

Item 32.**Traffic Treatment - Continuous Footpath Treatment - Farnell Street, Hutchinson Place, Hutchinson Street and Marshall Street, Surry Hills**

TRIM Container No.: 2023/032116

Recommendations

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

(A) Continuous footpath treatments in Surry Hills:

- Hutchinson Street, just north of Fitzroy Street;
- Hutchinson Place, just north of Fitzroy Street;
- Farnell Street, just north of Fitzroy Street

(B) Raised Pedestrian Crossing in Marshall Street, just south of Fitzroy 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 continuous footpath treatments and a raised pedestrian crossing on the side streets along Fitzroy Street, Surry Hills, east of Bourke Street, to improve pedestrian safety and accessibility, slow vehicle speeds and enhance the streetscape.

Comments

Continuous Footpath Treatments have been installed along most of both sides of Foveaux Street, west of Bourke Street, Surry Hills. It is proposed to continue this treatment in Fitzroy Street east of Bourke Street towards South Dowling Street.

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.

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.

- **Hutchinson Street, just north of Fitzroy Street**

Traffic counts commissioned for seven days from 30/01//2023 to 05/02/2023, in Hutchinson Street, Surry Hills, just north of the intersection with Fitzroy Street, recorded a maximum peak-hour volume of 54 Vehicles.

This maximum peak is slightly above the TfNSW warrant for continuous footpath treatments. However, this majority to traffic is local traffic and the treatment will match similar treatments already installed along both sides of Foveaux Street, so that it provides constant pedestrian access along the route from Moore Park to Central Station.

In addition, the crossing width proposed for the continuous footpath treatment is below the TfNSW warrant and as such compliant with the Technical Direction – Hutchinson Street, just north of the intersection with Foveaux Street, is approximately 5.4 metres wide.

The new continuous footpath treatment will not affect on-street parking or traffic flows in the local area.

- **Hutchinson Place, just north of Fitzroy Street**

Traffic counts commissioned for seven days from 30/01//2023 to 05/02/2023, in Hutchinson Place, Surry Hills, just north of the intersection with Fitzroy Street, recorded a maximum peak-hour volume of 14 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 – Hutchinson Place, just north of the intersection with Foveaux Street, is approximately 4.8 metres wide.

The new continuous footpath treatment will not affect on-street parking or traffic flows in the local area.

- **Farnell Street, just north of Fitzroy Street**

Traffic counts commissioned for seven days from 30/01//2023 to 05/02/2023, in Farnell Street, Surry Hills, just north of the intersection with Fitzroy Street, recorded a maximum peak-hour volume of four (4) 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 – Farnell Street, just north of the intersection with Foveaux Street, is approximately 3.7 metres wide.

The new continuous footpath treatment will not affect on-street parking or traffic flows in the local area.

- **Raised Pedestrian Crossing - Marshall Street, just south of Fitzroy Street**

It is proposed to replace at-grade pedestrian crossing with a raised pedestrian crossing. This will improve pedestrian safety and accessibility, slow vehicle speeds and enhance the streetscape.

In addition, this treatment will match similar treatments already installed along both sides of Foveaux Street, at all side streets, so that it provides constant pedestrian access along the route from Moore Park to Central Station.

Consultation

The City notified local residents and businesses in the area. There were 275 letters sent out with one response supporting the proposal and no responses opposing the proposal.

The submission supporting the proposal noted that the treatment will improve safety in the area.

Financial

All costs associated with the proposal will be borne by the Applicant.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER