

Item 19.**Traffic Treatment - Separated Cycleway - Mitchell Road and Huntley Street, Alexandria****TRIM Container No.: 2021/562980****Recommendations**

It is recommended that the Committee note the provision of bicycle crossing facilities at the signalised intersection of Mitchell Road and Huntley Street, Alexandria;

It is also recommended that the Committee endorse the installation of the following treatments in Alexandria:

- (A) A Shared Path on the western side of Mitchell Road, between Sydney Park Road and 54.6 metres, north of Sydney Park Road;
- (B) A 2.4 metre wide separated cycleway on the western side of Mitchell Road, between the points 54.6 metres and 129.6 metres, north of Sydney Park Road;
- (C) A 2.4 metre wide separated cycleway on the northern side of Huntley Street, between the points 5.5 metres and 65 metres east of Mitchell Road;
- (D) The removal of the Shared Path on the northern side of Huntley Street between points of 5.5 meters and 64.8 meters, east of Mitchell Road;
- (E) A Continuous Footpath Treatment (CFT) across Belmont Lane just north of Huntley Street;
- (F) The reallocation of parking on the western side of Mitchell Road, between the points 54.6 metres and 129.6 metres (nine car spaces) north of Sydney Park Road as "No Stopping";
- (G) The reallocation of parking on the northern side of Huntley Street, between the points 37.8 metres and 64.8 metres (four car spaces) east of Belmont Lane, as "No Stopping"; and
- (H) The reallocation of parking on the southern side of Huntley Street between the points 18.1 metres and 23.1 metres (one car space) east of Mitchell Road, as "Mail Zone";
- (I) The reallocation of parking on the western side of Mitchell Road, between the points 10 metres and 36 metres (four car spaces) north of Huntley Street, as "Bus Zone".

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 and Newtown	[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. The Cycling Strategy identifies part of the Regional Bike Network with a route from Sydney Park Road, along Mitchell Road, to Huntley Street and then mixed traffic along Belmont Street.

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

Comments

The City's Cycling Strategy and Action Plan adopted by Council in 2018, identifies part of the Regional Bike Network with a route from Sydney Park Road, along Mitchell Road, to Huntley Street and along Belmont Street.

Traffic Signals

The proposals include an upgrade of the existing traffic signals at the intersection of Mitchell Road, Coulson Street and Huntley Street to provide a dedicated movement for cyclists turning between Mitchell Road and Huntley Street.

Transport for NSW (TfNSW) are the consent authority for all traffic signals and they must give support to any proposed change to traffic signals. In July 2021, TfNSW provided in-principle approval for the proposed changes to the intersection and generally have no objection to the layout of the Traffic Control Signal Plan.

Bus stop

In August 2021, TfNSW requested the City relocate the existing bus stop on Mitchell Road, south of Coulson Street to the northern side of the intersection on Mitchell Road.

As part of the King Street Gateway Project, TfNSW will be relocating the bus stop again from the northern side of the intersection to a location closer to Sydney Park Road

Separated Cycleway

The proposal includes the provision of a 2.4 metre wide separated cycleway on the western side of Mitchell Road from the southern side of the access to Sydney Park Village to the intersection with Coulson Street and on the northern side of Huntley Street, east of Mitchell Road to facilitate the continuation of the Regional Bike Network to Belmont Street.

Huntley Street, between Belmont Lane and Belmont Street has 60-degree angle parking on the southern side and parallel parking on the northern side with a traffic island at the western end of the angle parking. As part of the implementation of the separated cycleway, the parking restrictions on the northern side of Huntley Street, between Belmont Lane and Belmont Street will be changed to "No Stopping" with a two-way travel width of 5.3 metres adjacent to the existing traffic island.

As part of the proposals to provide a dedicated separated cycle facility on the northern side of Huntley Street between Coulson and Belmont Street, it is proposed to remove the existing Shared Path at this location and provide a CFT to improve pedestrian connection along the existing footpath on northern side of Huntley Street.

Shared Path

The proposal includes the provision of a Shared Path on the western side of Mitchell Road between Sydney Park Road and the access to Sydney Park Village, a private road. As part of future proposals to upgrade Sydney Park Road, through the King Street Gateway project, the separated cycleway in Sydney Park Road will connect to the proposed cycleway on Mitchell Road.

The existing Shared Path on the eastern side of Mitchell Road, north of Sydney Park Road is to be retained for local access to Sydney Park.

Continuous Footpath Treatment

It is proposed to provide a continuous footpath treatment across Belmont Lane just north of Huntley Street to improve pedestrian safety and accessibility and slow vehicle speeds in Belmont Lane.

The TfNSW Technical Direction for Continuous Footpath Treatments (CFT) (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 from 9 August 2019 to 16 August 2019, in Belmont Lane, mid-block between Huntley Street and Maddox Street, recorded a maximum peak-hour volume of 109 vehicles.

Although the peak volume in Belmont Lane is above the TfNSW warrant, the treatment would promote a safe and accessible pedestrian connection along the northern side of Huntley Street. Additionally, residents have advised that Belmont Lane is being used as a short cut route by drivers avoiding Mitchell Road so they have asked that the City implement treatments to slow down traffic, improve safety and reduce the use of this narrow lane as a

short-cut. The installation of a continuous footpath treatment at the entry near Huntley Street will help to discourage the use of this lane and improve the amenity for the nearby community.

Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road, drivers must give way to any pedestrian or other road users on the road related area. The introduction of a continuous footpath treatment would improve safety and reinforce the road rules.

TfNSW has provided in-principle support for the continuous footpath treatment.

Driveway Layback

The access to Sydney Park Village is a wide private road. The proposal includes narrowing the access to the private road at the entrance to the public road and the provision of a driveway layback.

The proposal reduces the number of travel lanes exiting the access, reducing the number of conflicting movements, continues pedestrian priority along Mitchell Road and facilitates the future connection of the cycleway as part of the King Street Gateway Project.

Parking

The kerb space on the western side of Mitchell Road is currently a mix of "No Stopping", "1/2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat", "Bus Zone", "Mail Zone" and unrestricted parking.

The proposal includes a "No Stopping" restriction on the western side of Mitchell Road, between the access to Sydney Park Village and 20 metres north of Coulson Street, to accommodate the separated cycleway and to meet statutory requirements for the traffic signals.

It is proposed to relocate the Mail Zone from Mitchell Road to the southern side of Huntley Street, just east of the "No Stopping" restriction on approach to the traffic signals. Australia Post have raised no objection to the amended location.

The kerb space on the northern side of Huntley Street between Mitchell Road and Belmont Street is a mix of "No Stopping" and "1P 8:30am-6pm Mon-Fri". The proposal includes a "No Stopping" restriction on the northern side of Huntley Street, between Mitchell Road and Belmont Street, to accommodate the separated cycleway.

The proposal will result in the loss of 21 on-street parking spaces. This is required to align the restrictions with statutory No Stopping requirements, to accommodate higher capacity buses stopping on Mitchell Road and to accommodate the cycleway on Mitchell Road and Huntley Street

Consultation

The City consulted local residents and businesses in the area through letter box drops and Sydney Your Say webpage. There were 9,750 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 with 300 in support of the proposals, 150 submissions in opposition to the proposals and 100 mixed or qualified support. These results are for the overall cycleway proposals.

Of the submissions received, 78 comments were in relation to the proposal on Mitchell Road and Huntley Street. 17 submissions were in mixed or qualified support, 33 were in support of the project and 19 submissions were opposed to the proposal.

Submissions in support of the proposal believed that the changes would promote walking and cycling and creating safer connections between Sydney Park and the bike network in Alexandria.

Submissions opposed to the proposal raised concerns about congestion on Mitchell Road and loss of access to parking. Given the proposals generally increase safety in comparison to requiring bicycle riders to travel in the traffic lane and complete a missing link in the bicycle network, it is proposed to proceed with the proposal.

Financial

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

TIM BALE, PROJECT MANAGER