

Item 38.**Traffic Treatment - Continuous Footpath Treatment - Loftus Lane, Sydney**

TRIM Container No.: 2023/539886

Recommendations

It is recommended that the Committee endorse the installation of a continuous footpath treatment in Loftus Lane, Sydney at Loftus Street.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City 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 Loftus Lane, Sydney, at the intersection with Loftus Street, to improve pedestrian safety and accessibility, slow vehicle speeds and enhance the streetscape.

This upgrade is proposed to be installed as part of the upgrade of Loftus Street approved by the Committee on the 8 December 2022.

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.

Loftus Lane is a low-traffic environment providing access to four driveways and a connection between Loftus Street and Phillip Street. The proposal is compliant from a traffic volume perspective.

In addition, the crossing width proposed for the continuous footpath treatment is 6m, below the TfNSW warrant. Loftus Lane is approximately 5.8 metres wide.

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 consulted local residents and businesses in the area. There were 337 letters sent out with no responses supporting or opposing.

Financial

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

ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER