

Traffic Treatment - Streetscape Improvements - Chalmers Street, Surry Hills

TRIM Container No.: 2019/563435

Recommendations

It is recommended that the Committee endorse the following:

- (A) Provision of a 2.6 to 2.8 metre wide two-way separated cycleway on the western side of Chalmers Street, Surry Hills between the points 0.0 metres and 73.2 metres south of Randle Street;
- (B) Provision of a 2.6 metre wide two-way separated cycleway on the northern side of Randle Street, Surry Hills between the points 0.0 metres and 2.4 metres east of Chalmers Street;
- (C) Provision of a traffic island on the western side of Chalmers Street between the points 73.2 metres and 77.0 metres south of Randle Street, with a gap to enable cyclists riding northbound on Chalmers Street to access the separated cycleway; and
- (D) Footpath widening on the northern side of Randle Street between the points 8.0 metres and 25.7 metres east of Chalmers Street.

It is also recommended that the Committee note the following:

- (E) Installation of three aspect bike lanterns at the intersection of Chalmers, Devonshire and Randle Streets.

Voting Members for this Item

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

Advice

Advice will be updated after the meeting.

Background

Sydney's Cycling Future was published by Transport for NSW in December 2013 and identified Chalmers Street, Surry Hills as a strategic bicycle corridor. The Sydney Centre Access Strategy was also published by Transport for NSW in December 2013 and identified Chalmers Street between Prince Alfred Park and Eddy Avenue as part of the NSW Government's strategic cycleway network.

The City's Cycle Strategy and Action Plan 2018-2030 was adopted by Council in November 2018 and includes Chalmers Street between Prince Alfred Park and Eddy Avenue as a planned regional cycle route.

Chalmers Street between Prince Alfred Park and Eddy Avenue is a key corridor for people cycling between Green Square, Redfern and Sydney CBD. The City's permanent count station on the Prince Alfred Park shared path currently records over 1,200 riders on a typical weekday and over 7,000 riders per week.

As part of the Sydney Light Rail project a two-way separated cycleway was recently constructed on the Chalmers Street light rail corridor 70 metres north of Randle Street. No dedicated facilities were provided for people riding between Prince Alfred Park and this new cycleway as part the Sydney Light Rail project. As Chalmers and Randle Streets are one-way roads, southbound cyclists are currently forced to share space with pedestrians in an area which has high pedestrian activity.

The City therefore proposed changes on Chalmers and Randle Streets, Surry Hills to improve pedestrian safety near the entrance to Central Station by providing dedicated space for people riding between Prince Alfred Park and the new separated cycleway recently constructed as part of the Sydney Light Rail project.

Comments

Separated Cycleway

A two-way separated cycleway is proposed on the western side of Chalmers Street and the northern side of Randle Street to provide dedicated space for people riding between Prince Alfred Park and the Chalmers Street cul-de-sac which was recently constructed as part of the Sydney Light Rail project. The cul-de-sac provides direct access to the recently constructed two-way separated cycleway along the Chalmers Street light rail corridor which was constructed as part of the light rail project.

The cycleway will improve pedestrian safety along Chalmers Street and around the entrance to Central Station by providing dedicated space for people riding away from the pedestrian areas as much as possible.

Footpath Widening

Footpath widening is proposed on the northern side of Randle Street to improve pedestrian amenity and to provide a connection between the separated cycleway and Chalmers Street cul-de-sac.

Traffic Island

A traffic island is proposed on the western side of Chalmers Street to provide physical protection for cyclists near the access to Prince Alfred Park. A gap is proposed at the traffic island to enable cyclists riding northbound on Chalmers Street to access the separated cycleway.

Traffic Signals

It is proposed to install three aspect bicycle lanterns at the intersection of Chalmers, Randle and Devonshire Streets to enable cyclist access through the intersection. RMS provided agreement in principle for the proposed changes on 21 August 2019.

An updated Traffic Control Signal (TCS) plan for the proposed bicycle lanterns was submitted to Roads and Maritime Services (RMS) on 1 October 2019. The TCS plan is currently under review by RMS.

Consultation

The City consulted local residents and businesses in the area with 178 letters sent out requesting feedback on the proposal.

The design and details of the proposal were available on the Sydney Your Say website with feedback able to be provided between 7 October and 28 October 2019 via an online form and survey. The consultation was promoted on the SydneyCycleways and City of Sydney social media channels as well as the Sydney Your Say and Sydney Cycleways.

A total of 249 formal submissions were received with 231 responses supporting the project, 10 somewhat supporting and eight opposing. Of the eight opposing submissions:

- two raised concerns about the interaction of pedestrians and cyclists near the access to Prince Alfred Park;
- two raised concerns about disruption associated with construction;
- one raised concerns that the width of the cycleway is inadequate;
- one raised concerns about disabled access to Sydney Dental Hospital;
- one raised general concerns about separated cycleways; and
- one did not provide a reason.

The path along Chalmers Street at the access to Prince Alfred Park is currently a legally designated shared path. The proposal will improve pedestrian safety by providing dedicated space for people riding along Chalmers Street and away from the pedestrian area as much as possible. Pavement markings will be provided at the access to Prince Alfred Park to reduce cyclist speeds, increase pedestrian awareness of the presence of riders and reinforce pedestrian priority.

The separated cycleway on Chalmers Street is proposed to be 2.8 metres wide and 2.6 metres wide on approach to the intersection at Chalmers Street. This is the maximum cycleway width that can be provided on Chalmers Street while retaining two vehicle lanes, access for buses and the associated 0.4 metre wide median separator.

Financial

The City has accepted a funding offer from the NSW Government as part of the RMS Active Transport Program for construction of the project.

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