

**Item 31.****Traffic Treatment - Continuous Footpath Treatment - Commonwealth Street, Sydney**

TRIM Container No.: 2019/122965

**Recommendations**

It is recommended that the Committee endorse the installation of a continuous footpath treatment in Commonwealth Street, Sydney, just south of Liverpool Street.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
City of Sydney	[Insert]	[Insert]
Roads and Maritime Services	[Insert]	[Insert]
NSW Police – Surry Hills 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 Commonwealth Street, Sydney, just south of Liverpool 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 7 metres.

Traffic counts commissioned for seven days from Friday 1 December 2017 to Thursday 7 December 2017, in Commonwealth Street, just south of the intersection with Liverpool Street, recorded a maximum peak-hour volume in Commonwealth Street of 90 vehicles. Although the peak volume is slightly higher than the RMS warrant, the proposal is recommended to proceed as the proposal reduces the crossing distance for pedestrians travelling across Commonwealth Street to approximately six metres, reduces vehicle speeds and helps to provide a continuous pedestrian link along the southern side of Liverpool Street.

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.

The RMS has no objection to this proposal.

## Consultation

The City consulted local residents and businesses in the area. There were 265 letters sent out with no response supporting the proposal and one response opposing the proposal.

The response opposing the proposal acknowledged that there is a conflict between vehicles and pedestrians at this location, but disagrees that giving pedestrian's higher priority than vehicles would address this issue. The City places a high priority on pedestrian safety and accessibility and is keen, wherever possible, to implement traffic measures that encourage walking, rather than creating conditions that encourage people to drive.

## Financial

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

**TONY LY, SENIOR TRAFFIC ENGINEER**