

**12 December 2019**

**Item 58**

**Traffic Treatment - Separated Cycleway - Macdonald Street, Erskineville**

2019/601561

**Recommendation**

It is recommended that the Committee endorse the installation of the following changes in Erskineville:

- (A) The installation of a raised pedestrian crossing across Macdonald Street, between the points 11.8 metres and 18.6 metres east of Bridge Street;
- (B) The installation of a raised pedestrian crossing across Macdonald Street, between the points 4.5 metres and 11.1 metres east of Eve Street;
- (C) The installation of a raised pedestrian crossing across Macdonald Street, between the points 131.4 metres and 138 metres east of Eve Street;
- (D) Provision of a Shared Path on the northern side of Macdonald Street between the points 0 metres and 20.4 metres, east of Bridge Street;
- (E) Provision of a 2.4 metre wide separated cycleway on the northern side of Macdonald Street between the following points:
  - 20.4 metres and 78.3 metres east of Bridge Street;
  - 11.4 metres and points 79.5 metres east of Eve Street; and
  - 101.9 metres and point 151.9 metres east of Eve Street;
- (F) Provision of a Shared Path on the northern side of Macdonald Street across the intersection with Pearl and Zenith Streets;
- (G) The installation of a continuous flush treatment across Goddard Street, just south of Macdonald Street;

- (H) The installation of a continuous footpath treatment across Eve Street, just south of Macdonald Street;
- (I) The reallocation of parking on the northern side of Macdonald Street, between the western side of the railway bridge and Hadfields Street, marked with a yellow "No Stopping" line;
- (J) The reallocation of parking on the southern side of Macdonald Street, marked with a yellow "No Stopping" line between the following points east of Goddard Street;
- The western side of the railway bridge and Goddard Street;
  - Goddard Street and 9 metres;
  - 21.6 metres and 25.1 metres;
  - 37.7 metres and 41.2 metres;
  - 53.8 metres and 57.3 metres;
  - 63.6 metres and Eve Street;
- (K) The reallocation of parking on the southern side of Macdonald Street, marked with a yellow "No Stopping" line between the following points east of Eve Street;
- 11.1 metres and 21.1 metres;
  - 27.4 metres and 30.9 metres;
  - 43.4 metres and 47 metres;
  - 59.6 metres and 91.5 metres;
  - 104.1 metres and 107.6 metres;
  - 120.2 metres and 131.4 metres; and
  - 138 metres and Hadfields Street;
- (L) The reallocation of parking on the southern side of Macdonald Street, as "2P 8am-8pm" between the following points east of Goddard Street;
- 9 metres and 21.6 metres (two car spaces);
  - 25.1 metres and 37.7 metres (two car spaces); and
  - 41.2 metres and 53.8 metres (two car spaces).
- (M) The reallocation of parking on the southern side of Macdonald Street, between the points 57.3 metres and 63.6 metres (one car space) east of Goddard Street as, "No Parking Car Share Vehicles Excepted";
- (N) The reallocation of parking on the southern side of Macdonald Street, as "2P 8am-8pm" between the following points east of Eve Street;

- 21.1 metres and 27.4 metres (one car space);
  - 30.9 metres and 43.5 metres (two car spaces);
  - 47 metres and 59.6 metres (two car spaces);
  - 97.5 metres and 104.1 metres (two car spaces); and
  - 107.6 metres and 120.2 metres (two car spaces);
- (O) The installation of a continuous footpath treatment across Brightwell Lane, just east of Macdonald Street;
- (P) Widening the footpath by 1.2 metres on the western side of Goddard Street between Macdonald Street and the point 82.4 metres south of Goddard Street;
- (Q) Widening the footpath by 1.2 metres on the eastern side of Goddard Street between Macdonald Street and the point 81.4 metres south of Goddard Street;
- (R) The reallocation of parking on the western side of Macdonald Street, marked with a yellow "No Stopping" line, between the points 0 metres and 86.9 metres south of Macdonald Street;
- (S) The reallocation of parking on the eastern side of Goddard Street, marked with a yellow "No Stopping" line between the following points south of Macdonald Street;
- 0 metres and 20.6 metres;
  - 33.2 metres and 61.4 metres; and
  - 74 metres and 86.9 metres;

The reallocation of parking on the eastern side of Goddard Street, between the points 20.6 metres and 33 metres (two car spaces) and between the points 61.4 metres and 74 metres (two car spaces) south of Macdonald Street, as "2P 8am-8pm".

#### **Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
City of Sydney	✓	
Roads and Maritime Services	✓	
NSW Police – South Sydney PAC	✓	
Representative for the Member for Heffron	✓	

#### **Advice**

The Committee unanimously supported the recommendation.

## **Background**

The Ashmore Precinct Improvement Plan outlines proposed traffic and public domain improvements for Macdonald and Goddard Streets in Erskineville. The improvements include the provision of a separated bi-directional cycleway, continuous cycle connections, wider footpaths and continuous pedestrian links.

The proposal is in accordance with the approved Public Domain and Street Concept Design for the Ashmore Precinct which outlines streetscape improvements a road network which focuses on pedestrian and cyclist connections to better accommodate the increased development in the area.