

**ITEM 49. TRAFFIC TREATMENT – CONTINUOUS FOOTPATH TREATMENT –
AMELIA STREET WATERLOO**

TRIM RECORD NO: 2017/601496

RECOMMENDATION

It is recommended that the Committee endorse the installation of a continuous footpath treatment in Amelia Street, Waterloo just south of Murray 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 – Redfern LAC | | |
| Representative for the Member for Heffron | | |

DECISION

BACKGROUND

The Development Consent for 52 O’Dea Avenue, Waterloo (D/2015/670/C) requires the Applicant to provide treatments where necessary to ensure the development complies with City’s stormwater and drainage requirements.

The installation of the continuous footpath treatment in Amelia Street just south of Murray Street will help resolve stormwater issues for the development and address Condition 94 for 52 O’Dea Avenue, Waterloo.

COMMENTS

The City has approved the redevelopment of 52 O’Dea Avenue, Waterloo as part of the Lachlan Precinct. Lachlan Precinct, bounded by Bourke, Lachlan and South Dowling Streets and O’Dea Avenue, forms part of the Green Square urban renewal area.

The installation of a continuous footpath treatment in Amelia Street just south of Murray Street will help resolve stormwater issues for 52 O’Dea Avenue and the proposed new Park (Dyuralya Square).

Currently stormwater runs from Murray Street into the dead-end of Amelia Street and has the potential to create flooding that may affect adjacent properties once the new development and the new Park are built. A continuous footpath treatment in Amelia Street just south of Murray Street would redirect overland stormwater flows, away from Amelia Street, to a new drainage system on Gadigal Avenue.

Additionally, the treatment is beneficial from a pedestrian safety and traffic calming perspective as it improves connectivity and accessibility for pedestrians along Murray Street as well as physically slow-down traffic 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 seven metres.

Traffic counts commissioned for seven days from 22 February 2014 to 1 March 2014, in Amelia Street, recorded a maximum peak-hour volume of 66 vehicles. Although the peak is slightly higher than the RMS warrant, the proposal is recommended to proceed given the street only provides local access to one building at the dead end and a new Park.

In addition, the crossing width proposed for the continuous footpath treatment is below the RMS warrant – the City proposes to reduce the kerb-to-kerb crossing width of Amelia Street, south of Murray Street, to approximately six metres.

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

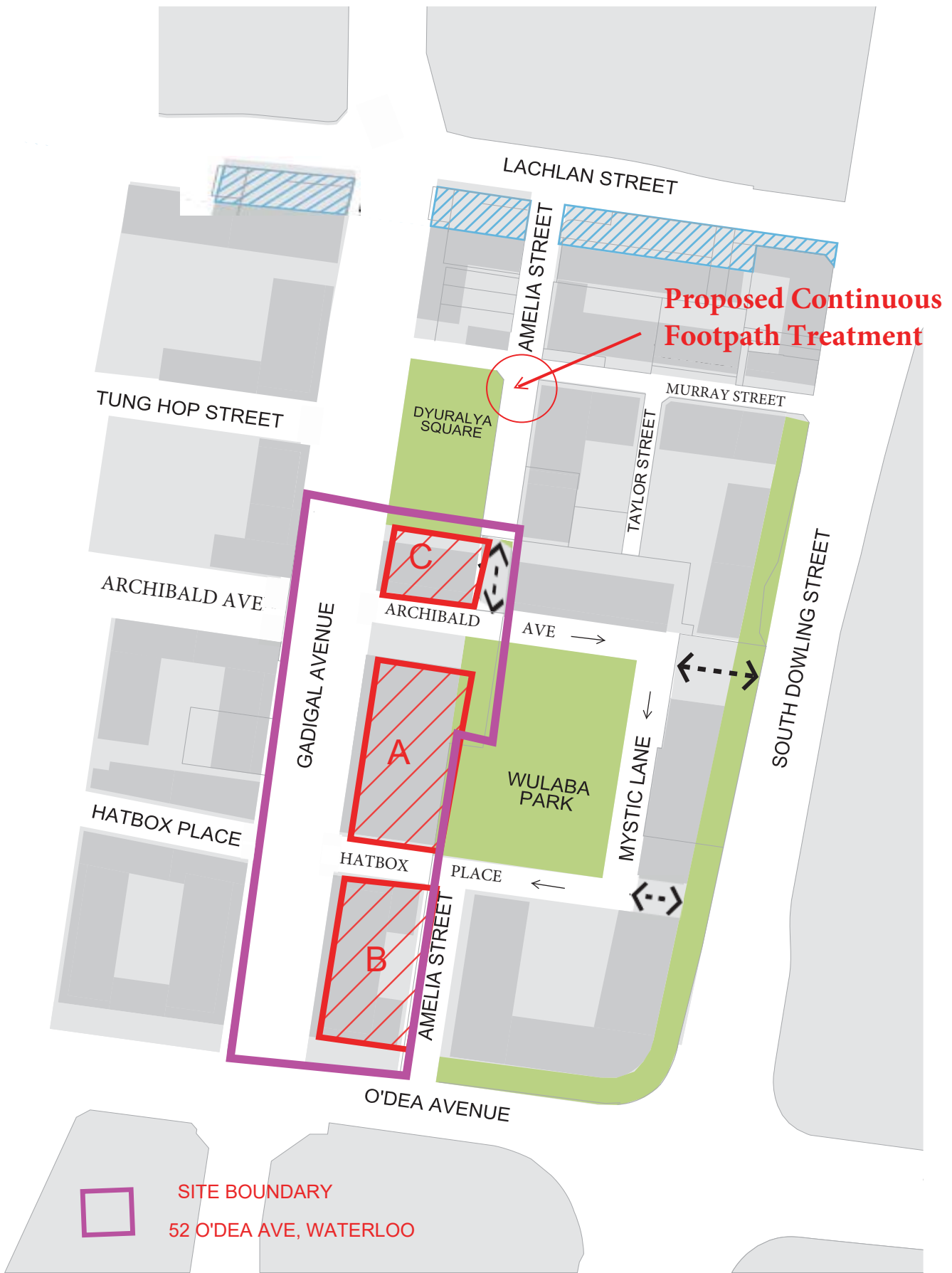
The Applicant must notify adjacent properties at least seven days prior to the implementation of the changes. .

FINANCIAL

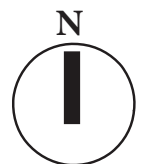
All costs associated with the proposal will be borne by the Applicant.

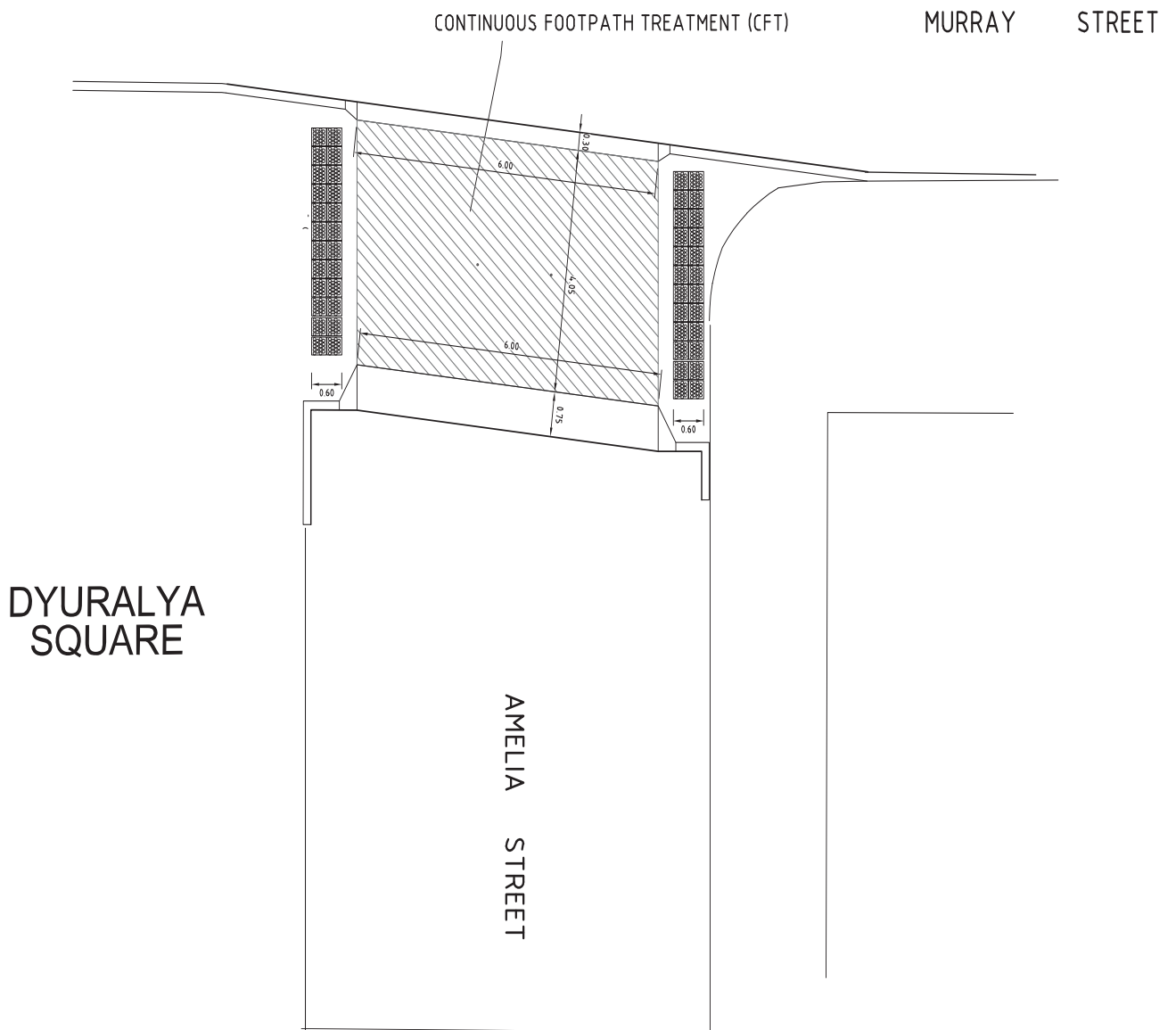
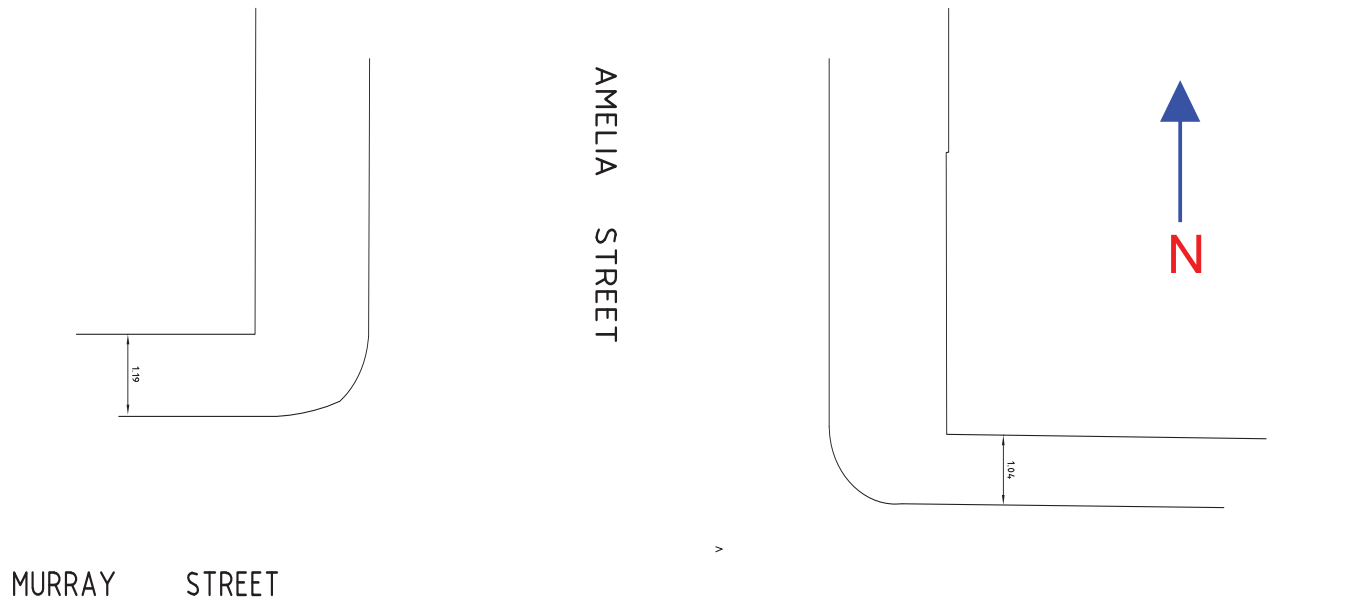
Traffic Treatment – Continuous Footpath Treatment – Amelia Street Waterloo

Manbir Singh, Senior Traffic Engineer



**Amelia Street - Locality Plan
Proposed Continuous Footpath
Treatment**





PROPOSED CONTINUOUS FOOTPATH TREATMENT
 AMELIA ST JUST SOUTH OF MURRAY ST, WATERLOO