



To the General Manager

Attach: 1. Plan - Union St Alternate Treatments

SUBJECT: (4.5) Union Street, McMahons Point – Proposed traffic calming and pedestrian facilities options – Survey Results

AUTHOR: Report of Traffic & Transport Engineer, Iman Mohammadi

DESCRIPTION/SUBJECT MATTER:

The issue of the speeding motorists and pedestrian facilities on Union Street between Euroka Street and Dumbarton Street included in the LATM Action Plans Zone 3 as a short-term priority. The matter was also raised at the 519th Traffic Committee held on 7 September 2018 and has been the subject of several reports to the Traffic Committee.

At its meeting on 7 February 2020, the Traffic Committee recommended, and Council subsequently resolved:

1. *THAT based on the finding of the Road Safety Audit and safety issues stated in the report, installation of speed cushions not to proceed.*
2. *THAT other alternate treatments be investigated by Council's Traffic Engineer to resolve the speeding issues and report back to Traffic Committee."*

The matter was further investigated by Council's Traffic Engineer for alternate solutions in Union Street. Three options were developed and affected properties were consulted between 1 April and 5 May 2021 with the three proposed options.

This report details the outcomes of the community consultation.

RECOMMENDATION:

1. THAT Council, as part of the 2021/22 LATM Program, installs a concrete median and kerb extension in Union Street at the bend near Euroka Street, upgrade the road line marking and retain the existing garden bed at Bank Street as shown in the attached plan (Option 3).

FINANCIAL IMPLICATIONS

The cost for this project is estimated to be \$50,000 which can be funded from Traffic's LATM 2021/2022 budget

CONSULTATION REQUIREMENTS

Consultation has been undertaken in accordance with Council's Community Engagement Protocol

Relates to ECM No: 8094432

Standard or Guideline Used: AS1742.2

Signs & Lines Priority: N/A

Precinct and Ward: Union/ Wollstonecraft

Impact on Bicycles: Nil

Impact on Pedestrians: Nil

Impact on Parking: Proposed concrete median and kerb extension will not affect parking.

DETAIL

Background

As part of the 2018/2019 implementation of North Sydney Council's Local Area Traffic Management (LATM) Action Plans, it is proposed to install traffic calming devices in Union Street, McMahons Point. The issue of the speeding motorists was also raised at the 519th Traffic Committee held on 7 September 2018 where the committee recommended:

- 4. THAT Council urgently installs speed bumps along the road and also examine the kerb blister on the corner of Union Street.*

Community consultation took place from 13 March 2019 until 10 April 2019. The outcomes of the community consultation were reported to the Traffic Committee meeting on 14 June 2019 where it was:

“Resolved to Recommend:

- 1. THAT Council notes the outcome of the community consultation with regards to proposed speed cushions in Union Street.*
- 2. THAT subject to an urgent road surface/speed cushion friction analysis being undertaken and if found to be satisfactory, Council installs three (3) rows of speed cushions in Union Street, McMahons Point as per the attached plan.”*

A copy of the full report is attached and also available at:

https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2019/14_June_2019

Consequently, Council engaged Transport & Urban Planning to prepare a Road Safety Audit of Union Street. This report was presented to the Traffic Committee on 7 February 2020 and it was resolved to recommend:

1. **THAT** based on the finding of the Road Safety Audit and safety issues stated in the report, installation of speed cushions not to proceed.
2. **THAT** other alternate treatments be investigated by Council’s Traffic Engineer to resolve the speeding issues and report back to Traffic Committee.”

The matter was further investigated by Council’s Traffic Engineer for alternate solutions in Union Street. Three options were considered with advantages and disadvantages of each option for public consultation as listed below, and shown in the attached plans:

Option	Proposal	Advantages	Disadvantages
1	<ul style="list-style-type: none"> • Construction of a concrete median and kerb extension at the bend, • Construction of a refuge island at Bank Street. • Upgrade the road line marking 	<ul style="list-style-type: none"> • Narrowing the road width at the bend, hence reduction in speed at this location, • Narrowing the road width at Bank St, hence reduction in speed at this intersection, • Provision of pedestrian facility at the intersection of Bank St 	<ul style="list-style-type: none"> • loss of 8 parking spaces on the north and southern sides of Union St
2	<ul style="list-style-type: none"> • Construction of a concrete median and kerb extension at the bend, • Construction of kerb extensions at Bank Street. • Upgrade the road line marking 	<ul style="list-style-type: none"> • Narrowing the road width at the bend, hence reduction in speed at this location, • Narrowing the road width at Bank St, hence reduction in speed at this intersection, • Shortening the crossing distance for pedestrians at this intersection 	<ul style="list-style-type: none"> • loss of 2 parking spaces on the southern side of Union St
3	<ul style="list-style-type: none"> • Construction of a concrete median and kerb extension at the bend, • Upgrade the road line marking • Retain the existing garden bed at Bank Street. 	<ul style="list-style-type: none"> • Narrowing the road width at the bend, hence reduction in speed at this location, 	<ul style="list-style-type: none"> • No Loss of parking space

These proposals were consulted with the Union Precinct Committee in November 2020 where the precinct preferred Option 3.

Community Consultation

Community consultation took place from 1 April 2021 until 5 May 2021. Approximately 300 letters were sent to properties surrounding area and Union Precinct Committee and the survey was available online through Council’s ‘Have Your Say’ webpage. A total of 70 responses (23% response rate) were received including a duplicate entry and an invalid entry to the survey. Of the responses 12 (17.64%) were supportive of option 1, 5 (7.35%) were supportive of option 2 and 51 (75%) were supportive option 3.

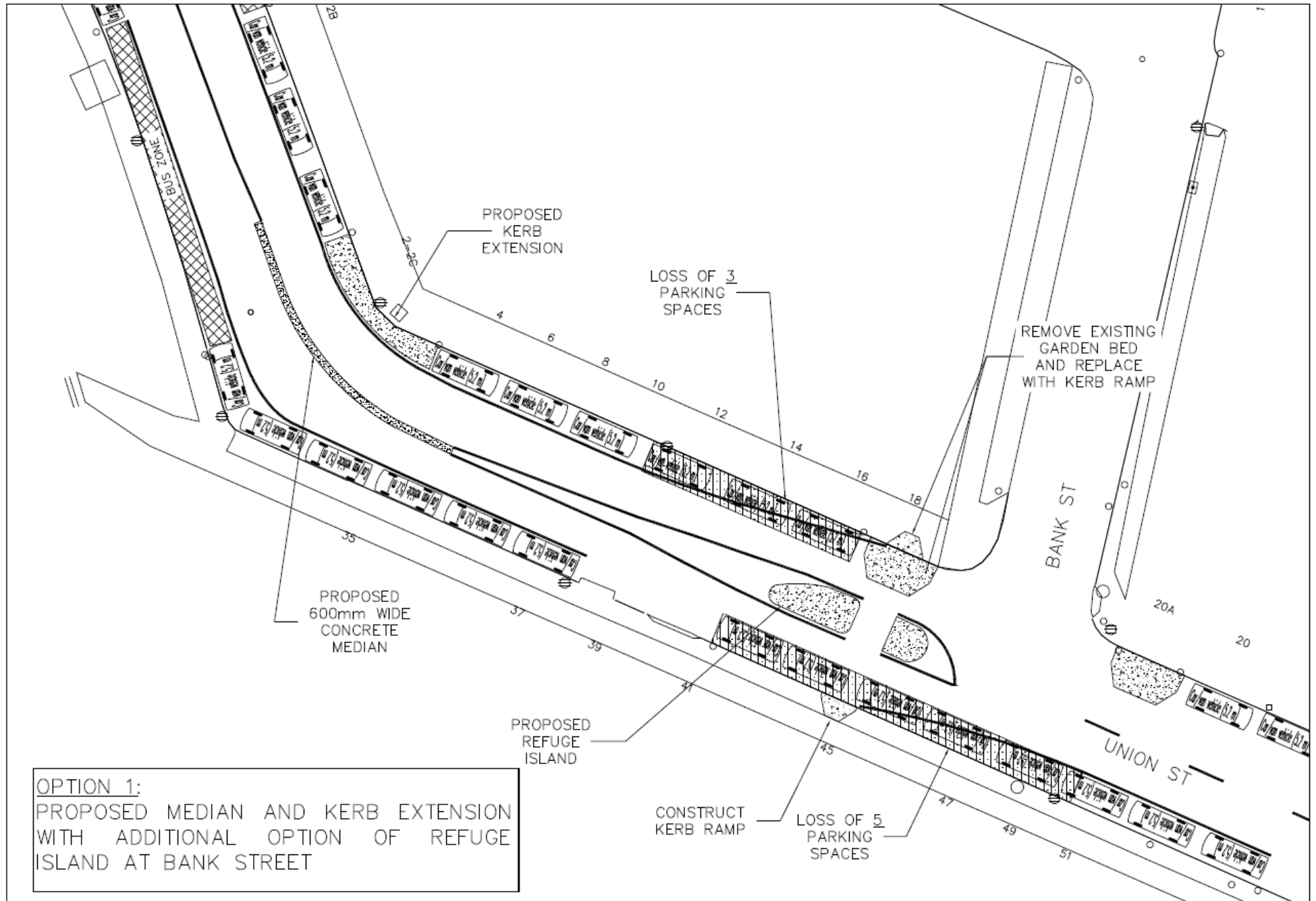
In addition to the above, 75% of the responses received from residents of Union Street who are directly affected by the proposal supported Option 3.

Result of the survey revealed that preference of Option 3 over the other two options was due to the retention of on-street parking compared to loss of parking under Options 1 and 2.

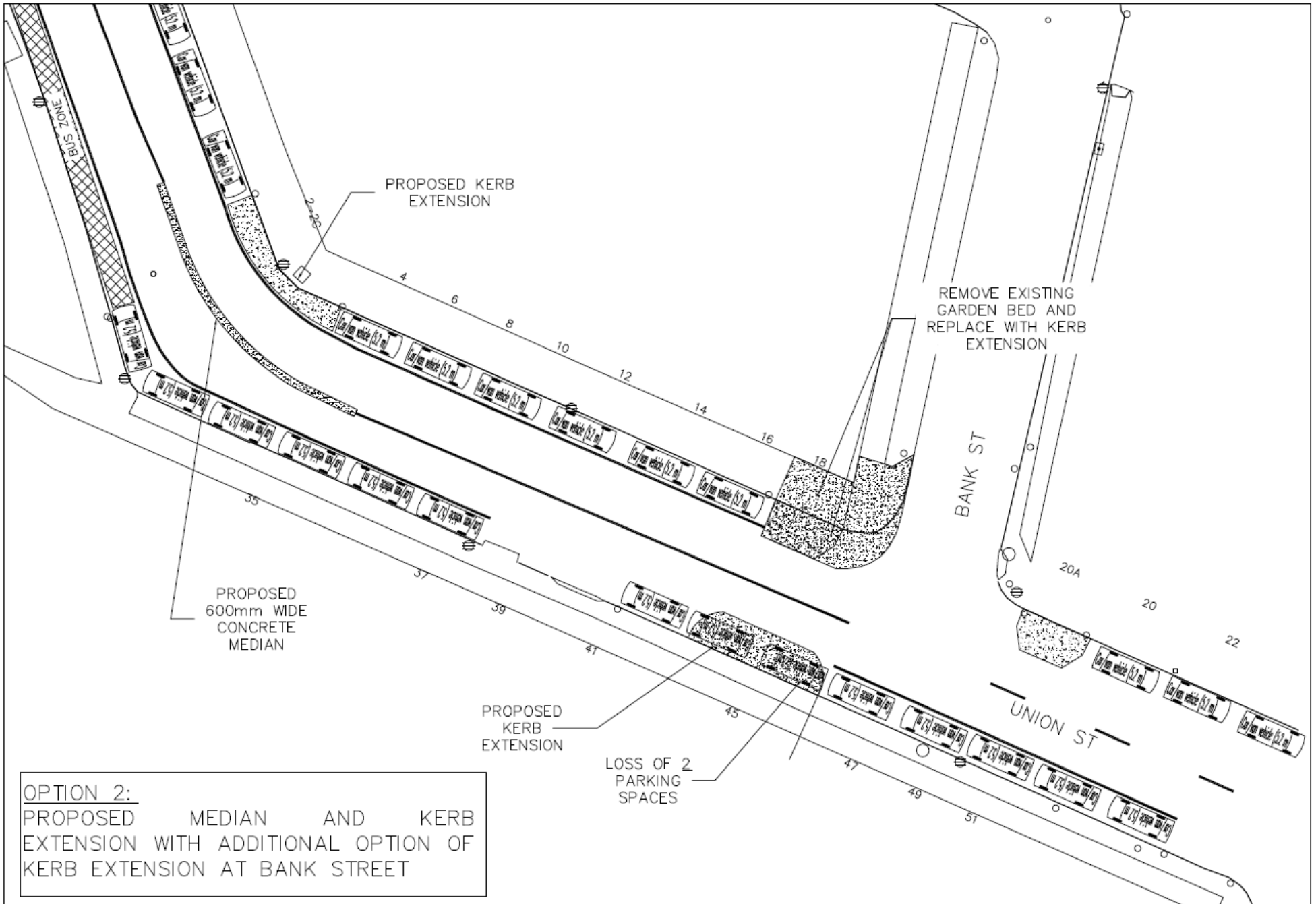
Address	OPTION 1		OPTION 2		OPTION 3		Grand Total
	Qty	%	Qty	%	Qty	%	Qty
Ancrum St					2	100%	2
Bank Ln					2	100%	2
Bank St	1	10%			9	90%	10
Carr St			1	100%			1
Chuter St	2	67%			1	33%	3
Commodore Cres	1	33%			2	67%	3
Dumbarton St					1	100%	1
Euroka St			2	40%	3	60%	5
John St	2	40%			3	60%	5
Military Road, Mosman					1	100%	1
Munro St					1	100%	1
Thomas St			1	17%	5	83%	6
Toongarah Rd (Garage in Bank St)					1	100%	1
Union St	6	21%	1	4%	21	75%	28
Grand Total	12	17.4%	5	7.2%	52	75.4%	69

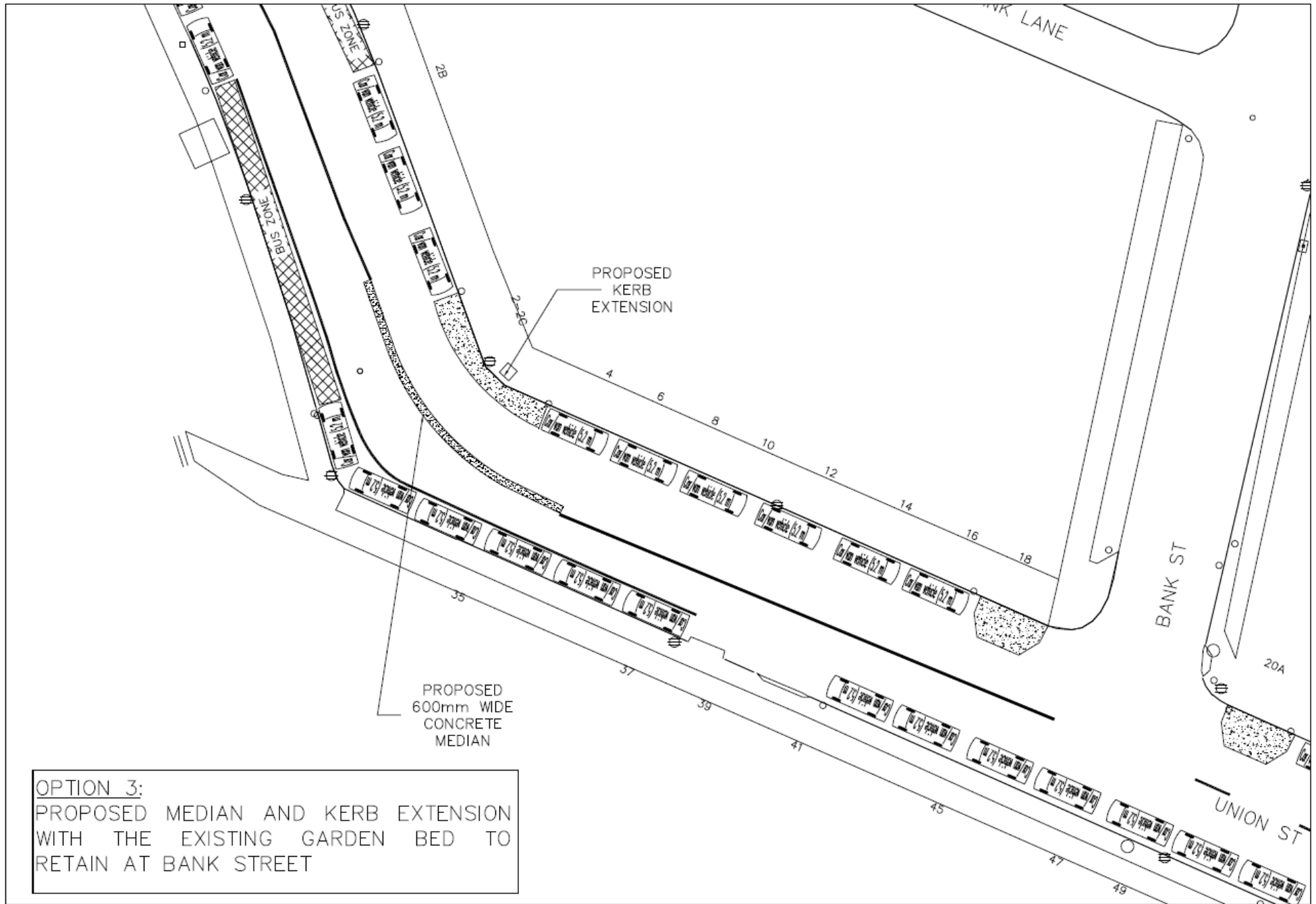
At the 4 November 2020 meeting, it was noted that “Residents expressed serious concerns on the loss of parking spots with Options 1 and 2 and the Precinct unanimously resolved to recommend Option 3 as the preferred choice of the three options”.

Based on the outcomes of the community consultation it is recommended that Council proceeds with Option 3 - construction of a concrete median and kerb extension at the bend, upgrade the road line marking and retain the existing garden bed at Bank Street.



OPTION 1:
 PROPOSED MEDIAN AND KERB EXTENSION
 WITH ADDITIONAL OPTION OF REFUGE
 ISLAND AT BANK STREET





OPTION 3:
 PROPOSED MEDIAN AND KERB EXTENSION
 WITH THE EXISTING GARDEN BED TO
 RETAIN AT BANK STREET