

**ITEM 29. TRAFFIC TREATMENT – SHARED ZONES – ROSEBUD AND IONA
LANES PADDINGTON**

TRIM RECORD NO: 2015/601255

RECOMMENDATION

It is recommended that the Committee support the installation of the following:

- (A) Shared Zone in Rosebud Lane, Paddington between Napier and Oxford Streets,
- (B) Shared Zone in Iona Lane, Paddington between Rosebud Lane and Verona Street,
and
- (C) A continuous footway treatment in Oxford Street, Paddington at the intersection with
Verona Street.

DECISION

BACKGROUND

The Paddington Pedestrian Cycling and Traffic Calming (PCTC) Plan adopted by Council in 2010 includes a proposal to install Shared Zones in Rosebud and Iona Lanes, Paddington, between Napier, Oxford and Verona Streets to prioritise access for pedestrians, control vehicle speeds and preserve residential amenity.

COMMENTS

A Shared Zone is a road, network of roads or a road-related area with a posted speed limit of 10km/h and where pedestrian access and safety takes precedence over the ease of vehicle movement.

Approval to install a Shared Zone however is not delegated to Councils. Shared Zones are speed limits and approval to install them must be obtained from Roads and Maritime Services (RMS) directly.

On 1 October 2015, in compliance with RMS Technical Direction for the Design and Implementation of Shared Zones (TTD 2014/003), the City sought RMS approval to install Shared Zones in Rosebud and Iona Lanes, Paddington. RMS have granted in-principle approval.

The proposed Shared Zone will create a pedestrian-friendly environment that allows pedestrians to walk safely and legally within the road carriageway. The appearance of the Shared Zone will be considerably different to nearby local streets to clearly communicate to road users that there is a change in the street environment and that pedestrians have priority.

The proposed Shared Zone will not effect on-street parking provision in Rosebud and Iona Lanes.

The footway in Verona Street is too wide (in accordance with RMS guidelines) so a Shared Zone in this Street was not approved. Instead the City will install a continuous footway treatment in Oxford Street at the intersection with Verona Street.

The RMS Technical Direction for Continuous Footway Treatments (TDT 2013/05) states that continuous footway treatments are only applicable for intersections carrying no more than 45 vehicles per hour and the driveway layback is no wider than 7 metres.

Traffic counts commissioned for nine days from 6 to 14 May 2014 in Verona Street just south of the intersection with Oxford Street, recorded a maximum peak-hour volume of 20 vehicles. As this maximum peak is well below the RMS warrant for continuous footway treatments, the proposal is compliant from a traffic volume perspective.

In addition, the crossing width proposed for the continuous footway treatment is below the RMS warrant and as such compliant with the Technical Direction – Verona Street just south of the intersection with Oxford Street, is approximately 5 metres wide.

The new continuous footway treatment will not effect on-street parking or traffic flows in the local area.

CONSULTATION

The City consulted local residents and businesses in the area. There were 79 letters sent out with no responses supporting or opposing the proposal.

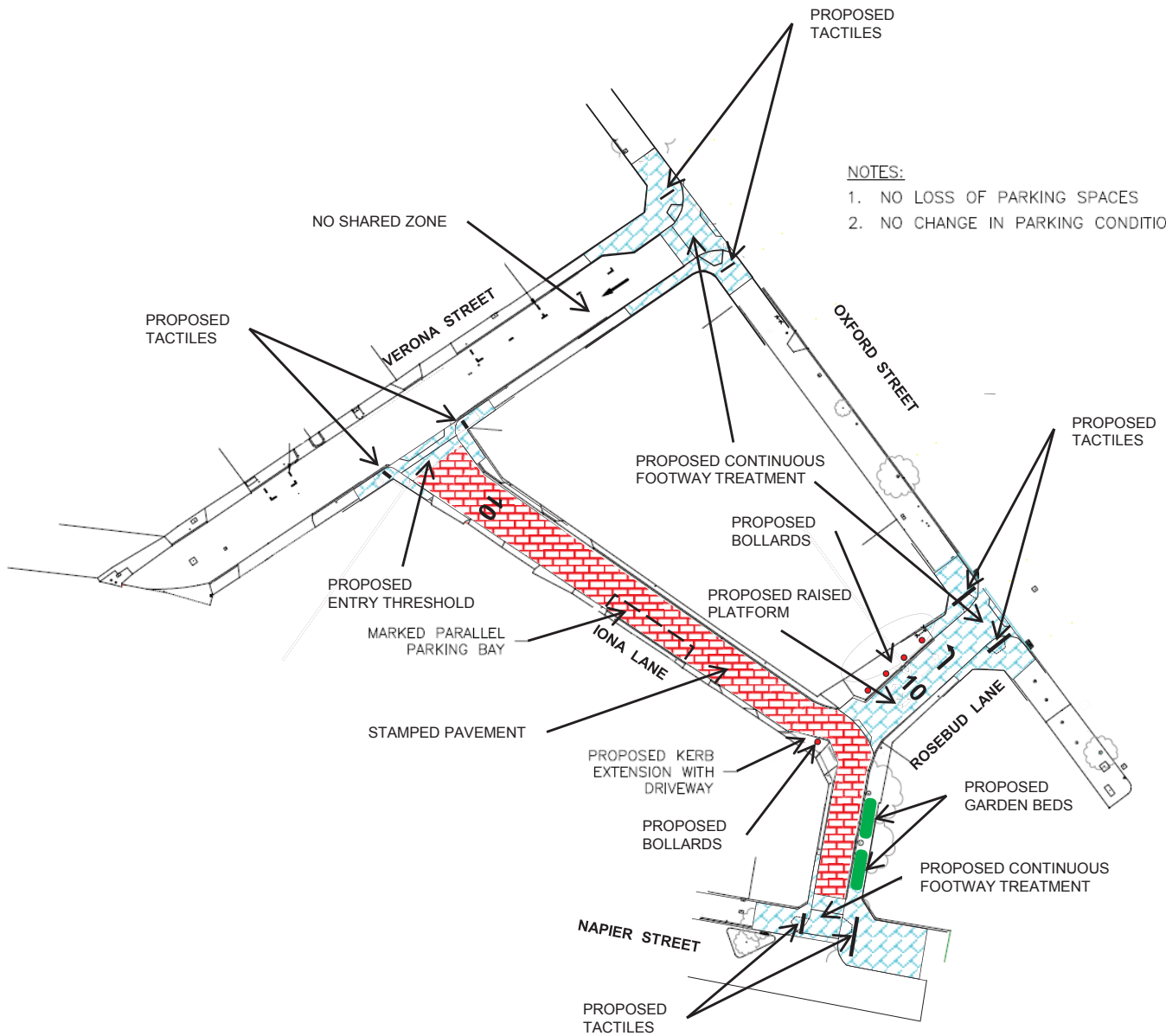
FINANCIAL

Funds are available in the City's 2016/17 Capital Works Program.

ATTACHMENTS

Traffic Treatment – Shared Zone – Rosebud and Iona Lanes Paddington

Michael Rimac, Engineering Traffic Officer



- NOTES:**
1. NO LOSS OF PARKING SPACES
 2. NO CHANGE IN PARKING CONDITIONS



PROPOSAL

**ROSEBUD AND IONA LANES, PADDINGTON
PROPOSED SHARE ZONE**



