

Item 21.**Traffic Treatment - Continuous Footpath Treatment - James Lane, Sydney**

TRIM Container No.: 2025/455537

Recommendations

It is recommended that the Committee endorse the installation of a continuous footpath treatment in James Lane, Sydney just west of the intersection with Sussex 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 James Lane, Sydney south of the intersection with Sussex Street, 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.

The crossing width proposed for the continuous footpath treatment is below the TfNSW warrant and as such compliant with the Technical Direction – James Lane just west of the intersection with Sussex Street, is approximately 4 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 people 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 965 letters sent out with no responses supporting or opposing the proposal.

Sydney City PAC has expressed support for the proposed continuous footpath treatment (CFT). As part of their feedback, they have requested that during the construction phase, when James Lane will be temporarily closed to facilitate the works, traffic controllers be deployed for the full duration of the closure. This is particularly important given that James Lane operates as a one-way street in the southbound direction and provides access to Day Street Police Station, residential units and Vibe Hotel. Traffic control will be required to safely coordinate vehicle movements into and out of the southern section of James Lane.

The City will collaborate closely with the construction team to ensure that access to James Lane is maintained and appropriately controlled throughout the construction period.

Financial

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

BENJAMIN YANG, ENGINEERING TRAFFIC OFFICER