

**ITEM 30. TRAFFIC TREATMENT – CONTINUOUS FOOTPATH TREATMENT –  
CUNNINGHAM STREET HAYMARKET**

**TRIM RECORD NO: 2016/235184**

**RECOMMENDATION**

It is recommended that the Committee endorse the installation of a continuous footpath treatment in Cunningham Street, Haymarket, just west of the intersection Pitt 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 – Sydney City LAC		
Representative for the Member for Sydney		

**DECISION**

**BACKGROUND**

The City is proposing to introduce a continuous footpath treatment across Cunningham Street, Haymarket, just west of the intersection with Pitt Street, to improve pedestrian safety and accessibility, slow vehicle speeds and enhance the streetscape.

**COMMENTS**

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.

Traffic counts commissioned for seven days from 7 to 13 March 2016, in Cunningham Street just west of the intersection with Pitt Street, recorded a maximum peak-hour volume of 33 vehicles per hour. As this maximum peak is well below the RMS warrant for continuous footpath treatments, the proposal is compliant from a traffic volume perspective.

In addition, the crossing width proposed for the continuous footpath treatment is below the RMS warrant and as such compliant with the Technical Direction – Cunningham Street just west of the intersection with Pitt Street, is approximately 4.7 metres wide.

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

Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road, drivers must give way to any pedestrian or other road users on the road related area. The introduction of a continuous footpath treatment reinforces the road rules.

## **CONSULTATION**

The City consulted local residents and businesses in the area. There were 1,269 letters sent out with one response supporting the proposal and one response opposing the proposal.

The response supporting the proposal acknowledged that the proposed continuous footpath treatment would improve pedestrian access and safety.

The response opposing the proposal raised concerns about delays to vehicles exiting Cunningham Street.

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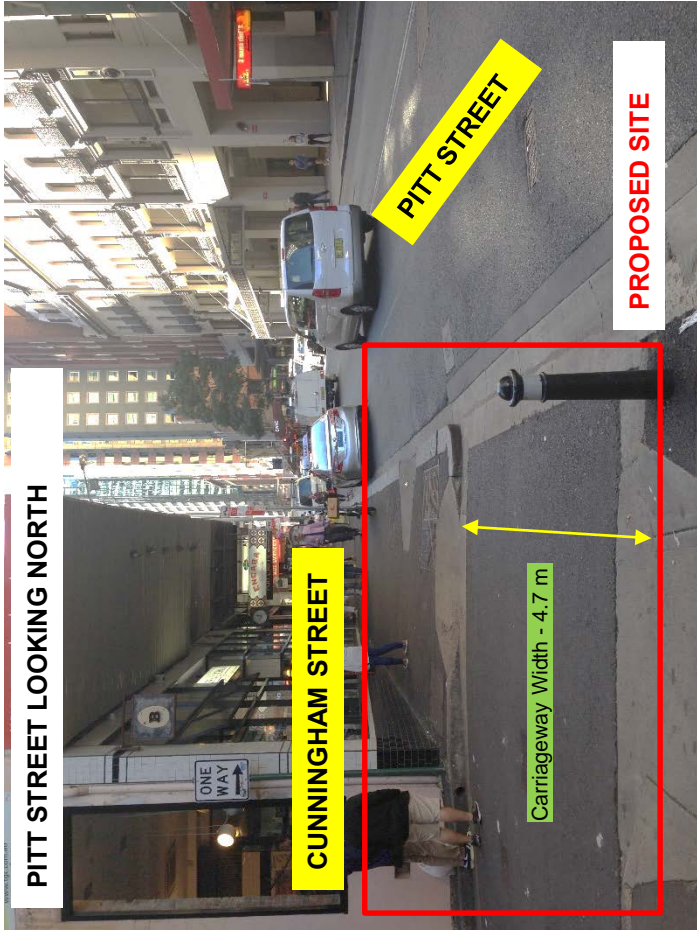
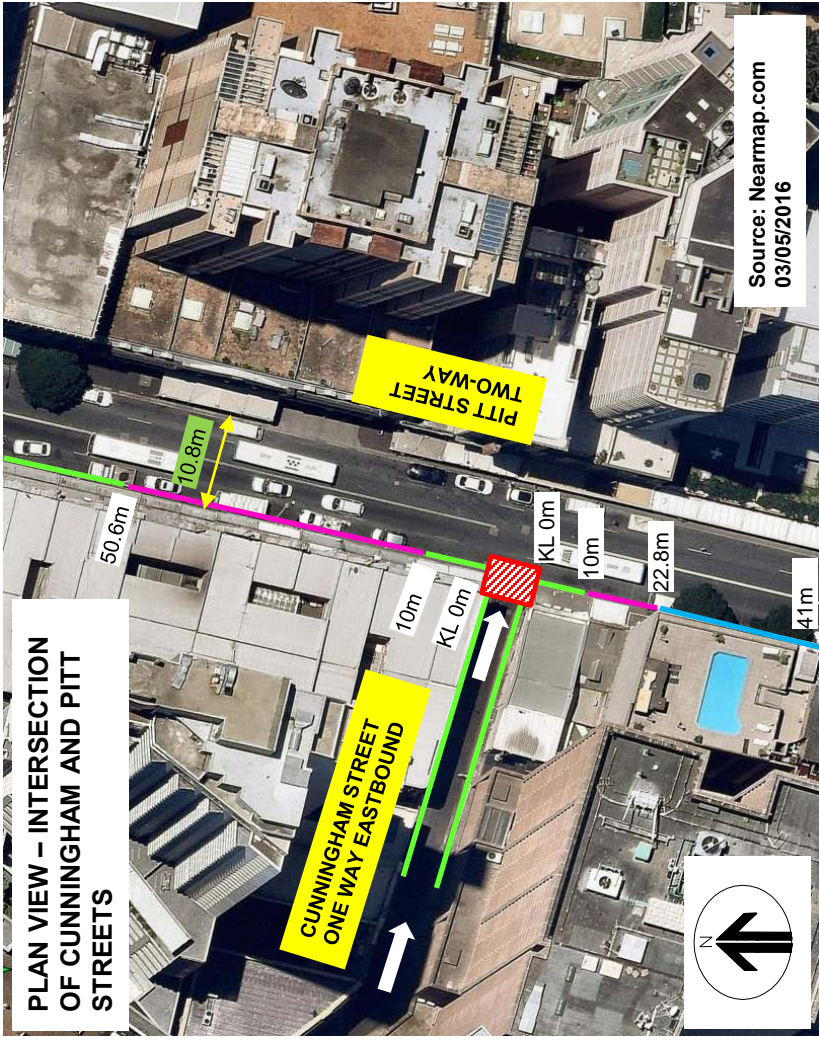
## **FINANCIAL**

Funds are available in the current budget.

## **ATTACHMENTS**

Traffic Treatment – Continuous Footpath Treatment – Cunningham Street Haymarket

Clement Lim, Senior Traffic Engineer



**EXISTING: NO STOPPING  
NO CHANGES PROPOSED**

**EXISTING: NO STOPPING  
6AM-10AM 3PM-8PM MON-FRI,  
4P TICKET 8PM-12AM  
MON-FRI 10AM-10PM SAT  
8AM-10PM SUN & PH,  
LOADING ZONE TICKET  
10AM-3PM MON-FRI 6AM-10AM SAT  
NO CHANGES PROPOSED**

**EXISTING: NO STOPPING 6AM-10AM  
3PM-8PM MON-FRI,  
NO PARKING OTHER TIMES BUSES  
EXCEPTED 5MIN LIMIT  
NO CHANGES PROPOSED**

**PROPOSED SITE FOR CONTINUOUS  
FOOTPATH TREATMENT**

**PROPOSED CONTINUOUS FOOTPATH TREATMENT  
CUNNINGHAM STREET, HAYMARKET  
WEST OF PITT STREET**

NOT TO SCALE



