

**Item 29.****Traffic Treatment - Pedestrian Crossing Upgrades - Glebe Point Road and Wigram Road, Glebe**

TRIM Container No.: 2023/647316

**Recommendations**

It is recommended that the Committee endorse the following traffic treatments at the intersection of Glebe Point Road and Wigram Road in Glebe:

- (A) Upgrade of the existing pedestrian at-grade crossing across Glebe Point Road to a raised crossing; and
- (B) Installation of red terracotta background pavers across the existing pedestrian at-grade crossing in Wigram Road.

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

- (C) On the western side of Glebe Point Road between the points 8 metres and 15 metres north of Wigram Road as "No Stopping";
- (D) On the eastern side Glebe Point Road between the points 28 metres and 32.8 metres and between the points 46.1 metres and 46.9 metres south of Ferry Road as "No Stopping";
- (E) On the southern side of Wigram Road between the points 15.2 metres and 22.3 metres west of Glebe Point Road as "No Stopping Australia Post Vehicles & Event Buses Excepted 3 Mins Limit"; and
- (F) On the southern side of Wigram Road between the points 34.5 metres and 37.7 metres west of Glebe Point Road as "2P 8am-6pm Mon-Fri Permit Holders Excepted Area G.

**Voting Members for this Item**

<b>Voting Members</b>	<b>Support</b>	<b>Object</b>
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Leichhardt PAC	[Insert]	[Insert]

Representative for the Member for Balmain	[Insert]	[Insert]
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## Advice

Advice will be updated after the meeting.

## Background

In response to concerns raised about pedestrian safety at the intersection of Glebe Point Road and Wigram Road, the City is proposing to raise the existing at-grade pedestrian crossing in Glebe Point Road and install red terracotta background pavers at the existing pedestrian crossing in Wigram Road.

## Comments

The proposal will help improve safety in the area as part of the City's commitment to calm traffic and improve amenity.

The crossing over Wigram Road is not proposed to be raised at this time due to the relatively large volumes of state buses which turn left from Glebe Point Road to Wigram Road under constrained geometric conditions. Further upgrades to this crossing will be considered as part of the renewal of the Glebe Library, as this may provide an opportunity for road and footpath widening which would improve bus access and provide room for compliant kerb ramps.

The proposed parking changes on Glebe Point Road are intended to ensure minimum sight distance is provided to each crossing per TfNSW technical directions. The changes on Wigram Road are intended to partially offset the overall loss of general parking and also to formalise the shared use of the existing "Mail Zone" as a Sydney Olympic Park major event bus stop. Car share operations and Australia Post have been consulted on the proposed changes.

The existing northbound bicycle lane on Glebe Point Road is proposed to be extended past Wigram Road and the existing southbound bicycle lane on Glebe Point Road is proposed to be shortened to terminate just after Ferry Street.

The existing southbound bicycle lane has no clear merge point, blending into the parking lane and bus stop. The proposed layout encourages southbound cyclists to take the road as they travel downhill in Glebe Point Road and achieve higher speeds. This keeps them clear of doors opening from parked cars and avoids potential conflicts between cyclists, parked cars, buses and moving traffic.

The extension of the northbound bicycle lane provides cyclists with a space to ride without holding up motor vehicle traffic behind them until they crest the hill on Glebe Point Road. The raised crossing will slow motor vehicles and make it easier for northbound cyclists to then merge and take the lane.

**Consultation**

The City consulted local residents and businesses in the area. There were 57 letters sent out with one response supporting the proposal and sixteen responses opposing the proposal. City staff also met with concerned residents and business owners at the site.

Opposition to the proposal was based on concerns around the loss of parking and the impact to local shops, many of which have a primarily older customer base that is reliant on vehicles to do their shopping. Parking loss has been minimised where possible over multiple revisions of the proposed design.

Objectors also noted a non-compliant crossing nearby where parking is permitted much closer to the wombat crossing. The City will investigate removal of parking at this crossing to ensure compliance with the relevant TfNSW technical direction and Australian Standards.

Kerbside uses on Wigram Road will also be reconsidered in the future as part of the renewal of the Glebe Library including options to improve parking availability.

**Financial**

Appropriate funding for the proposal will be secured once greater certainty on the construction timeline is reached.

**ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER**