



Transport
for NSW

**MCGREGOR
COXALL**



PEDESTRIAN & CYCLE IMPLEMENTATION STRATEGY ROBERT STREET & SPRINGSIDE STREET

Ministers' Condition of Approval E58

Prepared for Transport for NSW by McGregor Coxall

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Contents

Introduction	5
1.1 Background	6
1.2 Purpose of Report	7
1.3 Iron Cove Link	8
1.4 Rozelle Parklands	9
Stakeholder Engagement	11
2.1 Stakeholder Consultation Meeting	12
Safety & Engineering Standards	15
3.1 Safety and Security	16
3.2 Bicycle Guidelines	16
3.3 Lighting	17
3.4 Bicycle Signage	17
Existing ATN	19
4.1 Existing Pedestrian & Cycle Facilities	20
4.2 Safety Audit	22
Route Explorations	25
5.1 Route Option: Victoria Road West	26
5.2 Route Option: Local Streets	28
5.3 Route Option: Victoria Road West + Local Streets	30
5.4 Route Option: Victoria Road East	32
5.5 Proposed Improved Connectivity	34
Proposed Improved Connectivity	37
6.1 Local Streets Route: Springside Street / Victoria Road West	38
6.2 Local Streets Route: Moodie Street	40
6.3 Local Streets Route: Belmore Street at Darling Street	42
6.4 Local Streets Route: Belmore Street / Evans Street	44
6.5 Local Streets Route: Elizabeth Street	46
6.6 Local Streets Route: Quirk Street / Gordon Street	48
6.7 Local Streets Route: Quirk Street at Victoria Road	50
6.8 Victoria Road East	52
Summary & Conclusions	55
7.1 Timing and Staging	56
7.2 Summary	56
Appendices	57

List of Figures

Figure 1.1 - Westconnex projects	6
Figure 1.2 - Condition E58 project corridor	7
Figure 1.3 - Iron Cove Link key plan [extract from Rozelle Interchange package: 30_36 - ICL - Urban Design]	8
Figure 1.4 - Rozelle Interchange key plan [extract from Rozelle Interchange package: 20_83 Rozelle Local Roads - Urban Design]	9
Figure 4.1 - Existing local cycle routes	20
Figure 4.2 - Safety audit study area	22
Figure 5.1 - Route exploration [Victoria Road west]	26
Figure 5.2 - Route exploration [local streets]	28
Figure 5.3 - Route exploration [Victoria Road west + local streets]	30
Figure 5.4 - Route exploration [Victoria Road east]	32
Figure 5.5 - Proposed improved connectivity	34
Figure 6.1.1 - Key plan	38
Figure 6.1.2 - Improved connectivity option 1	38
Figure 6.2.1 - Key plan	40
Figure 6.2.2 - Improved connectivity option 2	40
Figure 6.3.1 - Key plan	42
Figure 6.3.2 - Improved connectivity option 3	42
Figure 6.4.1 - Key plan	44
Figure 6.4.2 - Improved connectivity option 4	44
Figure 6.5.1 - Key plan	46
Figure 6.5.2 - Improved connectivity option 5	46
Figure 6.6.1 - Key plan	48
Figure 6.6.2 - Improved connectivity option 6	48
Figure 6.7.1 - Key plan	50
Figure 6.7.2 - Improved connectivity option 7	50
Figure 6.8.1 - Key plan	52
Figure 6.8.2 - Victoria Road East connection improvements	52

List of Tables

Table 2.1 - Stakeholder workshop attendees	12
Table 5.2 - Route exploration itemised breakdown	29
Table 5.3 - Route exploration itemised breakdown	31
Table 5.4 - Route exploration itemised breakdown	33
Table 5.5 - Route exploration itemised breakdown	35
Table 7.1 - Project timeline	56





INTRODUCTION

1.1 BACKGROUND

As stated in the Westconnex M4-M5 Link Environmental Impact Statement (EIS) Vol 2F, Appendices L-N, NSW Roads and Maritime Services [RMS] have the approval to construct and operate the Westconnex M4-M5, which would comprise a new multi-lane road link between the M4 East Motorway at Haberfield and the New M5 Motorway at St Peters. RMS have gained approval to also include an interchange at Lilyfield and Rozelle [the Rozelle interchange] and a tunnel connection between Anzac Bridge and Victoria Road, east of Iron Cove Bridge [Iron Cove Link]. In addition, construction of tunnels, ramps and associated infrastructure to provide connections to the proposed future Western Harbour Tunnel and Beaches Link project would be carried out at the Rozelle interchange.

Together with the other components of the Westconnex program of works and the proposed future Sydney Gateway, the project would facilitate improved connections between western Sydney, Sydney Airport and Port Botany and south and south-western Sydney, as well as better connectivity between the important economic centres along Sydney's Global Economic Corridor and local communities.

What is Active Transport?

Active transport is non-motorised forms of transport which include physical activity, for example walking or cycling. An Active Transport Network [ATN] provides infrastructure to enable convenient, pleasant and safe walking and cycling trips.

Westconnex and Active Transport

Inner Sydney and inner western Sydney has had significant increase in active transport and there has been significant growth over the last 10 years in trips undertaken by active transport. This growth has occurred due to a combination of the provision of infrastructure, changing inner Sydney demographics, and in-fill development in the region. A significant barrier to increased active transport is the lack of adequate infrastructure.

Cycle and pedestrian paths form part of the Westconnex project to improve connectivity and safety and contribute to the wider ATN.

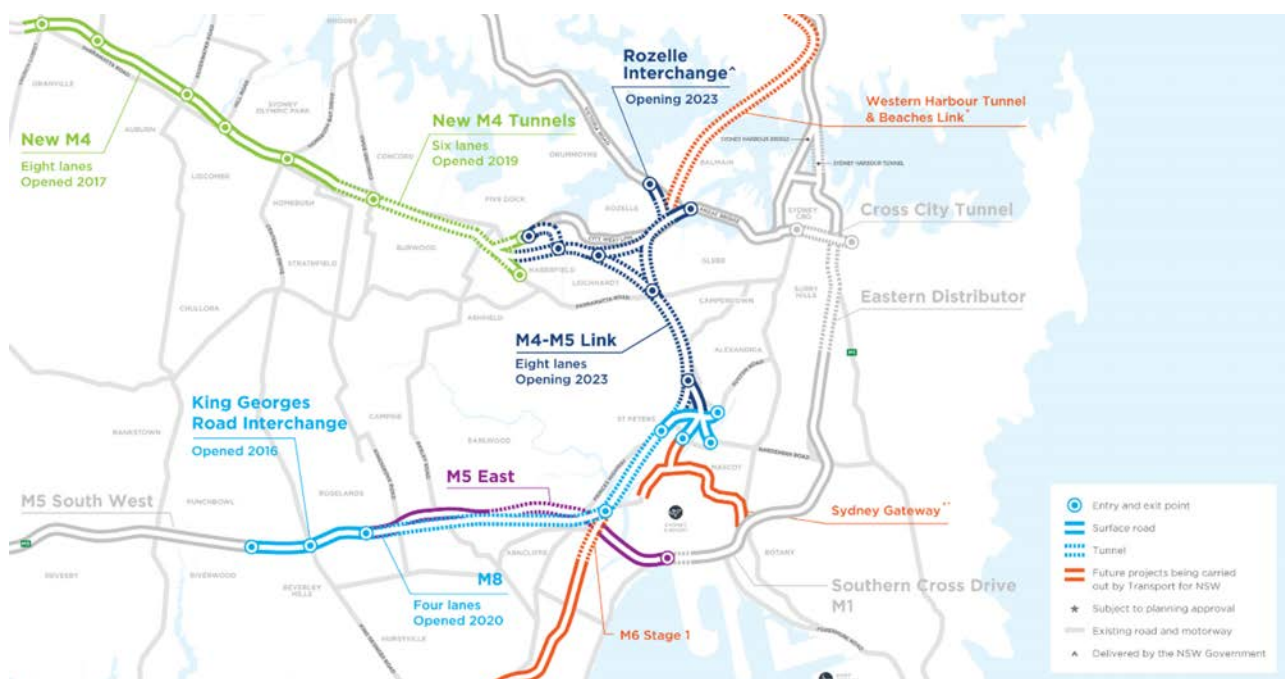


Figure 1.1 - Westconnex projects

1.2 PURPOSE OF REPORT

The purpose of this Pedestrian and Cycle Implementation Strategy is to improve the connectivity between Roberts Street and Springside Street as required under Condition E58.

This Pedestrian and Cycle Implementation Strategy seeks to gain approval for Planning Condition E58 which forms a part of the 'Pedestrian and Cyclist Access Requirements of the Westconnex M4-M5 Link Instrument of Approval.'

This 'Pedestrian and Cycle Implementation Strategy – Robert Street and Springside Street' forms a part of the Pedestrian and Cycle Implementation under Condition E60 and incorporated under the Urban Design and Landscape Plan.

and Cycle Implementation Strategy required by Condition E60. Note, this condition does not specifically require work to be undertaken in the Victoria Road reservation, but could include works on the parallel local road network.

Figure 1.2 illustrates the connection as specified by the Planning Condition E58.

Planning Condition E58

The following outlines Planning Condition E58:

The proponent must provide improved connectivity for cyclist and pedestrians between Robert Street and Springside Street, and incorporate these in the Pedestrian



Figure 1.2 - Condition E58 project corridor

1.3 IRON COVE LINK

The new Iron Cove Link works will improve the local pedestrian and cycle network which includes the following:

- Shared pedestrian and cycle path along the western side of Victoria Road between the Iron Cove Bridge (west-bound) and Springside Street
- new pedestrian and cycle crossing Victoria Road.

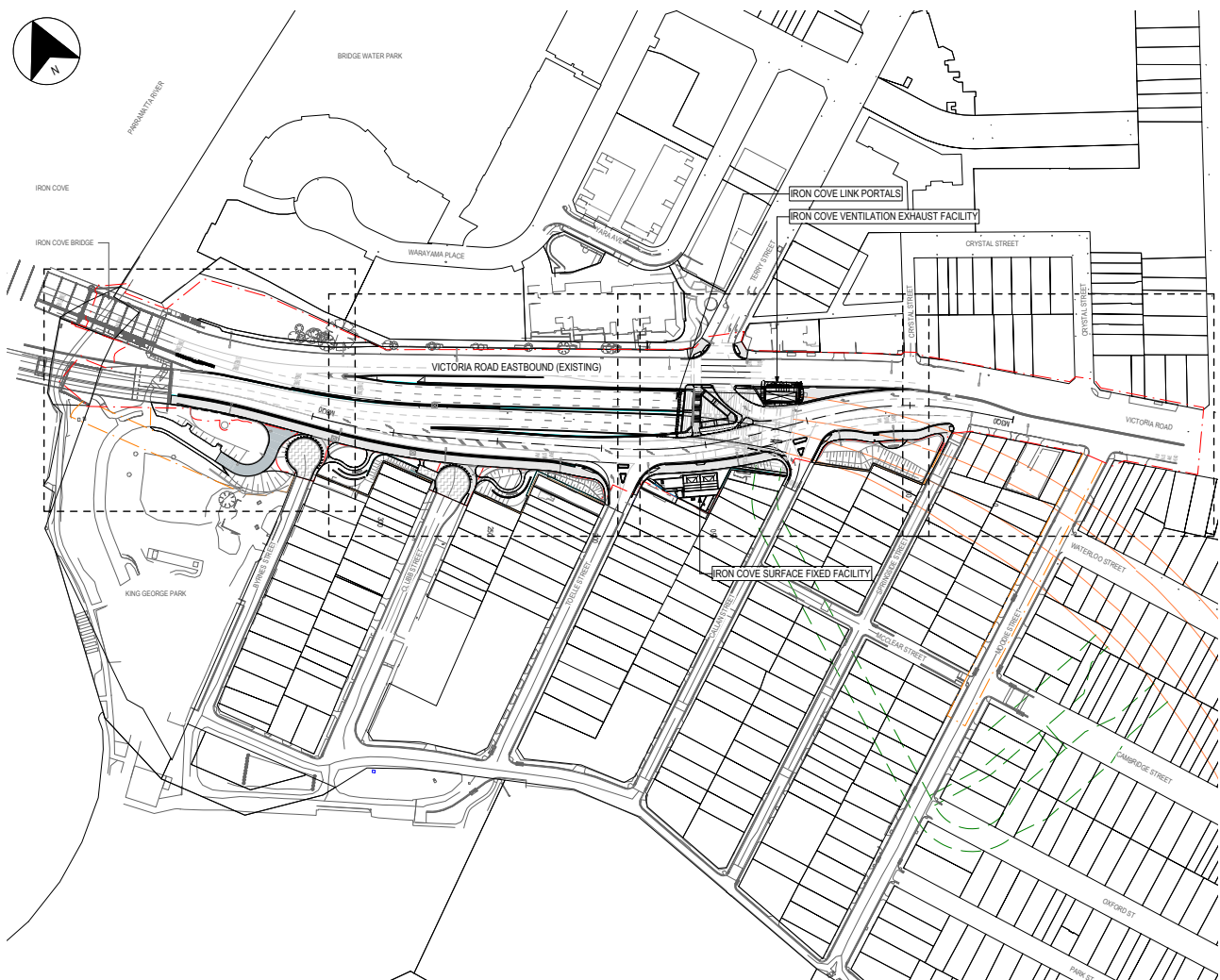


Figure 1.3 - Iron Cove Link key plan [extract from Rozelle Interchange package: 30_36 - ICL - Urban Design]

1.4 ROZELLE PARKLANDS

The new Rozelle Parklands will improve the local pedestrian and cycle network for local communities as well as neighbouring communities. The upgrades include the following:

- Improved connections for pedestrians and cyclists to the Anzac Bridge from Balmain, Rozelle, Lilyfield, Glebe, Pyrmont and the CBD
- New pedestrian and cycle links into the Rozelle Parklands
- Improved road crossings for pedestrians and cyclists at The Crescent and The City West Link.

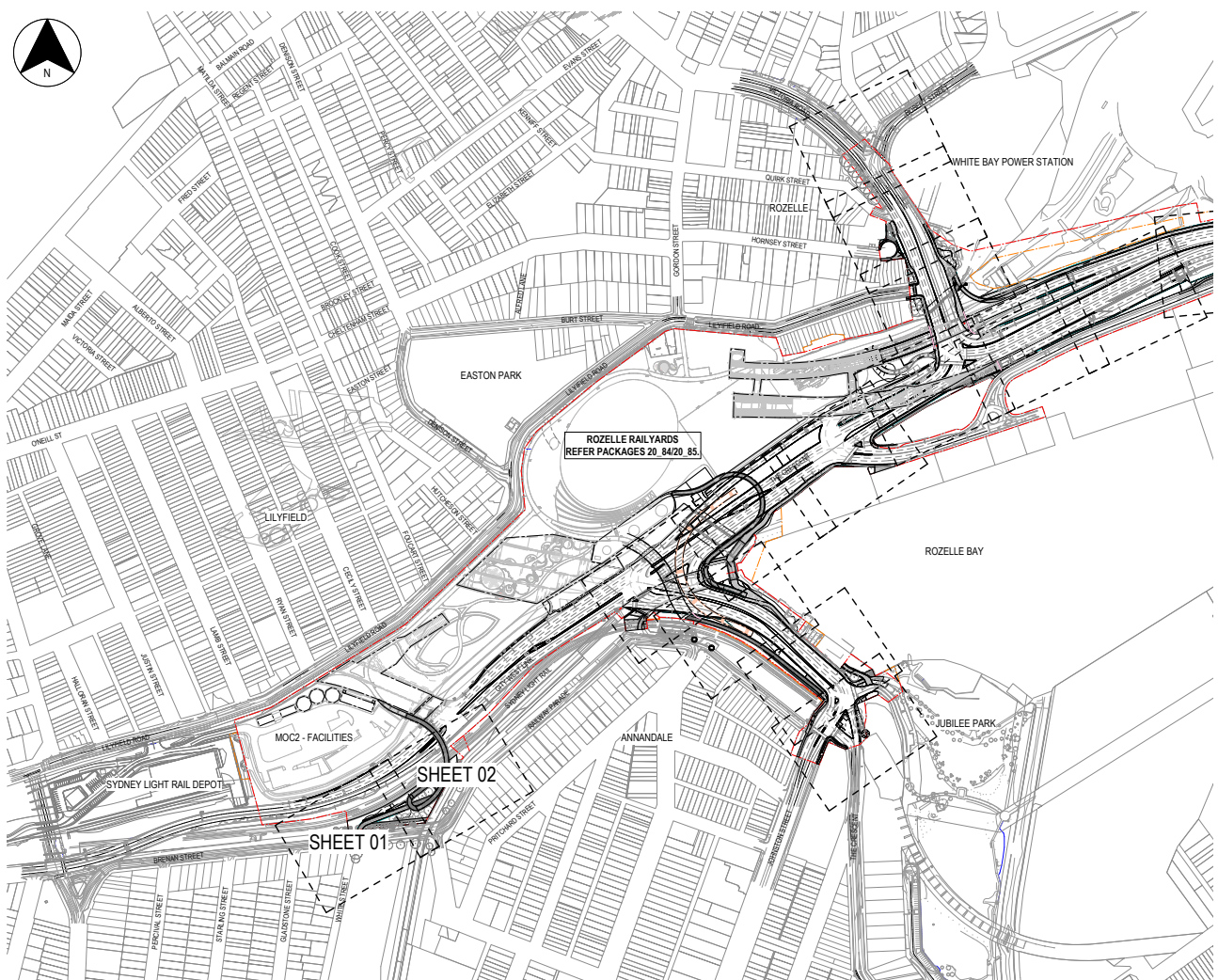


Figure 1.4 - Rozelle Interchange key plan [extract from Rozelle Interchange package: 20_83 Rozelle Local Roads - Urban Design]



2.0



STAKEHOLDER ENGAGEMENT

2.1 STAKEHOLDER CONSULTATION MEETING

A stakeholder consultation meeting was held on the 21st of May, 2021 with representatives from Inner West Council, Bicycle NSW, TfNSW and McGregor Coxall. The list of attendees are shown in table 2.1.

The meeting was undertaken to present an analysis of the existing ATN, discuss route explorations and highlight proposed pedestrian and cycle infrastructure upgrades throughout the project study area.

Infrastructure upgrades were proposed at 5 key locations. The feedback on these proposed upgrades are as follows:

Moodie Street

- Inner West Council are currently reviewing a separate proposal to close the left turn off Moodie Street to Victoria Road. Further discussion on this required and to be consolidated during design stage

Belmore / Waterloo Streets

- Bicycle NSW concerned that without physically separated cycleway for the contraflow, cars may

swerve into cyclists travelling into the opposite direction

- Suggestion that an “Orca” product is implemented. Similar product is provided on High Street
- There is a general need for signage and education to change drivers expectation on the street.

Belmore / Evans Streets

- A raised threshold across the entire intersection was preferred by Inner West Council
- Noted that there is a loss of 4 parking spots, however safety improvements at the intersection for cyclists and pedestrians is the priority. Adjacent properties have their respective off-street parking spots
- Suggestion that a crash map is provided to show that the upgrade is not just for cyclists, but also car safety.

Quirk / Gordon Streets

- Inner West Council and Bike NSW supportive of minor upgrades to enhance cycle safety.

Company	Attendees
Inner West Council	<ul style="list-style-type: none"> – Ken Walsh – Manod Wickramasinghe – Brigid Kelly
Bicycle NSW	<ul style="list-style-type: none"> – Bastien Wallace
TfNSW	<ul style="list-style-type: none"> – Elisha Pearce – James Naylor – Justin Lo – Leon Paap
McGregor Coxall	<ul style="list-style-type: none"> – Matt Ritson – Logan Pennington

Table 2.1 - Stakeholder workshop attendees

Quirk Street at Victoria Road

- Discussion led to further detail required regarding the left turn into Quirk Street and its potential removal to become a left out on to Victoria Road only.

Victoria Road Route

- TfNSW identified the potential to provide a raised threshold across Springside Street at Victoria Road
- Bicycle NSW noted that non-signalised intersection on Victoria Road and would like a formal 'give way to pedestrians and cyclists' to be implemented
- Bicycle NSW and Inner West Council identified that the footpath surface on Victoria Road is currently inadequate. TfNSW to review and propose repaving of footpath surface
- A key point that the proposed 'side streets' are a longer route for cyclists. Therefore consideration will be needed to persuade cyclists to use this route by creating less conflicts, no dismounting and safer route.

Additional discussions included the following:

- Bicycle NSW and Inner West Council attendees had no objection and are supportive of the proposed strategy noting that further design is needed.

In summary, officers of Inner West Council and Bicycle NSW are in support of the proposed route, noting that there are a couple of intersections / design to be further developed. Additionally, TfNSW are considering improving active transport on the Victoria Road corridor itself through the Victoria Road Strategic Business Case.

For further information (see Appendix 1 for meeting minutes and Appendix 2 for presentation).



3.0



SAFETY &

3.1 SAFETY AND SECURITY

As noted in the NSW Bicycle Guidelines (RTA, 2005), safety is a key design principle for the bicycle network transport system. When designing the landscape for off road paths, public safety issues should always be considered. To create an open, easily supervised environment that discourages anti-social behaviour, planting should be carefully placed so as not to constrain or hide the path from public view. Landscape that opens up the path to views of the surrounding locality and creates good sightlines for riders and walkers is more likely to diminish community concerns that the path may be unsafe or may harbour unsafe behaviour.

CPTED

Crime Prevention Through Environmental Design (CPTED) is a way in which criminal behaviour is deterred through environmental design. CPTED strategies depend on the ability to influence the offender decisions to carry out criminal acts resulting in a safer and more enjoyable experience for the user. Natural surveillance is one of the key strategies for the built environment which involves strategic placement of physical features that maximise visibility and sight lines of a space that ultimately reduce the users exposure to criminal acts.

3.2 BICYCLE GUIDELINES

All proposed facilities are required to comply with the current versions of the following guidelines:

- AS1742.9 Australian Standard – Manual of Uniform Traffic Control Devices – Part 9: Bicycle Facilities.
- AS1742.10 Australian Standard – Manual of Uniform Traffic Control Devices – Part 10: Pedestrian Control & Protection.
- Austroads – Guide to Road Design - Part 6A: Pedestrian & Cyclist Paths
- Austroads – Guide to Road Design - Part 4: Intersections & Crossings
- Austroads – Cycling Aspects of Austroads Guides.

3.3 LIGHTING

Austroads Guide to Road Design Part 6A [Paths for Walking and Cycling]

The Austroads Lighting Guidelines [2021] from section 5.11 of the Guide to Road Design Part 6A are referenced in the following and will be included in all pedestrian and cycle upgrades for this project.

The objectives of providing lighting of paths are to:

- *enable cyclists and pedestrians to perceive hazards such as unusual or uneven surfaces or obstacles such as steps or street furniture, and to enable them to orientate themselves and find their way about*
- *enhance personal security by enabling potential threats from other people to be recognised in time to take appropriate action.*

These objectives are particularly important for elderly people and people with impaired vision who may be more vulnerable to trip hazards or feel insecure or uncomfortable in poorly lit environments.

Where a path is located adjacent to a carriageway, the road lighting should also cater for the path (Austroads 2015b, AS/NZS 1158.1.1:2005, AS/NZS 1158.1.2:2010). Designers should consider all aspects of the design that may influence the effectiveness of the lighting, such as the presence of overhanging trees and low-profile hedges that may create significant shadowing which, when combined with adjacent headlights (from the roadway), could make the silhouettes of path users extremely difficult to see.

Areas associated with pedestrian paths that may require a relatively high level of lighting are at-grade road crossings, because of the potential for conflict with motor vehicles and pedestrian underpasses that are often perceived to be unsafe in terms of personal security.

3.4 BICYCLE SIGNAGE

Austroads Guide to Road Design Part 6A [Paths for Walking and Cycling]

The Austroads Lighting Guidelines [2021] from section 6.3.2 of the Guide to Road Design Part 6A are referenced in the following and will be included in all pedestrian and cycle upgrades for this project.

Wayfinding signs should be provided at path intersections. Guidance on bicycle wayfinding signs can be found in:

- *Bicycle Wayfinding (Austroads 2015c)*
- *Guide to Traffic Management Part 10: Traffic Control and Communication Devices (Austroads 2016d).*

A further source for information on methods of providing wayfinding information can be found in the Pavement Marking Manual (Department of Planning, Transport and Infrastructure 2015).

Information relating to standard elements of signs can be found in:

- *Manual of Traffic Signs and Markings (MOTSAM) Part 1: Traffic Signs (NZ Transport Agency 2010a) and Part 2: Markings (NZ Transport Agency 2010b)*
- *AS 1742.9:2000, Manual of Uniform Traffic Control Devices Part 9: Bicycle Facilities*
- *AS 1743:2001, Road Signs: Specifications.*





EXISTING

4.1 EXISTING PEDESTRIAN & CYCLE FACILITIES

The existing ATN is made up of a range of shared paths and on road cycle routes that provide connections for cyclists to the surrounding local cycle networks and wider regional network. The Victoria Road corridor presents itself as the main connecting route between the Iron Cove Bridge and the Anzac Bridge, while the on-road routes support local connections through the back streets of Rozelle and Balmain. Pedestrian facilities are provided through sealed footpaths to each side of the street in most instances. The quality of footpath pavement varies.

The Victoria Road corridor is a high use corridor with a large amount of vehicle traffic through out the day specifically during peak morning and evening times which creates pressures for pedestrians, cyclists, and vehicle users. These pressures include the following:

- Pinch points behind bus stops
- Pinch points between road signage posts and walls
- Long wait times at road crossings for vehicle traffic

The on-road routes found throughout the local street network provide connections to the Victoria Road corridor as well as neighbouring suburbs. These routes consist of frequent cycle symbol markers on the road surface to indicate that a cyclist is on an on-road route, directional signage is not so frequent. The street type in which these routes exist range from busy 4 lane roads [Darling Street], narrow one lane streets [Belmore Street], through restricted vehicle access zones [Elizabeth Street].



Figure 4.1 - Existing local cycle routes



4.2 SAFETY AUDIT

A high level safety audit of the existing pedestrian and cycle conditions along Victoria Road and select neighbouring streets was undertaken by GTA Traffic Consultants. The aim of this assessment was to identify existing safety concerns for roads users, particularly cyclists.

The assessment was based on the requirements within the *RMS Guidelines for Road Safety Audit Practices 2011* and the *Austroads Guide to Road Safety Part 6: Road Safety Audit (2009)*. Key elements examined included:

- Path grades
- Path width and quality
- Kerb ramps and transitions
- Raised thresholds
- Pedestrian crossings
- Pedestrian facilities and protection
- Roadside hazards
- Adjacent land use access points
- Sight distance and visibility
- Readability of alignment and intersections
- Intersection layout and geometry
- Signage and linemarking
- Pavement condition, including presence of loose material
- Landscaping considerations.

The safety audit was prepared on the 16th of April 2021 and can be found in Appendix 3.

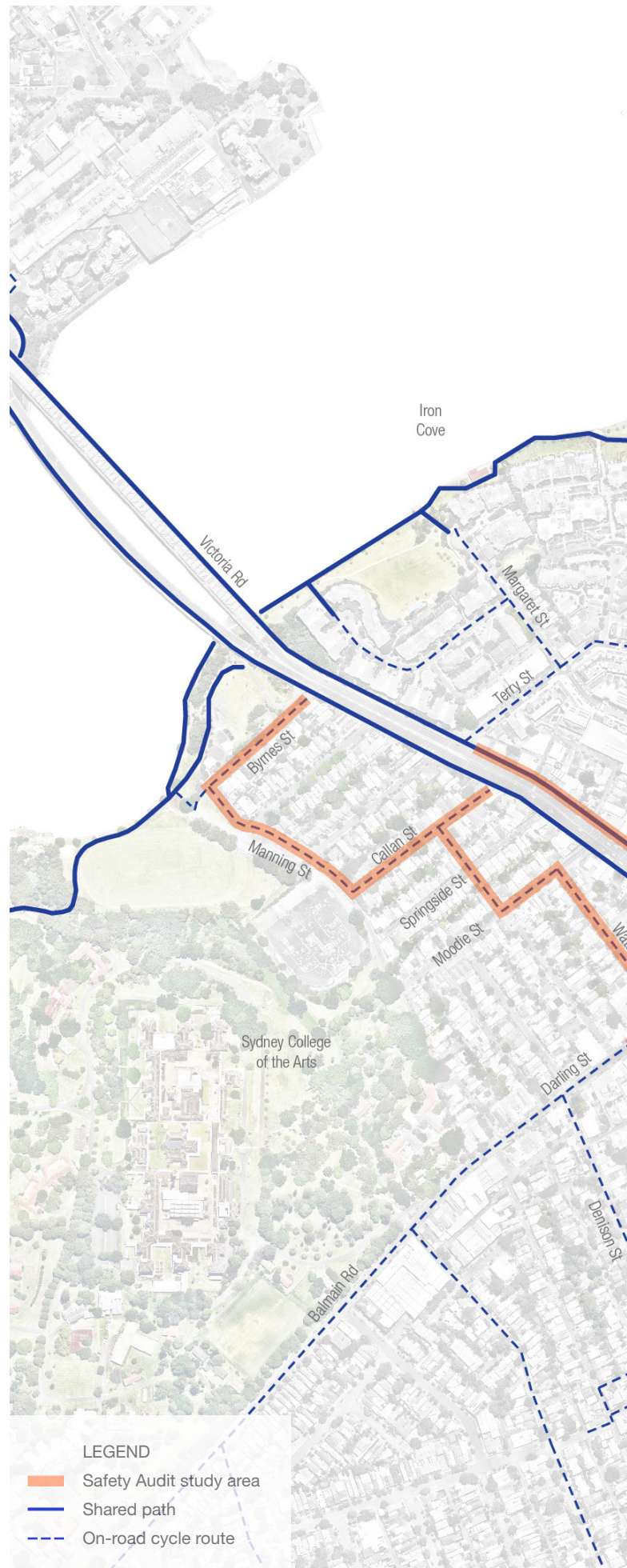
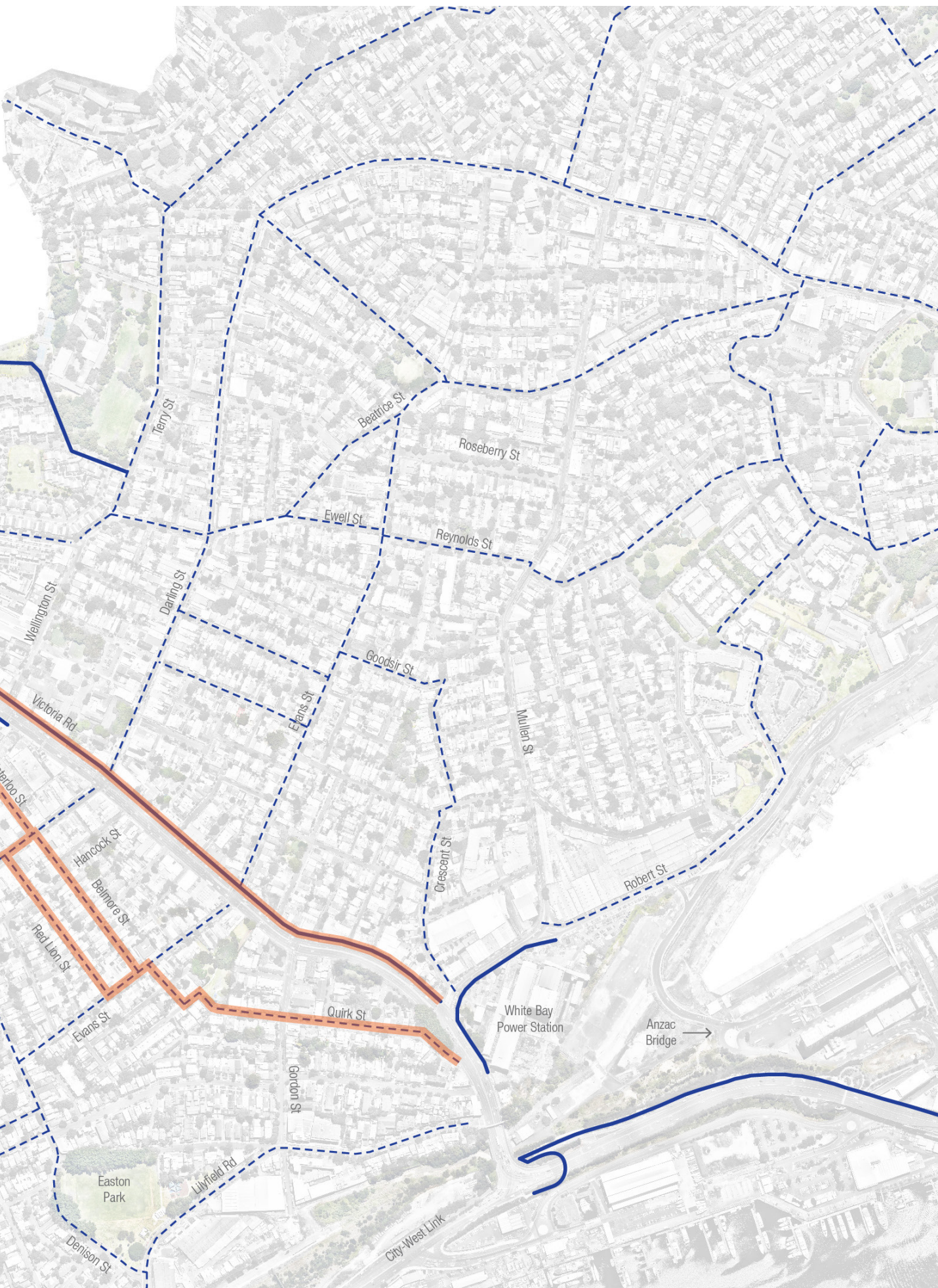


Figure 4.2 - Safety audit study area







ROUTE

5.1 ROUTE OPTION: VICTORIA ROAD WEST

This route explores the connection between Springside Street and Robert Street with a dedicated cycleway on the western side of the Victoria Road corridor. This option would require taking out a lane on Victoria Road to accommodate the dedicated cycleway and would involve significant upgrades at a number of intersections. Within the scope of the Rozelle Interchange Project, this route is not viable in the timeframe allowed and with consideration to the subsequent planned construction projects including

Western Harbour Tunnel and Sydney Metro West. Notwithstanding, Transport for NSW are considering improving active transport on the Victoria Road corridor through the Victoria Road Strategic Business Case.

The Victoria Road Strategic Business Case is committed to developing a place based, integrated transport vision for Victoria Road, including a strategic business case. The provision of more efficient public and active transport



Figure 5.1 - Route exploration [Victoria Road west]

along the Victoria Road corridor will be key to this strategy. Transport will consider separated on-road bike paths as well as other ways to improve active transport along the corridor.

5.2 ROUTE OPTION: LOCAL STREETS

This option explores the connection between Springside Street to the City West Link shared path at Victoria Road on the western side of the Victoria Road corridor. The route follows an existing on-road route and seeks to improve the pedestrian and cycle route with upgrades at a number of intersections. The upgrades consist of a separated 2 way cycle lane, a contraflow lane for south bound cyclists on Belmore Street, raised thresholds and improved signage and road marking throughout.



Figure 5.2 - Route exploration [local streets]

Code	Description	Rationale
1	Re-surface shared path + raised threshold across Springside Street	Provides a safe and direct connection to the Westconnex shared path
2	2 way separated cycle lane	Provides a safe and direct connection to the shared path along Victoria Road
3	Phase signals to give priority to cyclists	Provides a safe crossing experience for cyclists
4a	Realign kerb at end at Belmore Street / Darling Street intersection to allow for a separated contraflow lane	Provides a more direct route and removes conflicts on Darling Street for cyclists accessing the existing southbound on road cycle route on Red Lion Street.
4b	Raised crossing threshold at Belmore Street	Provides a safe and visible crossing point for pedestrians
5	Raised threshold connecting Belmore Street to Kenniff Street	Traffic calming to improve safety and visibility for pedestrians, cyclists and vehicles
6	Separated cycle lane	Provides a safe and visible cyclist connection between the Quirk Street on road route and the Victoria Road shared path
N/A	Directional signage tailored to cyclists [multiple locations]	Provides direction to cyclists through local streets

Table 5.2 - Route exploration itemised breakdown

5.3 ROUTE OPTION: VICTORIA ROAD WEST + LOCAL STREETS

This option explores the connection between Springside Street and the Gordon Street / Lilyfield Road intersection which is planned to become a main entrance into the future Rozelle Parklands. The route explores using Hancock Street as a contraflow lane which links cyclists to the western side of Victoria Road before entering Gordon Street and following through to the Rozelle Parklands. Gordon Street is not currently nominated as an on-road route in Council

Bike Plans, however it is currently road marked as an on-road route. It is heavily used by cyclists as it provides a direct link to Lilyfield Road.

The possible Gordon Street to Lilyfield Road cycle route works are being investigated as part of a separate project.



Figure 5.3 - Route exploration [Victoria Road west + local streets]

Code	Description	Rationale
1	Re-surface shared path + raised threshold across Springside Street	Provides a safe and direct connection to the Westconnex shared path
2	2 way separated cycle lane	Provides a safe and direct connection to the shared path along Victoria Road
3	Phase signals to give priority to cyclists	Provides a safe crossing experience for cyclists
4a	Realign kerb at end at Belmore Street / Darling Street intersection to allow for a separated contraflow lane	Provides a more direct route and removes conflicts on Darling Street for cyclists accessing the existing southbound on road cycle route on Red Lion Street.
4b	Raised crossing threshold at Belmore Street	Provides a safe and visible crossing point for pedestrians
5	Raised crossing threshold connecting Belmore Street to Hancock Street	Provides a safe and visible shared crossing for pedestrians, cyclists and vehicles
6	Contraflow lane	Eliminates the need to use Darling Street to access Victoria Road and reduces conflict with shop frontages
7	New shared path	Provides a safe and visible link to the Hancock Street link
8	Realign kerb at northern end of Gordon Street to allow for a separated contraflow entry lane along eastern side of street	Provides a safe and visible entry point for cyclists entering Gordon Street from Victoria Road
9	Pedestrian and cycle entry to Rozelle Parklands	Investigations underway as part of separate project
N/A	Directional signage tailored to cyclists [multiple locations]	Provides direction to cyclists through local streets

Table 5.3 - Route exploration itemised breakdown

5.4 ROUTE OPTION: VICTORIA ROAD EAST

This route option explores the existing shared path between Terry Street and Robert Street on the eastern side of the Victoria Road corridor. This route is frequently used by cyclists connecting from Iron Cove Bridge to the Anzac Bridge. This is currently a problematic route as there are many dangerous pinch points along the length of the shared path.

relocated, consolidated or removed to eliminate dangerous pinch points for pedestrians and cyclists. Existing signalised crossing points will prioritise phasing for pedestrians / cyclists and upgrades to the crossing points at Wellington St and Robert Street will create a safer experience.

As part of this option, road sign posts will be strategically

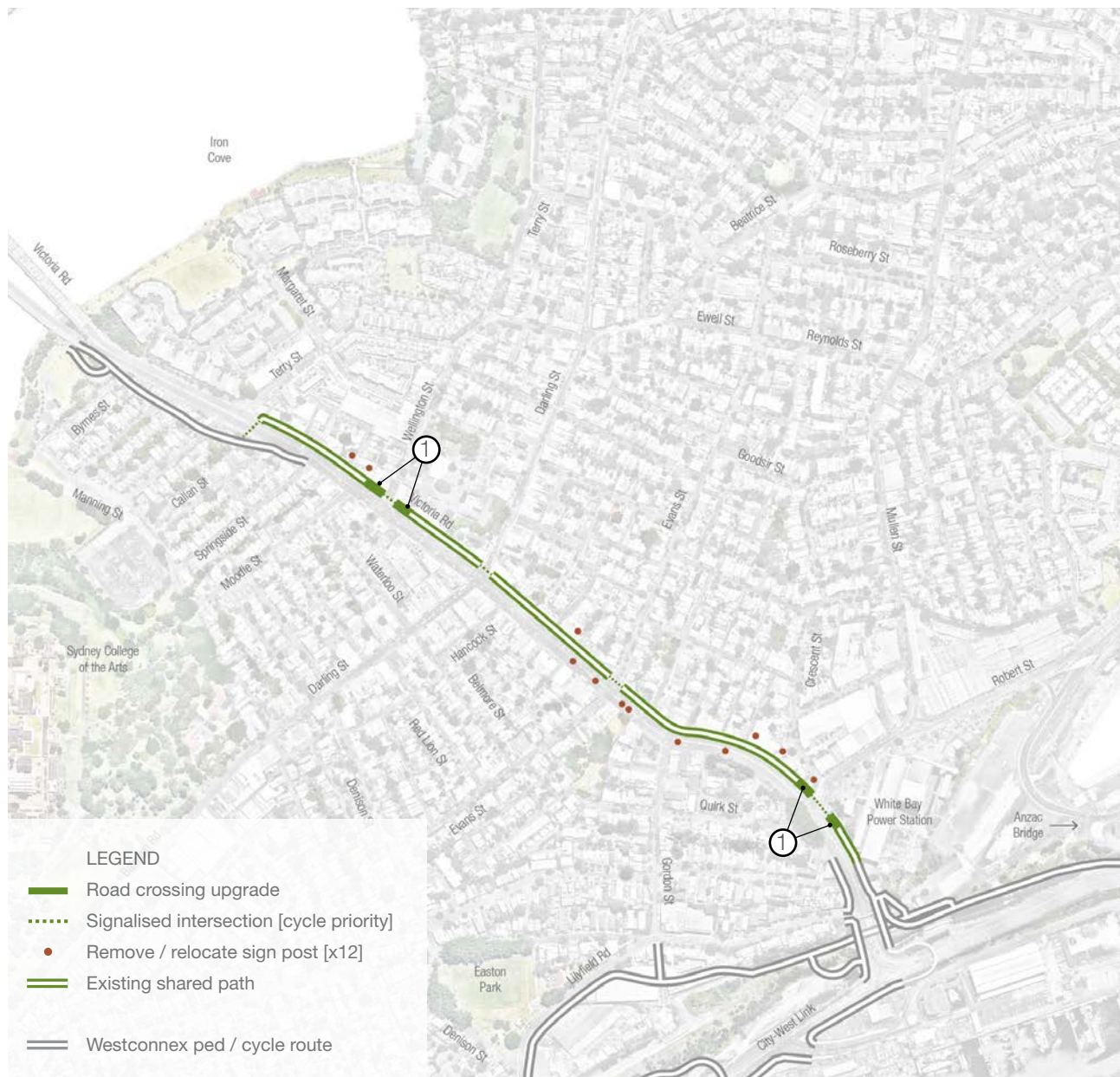


Figure 5.4 - Route exploration [Victoria Road east]

Code	Description	Ratoinale
1a	Pedestrian and cycle pram ramp improvement	Provides safe and visible crossing for pedestrians and cyclists
1b	Additional pedestrian and cycle crossing button	Provides a safe and convenient location for a cyclist to wait and cross the road
N/A	Remove / relocate sign post [x11]	De-clutters shared path and reduces number of pinch points and chance of collision between users
N/A	Directional signage tailored to cyclists [multiple locations]	Provides direction to cyclists

Table 5.4 - Route exploration itemised breakdown

5.5 PROPOSED IMPROVED CONNECTIVITY

The preferred option combines the Victoria Road East and Streets route explorations. This option was selected because of the ability to maximise pedestrian and cycle infrastructure upgrades inside the project study area. This option will improve two existing cycle routes within the Rozelle ATN and provide for safer, more direct and attractive routes linking the Iron Cove Bridge to the Anzac Bridge on either side of the Victoria Road corridor.

The provision of two improved routes will provide choice for commuter and recreational cyclists to select their preferred route dependent on a range of factors including level of experience, time of day, etc.

By providing a safer, more direct and attractive route throughout the local streets, the existing pedestrian and cycle pressures on the existing shared path along the eastern side of Victoria Road are reduced.

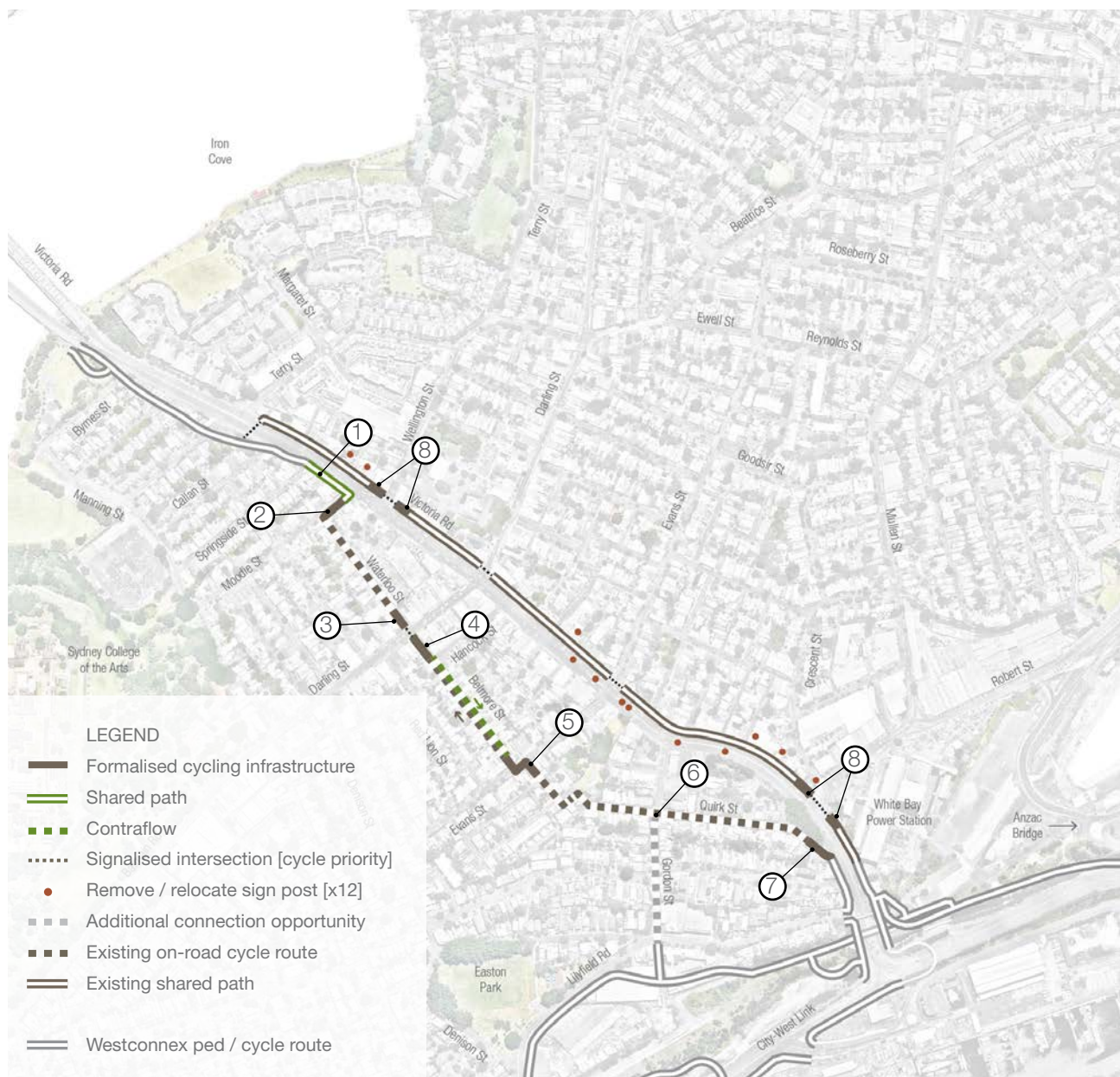


Figure 5.5 - Proposed improved connectivity

Upgrades to the eastern side of Victoria Road will focus on enhancing the crossing points of Wellington Street and Robert Street for pedestrians and cyclists as well as reducing street clutter created by signposts.

Details of improvements at these key locations are highlighted in the following section of this report and can be found in appendix 4.

The local streets route will retain the existing on-road route throughout the entirety of the option and focus on providing pedestrian and cycle safety and navigation improvements at a range of key locations.

Code	Description	Rationale
1	Re-surface shared path + raised threshold across Springside Street	Provides a safe and direct connection to the Westconnex shared path
2	2 way separated cycle lane	Provides a safe and direct connection to the shared path along Victoria Road
3	Phase signals to give priority to cyclists	Provides a safe crossing experience for cyclists
4a	Realign kerb at end at Belmore Street / Darling Street intersection to allow for a separated contraflow lane	Provides a more direct route and removes conflicts on Darling Street for cyclists accessing the existing southbound on road cycle route on Red Lion Street.
4b	Raised crossing threshold at Belmore Street	Provides a safe and visible crossing point for pedestrians
5	Raised threshold connecting Belmore Street to Kenniff Street	Traffic calming to improve safety and visibility for pedestrians, cyclists and vehicles
6	Paint intersection - 'KEEP CLEAR'	Provides a safe and visible crossing point for cyclists crossing Gordon Street
7	Separated cycle lane	Provides a safe and visible cyclist connection between the Quirk Street on road route and the Victoria Road shared path
8a	Pedestrian and cycle crossing improvement	Provides safe and visible crossing for pedestrians and cyclists
8b	Additional pedestrian and cycle crossing button	Provides a safe and convenient location for a cyclist to wait and cross the road
N/A	Remove / relocate sign post [x11]	De-clutters shared path and reduces number of pinch points and chance of collision between users
N/A	Directional signage tailored to cyclists [multiple locations]	Provides direction to cyclists through local streets

Table 5.5 - Route exploration itemised breakdown





6.1 LOCAL STREETS ROUTE: SPRINGSIDE STREET / VICTORIA ROAD WEST

The proposed connectivity improvements at Springside Street will provide a safe and direct connection linking the Westconnex shared path to the existing shared path on the western side of Victoria Road.

The improvements include the following:

1. Raised threshold crossing point that ties the Victoria Road shared path into the Westconnex proposed shared path
2. Re-surface the existing Victoria Road shared path between Springside Street and Moodie Street.

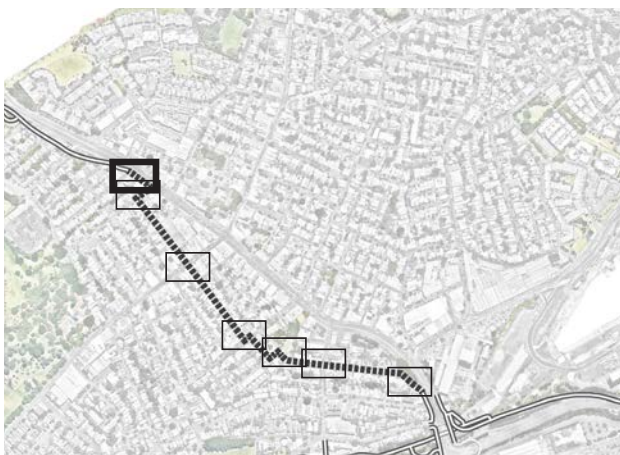


Figure 6.1.1 - Key plan

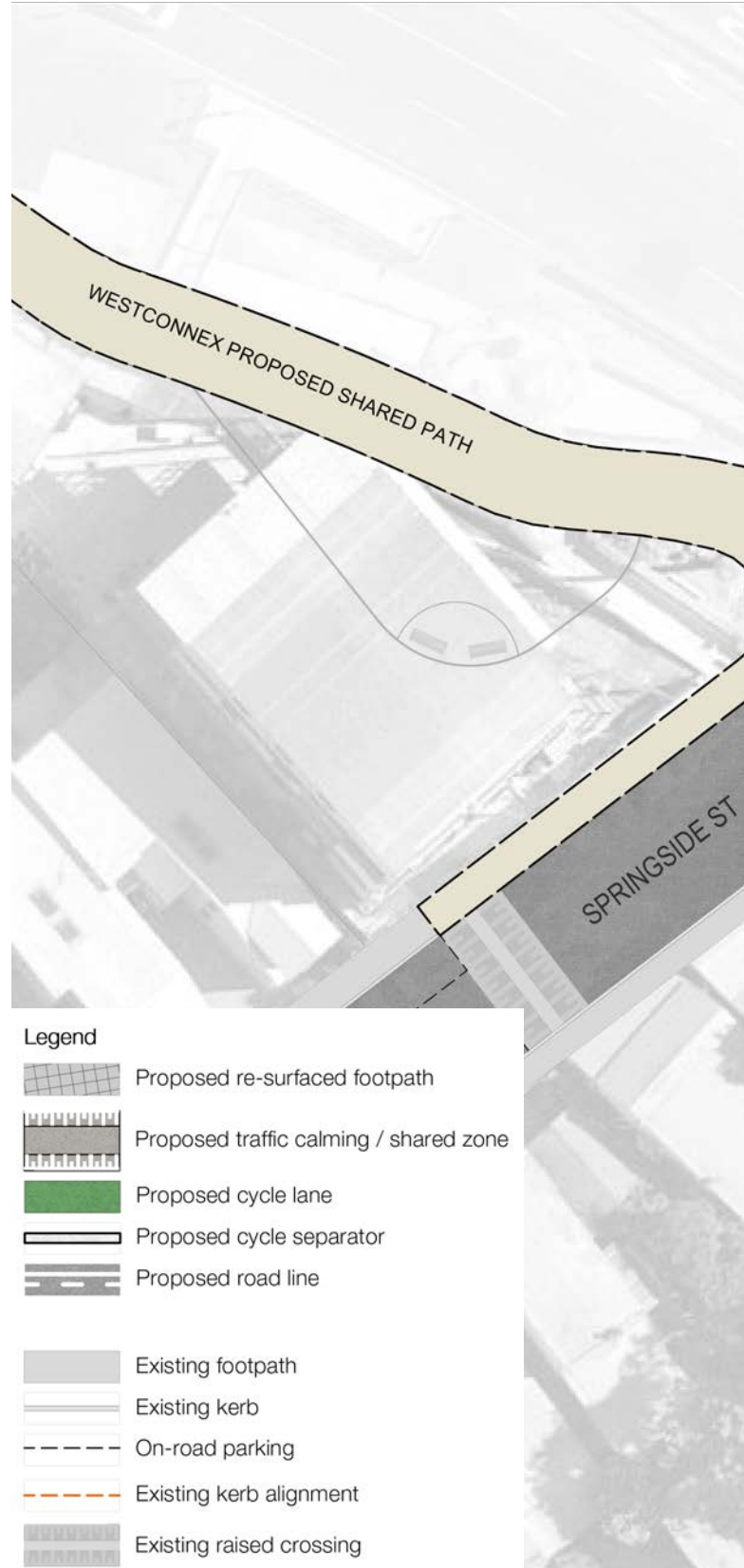
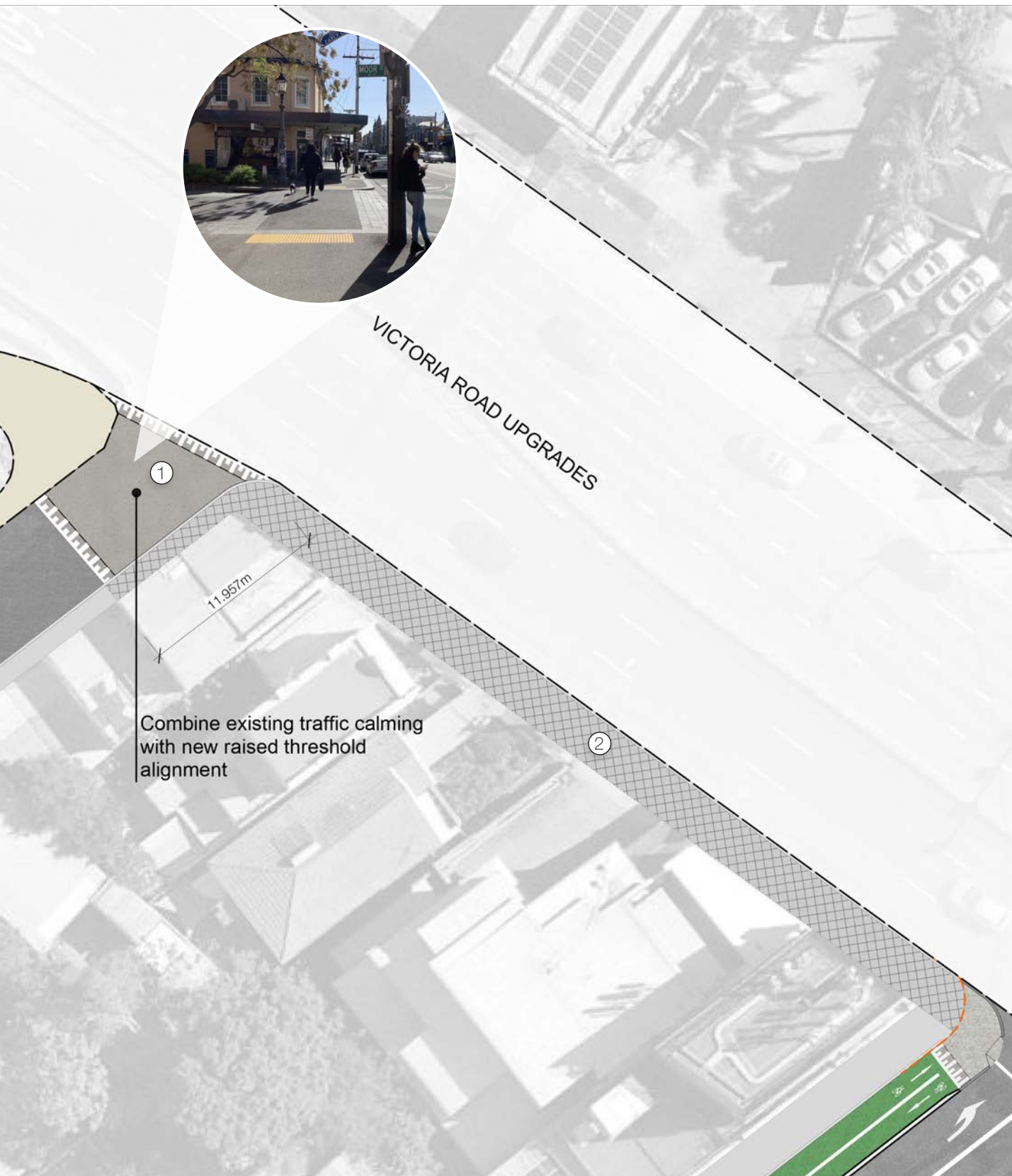


Figure 6.1.2 - Improved connectivity option 1



Combine existing traffic calming
with new raised threshold
alignment

6.2 LOCAL STREETS ROUTE: MOODIE STREET

The proposed connectivity improvements at Moodie Street include a new 2 way separated cycle lane that links the existing on-road cycle route at Moodie Street, to the Existing Victoria Road shared path. Other improvements also include the resurfacing of the existing shared path that links Moodie Street to Springside Street.

The proposal includes the following:

1. Vehicles give way to cyclists at the intersection of Moodie Street and Waterloo Street.
2. Cycle lane separator features a break to retain access to existing off-street parking
3. Re-alignment of traffic lanes along Moodie Street to fit a 3m wide separated cycle lane against the existing kerb along the northern side of the street
4. Footpath and kerb upgrades to accommodate proposed works.

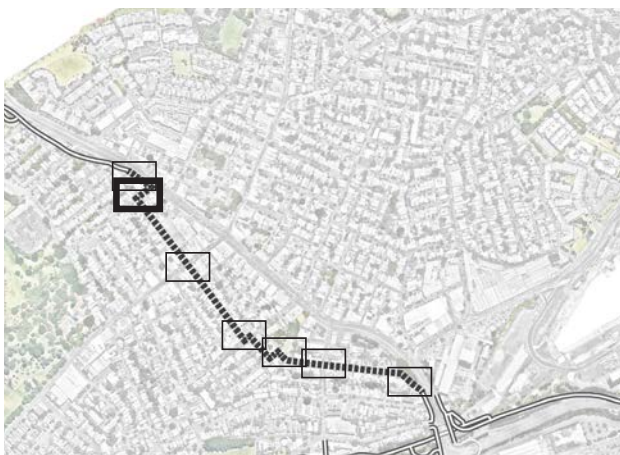


Figure 6.2.1 - Key plan

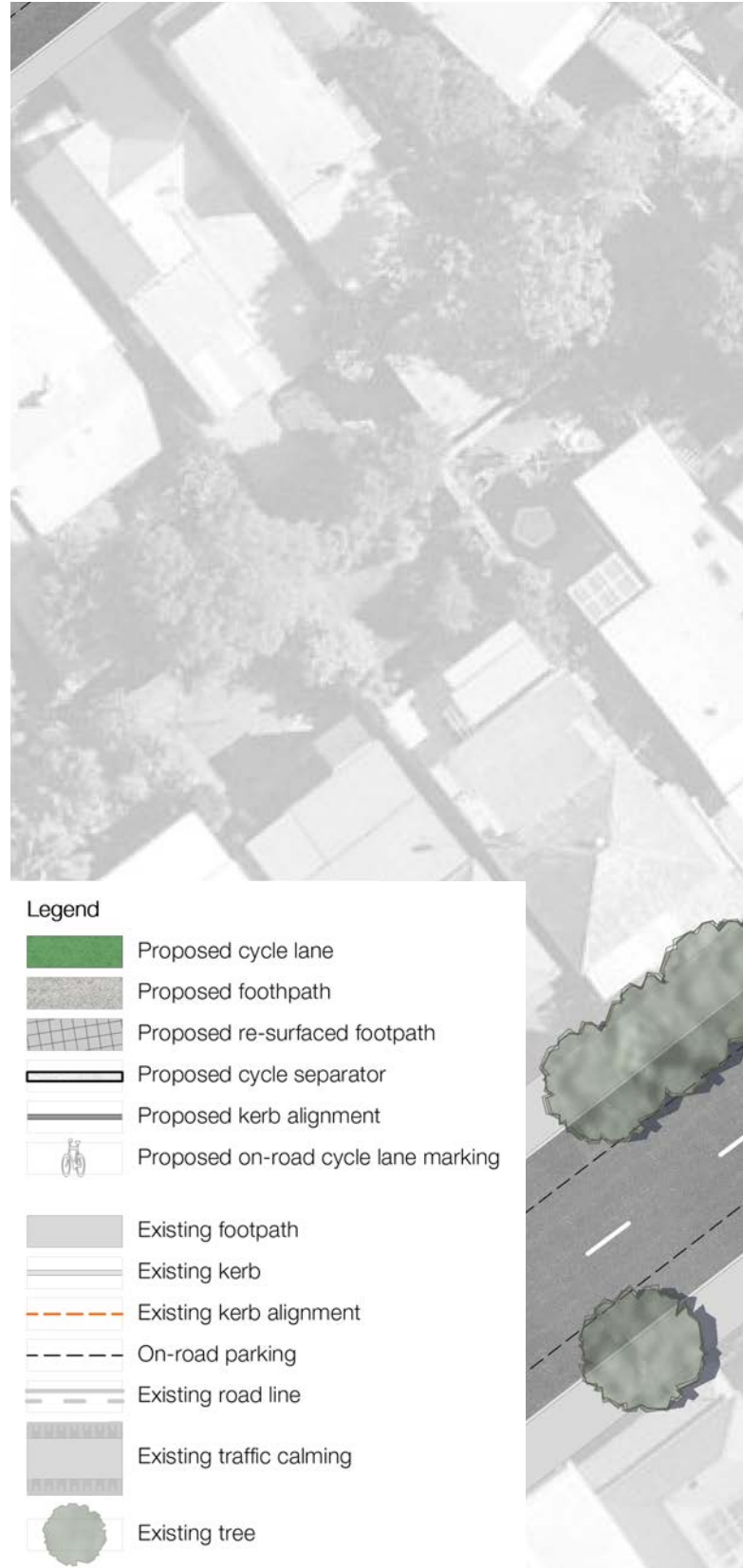


Figure 6.2.2 - Improved connectivity option 2



6.3 LOCAL STREETS ROUTE: BELMORE STREET AT DARLING STREET

The proposed connectivity upgrades at Belmore Street / Darling Street intersection include a raised threshold for pedestrians across Belmore Street and a contraflow cycle lane that allows cyclists to travel against the flow of traffic. Other improvements include the relocation of an existing traffic light to a nearby existing pole and priority will be given to cyclists when crossing Darling Street with improved phasing of traffic lights

The proposal includes the following:

1. Re-alignment of the kerb to create room for a 1.4m wide contraflow lane
2. Raised threshold to improve pedestrian connection across Belmore Street
3. Vehicle lane re-alignment
4. Cyclist priority linemarking to be provided at Hancock Street & Withecombe Street intersections.

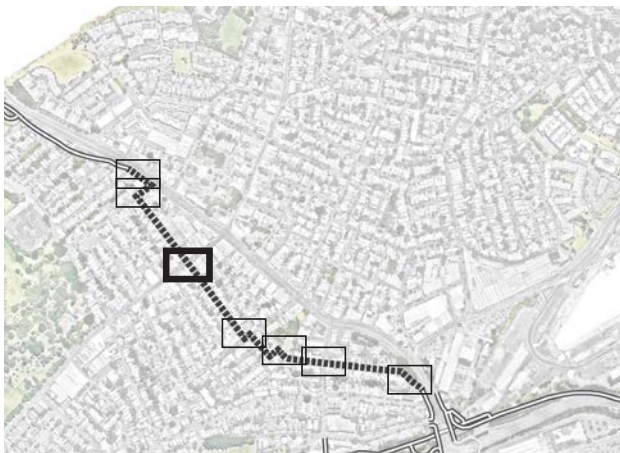


Figure 6.3.1 - Key plan

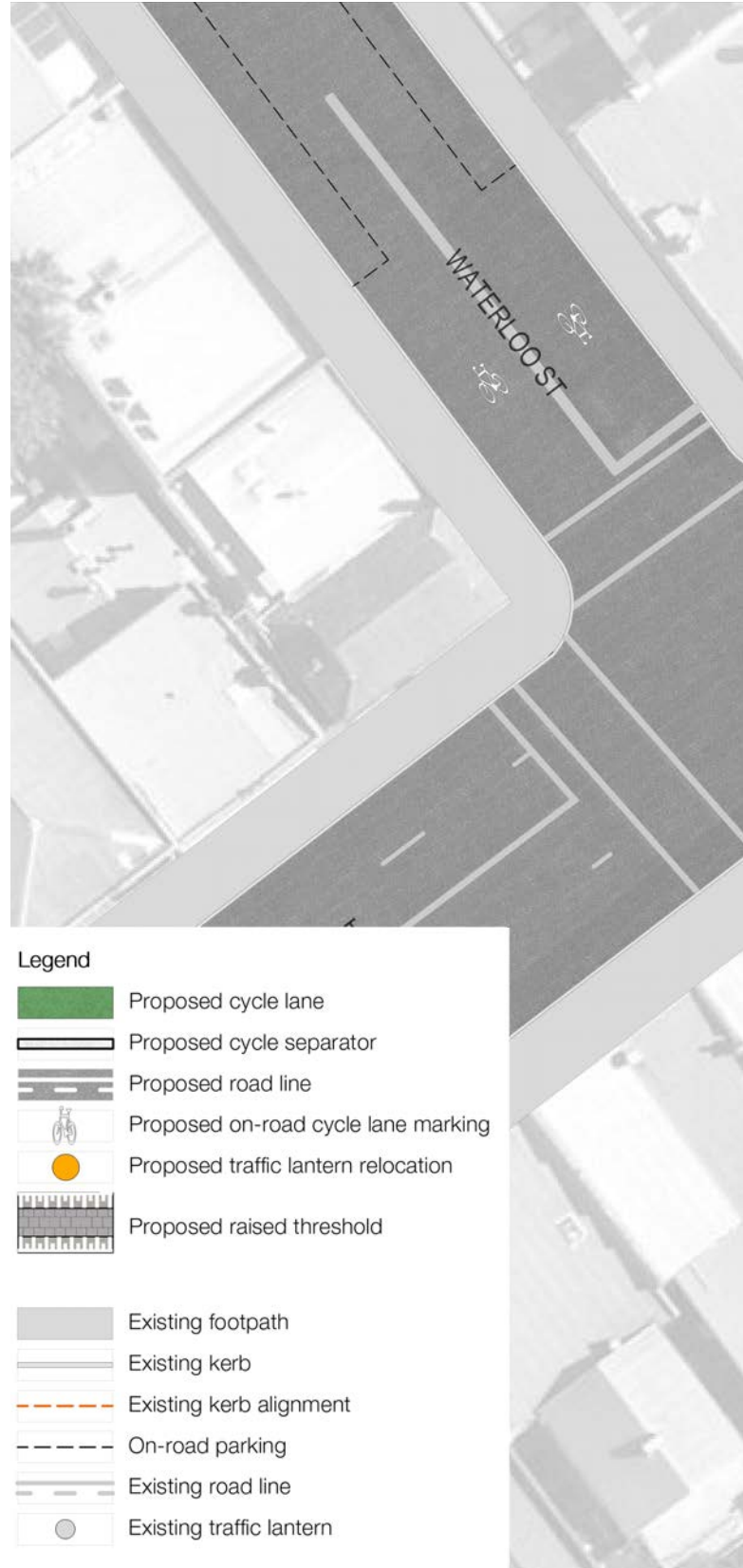


Figure 6.3.2 - Improved connectivity option 3



6.4 LOCAL STREETS ROUTE: BELMORE STREET / EVANS STREET

The proposed connectivity upgrades at Belmore Street / Evans Street intersection includes a raised threshold that will be treated as a shared space for pedestrians, cyclists and vehicles. The shared space will link the Belmore Street route to the existing on-road cycle route on Kenniff Street.

The proposal includes the following:

1. Raised threshold
2. Contraflow lane
3. Parking removal
4. Additional landscaping
5. Footpath works

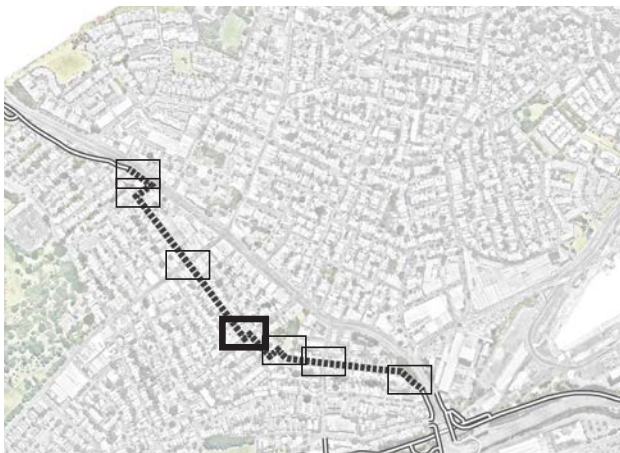


Figure 6.4.1 - Key plan



Legend

	Proposed cycle lane
	Proposed native grasses
	Proposed re-surfaced footpath
	Proposed cycle separator
	Proposed raised threshold
	Proposed raised island
	Proposed on-road cycle lane marking
	Existing footpath
	Existing kerb
	On-road parking
	Existing road line
	Parking space removed
	Existing tree

Figure 6.4.2 - Improved connectivity option 4



6.5 LOCAL STREETS ROUTE: ELIZABETH STREET

The proposed connectivity upgrades at Elizabeth Street retains the no vehicle access and will remain as an on-road cycle link that connects Kenniff Street to Quirk Street. The level changes between the playground and the cycle link will also be retained as this provides a passive barrier between park users and cyclists.

The proposal includes the following:

1. New landscaped area adjacent O'Connor Reserve with tree planting to provide additional shade and amenity
2. Remove existing bollards and install new bollards to stop vehicle access.
3. Retain existing planting and rock walls

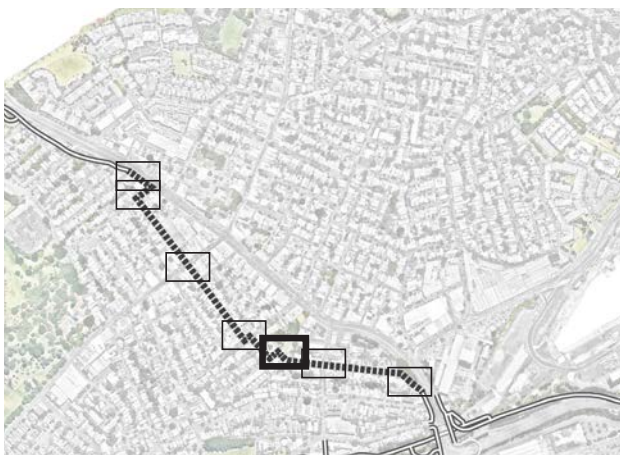


Figure 6.5.1 - Key plan

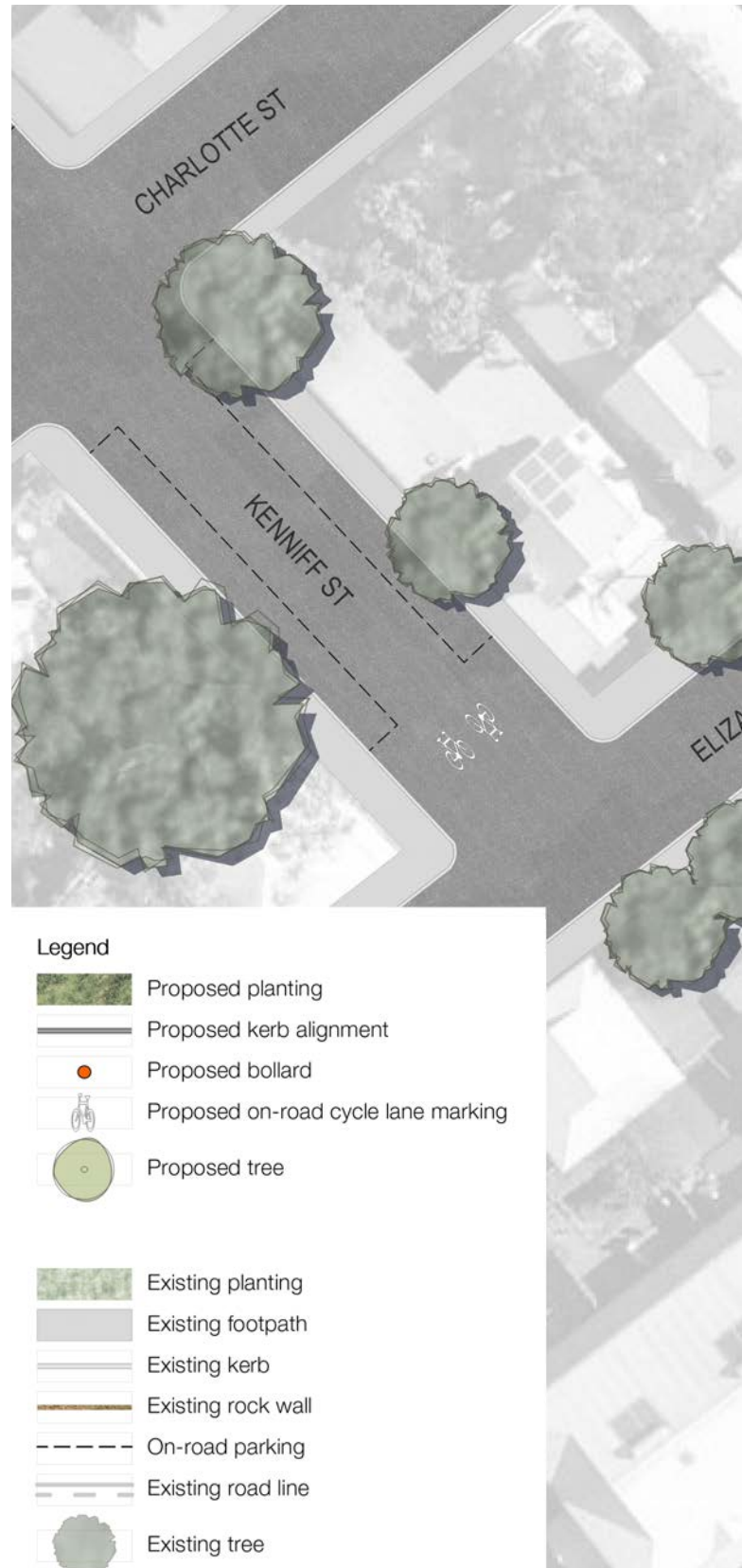


Figure 6.5.2 - Improved connectivity option 5



6.6 LOCAL STREETS ROUTE: QUIRK STREET / GORDON STREET

The proposed connectivity upgrades at Quirk Street / Gordon Street intersection include the following:

1. 'Keep Clear' road signage that will provide a safe crossing experience for cyclists.
2. Traffic calming

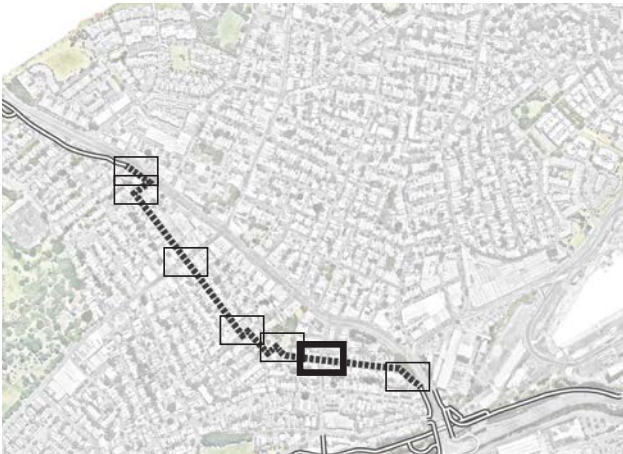


Figure 6.6.1 - Key plan

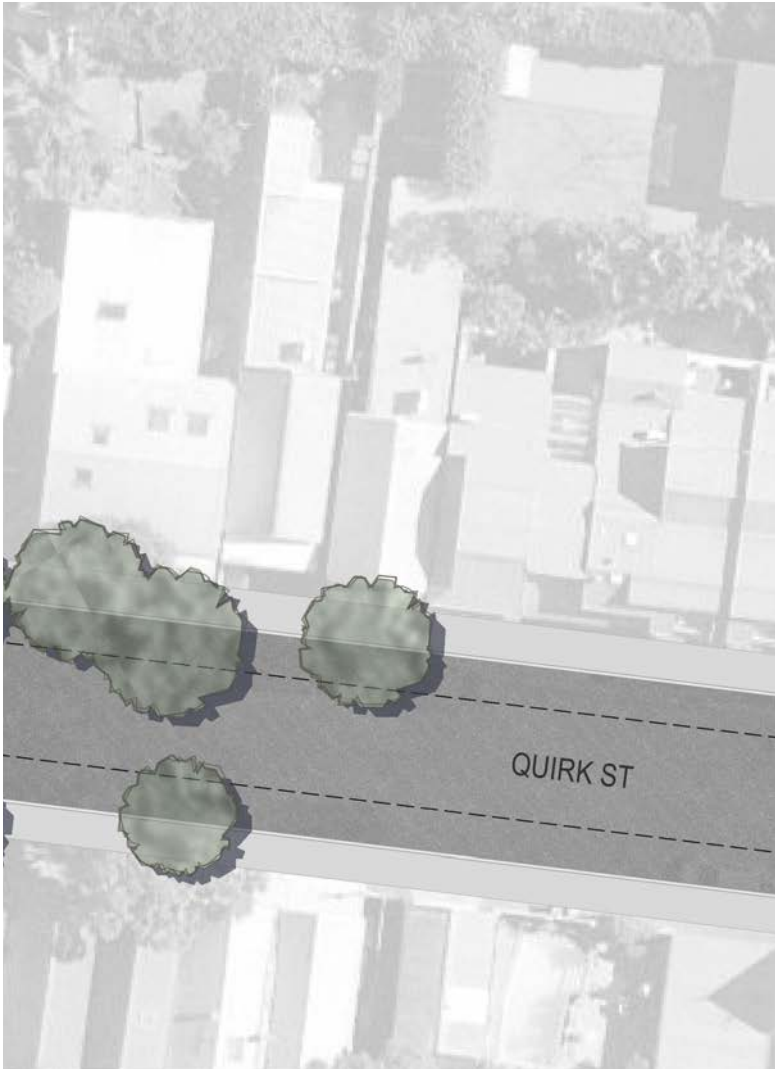


Figure 6.6.2 - Improved connectivity option 6



6.7 LOCAL STREETS ROUTE: QUIRK STREET AT VICTORIA ROAD

The proposed connectivity upgrades at Quirk Street / Victoria Road intersection proposes to remove the left turn for vehicles into Quirk Street. Vehicles will use Maney Street 250m to the north to enter Quirk Street.

The proposal includes the following:

1. Two-way separated cycle lane
2. Raised planting to separate cyclists from vehicles
3. Pedestrian crossing for pedestrians crossing Quirk Street including a new pram ramp on the southern side of Quirk Street
4. Pram ramp to suite cyclists entering shared path.

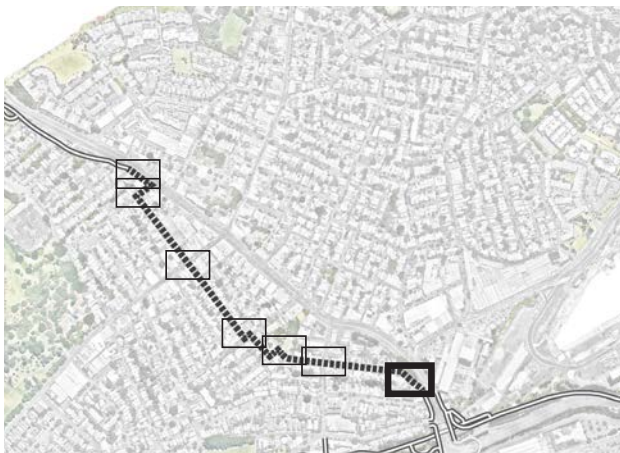


Figure 6.7.1 - Key plan

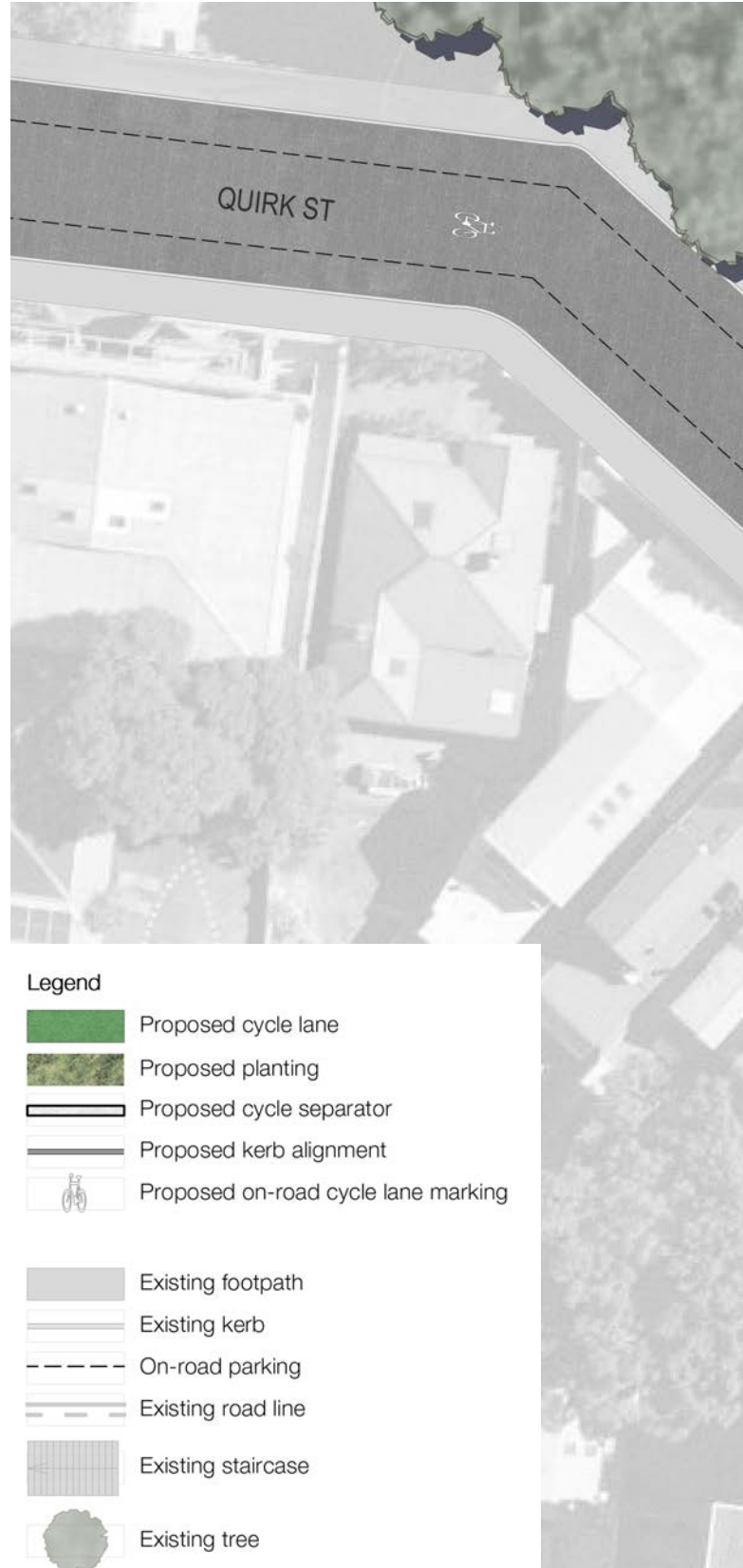


Figure 6.7.2 - Improved connectivity option 7



6.8 VICTORIA ROAD EAST

The proposed connectivity improvements along the eastern side of Victoria Road will aim to declutter the existing shared path by strategically relocating, consolidating or removing signposts to eliminate dangerous pinch points for pedestrians and cyclists.

The improvements also include the following:

1. Widening of the pram ramps at the Wellington Street crossing
2. Additional signalised crossing button at the holding location of cyclists
3. Re-surfacing the existing footpath between Wellington Street and Crystal Street to enhance the safety for pedestrians / cyclists in proximity to the petrol station
4. Phased signalised intersections to give cyclists priority.

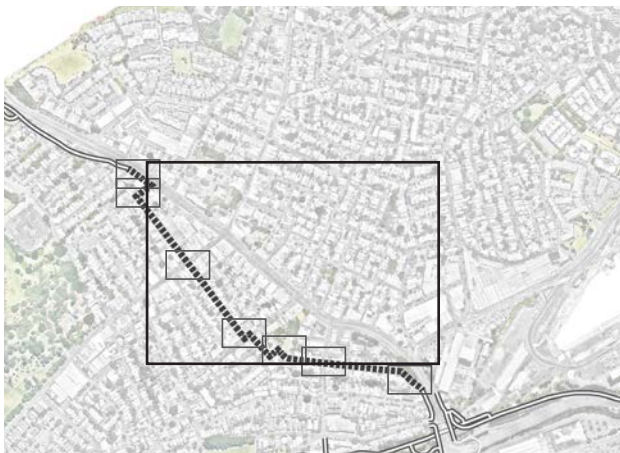


Figure 6.8.1 - Key plan



Figure 6.8.2 - Victoria Road East connection improvements





7.0



7.1 TIMING AND STAGING

Project milestones have been outlined in the timeline below

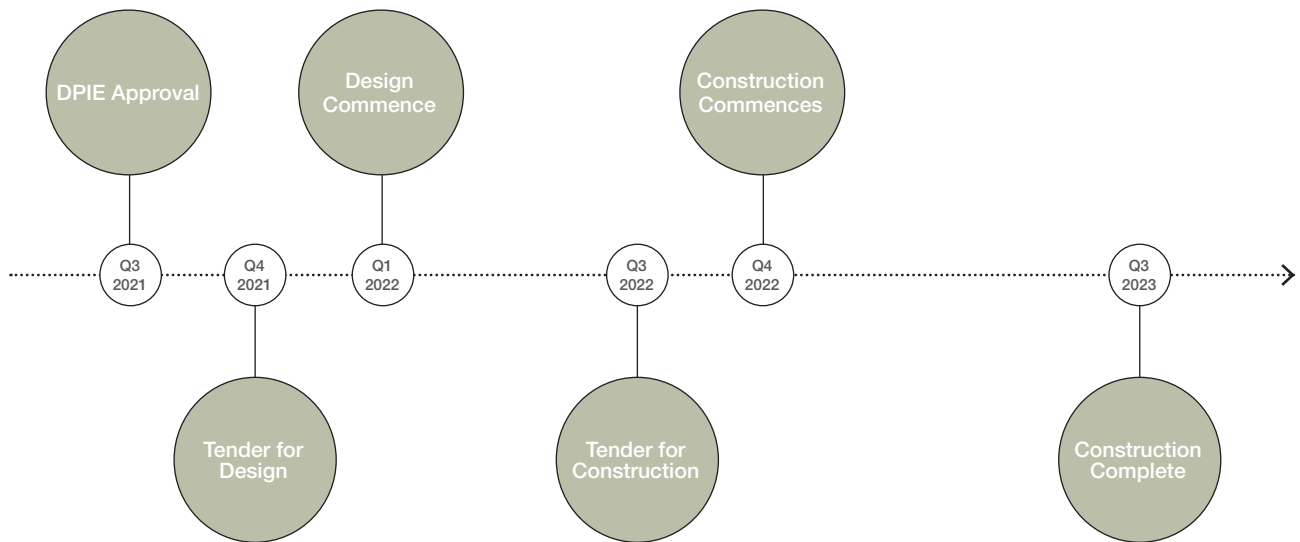


Table 7.1 - Project timeline

7.2 SUMMARY

The proposed improved connectivity options seek to maximise the ability to upgrade the pedestrian and cycle infrastructure inside the project study area. The upgrades improve two existing cycle routes within the Rozelle ATN and provide for safer, more direct and attractive routes linking the Iron Cove Bridge to the Anzac Bridge.

Upgrades throughout the local streets directly tie into the Westconnex shared paths at Springside Street and the intersection of Quirk Street / Victoria Road and include the following:

- Separated cycle lanes
- Contraflow lanes
- Phasing of signalised crossings to prioritise cyclists
- Raised thresholds
- Removal of street side parking
- Improved navigational signage
- Additional planting of trees and grasses

- Reduction of speed limits on local roads [further development required from Inner West Council]

Upgrades to the existing shared path along the eastern side of Victoria Road include:

- Improvements to pedestrian and cycle infrastructure at the crossings of Wellington and Robert Streets
- The strategical relocation, consolidation or removal of 12 signposts to reduce pinch points and street side clutter

This report, and the attached appendices forms the implementation strategy that will improve the connectivity for pedestrians and cyclists as part of Planning Condition E58. Transport for NSW will seek to gain approval for these works from the Department of Planning, Industry and Environment [DPIE] before commencing onto further design stages.

APPENDICES

1. Stakeholder Engagement Meeting Minutes
2. Stakeholder Engagement Presentation
3. High Level Safety Assessment
4. Proposed Improved Connectivity - Local Streets Route [plans & sections]

