

RELEVANT INFORMATION FOR COUNCIL

FILE: S115558-02 **DATE:** 22 June 2017
TO: Lord Mayor and Councillors
FROM: Amit Chanan Director City Projects and Property
THROUGH: Monica Barone, Chief Executive Officer
SUBJECT: Information Relevant to Item 9.3 - Traffic Treatment – Shared Zone with One-Way Control – Navins Lane, Portman Lane and Merton Street Zetland - at Council - 26 June 2017

That the Lord Mayor and Councillors note the information contained in this memo.

Background

This memo is to provide additional clarification to issues raised at the meeting of the Planning and Development Committee on 19 June 2017 as follows:

Bicycle movement numbers are not expected to be significant on these lanes. Pedestrian numbers, however, are estimated to reach approximately 360 pedestrians in each of the morning and afternoon peak hours, as the interfacing development sites in the Green Square Town Centre come on line. In the last 21 years, pedestrian volumes have typically been very low in this area.

Two-way traffic flow is not recommended for these lanes, due to the limited distance between passing vehicles and potentially insufficient space for two larger vehicles (ie, SUVs at 2.5m width each). Critically, this will leave very limited access space for pedestrians within the shared zone when two vehicles pass, potentially requiring them to step onto the driveway laybacks to allow vehicles to pass.

A small rigid vehicle (eg, small garbage truck) driving from Navins Lane into Portman Lane utilises the full space available to make the movement, with insufficient space for a vehicle travelling in the opposite direction.

Residents have requested a twelve month trial period of a two-way shared zone; Roads and Maritime Services (RMS) are not supportive of the two-way shared zone. RMS has advised that a two-way shared zone would result in the requirement to remove the parking spaces in Merton Street. A copy of the response received from RMS is shown following:

In response to the 2 way submission for Portman Lane et al. Apologies for the slow turnaround.

Roads and Maritime Services has reviewed the information and has a number of concerns with the proposal:

We are concerned with the possibility of conflict at the intersection of Portman Lane and Navins Lane given the angle of at which the two roads meet and the lack of forward visibility. It is acknowledged that speeds should be low but is likely that should two vehicles meet, one will be required to reverse which is not a desirable outcome in a shared zone with increased pedestrian patronage.

The carriageway distance is reasonably narrow along the length creating difficulties for two vehicles to pass especially in the case of refuse vehicles. We would also recommend the removal of any parking spaces to provide passing opportunities for two vehicles.

In summary Roads and Maritime is of the opinion that the one way solution provides for less conflict for both vehicles and pedestrians. In addition it provides areas for vehicles to mix with pedestrians whose numbers are anticipated to rise significantly.

If an emergency services vehicle blocked the laneway, it is expected that an alternative solution would be provided for the limited time, if deemed safe by emergency services attending the site.

It is noted that *the proposed one-way shared zone may require residents of houses 59-75 to travel an extra 350 metres*, however, the proposal is considered to be safer for both pedestrians and drivers.

Parking of vehicles into the resident garages under the proposed one-way system has been validated by traffic engineering, which confirms that entry is not restricted. Concerns regarding an insufficient turning circle for three properties nominated are therefore not applicable; as such, *access to off street parking for residents (houses 1 and 9, etc)* is not required.

In the interest of pedestrian safety, RMS fully supports the City's proposal of a one-way shared zone to both the laneways and Merton Street. RMS considers a one-way shared zone an appropriate way to manage the inter-modal conflict resulting from pedestrians mixing with vehicles proposed in the area.

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approved



Monica Barone, Chief Executive Officer