

**ITEM 88. TRAFFIC TREATMENT – FOOTWAY WIDENING AND TRAFFIC
CALMING – CHURCH AND FOWLER STREETS CAMPERDOWN**

TRIM RECORD NO: 2014/466221

RECOMMENDATION

It is recommended that the Committee endorse the installation of following treatments:

- (A) Footway widening along the eastern side of Church Street, Camperdown from Parramatta Road to Brodrick Street, Marsden to Briggs Streets, Dunblane to Lucas Streets and from Lucas to Grose Streets,
- (B) Footway widenings at the intersections of Church Street, with Brodrick, Marsden, Briggs, Dunblane, Lucas, Grose and Fowler Streets as well as at the intersection of Fowler Street with Mallett Street,
- (C) Four rubber speed cushions along Church Street, Camperdown between Brodrick and Grose Streets,
- (D) Continuous footway treatments across the intersections of Hampshire Street and Hampshire Lane on the western side of Church Street,
- (E) A Shared Zone (subject to RMS approval) in Fowler Lane, Camperdown between Church and Mallett Streets, including footway widening and continuous footway treatments at both ends of the lane.

DECISION

BACKGROUND

The Newtown/Camperdown Pedestrian Cycling and Traffic Calming (PCTC) Plan adopted in 2010 included a proposal to install footway widening and traffic calming treatments on Church and Fowler Streets, Camperdown as well as a Shared Zone in Fowler Lane.

COMMENTS

Currently Church Street has variable width footways which cause problems for both pedestrians walking along the street and access to nearby properties. The adjacent wide road space encourages increased speeds along the street and provides limited visibility at nearby intersections.

Residents have also complained that the street has very little landscaping and amenity and have requested that this be improved.

The proposed treatments are part of the Newtown/Camperdown Pedestrian, Cycling and Traffic Calming (PCTC) plan adopted by Council, which includes various proposals to address residents' safety and amenity concerns for their neighbourhood.

The proposal will help improve accessibility and general safety in the area as part of the City's commitment to calm traffic and improve residential amenity.

The footway widenings along parts of Church Street and at intersections will provide an upgraded footway along the street which will improve accessibility. The treatments will reduce the distance a pedestrian needs to cross the road and reduce vehicle speeds at the intersections. Pedestrian safety will increase from improved visibility and the treatments will provide landscaping opportunities to improve residential amenity in the street.

The proposed changes would not impact traffic flow in the street and there will be minimal loss of parking spaces in this proposal. The proposal will discourage the use of Church Street as an alternative short-cut route for traffic bypassing both Missenden Road and Mallett Street

The footway widenings at the intersection of Fowler with Mallett Streets include works outside the City's borders. Marrickville Council has given in principle agreement with this proposal.

Rubber speed cushions are proposed along the street to slow-down traffic. The cushions are quieter than raised concrete speed humps and cause less interference to residents.

The continuous footway treatments across laneways provide a raised area at the intersection which requires motorists to give way to pedestrians. This will also reduce vehicle speeds adjacent to these laneways.

A Shared Zone (if approved by the Roads and Maritime Services) would be installed in Fowler Lane. In a Shared Zone, pedestrians have the right of way and drivers are legally required to give way to pedestrians. Shared Zones have a 10 km/h speed limit and continuous footway treatments are included at the entry points as well as speed cushions to ensure motorists drive at 10km/h speed.

Due to the narrow width of the some unchanged sections of Church Street, it is not possible to provide separated cycleway facilities along the street. However the proposal would slow-down traffic which would therefore improve safety for cyclists using the street. Access for cyclists would be shared with traffic.

CONSULTATION

The City consulted local residents and businesses in the area. There were 482 letters sent out with 5 responses supporting the proposal and 3 responses opposing the proposal.

One resident opposed the proposal as they do not believe it is warranted. Another resident opposed the proposal because daytime kerbside parking is in high demand in the area.

The third response wanted the City to reduce traffic on the local streets by reroute the traffic generated by existing properties. However the City has no control over the University of Sydney, Chinese Embassy or the Royal Prince Alfred Hospital. These are private properties and the City cannot change the way they currently operate.

The other five submissions were strongly supportive as these residents believe that the proposal would greatly improve amenity and safety in the street. The proposal should also discourage the use of Church Street as an alternative short-cut route for traffic bypassing both Missenden Road and Mallett Street.

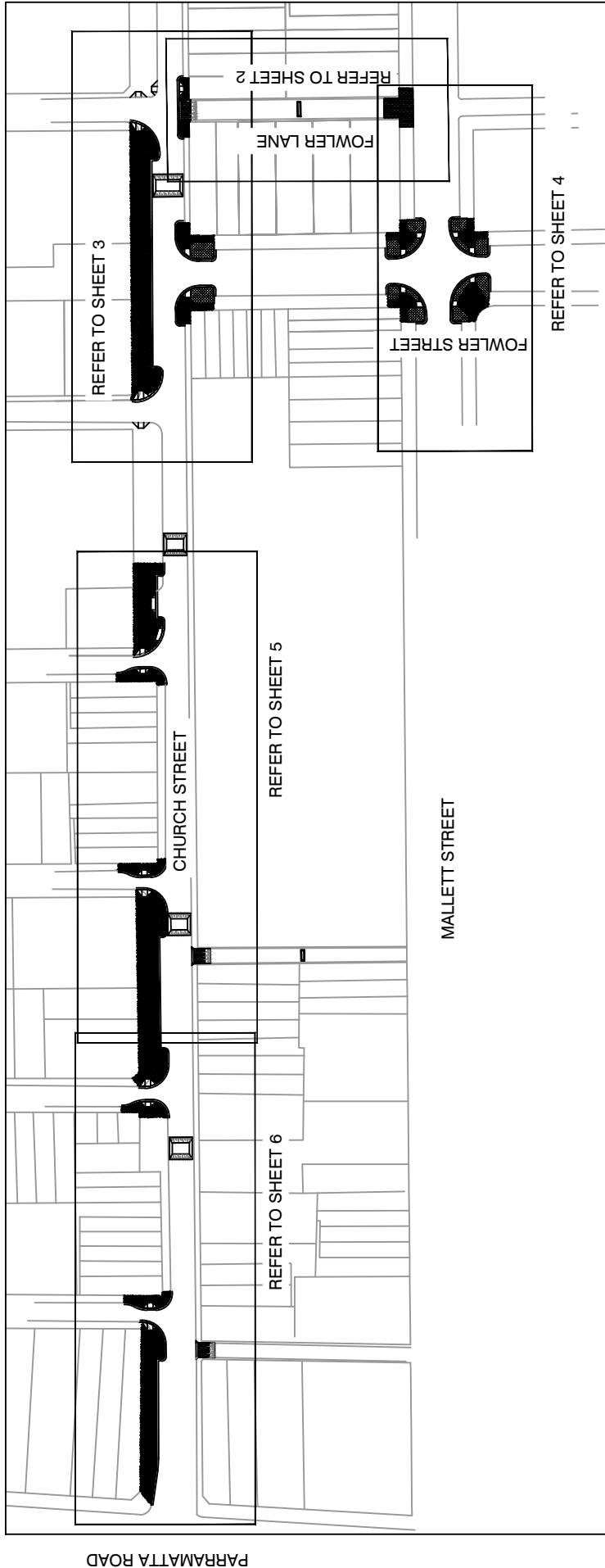
FINANCIAL

Funds are available in the 2015/16 budget as part of the City's PCTC implementation.

ATTACHMENTS

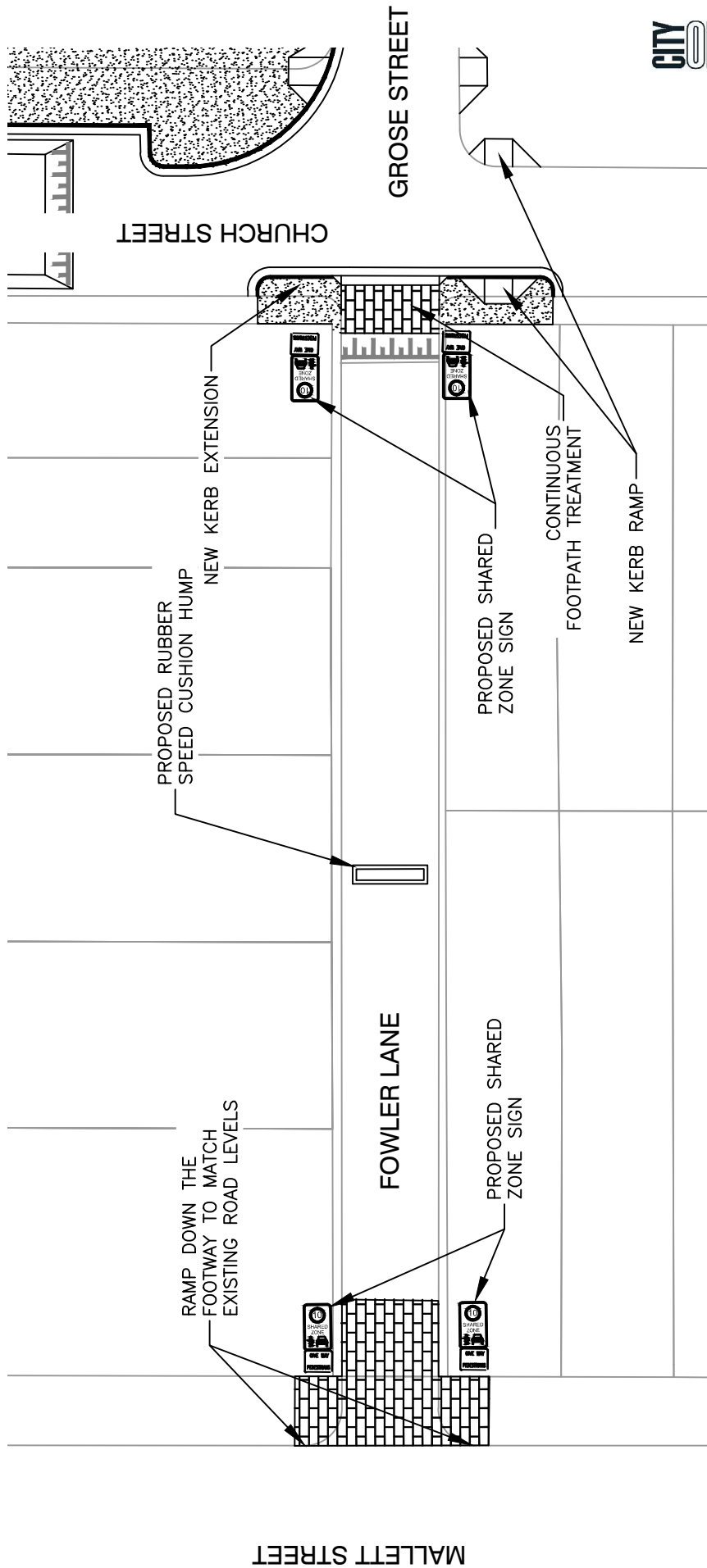
Traffic Treatment - Footway Widening and Traffic Calming – Church and Fowler Streets
Camperdown

Joseph Gomes – Area Traffic Engineer

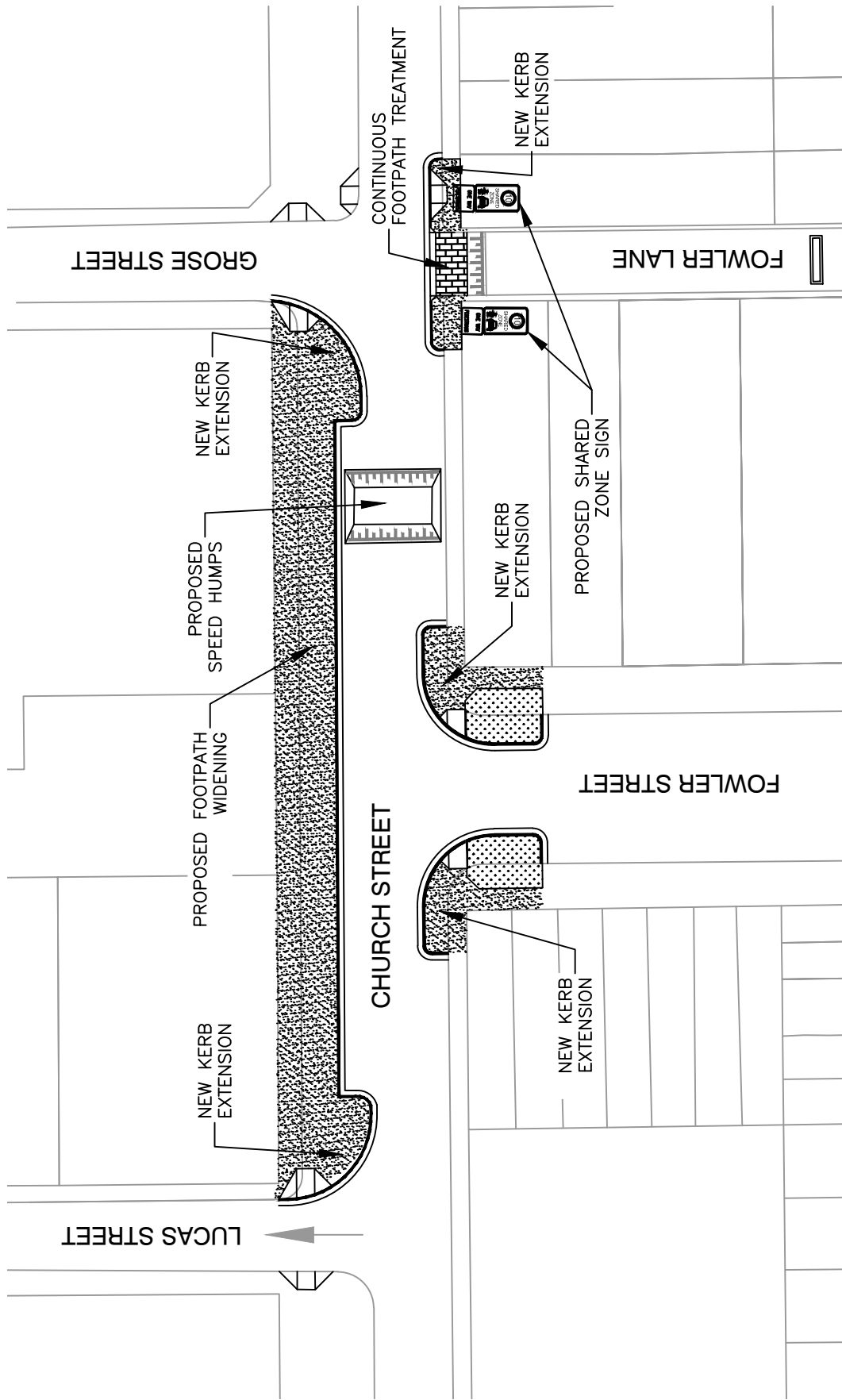


PARRAMATTA ROAD

CHURCH STREET, FOWLER STREET AND FOWLER LANE FOOTPATH WIDENING CAMPERDOWN - INDEX PLAN-SHEET 1- NOT TO SCALE



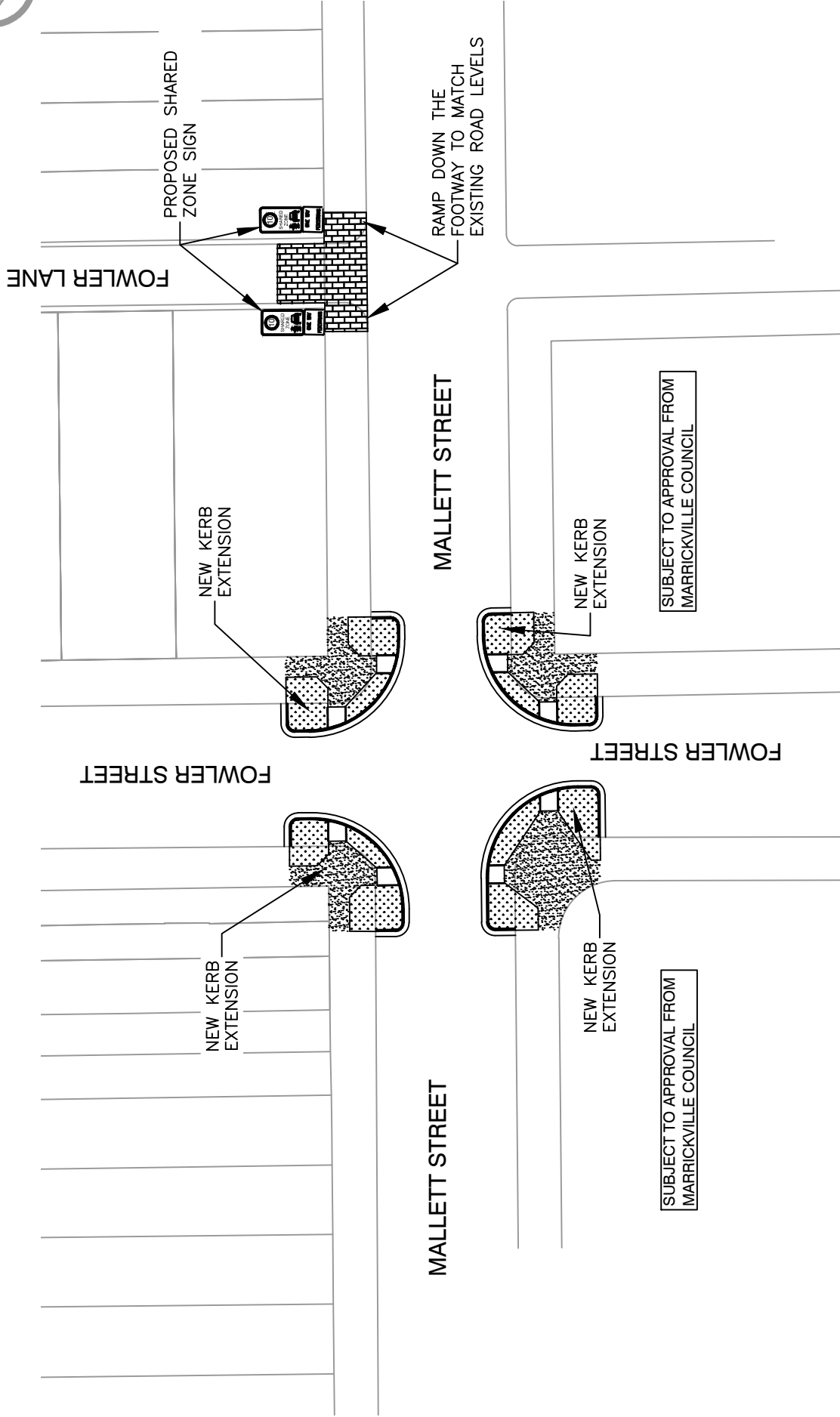
PROPOSED SHARED ZONE, FOWLER LANE, CAMPERDOWN-SHEET 2
NOT TO SCALE



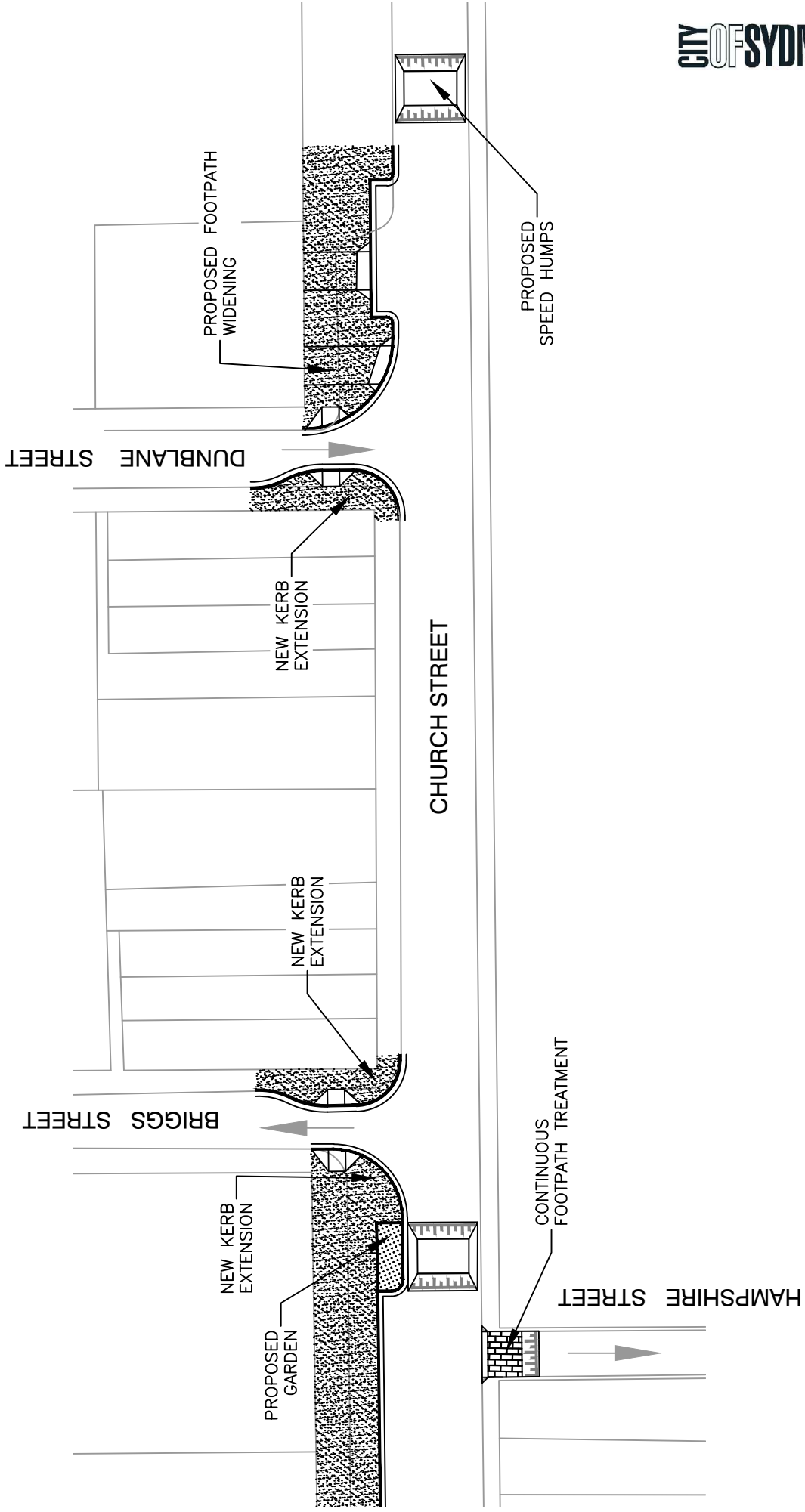
CHURCH STREET AND FOWLER STREET FOOTPATH WIDENING, CAMPERDOWN

SHEET 3

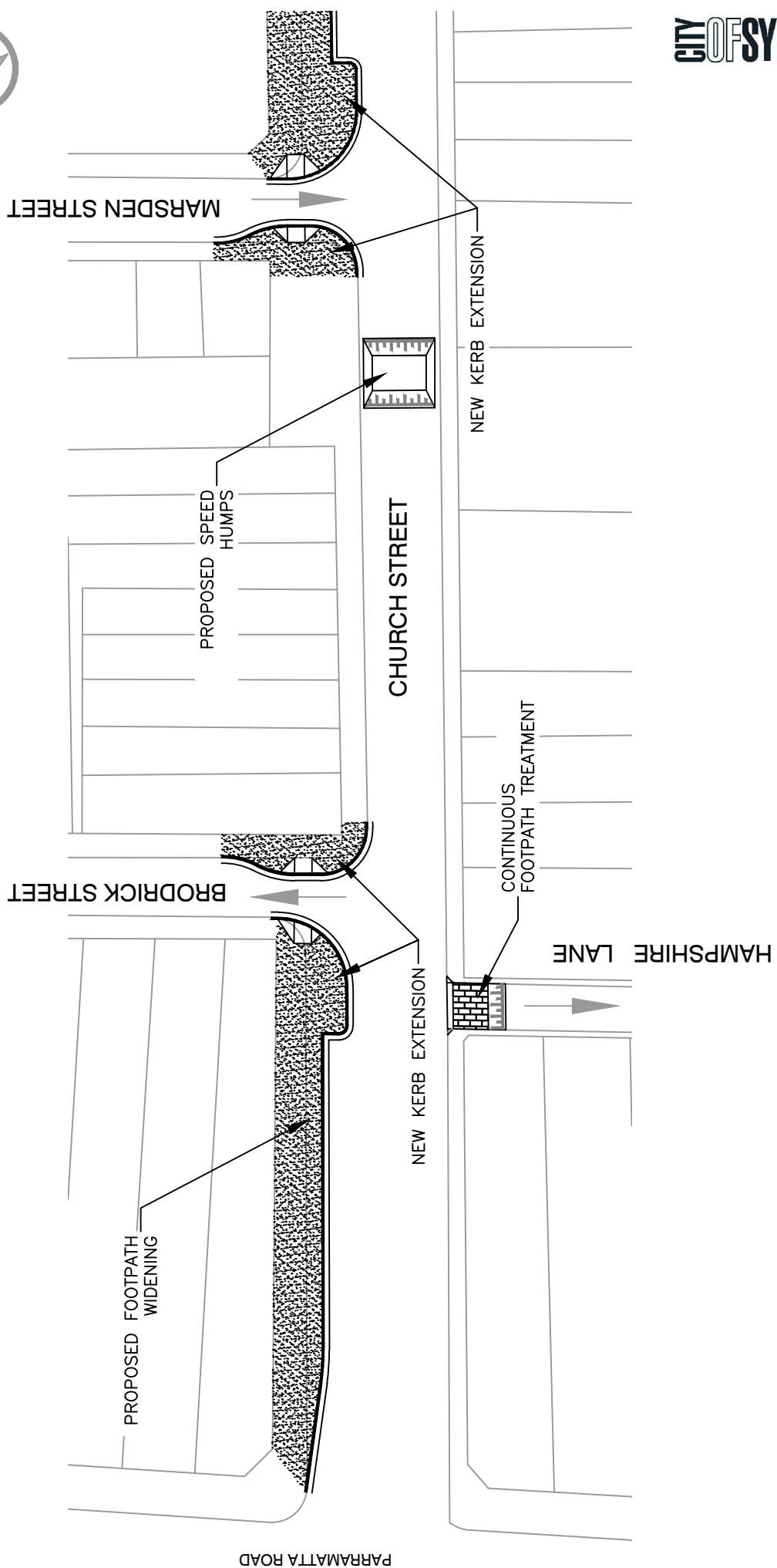
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MALLETT STREET AND FOWLER STREET FOOTPATH WIDENING, CAMPERDOWN
SHEET 4
NOT TO SCALE



CHURCH STREET FOOTPATH WIDENING, CAMPERDOWN
SHEET 5
NOT TO SCALE



CHURCH STREET FOOTPATH WIDENING, CAMPERDOWN - SHEET 6

NOT TO SCALE

