

**Item 46.****Traffic Treatment - Raised Marked Pedestrian Crossing - Phillip Street, Waterloo**

TRIM Container No.: 2018/573444

**Recommendations**

It is recommended that the Committee endorse a proposal to raise the existing pedestrian crossing, and provide kerb side islands, in Phillip Street, Waterloo, between Bourke Street and Kepos Lane.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
City of Sydney	[Insert]	[Insert]
Roads and Maritime Services	[Insert]	[Insert]
NSW Police – Redfern PAC	[Insert]	[Insert]
Representative for the Member for Newtown and Heffron	[Insert]	[Insert]

**Decision**

Decisions will be updated after the meeting.

**Background**

The City has long advocated for a 40km/h speed limit in our local government area to improve safety for pedestrians and cyclists and we are taking measures to reduce the speed of vehicles for the benefit of pedestrians.

In February 2018, after extensive negotiation, the Roads and Maritime Services (RMS) agreed 'in principle' to install a 40km/h Local Traffic Area (LTA) speed limit in Waterloo.

However, the city needs to implement a number of speed reduction treatments in Waterloo to slow down traffic and improve pedestrian access.

As part of these works, the City is proposing to raise the pedestrian crossing in Phillip Street, Waterloo, and provide adjacent footpath widening and landscaping. This will ensure cars slow on their approach to the crossing.

## Comments

There is an existing at-grade pedestrian crossing in Phillip Street, Waterloo, between Bourke Street and Kepos Lane.

Raising the pedestrian crossing in Phillip Street will help improve general safety in the area as part of the City's commitment to calm traffic and improve residential amenity.

The provision of footpath widening /kerb side islands, as part of raising of the existing crossing, will ensure the crossing meets RMS standards. RMS does not recommend marked crossings in streets where pedestrians are required to pass more than one traffic lane in each direction. Crossings in such multi-lane streets (such as Phillip Street) have been found to be dangerous, as the traffic in the adjacent moving lanes cannot see pedestrians in time to stop.

The raising of this pedestrian crossing will improve visibility of pedestrians using the crossing as well as ensure cars slow on their approach to the crossing. This treatment is part of the requirements to establish a 40km/h Local Traffic Area (LTA) speed limit in Waterloo.

## Consultation

The City consulted local residents and businesses in the area. There were 248 letters sent out with four responses supporting the proposal and two responses opposing the proposal.

Submissions supporting the proposal noted that the change would reduce vehicle speeds, increase pedestrian safety and improve residential amenity.

Submissions opposing the proposal noted that the change could result in increased noise and vibrations. However, the proposed pedestrian crossing would be constructed at a reduced height, which will minimise the noise impacts from vehicles.

Given that the raised crossing would facilitate reduced vehicle speeds, promote increased safety and pedestrian accessibility and enable the provision of a 40km/h speed limit, the City proposes to proceed with the proposal.

## Financial

Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached.

**HASSAN CHODURY, ENGINEERING TRAFFIC OFFICER**