

Shared Zone

Garden Street Eastlakes



Council is proposing to establish a Shared Zone in Garden Street, Eastlakes.

A Shared Zone is intended to provide a balance between the competing needs for parking, clear access and safety of pedestrians in Garden Street.

For many years there has been a practice of drivers parking partly on the footpath in Garden Street, Eastlakes due to the narrowness of the street and the limited on-site parking. This practice restricts access to driveways and the footpath and for Emergency Vehicles. A number of concerns have been raised about the restricted access on a number of occasions.

The existing parking practices are in breach of the following NSW Road Rules 2014:

- ▶ **Rule 197 (1)** Stopping on a path, dividing strip, nature strip, painted island or traffic island
- ▶ **Rule 198 (1)** Obstructing access to and from a footpath, driveway etc
- ▶ **Rule 208 (1) Sub Rule (7) and (8)** Parallel parking on a road (except in a median strip parking area)

Bayside Council and the former City of Botany Bay have investigated a number of options for restricted parking and one-way traffic flow on previous occasions and canvassed residents on all the proposals. Due to lack of support from the community the proposals were not progressed.

Current and historical traffic studies in Garden Street indicate that traffic volumes and speeds are low. Daily traffic volume in Garden Street is 150 vehicles and 85th percentile speed is 38km/h.

Garden Street is therefore suitable and meets all the criteria set by Transport for New South Wales (TfNSW) for implementation of a Shared Zone.

What is a Shared Zone?

A Shared Zone is where the road space is safely shared by pedestrians and vehicles. Pedestrians and quality of life take precedence over ease of vehicle movement. The maximum speed limit is always 10 km/h. Drivers must always give way to pedestrians.

Shared zones are specifically designed for pedestrian priority where the road is narrow and pedestrian access along existing substandard (less than 1.2 metres) footpaths is limited, and/or where on-road parking on one or both sides of the road restricts the free movement of vehicles along the road (especially emergency and service vehicles).

A shared zone aims to create a shared safe street corridor of movement for pedestrians and vehicles whilst displaying that all road users are equal.

The reduced speed limit assists with better vehicle control by drivers and improve safety for pedestrians and cyclists.

How will the Shared Zone in Garden Street be distinguished?

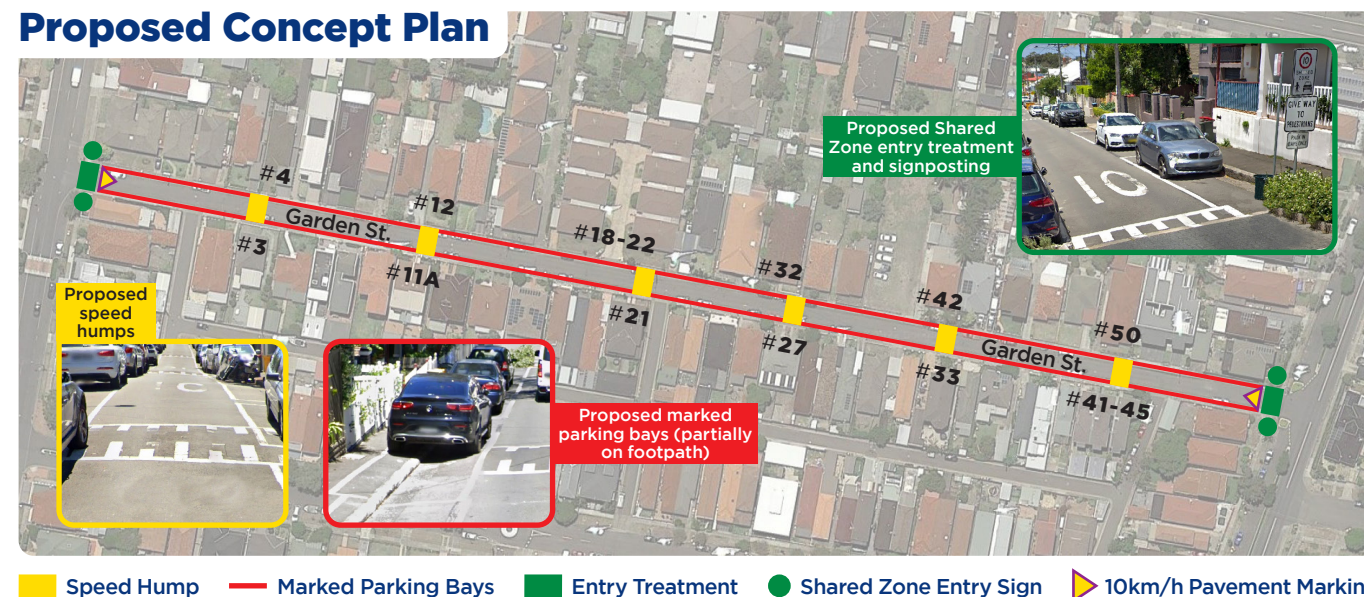
Shared zones employ a range of regulatory and non-regulatory treatments to indicate a change in environment and priority.

Where parking is provided in a shared zone, it is only allowed in marked bays and must have the relevant signage provided.

The following treatments and signage will be installed in Garden Street:

- ▶ Entry treatments at the intersections with Maloney Street and St Helena Parade.
- ▶ A series of traffic calming treatments (six speed humps) at regular intervals to maintain a self-enforcing slow speed environment.
- ▶ Marked parking bays for parking along Garden Street.

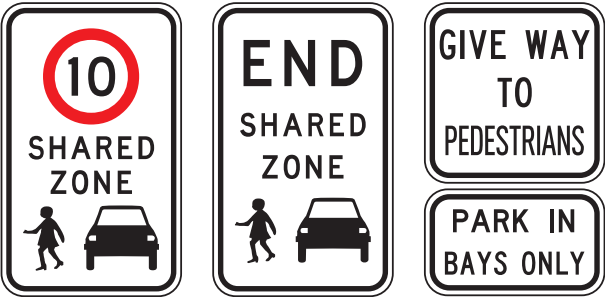
Proposed Concept Plan



The following signage will be installed at either end of Garden Street to ensure that drivers and pedestrians are aware of the different driving conditions.

It must be noted that any changes to the proposed location and/or number of speed humps within Garden Street resulting in non-compliance with TfNSW Shared Zone policy may result in the scheme being not approved by TfNSW.

A Watts Profile speed hump is proposed for Garden Street, which has a smooth shape that reduces noise compared to other shaped speed humps.



▲ Sign to clearly display start of Shared Zone

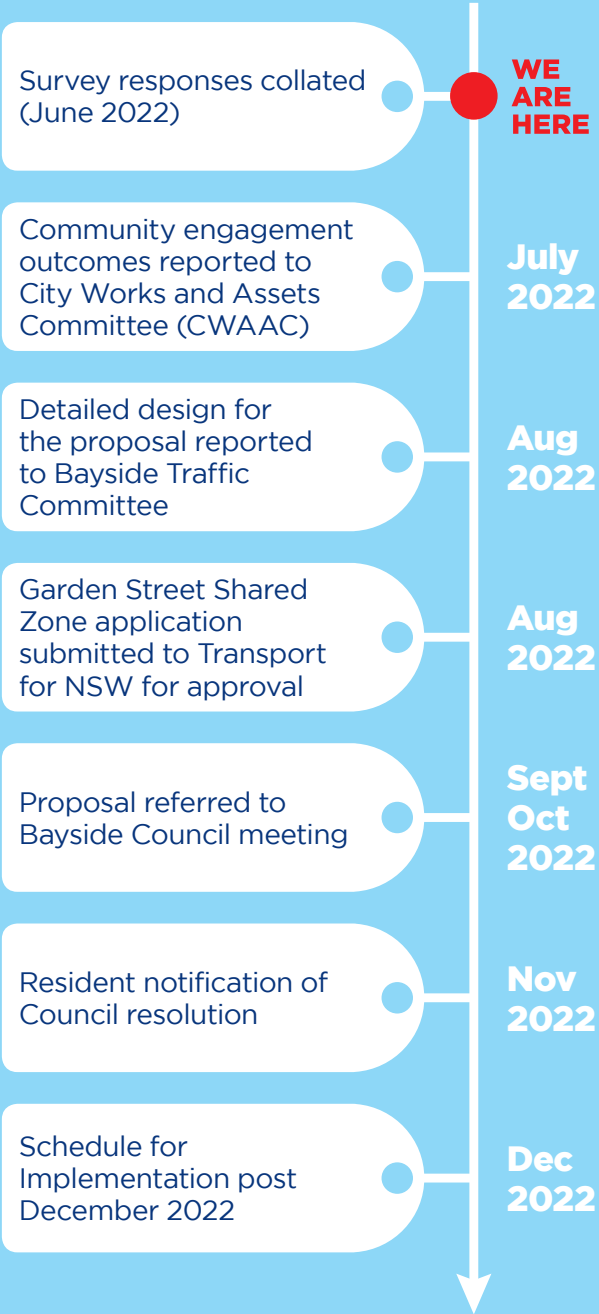
▲ Sign to clearly display end of Shared Zone

▲ Signs utilised at the start of Shared Zone

Shared Zone Advantages

- ▶ Low speed driving conditions through the use of traffic calming devices.
- ▶ Space for pedestrians to walk safely and legally within the road carriageway.
- ▶ Retain parking whilst maintaining two-way traffic flow in narrow streets.
- ▶ Improve access for emergency vehicles and general traffic.
- ▶ Compliance for access and parking as per legislation.

Next steps and indicative timeline



Suitability of Shared Zone for Garden Street

(as per TfNSW criteria)

SHARED ZONE CRITERIA	GARDEN ST SUITABILITY
Current traffic flow \leq 100 vehicles per hour and \leq 1000 vehicles per day	✓
Current speed limit \leq 50 km/h	✓
Length of shared zone \leq 400 metres	✓
Current speed limit of adjoining roads \leq 50 km/h	✓
Current minimum carriageway width of 2.8 metres	✓
Street is not located along bus or heavy vehicle routes except for delivery or garbage trucks	✓
Street with narrow or no footpath	✓

Council encourages you to complete and return the attached questionnaire to inform the proposal and Council’s decision-making process. Alternatively you can complete the survey online on Council’s website at: www.bayside.nsw.gov.au/trafficnotices

For more information or inquiries regarding the proposal, please contact Council’s Traffic and Road Safety Team via:

Email trafficsurveys@bayside.nsw.gov.au
Phone 02 9366 3811
Write PO Box 21, Rockdale NSW 2216



Scan the QR code to complete the survey online



Bayside Customer Service Centres

Rockdale Library
444-446 Princes Highway, Rockdale

Westfield Eastgardens
152 Bunnerong Road, Eastgardens
Monday to Friday 8:30am – 4:30pm

www.bayside.nsw.gov.au