

**ITEM 43. TRAFFIC TREATMENT – SHARED PATHS – GIPPS STREET
HARRIS STREET AND PYRMONT BRIDGE ROAD PYRMONT**

TRIM RECORD NO: 2017/012410

RECOMMENDATION

It is recommended that the Committee endorse the introduction of Shared Paths at the following locations in Pyrmont:

- (A) The northern side of Gipps Street between the points 49.3 metres and 55.3 metres west of Pyrmont Street; and
- (B) The south-east corner of the intersection of Harris Street and Pyrmont Bridge Road.

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 LAC		
Representative for the Member for Sydney		

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.

In July 2017, the Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC) endorsed the installation of a contra-flow bicycle lane and 60° rear to kerb angle parking in Gipps Street, Pyrmont. The proposal was in response to Fire and Rescue NSW request for dedicated parking in Gipps Street adjacent to Pyrmont Fire Station.

To provide a connection between the contra-flow bicycle lane, Elizabeth Healy Reserve, Harris Street and Pyrmont Bridge Road, it is proposed to install Shared Paths on the northern side of Gipps Street and on the corner of the intersection of Harris Street and Pyrmont Bridge Road.

COMMENTS

The footpath on the northern side of Gipps Street is approximately 5.6 metres wide and the footpath on the south-east corner of the intersection of Harris Street and Pyrmont Bridge Road is approximately 4.6 metres wide. The width of these paths exceeds the recommended minimum shared path width of 2.5 metres, which is based on Austroads guidelines.

Transport for NSW Centre for Road Safety research findings published in August 2015 found that shared paths represent a relatively low safety risk. Pavement markings will be

installed to increase awareness of the shared environment, reinforce pedestrian priority and encourage low speeds for cyclists using the Shared Path.

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

CONSULTATION

For the proposal to introduce a contra-flow bicycle lane and 60° rear to kerb angle parking in Gipps Street, 545 letters were sent out with two responses concerned about the contra-flow bicycle lane.

The introduction of the contra-flow bicycle lane and Shared Paths will improve safety and amenity for cyclists and encourage people to ride bicycles more often and safely.

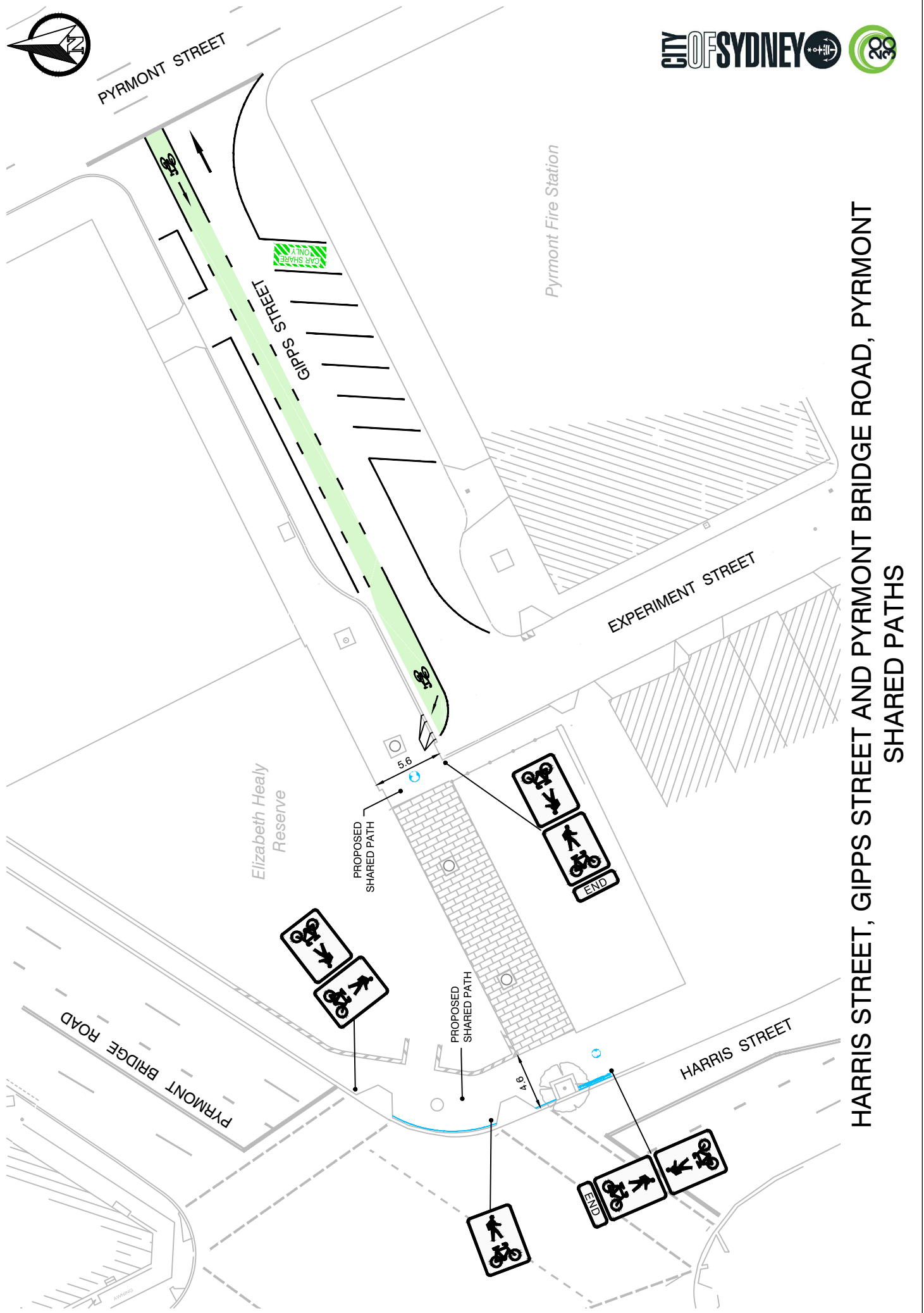
FINANCIAL

Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached.

ATTACHMENTS

Traffic Treatment – Shared Paths – Harris Street Gipps Street and Pymont Bridge Road Pymont

Tony Ly, Engineering Traffic Officer



HARRIS STREET, GIPPS STREET AND PYRMONT BRIDGE ROAD, PYRMONT
SHARED PATHS

