

**Item 58.****Traffic Treatment - Separated Cycleway - Macdonald Street, Erskineville****TRIM Container No.: 2019/601561****Recommendations**

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;
- (T) 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

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

### Advice

Advice will be updated after the meeting.

## 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.

## Comments

### Separated Cycleway

A new 2.4 metre wide separated cycleway is proposed on the northern side of Macdonald Street, Erskineville between Bridge and Hadfields Streets. Shared paths and shared environments will be provided a points of conflict to provide a consistent cycle connections along Macdonald Street. Future development will include the construction of Macdonald Street extension from Hadfields Street through to Mitchell Road to the east and will connect to the greater cycleway network.

### Raised Pedestrian Crossing

Raised pedestrian crossings are proposed across Macdonald Street near the intersections with Goddard, Eve and Hadfields Streets. To meet the RMS warrants for a raised 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  $P \times V$  is also greater than or equal to 60,000.

Given significant development surrounding Macdonald Street, there is expected to be continued growth of pedestrian volumes through the area. The proposed pedestrian crossings will provide major pedestrian links between residential developments and Erskineville train station and nearby schools and as such, will improve accessibility and safety for pedestrians.

### Continuous Footpath Treatments

It is proposed to provide continuous footpath links along Macdonald Street at the intersections with Goddard, Pearl, Eve and Zenith Streets to promote a safer and more connected pedestrian environment. As a result of drainage concerns the continuous footpath treatment across Goddard Street is required to be flush with the road level.

While traffic volumes in the area are very low, there is expected to be significant development in the area. Prior to occupation of the area the provision of continuous footpath treatments will help establish safe and continuous connections for pedestrians through the Ashmore Precinct. Given the streets only provides local access, the footpath continuations would be similar to the existing driveway arrangement of the nearby sites. The treatment is beneficial from a pedestrian safety and traffic calming perspective.

### **Footway Widening**

The City has received ongoing requests to improve the pedestrian safety and accessibility and residential amenity in Macdonald Street and the surrounding street network. The footpath widening on Goddard Street would help create accessible pedestrian links in areas where the footpath is of inadequate width, promote walking as a viable and safe form of transport, reduce the reliance on private vehicle travel and reduce vehicle speeds.

### **Turning Area**

As part of the Ashmore Precinct Masterplan, Goddard Street is proposed to connect through to Coulson Street as a one-way southbound street. As the southern end of Goddard Street has not yet been constructed, and is proposed to be constructed as part of separate future development proposal, the street will temporarily be a dead-end street until the street is fully constructed.

Goddard Street is 3 metres wide and would be restrictive for two-way travel, however the street cannot be restricted to one-way movements while it is a dead-end street. Given that Goddard Street is a short straight street with low traffic volumes, slow speeds, clear forward visibility and opportunity to turn out of the street half way along via Brightwell Lane (which is one-way east away from Goddard Street). To facilitate vehicles turning around at the end of the temporary dead-end, it is proposed to provide a temporary turning area at the southern end of Goddard Street.

### **Parking**

This proposal will formalise the kerbside parallel parking spaces for the residents of both Macdonald and Goddard Streets. Parking is proposed in indented parking bays on the southern side of Macdonald Street and the eastern side of Goddard Street.

A future car share space is proposed near Pearl Street on the southern side of Macdonald Street. The parking space will be occupied by a shared vehicle once an application is received from a car share operator.

There are 26 car parking spaces removed as a result of this proposal.

### **Consultation**

A consultation and community engagement process has been undertaken for this proposal. This has included approximately 1500 letter drops to properties in Erskineville along with exhibit of Review of Environmental Factors on the City's website.

There were 57 responses supporting the proposal and 55 responses opposing the proposal. Submissions supporting the proposal noted how the proposal would improve safety, amenity and functionality of the street. Submissions opposing the proposal noted the loss of on street parking, existing trees and traffic impacts resulting from nearby future extension works continuing from Macdonald Street to Mitchell Road.

Given the proposal provides improved safety, connectivity and amenity for pedestrians and cyclists on a strategic link between community facilities and residential areas, it is proposed to proceed with the proposal.

### **Financial**

All costs associated with the proposal will be borne the Macdonald Street Road Widening project budget.

**DEAN ARNOLD, DESIGN MANAGER**