

## **Relevant Information for Council**

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**FILE:** X026143.001                   **DATE:** 26 March 2021

**TO:** Lord Mayor and Councillors

**FROM:** Amit Chanan, Director City Projects and Property

**THROUGH:** Monica Barone, Chief Executive Officer

**SUBJECT:** Information Relevant To Item 7.3 – Project Scope - Bike Network Connections in Erskineville, Alexandria and Waterloo

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### **For Noting**

This memo is for the information of the Lord Mayor and Councillors.

### **Purpose**

To provide further information on the proposed bike network connections in Erskineville, Alexandria and Waterloo.

### **Background**

At the meeting of the Environment Committee on 22 March 2021, further information was sought on:

#### **Railway Parade One-Way Section**

Railway Parade north of Equity Lane is not wide enough to safely accommodate pedestrians, a separated bi-directional cycleway and two-way traffic. To safely accommodate all of these services we would need to increase the road corridor by approximately 2.5 metres.

During concept development, options were considered for this section of cycleway on Railway Parade. A bi-directional cycleway and one-way vehicle configuration represented the best outcome given the site constraints. As a result of this solution it necessitates a constraint of vehicles entering Railway Parade from Swanson Street. In consultation with Transport for NSW (TfNSW) and supported through traffic counts this became the recommended solution.

A shared path was considered, however was not deemed appropriate because of the mixing of pedestrians, cyclists and vertical obstacles on the steep grade of this section of Railway Parade which meant that bikes would be travelling at speed posing a risk to pedestrians in a shared path environment.

A 10km/h shared zone was not deemed appropriate because of the mixing of pedestrians, cyclists and two-way vehicles on the steep grade, as well as the higher vehicle volumes. In addition, this section of Railway Parade has a bend and vehicles approaching this bend would have reduced visibility of slower moving cyclists and pedestrians in the shared zone making this unsafe.

As part of the consultation process on the cycleway projects 9,750 letters and 500 emails were sent to the community. There were 347 responses objecting to the proposed cycleway on Bridge Street, Railway Parade and Henderson Road. The majority of these objections related to the one-way closure of Railway Parade and impact on Park Street.

Since the introduction of the one-way closure, the number of vehicles using Park Street has increased. To manage the increased traffic using Park Street a number of mitigation measures were approved by Council in February 2021, which included short term, medium term and longer term measures including road closure or right turn ban at Park Street and Henderson Road.

It should be noted that since installation of the pop-up cycleway and associated traffic calming measures (speed cushions), vehicle speeds have actually decreased on both Park Street and Henderson Road.

The connection from the Bridge Street / Railway Parade cycleway across the railway line and towards Newtown remains a key missing link in the bicycle network. The left turn ban for vehicles from Swanson Street into Railway Parade has allowed the reallocation of road space to create a safe cycle connection (eastbound). A separate future project will investigate converting this lane into a bi-directional cycleway to improve the link with Macdonaldtown.

### **Eskineville Station Upgrade**

The City of Sydney has had preliminary high-level discussions with Transport for NSW regarding this station upgrade. Further ongoing consultation and coordination will take place between the Cycleways project team and Transport for NSW during development of the respective designs to ensure the City's cycleway remains in service and is a key element in cycle access to the station.

### **Proposed No Right Turn at Mitchell Road**

The proposed No Right Turn (Buses Excepted) from Mitchell Road onto Sydney Park Road is not required for the cycleway but is part of the King Street Gateway Project by Transport for NSW. If the Council does not wish to proceed at this time, we can request Transport for NSW to undertake specific consultation on this proposed change.

This is proposed by Transport for NSW to reduce the attractiveness of Mitchell Road to rat-runs or short-cuts, following the No Right Ban at the intersection of Euston Road and Sydney Park Road. Vehicles will still be able to travel straight from Mitchell Road to access Sydney Park.

## **Mitchell Road Cycleway Configuration**

The proposed cycleway on Mitchell Road runs on the western side of road and is proposed to directly link with a new cycleway on Sydney Park Road being delivered by Transport for NSW.

At the intersection of Mitchell Road and Coulson/Huntley Streets the design will include a bicycle ramp for people on bikes to transition onto shared paths at each corner, and shared signalised crossings at all four crossings. Cyclists will be able to travel via these signalised crossings directly between the cycleways on Mitchell Road and Huntley Street. A cyclist heading south on Mitchell Road will be able to join the Huntley Street cycleway and cross diagonally onto the Mitchell Road bi-directional cycleway towards Sydney Park. A cyclist coming from Sydney Park will be able to continue north along the bi-directional cycleway and then cross Coulson, continuing north along the same side of Mitchell Road.

## **Harley Street Cycleway**

The cycleway on Harley Street is a conventional running cycleway which runs on both sides of the street in the direction of travel. This configuration works well on Harley Street due to the many small intersections with short blocks. The configuration requires simpler intersection treatments with bikes going in the direction of travel. Parking is also retained even with a narrower carriageway, as the frequent intersections allow cars to pass each other.

On the southern side of Harley Street two bend outs around trees are proposed to avoid a horizontal and vertical hazard for cyclists. One of these bend outs is around a large mature tree. The other bend out is around a tree which leans into the current parking lane, however, the project can review this bend out during detailed design and look for opportunities for new tree plantings in this area.

Many of the cycleways proposed are built within the existing roadway. Eight new trees are proposed for Gadigal, Potter and Crystal Cycleway and eight new trees are proposed for Railway Parade / Henderson Road. This is in addition to new garden beds at various locations along the cycleways.

## **Road Safety Audits for Cycleways**

As part of the delivery of any new cycleway independent Road Safety Audits are undertaken during the design and construction phases. Road Safety Audits have been undertaken for the proposed cycleways based on the concept designs. A further Road Safety Audit will be undertaken on the detailed designs. These assessments are used to highlight potential risks or issues and allow the design to be refined to remove or mitigate these risks. Following construction, a further Road Safety Audit is conducted prior to the cycleway opening. Further information on this process, including audits undertaken for the pop-up cycleways, was previously detailed in the CEO Update Memo dated 10 November 2020, which is included at Attachment A.

## **Memo from Amit Chanan, Director City Projects and Property**

Prepared by:                    Sam Wheatley, Delivery Manager

## **Attachments**

**Attachment A.** CEO Update - Protecting People Cycling, dated 10 November 2020

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Approved

A handwritten signature in black ink, appearing to read "M. Barone".

**MONICA BARONE**

Chief Executive Officer