

## 5.2. McHatton Street and Pacific Highway, North Sydney - Continuous Footpath Treatment

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<b>ATTACHMENTS</b>	1. Mc Hatton Street at Pacific Highway - Plan [5.2.1 - 1 page]
<b>CSP LINK</b>	2. Our Built Infrastructure 2.1 Infrastructure and assets meet diverse community needs 2.4 Efficient traffic mobility and parking  4. Our Social Vitality 4.1 North Sydney is connected, inclusive, healthy, and safe  5. Our Civic Leadership 5.3 Community is engaged in what Council does

### PURPOSE:

The purpose of this report is to seek committee endorsement for the installation of a continuous footpath treatment across McHatton Street just west of the Pacific Highway, North Sydney.

### EXECUTIVE SUMMARY:

- Council has received safety concerns regarding pedestrians crossing McHatton Street at the Pacific Highway. This issue has been identified and listed in the North Sydney Council Local Area Traffic Management Plan 2019 (LATM).
- In response to the concerns raised, Council is planning to construct a continuous footpath treatment across McHatton Street at its intersection with the Pacific Highway to improve pedestrian safety, accessibility, and reduce vehicle speeds.

### RECOMMENDATION:

- 1. THAT** the Committee endorse the installation of a continuous footpath treatment across McHatton Street at the intersection with Pacific Highway, North Sydney.
- 2. THAT** the Committee endorse the reallocation of kerbspace on the northern side of McHatton Street between the points 10 metres and 27 metres west of the Pacific Highway as “No Stopping”.

## **Background**

In 2019, North Sydney Council approved the Local Area Traffic Management (LATM) Action Plan for Area 1. The plan includes an action to install a crossing at McHatton and Pacific Highway, adjacent to North Sydney Demonstration School.

No parking spaces are proposed to be removed as part of this project. The planned works aim to improve driver visibility, reduce vehicle speeds, and create a safer crossing environment for pedestrians.

## **Report**

North Sydney Council is enhancing pedestrian safety at the McHatton Street and Pacific Highway intersection by installing a continuous footpath treatment. This design extends the footpath on Pacific Highway across McHatton Street.

The TfNSW Technical Direction for Continuous Footpath Treatments (TDT 2013/05) states that continuous footpath treatments are only applicable for intersections carrying no more than 45 vehicles per hour and the driveway layback is no wider than 7 metres. Traffic counts undertaken on 18th September 2024 recorded 103 vehicles and 182 pedestrians crossing McHatton Street during the afternoon school peak hour. While the surveyed vehicle numbers are above the TfNSW guidelines, given the high number of pedestrians recorded and that benefit to pedestrian safety and accessibility, it is recommended that the proposal proceed.

The crossing point would comply with TfNSW technical directions, maintaining a width of no more than 7 metres. The continuous footpath treatment will not impact local parking or traffic flows. However, to comply with NSW Road Rules, the “No Stopping” restriction is required to be extended to at least 10 metres from the intersection. Given the existing driveways, the No Stopping restriction is required to be provided on the western side of the driveway. The extended “No Stopping” restriction will not impact the number of available parking spaces as the adjacent restrictions are No Stopping during peak hours with No Parking at other times.

Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road, drivers must give way to any pedestrian or other road users on the road related area. Similarly, when turning at an intersection, drivers are required to give way to pedestrians crossing the road. As such, the introduction of a continuous footpath treatment reinforces the road rules.

## **Consultation requirements**

Community engagement has occurred in accordance with Council’s Community Engagement Protocol. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

## Public Consultation

Community consultation on this proposal took place from 2<sup>nd</sup> August 2024 to 13<sup>th</sup> September 2024. Approximately 43 letters were delivered to 33 households in the surrounding area and the survey was available online through Council’s ‘Have Your Say’ webpage. A total of 8 responses were received including 4 responses from outside the survey area.

The results indicated 87.5% support and 12.5% opposition for the proposal. The results of the survey are shown in table below:

I support the proposed installation of Continuous Footpath Treatment across McHatton Street at the intersection of Pacific Highway in North Sydney	Response				
	Yes		No		Total
	Qty	%	Qty	%	
Within Survey area: <ul style="list-style-type: none"> <li>• McHatton Street</li> <li>• Pacific Highway</li> </ul>	3	75	1	25	4
Outside Survey area: <ul style="list-style-type: none"> <li>• Belmont Avenue</li> <li>• Alexander Street</li> </ul>	4	100	0	0	4
<b>Grand Total</b>	<b>7</b>	<b>87.5</b>	<b>1</b>	<b>12.5</b>	<b>8</b>

## Comments Received

Theme	Community Comments	Office Comments
Pedestrian Safety and visibility	There are a lot of pedestrians using that junction, particularly as there is a school close by. It can be difficult to cross the road as the cars turning in off the Pacific Highway do not have particularly good visibility. If the crossing encourages cars to slow down and drive more cautiously that is much safer for the pedestrians, many of whom are children.	Noted. The CFT aims to address these issues.
Walkability	It would be great if North Sydney Council would continue improving pedestrian infrastructure to make our area more walkable for people of all ages and abilities. Installation of continuous footpath should become more prevalent on local residential roads, especially around schools.	Noted. Council will continue working on the initiatives outlined in our LATM.

Active Transport	Need to disincentive cars driving and doing short distance trips. Need to prioritise pedestrians and slow/active transport - cyclists	Council is promoting public and active transport by prioritising pedestrians and cyclists through continuous footpath treatments, bike lanes, and traffic calming measures. The recently developed Metro in our LGA further supports public transport use, helping to reduce short car trips and create safer, more accessible spaces for all road users.
Raised Infrastructure	It should be a new standard that pedestrian crossings are raised and hence are safer to encourage more people walking and vehicles moving slower and giving priorities to pedestrians.	All new pedestrian infrastructures are raised where feasible, and Council is actively working to upgrade existing crossings to raised ones whenever possible.
Turn Safety	I would encourage Council to consider additional measures to deal with vehicles turning right out of McLaren Street and then attempting to turn left into McHatton Street from the centre lane of Pacific Highway.	Right turns onto Pacific Highway are permitted from two lanes on McLaren Street. Vehicles intending to turn left onto McHatton Street should use the leftmost lane on McLaren Street when turning right onto Pacific Highway, allowing them to efficiently merge into the left lane of the highway and make the left turn onto McHatton Street.
Speed and Safety	McHatton is a quiet street, busy only during school drop-off and pick-up times, so there is no significant safety concern. Vehicles approach McHatton Street at 40 km/h during school peak hours and are regulated by two sets of traffic lights at the Pacific Highway, ensuring speed is not an issue. Outside of school peak times, pedestrian traffic is very low.	Council has received safety concerns regarding pedestrians crossing McHatton Street at the Pacific Highway, which has been listed in our LATM. While the street is quiet outside of school drop-off times, the proposed continuous footpath treatment (CFT) prioritises pedestrian safety and addresses community concerns, ensuring safer crossings for students and families. By implementing the CFT, Council seeks to create a

		safer environment and mitigate any potential risks.
Traffic Management	<p>If pedestrians are to have a right of way at McHatton Street because the proposal proceeds then I consider it should be a condition of the proposal that during the school drop off times there is a lollypop person who is controlling the flow so there is not a build up of traffic down the Pacific Highway or in McLaren street attempting to turn right into the Pacific Highway then left into McHatton street as there sometimes is now. This would create very serious traffic concern issues, albeit limited to the time when the school drop offs occur.</p>	<p>Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road, drivers must give way to any pedestrian or other road users on the road related area. The introduction of a continuous footpath treatment is intended to reinforce the road rules, particularly as McHatton Street is close to the school, where many students cross during peak times. The proposal aims to prioritise and protect vulnerable road users, Regarding, the need for a school supervisor, this responsibility falls under the school and relevant authorities.</p>
Intersection risk	<p>Turning right from either McLaren Street or Bay Road onto the Pacific Highway carries significant risk because cars coming down the Pacific Highway from Crows Nest often fail to stop at the red light. I believe part of the issue is that drivers focus on one set of lights when they are green, rather than the relevant set when they are red. I have personally experienced near misses when attempting to turn right onto the highway with a green light, only to be stopped by a car running the red light. I've witnessed this happen to others regularly as well.</p> <p>I think locals are aware of the risk and proceed with great caution when turning out of McLaren Street or Bay Road, looking up the highway for cars that may run the red light.</p>	<p>We acknowledge your concerns about the safety of turning right from McLaren Street or Bay Road onto the Pacific Highway. While Council supports red-light camera installation, this responsibility lies with Transport for NSW (TfNSW).</p>

	<p>I'm unsure how this risk can be effectively managed or minimized. While I am not a fan of red-light cameras, I do wonder if placing one near the intersection of the Pacific Highway and West Street could help. I do not know whether there have been any accidents due to this issue, but I am certain it's only a matter of time before a serious accident occurs.</p>	
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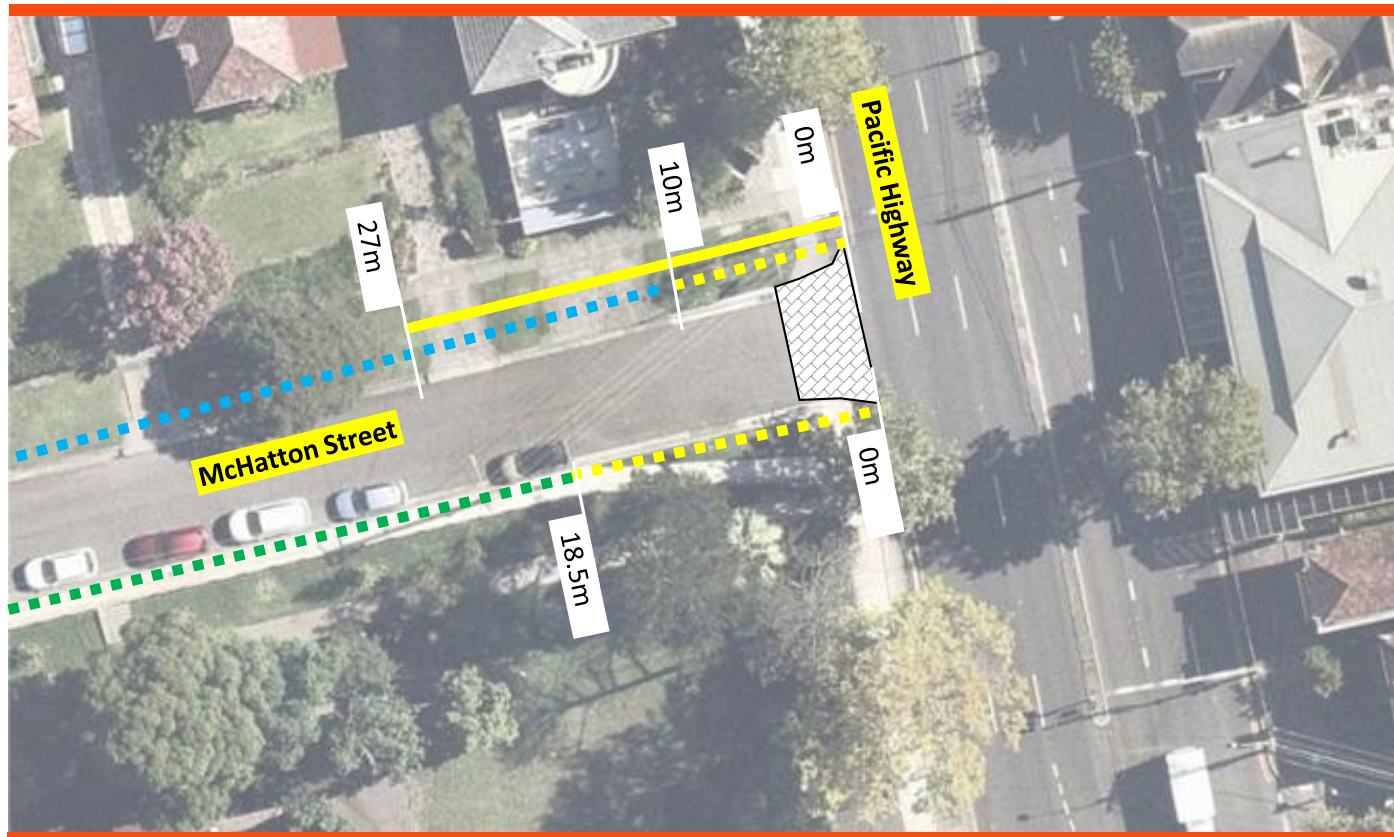
**Financial/Resource Implications**

The proposal is fully grant funded by TfNSW Active Transport Program.



# Proposal

## McHatton Street at Pacific Highway, North Sydney – Proposed Continuous Footpath Treatment



### Existing

- ■ ■ ■ ■ "No Stopping"
- - - - - "No Stopping 6:30-9:30am, 2:30-3:30pm School Days", "No Parking Other Times"
- - - - - "5 minutes Parking 8:30-9:30am, 2:30-3:30pm, Mon-Fri, School Days", "2P 9:30am-2:30pm Mon-Fri"

### Proposed

- ■ ■ ■ ■ Continuous Footpath Treatment
- ■ ■ ■ ■ "No Stopping"

### Example of Continuous Footpath Treatment

