

Item 57.**Traffic Treatment - Continuous Footpath Treatment - Church Street, Paddington**

TRIM Container No.: 2021/427126

Recommendations

It is recommended that the Committee endorse the installation of a continuous footpath treatment in Church Street, Paddington just east of the intersection with South Dowling 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 proposes to introduce a continuous footpath treatment in Church Street, Paddington just east of the intersection with South Dowling Street, to improve pedestrian safety and accessibility, slow vehicle speeds and enhance the streetscape.

In August 2018, the City consulted local residents on a proposal to introduce a continuous footpath treatment in Seymour Place, Paddington, just east of South Dowling Street. The

proposal was to have included a second continuous footpath treatment nearby in Church Street, just east of South Dowling Street.

However, the continuous footpath treatment in Church Street, just east of South Dowling Street did not get referred to the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC) for its consideration at that time. Therefore, the City is now proposing to present the proposal at the LPCTCC meeting for consideration.

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 is below the TfNSW warrant and as such compliant with the Technical Direction – Church Street just east of the intersection with South Dowling Street, is approximately 4.5 metres wide.

Given, Church Street is a one way west bound street and is mostly used by residents. The maximum peak-hour volume is expected to be well below the TfNSW warrant for continuous footpath treatments.

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 the road rules.

Consultation

The City notified local residents and businesses in the area. There were 313 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.

HASSAN CHOUDHRY, A/SENIOR TRAFFIC ENGINEER