

**Item 35.****Traffic Treatment - Shared Zone and Continuous Footpath Treatment - Seymour Place and Church Street, Paddington**

TRIM Container No: 2022/478500

**Recommendations**

It is recommended that the Committee support the installation of a Shared Zone in Paddington as follows:

- (A) Seymour Place, Paddington between South Dowling and Selwyn Streets; and
- (B) Church Street, Paddington between South Dowling and Selwyn Streets.

It is also recommended that the Committee endorse the installation of following treatments in Paddington as follows:

- (C) A continuous footpath treatment in Seymour Place, Paddington just west of Selwyn Street;
- (D) A continuous footpath treatment in Church Street, Paddington just west of Selwyn Street;
- (E) Speed Cushions in Seymour Place, Paddington east of South Dowling Street as follows:
  - At the point 32 metres;
  - At the point 66 metres; and
  - At the point 96 metres.
- (F) Speed Cushions in Church Street, Paddington west of Selwyn Street as follows:
  - At the point 50 metres; and
  - At the point 80 metres.

**Voting Members for this Item**

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]

Transport for NSW	[Insert]	[Insert]
NSW Police – Surry Hills PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

## Advice

Advice will be updated after the meeting.

## Background

The City has received safety concerns from residents, regarding the unusable narrow footpath in Seymour Place and Church Street obstructed by streetlights, signposts and trees. The City is therefore proposing the installation of Shared Zones in both Church Street and Seymour Place, Paddington. This will provide priority for people walking and improve access and safety for people, particularly visibility and mobility impaired users

## Comments

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 have special speed limits and approval to install them must be obtained from Transport for New South Wales (TfNSW) directly.

On 12 September 2022, in compliance with TfNSW Technical Direction for the Design and Implementation of Shared Zones (TTD 2014/003), the City sought TfNSW approval to install a Shared Zone in Seymour Place, Paddington between South Dowling and Selwyn Streets, and Church Street between South Dowling and Selwyn Streets. On 22 June 2023, TfNSW 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 along the Selwyn Street intersections with both Church Street and Seymour Place, to further highlight pedestrian priority and help alleviate congestion on the footpaths.

Continuous footpath treatments along the South Dowling Street intersections with both Church Street and Seymour Place were previously endorsed by the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC).

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

The proposal also includes the provision of three speed cushions along Seymour Place and two speed cushions along Church Street to physically reduce vehicle speeds to 10 km/h.

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

### **Consultation**

The City consulted local residents and businesses in the area. There were 306 letters sent out with five responses supporting the proposal and no responses opposing the proposal.

### **Financial**

Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached.

**HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER**