

**Item 34.****Traffic Treatment - Bicycle Improvements - Swanson Street, Erskineville****TRIM Container No.: 2020/539100****Recommendations**

It is recommended that the Committee endorse the provision of the following changes in Erskineville:

- (A) A contraflow bicycle facility in Elliott Avenue, between Swanson Street and Binning Street;
- (B) A Shared Path on the southern side of Swanson Street, between Elliott Avenue and Fox Avenue;
- (C) A Shared Path on the northern side of Swanson Street, between the points 0 metres and 18.3 metres west of Park Street;
- (D) A Shared Path on the northern side of Swanson Street, between Park Street and Newton Street;
- (E) A Shared Path with a 2.2 metre wide footpath widening on the western side of Park Street between the points 0 metres and 19.3 metres north of Swanson Street
- (F) A Shared Path with a 4.8 metre wide footpath widening on the eastern side of Park Street between the points 0 metres and 17.4 metres north of Swanson Street
- (G) The provision of a raised pedestrian and bicycle crossing across Park Street, just north of Swanson Street;
- (H) Widening the footpath by 3.1 metres on the northern side of Swanson Street, between the points 0 metres and 18.3 metres west of Park Street;
- (I) Widening the footpath by 3.4 metres on the northern side of Swanson Street, between the points 0 metres and 18.3 metres east of Park Street;
- (J) The provision of a continuous footpath treatment across Fox Avenue just south of Swanson Street; and
- (K) Widening the footpath by 1.1 metres on the eastern and western sides of Fox Avenue, between 0 metres and 12 metres south of Swanson Street.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
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]

**Decision**

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.

The new links are located on well-used bike routes and connect Alexandria and Erskineville to the broader bike network of shared paths, low traffic/low speed streets and separated cycleways. The connections "support children, school communities and families to ride safely and increase cycling participation by women" (Action 2.6, Priority 2 Supporting people to ride, Cycling Strategy and Action Plan).

Swanson Street, Copeland Street and Mitchell Road are state classified roads. Providing "shared paths on state roads, as well as alternative routes, for where the City is not currently permitted to reallocate road space" is called for in Action 1.7 Priority 1 Connecting the network, Cycling Strategy and Action Plan.

These connections align with the NSW Government's bike network plans for inner Sydney and make bike riding a safer option for people who choose to ride to access local schools, parks, businesses or for work.

**Comments****Shared Path**

According to Transport for NSW Centre for Road Safety, the recommended minimum Shared Path width is 2.5 metres, which is based on Austroads guidelines. The proposed Shared Path is provided in footpaths which vary in width between 4.9 metres and 2.2

metres. The narrow areas of the Shared Path are provided in short sections adjacent to obstructions such as trees or light poles or bus shelters. Given the removal of these obstructions would significantly reduce tree canopy, lighting or accessibility, which would reduce the walkability of the environment, these narrow sections of the Shared Path are considered acceptable.

### **Contra-flow Bicycle Facility**

The TfNSW Technical Direction for Contra-Flow Bicycle Facilities (TTD 2014/002) allows for the delineation of contra-flow bicycle lanes in one-way streets where the sight distance is free of obstructions and traffic volumes and vehicles speeds are low.

A site visit undertaken by the City confirmed that the sight distances in Elliott Avenue are clear and free of obstruction in both directions and traffic volumes are low and as such, the proposal is compliant with the TfNSW Technical Directions.

### **Raised Pedestrian and Bicycle Crossing**

The proposal includes providing a raised pedestrian and bicycle crossing across Park Street north of Swanson Street. There are high pedestrian volumes and that the proposal will provide a continuous link for pedestrians and bicycle riders, improving safety in the area.

To meet the TfNSW warrants for a 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. The counts came close to meeting the warrants and given that this is important for safety of road users, TfNSW has agreed in principle to this raised pedestrian and cycle crossing.

Staff noted that cyclists have to dismount when crossing the existing marked pedestrian crossing in Swanson Street which links the shared paths on the southern side of the street to the northern side. Given that Swanson Street is State Road under TfNSW control, the City is liaising with TfNSW to seek approval for provision of a crossing facility of cyclists at this location.

### **Continuous Footpath Treatments**

The proposal includes a continuous footpath treatment across Fox Avenue at Swanson Street. 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 seven metres.

Traffic counts commissioned for seven days from 20 June 2019 to 27 June 2019, in Fox Avenue, recorded a maximum peak-hour volume of 221 vehicles and the driveway layback is seven meters wide. However many pedestrians cross Fox Avenue as it links the nearby parklands and schools to Erskineville Oval.

While the vehicle numbers are above the requirements in the warrant, given the proposal will reduce vehicle speeds and improve pedestrian safety and amenity, it is proposed to proceed with the proposal.

Transport for New South Wales (TfNSW) has provided in-principle support for the proposed continuous footpath treatment across Fox Avenue.

**Consultation**

The City consulted local residents and businesses in the area through letter box drops and Sydney Your Say webpage. There were 9750 letters sent out to get feedback on Henderson Road, Railway Parade and Bridge Road, Ashmore and Harley Streets, Mitchell Road and Huntley Street and Alexandria Shared Path connections. A total of 549 comments were received on overall cycleway connections (mentioned above) with 291 in support of cycleways, 154 unsupportive comments, 104 with mixed or qualified support. These results are for overall cycleways.

The results specifically targeting Alexandria Shared path included 77 comments, out of which 29 comments were mixed or qualified support, 26 were in support of the proposal and 22 were unsupportive of the proposal. Those in support liked that proposal promoted idea of walking and cycling and creating safer paths for school. Those not in support talked about Park Street amenities (to be captured as a part of separate project), concerned that the footpath was not wide enough and that shared paths were dangerous.

**Financial**

Funds are available in the current budget as part of the City's Precinct Cycleway Links Capital Works Budget.

**SATWINDER SAINI, PROJECT MANAGER**