

Item 20.**Traffic Treatment - Continuous Footpath Treatment - Thurlow Street, Redfern**

TRIM Container No.: 2023/684901

Recommendations

It is recommended that the Committee endorse the installation of a continuous footpath treatment in Thurlow Street, Redfern, just east of the intersection with Bourke Street.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – South Sydney 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 Thurlow Street, Redfern, just east of the intersection with Bourke 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.

Thurlow Street is a local road that provides access to residents living in Thurlow or Stanley Streets. Site observations have shown that very little traffic uses Thurlow Street consisting of mainly residential traffic. Therefore, City staff believe the maximum peak-hour traffic is well below TfNSW warrant for a continuous footpath treatment, and the proposal would be compliant from a traffic volume perspective.

The new continuous footpath treatment will not affect on-street parking or traffic flows in the local area. In this case, the entry to the continuous footpath treatment needs to be 9 metres wide (instead of the standard 7 metres) to ensure that service vehicles can turn into and out of Thurlow Street to and from Bourke Street which has been narrowed by the separated cycleway and existing kerb side parking.

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 117 letters sent out with one response supporting the proposal and no responses opposing the proposal.

The response supporting the proposal noted that the change would improve safety for pedestrians at the intersection.

Financial

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

TERRY XU, SENIOR TRAFFIC ENGINEER