

**Item 45.****Traffic Treatment - Separated Cycleway and Shared Path - Moore Park Road, Paddington****TRIM Container No.: 2018/018087****Recommendations**

It is recommended that the Committee endorse the following:

- (A) The installation of a raised pedestrian crossing across Marshall Street, Surry Hills just south of Fitzroy Street;
- (B) The installation of a continuous footpath treatment across Hutchinson Street, Surry Hills just north of Fitzroy Street;
- (C) The installation of a Shared Path on the central median at South Dowling Street, Moore Park, between the points 0 metres and 5.9 metres;
- (D) Widen the footpath (by one metre) on the southern side of the existing pedestrian traffic island on Fitzroy Street, Moore Park between the points 0 metres and 7.9 metres east of South Dowling Street;
- (E) Widen the footpath (up to 2.7 metres) on the eastern side of the existing pedestrian traffic island on Anzac Parade, Moore Park between the points 0 metres and 37.7 metres south of Moore Park Road;
- (F) Widen the footpath (by 2.9 metres to provide for a separated cycleway and new garden beds) on the southern side of Moore Park Road, Moore Park between the bus roadway on Anzac Parade and Driver Avenue;
- (G) The installation of a 2.4 metre wide, bi-directional separated cycleway on the southern side of Moore Park Road, Moore Park between the points 5.4 metres and 284 metres east of Anzac Parade (i.e. near Driver Avenue);
- (H) The installation of a Shared Path on the southern side of Moore Park Road, Moore Park, between the points 94.7 metres and 102.3 metres east of Anzac Parade (i.e. at the signal controlled intersection with Greens Road);
- (I) The installation of a Shared Path on the northern side of Moore Park Road, Paddington, between the points 2.5 metres and 11.5 metres west of Greens Road;
- (J) The installation of a Shared Path on the northern side of Moore Park Road, Paddington, between the points 0 metres and 466.6 metres east of Greens Road (i.e. near Oatley Road);
- (K) Installation of a 2.9 metre wide, bi-directional separated cycleway on the southern side of Moore Park Road, Moore Park at the following locations:
  - (i) Between Driver Avenue and Cook Road; and

- (ii) Between the points 0 metres and 34.7 metres east of Cook Road.
- (L) Removal of the existing central median island along Moore Park Road, Moore Park from Drivers Avenue to Lang Road and the provision of a new central median island (up to 3.1 metres wide) at the following locations;
- (i) Between the points, between 6.4 metres and 271.4 metres east of Driver Avenue (i.e. near Oatley Road);
  - (ii) Between the points, 35.8 metres and 199 metres east of Oatley Road, (i.e. near Regent Street);
  - (iii) Between the points, 32.5 metres and 131 metres east of Regent Street; (i.e. near Poate Road); and
  - (iv) Between the points, 7.6 metres and 279.6 metres east of Poate Road, (i.e. near Garden Street).
- (M) Widening of the footpath (by 2 metres) on the western side of Oatley Road, Paddington, between the points 0 metres and 9.8 metres north of Moore Park Road;
- (N) Widening of the footpath (by 1.9 metres) on the northern side of Moore Park Road, Paddington, between the points 0 metres and 11.2 metres east of Oatley Road;
- (O) Widening of the footpath (by 2 metres) on the western side of Regent Street, Paddington, between the points 0 metres and 8.8 metres north of Moore Park Road;
- (P) Widening of the footpath (by 2.2 metres) on the northern side of Moore Park Road, Paddington, between the points 0 metres and 10.5 metres east of Regent Street;
- (Q) The installation of a raised pedestrian and bicycle crossing in Poate Road, Centennial Park, just south of Moore Park Road;
- (R) Widening of the footpath (by 1.3 metres) on the western side of Poate Road, Moore Park, between the points 0 metres and 16.1 metres south of Moore Park Road;
- (S) Widening of the footpath (by 3.4 metres) on the eastern side of Poate Road, Moore Park, between the points 0 metres and 15.4 metres south of Moore Park Road;
- (T) Widening of the footpath (by 2.7 metres) on the eastern side of the existing pedestrian traffic island at the intersection of Gordon Street and Moore Park Road, Moore Park;
- (U) Widening the footpath (by 1.5 metres) on the southern side of the existing pedestrian traffic island at the intersection of Gordon Street and Moore Park Road, Moore Park;
- (V) Widening of the footpath (by 2.4 metres) on the eastern side of Cook Road, Centennial Park, between the points 0 metres and 7.1 metres south of Moore Park Road;
- (W) Widening the footpath (to provide garden beds) on the southern side of Moore Park Road, Moore Park at the following locations:
- (i) between the points 0 metres and 79.1 metres east of Driver Avenue (up to 2.7 metres wide);

- (ii) between the points 11.3 metres and 22.7 metres west of Oatley Road (up to 2.5 metres wide);
  - (iii) between the points 3.4 metres and 16.4 metres east of Oatley Road (up to 2.5 metres wide);
  - (iv) between the points 5.5 metres and 13 metres west of Regent Street (up to 2.2 metres wide);
  - (v) between the points 6.5 metres and 19.9 metres east of Regent Street (up to 2.2 metres wide);
  - (vi) between the points 0 metres and 10.3 metres west of Poate Road (up to 5.5 metres wide);
  - (vii) between the points 0 metres and 11 metres east of Poate Road (up to 5.6 metres wide);
  - (viii) between the points 12.5 metres and 26 metres west of Cook Road (up to 2.6 metres wide);
- (X) Removal of the left turn slip road on Lang Road, Centennial Park on the northbound approach to Moore Park Road,
- (Y) Widening the footpath (by 2.1 metres) on the western side of Lang Road, Centennial Park, between the points 32.3 metres and 54.5 metres south of Moore Park Road;
- (Z) Provision of a new 1.2 metre wide central median island along Moore Park Road, Paddington between the points 0 metres and 60 metres east of Cook Road (near Lang Road);
- (AA) Removal of part of the existing central median island on Anzac Parade, Moore Park between the points 7.8 metres and 9.6 metres south of Moore Park Road;
- (BB) The allocation of parking on the southern side of Moore Park Road, Moore Park between the points 79.1 metres and 87.3 metres (one car space) east of Drivers Avenue as, unrestricted parking;
- (CC) The reallocation of parking on the western side of Poate Road, Centennial Park between the points 11.5 metres and 16.9 metres south of Moore Park Road, as "No Stopping";
- (DD) The reallocation of parking on the western side of Poate Road between the points 16.9 metres and 21.9 metres south of Moore Park Road, as "No Parking" for a relocated car share space;
- (EE) The installation of yellow "No Stopping" linemarking on the southern side of Moore Park Road, Centennial Park between the points 21.7 metres and 35.5 metres east of Cook Road; and
- (FF) The allocation of parking on the southern side of Moore Park Road, Centennial Park between the points 35.5 metres and 59.2 metres east of Cook Road, as a relocated "Bus Zone".

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
City of Sydney	[Insert]	[Insert]
Roads and Maritime Services	[Insert]	[Insert]
NSW Police – Surry Hills PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]
Representative for the Member for Newtown	[Insert]	[Insert]
Representative for the Member for Heffron	[Insert]	[Insert]

**Decision**

Decisions will be updated after the meeting.

**Background**

The City's Cycle Strategy and Action Plan 2007-2017 includes a proposal to investigate the provision of a high priority regional cycleway route from Bondi Junction to the City. The cycleway will improve safety for bike riders between Centennial Park and Surry Hills.

The proposed More Park Road cycleway will be an extension of the cycleway already built by the RMS, between Lang Road to Bondi Junction, along the northern frontage of Centennial Park.

**Comments****Separated Cycleway and Shared Path**

The new separated cycleway will provide a consistent connection along the southern side of Moore Park Road, between Anzac Parade and Lang Road. The separated cycleway will be 2.4 metres wide between Anzac Parade and Driver Avenue and 2.9 metres wide between Driver Avenue to just east of Lang Road.

The provision of the new separated cycleway includes the upgrade of signal controls through the provision of bicycle lanterns to facilitate cyclists crossing Moore Park Road. The Traffic

Signal Control (TCS) Plans have 'in-principle' support from Roads and Maritime Services and include the intersections of:

- South Dowling Street/ Moore Park Road/ Fitzroy Street
- Anzac Parade/ Moore Park Road / Flinders Street.
- Moore Park Road / Greens Road
- Moore Park Road / Driver Avenue
- Moore Park Road / Regent Street
- Moore Park Road / Oatley Road
- Moore Park Road / Gordon Street/ Cook Road
- Oxford Street/ Queen Street/ Lang Road/ Moore Park Road

The proposal involves removal of the existing central median island along Moore Park Road, Moore Park from Drivers Avenue to Lang Road and the provision of a new central median island to align with the new traffic lanes once the cycleway has been installed.

The proposed cycleway will result in no loss of on-street parking spaces.

The provision of the cycleway requires the use of part of the Centennial Parklands as a footpath. Centennial Parklands have provided support for the project and a deed of approval for the use of the land.

The proposal also includes the provision of a Shared Path on the northern side of Moore Park Road to facilitate alternative routes where the cycleway is required to be closed.

### **Event Management**

The cycleway, between Greens Road and Cook Road, will be closed during large events at Moore Park. This is to allow greater pedestrian capacity along the route during events.

To facilitate temporary closures of the cycleway and to reduce the potential for trip hazards during events, the cycleway, between Anzac Parade and Poate Road, is required to be flush with the footpath. Where the cycleway is flush, low level planting and tactile paving will be used to identify the border between the footpath and the cycleway.

During these closures, signage will be provided to direct cyclists to an alternative cycle route along the Shared Path on the north side of Moore Park Road, between Greens Road and Oatley Road, continuing on road along Leinster Street before crossing back onto the Moore Park cycleway at Gordon Street.

A separate proposal for Leinster Street, Paddington has been submitted to amend the one-way west-bound restriction and allow for an exemption for cyclists.

### **Bus Stop Relocation**

The works include the removal of the left turn slip road on Lang Road, Centennial Park on the northbound approach to Moore Park Road. There is an existing bus zone within the slip lane which is proposed to be relocated onto Moore Park Road as a result of the change.

The proposal has been approved 'in-principle' by the State Transit Authority (STA).

### **Continuous Footpath Treatments**

The proposal includes a continuous footpath treatment at Hutchinson Street, Surry Hills.

The RMS Technical Direction for Continuous Footpath Treatments (TDT 2013/05) states that continuous footpath treatments are only applicable for intersections carrying no more than 45 vehicles per hour and the driveway layback is no wider than 7 metres. The proposed Continuous Footpath Treatment at this location complies with these requirements.

Raising the existing crossing point will facilitate the provision of a continuous pedestrian and cycling link along the existing Fitzroy Street Shared Path.

The new continuous footpath treatment will not effect on-street parking or traffic flows in the local area.

### **Raised Pedestrian Crossing**

The proposal includes raising the existing pedestrian crossing in Marshall Street, Surry Hills just south of Fitzroy Street. Raising the existing pedestrian crossing will facilitate the provision of a continuous pedestrian and cycling link along the Fitzroy Street Shared Path.

### **Footpath Widening**

The proposal includes widening the footpaths at intersections and along the cycle route to facilitate safer crossing and to facilitate garden beds for pedestrian management and landscaping purposes. Footpath widening at intersections will reduce the distance pedestrians need to cross and provide clear visibility and therefore improve safety.

### **Related Traffic Works**

The Moore Park Road Cycleway will require changes to the existing Traffic Signals along the route. Traffic Signals are controlled by the Roads and Maritimes Services (RMS) and any changes require their approval. The RMS has advised the City that they will require a ban on the existing right turn from Moore Park Road into Lang Road, and the provision of a right turn bay for vehicles turning from Moore Park Road into Cook Road, as part of the RMS approvals for the amended Traffic Signals at these intersections. These changes would improve traffic flow on Moore Park Road, however, they are not considered required for the Cycleway to proceed.

The RMS has requested that the City investigate a ban on the existing right turn from Moore Park Road into Poate Road by extending the central median island on Moore Park Road across the intersection of Poate Road. This proposal would improve safety at the intersection. However, given that this proposal is not required for the cycleway to proceed, and will require community consultation and approvals under Section 116 of the Roads Act 1993, the City has agreed to consider this proposal under separate application.

### **Consultation**

The City consulted local residents and businesses in the area. There were 4300 letters sent out with 85 responses supporting the proposal and 12 responses opposing the proposal.

Submissions supporting the proposal noted that the cycleway would improve cycle access and safety & improve the connection between the inner city and Eastern Suburbs.

Submissions opposing the proposal noted that the existing on-road bicycle lane on Moore Park Road is adequate and improvements to public transport facilities in the area should be prioritised. Objections also raised concerns about the proposal being constructed partially on Park lands.

However, the NSW government has identified Moore Park Road as a priority cycle route, and as a result it is proposed to increase safety on the route, upgrading the existing on-road bicycle lanes to provide a separated cycleway with continuous links to encourage cycling as realistic and safe travel mode. In addition, the Moore Park Trust has agreed to the works in Moore Park.

### **Financial**

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

**TIM BALE, PROJECT MANAGER STREETSCAPES**