

# Charing Cross Streetscape Upgrade

## Traffic FAQs



### **Q: Why can I no longer turn Left onto Carrington Road from Bronte Road northbound?**

A: A key objective of the streetscape project is to improve pedestrian experience and safety. The left-hand slip lane at Carrington Road has been identified as an area of concern, particularly due to the large congregation of school children. Current motor vehicle movements are considered low at 40 trips per hour during the Saturday peak time (weekday peak 25 trips per hour). These trips are expected to reduce further as motorist habits change with the new arrangement and the improved mid-block connection to the public parking area adjacent to the Church. Further information, including trip redistribution considerations, can be found in the traffic modelling assessment section 4.3.2 page 16. Given the substantial enhancements in pedestrian safety and comfort, with minimal implications for motor vehicles, the proposal to remove the traffic slip lane is fully justified and complies with Waverley Council's People Movement Places Policy.

### **Q: Why is there a new mid-block pedestrian crossing being constructed?**

A: Charing Cross is a busy commercial precinct with a high pedestrian and public transport modal share through the area. The intention of the mid-block pedestrian crossing is to improve the walking connectivity of the eastern and western side of Bronte Road, as well as provide traffic calming measures. The location of the crossing will reduce the distance between safe crossing points from 250m to 150m, as well as provide a better walking connection between the car park adjacent to the church and the western side of Bronte Road. The pedestrian crossing will likely ease usage of the Bronte Road eastern arm of the Traffic Control Signals (TSC), with pedestrians choosing to use the crossing over the crossing point at the lights.

### **Q: Why are changes being made to the Traffic Control Signals (TCS)?**

A: The purpose of the changes is to address known pedestrian safety and convenience issues, which in turn will improve motor vehicle movements through the intersection. Through consultation with community members and Transport for NSW, pedestrian crossing distances are a key cause of concern for all road users. Each arm of the TCS has been carefully designed to decrease crossing lengths and improve pedestrian movements. As a result of these design changes, traffic queue lengths are expected to reduce as shown in the traffic modelling assessment page 18 Table 2: Network Intersection Performance. Further to this, TCS designers are reviewing the current signal blades to ease confusion for motorists through the intersection. For example, the confusion caused by the signal on the northwest corner, and the signal travelling westbound on Victoria Street. These changes will be implemented through the TCS design process with Transport for NSW.

### **Q: Is there a loss of on-street motor vehicle parking?**

A: The changes to on-street parking are summarised below:

- The reallocation of two parking spaces worth of roadway on Bronte Road to allow for compliant 'No Stopping' lengths at the TCS intersection.
- The reallocation of five parking spaces worth of roadway on Bronte Road to allow for the mid-block pedestrian crossing.
- The reallocation of one on-street parking space worth of roadway on Bronte Road to allow for the realignment and upgrade of the southern pedestrian crossing.
- An additional on-street parking space on Victoria Street.
- An additional on-street parking space on Bronte Road.

This results in a net removal of six on-street parking spaces throughout the project.

The reallocation of on-street parking spaces to improve pedestrian safety enhances visibility and expands sidewalks, fostering safer and more accessible pedestrian environments while encouraging active transportation and community vibrancy. It aligns with Waverley Council's People Movement Places Policy and long-term urban planning goals, prioritising the well-being and safety of pedestrians in busy village centres. To promote other forms of transport to the centre, the proposed project will introduce an additional 21 bike parking spots.

### **Q: Why has a separated bike lane been introduced at the Victoria Street west arm of the TCS?**

A: As part of the Waverley Bike Plan 2013, Victoria Street is nominated as a bike route connecting Henrietta Street and Queens Park. Through the detailed design process, the introduction of a bike lane was investigated, which considered the transport safety and functionality of the TCS. The result showed the proposal will greatly improve bike safety and amenity as well as improve the level of service of this arm of the intersection. Refer to Charing Cross – Victoria Street West Traffic Modelling – SIDRA outputs.

### **Q: Why is there a new intersection pedestrian crossing at Albion Street?**

A: Through the detailed design process and community consultation, safety investigations were carried out on the eastern arm of the Albion Street and Bronte Road intersection. A walking survey was carried out at the intersection which confirmed the high walking patronage of the crossing point. The proposal, whilst greatly improving walkability, will also improve motor vehicle movements through the intersection by improving sight lines, reducing distance to make a right-hand turn, and removing conflict with pedestrians whilst turning.

### **Q: What is the purpose of altering lane widths?**

A: Traffic lanes will be narrowed, but well within Australian standards and comfortable for vehicles (including buses) to pass parked cars safely. The design will encourage slower vehicle speeds through the busy village centre, making it safer for all road users and reducing vehicle generated noise. The road will remain open to two-way traffic of vehicles and buses.

### **For more information**

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