

Item 55.**Traffic Treatment - Continuous Footpath Treatment - Nithsdale Lane, Sydney****TRIM Container No.:** 2019/550037**Recommendations**

It is recommended that the Committee endorse the installation of a continuous footpath treatment in Nithsdale Lane, Sydney, just east of Elizabeth Street.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Surry Hills PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The City of Sydney proposes to introduce a continuous footpath treatment in Nithsdale Lane, Sydney, just east of Elizabeth Street.

The proposal will help improve general safety in the area as part of the City's commitment to calm traffic and improve pedestrian safety and accessibility.

Comments

Transport for NSW's (TfNSW) 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 September 2019 in Nithsdale Lane, recorded a maximum peak hour volume of 11 vehicles. As this maximum peak is below TfNSW's warrant for continuous footpath treatments, the proposal is compliant from a traffic volume perspective.

In addition, the driveway layback is proposed to be four metres wide, which is below the RMS warrant and as such compliant with the Technical Direction.

The City also proposes a continuous footpath treatment in Clarke Street, which will provide a consistent footpath on the eastern side of Elizabeth Street, between Liverpool and Goulburn Streets.

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 499 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