

# 1 Chapman Lane Shared Zone

## 1.1 Roads and Maritime Requirements

Reference is made to the RMS Technical Direction TTD 2016/001 Design and Implementation of Shared Zones Including Provision for Parking (which supersedes TTD 2014/003). This technical direction classifies shared zones into two categories as follows:

*Category 1 (Cat 1) – shared zone is provided on a road related area, has clearly different coloured and textured surface treatments from the surrounding roads and typically does not have kerbs*

*Category 2 (Cat 2) – shared zone is provided on a road which includes footpath parking and has substandard footpath widths, retains kerbs and has traffic calming devices and treatments to regulate speeds to 10km/h*

The proposal would be considered a Category 1 shared zone due to the following:

- > Chapman Lane is a road related area
- > Chapman Lane is proposed to have brick paving type surface treatment, which is noticeably different from the surrounding road network
- > Will not have kerbing except for kerbs abutting the shoptop housing for drainage purposes and maintaining access to off-street parking
- > Will not permit footpath parking as it will be No Parking for its entire length.

Furthermore, the Centre for Road Safety Shared Zone Policy (July 2012) outlines the following site criteria for shared zones.

Feature	Criteria	Application Response
Current Traffic Flows	$\leq 100$ vehicles per hour and $\leq 1000$ vehicles per day	Chapman Avenue provides access to some 7 private garages / car spaces.  The turnover of these car spaces would not exceed the thresholds of 100 vehicles per hour or 1000 vehicles per day.  Chapman Avenue is proposed to be a dead-end, therefore there is no through traffic generated.
Current Speed Limit	$\leq 50$ km/h	Currently, Chapman Avenue is default 50km/h (urban area under Australian Road Rules)
Length of Proposed Shared Zone	$\leq 400$ m	Propose shared zone is approximately 60m
Current Speed Limit of Adjoining Roads	$\leq 50$ km/h	Adjoining Tryon Road is 50km/h,
Current Carrigeway Width	Minimum trafficable width of 2.8 metres	Trafficable width is 5.8m
Route Access	Must not be located along bus routes or heavy vehicle routes except delivery or garbage trucks	Chapman Lane does not form any heavy vehicle or bus route, other than waste collection for vehicles up to 6.4m in length.

Streets with Narrow or No Footpaths	Where pedestrians are forced to use the road	No footpaths are provided along Chapman Lane
Kerbs	Kerbs must be removed unless excepted by the RMS	Kerb at the rear of Lindfield Avenue properties is provided for drainage purposes.

## 1.2 Shared Zone Guidelines

The following shared zone design principles, and features of the proposal are outlined below:

### Street space / kerb & gutter / delineation

Brick paving is proposed to clearly delineate a different road condition than the surrounding road network. This will adequately prompt the motorist that they are not in a 'normal' roadway.

The entry is a driveway layback and thus will immediately require reduce speeds when turning from Tryon Road and to limit speeds to 10km/h within the laneway.

### Entrance / exit points

A single entry and exit point is proposed, with accompanying signage distinguishing the start (and end) of the shared zone. The proposed brick paving also starts at the footpath / driveway entry.

### Traffic signs

Regulatory traffic signs are proposed at the entry (and exit) of the shared zone in accordance with Australian Road Rules and RMS specification.

### Pavement surface

The proposed pavement surface is brick paved and will be noticeably different to the surrounding road network.

### Traffic calming features / treatments

Traffic calming (humps, chicanes) are not provided, rather the entry to the laneway will be a driveway layback profile, requiring vehicles to slow when turning from Tryon Road. The length of the laneway is relatively short (~60m) and restricted to authorised vehicles only.

### Forward Visibility

Forward visibility cannot be avoided along the straight alignment of Chapman Lane. The laneways position adjacent to the at-grade grassed area of the Lindfield Village Green, narrow street width, presence of garages and people all result in friction to vehicle movement and perceived need to reduce (or maintain) low travel speed.

### Vehicle mix and accessibility requirements

Access for small trucks has been accommodated into the design. The frequency of small trucks is considered to be relatively low. Similarly, the frequency of standard vehicles is also considered to be relatively low due to the presence of only 7 off-street car spaces.

### Car Parking

Parking will not be permitted along the shared zone. Parking in off-street garages will be maintained.

### Bicycles

Cyclists will be able to safely traverse the shared zone and the design features of the shared zone are considered to be bicycle friendly.

### Mobility and vision impaired requirements

It is understood the shared zone complies with respective clauses of AS1428.4.1

### Lighting and drainage gates

Drainage along the shared zone has been provided and caters for pedestrians and cyclists.

Lighting is also provided along the laneway to ensure visibility is maintained during low light levels.