

Item 38.**Traffic Treatment - Raised Marked Pedestrian Crossing - Young Street, Waterloo**

TRIM Container No.: 2018/648776

Recommendations

It is recommended that the Committee endorse a proposal to raise the existing pedestrian crossing in Young Street, south of Danks Street, Waterloo.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Roads and Maritime Services	[Insert]	[Insert]
NSW Police – Redfern PAC	[Insert]	[Insert]
Representative for the Member for 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 existing pedestrian crossing in Young Street, Waterloo just south of Danks Street. This will ensure cars slow on their approach to the crossing.

Comments

There is an existing at-grade pedestrian crossing in Young Street, south of Danks Street, Waterloo.

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

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 328 letters sent out with two responses supporting the proposal and one response opposing the proposal.

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

The submission opposing the proposal noted that the City should use resources more effectively.

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 CHOUDHRY, ENGINEERING TRAFFIC OFFICER