

**ITEM 50. TRAFFIC TREATMENT – SHARED ZONES – CHAPEL STREET  
WOODS LANE AND LIVERPOOL LANE DARLINGHURST**

**TRIM RECORD NO: 2016/284681**

**RECOMMENDATION**

It is recommended that the Committee support the installation of Shared Zones in Chapel Street and Woods Lane, Darlinghurst, between Crown and Palmer Streets; and Woods Lane, Darlinghurst.

It is recommended that the Committee endorse:

- (A) The reallocation of parking on the eastern side of Woods Lane, Darlinghurst, between the points 10 metres and 80 metres south of Chapel Street as “No Parking”; and
- (B) The signposting of bicycle exemptions on the one-way control in Chapel Street, Darlinghurst, between Crown and Palmer Streets and Woods Lane, Darlinghurst.

**VOTING MEMBERS FOR THIS ITEM**

<b><i>Voting Members</i></b>	<b><i>Support</i></b>	<b><i>Object</i></b>
City of Sydney		
Roads and Maritime Services		
NSW Police – Kings Cross LAC		
Representative for the Member for Sydney		

**DECISION**

**BACKGROUND**

The City East Pedestrian Cycling and Traffic Calming (PCTC) Plan adopted by Council in 2008 includes a proposal to investigate Shared Zone treatments in Chapel Street, Woods Lane and Liverpool Lane to prioritise access for pedestrians, control vehicle speeds and preserve residential amenity.

**COMMENTS**

***Shared Zones***

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 16 May 2016, in compliance with RMS Technical Direction for the Design and Implementation of Shared Zones (TTD 2014/003), the City sought RMS approval to install

a Category 1 Shared Zones in Chapel Street between Crown and Palmer Streets, Woods Lane between Chapel Street and Liverpool Lane and in Liverpool Lane between Crown and Palmer Streets, Darlington.

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 Zones 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.

It should be noted that the proposal will require the permanent removal of two existing parking spaces on the eastern side of Woods Lane and replacement with “No Parking” to allow through traffic to safely pass pedestrians using the Shared Zone.

### ***Contra-Flow Bicycle Treatment***

In regards to the proposal for bicycle exemptions on the existing one-way controls, the RMS Technical Direction for Contra-Flow Bicycle Facilities (TTD 2014/002) allows for the delineation of contra-flow bicycle lanes in one-way streets by signage only if the following conditions apply:

- sight distance is free of obstructions;
- traffic volumes and vehicles speeds are low; and
- road geometry does not present an unacceptable risk.

Traffic counts commissioned for seven days from 4 April to 11 April 2014 in Chapel Street, Darlington recorded an Annual Average Daily Traffic (AADT) volume of 68 vehicles per day and a 85<sup>th</sup> percentile speed of 28 km/h.

Traffic counts commissioned for seven days from 10 February to 17 February 2016 in Woods Lane, Darlington recorded an Annual Average Daily Traffic (AADT) volume of 16 vehicles per day and a 85<sup>th</sup> percentile speed of 19 km/h.

Given that:

- a site visit undertaken by the City and RMS confirmed that the sight distances in Chapel Street, Woods Lane and Liverpool Lane are clear and free of obstruction in both directions;
- traffic counts confirmed that the AADT volume for Chapel Street is below the limit for local streets (2,000 vpd) stipulated in the RMS Road Design Guide;
- speed counts confirmed the 85<sup>th</sup> percentile speed in Chapel Street and Woods Lane, is well below the posted speed limit of 40 km/h; and
- the proposal will be reviewed as part of a Road Safety Audit (RSA) to manage any associated safety risks.

The proposal is therefore compliant with the RMS Technical Direction for Contra-Flow Bicycle Facilities and can be delineated by signage only in both Chapel Street and Woods Lane to enhance local cyclist accessibility.

**CONSULTATION**

The City consulted local residents and businesses in the area. There were 99 letters sent out with five responses supporting the proposal and four responses opposing the proposal.

Responses supported the proposal because the works would make the area safer, more pleasant and would remove the parking spaces which can block the street.

Responses opposed to the proposal were due to the loss of two on-street parking spaces.

**FINANCIAL**

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

**ATTACHMENTS**

Traffic Treatment – Shared Zones – Chapel Street Woods Lane and Liverpool Lane Darlington

Eoin Cunningham, Senior Traffic Engineer



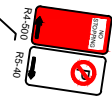
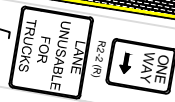
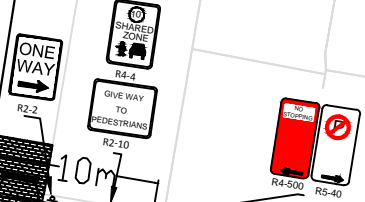
Crown Street

Palmer Street

Chapel Street

Woods Lane

Liverpool Lane



10m

10m

0m KL

10m

80m

Two parking space to be removed

KEY: DRIVEWAY  
 EXISTING KERB LINE

NEW SIGNAGE



PROPOSED SHARED ZONE CHAPEL STREET, WOODS LANE AND LIVERPOOL LANE

SCALE: NTS

DATE: June 16

PROPOSAL SKETCH