

**Item 31.****Traffic Treatment - Separated Cycleway - Ashmore Street and Harley Street, Alexandria****TRIM Container No.: 2020/539100****Recommendations**

It is recommended that the Committee endorse the installation of the following treatments;

- (A) A continuous footpath treatment across Fox Avenue, at the intersection with Ashmore Street;
- (B) A 1.9 metre wide footpath widening on the eastern and western sides of Fox Avenue, Erskineville between the points 0 metres and 10 metres north of Ashmore Street;
- (C) A 3.1 metre wide footpath widening on the northern side of Ashmore Street, Erskineville between the points 0 metres and 12.3 metres west of Fox Avenue;
- (D) A 2.3 metre wide footpath widening on the northern side of Ashmore Street, Erskineville between the points 0 metres and 18.4 metres east of Fox Avenue;
- (E) A continuous footpath treatment across Foundry Street, at the intersection with Ashmore Street;
- (F) A 2.1 metre wide footpath widening on the southern side of Ashmore Street, Erskineville between the points 0 metres and 10.1 metres west of Foundry Street and 0 metres and 19.6 metres east of Foundry Street
- (G) A raised pedestrian crossing across Ashmore Street, Erskineville just east of the intersection with Fox Avenue;
- (H) A Shared Path on the northern side of Ashmore Street between the points 0 metres and 12.3 metres west of Fox Avenue and 0 metres and 18.4 metres east of Fox Avenue;
- (I) The reallocation of parking on the northern and southern sides of Ashmore Street, Erskineville between the points 12.3 metres west of Fox Avenue and 18.4 metres east of Fox Avenue as, "No Stopping";
- (J) A 2.4 metre wide bi-directional separated cycleway on the northern side of Ashmore Street, Erskineville between the points 18.4 metres and 114.4 metres east of Fox Avenue;
- (K) A 1.4 metre side footpath widening on the northern side of Ashmore Street, Erskineville between the points 97.2 metres east of Fox Avenue and Mitchell Road;
- (L) The reallocation of parking on the northern side of Ashmore Street, Erskineville between the points 97.2 metres east of Fox Avenue and Mitchell Road as, "No Stopping";

- (M) A Shared Path on the northern side of Ashmore Street, Erskineville between the points 114.4 metres east of Fox Avenue and Mitchell Road;
- (N) Upgrade and provide a raised bicycle and pedestrian crossing across Mitchell Road, Erskineville between Ashmore and Harley Streets;
- (O) A 1.5 metre wide footpath widening on the southern side of Harley Street, Alexandria between the points 0 metres and 18.6 metres east of Mitchell Road;
- (P) A bi-directional separated cycleway on the southern side of Harley Street, Alexandria between the points 0 metres and 11.2 metres east of Mitchell Road;
- (Q) A 2.3 metre wide bicycle lane on the northern side of Harley Street, Alexandria between the points 11.2 metres east of Mitchell Road and 56.6 metres east of Lawrence Street;
- (R) A 1.9 metre wide bicycle lane on the southern side of Harley Street, Alexandria between the points 11.2 metres east of Mitchell Road and 57.7 metres east of Lawrence Street;
- (S) A 2.1 metre wide footpath widening on the southern side of Harley Street, Alexandria between the points 41.7 metres and 58.8 metres east of Belmont Street;
- (T) A 1.8 metre wide footpath widening and Shared Path on the northern side of Harley Street, Alexandria between the points 56.6 metres east of Lawrence Street and McEvoy Street;
- (U) A median island with a two metre wide pedestrian refuge in Harley Street, Alexandria just west of McEvoy Street;
- (V) The reallocation of parking on the northern side of Harley Street, Alexandria between the points 56.6 metres east of Lawrence Street and McEvoy Street as, "No Stopping";
- (W) A 1.8 metre wide footpath widening and Shared Path on the southern side of Harley Street, Alexandria between the points 50 metres east of Lawrence Street and McEvoy Street;
- (X) The reallocation of parking on the southern side of Harley Street, Alexandria as "No Stopping" between the following points:
- 24.5 metres and 31.7 metres east of Mitchell Road;
  - 0 metres and 15.4 metres east of Belmont Street;
  - 27.4 metres and 30 metres east of Belmont Street;
  - 49.5 metres and 58.8 metres east of Belmont Street;
  - 8.8 metres and 13.4 metres east of Lawrence Street;
- (Y) The reallocation of parking on the southern side of Harley Street, Alexandria between the points 19 metres and 25 metres east of Lawrence Street as, unrestricted for parking;

- (Z) The reallocation of parking on the northern side of Harley Street, Alexandria between the points 21.8 metres and 25 metres east of Lawrence Street as, "No Stopping";
- (AA) The reallocation of parking on the northern side of Harley Street, Alexandria between the points 14.8 metres and 33.1 metres and 50.3 metres and 56.6 metres east of Lawrence Street as, unrestricted for parking;

### Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[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 City's Cycling Strategy and Action Plan adopted by Council in 2018, identifies a requirement to improve connectivity for bicycle riders across the City's bicycle network.

This project aims to fill in the missing links on the City's bike network identified in the Cycling Strategy adopted by Council in November 2018. They will improve the safety of people riding locally, or to work or school. This will serve as strategic connection while improving amenity of the area while supporting overall traffic calming.

## Comments

### Separated cycleway

As part of the new connections a 2.4 metre-wide separated bi-directional cycleway is proposed on the northern side of Ashmore Street between Fox Avenue and Mitchell Road. The separated cycleway will connect to new 1.2-metre-wide separated bicycle lanes along the northern and southern sides of Harley Street.

### Shared Path

Shared paths are proposed at key intersections, including Ashmore Street at Fox Avenue and Mitchell Road and Harley Street on approach to McEvoy Street. This will encourage safe access to adjacent crossing facilities for pedestrians and the cyclists.

### Continuous Footpath Treatment

A new continuous footpath treatment is being proposed at Fox Avenue at its intersection with Ashmore Street. A continuous footpath treatment aids in traffic calming at the intersection thereby increasing safety at the intersection.

The 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.

Traffic counts commissioned for seven days in June 2019, in Fox Avenue, recorded a maximum peak-hour volume of 221 vehicles. While the counts recorded vehicle numbers in excess of the warrants, the continuous footpath treatment would support the proposal providing improved active transport links between residential areas, schools and parks.

In addition, the crossing width proposed for the continuous footpath treatment is below the warrant and as such compliant with the Technical Direction. The new continuous footpath treatment will not effect on-street parking or traffic access in the local area.

### Raised Pedestrian Crossing

This project proposes installation of raised pedestrian crossing across Ashmore Street near its intersection with Fox Avenue. The Masterplan for the Ashmore Precinct includes the provision of a new road, named Foundry Street which provides access to new residential, commercial and retail properties within the precinct. The development is expected to significantly increase pedestrian activity on Ashmore Street to and from the surrounding area.

To provide a continuous safe link, it is proposed to provide a raised pedestrian crossing across Ashmore Street providing a safe and accessible link to the and from the Ashmore Precinct to Erskineville Oval/Park.

In addition, it is also proposed to upgrade the existing pedestrian crossing across Mitchell Road near its intersection with Harley Street to a raised pedestrian and cyclist crossing to create safe crossing facilities for the road users.

## **Kerb Extensions**

Wider footpaths are proposed at Ashmore Street adjacent to Fox Avenue and Foundry Street, at the corner of Ashmore Street and Mitchell Road and at the eastern end of Harley Street near McEvoy Street. The wider footpaths reduce vehicle speeds and the distance pedestrians are required to walk to cross the road and are provided at conflict points for Shared Paths, allowing better sightlines and additional space for pedestrians and cyclists to safely interact.

The wider footpaths result in a net loss of 14 parking spaces. However, this reduction is required as part of a proposal to facilitate improved accessibility for pedestrians and cyclists, increases safety and calms traffic.

## **Consultation**

The City consulted local residents and businesses on the wider cycleway schemes through the Alexandria and Erskineville. There were 9,750 letters sent with advertisements on the Sydney Your Say website. A total of 549 submissions were received on the project with 291 in support, 154 objections and 104 neither support or objecting to the overall project.

Of the submissions received, 51 comments were in relation to the proposal on Ashmore and Harley Street. 34 submissions received were in support of the project, 9 submissions were mixed or qualified support and 8 opposed the proposal.

Submissions in support of the proposal identified that the proposal would improve accessibility for bicycle riders and improve safety. Submissions opposed to the proposal raised concerns about private vehicles ability to park and increased congestion resulting from narrowed streets.

## **Financial**

Funds are available in the current budget as part of the City's Bicycle Related Works Capital Budget.

**SATWINDER SAINI, PROJECT MANAGER**