

Traffic Treatment - One-Way Restriction - Darlington Lane, Darlington

File No: S047162

Summary

The report recommends Council approve a one-way eastbound restriction with exemption for bicycle riders in Darlington Lane, Darlington, between Golden Grove and Codrington Streets.

Darlington Lane is currently a two-way street of approximately 3.8 metres wide and is located between the proposed University of Sydney Student Housing buildings and the recently completed Business College. The developments are expected to increase 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.

As a result of the narrow widths on the laneways, Roads and Maritime Services (RMS) has requested the implementation of a one-way restriction to provide adequate space for drivers to pass pedestrians in the lane as part of the Shared Zone. The one-way restriction will increase safety and reduce the number of conflicting movements between pedestrians and vehicles.

On 6 September 2018, RMS granted 'in-principle' approval for the proposed one-way restriction and Shared Zone on the lane.

On 13 December 2018, the Local Pedestrian, Cycling and Traffic Calming Committee endorsed the proposal for a one-way restriction and Shared Zone in Darlington Lane.

In compliance with Section 116 of the Roads Act 1993, the City consulted 1,123 properties, seeking feedback on the proposal for a period of 28 days. The proposal was also advertised in The Sydney Morning Herald and the Central Sydney Magazine.

At the conclusion of the consultation, the City received a total of five submissions, 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 with Codrington Street.

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 the narrow laneway is expected to increase safety as it would facilitate the implementation of a Shared Zone with a 10km/h speed limit and pedestrian priority.

Recommendation

It is resolved that Council approve a one-way eastbound restriction with exemption for bicycle riders in Darlington Lane, Darlington, between Golden Grove and Codrington Streets.

Attachments

Attachment A. Location Plan

Attachment B. Proposal

Background

1. In an effort to improve pedestrian access and safety between the University of Sydney Student Housing buildings and the recently completed Business College, it is proposed to create a Shared Zone in Darlington Lane, Darlington. The Shared Zone will be 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.
2. Roads and Maritime Services (RMS) granted 'in principle' approval for the Shared Zone in Darlington Lane on 6 September 2018 and the proposal was subsequently endorsed by the Local Pedestrian Cycling Traffic Calming Committee on 13 December 2018.
3. 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.
4. 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.

Key Implications

Strategic Alignment - Sustainable Sydney 2030 Vision

5. Sustainable Sydney 2030 is a vision for the sustainable development of the City to 2030 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress. This proposal is aligned with the following strategic directions and objectives:
 - (a) Direction 4 - A City for Walking and Cycling - the proposal will considerably improve pedestrian safety and accessibility, particularly in an area of high demand, and is consistent with the aspirations of the Surry Hills Pedestrian, Cycling and Traffic Calming Plan and the City's Walking Strategy.

Budget Implications

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

Relevant Legislation

7. RMS is responsible for the control of traffic on all NSW roads and has delegated to Council certain functions to regulate traffic on local roads.
8. The RMS delegation gives Council authority to approve certain traffic controls, including one-way treatments, under Part 8, Division 2 of the Roads Act 1993. This delegation can only be exercised by the elected Council and is subject to a number of conditions and limitations, including the need to obtain the advice of the Local Pedestrian Cycling Traffic Calming Committee and receive 'in-principal' approval from RMS.
9. This report seeks to formalise the realignment of Darlington Lane, between Golden Grove and Codrington Streets, from two-way traffic flow to one-way eastbound traffic flow with exemption for bicycles, in accordance with Section 116 of the Roads Act 1993.

Public Consultation

10. 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, Central Sydney Magazine. There were 1,123 letters sent out with one response supporting the proposal and four responses opposing the proposal.
11. The submission supporting the proposal noted that the proposal would reduce vehicle speeds and facilitate pedestrian and cyclist safety and access on the laneway.
12. Submissions opposed to the proposal noted that the proposal required drivers to exit the laneway onto Codrington Street and raised concerns about increased congestion on the laneway as a result of the high use by pedestrians at the intersection with Codrington Street.
13. To ensure adequate space for drivers and pedestrians to pass, the implementation of a Shared Zone on Darlington Road required a one-way restriction to be implemented. As a result of the associated University development works, there is expected to be increased pedestrian activity on the southern end of the laneway. As such, the provision of the Shared Zone is expected to increase pedestrian safety and reduce conflicts along the street.

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