

Item 26.**Traffic - Treatment and Parking - Separated Cycleway, Continuous Footpath Treatment, Raised Crossing and Parking Changes -Belmont Street and Fountain Street, Alexandria**

TRIM Container No.: X104120.008

Recommendations

It is recommended that the Forum review the installation of the following treatments in Alexandria:

- (A) A bi-directional separated cycleway along the eastern side of Belmont Street, between Fountain Street and the shared path connection to Buckland Street;
- (B) A Continuous footpath treatment (CFT) across Belmont Street, just north of Fountain Street; and
- (C) A raised pedestrian and cycle crossing across Fountain Street, just east of Belmont Street.

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – South Sydney PAC
Representative for the Member for Newtown

Advice

Advice will be updated after the meeting.

Background

The City of Sydney (The City) Sustainable Sydney 2030 vision calls for "a safe and attractive walking and cycling network".

The City has adopted the Cycle Strategy and Action Plan 2018-2030 which identifies a planned network of local and regional cycling routes that underpin the City's transport and environmental goals.

Belmont Street has long been identified as a key regional cycling route, forming part of the bike network linking Sydney Park with Moore Park and Centennial Park since the South Sydney Bike Plan was adopted in 1997. Whilst the majority of Belmont Street currently operates as a quiet way, there is a missing gap in the route between Fountain Street (a state road) and the shared path connection to Buckland Street at the north end of Belmont Street.

Comments

Currently, there is no point on Fountain Street between Mitchell Road and McEvoy Street for pedestrians or cyclists to safely cross the road without negotiating vehicle traffic and on-road parking. A considerable proportion of pedestrians and cyclists crossing Fountain Street are parents and children travelling to and from Alexandria Park Community School, which is also located at the north end of Belmont Street.

This proposal will:

- a) Improve safety and accessibility for pedestrians and cyclists crossing Fountain Street by providing a raised, marked pedestrian and bike crossing.
- b) Reduce vehicle speeds entering and exiting Belmont Street by providing a continuous footpath treatment (CFT)
- c) Offer cyclists (in particularly school children and their families) a comfortable, separated travel path along Belmont Street by providing a bi-directional separated cycleway.

The proposal is included in the 2024-2026 Road Safety Program. This program offers state and federal grant funding for local government projects that seek to improve road safety by minimising the occurrence of severe injuries and fatalities, with a focus on vulnerable road users like pedestrians and cyclists.

Parking

The proposal will see the following on-road parking removal:

- 9 (net) spaces on Belmont Street. These spaces were lost due to the proposed cycleway. Note, this is 3 more than was presented during consultation and accommodates heavy vehicle access requirements requested by 60-72 Belmont Street (McCulla D S & Son PTY LTD).
- 2 spaces on Fountain Street. These spaces were lost due to the proposed pedestrian and crossing.

Overall, the proposal will result in a net loss of 11 spaces.

Consultation

From the 14 July to 18 August 2025, the City consulted residents and businesses in the area using a variety of engagement activities, including an online survey, interactive map, on site information sessions, and key stakeholder meetings. A total of 219 responses were received:

- 73 survey submissions
- 124 comments from 35 stakeholders using the interactive map
- 2 phone calls
- 20 email submissions

Of the 219 responses received:

- 89% supported the proposal (with 40% providing design feedback)
- 11% opposed the proposal

Supporters of the proposal were most in favour of the raised crossing and separated cycleway (particularly when near a school).

The submissions opposing the proposal cited loss of on-street parking but also had concerns over unsafe driving behaviour during school pickup and drop off hours (including double parking and illegal u-turns).

Refer to Attachment 2 for a full report on the City's consultation and key findings.

Financial

The City has accepted funding from the NSW and federal governments to construct the project as part of the 2024-2026 Road Safety Program.

NATHAN WATTS, SENIOR DESIGNER - CYCLING