

ATTACHMENT A

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EXHIBITION PANELS

Introduction

Project / Bourke Street, Waterloo - Shared Path

About the Project

The City of Sydney is working to provide safe and connected bicycle routes for people of all ages and riding abilities. The Sustainable Sydney 2030 plan includes improved bike and pedestrian networks across Sydney.

The City of Sydney bike network includes ten Regional Routes to connect major destinations across and beyond the City's Local Government Area.

The City is now working on completing the cycle link between Sydney Harbour and Botany Bay. A separated cycleway has been built from Woolloomooloo to Redfern along Bourke Street, and from Alexandria to Mascot along Bourke Road. This project will link the two.

The proposal

This project will provide a new shared path along both sides of Bourke Street between Phillip Street and Botany Road, in Waterloo.

The project will also enhance the streetscape to improve safety at bus stops and driveways and to provide new verge planting.

Key points of the design include:

- New bus stop designs to provide a wider path behind bus shelters and clear sightlines for pedestrians and bike riders. New paving will be installed at bus stops to remind bike riders to slow down.
- New paving at driveways to prioritise pedestrian movements.
- Improved verge planting to ensure a 2.5 metre clear footpath width is provided, and improve the street amenity.
- New bicycle lanterns on traffic signals.
- Street lighting upgrade.

Have your say

The proposed design will be on exhibition until **16 December 2013**.

View the plans and have your say online at: sydneyoursay.com.au/SydneyCycleways

Or send your comments to:

Adam Lander
Community Engagement Coordinator

02 9265 9333

alander@cityofsydney.nsw.gov.au

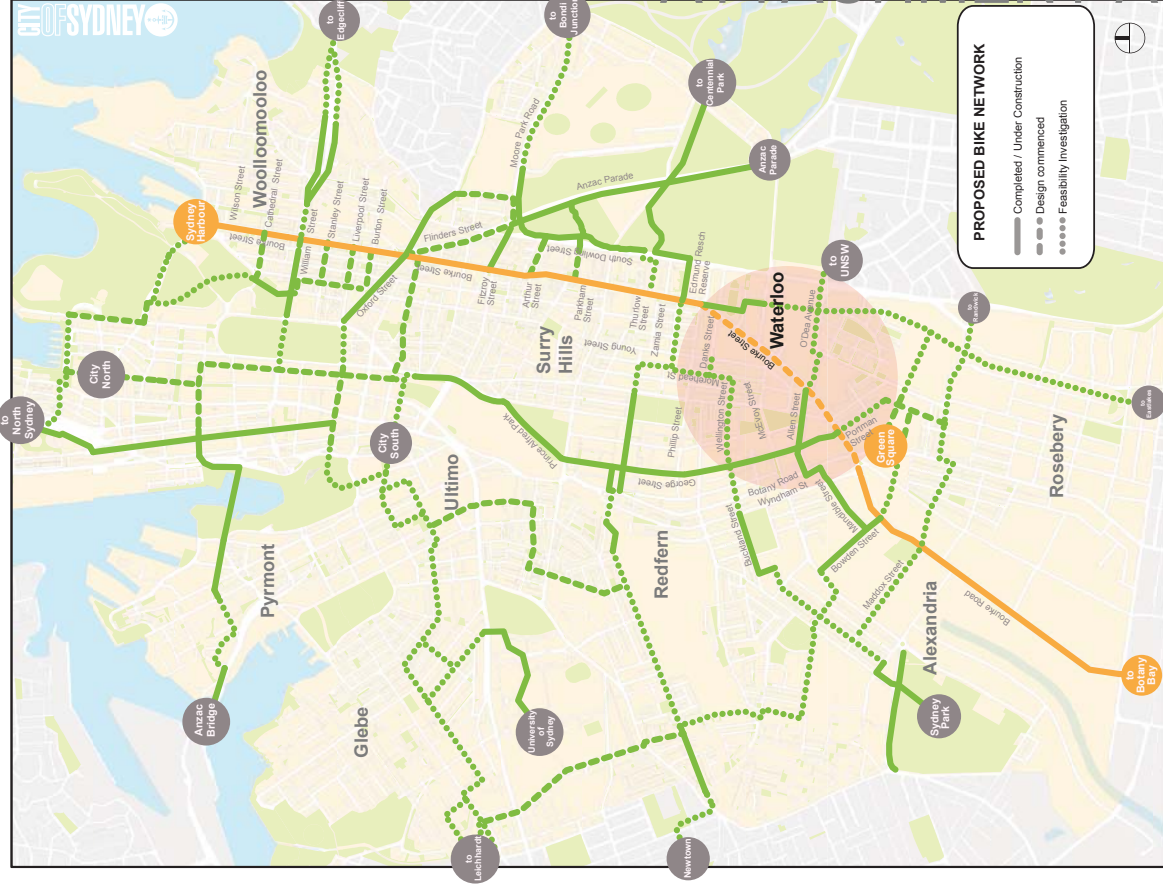
City of Sydney

GPO Box 1591

Sydney NSW 2001

Project Timeline

Concept Plan Community Consultation	Dec 2013
Council Endorsement Developed Design	Feb 2014
Construction Tender	Spring 2014
Construction Start	End 2014



Regional Route Map

What is a "Shared Path"?

A shared path is a footpath shared by pedestrians and bike riders. Pedestrians have the right of way on shared paths and bike riders should slow down and use their bell to warn pedestrians of their approach.

The City has a comprehensive Share the Path campaign designed to educate bike riders on how to use shared paths safely and courteously. Our staff are out on site four times a week and always conduct education at new shared paths.

Shared path pavement markings

The City use distinctive signs, symbols and markings developed to improve safety on shared paths. The markings have been designed to raise user awareness and reduce potential risks.

The markings are used at bus stops, driveways and other locations where bike riders should slow down.



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- BOURKE STREET / BOURKE ROAD
- EXISTING SEPARATED CYCLEWAY
- FUTURE SEPARATED CYCLEWAY
- EXISTING SHARED PATH
- PROPOSED SHARED PATH
- OTHER EXISTING CYCLE ROUTES
- EXISTING BUS STOP & PROPOSED SLIMLINE BUS SHELTER
- EXISTING DRIVEWAY REBUILT
- EXISTING TURF / PLANTED VERGE
- MODIFIED TURF VERGE
- PROPOSED TURF / PLANTED VERGE
- PROPOSED TREE
- GREEN SQUARE TRAIN STATION
- OPEN SPACE



Design Safety Features

Project / Bourke Street, Waterloo - Shared Path

Bus Stop Treatment

The City is proposing a new design for the bus stops along the shared path route.

This includes:

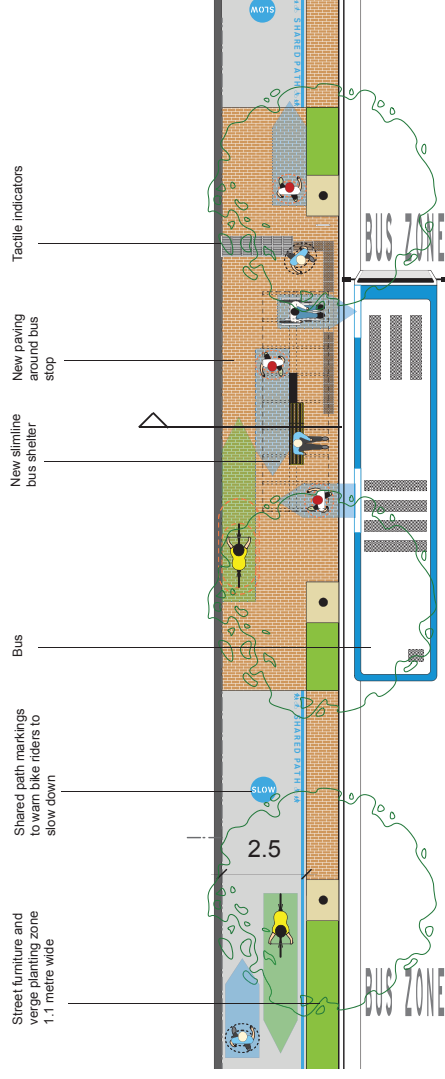
- New 'slimline' bus shelters providing clearer sightlines, so bike riders and pedestrians can clearly see each other. It provides a minimum two metre wide path behind the bus shelter.
- New paving around the bus shelter to remind bike riders to slow down and give way to pedestrians.
- New tactile indicators around bus shelters for improved accessibility.
- Consolidation of the street furniture and verge planting zone to a 1.1 metre width. This will provide a 2.5 metre wide path for pedestrians and bike riders to safely pass.
- New verge planting and paving to improve street amenity.

Driveway Treatment

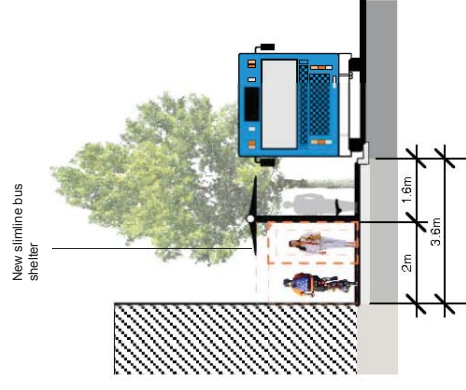
The City is proposing a new design for driveways currently providing poor sightlines for vehicles entering and exiting.

This includes:

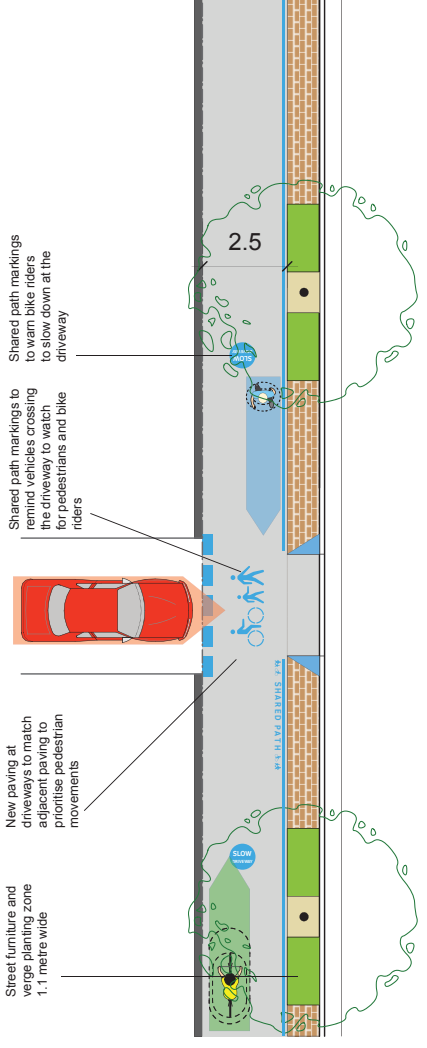
- New paving at driveways to prioritise pedestrian movements.
- Consolidation of the street furniture and verge planting zone to a 1.1 metre width. This will provide a minimum 2.5 metre wide path for pedestrians and bike riders to safely pass.
- New verge planting and paving to improve street amenity.



Proposed Bus Stop - Plan

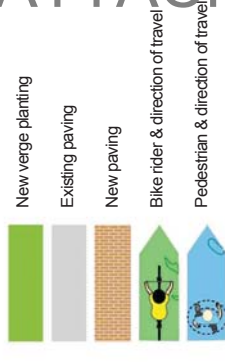


Proposed Bus Stop - Section



Proposed Driveway - Plan

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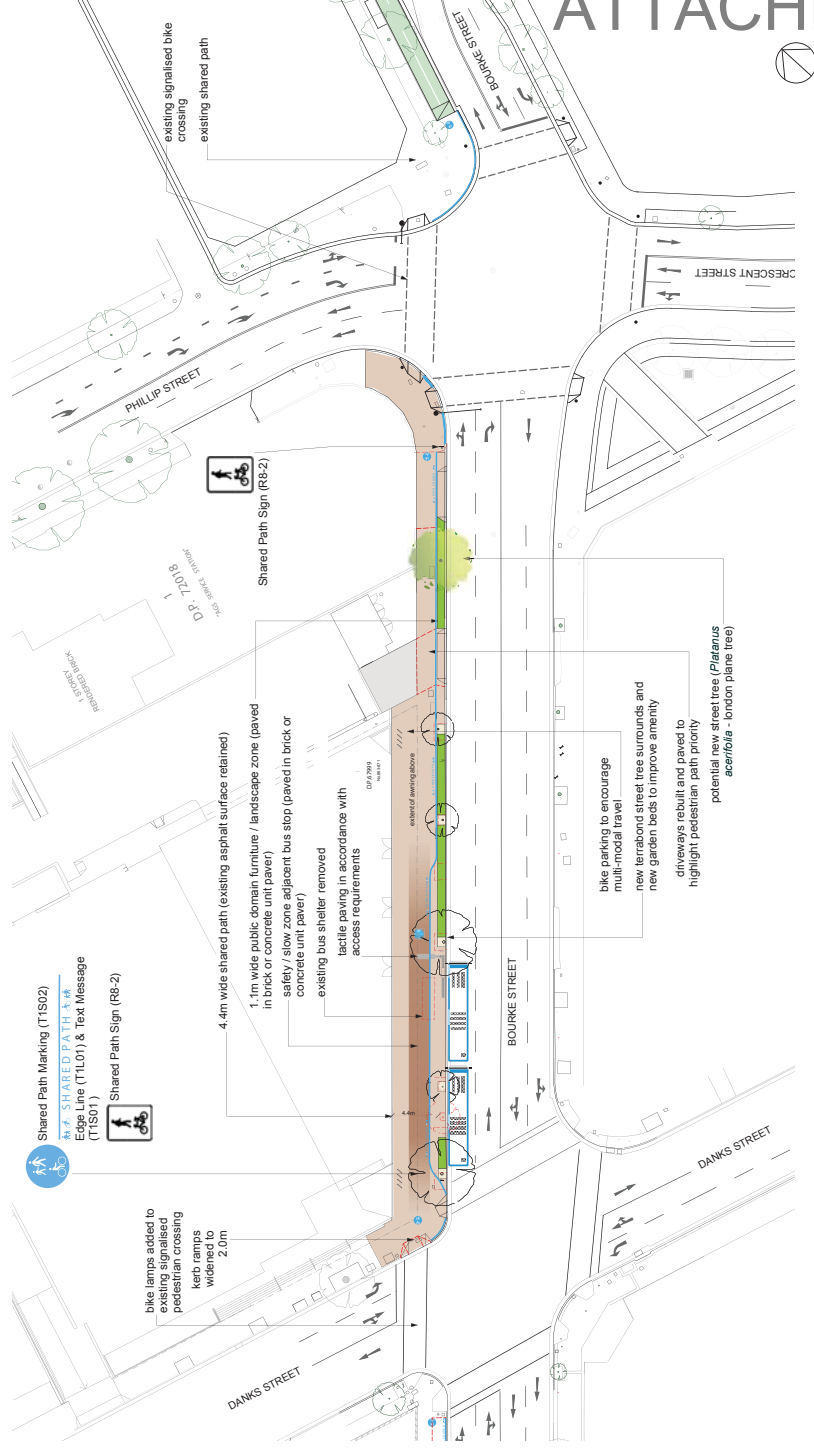
Footpath treatment between Danks & Phillip Streets



Existing footpath between Danks & Phillip Streets



Proposed footpath treatment between Danks & Phillip Streets



Concept Plan - footpath treatment between Danks & Phillip Streets

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