**Item 34.**

**Traffic Treatment - Continuous Footpath Treatment - Valentine Street, Haymarket**

**TRIM Container No.:** **2019/154273**

## Recommendations

It is recommended that the Committee endorse the installation of a continuous footpath treatment in Valentine Street, Haymarket, just west of George Street.

## Voting Members for this Item

| Voting Members | Support | Object |
|---|---|---|
| City of Sydney | [Insert] | [Insert] |
| Roads and Maritime Services | [Insert] | [Insert] |
| NSW Police – Sydney City PAC | [Insert] | [Insert] |
| Representative for the Member for Sydney | [Insert] | [Insert] |

## Decision

Decisions will be updated after the meeting.

## Background

The City proposes to introduce a continuous footpath treatment in Valentine Street, Haymarket, just west of George Street, to slow vehicles speeds and improve pedestrian safety and accessibility.

## 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 in December 2017 in Valentine Street, recorded a maximum peak hour volume of 43 vehicles. As this maximum peak is 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 – Valentine Street, just west of George Street, is approximately 3.3 metres wide.

The proposed continuous footpath treatment will have no impact to on-street parking or traffic flows in the local area.

## Consultation

The City consulted local residents and businesses in the area. There were 132 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.

**CLEMENT LIM, SENIOR TRAFFIC ENGINEER**