

ATTACHMENT A

**CONSULTATION PLANS AS EXHIBITED
FOR COMMUNITY CONSULTATION FROM
APRIL TO MAY 2013**

ABOUT THE PROJECT

Broadway Link Streetscape Improvements

The City of Sydney is proposing streetscape improvements to provide a greener and safer walking and cycling connection between Darlington and Ultimo via Broadway.

This is a popular walking and cycling route and we want to make it safer for everyone. The 1.5 kilometre upgrade includes footpath widening and new paving, new landscaping and tree planting, better lighting, new tram ramps, extra pedestrian crossings and speed cushions and a 40km/h speed limit to slow traffic.

Improvements are proposed in Shepherd Street from Wilson Street Darlington, in Myrtle, Meagher, Balfour Streets and in Jones Street Ultimo as far as Mary Ann Street.

Key design elements include:

- Better street lighting
- Footpath widening to improve accessibility and safety
- More planting and trees
- Signage to increase bike rider safety
- Sections of shared pedestrian and bike paths are proposed at Balfour Street Park, Central Park, Peace Park and Jones Street Ultimo from Broadway to Mary Ann Street while the UTS site is under construction
- A speed limit of 40km/h in line with most of the surrounding streets.
- New signalised pedestrian crossings at Cleveland/Shepherd Street and Abercrombie/ Myrtle Street intersections
- 13 car parking spaces will be removed and 10 will be added, leaving a total loss of three spaces.

• For more information about the City of Sydney's Regional Bike Network visit sydneycycleways.net



City of Sydney Regional Bike Route Network Map

Have your say

We would love to hear your feedback.

Your comments will be considered in the next phase of the design and the proposal reported to Council for endorsement. The necessary approvals from the State Transit Authority and Roads and Maritime Services will then be sought to allow the project to begin.

You can view and download these design plans at sydneycycleways.net under 'The Network' and 'Current Projects'.

Please submit your comments by 6pm 5th May to Adam Lander at alander@cityofsydney.nsw.gov.au or by post to:

The Chief Executive Officer
Attn: Adam Lander
City of Sydney
GPO Box 1591
Sydney NSW 2001

More information

Please contact Adam Lander, Community Engagement Coordinator, on 02 9265 9333 or email alander@cityofsydney.nsw.gov.au

Drop in Session

Pine Street Creative Arts Centre
64 Pine Street Chippendale
30th April (9am-10am and 4pm-5pm)

Project timeline

Consultation Period
Design Development
Estimated tender for construction
Estimated construction commencement

15th April - 5th May 2013
June - July 2013
November 2013
April 2014

BROADWAY LINK

BROADWAY LINK

Pedestrian access and amenity

The proposed streetscape improvements include features to improve safety, access and amenity for pedestrians.

- New prism ramps will be installed to improve access.
- There will be new pedestrian crossings at the Shepherd and Cleveland Street intersection and the intersection of Abercrombie and Myrtle Streets
- Shared zones will be introduced on Shepherd Street and Grafton Lane to improve safety and access to the university.
- Street trees, landscaping and garden beds that capture and treat stormwater will create a greener and cleaner environment.

Bike rider safety

The Broadway Link aims to provide a safe and attractive route to encourage people to ride their bike. The proposed 40km/h speed limit and traffic calming treatments will slow traffic and improve safety.

Shared paths at Balfour Street Park, Central Park and the Jones Street closure in Ultimo will be improved for safety and signs and pavement markings will be installed.

Darlington 40km/h speed zone

Following community consultation in 2009, the 40km/h speed limit that currently exists on many local streets will be extended to all of Darlington. This will complement the 40km/h speed zone in Chippendale.

Travelling at lower speeds improves a driver's ability to stop quickly and avoid crashes. It will provide a safer environment everyone.

The proposed 40km/h speed zone is bound by Cleveland Street, Shepherd Street, Codrington Street, Darlington Road, Golden Grove Street and Wilson Street.

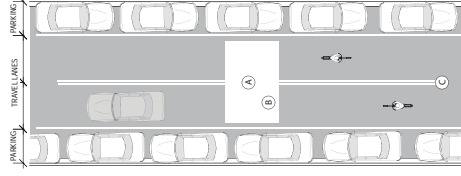
THRESHOLD TREATMENTS

Threshold treatments are a coloured and/or textured road surface treatment that contrasts with the adjacent road surface. Their purpose is to alert drivers that they are entering a different driving environment by the use of visual and/or tactile clues.

In this example a flush threshold treatment between parking lanes is illustrated. This would typically be located in a mid-block location to alert traffic which has entered from adjacent local roads that they have entered into a mixed traffic environment.

Threshold treatments aim to reduce:

- speeds;
- traffic volumes and
- increase bicycle safety.



A Threshold treatment
Contrasting textured marking
B Bicycle symbol
C 5 x 2.1100x180mm white
D Dividing lines
E BB Dividing Lines

SLOW POINTS

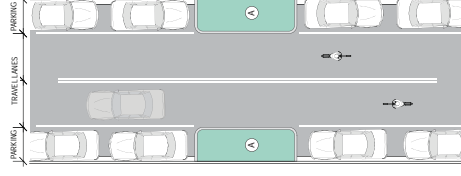
Slow points are a series of kerb extensions which narrow the roadway and reduce vehicle speeds.

Slow points can reduce speeds, traffic volumes and improve bicycle safety.

The adjacent diagram illustrates a typical slow point where a series of kerb extensions on opposite sides of the roadway narrow the travel width.

Slow points/planted kerb extension treatments:

- Reinforce to drivers that the street is different to a traffic environment;
- Reinforce the local nature of the area and the local function of the street;
- Increase safety by reinforcing vehicle and pedestrian paths.



A Slow point/kerb extension

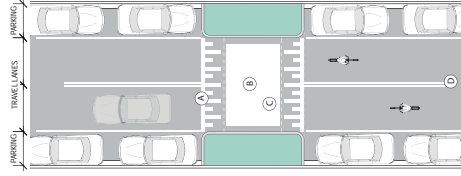
FLAT TOP SPEED HUMPS

Flat top speed humps are typically raised no more than 75mm higher than the normal street level. Ramp gradients are designed to reduce impact on bike riders and reduce vehicle speeds.

In the adjacent diagram, a flat top speed hump is accompanied on both sides by planted kerb extensions to increase safety.

Flat top speed humps typically reduce:

- speeds;
- traffic volumes and
- increase bicycle safety.



A Flat top speed hump
(75mm high with a flat top)
B Threshold treatment
Contrasting low used pavement marking
C Bicycle symbol
D 5 x 2.1100x180mm white
E Dividing lines
BB Dividing Lines

TRAFFIC SPEED MANAGEMENT



Darlington 40km/hr Speed Zone

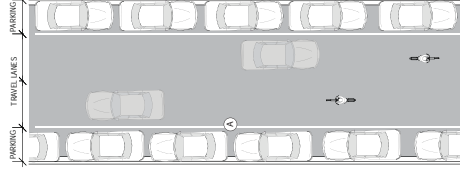
LINE MARKING

Line marking is used to regulate traffic movements and calm traffic. It helps to discourage speeding and prevent through traffic from short-cutting.

A solid white line shows the extent of the parking lane. It has been used along this route to ensure that parked cars are located as close to the kerb as possible.

Line markings typically reduce:

- speeds;
- traffic volumes and
- increase bicycle safety.



A Kerb edge parking restriction lines
B Edge line
(continuous, 100-150mm wide, white)

VERTICAL SIGNS

Vertical signs can be placed within kerb extensions to help reinforce safe motorist behaviour and help define the street as a 'special' and different traffic environment.

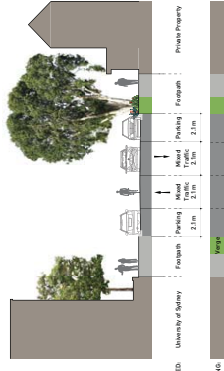
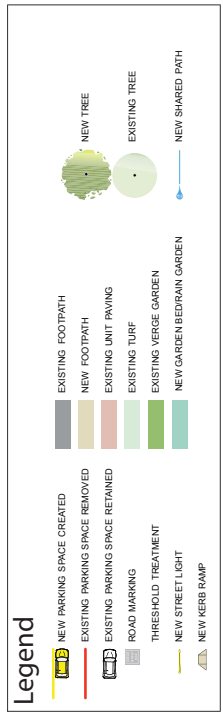
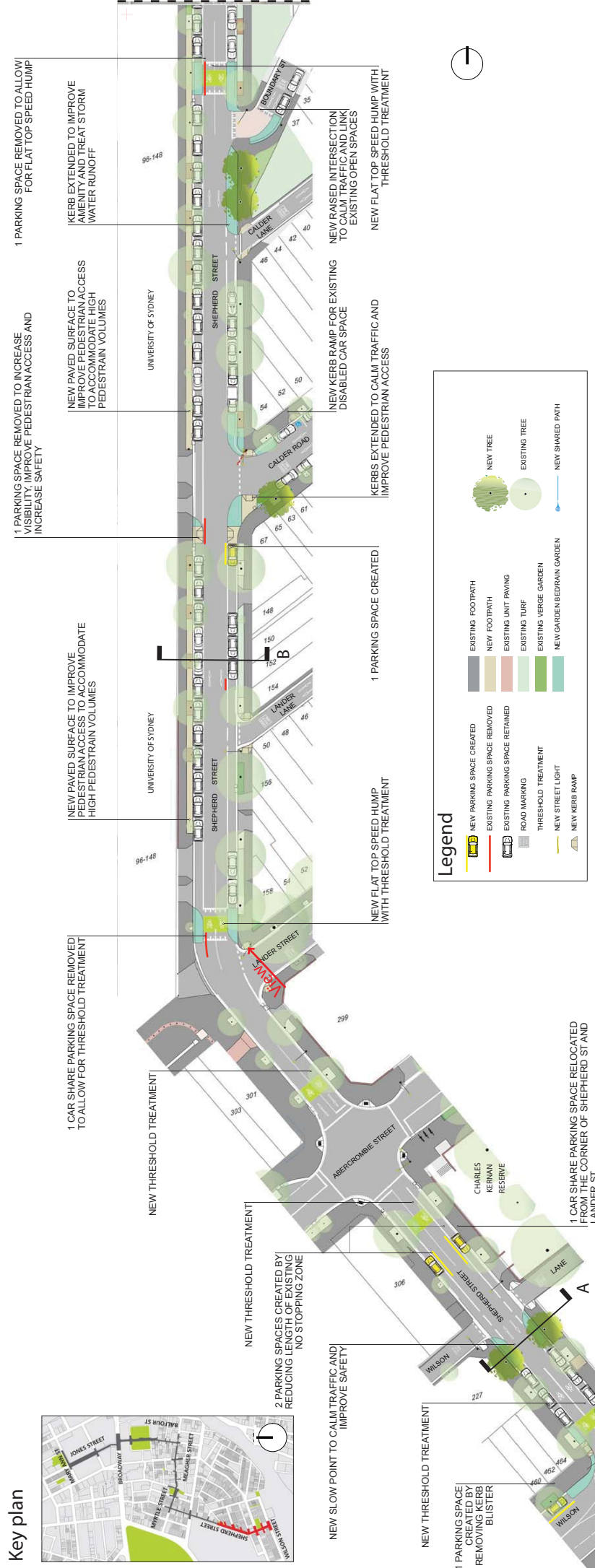


A Vertical sign within slow point

Key

- Proposed Gateway Treatment
- Proposed Mid-Block Calming Measure e.g. Speed Humps

Key plan



Section B



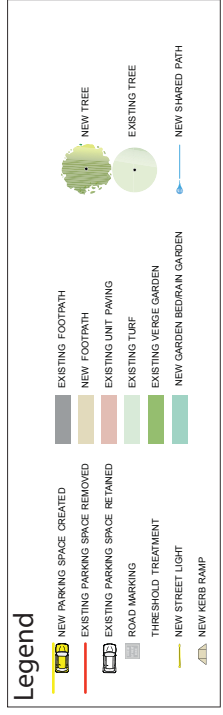
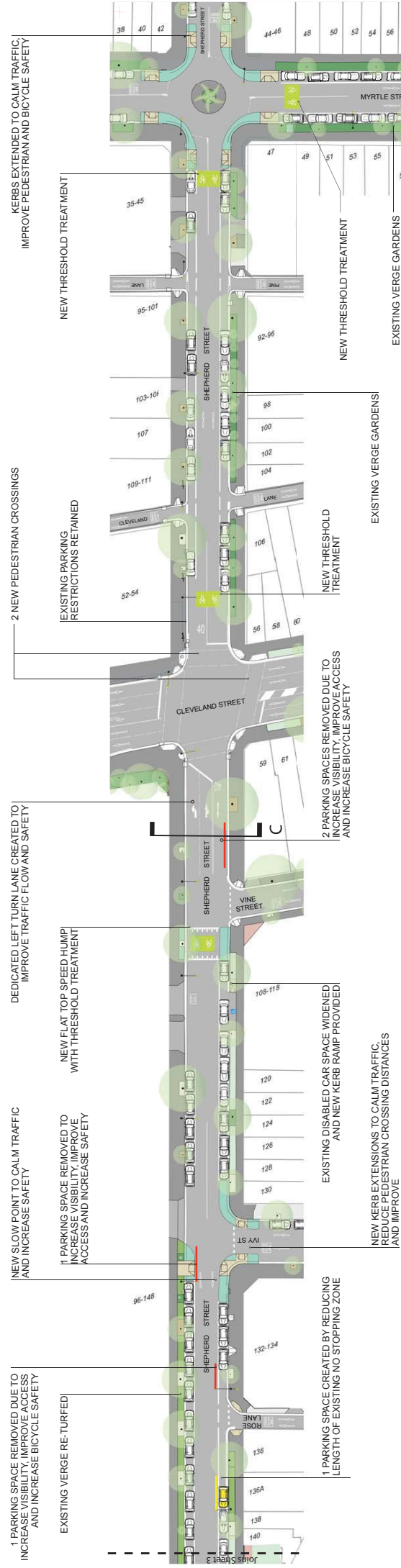
Section A

View - Existing Street

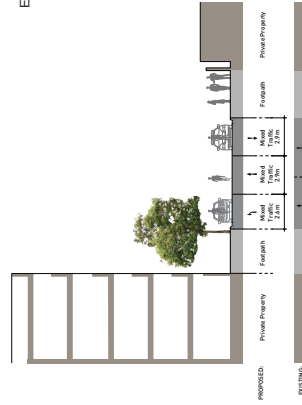
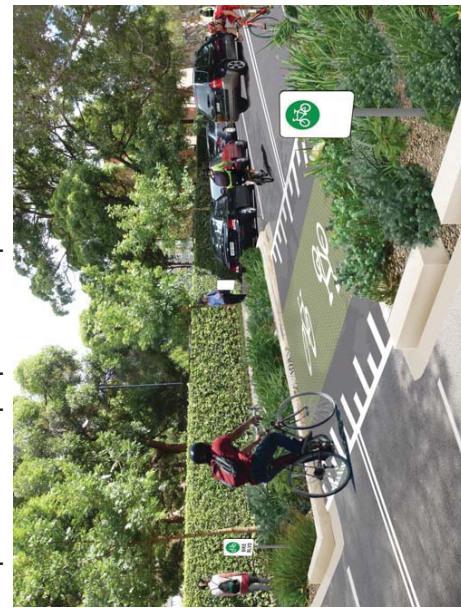


View - Proposed Threshold





PALE ASPHALT TRIAL TO BE CARRIED OUT BY THE CITY OF SYDNEY WITHIN CHIPPENDALE

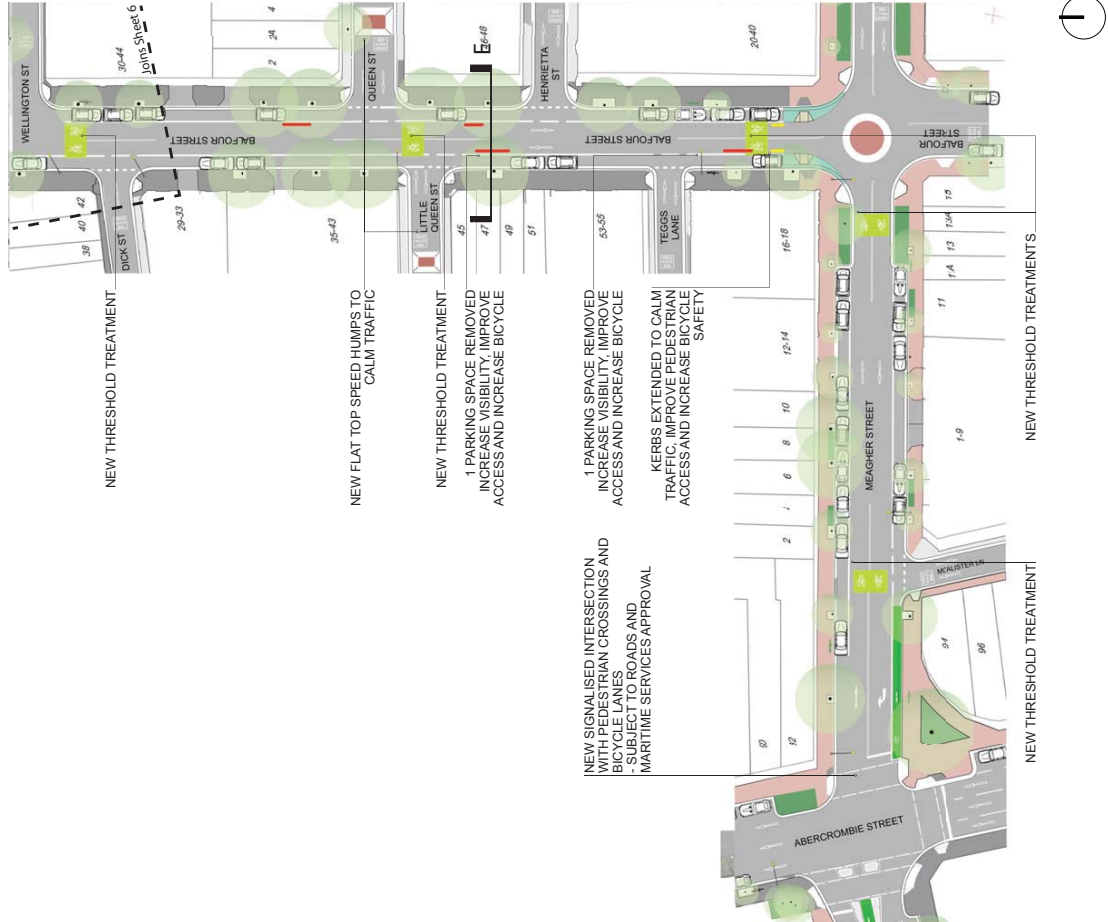
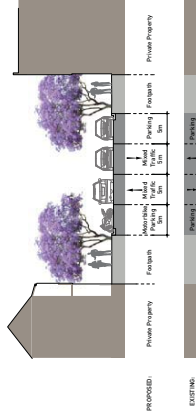
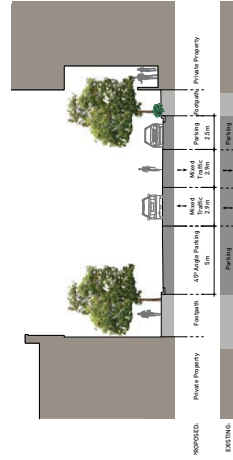


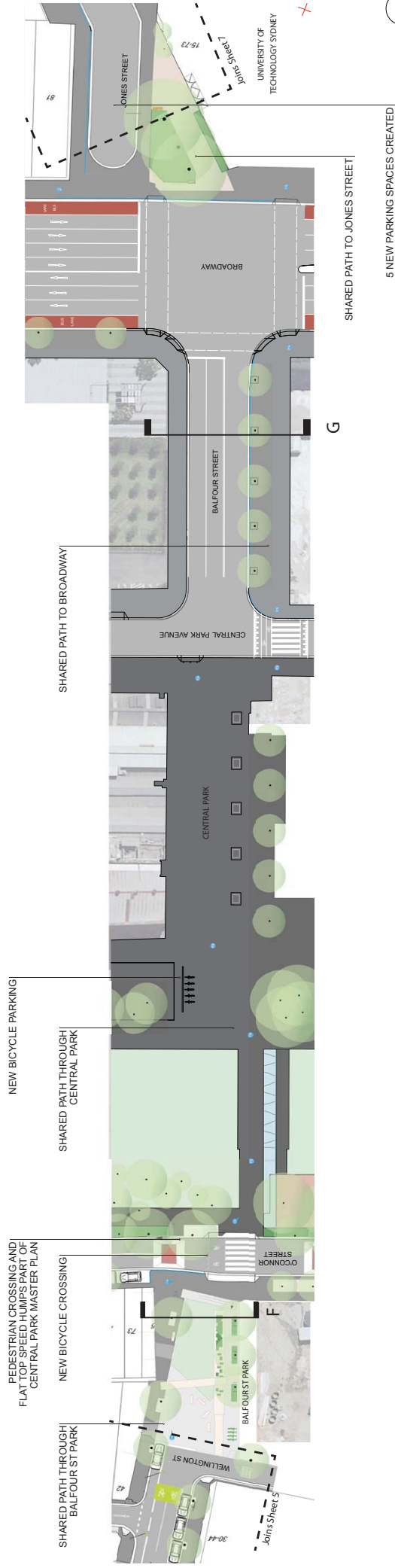
Key plan



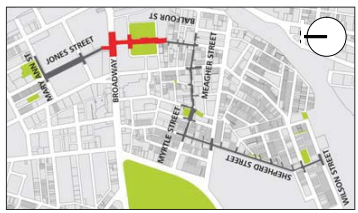
Legend

	NEW PARKING SPACE CREATED		NEW TREE
	EXISTING PARKING SPACE REMOVED		EXISTING TREE
	EXISTING PARKING SPACE RETAINED		NEW SHARED PATH
	EXISTING UNIT PAVING		
	EXISTING TURF		
	EXISTING VERGE GARDEN		
	NEW GARDEN BED/RAIN GARDEN		
	THRESHOLD TREATMENT		
	NEW STREET LIGHT		
	NEW KERB RAMP		

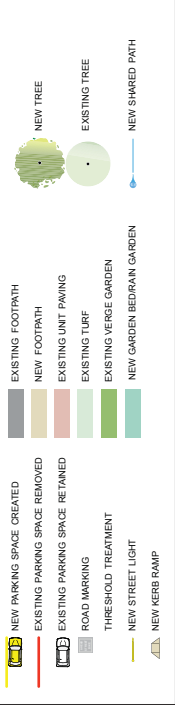




Key plan



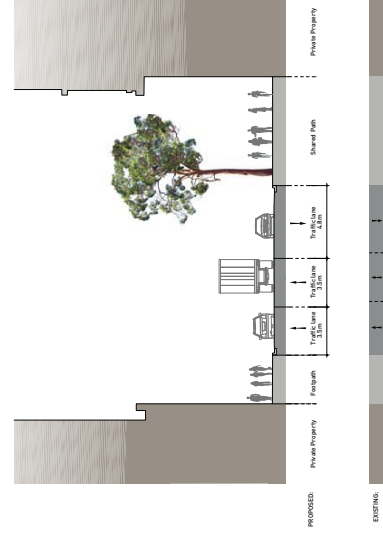
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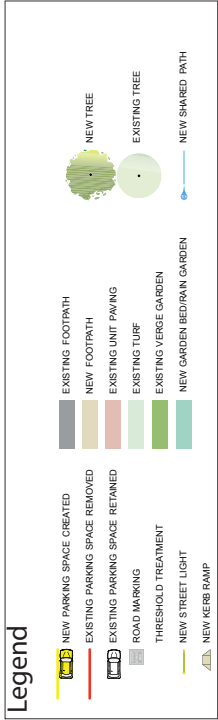
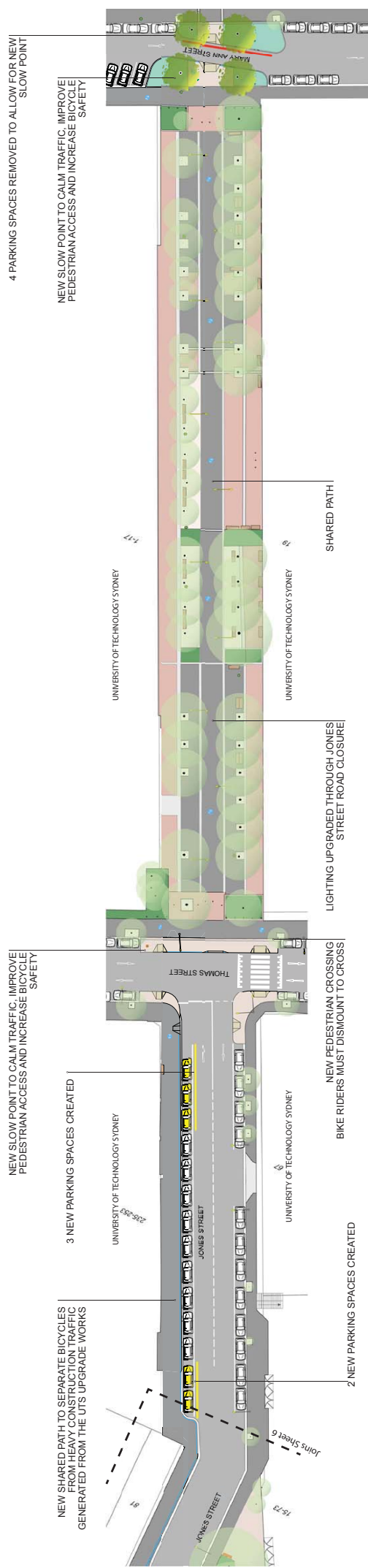


Section F



Section G





Legend



Key plan

