

Item 36.**Traffic Treatment - Pedestrian Crossing and Continuous Footpath Treatment - Darlington Road and Golden Grove Street, Darlington**

TRIM Container No.: 2019/263268

Recommendations

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

- (A) A raised pedestrian crossing across Golden Grove Street, just south of Darlington Road;
- (B) A continuous footpath treatment across Darlington Road, just east of Golden Grove Street;
- (C) Signposting for a contraflow bicycle facility in Darlington Road, between Golden Grove Street and Codrington Street;
- (D) Widen the footpath by 2.1 metres on the northern and southern sides of Darlington Road between the points 0 metres and 10 metres east of Golden Grove Street;
- (E) Widen the footpath by 2.1 metres on the eastern and western sides of Golden Grove Street, between the points 0 metres and 10 metres south of Darlington Road; and
- (F) Widen the footpath by 2.1 metres on the southern side of Darlington Road between the points 0 metres and 10 metres west of Golden Grove Street.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Roads and Maritime Services	[Insert]	[Insert]
NSW Police – Newtown PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Darlington Road is a major pedestrian route for residents and students travelling between the King Street and Darlington Public School, sports facilities, the University of Sydney.

The Newtown, Darlington, Erskineville and Camperdown Pedestrian, Cycling and Traffic Calming (PCTC) Plan, adopted by Council, acknowledges this and includes traffic and landscaping treatments to improve pedestrian safety at the intersection of Darlington Road and Golden Grove Street.

It is therefore proposed to install a raised pedestrian crossing across Golden Grove Street and a continuous footpath treatment across Darlington Road to provide pedestrians priority, slow down traffic in the area, and increase the driver's awareness of people in the area.

Comments

Pedestrian Crossing

To meet the RMS warrants for a pedestrian crossing, the proposed location must record pedestrian and traffic flows of equal to or greater than, 30 pedestrians (P) and 500 vehicles (V) per hour for three one-hour periods in a day, and where $P \times V$ is also greater than or equal to 60,000.

In November 2017, pedestrian and vehicle counts were carried out at the intersection of Darlington Road and Golden Grove Street, and the results were as follows:

Time	Vehicles (V)	Pedestrians (P)	$P \times V (>60,000)$
8am-9am	385	104	40,040
1pm-2pm	335	164	54,940
5:15pm-18:15pm	435	123	53,505

While the traffic volumes do not meet the warrant for a pedestrian crossing, the recorded pedestrian volumes were significantly above the warrant. The recently completed student housing development on the northern side of Darlington Road, as well the proposed student housing on the southern side of Darlington Road and redevelopment of Darlington Public School will likely further increase pedestrian numbers and the need for a pedestrian crossing at this location.

Roads and Maritime Services raised no objection to the proposal.

Continuous Footpath Treatment

The RMS Technical Direction for Continuous Footpath Treatments (TDT 2013/05) states that continuous footpath treatments are only applicable for intersections carrying no more than 45 vehicles per hour and the driveway layback is no wider than 7 metres.

Vehicle travel on Darlington Road, between Codrington and Golden Grove Streets, is restricted to one-way westbound travel. Traffic counts commissioned in November 2017, at the intersection of Darlington Road and Golden Grove Street, recorded a maximum peak-hour volume of 73 vehicles approaching the intersection from the eastern side of Darlington Road. While this volume is slightly above the warrant, the proportion of pedestrians crossing the intersection is significantly greater than the number of vehicles.

The crossing width proposed for the continuous footpath treatment will be below the RMS warrant and as such compliant with the Technical Direction. Roads and Maritime Services raised no objection to the proposal.

The new continuous footpath treatment will not effect on-street parking or traffic flows in the local area.

Contraflow bicycle facility

The RMS Technical Direction for Contra-Flow Bicycle Facilities (TTD 2014/002) allows for the delineation of contra-flow bicycle lanes in one-way streets where the sight distance is free of obstructions and traffic volumes and vehicles speeds are low.

Darlington Road is a straight road and is clear and free of obstruction in both directions. Traffic counts commissioned in November 2017, recorded 738 vehicles within the survey period from 7am to 7pm. This indicates that the Annual Average Daily Traffic (AADT) volume is less than the maximum 3000 vehicles per day. As such, the proposal is compliant with the RMS Technical Directions.

This proposal would help promote safe two-way cycle access along Darlington Road, reduce vehicle speeds and improve general safety in the area. This measure is part of the City's commitment to calm traffic and improve residential amenity.

Consultation

The City initially consulted local residents and businesses on a proposal to provide a raised pedestrian crossing across Golden Grove Street and to close Darlington Road to vehicle traffic. There were 1123 letters sent out with three responses supporting the proposal and 19 responses opposing the proposal. The responses supporting the proposal noted that the road closure would provide increased safety and amenity. However, responses opposed to the proposal raised concerns about vehicular access in the area especially to the University.

In response to the concerns on the original road closure proposal, the City amended the proposal and consulted local residents and businesses on a raised pedestrian crossing and a continuous footpath treatment in lieu of the road closure. There were 1123 letters sent out with three responses supporting the proposal and no responses opposing the proposal.

The responses supporting the proposal noted that the treatments would increase road safety and amenity without restricting vehicle access.

Financial

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

EOIN CUNNINGHAM, SENIOR TRAFFIC ENGINEER