

**ITEM 47. TRAFFIC TREATMENT – MARKED PEDESTRIAN CROSSING –  
MALCOLM STREET ERSKINEVILLE**

**TRIM RECORD NO: 2016/421727**

**RECOMMENDATION**

It is recommended that the Committee endorse the installation of a marked pedestrian crossing and footpath widening in Malcolm Street, Erskineville, just south of the intersection with Swanson Street.

**VOTING MEMBERS FOR THIS ITEM**

| <i>Voting Members</i>                     | <i>Support</i> | <i>Object</i> |
|---|----------------|---------------|
| City of Sydney                            |                |               |
| Roads and Maritime Services               |                |               |
| NSW Police – Redfern LAC                  |                |               |
| Representative for the Member for Heffron |                |               |

**DECISION**

**BACKGROUND**

In November 2015, the City consulted the local community on a proposal to permanently close the one-way section of Ashmore Street, east of Binning Street, Erskineville. Feedback received during the consultation raised concerns about the safety of pedestrians, particularly school children, crossing Malcolm Street, just south of Swanson Street.

In December 2015 when the permanent road closure was referred to the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC) for consideration and endorsement, the Committee also resolved that the City work collaboratively with Roads and Maritime Services (RMS) to secure support for a pedestrian crossing across Malcolm Street, just south of Swanson Street to address the local safety concerns.

In May 2016, the City commissioned traffic and pedestrian counts at the intersection of Malcolm and Swanson Streets, Erskineville to establish whether current volumes were consistent with RMS warrants for a pedestrian crossing. Counts were undertaken on Tuesday 3 May 2016 between 7am and 7pm.

A summary of the peak data is presented in **Table 1** below.

**Table 1 – Summary of Traffic and Pedestrian Counts – Tuesday 3 May 2016**

| <i>Time</i>                    | <i>Vehicles (V)</i> | <i>Pedestrian (P)</i> | <i>P x V (45,000)</i> |
|--------------------------------|---------------------|-----------------------|-----------------------|
| 0800-0900 (Before School Peak) | 214                 | 240                   | 51,360                |
| 1500-1600 (After School Peak)  | 169                 | 138                   | 23,322                |
| 1645-1745 (Weekday PM Peak)    | 203                 | 222                   | 45,066                |

The RMS Supplement for the *Manual of Uniform Traffic Control Devices* (AS 1742.10-2009) notes that a reduced warrant for pedestrian crossings can be considered if the crossing is to be used by children. Given the crossing of Malcolm Street, just south of Swanson Street, is on a pedestrian desire line between two primary schools, namely Erskineville Public School and St Mary's Catholic Primary School, it has been assumed that the reduced warrant is applicable to this proposal.

Under the reduced warrant, in the two hours immediately before and after school the desire line must exceed 30 pedestrians and 200 vehicles.

The data presented in **Table 1** shows that the reduced warrant is well met during the Before School Peak (0800-0900) however falls short during the After School Peak (1500-1600). It should be noted however that the After School Peak did record a total of 138 pedestrians, or just over two pedestrians per minute, crossing Malcolm Street which is still a considerable volume given the vulnerability of school children.

The count data did however meet the reduced warrant during the Weekday PM Peak (1645-1745). Although this time period is not the After School Peak, given both nearby primary schools have after-school care until 6pm, a considerable volume of school children still use this desire line during the Weekday PM Peak following pick-up.

## **COMMENTS**

Under existing conditions, the pedestrian crossing distance in Malcolm Street, just south of Swanson Street, is approximately 10.4 metres kerb-to-kerb. As previously discussed, this desire line is heavily used by school children walking to and from both Erskineville Public School and St Mary's Catholic Primary School, as well as local residents walking to and from Erskineville Station and the Erskineville Road retail precinct.

Although Regulation 73 of the Road Rules 2014 requires all vehicles turning from Swanson Street into Malcolm Street to give-way to pedestrians currently crossing Malcolm Street unprotected, given the vulnerability of some these pedestrians the City proposes to formalise Regulation 73 and significantly enhance pedestrian safety and accessibility by:

- Installing kerb extensions in Malcolm Street, just south of Swanson Street, to reduce the pedestrian crossing distance from 10.4 metres to 6.1 metres;
- Installing a marked pedestrian crossing in Malcolm Street, just south of Swanson Street; and
- Upgrading street lighting at the proposed crossing location as well as new garden beds.

To comply with the RMS Technical Directive for Stopping and Parking Restrictions at Intersections and Crossings (TDT 2002/12c), the installation of "No Stopping" restrictions on approach to the proposed crossing will result in the loss of two on-street parking spaces in Malcolm Street.

Given Swanson Street is a State Road under the jurisdiction of RMS, the City developed a SIDRA INTERSECTION model of the Swanson and Malcolm Street intersection to assess the impact of the proposal, particularly with regards to vehicle delay and queuing in Swanson Street. The results of the SIDRA INTERSECTION analysis is presented in **Table 2**.

**Table 2 – SIDRA INTERSECTION Analysis – Intersection of Swanson & Malcolm Streets, Erskineville**

| <i>Movement</i>        | <i>Existing</i>          |                         |                           | <i>Future</i>            |                         |                           |
|------------------------|--------------------------|-------------------------|---------------------------|--------------------------|-------------------------|---------------------------|
|                        | <i>Average Delay (s)</i> | <i>Level of Service</i> | <i>Queue Distance (m)</i> | <i>Average Delay (s)</i> | <i>Level of Service</i> | <i>Queue Distance (m)</i> |
| Malcolm St – Left Out  | 4.9                      | A                       | 3.8                       | 6.5                      | A                       | 5.1                       |
| Malcolm St – Right Out | 8.8                      | A                       | 3.8                       | 12.1                     | A                       | 5.1                       |
| Swanson St – Left In   | 5.5                      | A                       | 0                         | 6.8                      | A                       | 4.2                       |
| Swanson St – Right In  | 7.7                      | A                       | 3.0                       | 9.8                      | A                       | 4.5                       |

| <i>Movement</i>        | <i>Existing</i>          |                         |                           | <i>Future</i>            |                         |                           |
|------------------------|--------------------------|-------------------------|---------------------------|--------------------------|-------------------------|---------------------------|
|                        | <i>Average Delay (s)</i> | <i>Level of Service</i> | <i>Queue Distance (m)</i> | <i>Average Delay (s)</i> | <i>Level of Service</i> | <i>Queue Distance (m)</i> |
| Malcolm St – Left Out  | 5.5                      | A                       | 2.1                       | 6.6                      | A                       | 2.6                       |
| Malcolm St – Right Out | 9.2                      | A                       | 2.1                       | 11.3                     | A                       | 2.6                       |
| Swanson St – Left In   | 5.5                      | A                       | 0                         | 6.4                      | A                       | 2.8                       |
| Swanson St – Right In  | 8.4                      | A                       | 3.9                       | 9.9                      | A                       | 5.0                       |

The results presented in **Table 2** show that the proposed safety improvement would have a negligible impact on vehicle delay and queuing on all intersection approaches. In addition, the intersection would continue to operate at a Level of Service A even after the addition of the proposed pedestrian crossing.

Furthermore, given that the proposal reduces the pedestrian crossing distance across Malcolm Street from 10.4 metres to 6.1 metres, it could also be argued that this may result in less delay to waiting vehicles as pedestrians would be off the carriageway much sooner than current conditions allow.

Although it is acknowledged that the proposed safety improvement is not fully consistent with the RMS reduced warrant for a new pedestrian crossing, given that:

- the desire line is heavily used by school children;
- the proposal would significantly enhance pedestrian safety and accessibility, as well as reinforce the existing Road Rules 2014 (Regulation 73); and
- the proposed safety improvement would have a negligible operational impact to the intersection of Malcolm and Swanson Streets

the City believes the proposal should be both supported and endorsed by the Committee.

## **CONSULTATION**

The City consulted local residents and businesses in the area via letterbox drop, as well as liaised directly with representatives from both Erskineville Public School and the Erskineville Parents and Citizens Association.

There were 80 letters sent out with one response supporting the proposal and three responses opposing the proposal.

The response in support of the proposal encouraged measures that improved pedestrian amenity in the area.

The responses opposing the proposal raised concerns that traffic flow would be affected with drivers having to wait for pedestrians crossing the road and access from Swanson Street would be affected due to the footway widening at the intersection.

As discussed previously, intersection modelling commissioned by the City showed the proposal would have a negligible operational impact on the intersection of Malcolm and Swanson Streets. Furthermore, under existing conditions vehicles turning into Malcolm Street from Swanson Street must already give-way to pedestrians currently crossing Malcolm Street regardless of whether a pedestrian crossing is provided.

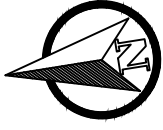
## **FINANCIAL**

Funds are available in the City's 2016/17 Capital Works Program.

## **ATTACHMENTS**

Traffic Treatment – Marked Pedestrian Crossing – Malcolm Street Erskineville

Claudia Calabro, Business Support Officer

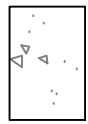
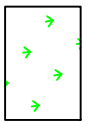


SWANSON STREET

MALCOLM STREET



**LEGEND**

|   |                   |
|---|-------------------|
|  | CONCRETE FOOTPATH |
|  | PLANTED GARDEN    |

PEDESTRIAN CROSSING, MALCOLM STREET, ERSKINEVILLE  
NOT TO SCALE

