

**ITEM 45. TRAFFIC TREATMENT – FOOTPATH IMPROVEMENTS AND
RAISED PEDESTRIAN CROSSING – CODRINGTON STREET
DARLINGTON**

TRIM RECORD NO: 2014/230474

RECOMMENDATION

It is recommended that the Committee endorse widening the footway at the intersection of Codrington Street with Darlington Road and Butlin Avenue, provide a raised pedestrian crossing and install a continuation footway treatment.

DECISION

BACKGROUND

The University of Sydney is proposing to widen the footways at the intersection of Codrington Street with Darlington Road and Butlin Avenue, provide a raised pedestrian crossing and install a continuation footway near the Aquatic Centre.

This proposal is part of the Darlington Precinct Pedestrian and Bicycle Access upgrade, approved as part of the development consent for the new Business School and the student accommodation buildings on Abercrombie Street Precinct site.

COMMENTS

Widening the footway at the intersection of Codrington Street with Darlington Road and Butlin Avenue will allow clear and safe access for people to walk between the new Abercrombie Street Precinct buildings to the Aquatic Centre and to the rest of the university campus. The widening will also narrow the roadway, improve visibility and slow down traffic near the intersection with Darlington Road.

A continuous footpath treatment is proposed across Darlington Road east of Codrington Street. This section of Darlington Road is an access road (privately owned by the university).

The RMS 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 were not undertaken on the access road; however this road only provides access to 15 car park spaces associated the Aquatic Centre. The University has estimated that these spaces would have an average turnover of 60 minutes, associated with the general activity at the Aquatic Centre, therefore generating an hourly vehicle movement of 30 vehicles. As this maximum peak is well below the RMS warrant for continuous footpath treatments, the proposal is compliant from a traffic volume perspective.

In addition, the entry width proposed for the continuous footpath treatment into the Aquatic Centre access road is 5 metres wide. Again the proposal is compliant with regards to the proposed crossing width. The new continuous footpath treatment will not effect on-street parking or traffic flows in the local area.

The proposed raised pedestrian crossing in Codrington Street near Darlington Road will help improve access from the new Abercrombie Street Precinct buildings to the Aquatic Centre and to the rest of the university campus.

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.

Table 1: Codrington Street Pedestrian and Vehicle Counts Summary

Time	Vehicles (V)	Pedestrians (P)	$P \times V (>60,000)$	Complies
AM Hour	500	159	79,500	Yes
Mid-day Hour	525	140	73,360	Yes
PM Hour	606	242	146,652	Yes

The warrant for a pedestrian crossing was met for Codrington Street during all three periods of the day. Also given the predicted increase in numbers of pedestrians crossing Codrington Street to access the proposed Business School and student accommodation building, the City supports the pedestrian crossing at this location to improve safety at the intersection.

The proposed changes would not have any significant impact on traffic in the adjacent traffic lanes.

CONSULTATION

The City consulted local residents and businesses in the area. There were 188 letters sent out with one response opposing the proposal on drainage grounds.

However the University will take drainage into consideration when preparing the final designs.

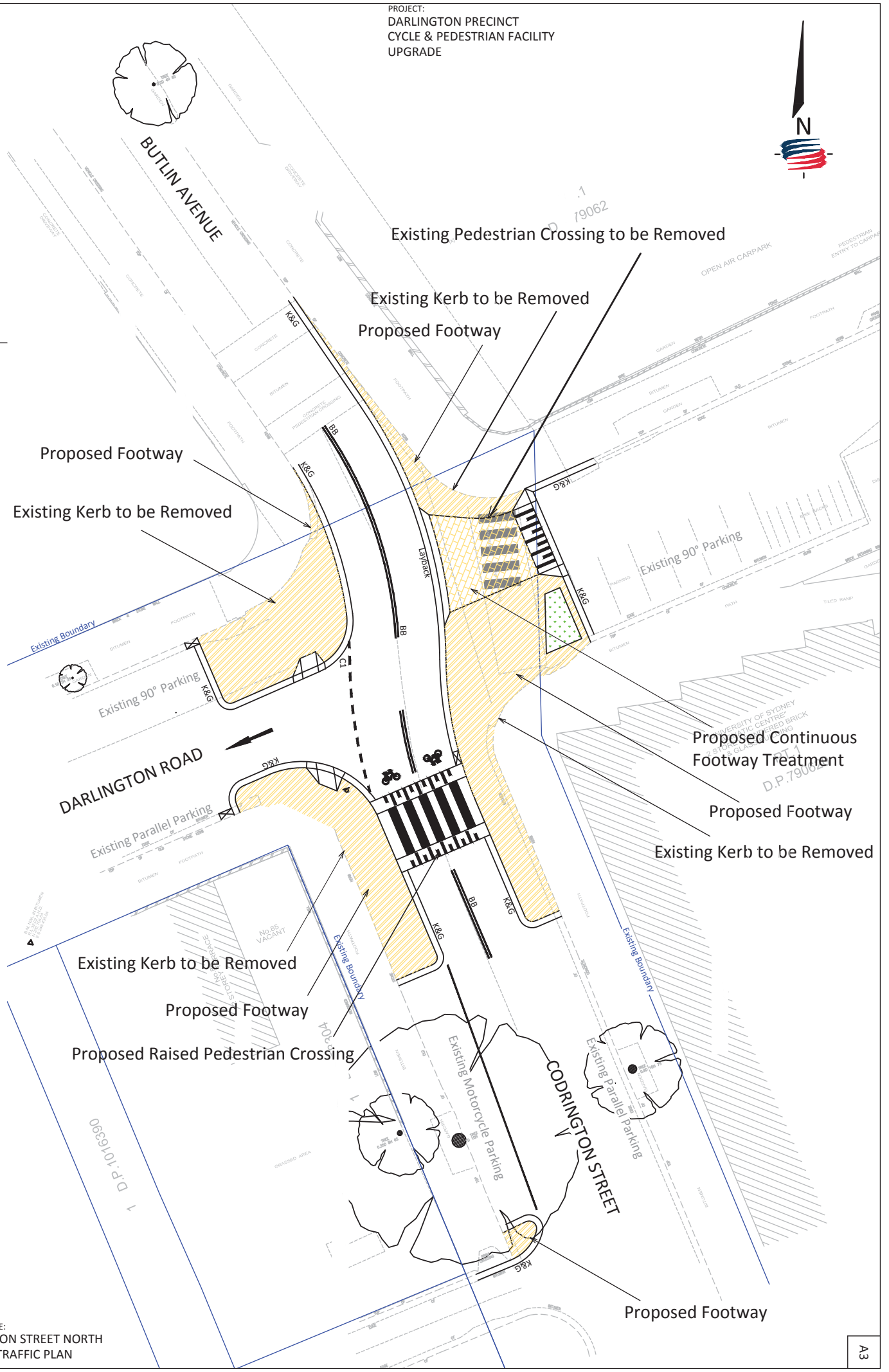
FINANCIAL

All costs will be borne by the Developer.

ATTACHMENTS

Traffic Treatment – Footpath Improvements And Raised Pedestrian Crossing – Codrington Street Darlington

Joseph Gomes – Area Traffic Engineer



Codrington Street North Upgrade
 Crossing Compliance Check

	Pedestrian (6)	Codrington North (7)	Codrington South (8)	PxV
8am to 9am	92	344	237	53452
9am to 10am	159	290	210	79500
12pm to 1pm	148	263	165	63344
1pm to 2pm	140	318	206	73360
4pm to 5pm	164	304	208	83968
5pm to 6pm	242	421	186	146652

