

**ITEM 37. TRAFFIC TREATMENT – SHARED ZONE AND ONE WAY CONTROL
– NAVINS LANE PORTMAN LANE MERTON STREET ZETLAND**

TRIM RECORD NO: 2016/629848

RECOMMENDATION

It is recommended that the Committee support the installation of:

- (A) A Shared Zone in Navins Lane, Zetland, between Portman Street and Portman Lane;
- (B) A Shared Zone in Portman Lane, Zetland; between Navins Lane and Merton Street; and
- (C) A Shared Zone in Merton Street, Zetland, between Portman Street and Portman Lane.

It is also recommended that the Committee endorse the following:

- (D) One-way westbound restriction with bicycle exemption in Navins Lane, between Portman Street and Portman Lane;
- (E) One-way southbound restriction with bicycle exemption in Portman Lane, between Navins Lane and Merton Street;
- (F) One-way eastbound restriction with bicycle exemption in Merton Street, between Portman Lane and Portman Street;
- (G) The reallocation of parking on the northern side of Navins Lane, between Portman Street and Portman Lane as “No Stopping”;
- (H) The reallocation of parking on the southern side of Navins Lane, between Portman Street and Portman Lane as “No Parking”;
- (I) The reallocation of parking on the eastern side of Portman Lane, between Navins Lane and Merton Street as “No Parking”;
- (J) The reallocation of parking on the western side of Portman Lane, between Navins Lane and Merton Street as “No Stopping”;
- (K) The allocation of parking on the northern side of Merton Street, between points 10 metres and 26.8 metres (three car spaces) west of Portman Street as “2P 8am-6pm Mon-Fri, Permit Holders Excepted, Area 37”; and
- (L) The allocation of parking on the southern side of Merton Street, between Portman Street and Portman Lane as “No Stopping”.

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 Green Square Town Centre development, a Shared Zone with one-way counter-clockwise traffic control is proposed in Navins Lane between Portman Street and Portman Lane; Portman Lane between Navins Lane and Merton Street; and Merton Street between Portman Street and Portman Lane, Zetland.

The Shared Zones will provide priority for pedestrians accessing the Green Square Town Centre development from Portman Lane and adjacent streets. The proposal maintains rear-lane vehicular access to properties fronting Portman Street.

COMMENTS

Shared Zones

Under existing conditions, the footpath widths in Navins and Portman Lanes and Merton Street are restricted, which forces most pedestrians to walk on the road. Therefore it is recommended that Shared Zones are considered in Navins and Portman Lanes and Merton Street to improve pedestrian safety and accessibility and lower vehicle speeds.

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 27 September 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 Zones in Navins and Portman Lanes and Merton Street, Zetland. On 7 October 2016, RMS 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.

Due to the narrow widths of these lanes, the proposal will require the permanent removal of some unrestricted parking spaces on the eastern side of Portman Lane, between Navins Lane and Merton Street. This kerb space will be allocated as “No Parking” to allow through traffic to safely pass pedestrians using the Shared Zone.

The proposal also includes installation of “2P 8am-6pm Mon-Fri, Permit Holders Excepted, Area 37” on Merton Street, for three parking spaces, in lieu of unrestricted kerb space. This will prevent long term parking by commuters to the area and provide a greater opportunity for residents of Portman Street to find parking.

Contra-Flow Bicycle Treatment

In regards to the proposal for bicycle exemptions on the proposed 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.

Given that:

- A site visit undertaken by the City confirmed that the sight distances in Navins and Portman Lanes and Merton Street are clear and free of obstruction in both directions;
- On-site inspections show that the AADT volume for Navins Lane, Portman Lane and Merton Street is below the limit for local streets (2,000 vpd) stipulated in the RMS Road Design Guide;
- speed counts confirmed the 85th percentile speeds in Navins and Portman Lanes, and Merton Street, are below the posted speed limit of 40 km/h; and
- A Stage 2 Road Safety Audit has been undertaken and all issues addressed.

The proposal is therefore compliant with the RMS Technical Direction for Contra-Flow Bicycle Facilities and can be delineated by signage only.

One-Way Traffic Flow

The proposal includes the provision of a counter-clockwise one-way traffic flow in Navins Lane between Portman Street and Portman Lane; Portman Lane between Navins Lane and Merton Street; and Merton Street between Portman Lane and Portman Street.

In support of the one-way change, a Traffic Management Plan (TMP) was submitted to RMS for approval. The TMP acknowledged that existing traffic volumes in Navins and Portman Lanes, and Merton Street are unlikely to be affected by the one-way change given the local access function will continue with the Shared Zone in place. On 28 November 2016, RMS approved the TMP for the one-way change.

CONSULTATION

In compliance with Section 116 of the Roads Act 1993, the City consulted with local residents and businesses for a period of 28 days during October and November 2016 and advertised the proposal in three newspapers, The Sydney Morning Herald, the Central Sydney Magazine and City Hub.

The proposal was also published on the City of Sydney's SydneyYourSay website and more than 60 residents also attended a consultation session on 25 October.

There were 94 letters sent out with 14 responses supporting the proposal and 11 responses opposing the proposal.

Submissions supporting the proposal liked the improved safety and amenity for pedestrians and bike riders.

Submissions opposing the proposal raised concerns about the reduction in parking and that vehicular access would be restricted due to the one-way traffic flow.

Based on community feedback, the proposal has been amended to include permit parking on Merton Street to offset the loss of parking in Portman Lane.

The City provided a notification letter on the final design to residents in December 2016.

FINANCIAL

All costs associated with the works will be borne by the City as part of the Green Square Plaza and Library Development.

ATTACHMENTS

Traffic Treatment – Shared Zone and One Way Control – Navins Lane Portman Lane
Merton Street Zetland

Adam McInnes, Delivery Manager



IR	DATE	DESCRIPTION
02	31.01.2017	ISSUED FOR INFORMATION
01	30.11.2016	ISSUED FOR INFORMATION



