

Item 26.**Traffic Treatment – Continuous Footpath Treatment - Elizabeth Street, Surry Hills**

TRIM Container No.: 2025/283408

Recommendations

It is recommended that the Committee endorse the installation of a continuous footpath treatment in Elizabeth Street, Surry Hills, between Cleveland and Devonshire Streets at the following intersections:

- Elizabeth Street at Goodlet Street;
- Elizabeth Street at Belvoir Street (both sides);
- Elizabeth Street at Bedford Street;
- Elizabeth Street at Dawson Street;
- Elizabeth Street at Brumby Street;
- Elizabeth Street at Rutland Street; and
- Elizabeth Street at Butt 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]
Representative for the Member for Newtown	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The City proposes to introduce eight continuous footpath treatments in Elizabeth Street, Surry Hills, between Cleveland and Devonshire Streets, to improve safety and access for people walking, 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.

Elizabeth Street is a local road that provides access to residents living in Elizabeth Street and surrounding intersecting streets. Site observations have shown that very little traffic uses these streets, 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 proposal, the entry to the continuous footpath treatment are between 4.9 to 8.7 metres wide (instead of the standard 7 metres) to ensure that service vehicles can turn into and out of Elizabeth Street between Cleveland and Devonshire Streets.

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 people or other road users on the road related area. The introduction of a continuous footpath treatment reinforces the road rules.

The proposal will result in a total loss of one parking space only on Belvoir Street east of Elizabeth Street.

Consultation

The City consulted local residents and businesses in the area. There were 1266 letters sent out with six responses supporting the proposal and one response opposing the proposal. A further six neutral responses were received providing feedback on the proposal.

The response opposing the proposal had concerns with the lack of effectiveness of the proposed continuous footpath treatments. The submission suggested that a CFT will decrease pedestrian awareness, and therefore creating more safety concerns.

The neutral submissions had concerns about potential loss of parking, increases in congestion due to footpath widening, and confusion of the proposed CFT with pedestrian crossings. One neutral response suggested that the proposed changes does not provide a balance for pedestrian accessibility and the needs of the local community.

Financial

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

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER