

**ITEM 49. TRAFFIC TREATMENT – FOOTPATH WIDENING AND  
CONTINUOUS FOOTPATH TREATMENT – GIBBES STREET  
NEWTOWN**

**TRIM RECORD NO: 2016/356075**

**RECOMMENDATION**

It is recommended that the Committee endorse the installation of footpath widening and continuous footpath treatment at the intersection of Gibbes and Whitehorse Streets, Newtown.

**VOTING MEMBERS FOR THIS ITEM**

<b><i>Voting Members</i></b>	<b><i>Support</i></b>	<b><i>Object</i></b>
City of Sydney		
Roads and Maritime Services		
NSW Police – Newtown LAC		
Representative for the Member for Newtown		

**DECISION**

**BACKGROUND**

Newtown Public School and the parents of children attending the school have requested pedestrian improvements in Gibbes Street, Newtown at the intersection of Whitehorse Street.

Earlier this year there was a near-miss incident on the corner of Gibbes Street and Whitehorse Street, near the entrance to Newtown Public School and Newtown High School of the Performing Arts. As a result, a petition with 248 signatures was submitted to the City by the surrounding Newtown community to investigate improvements to make the streets safe for children in this location.

**COMMENTS**

The footpath widening and continuous footpath treatment in Gibbes Street will help improve general safety in the area as part of the City's commitment to calm traffic and improve residential amenity. The footway widenings will reduce the distance a pedestrian needs to cross the road, improve visibility and safety for pedestrians. It will also slow down turning traffic into and out of Gibbes Street.

A continuous footpath treatment has also been added to this proposal to deal with drainage constraints at the intersection.

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 September to 14 September 2016, in Gibbes Street just east of the intersection with Whitehorse Street, recorded a maximum

peak-hour volume of 19 vehicles for Gibbes Street. 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 – Gibbes Street just east of the intersection with Whitehorse Street, will be approximately 6 metres wide.

The entry width will be wide enough to accommodate two way traffic and will match the adjacent parking conditions i.e. 90 degree and parallel parking respectively. This narrowing of the intersection would also slow down traffic turning into and out of the Gibbes Street.

The footpath widening and continuous footpath treatment will result in the loss of two on-street parking spaces. The loss of parking occurs as a result of compliance with the Road Rules 2014 ie 10 metres of “No Stopping” from any unsignalised intersection.

### **CONSULTATION**

The City consulted local residents and businesses in the area. There were 54 letters sent out with four responses supporting the proposal and three responses opposing the proposal.

The responses opposing the proposal were concentrated on the loss of parking and the proposed narrowing of the entry of the street.

The responses supporting the proposal believe it will improve safety at this location. This proposal would coincide with the original petition with 248 signatures which requested such improvements to this location.

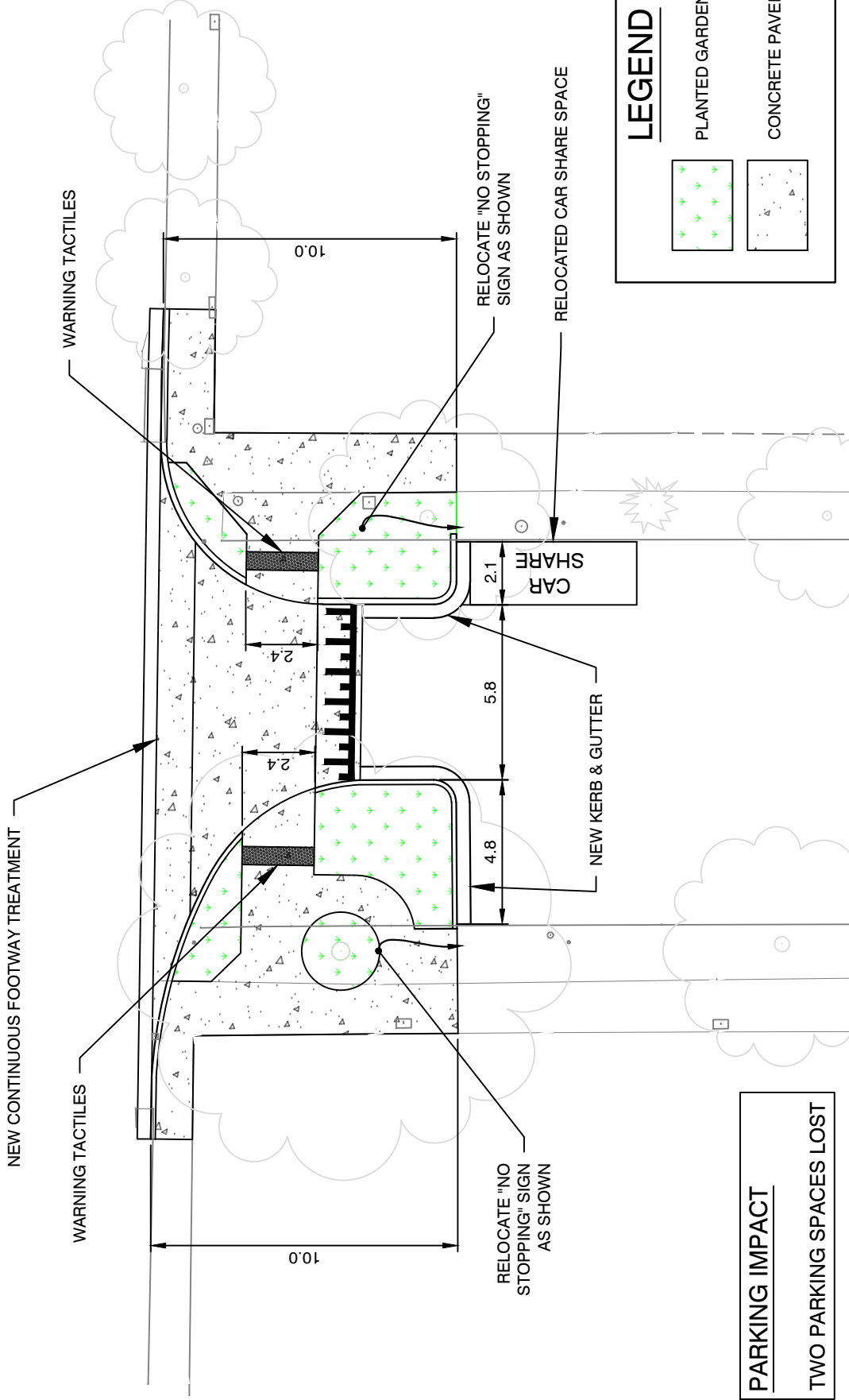
### **FINANCIAL**

Funds are available in the current budget.

### **ATTACHMENTS**

Traffic Treatment – Footpath Widening and Continuous Footpath Treatment – Gibbes Street Newtown

Sairam Jegatheeswaran, Engineering Traffic Officer



**KERB EXTENSIONS, GIBBES STREET, NEWTOWN**  
**NOT TO SCALE**

