

**Item 56.****Traffic Treatment - Continuous Footpath Treatment - York Lane, Sydney****TRIM Container No.:** 2019/550533**Recommendations**

It is recommended that the Committee endorse the installation of a continuous footpath treatment in York Lane, Sydney, on the northern and southern sides of Erskine 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 – Sydney City 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 York Lane, Sydney, on the northern and southern sides of Erskine 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 York Lane, recorded a maximum peak hour volume of 36 vehicles. As this maximum peak is below the TfNSW's warrant for continuous footpath treatments, the proposal is compliant from a traffic volume perspective.

In addition, the driveway laybacks are proposed to be five metres wide, which is below TfNSW's warrant and as such compliant with the Technical Direction.

The proposed continuous footpath treatments will have no impact to 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.

## **Consultation**

The City consulted local residents and businesses in the area. There were 259 letters sent out with no responses supporting the proposal and five submissions opposing the proposal.

The submissions objecting to the proposal raised concerns that the treatments would reinforce pedestrian priority and require drivers to wait for a safe gap before they can travel through the treatment.

## **Financial**

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

**CLEMENT LIM, SENIOR TRAFFIC ENGINEER**