

Item 36.**Traffic Treatment - Raised Pedestrian Crossing - Coulson Street, Erskineville**

TRIM Container No.: 2020/230729

Recommendations

It is recommended that the Committee endorse the following changes in Coulson Street, Erskineville as follows:

- (A) A raised pedestrian crossing east of Eve Street;
- (B) A 2.5-metre-wide footpath widening on the northern and southern sides of Coulson Street, between the points 0 metres and 18.5 metres east of Eve Street;
- (C) The reallocation of parking on the southern side of Coulson Street between the points 3.5 metres and 18 metres east of Eve Street, as "No Stopping";
- (D) The allocation of parking on the southern side of Coulson Street between the points 18.5 metres and 21.5 metres, as "No Parking, Car Share Vehicles Excepted Bay 323";
- (E) The allocation of parking on the southern side of Coulson Street between the points 21.5 metres and 24.5 metres, as "No Parking, Car Share Vehicles Excepted Bay 597";
- (F) The allocation of parking on the southern side of Coulson Street between the points 24.5 metres and 27.5 metres, as "No Parking, Car Share Vehicles Excepted Bay 986".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – South Sydney PAC	[Insert]	[Insert]
Representative for the Member for Heffron	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The City received a request to provide facilities for pedestrians and in particularly pedestrians with children, crossing Coulson Street, Erskineville at Eve Street.

Comments

The raised pedestrian crossing will include wider footpaths to reduce vehicle speeds and increase visibility adjacent to the proposed crossing. The proposal will help improve general safety in the area as part of the City's commitment to calm traffic and improve residential amenity.

Given that Coulson Street is on a bus route, the raised crossing will comply with STA guidelines. Additionally, the footpath widening at the raised crossing will maintain the existing travel lane widths along Coulson Street so that it does not affect flow along the street.

In July 2018, the Committee endorsed a proposal to replace the existing raised threshold on Eve Street just north of Coulson Street with a continuous footpath treatment. The proposed pedestrian crossing across Coulson Street would be completed as part of these intersection improvements.

To meet the TfNSW 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.

The TfNSW reduced pedestrian crossing warrant is for volumes greater than 200 vehicles and 30 pedestrians per hour for two one-hour periods on a typical day, and where the proposed crossing is to be used by a high proportion of children or elderly pedestrians.

Pedestrian and vehicle counts have been carried out at this location as follows: -

Time	Vehicles (V)	Pedestrians (P)	$P \times V (>60,000)$
8am-9am	319	49	15,631
11am-12pm	247	32	7,904
3pm-4pm	279	25	6,975

The TfNSW warrant for a marked pedestrian crossing was not satisfied, however as the crossing provides a missing connection which would improve safety and reduce vehicle

speeds between a large residential complex, Sydney Park Village and Erskineville village, Erskineville Public School and Railway Station, TfNSW raised no objection to the proposal.

Consultation

The City consulted local residents and businesses in the area. There were 1877 letters sent out with 48 responses supporting the proposal and nine responses opposing the proposal.

The responses supporting the proposal noted that the crossing would increase safety, particularly for children walking to school and also noted the proposal would reduce vehicle speeds on Coulson Street.

The responses opposing the proposal noted that the crossing would increase congestion, particularly for drivers turning from Eve Street to Coulson Street who might have to stop twice for the same pedestrian to cross and requested the crossing was located west of Eve Street.

However, if the crossing was moved to the western side of Eve Street, adequate disability access cannot be provided without requiring well-established trees to be removed, increasing the amount of parking to be removed and the relocation of an Ausgrid electricity pole onto a section of narrow footpath on Coulson Street. This would have a greater impact on the community.

Responses opposing the proposal also noted that the crossing would require the removal of car parking spaces.

Demand for parking in the city is far greater than the available spaces. As such, any loss of parking is minimised when implementing infrastructure to achieve safer walkable environments. Drivers are normally required not to park within 20 metres of a pedestrian crossing, however as wider footpaths (2.5 metres wide) are being provided, parking is also permitted to be retained closer to the crossing (ie 7 metres). This would still improve visibility between drivers and pedestrians at the crossing.

A response also noted that providing a raised the pedestrian crossing at the intersection would facilitate vehicles mounting the kerb to travel on the footpath at the corner of the intersection.

While the NSW Road Rules do not permit vehicles travelling on the footpath, the crossing will be constructed with additional landscaping and clear contrast between the road environment and the footpath. Given that the proposed pedestrian crossing would slow vehicle speeds, increase safety and promote pedestrian priority at the intersection, it is proposed to proceed with the proposal.

Financial

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

EOIN CUNNINGHAM, SENIOR TRAFFIC ENGINEER