

**ITEM 51. TRAFFIC TREATMENT – RAISED PEDESTRIAN AND BICYCLE
CROSSING – MADDOX STREET ALEXANDRIA**

TRIM RECORD NO: 2017/532969

RECOMMENDATION

It is recommended that the Committee endorse the following:

- (A) Installation of a raised pedestrian and bicycle crossing in Maddox Street, Alexandria between the points 5.9 metres and 15.9 metres west of Bourke Road;
- (B) Installation of a Stop Control on Maddox Street facing eastbound traffic, at a point 16.5 metres west of Bourke Road;
- (C) Installation of a Give Way control on Maddox Street facing westbound traffic, at a point 5.6 metres west of Bourke Road;
- (D) Widening of the footpath on the northern side of Maddox Street, between the points 15.1 metres and 25.8 metres west of Bourke Road; and
- (E) Widening of the footpath on the southern side of Maddox Street, between the points 17.4 metres and 28.5 metres west of Bourke 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 – Redfern LAC		
Representative for the Member for Heffron		

DECISION

BACKGROUND

The City has received requests from residents to improve safety for people crossing Maddox Street near Bourke Road, Alexandria. Under existing conditions, pedestrians along the footpath, and cyclists using the Bourke Road cycleway, do not have priority when crossing Maddox Street. This results in pedestrians and cyclists often negotiating gaps between queuing vehicles to cross Maddox Street.

The cycleway on Bourke Road forms part of the regional bicycle network and is used by over 500 riders a day. The provision of a raised pedestrian and bicycle crossing, with a 'bend-out' cycle path treatment, in Maddox Street would improve the safety of people walking and riding, control vehicle speeds and enhance local amenity.

COMMENTS

To resolve the existing safety concerns and enhance local amenity, the City proposes the following improvements:

- Install a raised marked pedestrian crossing and parallel bicycle priority crossing with a 'bend-out' cycle path treatment;
- Install footpath widenings in conjunction with the raised crossing to reduce the crossing distance for pedestrians and riders; and
- Improve the streetscape in the vicinity of the raised pedestrian crossing with upgraded street lighting and landscaping.

The proposal will considerably improve the safety of people walking and riding along Bourke Road, and improve access to Perry Park. The crossing will provide pedestrians and cyclists with priority over vehicles when crossing Maddox Street.

The bicycle priority crossing will provide a continuous path for riders using the existing separated cycleway on Bourke Road. The 'bend-out' cycle path treatment will reduce the speed of cyclists on approach to the crossing and provide six metres between the existing Stop Control and the crossing ramp. This will provide space for one car to wait at the existing Stop Control without obstructing the crossing. Green coloured surfacing will be installed on the bicycle crossing to improve delineation and highlight the crossing to drivers.

To meet the Roads and Maritime Service (RMS) warrants for a pedestrian crossing, the proposed location must record pedestrian and traffic flows of equal to, or greater than, 30 pedestrians (P) and 500 vehicles (V) per hour for three one-hour periods in a day, and where P x V is also greater than or equal to 60,000.

Pedestrian, cyclist and vehicle counts have been carried out in Maddox Street at the intersection of Bourke Road and are as follows:

Table 1 – Peak Pedestrian, Cyclist and Traffic Volumes at the intersection of Maddox Street and Bourke Road

Time	Vehicles (V)	Pedestrians (P)	P x V (>60,000)	Cyclists	Complies
08:00–09:00	926	109	100,934	72	Yes
12:00–13:00	787	58	45,646	12	No
17:00–18:00	917	86	78,862	91	Yes

The P x V for the pedestrian and vehicle counts at the intersection of Maddox Street and Bourke Road met two of the three one-hour periods in a day. Given the consistently high volume of pedestrians and cyclists crossing at this location, the City has received 'in-principle' support from RMS for the crossing at this location.

The proposed changes will result in the loss of four parking spaces on Maddox Street. However, the benefit to safety and access outweigh the minor loss to parking.

CONSULTATION

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

FINANCIAL

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

Traffic Treatment – Raised Pedestrian and Bicycle Crossing – Maddox Street Alexandria

Justin Murphy, Senior Designer – Cycling

Maddox Street, Alexandria Raised Pedestrian and Cyclist Crossing

