

5.1. Bligh Street, Kirribilli - Shared Zone

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ENDORSED BY: John Van Hesden, Acting Director Engineering and Property Services

ATTACHMENTS:

1. Option 1 C Bligh Street Shared Zone Concept Design [5.1.1 - 2 pages]
2. Bligh Street - TTD 2016001 - Design and implementation of shared zones with provisions checklist [5.1.2 - 5 pages]

PURPOSE:

This report seeks endorsement for the installation of a Shared Zone in Kirribilli at Bligh Street between Broughton Street and Humphrey Place.

EXECUTIVE SUMMARY:

- In 2019, Council adopted the 40km/h speed limit and 10km/h Shared Zone Masterplan and Action Plan for the Kirribilli area. The study included a recommendation to investigate Bligh Street, between Humphrey Place and Broughton Street as a Shared Zone.
- In February 2021, as part of the Council adopted Kirribilli Village Centre Masterplan, Council trialled the implementation of a Shared Zone on Bligh Street for six months.
- On 26 April 2022, the outcome of the trial and associated community consultation was reported to Council on 26 April 2022, when it resolved to endorse the permanent transformation of Bligh Street into a Shared Zone.
- On 13 February 2023, after community consultation, Council resolved to adopt detailed concept design (Option 1C) and to proceed with detailed design and construction of the Bligh Street Shared Zone.

FINANCIAL IMPLICATIONS:

Council has been successful in obtaining \$950,000 in grant funding for the implementation of the Bligh Street Shared Zone as part of TfNSW's 2022/23 "Get NSW Active" program. The funding deadline to finish construction is 2 October 2023. As part of the funding deed with TfNSW Council must contribute \$50,000 towards the creation of the Shared Zone. Council's funding contribution is currently funded in the Kirribilli Master Plan budget.

RECOMMENDATION:

1. THAT Traffic Committee endorse the proposal to implement a Shared Zone on Bligh Street between Humphrey Place and Broughton Street in Kirribilli.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

1. Our Living Environment
 - 1.4 Well utilised open space and recreational facilities

2. Our Built Infrastructure
 - 2.1 Infrastructure and assets meet diverse community needs
 - 2.2 Vibrant public domains and villages
 - 2.3 Prioritise sustainable and active transport
 - 2.4 Efficient traffic mobility and parking

3. Our Innovative City
 - 3.1 Our commercial centres are prosperous and vibrant

4. Our Social Vitality
 - 4.1 North Sydney is connected, inclusive, healthy and safe

BACKGROUND

In 2019, Council adopted proposals for a 40km/h speed limit and 10km/h Shared Zone Masterplan and Action Plan for the Kirribilli area. The study included a recommendation to investigate Bligh Street, between Humphrey Place and Broughton Street as a Shared Zone.

On 6 April 2020, Council adopted the design of traffic calming treatments as part of a project to implement a 40 km/h High Pedestrian Activity Area (HPAA) in the Kirribilli area. These works were completed in July 2021 and the reduced speed limit was implemented.

In February 2021, Council adopted the Kirribilli Village Centre Masterplan which included a series of streetscape upgrades to the town centre including consideration of a Shared Zone on Bligh Street, between Humphrey Place and Broughton Street.

As part of the Kirribilli Village Centre Masterplan, Council implemented a six-month trial of a Shared Zone on Bligh Street, between Humphrey Place and Broughton Street. The outcome of the trial projects and community consultation was reported to Council on 26 April 2022, when it resolved to endorse the permanent transformation of Bligh Street into a Shared Zone.

Between 4 October 2022 and 14 November 2022, Council consulted on two design options for the permanent Shared Zone. The design concepts were based on the adopted Masterplan for the Kirribilli Village Public Domain upgrades, and incorporated the feedback received in previous Community Consultations.

On 12 December 2022, Council resolved to adopt the consulted concept design option titled 'Option 1B' with amended provisions based on community consultation responses. This amended design titled 'Option 1C' was submitted to Council for adoption.

On 13 February 2023, Council resolved to adopt detailed concept design (Option 1C) and to proceed with detailed design and construction of the Bligh Street Shared Zone.

CONSULTATION REQUIREMENTS

Community engagement has occurred in accordance with Council's *Community Engagement Protocol*.

Consultation on the proposal was undertaken between 4 October to 14 November 2022. 3,434 consultation letters were circulated, a memorandum on the consultation was provided to all Councillors and active Precinct Committees. Social media updates encouraging feedback on the proposal was undertaken through Council's E-newsletters including Council E-news, Precincts E-news and Business E-news, Posters with QR code to project website, Facebook, Instagram, Twitter and LinkedIn.

An online information session was held on 11 October 2022 with 19 pre-registered attendees including residents, property owners and businesses. Community Workshop session held on 8 November 2022 with 17 attendees including residents, property owners and businesses.

A 'Have Your Say' website was also provided on 4 October 2022 to allow community access to all the project information and to provide online feedback at any time, during the consultation period there were 1,220-page views.

Council received a total of 191 submissions. Comprising 10 written submissions, 13 workshop submissions and 168 online submission forms.

Bligh Street Consultation Submission Preferences

Bligh Street Shared Zone	Option 1	Option 2	Neither
Online feedback form	104	23	41
Written submissions	4	1	5
Community workshop	4	1	8
Information session	0	0	0
Precinct Committees**	0	0	1**
TOTAL: 191	112	25	54
%	58.64%	13.09%	28.27%

Standard or Guideline Used: TfNSW's Technical Direction TTD 2016/001 Design and implementation of Shared Zones including provision for parking, February 2016, and TfNSW's Safer Speeds, Policy & Guidelines V1 - Shared Zones, July 2012.

Signs & Lines Priority: N/A

Precinct and Ward: Bradfield and Cammeraygal"[Precinct], [Ward]"

Impact on Bicycles: Provision for bicycle racks. Access for cyclist will be maintained. 10 km/h speed restrictions will apply to cyclists as to other vehicles.

Impact on Pedestrians: Shared Zone will improve pedestrian safety, amenity and connectivity.

Impact on Parking: N/A

DETAIL

To improve pedestrian safety, amenity and connectivity in Kirribilli Village, it is proposed to convert Bligh Street, between Humphrey Place and Broughton Street, into a 10km/h Shared Zone. The upgrade will include removal of kerb, new paving, planting, drainage, bollards and lighting to convert the street to a Category 1 Shared Zone.

Based on the results of the community consultation and comments from TfNSW a revised design was developed 'Option 1C' which includes the removal of bollards, varied paver colours and line marking the car parking bay. On 13 February 2023, Council resolved to adopt detailed concept design (Option 1C) and to proceed with detailed design and construction of the Bligh Street Shared Zone.

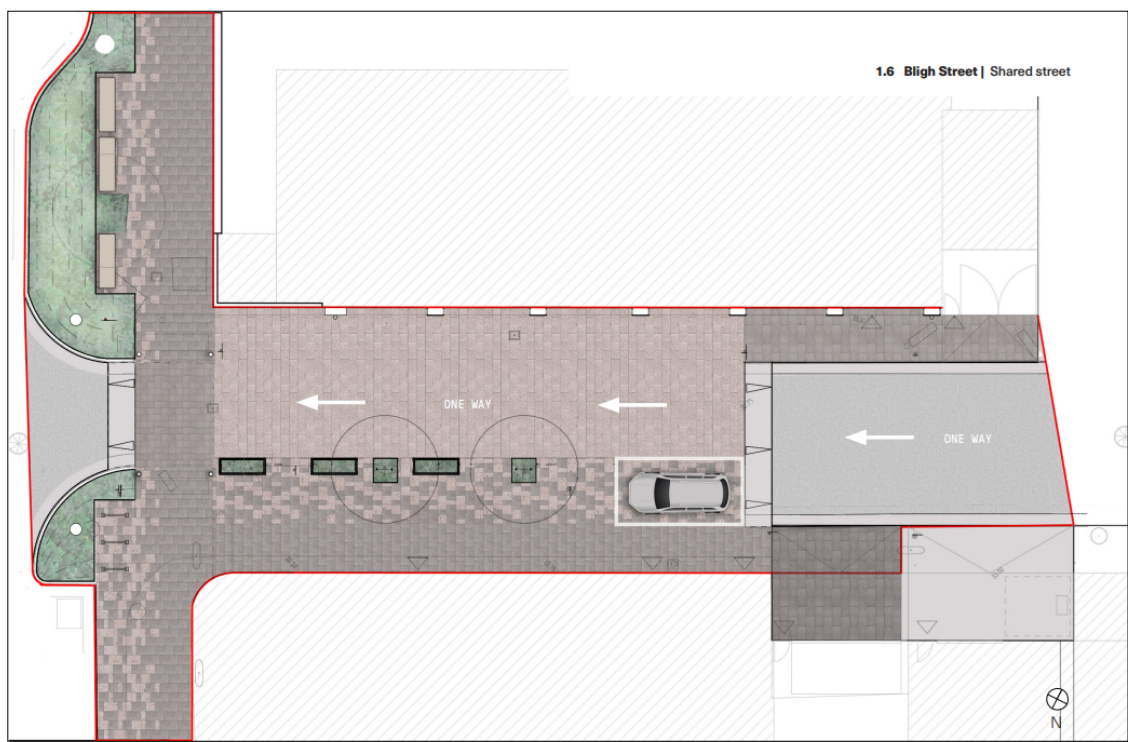


Image 1- Bligh Street Shared Zone Adopted Concept Plan Option 1C

On 8 November 2022, Council received a funding offer of \$950,000 for the implementation of the Bligh Street Shared Zone as part of their 2022/23 "Get NSW Active" program on condition of its delivery prior to 2 October 2023.

On 17 January 2023, TfNSW provided in-principle support for the proposal.

To further assist TfNSW approval, Council's staff prepared the TTD 2016/001 - Design and implementation of Shared Zones with provisions checklist (Attachment 2). This checklist outlines all the provisions done within the Shared Zone design to comply with TfNSW Shared Zone technical direction (TTD 2016/001 dated February 2016).

Given the community support, in-principle approval from TfNSW and adoption of the project by Council, it is recommended that North Sydney Council Traffic Committee endorse the proposal to implement a Shared Zone on Bligh Street between Humphrey Place and Broughton Street in Kirribilli.

1.4 Bligh Street | Shared Zone



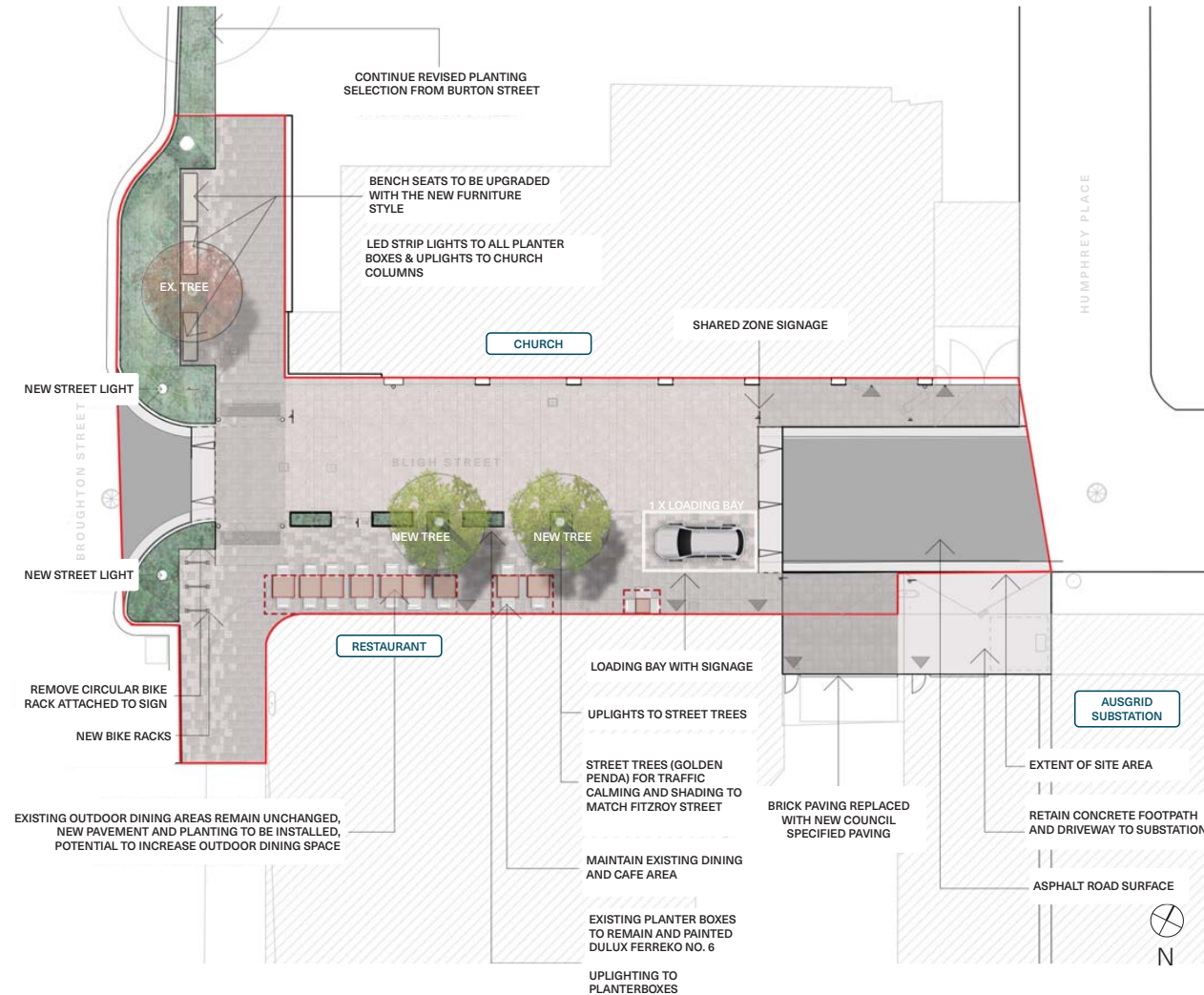
Existing planter boxes
(to be painted in Dulux Ferreko no. 6)



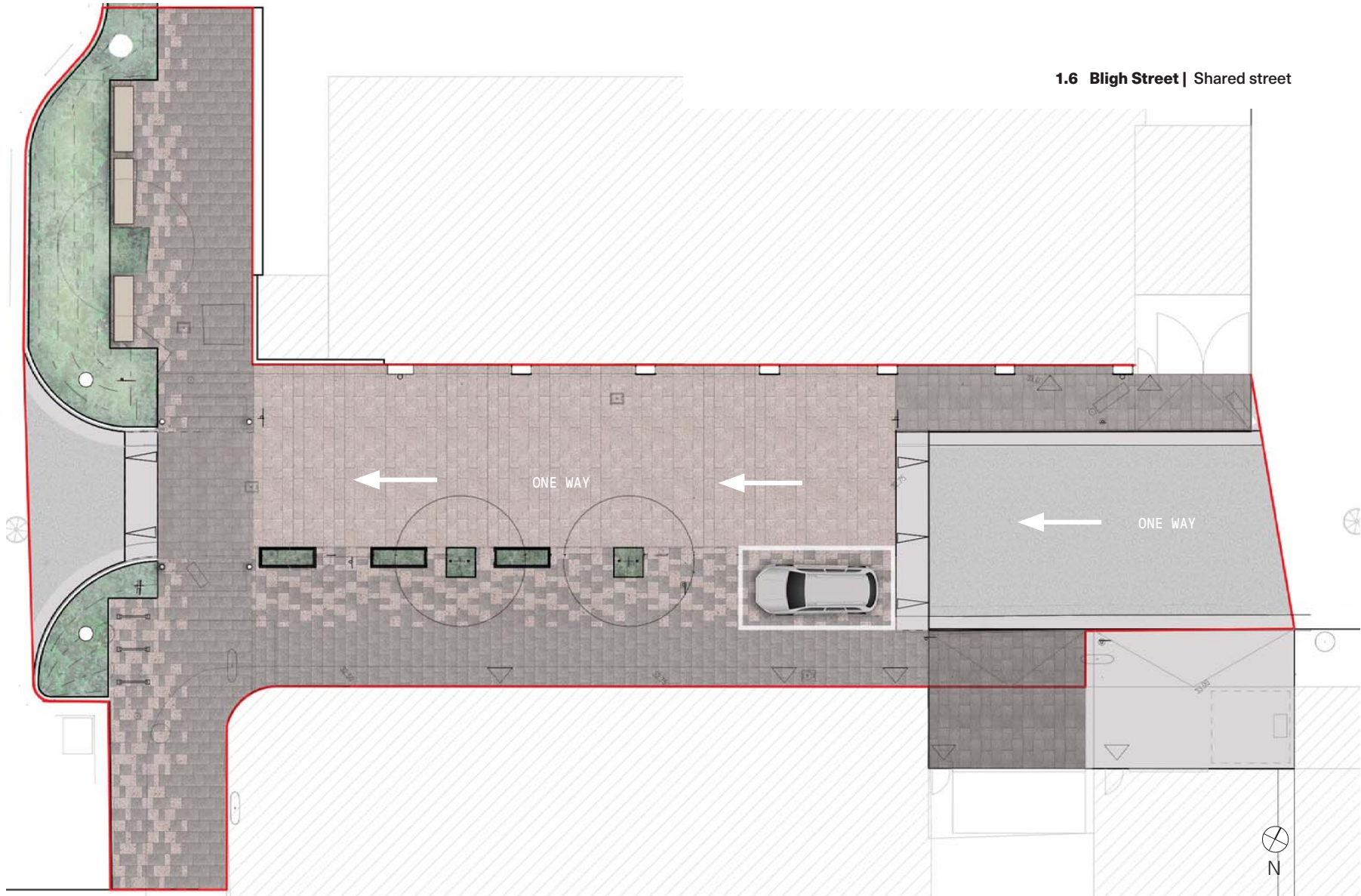
Bega - Pole top luminaire
77 911 K3





New Native street tree planting
Golden Penda 'Xanthostemon chrysanthus'



1.6 Bligh Street | Shared street



TTD 2016/001 - Design and implementation of shared zones with provisions for	
Road name/s: <u>Bligh Street, Kirribilli</u> Council: <u>North Sydney Council</u>	
Category 1/2: <u>1</u> Contact Details : <u>Iman Mohammadi - iman.mohammadi@northsydney.nsw.gov.au</u>	
Only mark the boxes on the right hand side to answer Y/N to a criteria (if justification is needed write in the boxes below the question)	
Site Information (Please provide justification to your answers)	Y/N
Mid block 7 day traffic volume and traffic speed data analysis for brownfield sites. - please ensure a photo is provided of the actual location	Y
Traffic counts obtained Feb 2020. Max hourly volume is 88 vph. Daily volume is in the order of 720 vehicles per day.	
	
	
Pedestrian Safety - Justify why a shared zone is required (has a pedestrian study been completed?)	Y
<i>Bligh Street is a one-way street located in the Kirribilli village. There are shops and cafes adjoining Bligh Street, and is located within a School Zone near St Aloysius College Junior College. Existing footpaths are narrow. A trial shared zone was nominated under the DPIE Streets as Shared Spaces and successfully implemented in 2021. A TfNSW 'Get NSW Active Program' grant was successfully obtained in 2022 to create a permanent 10km/h Shared Zone.</i>	
Pedestrian priority - Pedestrian Priority must be clearly highlighted to drivers	Y
<i>Regulatory Shared Zone signage will be used on entry and exit. Contrasting pavement and supplementary "Give Way to Pedestrians" signage will be used to highlight pedestrian priority</i>	
Pedestrian facilities - Demonstrate that there are no pedestrian facilities (including pedestrian crossings and fencing etc.) within the proposed shared zone	Y
<i>There is an existing continuous footpath treatment within the proposed Shared Zone area. This shared zone will reinforce priority for pedestrians walking along Broughton Street</i>	

Desirable Design Principles (must meet the design principles?)	Y/N
Footpaths - No footpath exists or a narrow footpath exists (a narrow footpath is where pedestrians are forced to use the road)	Y
<i>Current narrow footpath forces pedestrians onto the road.</i>	
Kerbs & Gutters (K&G) - All new ('Greenfield') road/s have no K&G existing (Cat 1) Or existing ('Brownfield') road/s may allow K&G for drainage purposes, heritage listing or cost-prohibitive etc, this must be justified	Y
<i>Kerb and gutter retained under Streets as Shared Spaces temporary config. The Shared Zone will be upgraded to Category 1 without kerb and gutter.</i>	
Entrance/Exit points - The design clearly highlights to drivers that there is a change in the street environment and traffic conditions at the start and end of the shared zone	Y
What entrance/exit points have been considered in the design:	
Carriageway raised along entire length of the proposed shared zone (removal of K&G)	Y
Change in carriageway surface and texture - this provides a characteristic that distinguishes the start/end of shared zone - Must be installed	Y
Raised treatment	Y
A Give Way to Pedestrians pavement marking	N
Continuous footpath treatments - to assist traffic calming - MUST MEET WARRANTS - refer to TDT2013/05.	Y
Kerb extension or road narrowing entry/exit treatments - to assist traffic calming	Y
Architectural Landscaping - to enhance the change in road environment (can be repeated through the shared zone)	Y
Signage - Speed zone & regulatory signage are to be installed by RMS in accordance with the <i>NSW Road Rules 2008 - All entry signs must be provided on both sides of the road.</i>	Y
Pavement Surface - The pavement surface is changed to highlight the difference in street environment from the surrounding road network. It is clearly distinguishable by colour, texture and materials. <i>Changes to pavement surface may also be considered Category 2</i>	Y
Forward Visibility - The design has limited forward visibility. It is not desirable to have unlimited forward visibility in a shared zone. If it is considered necessary to maintain visibility - A minimum stopping sight distance of 12 metres is to be applied (to encourage drivers to drive with care and comply with the 10km/h speed limit).	Y
<i>Forward visibility restricted by the length of the street. Plantings provided along the edge of the travel lane will interrupt the forward visibility without affecting safety.</i>	
Suitable Road treatments - The design creates a self enforcing road environment? <i>(treatments must be provided for Category 2 to encourage consistently slow driving)</i>	Y
What design elements have been considered in the design? Please refer to Austroads Guide to Traffic Management Part 8: Local Area Traffic Management for correct use of traffic calming features/treatments	
Vertical Deflections: Road Humps or cushions (cushions less desirable for cyclists)	N
Vertical Deflections: Raised pavements	Y
Horizontal Deflections: lane Narrowing/ curb extension	N
Horizontal Deflections: slow points	N
Horizontal Deflections: bollards	Y
Horizontal Deflections: street furniture (i.e. planters, trees et)	Y
Horizontal Deflections: alternating parking on either side of the road	N
Surface treatments: tactile surface treatment	Y
Other (please specify):	Y

<i>Colour contrast finishes with different tones of precast concrete pavers that will shift focus from vehicle oriented street to pedestrian oriented.</i>	
Vehicle Mix requirements - A shared zone must not be located along a bus route or heavy vehicle routes, except delivery or garbage trucks. <i>Emergency Services and Police must be consulted in the design.</i>	Y
<i>Emergency access will be maintained. Trucks will be able to access the street if required but volumes are very low as this would only service 1-2 properties.</i>	
Parking - Parking within the shared zone is in accordance with Australian Road Rules. The width and length of parking space must comply with AS2890.5 <i>Parking Facilities</i> . <i>The minimum width must be 2.3m (2.1m if restricted roadway, unlikely wide vehicle parking use, and where parking bays are marked with continuous line) and the minimum length must be 6.0m for parallel parking spaces.</i> Park In Bays Only (R5-65) signs must be provided under the shared zone (R4-4) signs at each entry into the shared zone. Car parking spaces that straddle existing kerb and gutter may be provided in (Cat 2)	Y
<i>1 x 1/4 hour parking space maintained and will be signposted and marked accordingly.</i>	
Bicycles - Are cyclists able to safely traverse the features provided?	Y
<i>In one way shared zones, must consider contra-flow bicycle movements. Must include Bicycles Exceeded (R9-3) signs.</i>	
<i>Cycle access will be maintained. Contra-flow will be considered if cycle volumes increase significantly.</i>	
Mobility and Vision impaired - Design should include provisions to safely accommodate the needs of the mobility and vision impaired. Mobility and vision impaired access to the existing road should be provided and must accommodate the ability to negotiate traffic calming.	Y
Design elements have been considered in the design? Please specify (features may include tactile paving, hand rails and street furniture) <i>refer to AS 1428.4.1 Design for Access and Mobility for detailed design requirements</i>	Y
<i>Tactiles and bollards to be installed at crossing points to assist mobility for people with vision impairment</i>	
Lighting - Appropriate lighting are to be installed. <i>This is for safety and security purposes</i>	Y
<i>The section treated is 35m long. Existing lighting is provided at both ends of the street.</i>	
Drainage grates - Appropriate drainage grates are to be installed. <i>The design should cater for pedestrian and cyclist use.</i>	Y
<i>Proposed drainage grates are pedestrian and cycle safe.</i>	
Previous General Criteria (criteria for consideration)	Justified
Traffic Volume - Does it meet the desirable traffic volume of 100 vehicles per hour and equal to or less than 1000 vehicles per day? (if higher council must justify why the shared zone is still appropriate)	Y
<i>Vehicle volumes = 720 vehicles per day / 88 per hour. <u>Meets criteria</u></i>	
Shared Zone Length - Is the shared zone less than 400 metres in length? (if higher council must justify why the shared zone is still appropriate)	Y
<i>Shared zone length is 35m total.</i>	
Carriageway width - Is the current carriageway width is to have a minimum trafficable width of 2.8 metres (wide carriageways will also affect if the road is self enforcing)	Y
<i>Yes, carriageway width is 3.5m</i>	
Comments	
See attached TMP for further info and plans	

General NOTES:
Category 1 shared zones are provided on a road related area, has clearly different coloured and textured surface treatments from the surrounding roads, and typically does not have kerbs.
Category 2 shared zones are provided on a road which includes footpath parking and has substandard footpath widths, retains kerbs and has traffic calming devices and treatments to regulate traffic speeds to 10km/h
Shared zones are specifically designed for pedestrian priority and may be appropriate for a road, a network of roads or road related areas where there are comparatively high pedestrian volumes, where the road is narrow and pedestrian access along existing narrow footpaths is limited, and/or where on-road parking on one or both sides of the road restricts the free movement of vehicles along the road (especially emergency and service vehicles).
Prominent features = signs, architectural or landscape features
Traffic Calming As shared zones are a pedestrian priority environment there should not be any requirement for pedestrian crossings and pedestrian fencing.
Landscaping and street furniture Carefully located landscape features and street furniture can encourage lower speeds and enhance the experience for pedestrians. Examples of such features are bollards, architectural decorations, seating and lighting. These features can be repeated through the shared zone
Continuous Footpath Treatment (Criteria; refer to TD2013/05) * Typically <45 veh/hr * Driveway layback must be no wider than 7m (if side street is significantly wider than 7m, additional treatments may be required to constrain the intersection so drivers do not perceive they have full width of street i.e. bollards) * Stop, give way or a pedestrian warning signage should be provided on the side street if vehicles are exiting the side street over the continuous footpath treatment
Retaining footpaths and kerb & gutter NOTES:
Entry/exit points - Non Regulatory (Category 2)
Road narrowing/ kerb extension -Encourages drivers and cyclists to reduce their speeds when entering the scheme. -Highlights to motorists and cyclists that they are entering an area with changed traffic conditions such as lower speeds.
Raised threshold Encourages lower speeds when entering/exiting the street. Clearly indicates the entry/exit to the zone. There is no requirement to provide pedestrian fencing in shared zones. Continuous footpath treatments should be considered as entry/exit treatments to assist traffic calming. Refer to TD 2013/05.
Change in carriageway surface and texture Provides a characteristic that distinguishes the start/end of the scheme. This must be provided at the entry to any shared zone where the existing kerb and gutter is to be retained.

<p>Architectural and landscaping</p> <p>Assists in creating a visible change in the street environment. Helps to enhance the quality of the scheme. Creates a prominent feature that clearly highlights the start / end of the scheme. Can be repeated through the shared zone.</p>
<p>Pavement markings</p> <p>A Give Way to Pedestrians pavement marking must be provided at the entry to the zone and can be repeated along zone</p>
<p>Shared zones with approved kerbs</p> <p>In a shared zone with two-way traffic movement where the available travel width is less than 6.0 metres, storage gaps should be provided to allow moving vehicles to pass each other. A convenient position for storage gaps is adjacent to driveways where the loss of parking spaces is minimised. Storage gaps may not be necessary where the street is short and a driver entering at one end of the street is able to see a vehicle entering at the opposite end of that street.</p>
<p>Enhancements to Category 2 shared zones may also be considered and include pavement markings such as the pedestrian symbol and the numerals 10 at regular intervals along the existing road length, and the provision of coloured/textured surfaces between traffic calming.</p>
<p>Parking</p> <p>Refer to: TDT 2002/12c Stopping and Parking Restrictions TTD 2014/005 No Stopping at un-signalised intersections TTD 2014/003 - Shared Zones</p>