

**ITEM 37. 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 provided at the entry and exit points of the proposed Shared Zones except for Hannam Street at the intersection of South Dowling Street where a Flush Treatment will be provided,
- (C) Continuous Footway Treatments in South Dowling and Flinders Streets across the intersections with Taylor Street.

VOTING MEMBERS FOR THIS ITEM

| <i>Voting Members</i> | <i>Support</i> | <i>Object</i> |
|--|-----------------------|----------------------|
| City of Sydney | | |
| Roads and Maritime Services | | |
| NSW Police – Surry Hills LAC | | |
| Representative for the Member for Sydney | | |

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.

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.

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. Continuous Footway Treatments (CFTs) are proposed to be provided at the entry and exit points of the proposed Shared Zones.

The City considers the installation of the CFT's to be essential to:

- Enhance pedestrian priority;
- Improve the streetscape of side streets, with a design that prioritises pedestrians over vehicles and supports the priorities set out in the road rules;
- Provides a consistent approach to side street treatments along Flinders and Oxford Streets benefitting both pedestrians and vehicles, and highlighting the need to take care at intersections in general;
- Provide pedestrian links that are complete, connected and consistent;
- Control vehicle speeds when entering and exiting side streets.

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.

The City has provided the RMS with traffic counts for the streets within the Darlinghurst Triangle. The traffic counts recorded very low maximum peak-hour volumes which are well below the RMS warrant for Continuous Footway Treatments (CFT). Therefore the proposal is fully compliant with the RMS Technical Direction for Continuous Footway Treatments (TDT 2013/05).

The RMS have objected to the provision of a raised continuous footway treatment in Hannam Street at the intersection of South Dowling Street. There were concerns that such a treatment would create conflicts between northbound traffic on South Dowling Street and cars traffic turning right from South Dowling Street into Hannam Street (and over the raised entry treatment).

A right turn ban was suggested by the RMS but this would not be supported by the local residents so the City has proposed to change the raised continuous footway treatment in Hannam Street at South Dowling Street into a flush stamped treatment. There is an existing raised threshold in Hannam Streets about 10 metres away from the intersection which would ensure vehicles slow down after entering the street. This treatment has been approved by the RMS at previous locations.

In regards to the CFT's in South Dowling Street at Sturt Street, No Stopping restrictions already exist along the eastern kerb alignment of South Dowling Street at this location for a distance sufficient enough to allow through movements to continue at all times. The existing traffic volumes in Sturt Street are extremely low so right turn movements will have negligible impact on South Dowling Street traffic flows.

The Darlinghurst Triangle includes Taylor Street between South Dowling and Flinders Street. However 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.

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 continuous footway treatments will not effect on-street parking in the local area.

Subsequently, the RMS have also raised concerns about the CFT's along Flinders Street and Oxford Street adjacent to the Bus Lanes.

However drivers must give way to any pedestrians crossing the intersections along Flinders and Oxford Streets and must therefore wait until a gap is available to safely enter these streets. Buses in the adjacent bus lane must slow down and wait for traffic to move on – this is the normal situation at any intersection along bus lanes. In such a case, the provision of a CFT at these intersections would not cause any additional delays for buses. Such treatments would only formalise the existing priority, make it safer for pedestrians and remind drivers to give way.

Additionally, traffic volumes into and out of these streets are very low so that any impact to traffic on Flinders and Oxford Streets (including buses in the adjacent bus lanes) would be negligible.

It is for the above reasons that the City believes that the continuous footway treatments along Flinders and Oxford Street (ie adjacent to the Bus Lane) should proceed.

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.

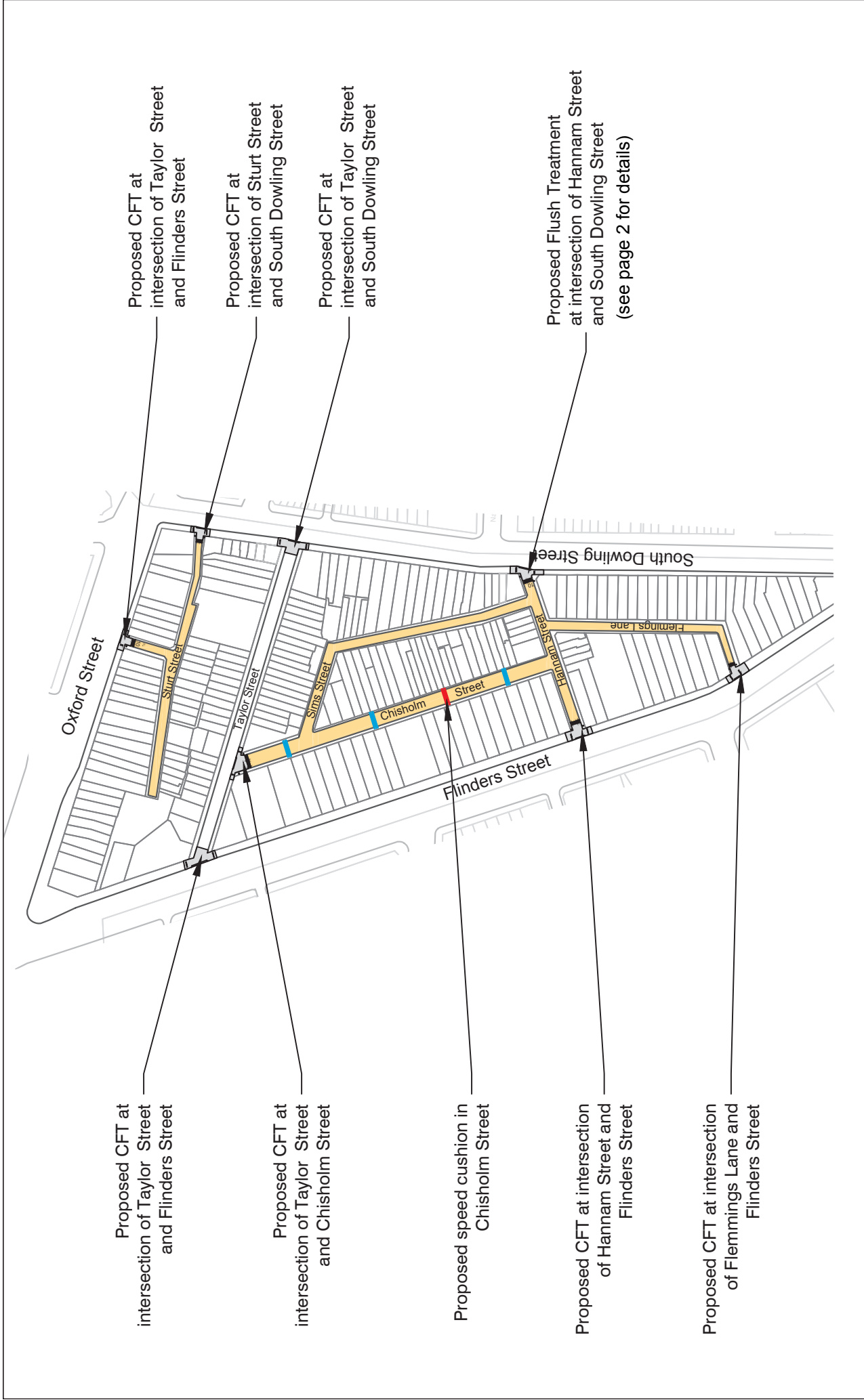
FINANCIAL

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

ATTACHMENTS

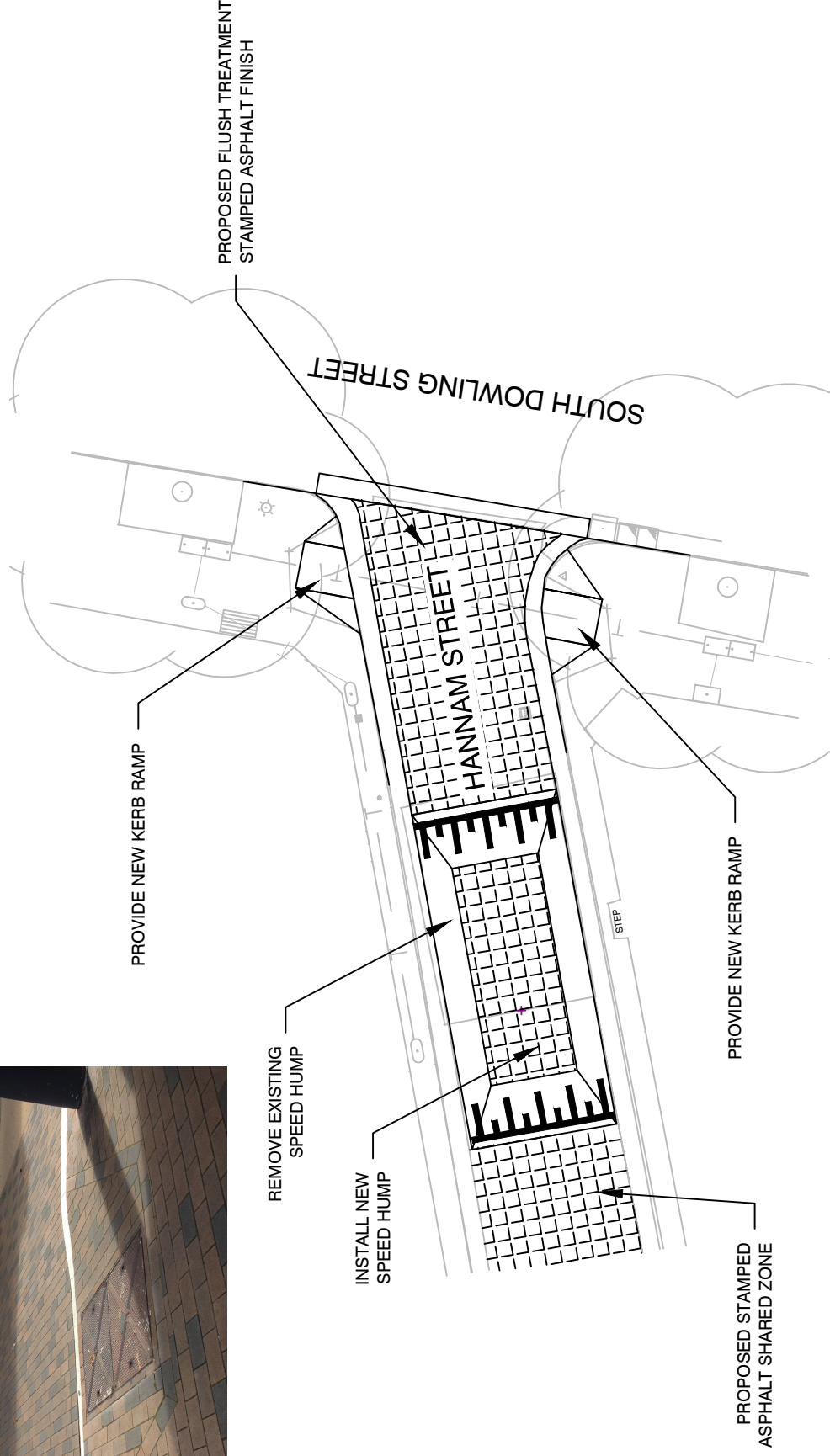
Traffic Treatment – Shared Zones – Darlinghurst Triangle Darlinghurst

Joseph Gomes, Area Traffic Engineer



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| | PROPOSED SHARED ZONES DARLINGHURST | | SCALE: NTS | DATE: December 15 |
| | | | | PROPOSAL SKETCH |

- KEY:**
- Proposed continuous footway treatment (CFT)
 - Proposed shared zone (stamped surface)
 - Existing speed humps
 - Proposed speed cushion



SCALE: 1:100

DATE: MARCH 16

PROPOSAL SKETCH

PROPOSED SHARED ZONES
DARLINGHURST



