

Item 32.**Traffic Treatment - Separated Cycleway - Kelly Street, Mary Ann Street, Ultimo**

TRIM Container No.: X021146.011

Recommendations

It is recommended that the Committee endorse following traffic treatments in Ultimo:

- (A) Provision of a 3 metre wide two-way separated cycleway on the southern side of Kelly Street between Bay Street and Wattle Street;
- (B) Removal of the existing right turn only eastbound bike lane on Kelly Street, west of Wattle Street;
- (C) Provision of a 3 metre wide two-way separated cycleway on the northern side of Mary Ann Street between Wattle Street and Omnibus Lane;
- (D) Provision of a 2.6 metre wide two-way separated cycleway on the northern side of Mary Ann Street between Omnibus Lane and the end of Mary Ann Street cul-de-sac near The Goods Line;
- (E) Extension of the existing separated cycleway on Wattle Street to the north towards the intersection with Kelly Street by 10 metres;
- (F) Provision of marked pedestrian crossing and a bike crossing on Mary Ann Street, between the chainages 373.3 metres and 379.3 metres, located at the end of the closed Jones Street; and
- (G) The removal of the shared path and shared path signs and linemarking on south side of Mary Ann Street between Wattle Street and Harris Street.

It is recommended that the Committee endorse the following reallocation of parking in Ultimo:

Southern side of Kelly Street

- (H) Between the points 10 metres and 37.4 metres, east of Bay Street as "No Stopping";
- (I) Between the points 168.1 metres and 192.6 metres, between Blackwattle Lane and Wattle Street as "2P Parking 8am - 6pm Mon-Fri 8am -12:30pm Sat Permit Holders Excepted Area 20"; and
- (J) Between the points 192.7 metres and 199.0 metres, between Blackwattle Lane and Wattle Street as "No Parking Authorised Car Share Vehicles Excepted Zone Bay 885"

Northern side of Mary Ann Street between Wattle Street and Harris Street

- (K) Between the points 273 metres and 291.4 metres as "No Stopping";

- (L) Between the points 305 metres and 316.9 metres as "No Stopping";
- (M) Between the points 335.7 metres and 454 metres as "No Stopping"; and
- (N) Between the points 475.9 metres and 504.6 metres as "No Stopping".

Southern side of Mary Ann Street between Wattle Street and Harris Street

- (O) Between the points 270 metres and 273.8 metres as "No Parking Authorised Car Share Vehicles Excepted Zone GG", "60 Degree Angle Parking Rear To Kerb Vehicles Under 6m Only";
- (P) Between the points 273.8 metres and 276.9 metres as "2P Ticket 8am to 7pm Permit Holders Excepted Area 20", "60 Degree Angle Parking Rear To Kerb Vehicles Under 6m Only";
- (Q) Between the points 361.5 metres and 363.9 metres as "P Motor Bikes Only";
- (R) Between the points 380.1 metres and 388.7 metres as "Accessible Parking", "60 Degree Angle Parking Rear To Kerb Vehicles Under 6m Only";
- (S) Between the points 388.7 metres and 390.0 metres as "No Parking";
- (T) Between the points 390 metres and 403.2 metres as "P Motor Bikes Only"; and
- (U) Between the points 459.5 metres and 469.4 metres as "2P Ticket 8am to 7pm Permit Holders Excepted Area 20", "60 Degree Angle Parking Rear To Kerb Vehicles Under 6m Only".

Northern side of Mary Ann Street east of Harris Street

- (V) Between the points 573.3 metres and 612.7 metres as "No Stopping";
- (W) Between the points 612.7 metres and 618.6 metres as "No Parking Authorised Car Share Vehicles Bay 606 Excepted Zone GG"; and
Between the points 618.6 metres and 636.6 metres as "1P Ticket 10am to 9pm Permit Holders Excepted Area 20".

Southern side of Mary Ann Street east of Harris Street

- (X) Between the points 578 metres and 582.3 metres as "1P Ticket 10am to 9pm Permit Holders Excepted Area 20"; and
- (Y) Between the points 622.5 metres and 640.1 metres as "1P Ticket 10am to 9pm Permit Holders Excepted Area 20".

It is recommended that the Committee note the following traffic control signal plan changes in Ultimo:

- (Z) Traffic Control Signal (TCS) plan changes at the intersections of Wattle and Kelly Streets (TCS 3772) - bike riders on Wattle Street can turn left into Kelly Street and eastbound bike riders on Kelly Street can turn right into Wattle Street in the same B phase as per existing phasing
- (AA) Traffic Control Signal (TCS) plan changes at the intersections of Harris and Mary Ann Streets (TCS 2843) - three turn lanes northbound on Mary Ann Street reduced to two

turn lanes - one shared left turn/through lane and one right turn, bike riders getting the green during the B phase and bike riders banned from making right turns from Mary Ann Street eastbound and banned from making left turns from Mary Ann Street westbound from the bike paths.

Voting Members for this Item

| Voting Members | Support | Object |
|---|----------|----------|
| City of Sydney | [Insert] | [Insert] |
| Transport for NSW | [Insert] | [Insert] |
| NSW Police – Sydney City PAC | [Insert] | [Insert] |
| Representative for the Member for Balmain | [Insert] | [Insert] |
| Representative for the Member for Sydney | [Insert] | [Insert] |

Advice

Advice will be updated after the meeting.

Background

Increasing the mode share of cycling in the Sydney metropolitan region and providing safe cycleway connections to centres and key precincts are the objectives identified in the Transport for NSW (TfNSW) Sydney's Cycling Future and TfNSW Active Transport Strategy. The project consisting of a separated bi-directional cycleway along Kelly Street and Mary Ann Street is part of the Glebe to Ultimo east-west connection in Sydney's Bike Network, connecting Forest Lodge and Glebe with the City's south.

The project is identified in the City's Cycle Strategy and Action Plan 2018–2030 as a planned regional cycle route. It is aligned with the NSW Government's Co-designed Bicycle Network (Principal Bike Network) and their Sydney City Centre Access Strategy. The proposed cycleway will also provide bike access to the International Grammar School on Kelly Street, TAFE on Mary Ann Street and UTS campuses at the eastern end of Mary Ann Street.

Kelly and Mary Ann Streets well-used cycle routes and it connects low traffic streets in Glebe with the Goods Line and Haymarket.

The project includes a new pedestrian and bike crossing on Mary Ann Street at Jones Street, and the cycleway on Mary Ann Street will replace the existing shared path outside the TAFE.

When the City builds new separated cycleways, it is common for the number of bike trips to double within one or two years. This growth is higher in the city centre or where a cycleway is well connected to the network. A bike count between 6am and 9am and 4pm and 7pm in October 2022 counted 300 bike trips on Wattle Street between Kelly and Mary Ann Streets, and 340 bike trips on Jones Street between Thomas and Mary Ann Streets. We expect the new cycleway will have approximately 500 bike trips per day initially.

The concept design was endorsed by the Transport, Heritage, Environment and Planning Committee on 13 February 2023 and was approved Council on 20 February 2023.

The proposal comprises:

- (a) A separated bi-directional cycleway on the southern side of Kelly Street between Bay Street and Wattle Street.
- (b) Minor changes to the existing separated bi-directional cycleway on the eastern side of Wattle Street, between Kelly and Mary Ann Streets to connect to the new cycleway at each end;
- (c) Removal of the existing right-turn bicycle lane on Kelly Street at its intersection with Wattle Street;
- (d) A separated bi-directional cycleway on the northern side of Mary Ann Street and removal of the existing shared path on the southern side of Mary Ann Street;
- (e) A new pedestrian and bike crossing on Mary Ann Street at Jones Street;
- (f) Footpath widening at the south-west and south-east corners of Mary Ann Street and Harris Street intersection, with two additional trees;
- (g) Of the 114 existing on-street car parking spaces, 34 spaces removed and 9 new spaces created, resulting in net loss of 25 spaces

Comments

Traffic Signal Plans

The Traffic Signal Plans for the two intersections - Harris/Mary Ann Streets and Wattle/Kelly Streets, have in-principle approval from TfNSW and the plans have been submitted to TfNSW for approval.

At the Harris Street and Mary Ann Street signalised intersection, bicycle traffic signal detectors are proposed in the cycleway on Mary Ann Street on approach to Harris Street. The bike riders will share the green phase with the pedestrians crossing Harris Street.

At the Wattle Street and Kelly Street signalised intersection, bicycle traffic signal detectors are proposed in the cycleway on Kelly Street and Wattle Street approaches. The bike will share the green phase with the pedestrians crossing Wattle Street.

Parking

Of the 114 existing on-street car parking spaces, 34 spaces removed due the proposed cycleway, 8 new spaces created on the southern side of Mary Ann Street and 1 new space created on the southern side of Kelly Street, resulting in net loss of 25 spaces.

The 7 motorbike spaces affected by the proposed cycleway on the northern side of Mary Ann Street are replaced on the southern side of Mary Ann Street outside TAFE.

Bus Stops

There are two bus stops on Harris Street near the intersection with Mary Ann Street. The northbound bus stop is located approximately 20m south of Mary Ann Street and southbound bus stop is located approximately 25m north of Mary Ann Street.

- Bus Stop ID 200717, located on Harris Street, south of Mary Ann Street; and
- Bus Stop ID 200713, located on Harris Street, north of Mary Ann Street

Both bus stops are not affected by the operation of the proposed bike paths. Prior to construction commencing, the contractor will consult with the bus authority for traffic management during construction.

Consultation

The City carried out community consultation for the project from Monday 10 October to Monday 7 November 2022, which included sending notification letters to 2,250 properties and held two on-site community engagement sessions at the corner of Mary Ann and Jones Streets near TAFE on Tuesday 18 October and Thursday 27 October 2022.

The Sydney Your Say page was visited 1,336 times during the consultation period. The plan was downloaded 460 times. This activity indicated that people are aware of the project. Sixty people dropped 174 pins on the Social PinPoint map-based survey and some people dropped more than one pin. A total of 31 emailed submissions were received during the public exhibition period. Of the 80 different comments, 51 (64 per cent) were positive, 22 (27 per cent) were neutral and seven (nine per cent) were negative.

One raised concern that removal of parking spaces will affect resident parking on weekends and another raised concern that there isn't enough on-street parking. The majority were supportive of the cycleway works, with several suggestions made to improve the designs.

Financial

The City has accepted grant funding from the NSW Government to construct the project as part of the Transport for NSW Active Transport Program.

JAY NG - PRINCIPAL ENGINEER, INFRASTRUCTURE DESIGN, TECHNICAL SERVICES