

Item 35.**Traffic Treatment - Separated Cycleway - Bridge Street, Erskineville and Henderson Road, Alexandria****TRIM Container No.: 2020/539055****Recommendations**

It is recommended that the Committee note the proposed bicycle improvements at traffic signals at the following intersections:

- (A) Swanson Street, Bridge Street and Railway Parade, Erskineville; and
- (B) Henderson Road and Mitchell Road, Alexandria.

It is recommended that the Committee also endorse the implementation of the following traffic treatments:

- (C) A separated cycleway on the western side of Bridge Street, Erskineville between the points 13.6 metres and 223.3 metres north of Ashmore Street, Erskineville;
- (D) A 4.2 metres wide Shared Path on the western side of Bridge Street, Erskineville between the points 223.3 metres north of Ashmore Street and Swanson Street;
- (E) A 3.9 metre wide separated cycleway on the western side of Railway Parade, Eveleigh and the northern side of Henderson Road, Alexandria between Swanson Street and the point 17.2 metres west of Davy Road;
- (F) A one-way southbound restriction for vehicles on Railway Parade, Eveleigh between Sydney Street and Swanson Street;
- (G) The implementation of priority controlled intersections on Henderson Road with give-way restrictions on Park Street, Brandling Street and Alexander Street approaches;
- (H) The implementation of "No Right Turn Bicycles Excepted" restrictions to permanently ban vehicles turning right at the following locations:
 - Alexander Street on northern and southern approaches to Henderson Road;
 - Henderson Road on eastern and western approaches to Alexander Street;
- (I) Restriction of through vehicle movements on northern and southern approaches along Alexander Street across Henderson including a 2 metre wide central median island in Henderson Road, Alexandria between the points 15 metres west of Alexander Street and 14.2 metres east of Alexander Street,
- (J) Kerb extensions and a "No Stopping" restriction on the western side of Railway Parade, Eveleigh and the northern side of Henderson Road, Alexandria between the following points north of Swanson Street:

- A 3.7 metre wide extension between 100.5 metres and 107.4 metres;
 - A 3.7 metre wide extension between 132.2 metres and 136.2 metres;
 - A 2.85 metre wide extension between 147.3 metres and 163.2 metres;
 - A 2.7 metre wide extension between 159.6 metres and 175.3 metres;
 - A 1.8 metre wide extension between 224.1 metres and 242.9 metres;
 - A 2.5 metre wide extension between 266.1 metres and 279.1 metres;
 - A 2.5 metre wide extension between 321.9 metres and 332 metres;
 - A 2.5 metre wide extension between 354 metres and 372.2 metres; and
 - A 2.5 metre wide extension between 481.4 metres and 494.4 metres.
- (K) 2.1 metre wide kerb extensions on the northern side of Henderson Road, Alexandria between the following points east of Progress Road:
- 0 metres and 9.3 metres;
 - 22.1 metres and 35.5 metres; and
 - 112.6 metres and 123.5 metres.
- (L) A 2.1 metre wide kerb extension on the northern side of Henderson Road, Alexandria between the points 9.3 metres and 27.4 metres west of Alexander Street;
- (M) The implementation of speed cushion on Railway Parade, Erskineville and Henderson Road, Alexandria on eastern and western approaches at the following locations;
- Railway Parade; west of Clara Street;
 - Railway Parade; west of Park Street;
 - Henderson Road, east of Monks Lane;
 - Henderson Road, west of Newton Street;
 - Henderson Road, west of Brandling Street;
 - Henderson Road, west of Kingsclear Road;
 - Henderson Road, west of Alexander Street; and
 - Henderson Road, east of Alexander Street.
- (N) The reallocation of kerbspace on the northern side of Henderson Road, Alexandria between the points 9.3 metres and 15 metres west of Alexander Street as, "No Stopping";

- (O) A 2.1 metre wide kerb extension on the northern side of Henderson Road, Alexandria between the points 9.5 metres and 26.4 metres east of Alexander Street; and
- (P) The reallocation of kerbspace on the northern side of Henderson Road, Alexandria between the points 9.5 metres and 26.4 metres east of Alexander Street as, "No Stopping".

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

In response to the pandemic, Transport for NSW proposed a number of temporary cycleway treatments to improve safety and access and to facilitate an uptake of cycling. These treatments have created alternative modes of transport avoiding significant additional congestion from a potential uptake of private vehicle use.

This included the cycleway improvements on local roads such as Bridge Street, Railway Parade and Henderson Road. The City is proposing to adopt these treatments permanently.

Separated bi-directional cycleway

The proposals include the provision of a new 2.4 metre wide separated bi-directional cycleway on the western side of Bridge Street, Railway Parade and Henderson Road between Ashmore Street and the Mitchell Road, Davy Road intersection.

Shared Path

The proposal includes Shared Paths at conflict points on approach to intersections on Bridge Street on approach to Swanson Street and on Swanson Street on approach to Davy Road. Wider footpath sections are provided at these locations to increase the space where pedestrians and bicycle riders will interact safely. Ramps from the separated cycleway as well as signage and footpath markings are provided to reduce speed for bike riders entering the Shared Path from the cycleway and to reinforce pedestrian priority.

One-way arrangements

It is proposed to permanently convert Railway Parade to allow one-way southbound traffic only, between Sydney Street and Swanson Street. This reduces the number of conflicting movements at the intersection, allows additional space for pedestrians, increases safety and reduces the number of drivers taking a short-cut route along Henderson Road when travelling from King Street towards Botany Road.

Priority Controlled Intersections

Part of the proposals include the removal of existing roundabouts along Henderson Road at intersections with Park Street, Brandling Street and Alexander Street. The removal of the roundabouts will allow for safe movement of bike riders and drivers travelling along Henderson Road.

No Right Turn Bicycles Excepted

The proposed priority controlled intersection at Henderson Road and Alexander Street is proposed to include "No Right Turn Bicycles Excepted" restrictions for drivers turning right at the intersection. The proposal also includes a central median island along Henderson Road across the intersection with Alexander Street, which will restrict through vehicle movements in Alexander Street across Henderson Road north-south. The median includes two metre wide bicycle storage area for bicycle riders to safely wait before crossing the traffic lane.

Kerb Extensions

Kerb extensions are proposed to provide delineation of traffic between vehicles on approach to parking spaces and bicycle storage areas to provide physical separation between moving traffic and bicycle riders waiting to safely cross the road. The kerb extensions reduce the road width, reduce vehicle speeds and provide protection for bicycle riders.

The kerb extensions associated with the delivery of the cycleway and intersection changes result in a loss of 18 parking spaces but are necessary for safety reasons.

Speed cushions

The proposals include the provision of regular speed cushions along Henderson Road to support reduced vehicle speeds and address community concerns about vehicle speeds on the street.

Consultation

The City consulted local residents and businesses in compliance with Section 116 of the Roads Act 1993. There were 9,750 letters sent out with a total of 549 submissions received on the overall consultation for the cycleways.

There were 453 submissions in response to the Henderson Road, Railway Parade and Bridge Street proposal with 347 objecting to the proposal and 41 supporting the proposal.

Submissions supporting the proposal believed that the changes would improve safety and cycle access through the area and reduce vehicle speeds. Submissions opposed to the proposal raised concerns about the narrowing of the adjacent traffic lanes, loss of parking and that the proposal resulted in rerouting of traffic to Park Street.

The proposal improves safety and provides improved accessibility for cyclists along Railway Parade and Henderson Road, the reduced width of the traffic lanes helps reduce vehicle speeds further increasing safety for all road users along the route. The treatments have also reduced the volume of traffic using Henderson Road as a short cut.

In response to the concerns about traffic being rerouted to Park Street, the City has agreed to develop a proposal to provide traffic calming along Park Street. These changes are required to be consulted with the community prior to consideration for approval at a future committee meeting.

Financial

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

SATWINDER SAINI, PROJECT MANAGER