

Item 16.**Traffic Treatment - Continuous Footpath Treatment - Griffin Street, Surry Hills**

TRIM Container No.: 2018/579919

Recommendations

It is recommended that the Committee endorse the installation of a continuous footpath treatment in Griffin Street, Surry Hills just south of the intersection with Foveaux 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 Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The City proposes to introduce a continuous footpath treatment in Griffin Street, Surry Hills just south of the intersection with Foveaux Street, to improve pedestrian safety and accessibility, slow vehicle speeds and enhance the streetscape.

Comments

The 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 from 15/11/2018 to 21/11/2018, in Griffin Street, just south of the intersection with Foveaux Street, recorded a maximum peak-hour volume of five vehicles. As this maximum peak is well below the TfNSW 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 TfNSW warrant and as such compliant with the Technical Direction – Griffin Street, just south of the intersection with Foveaux Street, is approximately 3.7 metres wide.

The new continuous footpath treatment will not effect 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 City consulted local residents and businesses in the area. There were 181 letters sent out with one response supporting the proposal and one response opposing the proposal.

The response opposing the proposal did not think the treatment is necessary.

Financial

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

HASSAN CHOUDHRY, A/SENIOR TRAFFIC ENGINEER