

**ITEM 46. TRAFFIC TREATMENT – RAISED PEDESTRIAN CROSSING –
HARRIS STREET PYRMONT**

TRIM RECORD NO: 2014/263909

RECOMMENDATION

It is recommended that the Committee endorse;

- (A) The installation of a 75mm high raised pedestrian crossing across Harris Street at John Street, Pyrmont as shown in the attached sketch.
- (B) The reallocation of parking along the western side of Harris Street as follows;
- Between the points 0.0 metres and 25.0 metres south of John Street as “No Stopping” (5 car parking spaces)
 - Between the points 25.0 metres and 50.3 metres (5 car parking spaces) as “Bus Zone”.

DECISION

BACKGROUND

At a community meeting in Pyrmont, residents raised concerns about safety for children accessing the bus stop near the intersection of Harris and John Streets.

In 2007, the City installed kerb extensions in Harris Street at John Street to reduce the distance pedestrians need to cross the road, improve sight lines for all road users, reduce vehicle speed and stop illegal parking too close to the intersection. Line marking on Harris Street on the approach to the intersection with John Street has also been installed to guide motorists around the kerb extensions.

The City engaged a suitably qualified transport consultant to undertake a review of the crash data at the intersection of Harris and John Streets to identify what additional safety improvement options were available for consideration. The consultant recommended a raised pedestrian crossing across Harris Street.

The City is proposing to introduce a 75mm raised pedestrian crossing across Harris Street at John Street to help pedestrians across Harris Street and to calm traffic.

COMMENTS

City staff have reviewed recent crash data (July 2008 to June 2013) and identified that over a five year period the intersection of Harris and John Streets recorded a total of eight crashes, of which:

- 4 crashes were categorised as “injury” crashes and four were categorised as “tow-away” crashes.
- Two crashes involved vehicles colliding with pedestrians crossing at the intersections.

Two additional crashes have occurred at this intersection since June 2012. It is anticipated the raised pedestrian crossing will calm traffic and improve pedestrian safety at this intersection.

To meet the RMS warrants for a pedestrian crossing, the proposed location must record pedestrian and traffic flows of equal to or greater than, 30 pedestrians (P) and 500 vehicles (V) per hour for three one-hour periods in a day, and where $P \times V$ is also greater than or equal to 60,000.

Pedestrian and vehicle counts have been carried out at this location as follows:

Time	Vehicles (V)	Pedestrians (P)	$P \times V (>60,000)$	Complies
8.15am – 9.15am	542	242	131,164	Yes
11.30am- 12.30pm	513	124	63,612	Yes
6pm – 7pm	650	150	97,500	Yes

The warrant for a pedestrian crossing was met during all three periods of the day and a pedestrian crossing is proposed in conjunction with a raised threshold.

With this proposal, there will be a loss of one car parking spaces from Harris Street.

CONSULTATION

The City consulted local residents and businesses in the area. There were 285 letters sent out. The City received eight responses supporting the proposal and no responses opposing the proposal.

Submissions supporting the proposal were based on improved safety at this location however some residents would like to see more traffic calming devices and pedestrian crossings placed along Harris Street north of this location. The City will review these requests and consider them as separate and future investigations.

FINANCIAL

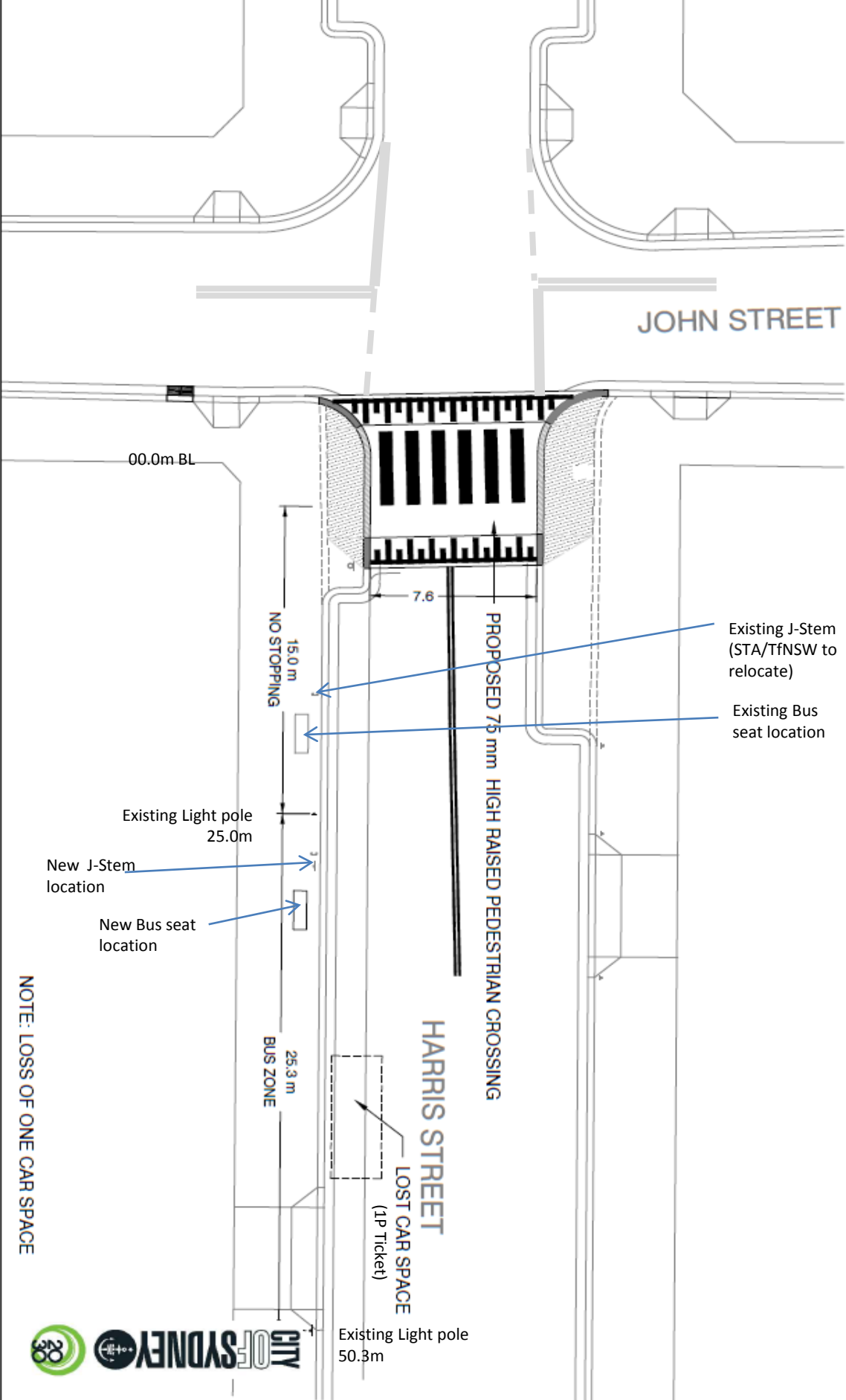
Funds are available in the current budget.

ATTACHMENTS

Traffic Treatment - Raised Pedestrian Crossing - Harris and John Streets Pymont

Rodney King, Senior Traffic Engineer

**PROPOSED RAISED PEDESTRIAN CROSSING AT
INTERSECTION OF JOHN & HARRIS STREETS, PYRMONT
NOT TO SCALE**



NOTE: LOSS OF ONE CAR SPACE

