

**Item 62.****Traffic Treatment - Separated Cycleway and Road Configuration - Green Square to Ashmore Connector, Alexandria****TRIM Container No.: 2021/488453****Recommendations**

It is recommended that the Committee endorse the installation of the following changes in Zetland/Alexandria:

- (A) Separated bi-directional cycleway on the southern side of the Green Square to Ashmore Connector (GS2AC), between Botany Road and Bourke Road.
- (B) A new connector road from the Botany Road/Geddes Avenue intersection to the Bourke Road/Bowden Street intersection. Closed streets will be implemented until roads are required by TfNSW between:
  - (i) the points 0.0 metres and 73.1 metres, west of Botany Road
  - (ii) the points 0.0 metres and 90.1 metres, west of O'Riordan Street
- (C) New Planted Mediums between:
  - (i) the points 0.0 metres and 4.2 metres, west of Botany Road
  - (ii) the points 9.3 metres and 45.0 metres, west of Botany Road
  - (iii) the points 58.0 metres and 75.0 metres, west of Botany Road
  - (iv) the points 83.4 metres and 96.1 metres, west of Botany Road
  - (v) the points 113.4 metres and 153.2 metres, west of Botany Road
- (D) New Mediums between:
  - (i) the points 96.1 metres and 113.4 metres, west of Botany Road
- (E) The allocation of kerbside restrictions in GS2AC, Zetland
  - (i) As yellow "No Stopping" line as follows:
    - (a) Northern side, between the points 88.2 metres and 153.2 metres west of Botany Road;
    - (b) Southern side, between the points 73.1 metres and 89.0 metres west of Botany Road;

- (c) Southern side, between the points 120.4 metres and 153.2 metres west of Botany Road;
  - (d) Northern side, between the points 9.4 metres and 125.3 metres east of Bourke Road;
  - (e) Southern side, between the points 10.8 metres and 90.1 metres east of Bourke Road;
- (ii) As of "No Parking" signs as follows:
- (a) Southern side, between the points 96.1 metres and 113.4 metres west of Botany Road;
- (iii) As "No Stopping" signs as follows:
- (a) Eastern side of Botany Road, between the points 15.4 metres and 28.2 metres south of GS2AC;
  - (b) Eastern side of O'Riordan Street, between the points 20.0 metres and 38.5 metres south of GS2AC;
  - (c) Eastern side of O'Riordan Street, between the points 2.8 metres and 32.7 metres north of GS2AC;
  - (d) Western side of O'Riordan Street, between the points 11.8 metres and 39.2 metres south of GS2AC;

### 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 Green Square to Ashmore Connector Road (GS2AC) project is located within the Green Square Urban Renewal Area and connects Geddes Avenue to Bowden Street. The Green Square to Ashmore Connector is a transport initiative to improve the east-west connection between the Ashmore Precinct and Green Square Town Centre for pedestrians, cyclists, buses and local vehicles.

The concept design was presented to the City's Design Advisory Panel in April 2019. The panel made several design recommendations requiring amendments to the concept design. These changes to the concept design were made and issued to Transport for NSW who had previously agreed 'in principle' to the original design. Further changes were subsequently made to address Transport for NSW concerns. The amended concept design approved in principle by Transport for NSW, provides for the road to operate primarily as an active and public transport corridor (bus route with pedestrian and cycle access), actively limiting private vehicle access.

Initially the City will open the Connector Road only for cyclists, pedestrians, and local access to adjacent properties. Bus access and through access will not be provided at present. The Connector Road will be opened in the future when TfNSW requires the Connector Road for additional bus routes.

## Comments

The Connector Road was originally investigated in the Green Square Structural Masterplan 1997 and further investigated in the Green Square Transport Accessibility Plan.

In 2008, the Green Square Transport Management and Accessibility Plan (TMAP) further identified the Connector Road as the transport strategy to improve access to the Green Square Town Centre.

## Separated Cycleway

A new 380-metre-wide separated cycleway is proposed along the Green Square to Ashmore Connector (at road level). The separated cycleway will provide safer connections for residents to nearby shops, parks and dwellings.

## Parking

The proposal includes the sign posting of the kerb space within the Connector Road as "No Parking" for drop-off and pick up purposes and "No Stopping" as kerb side parking is not being proposed along the Connector Road.

## Traffic Impacts

The Connector Road is mainly one traffic lane in each direction. The Connector Road will be restricted to local traffic only, especially given the turn bans at the proposed signal intersections.

In Bourke Road on the approach to the new signalised intersection the proposal includes turn bays that provides a right into Bowden Street and a right turn into the Connector Road. This was provided as a request from TfNSW.

Some median islands are proposed along the connector road which will provide landscaping in the street between Botany Road and O'Riordan Street.

Initially the City will open the connector road only for cyclists, pedestrians, and local access to adjacent properties. Bus access and through access will not be provided at present. The Connector Road will be opened in the future when TfNSW requires the Connector Road for additional bus routes.

## Traffic Signal Changes

The Connector Road will involve some Traffic Signal Changes such as the following:

- Incorporation of a western arm to the signalised intersection at Botany Road opposite Geddes Avenue
- New signalised intersection at O'Riordan Street to include the eastern approach from the proposed new connector road
- New signalised intersection at Bourke Road / Bowden Street to include an eastern approach from the proposed road. This intersection would provide interchange between the north-south separated Cycleway on Bourke Road and the east-west cycleway on Bowden Street

These changes have been discussed with TfNSW at various stages during the project development and TfNSW has given in-principle support for this proposal.

## Consultation

The Review of Environmental Factors (REF) was placed on public display from 19 April to 17 May 2021. The public display strategy for the Review of Environmental Factors used a range of consultation methods, in line with the City and the NSW Health mandated Covid-19 safe practices which were in effect for all or part of the public display period.

The construction liaison group for the City's Green Square town centre projects gives residents and businesses a chance to voice concerns and ask questions about City projects.

Notification letters will be sent to property owners and businesses prior to construction. During construction, there will be close liaison between property owners, businesses, City staff and the contractors to minimise disruption to properties in the area. The contractor will also have a Community Liaison Officer for the project.

## Financial

All costs associated with the proposal will be borne by the Applicant.

**STEPHEN SMITH, DESIGN MANAGER**