

**ITEM 47. TRAFFIC TREATMENT – CYCLIST ACCESSIBILITY
IMPROVEMENTS – REGENT AND CLEVELAND AND RENWICK
STREETS REDFERN**

TRIM RECORD NO: 2016/169168

RECOMMENDATION

It is recommended that the Committee endorse the installation of the following cyclist accessibility improvements in Redfern:

- (A) The conversion of the footway for use as a Shared Path on the southern side of Cleveland Street, Redfern between Regent and Renwick Streets.
- (B) The conversion of the footway for use as a Shared Path on the eastern side of Regent Street, Redfern between Cleveland and James Streets.
- (C) The conversion of the footway for use as a Shared Path on the northern side of James Street, Redfern between Regent and Renwick Streets.
- (D) “One-way, Bicycles Excepted” contra-flow in Renwick Street between James and Cleveland Streets.

VOTING MEMBERS FOR THIS ITEM

<i>Voting Members</i>	<i>Support</i>	<i>Object</i>
City of Sydney		
Roads and Maritime Services		
NSW Police – Redfern LAC		
Representative for the Member for Newtown		

DECISION

BACKGROUND

The City is committed to encouraging people to ride bicycles more often and safely. The City is improving the safety and amenity of cycling infrastructure by making bicycle riding a real and convenient option for short local trips.

Also, Transport for NSW released Sydney’s Cycling Future in December 2013 which prioritises cycling infrastructure that connects to major centres and transport interchanges. The proposed shared paths on Regent and Cleveland Streets will improve bicycle access between Redfern and Chippendale and then to Central Station by providing an off-road alternative route to roads with high traffic speeds and volumes.

COMMENTS

Bicycle riding is supported as a low cost, environmentally friendly mode of transport that can help to improve the liveability of our towns and cities.

Shared Paths

Shared paths provide connections between other types of cycling facilities on roads where the volume and speed of traffic makes on-road cycling difficult and the provision of dedicated bicycle facilities unachievable. Regent and Cleveland Streets are classified State Roads with high traffic speeds and volumes.

According to Transport for NSW Centre for Road Safety, the recommended minimum shared path width is 2.5 metres, which is based on Austroads guidelines. This recommended width has been achieved for the proposed shared paths on Regent and Cleveland Streets.

According to Transport for NSW Centre for Road Safety research findings published in August 2015, shared paths represent a relatively low safety risk.

The proposal consists of signage and pavement markings only and will not effect on street parking.

Contra-flow Bicycle Facility

The installation of contra-flow bicycle facilities in Dale Avenue would provide improved local accessibility.

RMS Technical Direction TTD 2014/002 allows consideration of contra-flow bicycle facilities which permit two-way bicycle movements on roads that are one-way for other vehicles. If the road space is too narrow to permit a marked/separated bicycle contra-flow lane the technical direction states that the contra-flow movement can be provided by signage alone.

The narrow width of Renwick Street precludes a continuous marked/separated bicycle contra-flow lane from being installed without the removal of on-street parking.

As kerbside parking is in high demand the local residents would not support a proposal which involved any loss to parking. Therefore a contra-flow bicycle facility (by signs only) is proposed in Renwick Street for the following reasons:

- It is a local street with low traffic volumes and speeds.
- There is good visibility.
- Improve bicycle access to the residences and businesses on Renwick Street.

The proposal consists of signage and pavement markings only and will not effect on street parking.

The City has noted that these locations are currently used by cyclists because they provide access to various destinations. Increasing awareness of the presence of cyclists by the installation of signs and linemarking will reduce conflict and improve safety.

CONSULTATION

The City consulted local residents and businesses in the area. There were 224 letters sent out with no responses supporting or opposing the proposal and one neutral response.

The neutral response suggested additional signage and seating be provided.

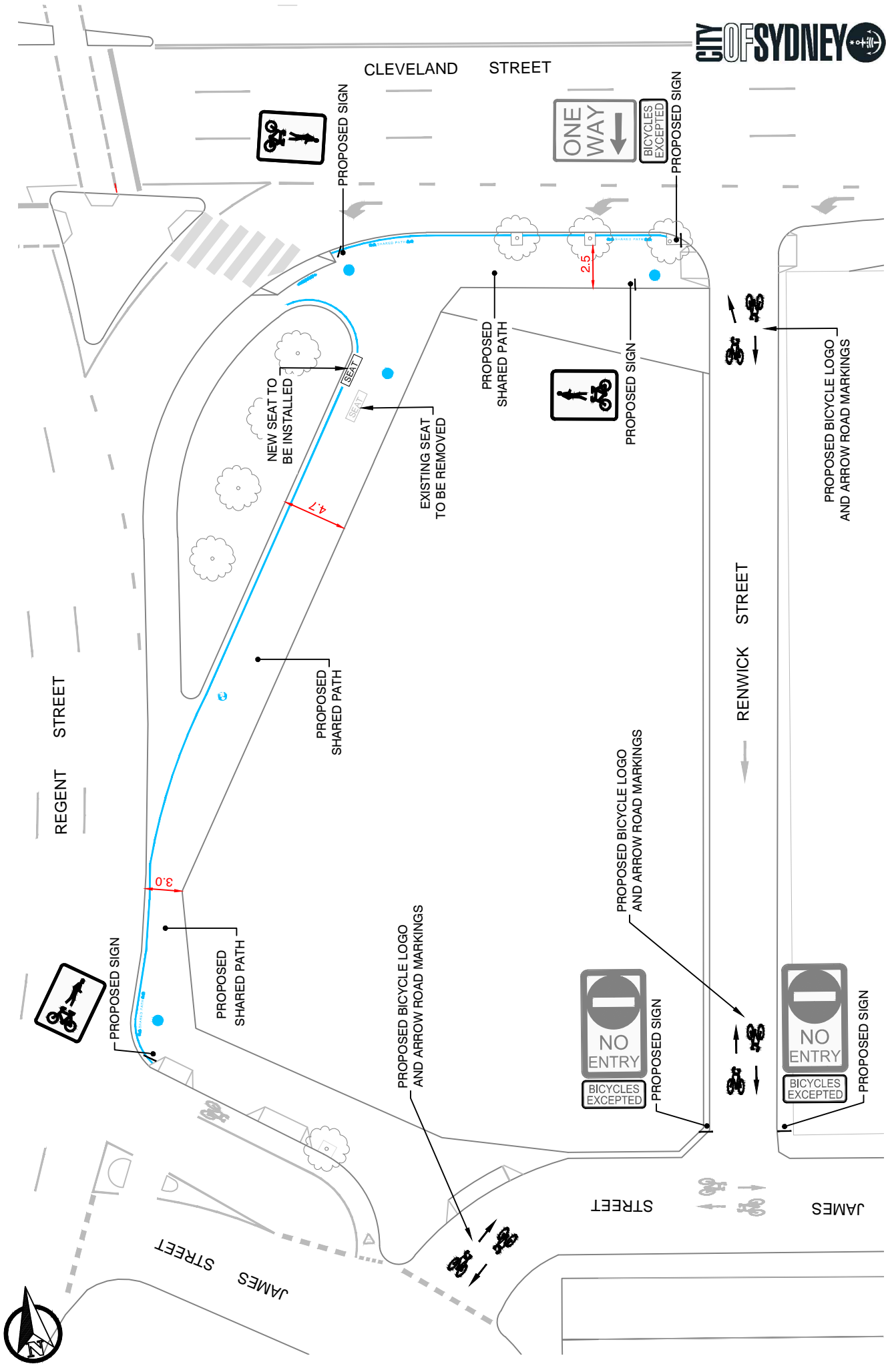
FINANCIAL

Funds are available in the current budget as part of the City's Cycling Safety Program.

ATTACHMENTS

Traffic Treatment – Cyclist Accessibility Improvements – Regent and Cleveland and Renwick Streets Redfern

Justin Murphy, Senior Designer - Cycling



**PROPOSED CYCLIST ACCESSIBILITY IMPROVEMENTS
 REGENT, CLEVELAND AND RENWICK STREETS, REDFERN**

NOTE: THIS PROPOSAL WILL NOT AFFECT ON -STREET PARKING