

**Item 42.****Traffic Treatment - Shared Zone - Earl Street and Springfield Lane, Potts Point**

TRIM Container No: 2024/680228

**Recommendations**

It is recommended that the Committee support the installation of the following traffic treatments in Potts Point:

- (A) A 10km/h Shared Zone in Earl Street between Earl Place and Orwell Street;
- (B) A 10km/h Shared Zone in Springfield Lane between Springfield Avenue and Earl Street;
- (C) A continuous footpath treatment (CFT) in Earl Street, north of Earl Place;
- (D) A CFT in Springfield Lane, west of Springfield Avenue; and
- (E) A speed cushion in Earl Street, south of Orwell Street.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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

Both Earl Street and Springfield Lane feature narrow footpaths which restricts pedestrian movements. The City is proposing to install Shared Zones and various traffic treatments in both streets to calm traffic and improve pedestrian safety and amenity.

## 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. To enhance safety and awareness in the Shared Zone, the proposal will include the following traffic treatments:

- CFTs at the Shared Zone entry points in Earl Street and Springfield Lane to highlight pedestrian priority and calm traffic;
- A speed cushion in Earl Street just south of Orwell Street to slow vehicles down when approaching the intersection;
- Coloured and stamped road pavement to highlight the shared environment.

The design explored the option of implementing a CFT instead of a speed cushion on Earl Street, south of Orwell Street. However, flood studies identified significant challenges associated with the CFT, leading to the recommendation of a speed cushion as the preferred solution. The speed cushion will be installed in an offset position to minimise accessibility issues for users with mobility impairments.

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.

The proposed Shared Zone will create a pedestrian-friendly environment that allows people 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 are no impacts to parking as part of this proposal and the treatment will not affect traffic flow.

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

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.

In June 2023, the City proposed installing a Shared Zone in Springfield Lane and a short section of Earl Street between Springfield Lane and Orwell Street. After further design review and community input, the project scope was expanded to cover the entire length of Earl Street from Earl Place to Orwell Street.

**Consultation**

The City consulted on the original proposal in June 2023. The initial feedback received one support and three objections. The people that objected to the proposal raise concerns about noise generated from the speed cushions and do not support the implementation of a 10km/h speed limit in the laneways.

In November 2024, the City distributed 1291 letters to local residents and businesses to provide updated information about the proposal. The City received one expression of support and one objection to the proposal.

The submission in support believes that the traffic treatments will enhance pedestrian safety and the overall amenity of the laneways.

The opposing submission expressed that the proposal addresses a non-existent issue and would result in an unnecessary expense.

**Financial**

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

**CLEMENT LIM, TRAFFIC MANAGER-NORTH**