

**ITEM 44. TRAFFIC TREATMENT – SHARED ZONE – TUNG HOP STREET  
WATERLOO**

**TRIM RECORD NO: 2017/304865**

**RECOMMENDATION**

It is recommended that the Committee support the installation of a Shared Zone in Tung Hop Street, Waterloo (i.e. a new road), between Gadigal Avenue and Lachlan Place.

**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 – Redfern LAC		
Representative for the Member for Heffron		

**DECISION**

**BACKGROUND**

The Development Consent for 13-17 Lachlan Street, Waterloo (D/2015/782) requires the Applicant to deliver a new road known as “Tong Hop Street”, between Gadigal Avenue and Lachlan Place. At the completion of the works, the new road will be dedicated to the City as a Shared Zone.

The delivery of the Shared Zone in Tong Hop Street will address Consent Conditions 54 for 13-17 Lachlan Street, Waterloo and must be constructed prior to any Occupation Certificate being issued for the redevelopment.

**COMMENTS**

The Lachlan Precinct, bounded by Bourke, Lachlan and South Dowling Streets and O’Dea Avenue, forms part of the Green Square urban renewal area and will include a new two-way east-west road, to be known as “Tong Hop Street”, which will connect Gadigal Avenue and Sam Sing Street.

The City has approved the redevelopment of 13-17 Lachlan Street, Waterloo which includes the provision of part of Tong Hop Street, between Gadigal Avenue and Lachlan Place. This section of Tong Hop Street will provide vehicular access to the development site, until the remainder of Tong Hop Street is delivered as part of adjacent development sites.

At the completion of the works, the new road will be dedicated to the City as a Shared Zone. A new Shared Zone in Tung Hop Street will prioritise access for pedestrians, control vehicle speeds and improve residential amenity.

***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 12 December 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 Tung Hop Street, Waterloo, between Gadigal Avenue and Lachlan Street. On 10 January 2017, 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 no on-street parking along the kerbspace within the Shared Zone in Tung Hop Street. Some sections of the kerbspace will have yellow line marking to indicate a "No Stopping" restriction. In addition a "No Stopping" sign will be installed in the garden beds adjacent to the travel lanes.

### ***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.

Tung Hop Street is a new street and has not yet been constructed, however the street will only provide access to two residential buildings so that the traffic volumes are expected to be low ie less than 45 vehicles per hour.

As this meets 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 treatment at Gadigal Avenue is 6.8 metres wide and is below the RMS warrant and as such compliant with the Technical Direction.

The new continuous footpath treatment **will not** effect on-street parking or traffic flows in the local area as the nearby streets are currently being created.

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 with the affected stakeholders was undertaken as a part of the Development Application process for 13-17 Lachlan Street, Waterloo.

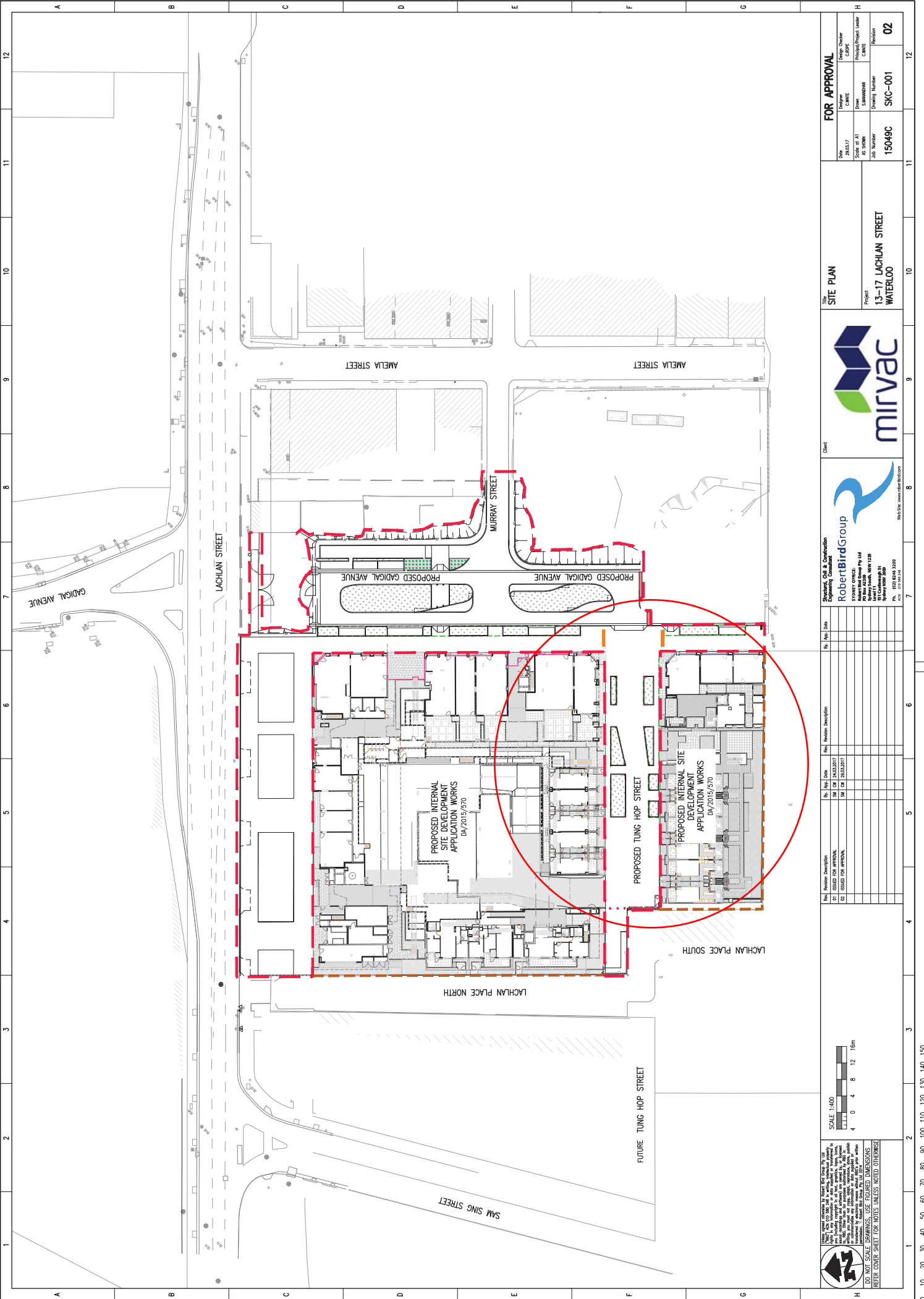
**FINANCIAL**

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

**ATTACHMENTS**

Traffic Treatment – Shared Zone – Tung Hop Street Waterloo

James Nguyen, Engineering Traffic Officer



FOR APPROVAL	
DATE	20/03/17
SCALE	AS SHOWN
JOB NUMBER	15049C
DRAWING NUMBER	SKC-001
REVISION	02

**THE SITE PLAN**

Project: 13-17 LACHLAN STREET WATERLOO



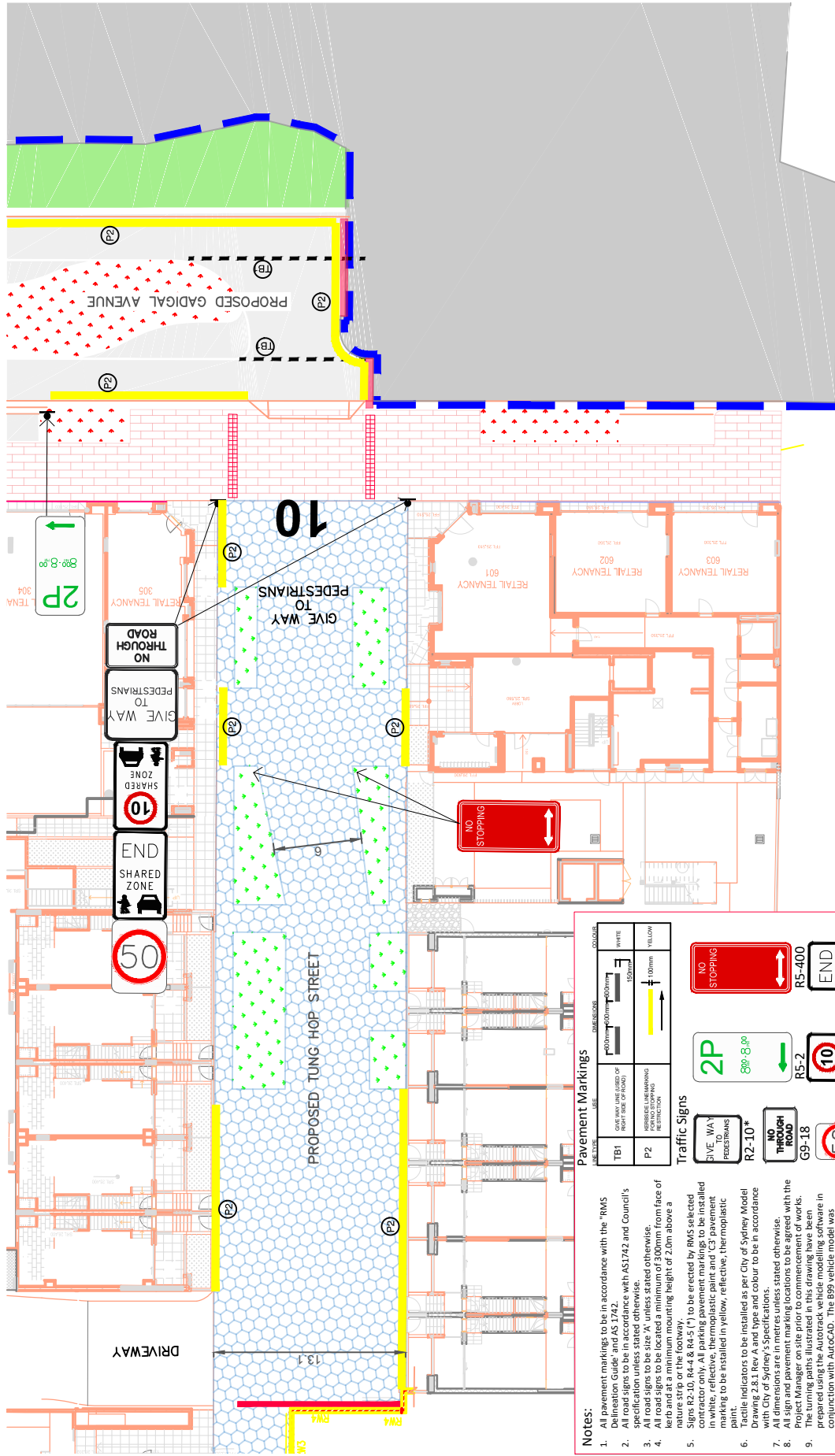
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Rev	Revision Description	By	Issue Date
01	ISSUED FOR APPROVAL	SM	23/03/2017
02	ISSUED FOR APPROVAL	SM	23/03/2017

SCALE: 1:400

DO NOT SCALE DIMENSIONS. USE DIMENSIONS  
 REFER COVER SHEET FOR NOTES UNLESS NOTED OTHERWISE







**Notes:**

- All pavement markings to be in accordance with the 'RMS Delineation Guide' and AS 1742.
- All road signs to be in accordance with AS 1742 and Council's Traffic Signage Manual.
- All road signs to be the size 'X', unless stated otherwise.
- All road signs to be located a minimum of 300mm from face of kerb and at a minimum mounting height of 2.0m above a nature strip or the footway.
- Signs R2-10, R4-4 & R4-5 (\*) to be erected by RMS selected contractor only. All parking pavement markings to be installed in white, reflective, thermoplastic paint and 'C3' pavement markings to be installed in yellow, reflective, thermoplastic paint.
- Tactile indicators to be installed as per City of Sydney Model Drawing 2.8.1 Rev A and type and colour to be in accordance with City of Sydney's Specifications.
- All dimensions are in metres unless stated otherwise.
- All sign and pavement marking locations to be agreed with the City of Sydney, Engineering Services, prior to construction.
- The turning paths illustrated in this drawing have been prepared using the AutoTrack, vehicle modelling software in conjunction with AutoCAD. The B99 vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. The Refuse vehicle model is based on data provided by CoS. While this modelling represents a conservative assessment of lane vehicle ability, it is not possible to account for all vehicle type characteristics or driver ability.

**Pavement Markings**

MARKING	LINE	DELINEATOR	COLOR
TB1	GIVE WAY LINE (SIDE OF FOOTWAY SIDE OF ROAD)		WHITE
P2	WHEELS IN MARKING (GIVE WAY TO PEDESTRIANS)		YELLOW

**Traffic Signs**

**GIVE WAY TO PEDESTRIANS** R2-10\* **NO STOPPING** R5-400

**END SHARED ZONE** R4-1 **END SHARED ZONE** R4-5\*

**50** R4-1 **NO STOPPING** R5-400

**2P 8:00-8:00** R5-2 **END SHARED ZONE** R4-4\*

**50** R4-1 **END SHARED ZONE** R4-5\*

**LEGEND**

 Tactile indicators

