

RELEVANT INFORMATION FOR COUNCIL

FILE: X001962.022 **DATE:** 27 March 2017
TO: Lord Mayor and Councillors
FROM: Amit Chanan, Director City Projects and Property
THROUGH: Monica Barone, Chief Executive Officer
SUBJECT: Information Relevant To Item 7.7 – Wilson and Burren Street Cycleway -
At Council - 27 March 2017

Alternative Recommendation

It is resolved that Council:

- (A) approve the **amended** scope of the Wilson and Burren Street cycleway and footpath improvements project, as described in the subject report and shown in the drawings in Attachments A and B to the subject report, **and outlined in clauses (B), (C) and (D) below** for progression to **detailed** design development, documentation and construction tender;
- (B) **approve the refined design for the Burren Street cycleway at the Macdonaldtown Station entry as shown in Appendix A to this memo;**
- (C) **approve that community consultation be undertaken on angled parking in Holdsworth and Randle Streets, and changes to parking restrictions as described paragraph 25(d) of the subject report, which require Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC) approval, be included in the project scope;**
- (D) **approve that community consultation be undertaken on the provision of drop off zones at Ivy Street and Carriageworks, which require LPCTCC approval, be included in the project scope;**
- ~~(B)~~ (E) note the estimated project costs as detailed in confidential Attachment C to the subject report; and
- ~~(C)~~ (F) note that the project is subject to future funding from the Transport for NSW Active Transport Program.

Background

At the meeting of the Environment Committee on 20 March 2017, a number of issues were raised by members of the community and Councillors. Further information regarding each item is provided below:

1. Parking loss and restrictions

Following feedback from community consultation, the project has reviewed opportunities to minimise resident parking loss. The opportunities to offset parking loss are as follows:

- Implementing parking restrictions to the south side of Copeland Avenue to provide approximately 18 resident parking spaces.
- Converting parallel parking to angled parking in Randle Street and Holdsworth Street to provide approximately 12-13 additional parking spaces (previous proposal for Pine Street has been removed following additional feedback from the post Committee briefing regarding the potential conflicts between cyclists and cars).
- Provision of additional drop-off spaces at Carriageworks and at Ivy Street.

Next steps include community consultation on the changes to parking arrangements and restrictions and is subject to approval by the Local Pedestrian Cycling and Traffic Calming Committee (LPCTCC).

2. Macdonaldtown Station area - Safety for people walking and riding

An amended design with a separated cycleway in the section of Burren Street between Albert Street and Leamington Lane has been prepared (see Appendix A).

The option includes a two-way separated cycleway between Albert Street intersection and Leamington Lane, and a dedicated space for bike riders at the intersection at Leamington Lane, allowing a safe space to stop before crossing the footpath and entering the separated cycleway on Burren Street.

Detailed design based on the above revised concept will be developed in the next stages of the project.

3. Alternative cycleway routes

Burren Street forms part of the regional bicycle route that provides a connection between Sydney University and the University of New South Wales. It also intersects with the Newtown to Bondi Junction Regional Cycle Route at Wilson Street, connecting people from the south and west to the CBD.

Burren Street is the most direct and legible link between Bridge Street to the south, and Bucknell Street and Missenden Road to the north. Burren Street is one of two streets that cross the railway corridor providing this north / south link. The second street is Erskineville Road, which supports the village centre between Erskineville Station and Rochford Street, where it narrows to a two-way only carriageway to King Street.

Alternative routes were reviewed during the development of the concept design, including separated bi-directional cycleway on Burren Street and Pine Street.

A two-way cycleway on Burren Street would have resulted in further parking loss and/or loss of street amenity and impacts on significant trees.

For a separated two-way cycleway on Pine Street, the route must connect through Leamington Lane. The pedestrian space at Macdonaldtown Station is too narrow for a separated two-way cycleway and footpath, however a shared path could be used in this space.

The options of a two-way cycleway on Pine Street and one-way pair on Pine Street and Holdsworth Street were ruled out because both these options bring riders travelling in two directions to the Leamington Lane entry at Macdonaldtown Station. The unusually restricted geometry of this intersection was deemed unsuitable to accommodate two-way cycle traffic, which must cater for increased cycle traffic into the future.

The proposed scheme for a one-way pair on Burren Street and Pine Street balances the need for improved safety for bike riders and the impacts on existing street and pedestrian amenity, and addresses the site constraints of the street alignments and narrow road corridors.

4. Wilson and Burren Street intersection and changes to local traffic to Brocks Lane

Local access changes to Brocks Lane have come about through integrating the separated cycleway and creating a safe and clear T-intersection.

In order to retain priority to Burren Street and Wilson Street (two way section east of Burren Street), the one-way section of Wilson Street extends beyond the Brocks Lane intersection. This generates the local access changes to Brocks Lane.

Peak period traffic counts indicate up to 950 vehicles travel through this intersection, of which 17 vehicles in the morning and 59 vehicles in the evening enter Brocks Lane from Burren Street or head west from Wilson Street. As a comparison, there are 251 bike riders through this intersection.

The footpath is extended at Jack Haynes Rest Reserve and includes additional garden beds along Wilson Street, improving street amenity and protection between the reserve and the road.

5. Pedestrian accessibility and safety

There was concern about unloading from a vehicle parked on the cycle path side of Wilson Street, and unloading children or people with less mobility.

The cycleway is a two-step profile with a median separating the cycleway and parked cars. The median is flush with the cycleway allowing more room for unloading from parked cars. The existing alignment of the kerb is retained and, with the verge, provides the separation between the footpath verge and cycleway.

The parking and traffic lanes is in line with standard road widths and similar to local roads. These widths allow for safe driver access to parked cars.

In addition, the cycleway profile maintains permeability when crossing the street. The median provides a space, or verge for people crossing the road, to pause and check for bike riders.

The proposal includes several improvements to improve pedestrian accessibility and safety:

- Pedestrian crossings

The proposal includes a new pedestrian crossing at the Wilson and Burren Street intersection. The existing raised pedestrian crossing at Hollis Park is retained.

Some submissions queried the location of the proposed crossing. Further detailed design will review paths of travel and ensure adequate sight lines to confirm the final location of the pedestrian crossing.

The project will continue to advocate for two additional crossings – one near Albert Street on Burren Street to provide safe crossing for people between Macdonaldtown Station, and one at Codrington Street to provide a safe crossing point at the entry to Carriageworks. These crossings will be subject to agreement with RMS.

- Continuous footpaths and shared environments at local streets - the paved threshold signals drivers to slow down and give-way to pedestrians, which also supports road rules for cars to give way to pedestrians. Drivers and bike riders give way to those already in the intersection.
- Footpath widening at intersections to reduce crossing distances and improve sight lines.
- Future 40km/hr speed zone: the above proposals and additional flat top speed humps and paved roadways at intersections will support a future 40km/hr speed zone application. The three new and three existing speed humps are located at mid-blocks to support the slowing of traffic. The RMS is supportive of the City seeking a 40km/hr speed zone subject to design and installation of physical measures.

6. Uncertainty of future train services at Erskineville station

Following the commencement of works to convert the Bankstown Line to Metro rail operations, the Bankstown Line will no longer serve Erskineville and St Peters stations. Transport for NSW has assured the City that either the Illawarra or East Hills lines will serve Erskineville and St Peters, and current service levels will be maintained at a minimum. Following the commencement of City and South West Metro services in 2024, passengers are likely to interchange between rail and metro services at Sydenham, effectively increasing the available capacity for passengers travelling to or from Erskineville and St Peters.

The City continues to advocate for improved transport services to meet the needs of urban renewal in the Ashmore Precinct.

7. Pedestrian wayfinding to Carriageworks

Pedestrian wayfinding signage around Redfern and Darlington is currently proposed to be rolled out in the 17/18 financial year. The package includes wayfinding to Carriageworks from Redfern Station and Sydney University, and along Wilson Street, Abercrombie Street and Lawson Street.

8. Project Consultation Summary (to date)

To date, the consultation for the Wilson and Burren Streets project has been comprehensive and robust, resulting in a large number of submissions and a high level of community engagement.

Activities have included:

- A consultation letter sent to 3,850 local residents and businesses informing them of the project and submission details.
- A submissions webpage on sydneyyoursay.com.au.
- A sydeycycleways.net project page with links to the sydneyyoursay.com.au page.
- The concept design was displayed in at the One Stop Shop in Town Hall House, Redfern Neighbourhood Service Centre and Newtown Library.

- Five face-to-face engagement sessions in Redfern and Newtown.
- Social media engagement.
- Doorknocking.

The online engagement was very successful and provided the second highest number of visitors to the project page and the third highest number of submissions for the Feb 16 – Jan 17 period. The plans were also viewed 2,084 times.

Project	Number of visitors	Number of submissions
Sydney Cycleways – Wilson and Burren Streets	905	156
Sydney Park Skate Park	504	249
Social Sustainability	1133	466

There was a high level of engagement through social media channels. A Facebook/SydneyCycleways video post showing the route of the cycle connection with a link to SydneyYourSay submissions page reached 12,500 people, attracted 160 likes, 13 shares and 29 comments.

The project was also posted on SydneyCyclist.org. Both group forums encouraged debate and consideration of different perspectives and concerns. Eight tweets were sent from @sydneyyoursay and @sydneycycleway.

Five face-to-face information sessions were held; Hollis Park and Jack Haynes Reserve on 13 December and Wilson Street on 1, 6 and 8 December 2016.

Door knocking is rarely undertaken as a consultation tool for City projects. However, doorknocking was used as an extra tool to help reach residents around Burren Street.

Properties on Burren, Pine, Wilson, Watkin, Georgina and Yaralla Streets, Copeland and Warren Ball Avenues and Brocks Lane were doorknocked and calling cards distributed.

The City received a petition objecting to parking loss and access to Brocks Lane with 307 resident signatures. The signatures were from 240 households, representing around six per cent of stakeholders in the area.

Amit Chanan, Director City Projects and Property

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TRIM Document Number: 2017/154646

Attachments

Appendix A – Refined Design for Macdonaldtown Station entry

approved

P. M. Barone

Monica Barone, Chief Executive Officer

APPENDIX A

**REFINED DESIGN FOR
MACDONALDTOWN STATION ENTRY**

APPENDIX A

Refined Design - Macdonaldtown Station entry Wilson and Burren Street Cycleway

