

ITEM 48. TRAFFIC TREATMENT – CONTINUOUS FOOTPATH TREATMENT –
HORDERN STREET NEWTOWN

TRIM RECORD NO: 2016/569729

RECOMMENDATION

It is recommended that the Committee endorse the installation of a continuous footpath treatment in Hordern Street, Newtown just north of the intersection with Raper 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 – Newtown LAC		
Representative for the Member for Sydney		

DECISION

BACKGROUND

The City proposes to introduce a continuous footpath treatment in Hordern Street, Newtown just north of the intersection with Raper 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 seven metres.

Traffic counts commissioned for seven days from 8 December 2015 to 14 December 2015, in Hordern Street, recorded a maximum peak-hour volume of 29 vehicles. 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 – Hordern Street just north of the intersection with Raper Street, is approximately 5.2 metres wide.

The new continuous footpath treatment **will not** impact 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 102 letters sent out with two responses supporting the proposal and no responses opposing the proposal.

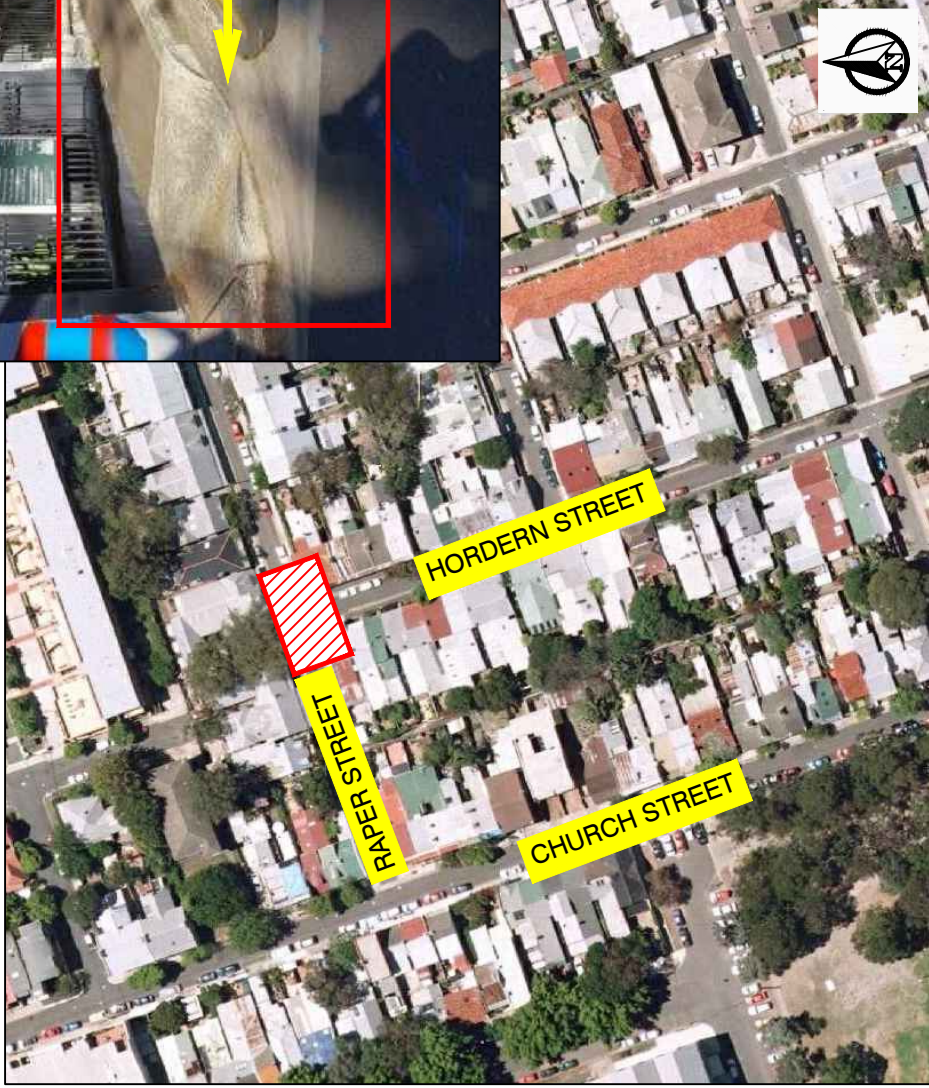
FINANCIAL

This proposal will be funded as part of the City's Access and Inclusions Program.

ATTACHMENTS

Traffic Treatment – Continuous Footpath Treatment – Hordern Street Newtown

Eoin Cunningham, Senior Traffic Engineer



PROPOSED SITE FOR CONTINUOUS FOOTPATH TREATMENT



CARRIAGEWAY WIDTH – APPROXIMATELY 5.0 m

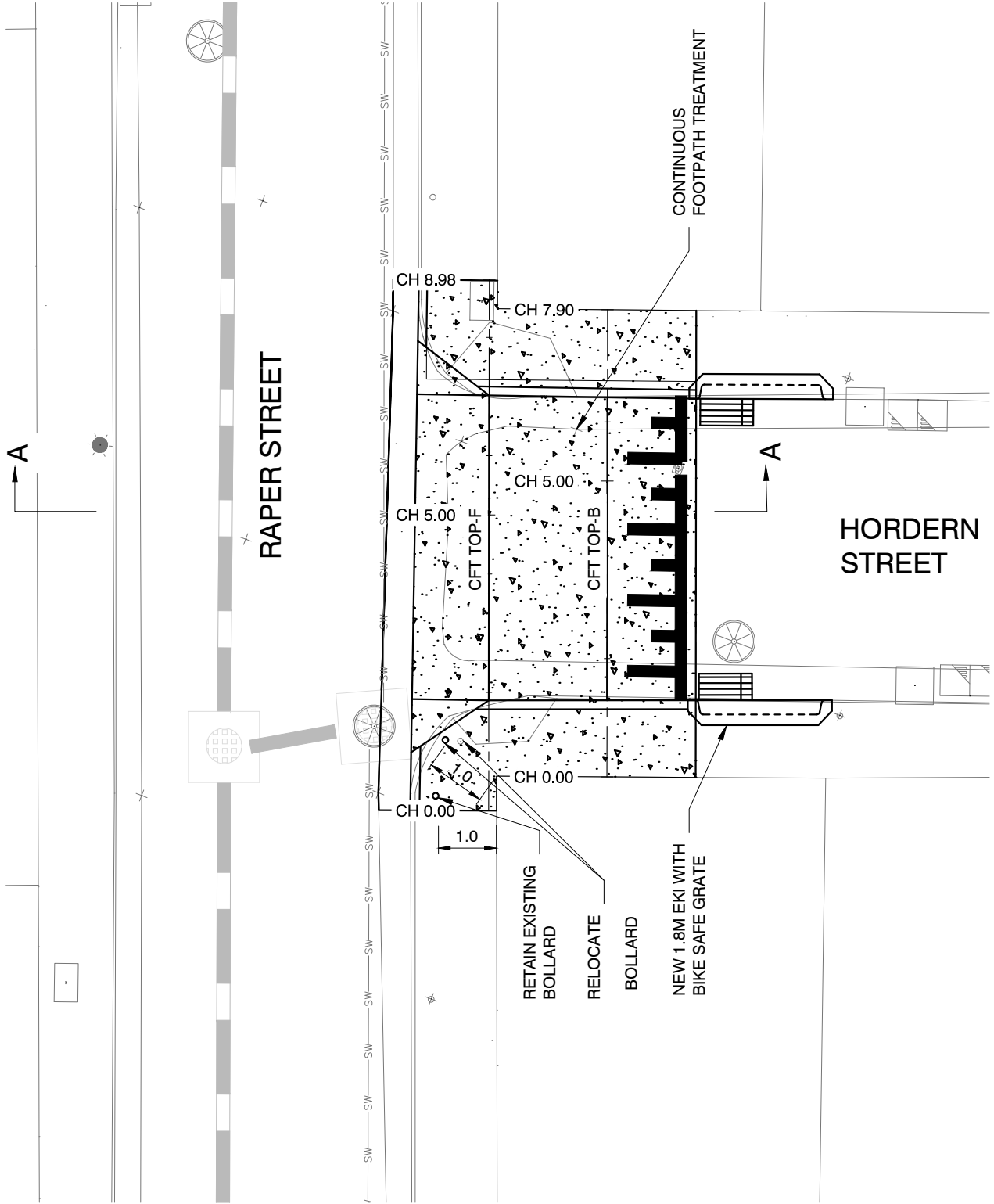
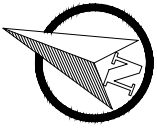
RAPER STREET LOOKING SOUTH TOWARDS HORDERN STREET



TYPICAL DESIGN – CONTINUOUS FOOTPATH TREATMENT

FOR ILLUSTRATION PURPOSES ONLY. ACTUAL DESIGN MAY VARY

**PROPOSED CONTINUOUS FOOTPATH TREATMENT
HORDERN STREET, NEWTOWN
SOUTH OF RAPER STREET**



CONTINUOUS FOOTPATH TREATMENT, HORDERN STREET, NEWTOWN