

Item 14.

Traffic Treatment - Continuous Footpath Treatment - Hadfields Street, Erskineville

TRIM Container No.: 2026/430277

Recommendations

It is recommended that the Forum review the installation of a continuous footpath treatment in Hadfields Street, Erskineville just north of the intersection with Coulson Street.

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – South Sydney PAC
Representative for the Member for Newtown

Advice

Advice will be updated after the meeting.

Background

The City proposes to introduce a continuous footpath treatment in Hadfields Street, Erskineville, just north of the intersection with Coulson Street, to improve safety and access for people walking, slow vehicle speeds and enhance the streetscape.

Comments

Under the Road Rules 2014, a footpath is a road related area. Drivers must give way to pedestrian when entering or crossing a road related area.

The introduction of a continuous footpath treatment will help improve general safety in the area as part of our commitment to calm traffic and improve the local amenity. The treatment will provide a continuous raised footway which requires motorists to slow down and give way to pedestrians.

The proposed Continuous Footpath Treatment (CFT) has a crossing width of approximately 9.2 metres, which exceeds the guidance set out in TfNSW TDT 2013/05 – Continuous Footpath Treatments. The increased width is proposed to accommodate the turning movements of garbage collection vehicles at the intersection.

The proposed continuous footpath treatment will not effect on-street parking or traffic flows in Hadfields Street.

Consultation

The City consulted local residents and businesses in the area. There were 801 letters sent out with two responses supporting the proposal and no response opposing the proposal.

The submission supports the proposal notes that it will improve safety at the intersection and help reduce vehicle speeds; however, concerns were raised that the proposed kerb extensions may reduce the available traffic lane width and affect larger vehicle turning movements. The City has completed swept path analysis confirming that the proposed design can safely accommodate larger service and emergency vehicles.

Financial

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

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER