

**ITEM 33. TRAFFIC TREATMENT – CONTINUOUS FOOTWAY TREATMENT –
BALFOUR STREET AT DICK AND WELLINGTON STREETS
CHIPPENDALE**

TRIM RECORD NO: 2015/198087

RECOMMENDATION

It is recommended that the Committee endorse the installation of continuous footway treatments in Balfour Street at the intersections with Dick and Wellington Streets, Chippendale.

DECISION

BACKGROUND

The City proposes to introduce continuous footway treatments in Balfour Street at the intersections with Dick and Wellington Streets, Chippendale to improve pedestrian safety and accessibility, slow vehicle speeds and enhances the streetscape.

COMMENTS

The proposed continuous footway treatments in Balfour Street at the intersections with Dick and Wellington Streets will help improve general safety in the area as part of the City's commitment to calm traffic and improve residential amenity. These treatments will provide two continuous raised footways which require motorists to give way to pedestrians. This will also reduce vehicle speeds adjacent to these intersections and improve pedestrian safety.

These treatments will duplicate the approved continuous footway treatments recently completed in Balfour Street at the intersections of Teggs Lane and Little Queen Street as part of the Broadway Cycle link.

The RMS Technical Direction for Continuous Footway Treatments (TDT 2013/05) states that continuous footway 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 commissioned for seven days from 8 October – 14 October 2014 in Dick Street, just west of Balfour Street, recorded a maximum peak-hour volume of 17 vehicles. Traffic counts commissioned for seven days from 8 October – 14 October 2014 in Wellington Street, just east of Balfour Street, recorded a maximum peak-hour volume of 23 vehicles. As these maximum peaks are below the RMS warrant for continuous footway treatments, the proposal is compliant from a traffic volume perspective.

In addition, the crossing width proposed for the continuous footway treatments are also below the RMS warrant – Wellington Street, just east of Balfour Street, is approximately 5m wide and Dick Street, just west of Balfour Street, is approximately 4.4m wide. Again the proposal is compliant with regards to the proposed crossing width.

The proposal includes replacing one car space in Balfour Street north of Dick Street, with motor bike parking. This will reduce the need for cars to go near the paved pedestrian

area at the dead-end in the street and provide for the general needs of the local community.

CONSULTATION

The City consulted local residents and businesses in the area. There were 960 letters sent out with one (1) response supporting and no responses opposing the proposal.

FINANCIAL

Funds are available in the current budget as part of the City's Access and Inclusions Program.

ATTACHMENTS

Traffic Treatment – Continuous Footway Treatments – Balfour Street at Dick and Wellington Streets Chippendale

Adrian Smit, Project Engineer – Civil Design

