

Item 19.**Traffic Treatment - Continuous Footpath Treatment - Cleveland Avenue, Surry Hills**

TRIM Container No.: 2021/350317

Recommendations

It is recommended that the Committee endorse the installation of a continuous footpath treatment in Cleveland Avenue, Surry Hills just north Cleveland 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 Cleveland Avenue, Surry Hills just north of the intersection with Cleveland 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.

The crossing width proposed for the continuous footpath treatment in Cleveland Avenue, just north of Cleveland Street, is approximately six metres wide. Therefore, compliant with the Technical Direction.

Given, Cleveland Avenue is a 'no through road' and is mostly used by residents accessing their garages. The maximum peak-hour volume is expected to be well below the TfNSW warrant for continuous footpath treatment.

The new continuous footpath treatment will not affect on-street parking or traffic flows in the local area. TfNSW has given in principle support for the proposal.

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 208 letters sent out with three responses supporting the proposal and no responses opposing 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