

**ITEM 30. TRAFFIC TREATMENT – SHARED ZONES – DARLINGHURST
TRIANGLE DARLINGHURST**

TRIM RECORD NO: 2015/625454

RECOMMENDATION

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

- (A) Shared Zones within Sturt, Chisholm, Sims, Hannam Streets and Flemings Lane, Darlinghurst and;
- (B) Continuous Footway Treatments in South Dowling and Flinders Streets across the intersections with Taylor 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 the Darlinghurst Triangle area which include Sturt, Chisholm, Sims, Hannam Streets and Flemings Lane. This would 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 the 8 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 on the streets of Sturt, Chisholm, Sims, Hannam and Flemings Lane, Darlinghurst. RMS have granted in-principle approval.

The proposed Shared Zones 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 Darlinghurst Triangle area includes Taylor Street between South Dowling and Flinders Street. The footway in Taylor Street is too wide (in accordance with RMS guidelines) so a Shared Zone in this street was not approved. Instead the City will install continuous footway treatments in Flinders Street and South Dowling Street across the intersection with Taylor 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 Taylor Street just east of the intersection with Flinders Street, recorded a maximum peak-hour volume of 27 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 – Taylor Street just east of the intersection with Flinders Street, is approximately 5.8 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 270 letters sent out with no responses supporting or opposing the proposal.

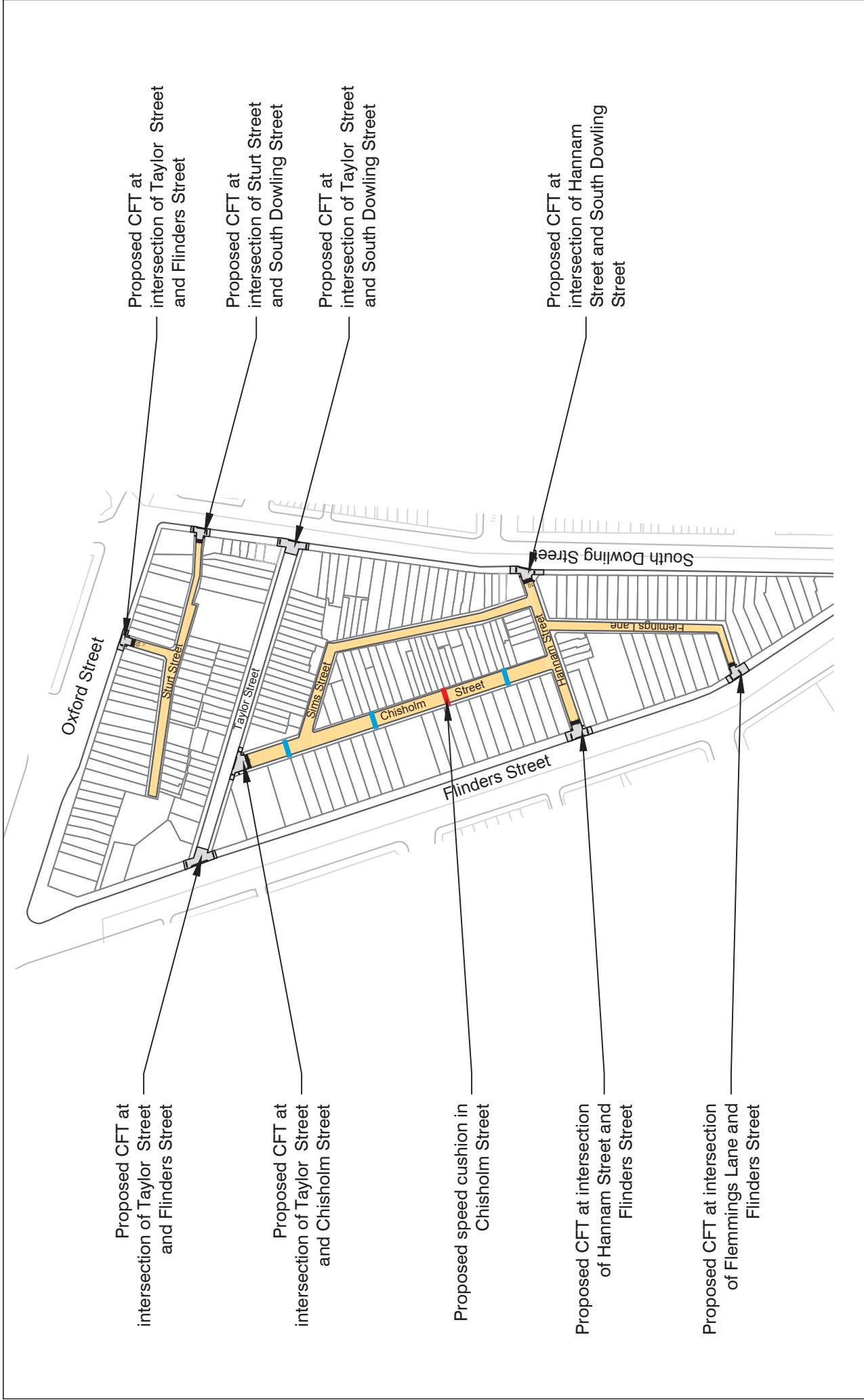
FINANCIAL

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

ATTACHMENTS

Traffic Treatment – Shared Zones – Darlinghurst Triangle Darlinghurst

Bianca Daxner, Undergraduate Landscape Designer



KEY:

	Proposed continuous footway treatment (CFT)
	Proposed shared zone area
	Existing speed humps
	Proposed speed cushion





**2016/17 ACTIVE TRANSPORT
PROPOSED SHARED ZONES
DARLINGHURST**

SCALE: NTS	DATE: December 15
PROPOSAL SKETCH	

