

**ITEM 49. TRAFFIC TREATMENT – CONTINUOUS FOOTPATH TREATMENT –  
KIRK STREET ULTIMO**

**TRIM RECORD NO: 2016/608786**

**RECOMMENDATION**

It is recommended that the Committee endorse the installation of a continuous footpath treatment in Kirk Street, Ultimo just south of the intersection with Quarry 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 proposes to introduce a continuous footpath treatment in Kirk Street, Ultimo just south of the intersection with Quarry 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 10 February 2016 to 16 February 2016 in Kirk Street, recorded a maximum peak-hour volume of 9 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 – Kirk Street just south of the intersection with Quarry Street, is approximately 4.2 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 158 letters sent out with no responses supporting or opposing the proposal.

**FINANCIAL**

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

**ATTACHMENTS**

Traffic Treatment – Continuous Footpath Treatment – Kirk Street Ultimo

Clement Lim, Senior Traffic Engineer



**QUARRY STREET**

**KIRK STREET  
(NO THROUGH ROAD)**

**HARRIS STREET**

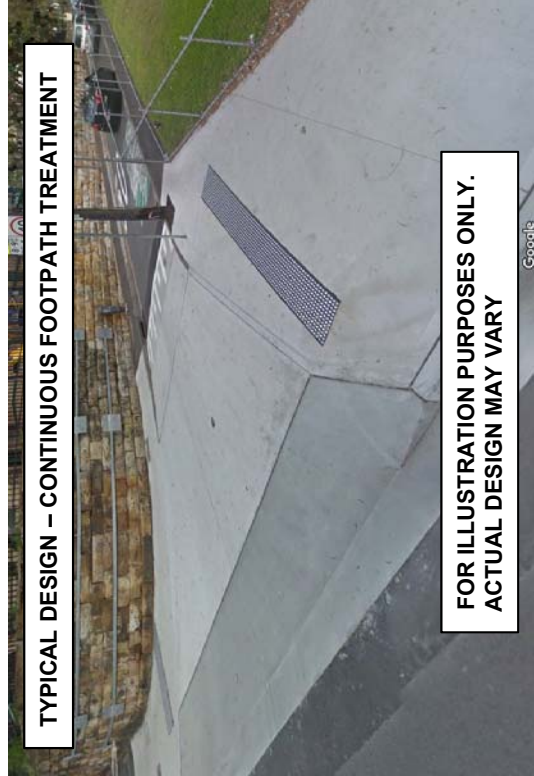


**PROPOSED SITE FOR CONTINUOUS  
FOOTPATH TREATMENT**



**Carriageway Width –  
Approximately 4.2 m**

**QUARRY STREET LOOKING SOUTH  
TOWARDS KIRK STREET**



**TYPICAL DESIGN – CONTINUOUS FOOTPATH TREATMENT**

**FOR ILLUSTRATION PURPOSES ONLY.  
ACTUAL DESIGN MAY VARY**

**PROPOSED CONTINUOUS FOOTPATH TREATMENT  
KIRK STREET ULTIMO  
SOUTH OF QUARRY STREET**



**NOT TO SCALE**

