

Item 25.**Traffic Treatment - Continuous Footpath Treatment - Tudor Street, Surry Hills****TRIM Container No.: 2021/247900****Recommendations**

It is recommended that the Committee endorse the installation of the following treatments in Surry Hills:

- (A) A continuous footpath treatment across Tudor Street, just east of Riley Street; and
- (B) A 2.1 metre wide footpath widening on the eastern side of Riley Street between Tudor Street and the points 10 metres north and 10 metres south of Tudor 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

Existing kerb extensions on Tudor Street, Surry Hills at Riley Street are approaching the end of their asset life and require reconstruction. The City is proposing to reconstruct the kerb extensions to include a continuous footpath treatment across Tudor Street, just east of Riley

Street. This will improve pedestrian safety, 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 16/06/2021 to 22/06/2021, in Tudor Street, just east of Riley Street, recorded a maximum peak-hour volume of 82. While this maximum peak is slightly above the TfNSW warrant for continuous footpath treatments, pedestrian traffic on Riley Street, north of Devonshire Street has increased significantly after the introduction of Light Rail and therefore, the proportion of pedestrians crossing the intersection has been observed to be significantly greater than the number of vehicles.

In addition, the crossing width proposed for the continuous footpath treatment is six metres wide, below the TfNSW warrant and as such compliant with the Technical Direction.

The new continuous footpath treatment will not affect 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 this road rule.

Consultation

The City consulted local residents and businesses in the area. There were 79 letters sent out with no responses supporting the proposal and three responses opposing the proposal.

The submissions objecting to the proposal raised concerns that the treatment is not required at this location. Given that the proposal would increase pedestrian safety and aligns with the City's strategic directions of promoting a City for Pedestrians and Cyclists, it is recommended to proceed with the proposal.

Financial

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

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER