

**ITEM 48. TRAFFIC TREATMENT – CYCLIST ACCESSIBILITY
IMPROVEMENTS CHIPPENDALE**

TRIM RECORD NO: 2016/181564

RECOMMENDATION

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

- (A) The conversion of the footway for use as a Shared Path on the northern side of Cleveland Street, between Regent and Balfour Streets.
- (B) The conversion of the footway for use as a Shared Path on the western side of Regent Street, between Cleveland and Meagher Streets.
- (C) The conversion of the footway for use as a Shared Path on the eastern side of Regent Street, between Cleveland and Lee Streets.
- (D) The conversion of the footway for use as a Shared Path on the eastern side of Lee Street, between Regent Street and Central Station.
- (E) “One-way, Bicycles Excepted” contra-flow in Dale Avenue, between Cleveland and Meagher 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 – Sydney City LAC		
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 Cleveland, Regent and Lee Streets will improve bicycle access 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, Lee 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 recommendation has been achieved for the majority of the route. For a small section of the eastern side of Regent Street, the existing footway width of approximately 2 metres will be maintained as there is existing verge planting which provides a buffer to moving vehicles. Additional measures will be provided to mitigate risks at this location.

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

An updated signal plan has been submitted to RMS to provide bicycle lanterns at the eastern leg of the Regent Street/Lee Street intersection. The City will negotiate with RMS on this matter which would be approved separately.

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

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 contraflow lane the technical direction states that the contra-flow movement can be provided by signage alone.

The narrow width of Dale Avenue 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 Dale Avenue 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 on Dale Avenue.
- Provide a connection to the regional bicycle network on Meagher Street.

CONSULTATION

The City consulted local residents and businesses in the area. There were 286 letters sent out with no responses supporting the proposal and two responses opposing the proposal.

One of responses opposing the proposal raised concerns about the interaction of bicycle riders with pedestrians on the northern side of Cleveland Street. The other response opposing the proposal raised concerns about bicycle movements in Dale Avenue. However the City has taken these concerns into consideration as part of the proposal.

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.

FINANCIAL

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

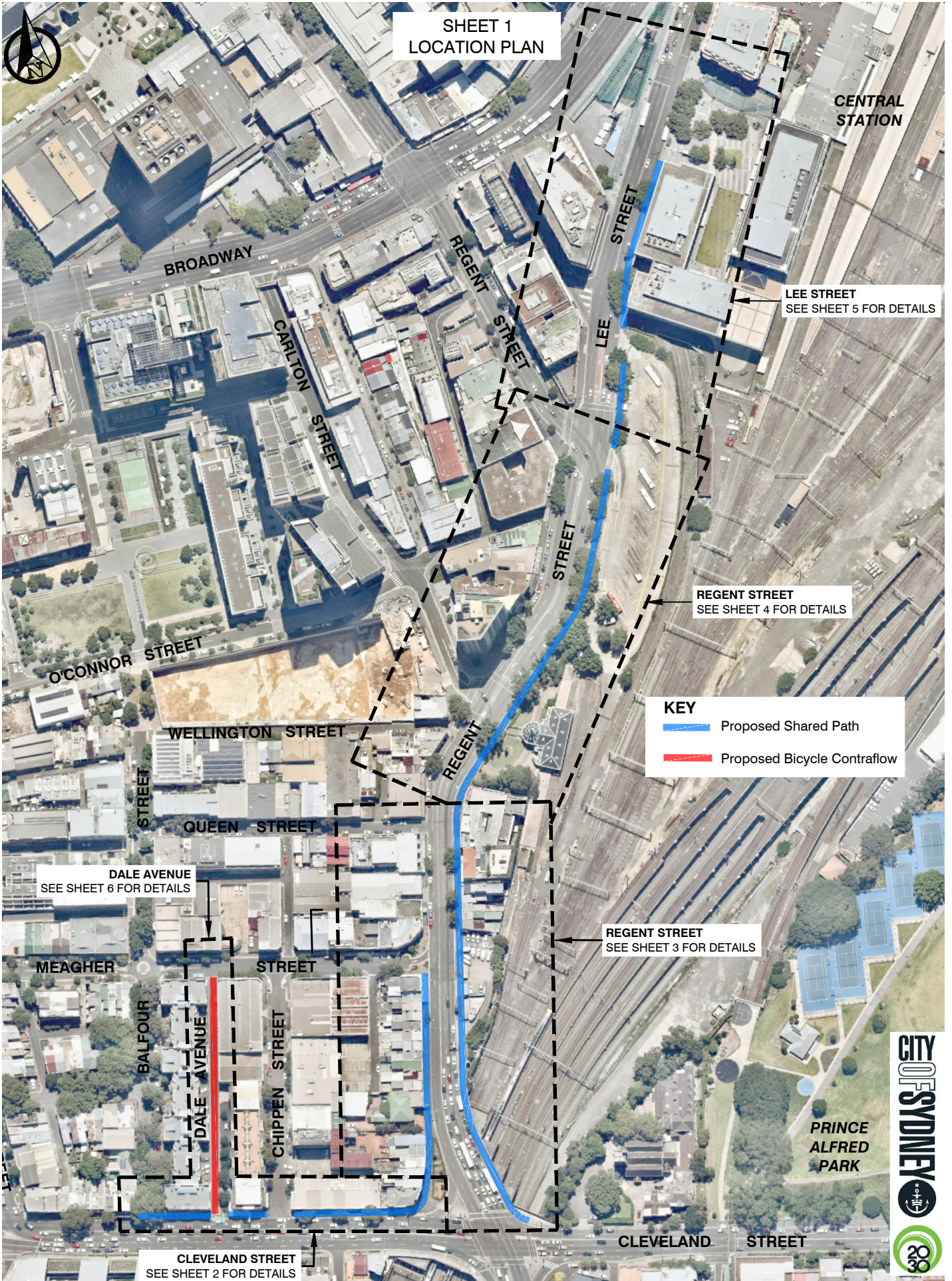
ATTACHMENTS

Traffic Treatment – Cyclist Accessibility Improvements Chippendale

Justin Murphy, Senior Designer - Cycling

Proposed Cyclist Accessibility Improvements - Chippendale

SHEET 1 LOCATION PLAN



CENTRAL
STATION

LEE STREET
SEE SHEET 5 FOR DETAILS

REGENT STREET
SEE SHEET 4 FOR DETAILS

KEY
— Proposed Shared Path
— Proposed Bicycle Contraflow

DALE AVENUE
SEE SHEET 6 FOR DETAILS

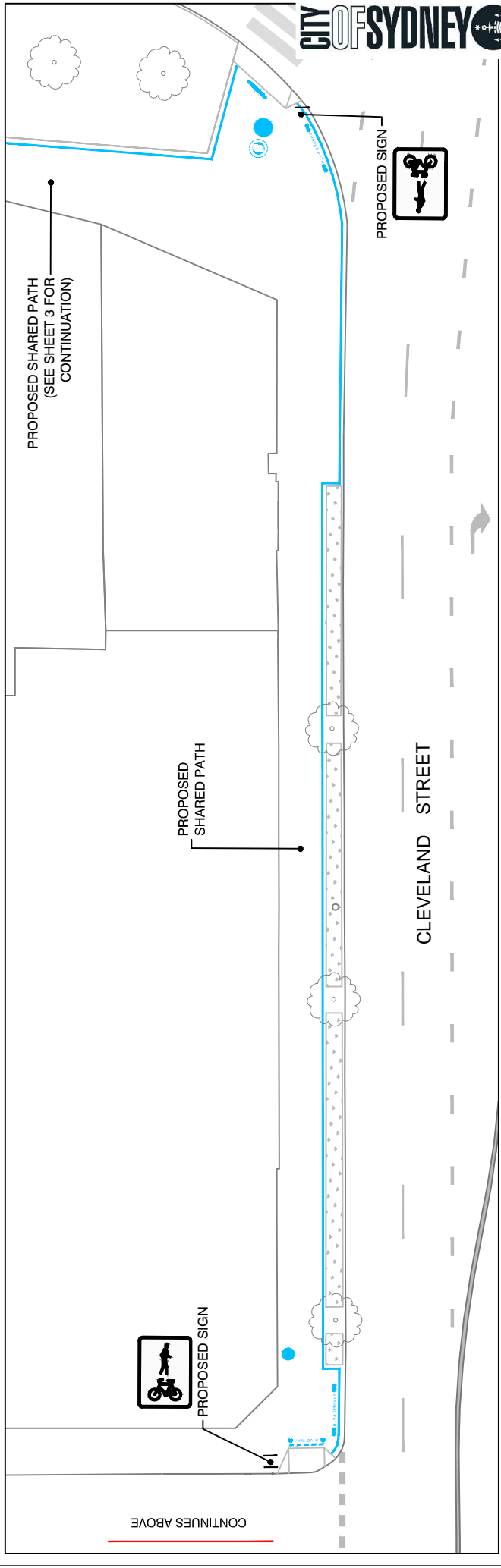
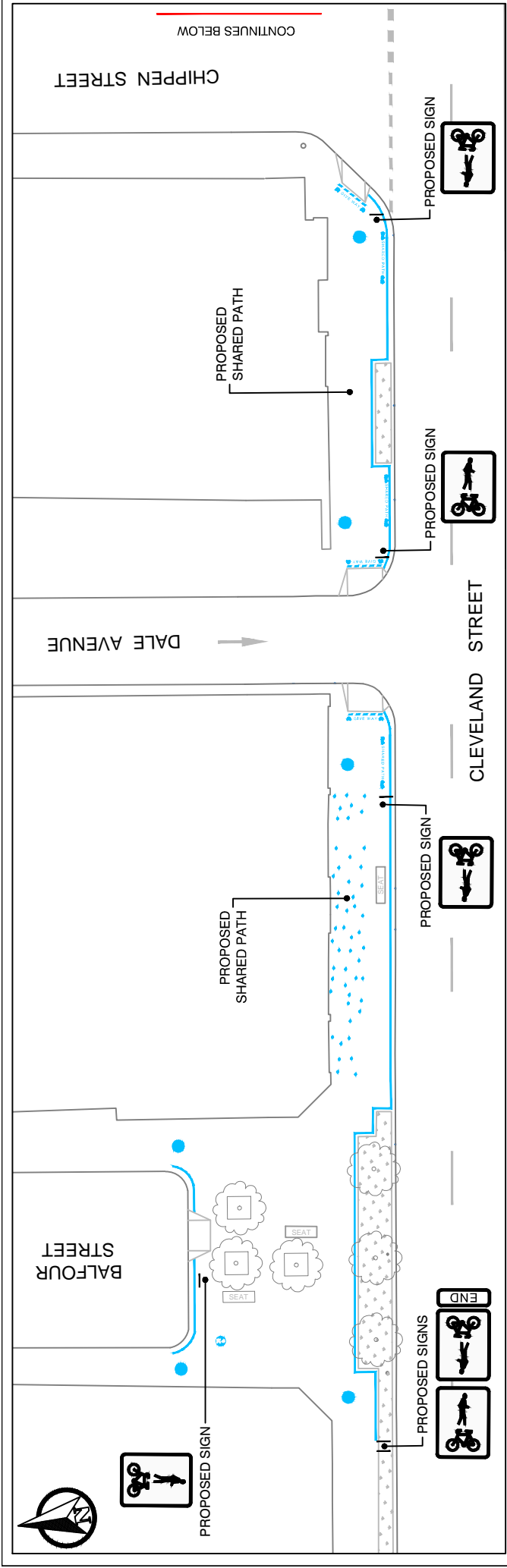
REGENT STREET
SEE SHEET 3 FOR DETAILS

MEAGHER
STREET

PRINCE
ALFRED
PARK

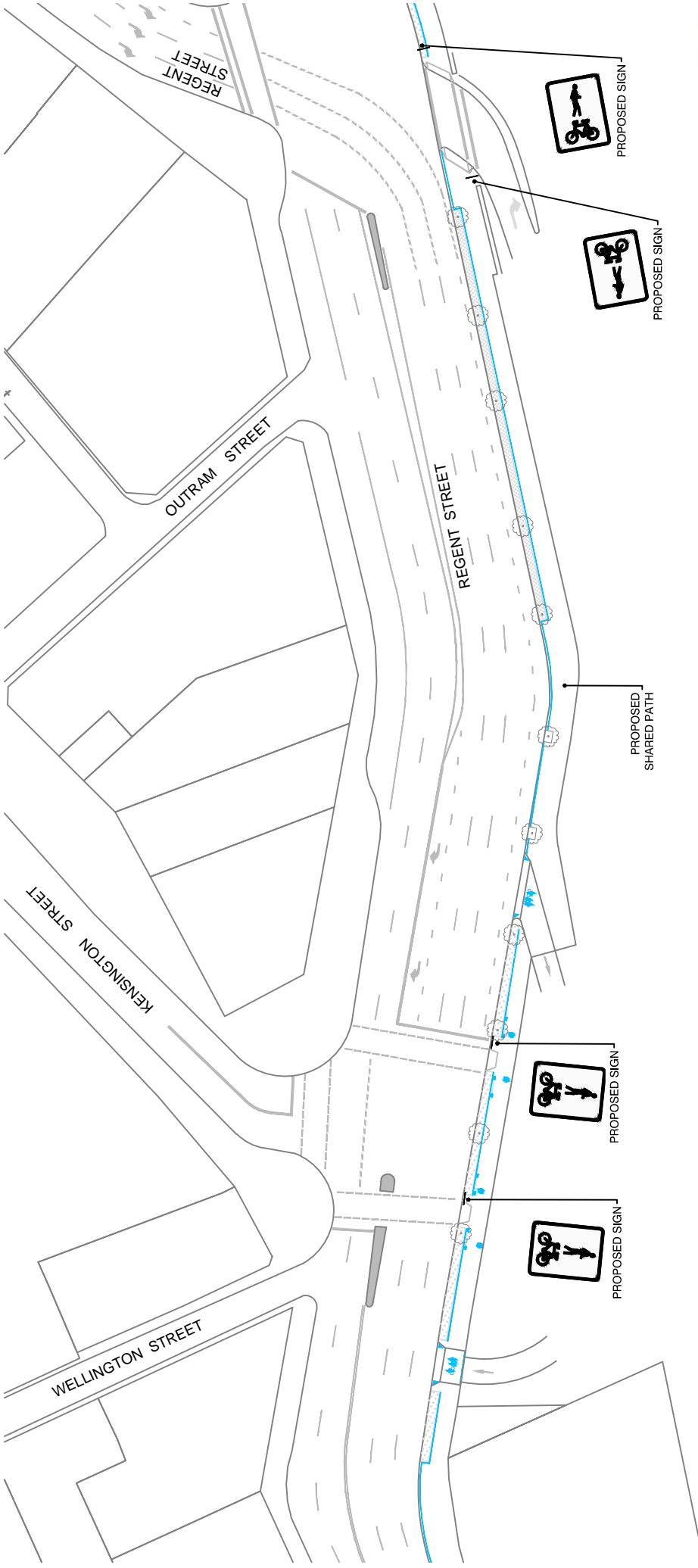
CLEVELAND STREET
SEE SHEET 2 FOR DETAILS





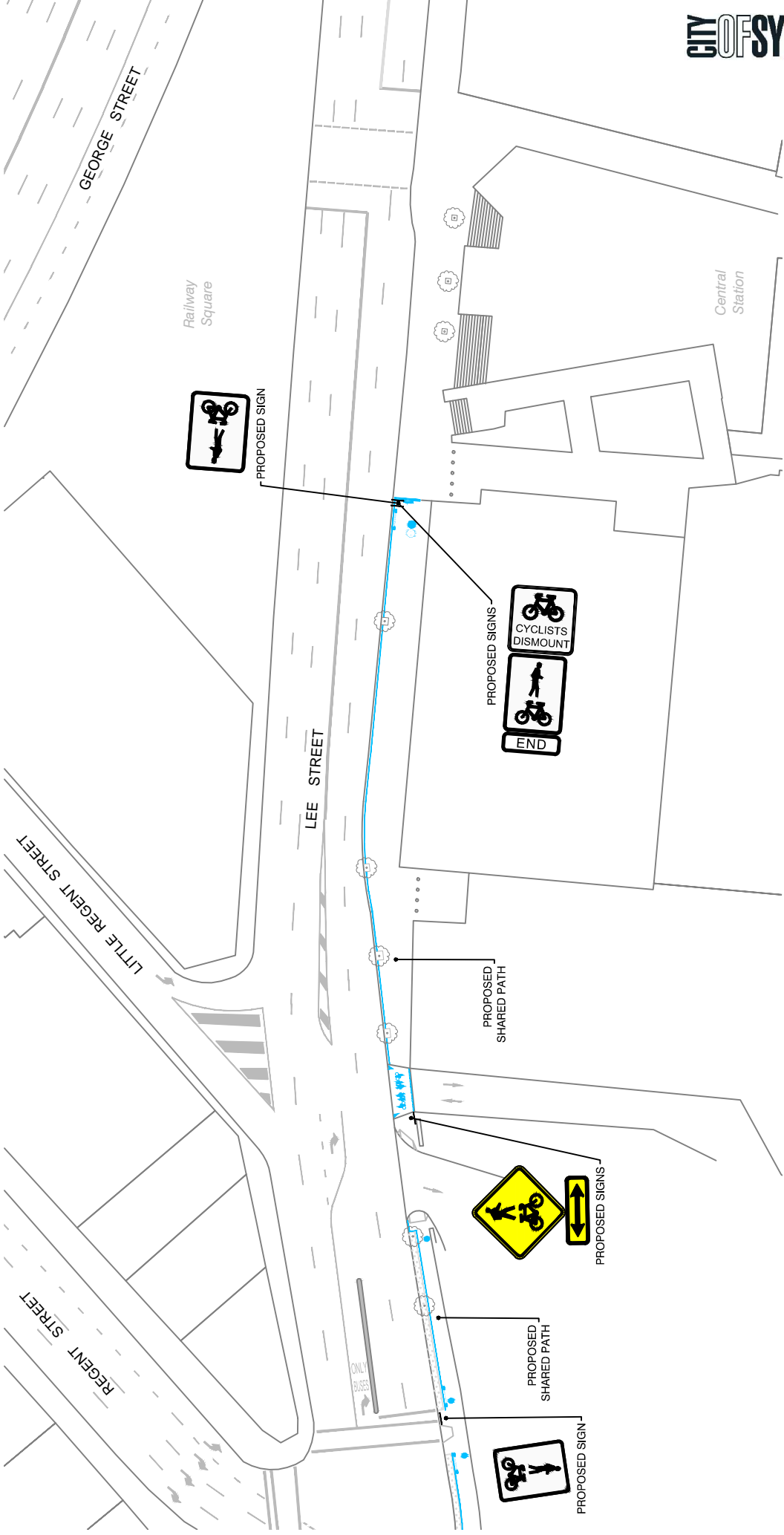
SHEET 2
PROPOSED SHARED PATH - CLEVELAND STREET, CHIPPENDALE

NOTE: THIS PROPOSAL WILL NOT
 AFFECT ON -STREET PARKING



SHEET 4
PROPOSED SHARED PATH
REGENT STREET, CHIPPENDALE

NOTE: THIS PROPOSAL WILL NOT AFFECT ON-STREET PARKING



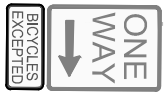
SHEET 5
PROPOSED SHARED PATH
LEE STREET, CHIPPENDALE

NOTE: THIS PROPOSAL WILL NOT AFFECT ON -STREET PARKING



PROPOSED SHARED PATH.
SEE SHEET 2 FOR CONTINUATION.

CLEVELAND STREET



PROPOSED SIGN

PROPOSED SHARED PATH.
SEE SHEET 2 FOR CONTINUATION.

DALE AVENUE



PROPOSED BICYCLE
LOGO AND ARROW
ROAD MARKINGS



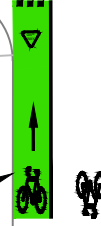
CONTINUES BELOW



PROPOSED SIGNS

MEAGHER STREET

PROPOSED BICYCLE CONTRAFLOW
LANE, BICYCLE LOGO AND ARROW
ROAD MARKINGS



DALE AVENUE



CONTINUES ABOVE

SHEET 6

PROPOSED BICYCLE CONTRAFLOW - DALE AVENUE, CHIPPENDALE

NOTE: THIS PROPOSAL WILL NOT
AFFECT ON-STREET PARKING

