

Item 37.**Traffic Treatment - Shared Zone - Foley Street, Darlinghurst**

TRIM Container No: 2023/538058

Recommendations

It is recommended that the Committee endorse the following traffic treatments and parking changes in Darlinghurst:

- (A) A 10km/h Shared Zone in Foley Street between Crown Street and Palmer Street and between Palmer Street and Bourke Street;
- (B) Continuous footpath treatments at the following locations:
- Foley Street, east of Crown Street;
 - Foley Street, west of Palmer Street; and
 - Foley Street, east of Palmer Street.
- (C) A raised threshold in Langley Street, south of Foley Street;
- (D) Reallocation of parking on the southern side of Foley Street, between the points 10 metres and 34 metres, west of Palmer Street as "Loading Zone 6am-6pm Vehicles Under 6m Only" and "No Stopping Other Times"; and
- (E) Reallocation of parking on the western side of Palmer Street, between the points 16 metres and 28.8 metres, north of Oxford Street as "Loading Zone".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Kings Cross PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The approved mix used development (D/2020/1071/E) at 58-76, 82-106 and 110-122 Oxford Street, Darlinghurst includes a proposal to convert Foley Street between Crown and Bourke Streets into a 10km/h shared zone.

Foley Street is a one-way eastbound laneway which runs through Crown Street, Palmer Street and merges into Bourke Street in the east. The current laneway is generally used for waste collections and kerbside parking is restricted as “No Stopping” and “No Parking”. Existing footpaths on both sides are approximately 0.3 metres wide.

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

The proposed shared zone is designed according to the TfNSW guidelines “Design and implementation of shared zones including provision for parking” (TTD 2016/001).

Continuous footpath treatments and a raised threshold are proposed at all entry and exit points of the shared zone to slow down vehicles when approaching or departing the shared zone.

Concrete paving laid in decorative pattern are proposed in the shared zone to highlight the difference in the street environment from the surrounding road network. “Give Way to Pedestrians” pavement markings will be provided at the Crown Street and Palmer Street entry points.

In addition to the continuous footpath treatments, raised threshold and concrete pavers, bollards are proposed on the southern side of Foley Street, between Crown and Langley Streets. The bollards are proposed to narrow the travel lane widths, slow vehicles down and provide safe outdoor dining spaces within the shared zone. The proposed traffic treatments in the shared zone will encourage consistently slow driving and ensure compliance with the 10km/h speed limit.

Shared zone regulatory traffic signs will be installed at the entrance and exit points of the shared zone to clearly inform drivers of the start and end points and the change of traffic conditions in the shared zone.

As part of the development requirements, three loading zones are proposed on the southern side of Foley Street between Crown and Palmer Streets. The loading zones will operate between 6am-6pm 7 days a week and will only be limited to vehicles under 6 metres long. Delivery vehicles longer than 6 metres will be using the loading zones in Palmer Street to service the buildings.

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.

Consultation

Consultation was carried out as part of the development application process.

Financial

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

CLEMENT LIM, TRAFFIC MANAGER - CITY NORTH