

ITEM 36. TRAFFIC TREATMENT – SHARED ZONE – FUSE STREET ZETLAND

TRIM RECORD NO: 2016/590899

RECOMMENDATION

It is recommended that the Committee endorse the installation of a Shared Zone in Fuse Street, Zetland between Epsom Road and Rose Valley Way.

VOTING MEMBERS FOR THIS ITEM

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

DECISION

BACKGROUND

As part of the Epsom Park Precinct Masterplan, it is proposed to make Fuse Street, Zetland, between Epsom Road and Rose Valley Way a Shared Zone to prioritise access for pedestrians, control vehicle speeds and improve residential amenity.

COMMENTS

Shared Zone

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 9 November 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 Shared Zone in Fuse Street, Zetland, between Epsom Road and Rose Valley Way. On 22 November 2016, RMS granted the 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.

There is currently no on-street parking on Fuse Street. Therefore the proposed Shared Zone will not effect on-street parking provision.

Continuous Footway Treatment

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

Fuse Street is a new street and has not yet been constructed, as a result traffic counts could not be obtained. The Shared Zone will provide local access and will have less than 45 vehicles per hour accessing the site.

As this maximum peak will meet the RMS warrant for continuous footpath treatments, the proposal is compliant from a traffic volume perspective.

In addition, the crossing width proposed for the continuous footpath treatments at Epsom Road and Rose Valley Way are below the RMS warrant and as such compliant with the Technical Direction – Fuse Street just south of Rose Valley Way and just north of Epsom Road is 6.7 metres wide.

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

Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road, drivers must give way to any pedestrian or other road users on the road related area. The introduction of a continuous footpath treatment reinforces the road rules.

CONSULTATION

Consultation on the Epsom Park Precinct Masterplan was undertaken as part of the Development Application process and included the creation of Fuse Street as a Shared Zone.

FINANCIAL

All costs associated with the works will be borne by the Applicant.

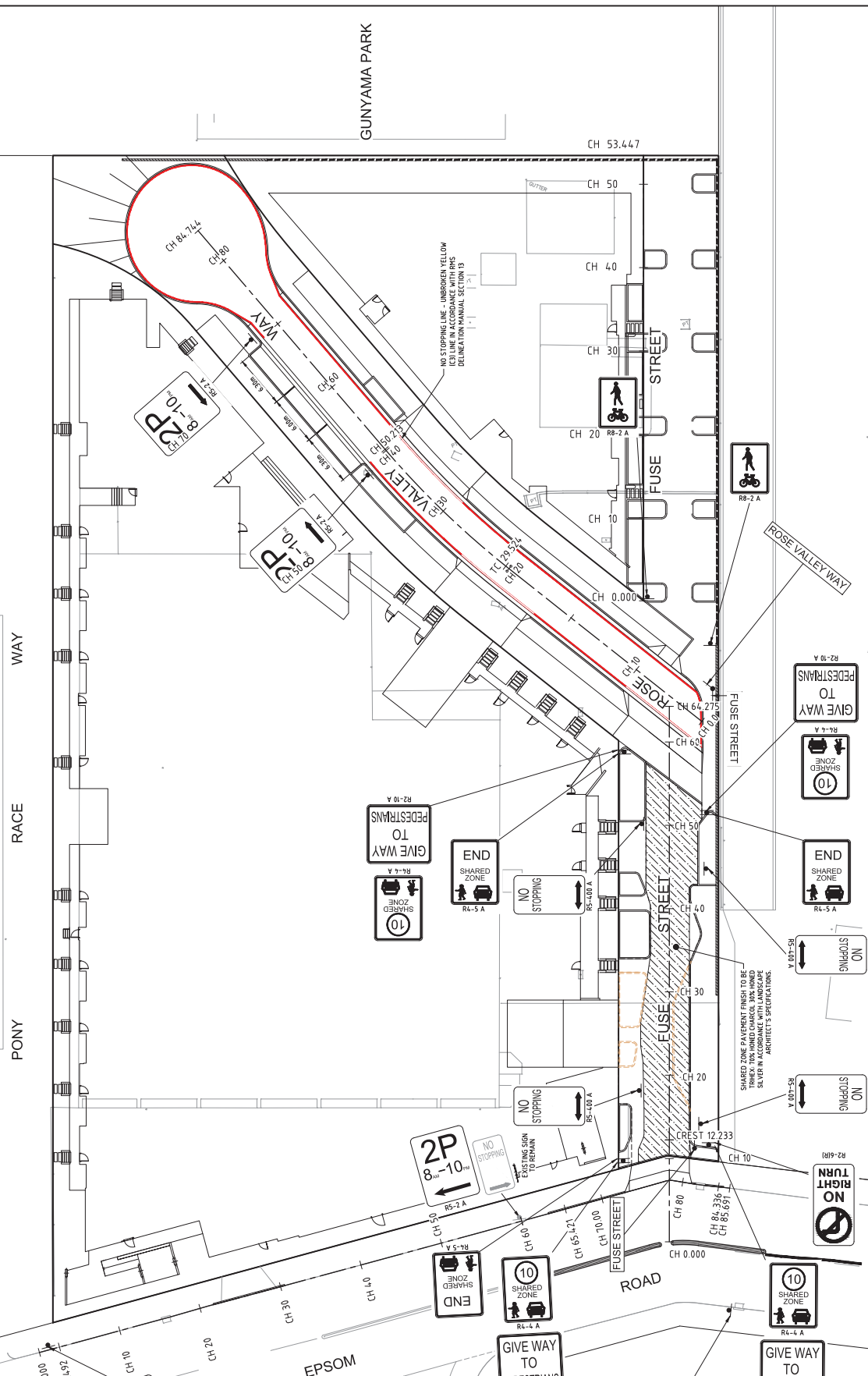
ATTACHMENTS

Traffic Treatment – Shared Zone – Fuse Street Zetland

Eoin Cunningham, Senior Traffic Engineer

PAVEMENT MARKING SCHEDULE

- NOTES:**
1. ALL SIGNAGE TO BE IN ACCORDANCE WITH THE AUSTRALIAN STANDARD AS 1742.
 2. ALL PARKING SPACE PAVEMENT MARKINGS TO BE IN ACCORDANCE WITH AS 1742.
 3. TRANSITION LINEMARKING TO SUIT EXISTING WHERE REQUIRED.
 4. RELOCATE/ REMOVE EXISTING SIGNS AS REQUIRED.
 5. REMOVE ALL REDUNDANT PAVEMENT MARKING AS REQUIRED.
 6. PROVIDE ADEQUATE APPROACH WARNING SIGNS DURING AND AFTER CONSTRUCTION.
 7. ALL LINEMARKING TO BE WHITE IN COLOUR WITH THE EXCEPTION OF TRANSITION LINEMARKING ON CONCRETE PAVEMENTS WHICH ARE TO BE YELLOW.



<p>Civil Engineers and Project Managers</p> <p>at&l</p> <p>Level 7, 153 Walker Street Sydney NSW 1500 ABN 96 130 852 405 Tel: 02 9439 1777 Fax: 02 9439 1056 www.atandl.com.au info@atandl.com.au</p>		<p>Project</p> <p>84-92 EPSOM ROAD ZETLAND</p>		<p>Status</p> <p>FOR APPROVAL</p>	
<p>Drawn</p> <p>Designed</p> <p>Checked</p> <p>Approved</p>		<p>Grid</p> <p>MGA</p> <p>Height Datum</p> <p>AHD</p>		<p>Drawing No.</p> <p>C041</p>	
<p>Scales</p> <p>1: 250 @ A1</p>		<p>Title</p> <p>SIGNAGE AND LINEMARKING PLAN</p>		<p>Project No.</p> <p>14-215</p>	
<p>Client</p> <p>KARIMBLA CONSTRUCTION SERVICES (NSW) PTY LIMITED</p> <p>Level 11, 528 Kent Street, Sydney NSW 2000 Tel: (02) 9287 2888 Fax: (02) 9287 2777 Email: info@design.melton.com.au Internet: http://www.melton.com.au</p>		<p>Bar Scales</p> <p>1: 250 @ A1 1: 500 @ A3</p>		<p>Issue</p> <p>Date</p>	
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