

**Item 52.****Traffic Treatment - One-Way Shared Zone - Darlington Lane, Darlington**

TRIM Container No: 2018/582622

**Recommendations**

It is recommended that the Committee support the installation of a Shared Zone in Darlington Lane, Darlington, between Golden Grove Street and Codrington Street.

It is also recommended that the Committee endorse the installation of the following treatments in Darlington Lane, Darlington;

- (A) A one-way eastbound only vehicle restriction with an exemption for bicycles between Golden Grove Street and Codrington Street;
- (B) A continuous footpath treatment, just east of Golden Grove Street;
- (C) A continuous footpath treatment, just west of Codrington Street; and
- (D) Two speed cushions at the points 85 metres and 160 metres east of Golden Grove Street.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
City of Sydney	[Insert]	[Insert]
Roads and Maritime Services	[Insert]	[Insert]
NSW Police – Newtown PAC	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]

**Decision**

Decisions will be updated after the meeting.

## Background

The State Significant Development Consent for the University of Sydney Student Housing on Darlington Road requires the Applicant to provide improvements to pedestrian access at the rear of the site on Darlington Lane, Darlington. The improvements include installing a Shared Zone on the lane, between Golden Grove Street and Codrington Street.

A one-way eastbound restriction is also proposed to be provided on Darlington Lane with an exemption for bicycles. The one-way restriction will increase safety and reduce the number of conflicting movements between pedestrians and vehicles.

## Comments

Darlington Lane, Darlington is located between the proposed University of Sydney Student Housing buildings and the recently completed Business College. The new development is expected to generate two-way pedestrian movements between the buildings across the lane.

In an effort to improve pedestrian access and safety between the university buildings, it is proposed to create a Shared Zone in the lane, combined with a one-way eastbound restriction (bicycles exempted). The one-way restriction would reduce the number of conflicts between pedestrians and vehicles and therefore further increase safety.

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 8 May 2018, 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 Darlington Lane, Darlington, between Codrington Street and Golden Grove Streets. On 6 September 2018, 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.

Continuous Footpath Treatments are proposed to be provided at the entrance and exit to the new Shared Zone to improve pedestrian safety and accessibility, slow vehicle speeds and enhance the streetscape. The proposed continuous footpath treatments will comply with the RMS Technical Direction for Continuous Footpath Treatments (TDT 2013/05).

The proposal also includes the provision of two speed cushions along Darlington Lane and additional landscaping to reduce the width of the travel lane, create traffic pinch points and reduce vehicle speeds.

There are no proposed changes to parking as a result of this proposal.

## **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 and advertised the proposal in The Sydney Morning Herald and Central Sydney Magazine. In addition, there were 1,123 letters sent out with one response supporting the proposal and four responses opposing the proposal.

The submission supporting the proposal noted that the proposal would reduce vehicle speeds and facilitate pedestrian and cyclist safety and access on the laneway.

Submissions opposed to the proposal noted that the proposal limited drivers to exit the laneway onto Codrington Street only and raised concerns about increased congestion on the laneway resulting from the high use by pedestrians at the intersection.

However, given that traffic volumes using the lane is low and the new Student Housing building is expected to increase pedestrian activity in the laneway, the provision of one-way in this narrow laneway would have minimal impact and is considered essential to ensure pedestrian safety.

## **Financial**

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

**EOIN CUNNINGHAM, SENIOR TRAFFIC ENGINEER**