in wrong location Channel traffic	See comments for Item 114.

	Location	Dislike / Comment	Transport & Urban Planning's Comments
118	Hunt St, near Harmony Park	Unsafe pedestrian crossing	See comments for Item 114.
119	Lansdowne St / High Holborn St	Not pedestrian friendly	Lansdowne St carries relatively low traffic volumes. Conditions appear satisfactory.
120	Little Bourke St near Ivy	<ul style="list-style-type: none"> Short Street 2 way but very narrow Was a laneway uses as street 	City to investigate suitability for shared zone.
121	Little Riley St	Make one way, the other way	City to investigate suitability for shared zone and consider changing one way at this time.
122	Little Riley St & Campbell St	Pedestrian safety at intersection – restricted sight distance	City to investigate Little Riley Street's suitability for shared zone.
123	Little Riley St & Foveaux St	No footpath Poor sight lines	See comments for Item 122.
124	Marlborough St	Parking too narrow for 2 way	Narrow road width reduces vehicle speeds. Speed control devices proposed by City near Goodlet St.
125	Marshall St	<ul style="list-style-type: none"> Short cut – possible one way Blind spot at bus lane in Fitzroy St and at Phelps St 	Traffic volumes do not indicate major short cut. One way not favoured as it disadvantages residents in adjoining streets. Other measures recommended.
126	Marshall St at Fitzroy St	Pedestrian conflict	Minimal pedestrian conflict due to low volume of left turn into Marshall St (23-28 vph in peak hours). However, City to investigate need for pedestrian crossing and other measures.
127	Mary St (Campbell St to Albion St)	Rat run	Traffic volumes are less than 100 vph in peak hours which does not indicate a rat run.
128	Nichols St	Poor lighting	Maintenance issue.
129	Nichols St into Fitzroy St	Blind spot (speeding down hill in narrow street)	Shared zone treatment recommended for Nichols St.
130	Olivia Lane	Rat run through Olivia Lane	Olivia Lane carries less than 89 vpd and is suitable as future shared zone.
131	Oxford St	Speed problem (changing speed limit is not enough)	Comment noted.

	Location	Dislike / Comment	Transport & Urban Planning's Comments
132	Oxford Street into Liverpool St	Illegal turn	Enforcement matter.
133	Pelican St	Pedestrian safety crossing opposite shops	Pedestrian crossing recommended.
134	Phelps St and Alexander St	Over parking (child care centre)	Enforcement matter.
135	Randle St / Elizabeth St	<ul style="list-style-type: none"> High accident rates Speed issues Elizabeth St to Randle St - not slowing to turn Move lights from Cooper St to Randle St 	<p>Pedestrian crossing recommended across Randle St.</p> <p>No identified accident problem.</p>
136	Reservoir St and Commonwealth St	Speed / danger at roundabout	Speed control devices recommended in Reservoir St to assist pedestrians.
137	Reservoir St east of Commonwealth St (roundabout)	Hard for pedestrians to cross road	See comments for Item 136.
138	Richard Lane, off Alexander St	Difficulty for pedestrian crossing	
138	Richard Lane, off Alexander St	Narrow – consider one way	City to investigate suitability as shared zone and consider one way at that time.
139	Richards Lane & Foveaux St	Poor sight lines	City to investigate suitability as shared zone and consider one way at that time.
140	Riley St	Delay in Riley St crossing Foveaux St and Albion St at lights – timing (RTA)	Matter for RTA.
141	Riley St (Foveaux St to Albion St)	Speeding – wants speed control	85 th speed is 42km/h.
142	Riley St and Devonshire St	2 pedestrian crossings effects cars turning	Pedestrian crossings required for pedestrians at intersection.
143	Riley St and Goulburn St	<ul style="list-style-type: none"> Car parking too close to intersection Poor visibility Cars approaching junction too fast Volume of traffic on Crown Street contributes to problem 	Traffic signals recommended to address accident problem.
144	Samuel St and Campbell St	Marked pedestrian crossing is unsafe / poor location	City to implement safety improvement measures.
145	Shannan Reserve	Speed of traffic approaching crossing too fast	See comments for Item 74.
146	Short St between Bourke St and Flinders St	No pedestrian facilities to new library	LATM and pedestrian improvements recommended for Short St.
147	Short Street	Needs improvement	See comments for Item 146.
148	Sophia St (top section)	Need improved pedestrian crossing access / protection at both ends	City to review signage and monitor traffic conditions.
		Confusing signposting	

	Location	Dislike / Comment	Transport & Urban Planning's Comments
149	Sophia St at Riley St end	<ul style="list-style-type: none"> Traffic travels wrong way – maybe should make it two way Signage poor at this location 	City to review signage and monitor traffic conditions.
150	South Dowling St and Ridge St	<ul style="list-style-type: none"> Traffic volumes too high in shared zone Rat running problem Possibly close road 	Ridge Street is shared zone at Bourke St end. City to monitor traffic volumes. Local residents use Ridge St to access South Dowling St.
151	South Dowling St	East to west pedestrian movements	Matter for RTA.
152	South Dowling St, between Cleveland St and Flinders St	<ul style="list-style-type: none"> Vehicle excessive speed northbound. Need speed control (speed cameras) Turn into Knobs St – speed of traffic behind turning traffic, concern with vehicle running into rear. Side streets not easily seen, so not knowing if vehicle turning. 	Matter for RTA.
153	Taylor Square	Pedestrian conflict with buses and vehicles turning left from Flinders St into Oxford St	Matter for RTA.
154	Terry St	Rat running problem No footpath	Narrow road and footpath. Traffic volumes are 42-63 vph – peak hours 605 vpd. City to consider suitability as future shared zone.
155	General Comment	Shared zones don't work in Sydney	Do not agree with this comment.
156	General Comment	Limit non-residential traffic	In some streets, this is feasible. Not feasible in all streets due to different uses (eg. business/office/entertainment) and role of various roads.
157	General Comment	Trucks for waste collection at all times	Matter for City.
158	General Comment	Extend pedestrian phase along Regional Roads	Matter for RTA.
159	General Comment	Woolworths access for pedestrians	Pedestrian crossing facility recommended.
160	General Comment	Pedestrian crossings in Crown St and into Redfern	Additional pedestrian crossing recommended in Crown St.
161	General Comment	301 bus route – route changed (2 years) from Riley St into Devonshire St. Want it changed back – steep hill to walk up Devonshire St and Lansdowne St	Matter for Sydney Buses.
162	General Comment	Traffic signals – not enough pedestrian time to cross road	Matter for RTA.

	Location	Dislike / Comment	Transport & Urban Planning's Comments
163	General Comment	Low traffic shared zone (less than 20 cars/day) Lanes (eg. Little Riley St between Campbell St & Reservoir St Paving as used mostly by pedestrians (200/day)	City to investigate suitability of Little Riley St as future shared zone.
164	General Comment	Lack of / neglect of landscaping at crossings	Maintenance issue.
165	General Comment	Laneways from Bourke Street into Crown Street Public School behind St Margaret's be made pedestrian friendly (shared zone, paving, etc.)	Opportunity for some lanes to be shared zones. These are identified in Table 5.3 and require future investigation by the City.
166	General Comment	Close roads in the area to stop through traffic and force all bypass traffic onto State Roads. Locals to enter area, only have a small number of entry points	Not feasible to close roads as accessibility needs to be maintained for buses, businesses and residents. Regional roads and other major City roads (i.e. collector roads) have a traffic function to service the City as well as the Surry Hills area.
167	General Comment	Problem with garbage trucks speeding	City to investigate
168	General Comment	No enforcement of speeds – 40km/h	Enforcement is a matter for City to address with NSW Police.
169	General Comment	Lack of enforcement of speed limits	Enforcement is a matter for City to address with NSW Police.
170	General Comment	Provide express bus services to turn before the area into Cleveland St and right into Elizabeth St	Matter for Sydney Buses.

TABLE A2
SURRY HILLS LATM
COMMUNITY CONSULTATION

COMMUNITY WORKSHOP 21 NOVEMBER 2007

66 people signed the attendance sheets. Those people lived in the following streets:

Adelaide Street	1
Albion Street	3
Belmore Street	2
Bourke Street	9
Buckingham Street	2
Campbell Street	1
Cleveland Street	4
Collins Lane	2
Commonwealth Street	1
Cooper Street	3
Corben Street	2
Crown Street	1
Denham Street	1
Elizabeth Street	1
Goodchap Street	1
Hutchinson Street	2
Marlborough Street	1
Marshall Street	9
Missenden Road	1
Nobbs Street	1
Norton Street	1
Reservoir Street	3
Ridge Street	1
Riley Street	5
South Dowling Street	1
Sutherland Cres	1
Telopea Street	1
Whittell Street	1
Unknown or PO Box	3
Total:	66

TABLE A3
SURRY HILLS LATM
COMMUNITY WORKSHOP 21 NOVEMBER 2007
OPINIONS ON TRAFFIC CONTROL DEVICES

Device	Yes	No	Depends	Reasons	No Comment	Total Response
Give Way	26 (79%)	2 (6%)			5 (15%)	33
Stop	24 (73%)	2 (6%)	1 (3%)		6 (18%)	33
TCS	25 (76%)	1 (3%)	2 (6%)		5 (15%)	33
Roundabout	19 (57%)	8 (24%)	1 (3%)		5 (15%)	33
Kerb Blisters	23 (70%)	6 (18%)			4 (12%)	33
No Right Turn	21 (64%)	5 (15%)			7 (21%)	33
No Left Turn	16 (48%)	4 (12%)			13 (39%)	33
Closure / Half Closure	27 (82%)	3 (9%)			3 (9%)	33
One Way	25 (76%)	2 (6%)			6 (18%)	33
Raised Threshold	22 (67%)	7 (21%)			4 (12%)	33
Speed Limits (support 40km/h zone)	28 (85%)	2 (6%)	1 (3%)		2 (6%)	33
Shared Zones	27 (82%)	3 (9%)			3 (9%)	33
Pedestrian Refuge	21 (64%)	7 (21%)	1		4 (12%)	33
Kerb Blisters	23 (70%)	5 (15%)			5 (15%)	33
Marked Foot Crossing	25 (76%)	3 (9%)			5 (15%)	33
Raised Marked Foot Crossing	24 (73%)	4 (12%)			5 (15%)	33
Pedestrian TCS	23 (70%)	3 (9%)			7 (21%)	33

NB: Approximately 50% of the people who signed in completed the Traffic Control Devices Survey.

PART A - APPENDIX 1

**SURRY HILLS
MATTERS RAISED IN WRITTEN SUBMISSIONS**

No.	Address	Issue	Transport & Urban Planning's Comment
W1	Police Kent Street, Sydney	- Request for pedestrian crossing or refuge island outside Mission Australia, 11 Hunt Street (between Brisbane and Smith Streets).	- Channelisation scheme for Hunt Street to be considered.
W2	Northcott Housing Estate	- Request for pedestrian crossing in Crown Street at Lansdowne Street.	- Pedestrian crossing recommended.
W3	Resident Surry Hills	- Consider scheme for Hill Street, Clare Street, Mary Place including half closure of Hill Street one way movements in Clare and Mary Place and shared zone in a section of Mary Street.	- St Margaret's East LATM scheme is an approved scheme. Change of proposed one way movements to be investigated in detail design stage.
W4	Paddington Darlinghurst Community Working Group	Consider: (a) Pedestrian crossing in Bourke Street outside Woolworths near Albion Street (b) Allow right turn from Flinders Street to Oxford Street (c) Introduce 40km/h speed limit on all non RTA major roads.	- Pedestrian crossing recommended. - Matter for RTA. - Recommendation of Study.
W5	Resident Campbell Street, Darlinghurst	- Safety concerns for cyclists using Bourke Street at Short Street. Consider traffic calming and stop sign control in Short Street.	- Improvements recommended.

No.	Address	Issue	Transport & Urban Planning's Comment
W6	Resident Surry Hills	<p>(a) Concern that traffic from Bourke Street will transfer to Crown Street with changes in Bourke Street.</p> <p>(b) Consider speed humps in Crown Street (between Cleveland and Foveaux Streets).</p> <p>(c) Consider 2 pedestrian crossings in Crown Street between Cleveland Street and Foveaux Streets.</p> <p>(d) Enforce speed limits including speed cameras or other devices in:</p> <ul style="list-style-type: none"> - Cleveland Street between Elizabeth and South Dowling Street; and - Foveaux Street. <p>(e) Hoop behaviour in Crown Street and Foveaux Street on Thursday, Friday and Saturday nights. Suggestion to encourage residents to report registration numbers and for City to set up hotline for reporting.</p> <p>(f) Lack of parking in Surry Hills and suggestion for City to shorten parking periods and increase enforcement and fines for illegal parking on footpaths etc. and reconsider an expansion of pub approvals.</p> <p>(g) Create full end to end bridge structures over Eastern Distributor (eg. at Arthur Street)</p> <p>(h) Consider constructing a safe pathway for joggers, walkers, bikes to link Moore Park and Centennial Park so that residents do not have to walk along major roads.</p>	<ul style="list-style-type: none"> - Comment noted. - No identified speeding problem in this section. Raised pedestrian crossings recommended at Lansdowne Street and near Collins Street and potential footpath widening between Cleveland Street and Lansdowne Street. - Raised pedestrian crossing recommended at Lansdowne Street and near Collins Street. - Cleveland Street is a State Road and therefore a matter for the RTA. - Speeding is an enforcement issue - Setting up a hotline is a matter for the City and not a matter for this study. - Parking is not a matter for this study, as is enforcement and the City's DA Assessment. - Matter for the RTA. - Not a matter for this study.

No.	Address	Issue	Transport & Urban Planning's Comment
W7	Nichols Street Community Group	<p>(a) Consider pedestrian crossing in Short Street at Bourke Street.</p> <p>(bi) Marking Albion Street two way between Elizabeth Street and Flinders Street may increase traffic.</p> <p>(bii) Drivers stop on pedestrian crossings at Albion Street / Flinders Street.</p> <p>(c) Make Nichols Street one way due to sight lines at Fitzroy Street, narrowness of street (i.e. two vehicles cannot pass), speeding, parking too close to corners, and children forced to walk on road due to illegal footpath parking.</p> <p>(d) Taylor Square – red light running is dangerous for pedestrians. Need more enforcement and red light cameras.</p> <p>(e) Dangerous pedestrian crossing in Campbell Street at Bourke Street.</p> <p>(f) Concerns regarding safety at pedestrian crossing in Liverpool Street at Oxford Street.</p> <p>(g) Woolworths at Bourke Street (opposite Short Street):</p> <ul style="list-style-type: none"> - Pedestrian crossing needed and traffic calming at entrance to Alba and Woolworths. <p>(h) Safety concerns at pedestrian crossing in Riley Street between Albion Street and Collins Street.</p> <p>(li) Fitzroy Street / Foveaux Street rat runners from Cross City Tunnel to avoid Oxford Street. Install traffic calming.</p>	<ul style="list-style-type: none"> - Pedestrian crossing recommended. - Comment noted. Albion Street is a Regional Road, a bus route corridor with a bus lane and a special event clearway when major events are held in the Moore Park area. (See Section 5.2.2) - RTA and enforcement issue. - Shared zone treatment recommended. One way not favoured due to increase in round the block trips. However, could be reconsidered when shared zone treatment is implemented. - Enforcement is a matter for NSW Police and red light cameras are a matter for the RTA. - Crossing on bend. Pedestrian traffic signals recommended. - Outside study area. - Raised pedestrian crossing recommended in Bourke Street at Hill Street. - Pedestrian crossing has raised platform and facilities and meets current guidelines. Possible enforcement matter. - Fitzroy / Foveaux Street is a Regional Road, a bus route / corridor and a special event clearway to Crown Street and therefore it would be difficult to implement traffic calming in this section. However, improvement measures in Foveaux Street between Crown Street

No.	Address	Issue	Transport & Urban Planning's Comment
W7	continued	<ul style="list-style-type: none"> (lii) Delay for pedestrians at Fitzroy / Bourke Street traffic signals. (k) Illegal truck parking on corner of Hutchinson Street and Fitzroy Street makes it difficult to exit Hutchinson Street. (li) Bourke Street convert select intersecting streets into pedestrian thoroughfares. (lii) City should have a program to convert prominent places into car free spaces. (m) City should create Dob-In-Motorist-Line to report dangerous drivers. (m) Create a Phone-In-Trouble-Spots line. (n) Install countdown pedestrian lights. (o) Examine pedestrian issues at Short Street at Bourke Street. (p) Improve public transport to encourage greater use. (qi) Train / create more Police for pedestrian safety including at Taylor Square. (qii) Improve pedestrian safety laws. (r) City to encourage cycling and create more cycle only lanes. (s) Don't introduce shared zones (eg. entrance to Centennial Park at Robertson Road – vehicles never Give Way. (t) Don't allow segways to use footpaths as they create dangerous conditions for pedestrians. 	<p>and Elizabeth Street are included in recommendations.</p> <ul style="list-style-type: none"> - Traffic signal turnings are a matter for the RTA. - Enforcement matter - This is a matter for City to investigate. - Not a matter for this study. - Not a matter for this traffic study. Dangerous driving can be reported to Police. Hotline is a matter for the City. - Not a matter for this study. - Matter for the RTA. - Pedestrian improvements recommended. - Matter for NSW Government agencies. - This is a matter for the NSW Police. - This is a matter for the NSW Government. - This is the current policy of the City. - Shared zones are appropriate in the right locations. Poor operation at one specific location does not indicate that they should not be used. - Matter for Police / City to comment on.
<p>Ref: ATTACHMENT B - SURRY HILLS PEDESTRIAN, CYCLING AND TRAFFIC CALMING SCHEME 2008 - Final Report.DOC-p Surry Hills Pedestrian, Cycling & Traffic Calming Scheme</p>			

No.	Address	Issue	Transport & Urban Planning's Comment
W7	continued	<ul style="list-style-type: none"> (u) Upgrade footpaths, particularly after public utility repairs (eg. Taylor Square) (v) Vehicles double park and park too close to corners. (w) Footpaths are obstructed with shopping trolleys, garbage bins, advertising signs, tables and chairs etc. (x) Shared cyclist / footpaths is a hazard to pedestrians. (y) JC Deaux maintenance vehicles block footpath when cleaning bus shelters etc. (eg. Taylor Square). (z) Foveaux Street should be two way as this is best for residents living in the area. 	<ul style="list-style-type: none"> - This is a maintenance issue for the City. - Enforcement issue. - This is a policy and maintenance issue for the City. - This is a policy issue for the City. - This is a policy / enforcement issue for the City to take up with JC Deaux. - Foveaux Street is a Regional Road, a bus route with bus lanes and a special event clearway when major events held at Moore Park.
W8	Resident Marshall Street	<ul style="list-style-type: none"> - Ban left turn from Fitzroy Street into Marshall Street. - Reduce width of Bennett Place and introduce shared zone. - Provide Stop Sign and road marking in western approach of Phelps Street and improve visibility of vehicles exiting from Marshall Street. - Provide surface treatments (not noise generating) in Marshall Street. 	<ul style="list-style-type: none"> - Banning left turn would disadvantage residents in McElhone Place, Bennett Street and Prospect Street. - Improvement measures recommended including shared zone in Bennett Place and other adjacent streets. - Also see comments for Item 126 and LATM recommendations 40(a) and 40(b).
W9	LATE SUBMISSIONS Surry Hills Business Alliance and Nichols Community Group	<ul style="list-style-type: none"> - Pedestrian safety concerns for pedestrian crossing Randle Street at Elizabeth Street. 	<ul style="list-style-type: none"> - Pedestrian crossing is recommended
W10	Bike East		<ul style="list-style-type: none"> - Issues to be considered in second round of submissions for study

APPENDIX 2A

PUBLIC COMMENTS ON DRAFT SCHEME
 FEEDBACK SHEETS FROM WORKSHOP ON DRAFT LATM SCHEME

	Draft Improvement Measure	Comments on Scheme	Other Matters / Comments	Transport & Urban Planning's Comments
S1 Resident Fitzroy St	2 1	<ul style="list-style-type: none"> - Raises potential concerns with proposed separated cycleway in Chalmers Street re safety - Considers that proposed cycleway in Bourke Street will not assist the majority of residents and workers in area 	<ul style="list-style-type: none"> - Public transport needed in area should be encouraged 	<ul style="list-style-type: none"> - Issues associated with the separated cycleways are a matter for the City to consider. - City is working with public transport providers to improve public transport in City area.
S2 Resident	1	Concerns regarding separated cycleway in Bourke Street (particularly between Phelps and Rainford Streets) regarding pedestrian and cyclist safety, loss of parking, poor street lighting for cycleway	<ul style="list-style-type: none"> - Lack of policing of speed limits 	<ul style="list-style-type: none"> - Issue associated with Bourke Street cycleway is a matter for City. - A pedestrian crossing with appropriate safety facilities is recommended in Bourke Street between Arthur Street and Phelps Street. - Enforcement of Speed limits is a matter for Police. However, 85th percentile speed in Bourke Street, south of Arthur Street, is 42km/h which does not indicate a speed problem.
S3 Resident	1	Concerns re loss of parking, trees, etc, more clutter from proposed cycleway	<ul style="list-style-type: none"> - Conveners at Workshop not familiar with area 	<ul style="list-style-type: none"> - See response for S1 above. - Conveners' role is to record residents' views. Other personnel were available at workshop to discuss technical issues.
S4 Resident & Worker	1	<ul style="list-style-type: none"> - Retain median in Bourke Street at Nobbs Street as part of cycleway, otherwise may become rat run - Add pedestrian crossing in Bourke Street between Fitzroy Street and Devonshire Street 	<ul style="list-style-type: none"> - Discourage through traffic using Campbell Street and Bourke Street route either via Albion Street or Short 	<ul style="list-style-type: none"> - This is a matter of the design of the cycleway. - Pedestrian crossings in Bourke Street recommended at Devonshire Street and also between Arthur Street and Phelps Street. - Bourke Street carries traffic volumes consistent with its role as a collector road in the area. Traffic calming is proposed for Short Street

ATTACHMENT B

	Draft Improvement Measure	Comments on Scheme	Other Matters / Comments	Transport & Urban Planning's Comments
S4 Continued			Street to Flinders Street - Reduce vehicle speeds in Bourke Street	(LATM 6 and 19b and 19c). - 85 th percentile vehicle speeds do not indicate that Bourke Street has a speeding problem. See response to S1 above.
S5 Resident Bourke St	1	Does not support proposed cycleway and considers it is dangerous		See response to S1 above.
S6 Resident near Surry Hills	1	Does not support proposed cycleway as Bourke Street is too narrow. Considers that bicycles and cars be integrated on Bourke Street.	- Extend resident parking hours in areas around restaurants	- See response to S1 above. - Parking is not a matter for this study.
S7 Resident Bourke St	1	Considers that City should survey each household in Bourke Street to measure support / non support for proposal		See response to S1.
S8 Resident Arthur St			- Parking in Arthur Street - Cyclists should be licensed and bicycles registered	- Parking is not a matter for this study - This is a matter for the RTA.
S9 Resident Surry Hills	1 General	- Supports cycleway in Bourke Street - Requests that proposed Shared Zones do not add to noise or affect visual amenity		- Noted. - City to consider in detail design of Shared Zones.
S10 Resident & Worker in Surry Hills	1 All proposed improvements	- Supports cycleway in Bourke Street - Supports all the proposed improvements		- Noted. - Noted.
S11 Resident Bourke St	1	- Does not support separated cycleway and considers it is unsafe. Suggests other alternatives including no change (single path in each direction) or one direction Bourke Street, one direction Riley Street or extend one way in Bourke Street between Foveaux Street and Cleveland Street		- See response to S1. - Kerb extensions at intersection generally improve safety. However, the design of kerb extensions needs to consider safety implications with regard to standards.
			- Concern about blister corners not being safe	

	Draft Improvement Measure	Comments on Scheme	Other Matters / Comments	Transport & Urban Planning's Comments
S12 Resident Marlborough St		<ul style="list-style-type: none"> - Suggest that Marlborough Street be one way from Devonshire Street towards Cleveland Street with No Parking between Devonshire Street and Belvoir Street, due to width of road 	<ul style="list-style-type: none"> - Improve traffic flow in Crown Street, Riley Street, Foveaux Street especially on weekends and when events held in Moore Park area 	<ul style="list-style-type: none"> - Narrow road width reduces vehicle speeds. Speed control devices proposed by City near Goodlet Street (LATM Item 8). - This is outside scope of the LATM study.
S13 Resident Marshall St	40(b)	<ul style="list-style-type: none"> - Suggests raised threshold for pedestrian access across Marshall Street at Fitzroy Street - Suggests narrow lanes and roads are already shared, so why introduce Shared Zones 	<ul style="list-style-type: none"> - Suggests the trialling of garden beds across Rickard Avenue which will act as road closure 	<ul style="list-style-type: none"> - RTA Guidelines do not permit raised threshold facilities adjacent bus lanes, which exist in Fitzroy Street. - Shared Zones have a lower 10km/h speed limit and provide priority to pedestrians (i.e. car should give way). Therefore shared zones provide safer conditions for pedestrians and cyclists. - There are specific guidelines / standards for road closures.
S14 Resident Prospect St			<ul style="list-style-type: none"> - Suggests pedestrian crossing at intersection of Flinders Street and South Dowling Street 	<ul style="list-style-type: none"> - This is a matter for the RTA.
S15 Resident Marshall St	40(b)	<ul style="list-style-type: none"> - Supports proposal. 	<ul style="list-style-type: none"> - Suggests better co-operation from RTA where RTA roads meet local roads which give rise to safety and amenity issues. 	<ul style="list-style-type: none"> - Noted. - Matter for RTA.

ATTACHMENT B

	Draft Improvement Measure	Comments on Scheme	Other Matters / Comments	Transport & Urban Planning's Comments
S16 Resident Albion St	12 7 & 10(a) & 10(b) 1	<ul style="list-style-type: none"> - Supports proposed 40km/h speed limit and other proposals of LATM scheme - Supports Albion Street proposals - Suggests that City not rush cycleway proposal and wait to LATM is finalised 	<ul style="list-style-type: none"> - Improve footpath condition in Riley Street between Albion Street and Campbell Street - More parking including free parking and more motorcycle parking - Better signage of One Way in Albion Street at Crown Street - Better (more) pedestrian crossings of Flinders Street and better (more) pedestrian crossings to Moore Park area from Fitzroy Street 	<ul style="list-style-type: none"> - Noted. - Noted. - Matter for City to consider. - Maintenance issue - Parking issues are not part of this study. - Maintenance issue. - Signalised crossings of State Roads is a matter for the RTA.
S17 Resident Rainford St	LATM generally 1	<ul style="list-style-type: none"> - Supports most of the LATM proposals, except Bourke Street Cycleway - Considers that cycleway as proposed in Bourke Street should be cancelled. 	<ul style="list-style-type: none"> - Suggests that one way traffic be re-introduced in Bourke Street and Crown Street. - Improve road and footpath surfaces 	<ul style="list-style-type: none"> - Bourke Street Cycleway is a matter for the City to consider. - Re-introduction of one way traffic in these streets is outside the scope of LATM study. - Maintenance issue.
S18 Resident Bennett St	LATM generally 40(a)	<ul style="list-style-type: none"> - Considers that Surry Hills area works fairly well at present. Supports measures such as kerb extensions, thresholds and pedestrian crossings, however does not wish to lose parking, which is a priority. - Concern about Shared Zone proposal in Bennett 		<ul style="list-style-type: none"> - The majority of LATM proposals will not result in any loss of parking. The maintenance of parking spaces will be a priority in the detail design stage. - Shared Zone in Bennett Street should not result

	Draft Improvement Measure	Comments on Scheme	Other Matters / Comments	Transport & Urban Planning's Comments
S18 Continued	38	<p>Street due to loss of parking and access and possible encouragement of more rowdy on-street parties.</p> <ul style="list-style-type: none"> - Concern about roll out of Shared Zones in lanes and narrow streets and loss of parking. Considers that most already operate as de-facto Shared Zones. 		<p>in any loss of parking or access.</p> <ul style="list-style-type: none"> - On-street parties is not a matter for this study. - The narrow lanes / streets currently have 40km/h speed limit and most have very narrow or no footpaths. Shared Zones will lower the legal speed limit to 10km/h and provide priority to pedestrians. This will make conditions safer for pedestrians, cyclists and residents. There should be no (or minimal) loss of any parking from the introduction of a Shared Zone in any street / lane in Surry Hills.
S19 Resident Riley St	4, 20, 35, 36 & 46 31(c)	<ul style="list-style-type: none"> - Supports improved bicycle facilities generally. - Concern that pedestrian crossing and other proposed devices in Crown Street will increase traffic in Riley Street, particularly between Devonshire Street and Foveaux Street. - Suggest a pedestrian crossing be provided across Waterloo Street at Foveaux Street and additional crossings of Foveaux Street east of Waterloo Street. - Concern about noise from raised thresholds. 		<ul style="list-style-type: none"> - Noted. - Proposals for Crown Street are to improve pedestrian safety and amenity and should not redirect any traffic from Crown Street to Riley Street. - Need for a pedestrian crossing across Waterloo Street can be considered when kerb extensions and footpath widening considered. - Difficult to provide any additional signalised pedestrian crossings of Foveaux Street near Waterloo Street, due to sight distances issues and the lack of any warrant. - Design of thresholds can minimise noise.
S20 Resident McElhone PI	40(a)	<ul style="list-style-type: none"> - Concern about removal of bollards in McElhone Place and loss of parking 	<ul style="list-style-type: none"> - Change parking hours from 8pm to 10pm. 	<ul style="list-style-type: none"> - Proposed Shared Zone will not require the removal of the bollards in McElhone Place or result in the loss of parking. - Parking issues are not part of this study.

	Draft Improvement Measure	Comments on Scheme	Other Matters / Comments	Transport & Urban Planning's Comments
S21 Resident Bourke St, Redfern		<ul style="list-style-type: none"> - Suggests that whole LATM plan be shown. - Take account of resident and business needs - Removing parking spaces does not resolve problem (Bourke Street Cycleway). - Does not support kerb extensions on narrow streets. 		<ul style="list-style-type: none"> - This comment relates to workshop format, which was undertaken in areas. Whole LATM plan was presented in first presentation and displayed on City's Web site for one month following 3 June Consultation Meeting. - Noted. - City is examining parking issues related to Bourke Street Cycleway and has given undertaking that no parking will be lost overall in Surry Hills - Comment noted.
S22 Resident Reservoir St	12 18(a) and Numerous Other Items	<ul style="list-style-type: none"> - Supports reduce speed of motor vehicles (i.e. introduction of 40km/h speed limit). - Supports road narrowing as a priority - Supports kerb blisters. - Suggest attention to programming / priorities eg. Terry Lane (St) rather than Goodchap Street 	<ul style="list-style-type: none"> - Maintenance of road and footpath surfaces and line marking needs attention. - Increased enforcement of parking required 	<ul style="list-style-type: none"> - Noted. - Noted. - Noted. - Terry Street could be considered for future Shared Zone treatment by City. Priorities of works is a matter for City. - Maintenance Issues. - Matter for City.
S23 Resident Hutchinson St	19(b) & (c) 1	<ul style="list-style-type: none"> - Supports pedestrian crossing in Short Street at Bourke Street. - Does not support Bourke Street Cycleway 		<ul style="list-style-type: none"> - Noted.
S24 Resident	Various	<ul style="list-style-type: none"> - Supports kerb extensions and measures to increase safety and reduce vehicle speeds as well as raised pedestrian crossings 		<ul style="list-style-type: none"> - See comments for S1. - Noted.

	Draft Improvement Measure	Comments on Scheme	Other Matters / Comments	Transport & Urban Planning's Comments
S24 Continued			<ul style="list-style-type: none"> - Suggest more education and enforcement of pedestrians and cyclists. - Suggests parking hour restrictions be increased to 10pm, 7 days a week to reduce traffic from visitors to the area. Promote resident parking 	<ul style="list-style-type: none"> - Matter for City and NSW Police. - Parking issues are not a matter for this study.
S25 Resident	40(a)	<ul style="list-style-type: none"> - Concern about removal of bollards in McElhone Place and loss of parking from LATM scheme. - Supports more pedestrian crossings on Bourke Street and Crown Street 	<ul style="list-style-type: none"> - Suggest change of parking restriction hours to 10pm and that a parking station be built for restaurant patrons to use. 	<ul style="list-style-type: none"> - Proposed Shared Zone will not result in the removal of the bollards in McElhone Place and or the loss of any parking. Similarly, LATM proposals will not result in overall loss of parking in Surry Hills. - LATM scheme provides additional pedestrian crossings in both Bourke Street and Crown Street. - Parking issues are not a matter for this study.
S26 Resident Collins Lane			<ul style="list-style-type: none"> - Suggests Shared Zone for Collins Lane between Arthur Street and Collins Street. - Overall vehicle speed in area including Bourke Street and lack of enforcement. - Concern about loss of parking. - Suggest changing parking hours to 10pm with permits for residents and residents' visitors 	<ul style="list-style-type: none"> - Collins Lane is identified as a potential future Shared Zone for further investigation. - The LATM scheme contains a number of measures to reduce vehicle speeds in Surry Hills. Notwithstanding this, surveys do show that there is a speeding problem in Bourke Street. Enforcement is a matter for NSW Police. - The LATM scheme will not result in a loss of parking in Surry Hills area. - Parking issues are not a matter for this study.

APPENDIX 2B

**PUBLIC COMMENTS ON DRAFT SCHEME
WRITTEN SUBMISSIONS**

	Draft Improvement Measure	Comments on Scheme	Other Matters / Comments	Transport & Urban Planning's Comments
W1 Resident Nickson St			<ul style="list-style-type: none"> - Suggest a closure of Nickson Street at Cleveland Street. - If not possible, then suggests physical barriers at intersection to prevent illegal right turns into Nickson Street (NB. Existing No Right Turn from Castlereagh Street to Nickson Street. - Introduce traffic calming measures in Devonshire Street between Crown Street and Bourke Street. - No designated crossing point in Crown Street between Cleveland Street and Devonshire Street - Footpath condition and pedestrian environment in this section of Crown Street is very poor. 	<ul style="list-style-type: none"> - Daily traffic volumes in Nickson Street are 1102 vpd which is well within the accepted desirable threshold volume for a local street. 85th speeds are 47km/h which is more than 5km/h higher than the posted limit. There is also regular non-observance of the No Right Turn restriction from Cleveland Street into Nickson Street. It is noted that the right turn out of Nickson Street is quite small and could be banned. - Recommend that the City investigate and implement physical measures in Nickson Street to restrict movements to left in / left out at Cleveland Street as well as speed control measures in Nickson Street and consideration of an entry treatment at Devonshire Street. 85th vehicle speeds are 43-44km/h. Recommend that City continue to monitor Devonshire Street and examine the need for traffic calming during its investigation of Nickson Street. - Pedestrian crossing recommended at Lansdowne Street. - Current footpath condition is a maintenance issue. However the investigation of footpath widening (and streetscape improvements) between Cleveland Street and Lansdowne Street is a recommendation of the study.

ATTACHMENT B

	Draft Improvement Measure	Comments on Scheme	Other Matters / Comments	Transport & Urban Planning's Comments
W1 Continued			<ul style="list-style-type: none"> - Poor pedestrian connections and delays for pedestrians at Crown Street / Cleveland Street/ Baptist Street intersection and suggestion of a scramble crossing. - Left turn restriction from Cleveland Street to Baptist Street is inexplicable and largely ignored by motorists. - Speed limits in area need to be rationalised (i.e. local streets). - Considers the provision for pedestrians in Wilshire Street is inadequate and suggest the provision of a footpath. - Lack of or poor design of pedestrian access ramps at intersections in Surry Hills (eg. South east corner of crossing at Crown Street and Devonshire Street). 	<ul style="list-style-type: none"> - This is not a matter for this study but should be followed up by RTA and City. However, the intersection would not have sufficient capacity to introduce a scramble crossing. - This is not a matter for this study but need for left turn restriction should be reviewed by RTA and City. - The introduction of a 40km/h speed for local streets (not RTA or on regional roads) is a recommendation of the study. - Pedestrian improvements by way of a footpath and or a Shared Zone in Wilshire Street is a recommendation of the study. - This is a maintenance matter for City. However, the pedestrian ramps at the Crown Street / Devonshire Street intersection were most likely installed by the RTA when the traffic signals were commissioned
W2 Residents of Nickson St 22 houses			<ul style="list-style-type: none"> - Request that City implement a closure of Nickson Street at Cleveland Street, due to concerns about speed and illegal turns from Cleveland Street and parking generated by nearby restaurants in Cleveland Street 	<ul style="list-style-type: none"> - See comments for W1.
W3 Health Promotion Service & Sydney South West Health Service		<ul style="list-style-type: none"> - Raises issues in relation to walk routes to Crown Street Public School and possible closure of Denham Street to vehicle traffic at school arrival and departure times as this access is used by some parents / children as a walk route as well as used by parents in cars 		<ul style="list-style-type: none"> - Denham Street and issues associated with Crown Street Public School were investigated as part of the LATM. Discussions with the School Principal indicated that use of the Denham Street access was not encouraged by the school, although it is acknowledged that the Crown Street access does not meet current standards for pedestrian access due to the stairs from Crown Street to the school. The City's

	Draft Improvement Measure	Comments on Scheme	Other Matters / Comments	Transport & Urban Planning's Comments
W3 Continued				Road Safety Officers have been monitoring the school and are best placed to consider whether the current arrangements need to be changed, or whether more enforcement is required. As noted by the Health Service the drop off / pick up area for cars for the school is in Crown Street. Enforcement as well as information such as via P&C Newsletter may be required to encourage parents using cars to not drive to the Denham Street gate. Alternatively other measures may need to be considered. Road Safety Officers should continue to work with the school and determine what other measures are need to ensure pedestrian safety around the school. The LATM study has identified that some of the streets / lanes near the school, including Little Bloomfield Street, Bloomfield Lane and Little Bourke Street could be suitable for future shared zone treatment. No specific recommendations have been made for Denham Street and Bloomfield Street.
W4 Resident Goulburn St	18(a)		<ul style="list-style-type: none"> - Suggest a roundabout be provided at Hunt Street / Commonwealth Street / Brisbane Street and pedestrian crossings 	<ul style="list-style-type: none"> - Roundabout is unlikely to be suitable for this intersection. However, LATM measure 18(a) recommends a channelisation scheme be developed for these streets as well as Campbell Street, which is to include pedestrian improvements.
W5 Resident Prospect St	40(a)	<ul style="list-style-type: none"> - Supports Shared Zone in Prospect Street, but is concerned over any loss of parking 	<ul style="list-style-type: none"> - Suggests 1 hour parking residents excepted street 	<ul style="list-style-type: none"> - Implementation of Shared Zone will not result in any loss of parking - Parking is not a matter for this study
W6 Resident Ann St	38	<ul style="list-style-type: none"> - Request Shared Zone in Reservoir Lane 	<ul style="list-style-type: none"> - Need for pedestrian kerb ramp at all intersections. 	<ul style="list-style-type: none"> - Reservoir Lane may be suitable for introduction of a Shared Zone. Requires an investigation by City. - Maintenance issue for City.

ATTACHMENT B

ATTACHMENT B

	Draft Improvement Measure	Comments on Scheme	Other Matters / Comments	Transport & Urban Planning's Comments
W6 Continued			<ul style="list-style-type: none"> Requests that bicycle racks be provided outside all Council buildings as well as at the 3 entrances of the shopping centre on the corner of Riley Street and Oxford Street 	<ul style="list-style-type: none"> Matter for City.
W7 Manager Welfare Centre Bourke St	6	<ul style="list-style-type: none"> Seeks clarification of how St Margaret's Scheme will affect the properties loading dock which is accessed from Short Place 		<ul style="list-style-type: none"> This is a matter for the City to address in the detail design of scheme. City should provide an interim reply to Manager.
W8 Resident Jesmond St	12	<ul style="list-style-type: none"> Does not support 40km/h speed limit and considers it unworkable. 	<ul style="list-style-type: none"> Considers that most speeding in the area occurs on Foveaux Street and Albion Street. Suggests improved turning signals are required for turn from: <ul style="list-style-type: none"> ➤ Crown Street to Albion St ➤ Crown Street to Foveaux St 	<ul style="list-style-type: none"> Large parts of Surry Hills already have a 40km/h speed limit. Changing all local streets that are currently 50km/h to 40km/h will provide consistency of speed limit across Surry Hills. Research shows that accident rates and severity of accidents reduce with lower 40km/h speeds. Speed limits on these roads are 50km/h and measures are proposed in the LATM scheme to assist in keeping vehicle speeds to the 50km/h speed limit. The operation of and any changes to traffic signals are a matter for the RTA.
W9 Commander Surry Hills Local Area Command	16	<ul style="list-style-type: none"> Expressed concern that proposed traffic signals may affect Police emergency response times for Surry Hills Command 		<ul style="list-style-type: none"> There are several methods available to minimise any delay to Police response times from Goulburn Street. These include arterial priority for Goulburn Street (i.e. green signal reverts to Goulburn Street after satisfying other demands), as well as a special facility that can be activated from the Police station in the event of an emergency. These would need to be discussed with and agreed to by the RTA,

	Draft Improvement Measure	Comments on Scheme	Other Matters / Comments	Transport & Urban Planning's Comments
W10 Resident Bourke St	1	<ul style="list-style-type: none"> - Objects to proposed cycleway in Bourke Street due to concerns of safety with respect to road narrowing, opening doors, impacts or rubbish collection, parking, etc. 		<p>Police and the City as part of the design of the traffic signals.</p> <ul style="list-style-type: none"> - This is a matter for the City.
W11 Resident Marshall St	12 40(b)	<ul style="list-style-type: none"> - Supports proposed 40km/h speed limit. - Suggest that Marshall Street be restricted to left turn out at Fitzroy Street together with pedestrian crossing in lieu of recommend other proposal 		<ul style="list-style-type: none"> - Noted. - There is a recommendation for the City to investigate an at grade threshold or a pedestrian crossing as well as provide a Stop sign in Marshall Street at Fitzroy Street. Left turn into Marshall Street is 23-27 yph in peak hours. This combined with daily volumes in Marshall Street does not indicate that there is a rat run in Marshall Street. Banning the left turn or introduce a short section of one way in Marshall Street disadvantages residents in other streets. Similarly, redirecting local traffic via other narrow streets disadvantages those streets.
W12 Worker Albion St	18(a)	<ul style="list-style-type: none"> - Query whether road safety issues adjacent Harmony Park was under consideration and suggests roundabout at Campbell Street and Hunt Street 	<ul style="list-style-type: none"> - Remove large obsolete parking sign on traffic island at Campbell Street and Hunt Street. - Bus shelter with seating to be installed at bus stop on Hunt Street at Harmony Park. 	<ul style="list-style-type: none"> - Channelisation proposed to improve pedestrian amenity on roads adjacent Harmony Park. However, roundabout unlikely to be suitable for pedestrians and cyclists. - Maintenance issue. - Matter for City.

	Draft Improvement Measure	Comments on Scheme	Other Matters / Comments	Transport & Urban Planning's Comments
W13 Resident Campbell St			<ul style="list-style-type: none"> Suggests that Campbell Street be one way north of Crown Street and or Bourke Street one way (south) from Taylor Square and left turn only from Short Street into Bourke Street 	<ul style="list-style-type: none"> LATM study did not examine introducing one way movements in these streets. The current two way traffic in Campbell Street and this section of Bourke Street provides better local access in the area. Notwithstanding this, improvements are recommended in Bourke Street and Short Street and at the intersection of Bourke Street / Campbell Street as part of the scheme. LATM measures 1, 6, 17, 19(a), 19(b) and 19(c) are proposed in these streets.
W14 Resident South Dowling St			<ul style="list-style-type: none"> Pedestrian safety issues at Drivers Triangle intersection (South Dowling Street / Flinders Street / Moore Park Road / Anzac Parade). 	<ul style="list-style-type: none"> This is a matter for the RTA.
W15 Resident Bennet St	40(a)	<ul style="list-style-type: none"> Supports Shared Zone for Bennett Street provided there is no impact on parking 		<ul style="list-style-type: none"> There should be no loss of parking if Shared Zone is introduced in Bennett Street.
W16 Nichols St Community Group	14, 16, 19(b), 22, 24, 25, 27, 28, 30, 31, 36, 37 & 40(a) 1 & 2	<ul style="list-style-type: none"> Support all of these proposals. Suggest for LATM Item 22 that investigation of one way movements in Nichols Street and Hutchinson Street be undertaken at same time. Does not support separated cycleway in Chalmers Street and Bourke Street. For Bourke Street concerns are safety, inadequate width, reduced parking, reduced heritage and considers cyclists and traffic should share Bourke Street. Objects to Bourke Street separated cycleway 		<ul style="list-style-type: none"> Noted. City can examine need for one way movements in Nichols Street and Hutchinson Street as part of LATM Item 22. This is a matter for the City as part of its cycleway investigation.
W17 Resident Bourke St	1			<ul style="list-style-type: none"> See response to W16.

	Draft Improvement Measure	Comments on Scheme	Other Matters / Comments	Transport & Urban Planning's Comments
W18 Resident Hutchinson St			<ul style="list-style-type: none"> - Concern about vehicle speeds in Fitzroy St and request a 40km/h speed limit and or provide a speed camera with additional signs. 	<ul style="list-style-type: none"> - Surveys do not indicate that Fitzroy Street has a speeding problem. This is a matter for the RTA, however 40km/h speed limit is unlikely to be supported by the RTA. Similarly, the provision of a speed camera is a matter for the RTA.
W19 Resident		<ul style="list-style-type: none"> - Expressed concerns over Bourke Street cycleway and requests a meeting with City representatives 		<ul style="list-style-type: none"> - This is a matter for the City as part of its cycleway investigation.
W20 Resident Reservoir St	12 & 18(a)	<ul style="list-style-type: none"> - Supports the measure. - Supports this measure and specifically suggests measures for channelisation concerning bicycles 	<ul style="list-style-type: none"> - Requests that pedestrian access ramp be provided along the length of Reservoir St between Elizabeth Street to Crown Street as well as improvements in streetscape. - Suggests that there is a need for better maintenance of roads and footpaths following road openings. 	<ul style="list-style-type: none"> - Noted. - Detail issues concerning bicycle and pedestrian needs can be examined during the detail design of channelisation proposal for these streets. - Maintenance issue.
	9	<ul style="list-style-type: none"> - Considers this should be a low priority as parking narrows the roadway for walking. 		<ul style="list-style-type: none"> - Maintenance issue. - Shared Zone in Goodchap Street is a City initiative. Notwithstanding this, the Shared Zone will provide benefits to pedestrian and cyclists using the lane.
	1, 2 & 27	<ul style="list-style-type: none"> - Supports these measures 	<ul style="list-style-type: none"> - Suggest Shared Zone in Terry Lane (Street?) 	<ul style="list-style-type: none"> - Terry Street has been investigated in the LATM and is identified as a lane that may be suitable for the introduction of a Shared Zone. Further investigation by the City is required. - Noted.

	Draft Improvement Measure	Comments on Scheme	Other Matters / Comments	Transport & Urban Planning's Comments
W20 Continued	<p>14(a)</p> <p>16</p>	<ul style="list-style-type: none"> - Suggests that pedestrian crossing may not be needed in Pelican Street and narrowing the road and leaving as a 'naked' street may suffice. - Suggests that traffic signals at Goulburn Street and Riley Street would be a low priority 		<ul style="list-style-type: none"> - The pedestrian crossing is recommended as up to 1344 pedestrians per hour cross Pelican Street and the facility will provide them with some priority while crossing the road. - Signals recommended as there are some 385 and 130 pedestrians crossing Riley Street and Goulburn Street respectively per hour at this intersection. In addition, there have been 21 accidents including 12 injury accidents in 5 years and 20 of the accidents are right angle accidents (i.e. correctable by traffic signals). Traffic signals will address the accident problem and provide safe crossing opportunities for pedestrians.
W21 Bike East	<p>LATM Scheme</p> <p>33</p> <p>38</p>	<ul style="list-style-type: none"> - Supports all the recommended works subject to the following considerations. <ul style="list-style-type: none"> ➢ LATM recommendations 33(a) and 37 relate to Devonshire Street, which is an east west cycle route and cycle requirement would need to be considered and integrated in the detail design. ➢ Further consultation at the detail design. - Supports the retention and upgrading of the pedestrian crossing in lieu of its removal. - Supports investigation and conversion of appropriate narrow streets / lanes into shared zones but considers entire roads would need to be redesigned. 		<ul style="list-style-type: none"> - Noted. City will consult with Bike East as required during the detail design of L/ATM proposals. - Noted. - This is a matter for the City to consider during the design and implementation of the Shared Zones. However, costly engineering changes may prohibit the roll out. The objective of introducing Shared Zones in these narrow streets / lanes is to lower vehicle speeds and the speed limit in line with road environment and provide / promote safer conditions for pedestrians and cyclists using these lanes.

ATTACHMENT B