Newtown, Erskineville, Camperdown and Darlington Pedestrian, Cycling and Traffic Calming Plan - Table of Treatments

NORTHERN AREA N1. Implement City's Cycleway Strategy including — a) Separated cycleway in Missenden Road. b) Separated cycleway in Missenden Road. c) Separated cycleway in Missenden Road. d) Separated cycleway in Wilson Street between Ivo Street and Church Street between Fowler and Lucas Streets d) Separated cycleways in North Street between Ivo Street and Burren Street and in Burren Street. c) Separated cycleways in Forbes Street, Darlington Road and Butlin Avenue / Codrington Street, including pedestrian treatment at Darlington Road Codrington Street intersection. f) Separated cycleways in Shepherd Street and Abercrombic Street between Cleveland Street and Codrington Street. g) Separated cycleway in Lawson Street between Little Eveleigh Street and Regent Street. h) Mixed traffic and contra flow lanes in various streets. j) Shared path sections. j) **Wilson Street at Erskineville Road – Investigate and adjust traffic signals to accommodate contra flow bicycle lane in Wilson Street, which would include removal of the slip lane, new traffic signal phasing and linemarking. k) Wilson Street between Erskineville Road and Burren Street – Implement five (5) speed cushions and provide a separator adjacent to the contra flow bicycle lane. **Reason** Part of the City's Cycleway Strategy to provide safe bicycle routes and encourage cycling. N2. Warren Ball Avenue – Provide shared zone treatment. **Reason** Narrow residential street and suitable for Shared Zone** N3. Wilson Lane (between Golden Grove Street and Codrington Street) – Provide shared zone treatment. **Reason** Narrow residential street and suitable for Shared Zone** N4. a) Abercrombic Street between Abercrombic Street and Lander Street – Close Shepherd Street. c) As part of 4b above investigate and implement appropriate traffic calming measures in local streets east of Shepherd Street and north of Abercrombic Street to minimise the impact of any displaced traffic from the closure in the adjoining streets. **Reason** Improve pedestrian amenity and red			RECOMMENDED MEASURES / WORKS	PRIORITY
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		RECOMMENDED MEASURES / WORKS	PRIORITY
N5.*	a)	Introduce 40km/h speed limit in City streets in the Darlington, Newtown and Camperdown Area, excluding State (RTA) and Regional roads. Negotiate with Marrickville Council regarding the introduction of 40km/h speed limit in Church Street along Council boundary. Reason	2
		Erskineville area already has a 40km/h speed limit. The introduction of the 40km/h speed limit to Darlington, Newtown and Camperdown areas will improve safety of all road areas especially pedestrian and cyclists.	
N6.	a)	Provide consistency of the speed limits in the area for local city streets. Little Eveleigh Street - Provide shared zone treatment. Reason	1
	b)	Narrow residential street and suitable for Shared Zone. Part of alternative walk route between Redfern station and University. Ivy Lane at Lawson Street – Implement No Right Turn restrictions from Ivy Lane into Lawson Street.	1
		<u>Reason</u> Improve road safety	
N7	a) b)	Ivy Street between Abercrombie Street and Wilson Street – Provide shared zone treatment. Wilson Street between Ivy Street and Shepherd Street – Investigate road narrowing and footpath widening, or shared zone treatment with separated cycleway. Reason	1 1
		Narrow residential street and suitable for Shared Zone. Part of alternative walk route between Redfern station and University.	
N 8	a)	Wilson Street / Shepherd Street intersection – Review traffic controls at intersection to accommodate future safe pedestrian and cyclist movements.	1
	b)	Review proposed vehicle access points to North Eveleigh Development with Redfern Waterloo Authority	1
		Reason Volume of future traffic predicted to use entry/exit locations to North Eveleigh will conflict with pedestrians and cyclists using Wilson Street. Wilson Street / Shepherd Street intersection part of alternative walk route between Redfern Station	
		and University.	
19		Abercrombie Street at Caroline Street – Investigate provision of pedestrian refuge in Abercrombie Street. **Reason** **Reason** **Reason** **Reason** **Reason** **The description of the description	1
10	a)	Improve pedestrian safety. Abercrombie Street between Raglan Street and Shepherd Street – Provide a kerb extension on southern	2
	b)	side adjacent Cafe Abercrombie. Area can be used for landscaping, outdoor seating and or bicycle Abercrombie Street between Golden Grove Street and Codrington Street (near Shepherd Centre) – Provide kerb extensions on both sides of Abercrombie Street for landscaping.	2
		Reason Improve pedestrian amenity Provide additional area for bicycle parking landscaping and outdoor dining ie. Streetscape Improvements.	
		Assist in reducing vehicle speeds in Abercrombie Street.	
111		Golden Grove Street at Darlington Road- Provide kerb extensions in Golden Grove Street on both corners Adjust island on the northern side of Darlington Road for separated cycleway and provision for pedestrians. Extend island to the east to provide additional landscape area.	2
		<u>Reason</u> Improves pedestrian amenity and safety Provide area for streetscape improvements	
		Reduce vehicle speeds.	

	RECOMMENDED MEASURES / WORKS	PRIORITY
N12	Holdsworth Street at Wilson Street – Provide kerb extensions in Holdsworth Street on both corners.	2
	<u>Reason</u>	
	Improves pedestrian amenity and safety	
	Provide area for streetscape improvements.	
N13	Randle Street at Wilson Street – Provide kerb extensions in Randle Street on both corners. Additional	2
	area on south western corner adjacent the cafe can be used for outdoor dining, landscaping and or bicycle	
	parking.	
	Reason	
	Improve pedestrian amenity	
	Provide additional area for bicycle parking landscaping and outdoor dining ie. Streetscape	
	Improvements.	
N14	Pine Street at Wilson Street – Provide kerb extensions in Pine Street on both corners.	2
	<u>Reason</u>	
	Improves pedestrian amenity and safety	
	Provide area for streetscape improvements.	
N15	a) Linthorpe Street at Brown Street – Provide a kerb extension on north western corner.	2
	b) Linthorpe Street at Herbert Street – Provide kerb blisters on both corners.	2
	<u>Reason</u>	
	Improves pedestrian amenity and safety	
	Provide area for streetscape improvements.	
N16	Bucknell Street – Provide shared zone treatment.	1
	<u>Reason</u>	
	Narrow residential street and suitable for Shared Zone. Also future bike route.	
N17	Watkin Street at King Street – Investigate kerb extensions in Watkin Street on both corners.	2
	<u>Reason</u>	
	Improves pedestrian amenity and safety.	
N18	Brown Street at King Street – Investigate a kerb extension in Brown Street on the north eastern corner.	2
	<u>Reason</u>	
	Improves pedestrian amenity and safety.	
N19	Brown Street at Bruce Lane - Provide kerb extensions in Brown Street on the north eastern and north	2
	western corners.	
	<u>Reason</u>	
	Improves pedestrian amenity and safety	
	Provide area for streetscape improvements.	
	Assist in reducing vehicle speeds in Brown Street.	
N20	Watkin Street at Wilson Street - Provide kerb extension on south western corner to improve driver sight	2
	lines. Provide painted island on north eastern corner to delineate vehicle path around covered drain.	
	<u>Reason</u>	
	Improve safety at intersection.	
N21	Fowler Lane between Mallet Street and Church Street – Provide shared zone treatment.	1
	<u>Reason</u>	
	Narrow residential street and suitable for Shared Zone.	
N22	Fowler Street at Mallet Street – Provide a kerb extension in Fowler Street on the south eastern corner.	2
	<u>Reason</u>	
	Improves pedestrian amenity and safety	
	Provide area for streetscape improvements.	
	Assist in reducing vehicle speeds.	

		RECOMMENDED MEASURES / WORKS	PRIORITY
N23		Fowler Street at Church Street – Provide a kerb extension on the south western corner.	2
		<u>Reason</u>	
		Improves pedestrian amenity and safety	
		Provide area for streetscape improvements.	
		Assist in reducing vehicle speeds.	
N24		Church Street between Carillon Avenue and Parramatta Road – Investigate kerb extensions and or	2
		footpath widening on the eastern side of Church Street. Locations include –	
		- North eastern corner of Broderick Street;	
		- Between Marsden Street and Briggs Street; and	
		- Between Lucas Street and Grose Street, (NB: Design to suit separated cycleway on western side of	
		Church Street between Lucas Street and Fowler Street).	
		<u>Reason</u>	
		Improves pedestrian amenity and safety	
		Provide area for streetscape improvements	
		Reduce vehicle speeds	
N25		Mallet Street between Hampshire Lane and Fowler Street – Investigate pedestrian crossing at or near	1
		existing pedestrian refuge.	
		Reason	
		Investigation to establish if crossing facility warranted	
J26		Investigate all narrow lanes and roads for shared zone treatments. (See Sheet G for potential shared	1
		zones.)	
		Reason	
		This is a current policy of the City to convert suitable narrow lanes to shared zones (providing that	
		they meet relevant guidelines) to reduce vehicle speeds in the lanes and improve conditions for	
		other road users.	
TUO	THE	RN AREA	
1.		Implement City's Cycleway Strategy including -	
	a)	Separated cycleway in Burren Street and shared path.	
	b)	Separated cycleway in Concord Street.	
	c)	Mixed traffic and contra flow cycle lanes in various streets.	
	d)	Shared path sections.	
	e)	Stop signs in Smiths Lane at MacDonald Street (MacDonald Street cycle route)	
	-,	Reason	
		Part of the City's Cycleway Strategy to provide safe bicycle routes and encourage cycling.	
		· ·	
2.		*Concord Street and King Street.	
	a)	g .	
	,	Provide signalised crossing across Concord Street with associated footpath works.	1
	b)	Provide signalised crossing across Concord Street with associated footpath works. Advocate for additional signalised crossing across King Street on southern side of intersection with RTA.	1 1
	b)	Provide signalised crossing across Concord Street with associated footpath works. Advocate for additional signalised crossing across King Street on southern side of intersection with RTA.	1 1
	b)	Advocate for additional signalised crossing across King Street on southern side of intersection with RTA.	
	b)	Advocate for additional signalised crossing across King Street on southern side of intersection with RTA. Reason	
	b)	Advocate for additional signalised crossing across King Street on southern side of intersection with RTA.	
3		Advocate for additional signalised crossing across King Street on southern side of intersection with RTA. Reason Improves safe crossing opportunities of pedestrians and cyclists crossing at intersection.	1
3.	a)	Advocate for additional signalised crossing across King Street on southern side of intersection with RTA. Reason Improves safe crossing opportunities of pedestrians and cyclists crossing at intersection. Bray Street at King Street and at Concord Street - Investigate full or partial closure of Bray Street either a	
3.		Advocate for additional signalised crossing across King Street on southern side of intersection with RTA. Reason Improves safe crossing opportunities of pedestrians and cyclists crossing at intersection.	1
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33.		Advocate for additional signalised crossing across King Street on southern side of intersection with RTA. Reason Improves safe crossing opportunities of pedestrians and cyclists crossing at intersection. Bray Street at King Street and at Concord Street - Investigate full or partial closure of Bray Street either a King Street or at Concord Street and or other alternative traffic calming measures. Reason	1
53.	a)	Advocate for additional signalised crossing across King Street on southern side of intersection with RTA. Reason Improves safe crossing opportunities of pedestrians and cyclists crossing at intersection. Bray Street at King Street and at Concord Street - Investigate full or partial closure of Bray Street either a King Street or at Concord Street and or other alternative traffic calming measures. Reason Existing proposal to reduce traffic using Bray Street, as a short cut. If road closure proceeds introduce two way traffic in Concord Street between Bray Street and King Street.	2
33.	a)	Advocate for additional signalised crossing across King Street on southern side of intersection with RTA. Reason Improves safe crossing opportunities of pedestrians and cyclists crossing at intersection. Bray Street at King Street and at Concord Street - Investigate full or partial closure of Bray Street either a King Street or at Concord Street and or other alternative traffic calming measures. Reason Existing proposal to reduce traffic using Bray Street, as a short cut. If road closure proceeds introduce two way traffic in Concord Street between Bray Street and King Street. Reason	2
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	a)	Advocate for additional signalised crossing across King Street on southern side of intersection with RTA. Reason Improves safe crossing opportunities of pedestrians and cyclists crossing at intersection. Bray Street at King Street and at Concord Street - Investigate full or partial closure of Bray Street either a King Street or at Concord Street and or other alternative traffic calming measures. Reason Existing proposal to reduce traffic using Bray Street, as a short cut. If road closure proceeds introduce two way traffic in Concord Street between Bray Street and King Street Reason Maintain local access following road closure (NB. Requires minor widening of Concord Street incorporating a portion of State Rail Authority Land)	2
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	a)	Advocate for additional signalised crossing across King Street on southern side of intersection with RTA. Reason Improves safe crossing opportunities of pedestrians and cyclists crossing at intersection. Bray Street at King Street and at Concord Street - Investigate full or partial closure of Bray Street either a King Street or at Concord Street and or other alternative traffic calming measures. Reason Existing proposal to reduce traffic using Bray Street, as a short cut. If road closure proceeds introduce two way traffic in Concord Street between Bray Street and King Street Reason Maintain local access following road closure (NB. Requires minor widening of Concord Street incorporating a portion of State Rail Authority Land)	2

	RECOMMENDED MEASURES / WORKS	PRIORITY
S5.	Baldwin Street - Provide shared zone treatment.	1
	<u>Note</u>	
	This shared zone has recently been installed by the City of Sydney	
S6.	Intersection of Charles Street and Albert Street -	
a)	Implement minor channelisation works including roadmarking, signage and a median in the short term.	1
b)	Investigate future improvement works including the removal of the raised platform and channelisation of the intersection using kerb extensions and road narrowing, taking into account cyclist's safety.	2
	Reason	
	Improve safety at the intersection – provides additional traffic calming.	
S7.	Angel Street and Erskineville Road - Implement footpath improvement works in Angel Street (both sides) at the intersection. (NB: Contra flow bike lane proposed in Angel Street as part of City's cycleway network.	1
	<u>Reason</u>	
	Improve safety of pedestrians and cyclists crossing at intersection.	
S8.	Burren Road, north of Albert Street (MacDonaldtown railway station) - Provide raised pedestrian crossing with appropriate safety measures including, kerb extensions and or narrowing, lighting etc. Design to accommodate separated cycleway. Reason Interview medicateign graphics and safety. Benlaces existing pedestrian refuse.	1
10	Improves pedestrian amenity and safety. Replaces existing pedestrian refuge.	2
9.	Lambert Street at George Street - Provide a kerb extension on south western corner for landscaping and or community gardening.	2
	<u>Reason</u>	
110	Improves pedestrian amenity and provides area for streetscape improvements.	2
510.	Morrisey Road - Provide shared zone treatment. Reason Name and a stirl attack and a sixtable for Shared 7 and 7	2
S11.	Narrow residential street and suitable for Shared Zone. Concord Street and Coulson Street - Investigate improvements to the pedestrian route (i.e. footpath width	1
11.	and crossing point) between Bray Street and east of the railway underpass.	1
	Reason	
	Narrow footway.	
	Improves pedestrian amenity and safety.	
12. a)	Railway Lane at Thomas Street - Investigate closure of Railway Lane.	2
b)	Railway Lane between Thomas Street and Angel Street - Investigate shared zone.	
	<u>Reason</u>	
	Narrow lane only suitable for property access.	
12	Stop rat running in lane.	1
13.	Erskineville Road at George Street / Charles Street - Investigate and upgrade lighting if necessary at existing pedestrian crossing.	1
	Reason	
	Improves pedestrian safety at crossing.	
14.	Erskineville Road between George Street and rail bridge – Investigate footpath widening on southern side	2
	<u>Reason</u>	
	- Improves pedestrian amenity	
	- Provide area for streetscape improvements	
515*	Bridge Street at Erskineville Road – Provide signalised crossing across Bridge Street (northern leg) at existing traffic signals.	1
	<u>Reason</u>	
	- No existing crossing	
	- Improve safety of pedestrians and cyclists crossing at intersection including school	
	children.	

		RECOMMENDED MEASURES / WORKS	PRIORITY
S16.	a)	Newman Street at King Street - Investigate footpath improvements in Newman Street at King Street (continue footpath over Newman Street).	2
		George Street at King Street – Investigate footpath improvements in George Street at King Street (continue footpath over George Street).	2
	b)	Reason Improves pedestrian amenity and safety along King Street footpath.	
S17.		Investigate all narrow lanes and roads for shared zone treatments. (See Sheet H for potential shared zones).	1
		Reason This is a current policy of the City to convert suitable narrow lanes to shared zones (providing that they meet relevant guidelines) to reduce vehicle speeds in the lanes and improve conditions for other road users.	
S18.		Erskineville Road between Gowrie Street and Union Street – Investigate pedestrian crossing facility.	1
		Reason Investigation to establish if crossing facility warranted.	
S19		Newman Street at Whitehorse Street – Provide kerb ramps at road closure (both ends). Reason Existing kerb lip is not compliant to Australian Standards. Will assist pedestrians and cyclists.	1
GEN	ERA	L TO BOTH AREAS	
G1		Investigate all narrow lanes for two way bicycle access.	1
		<u>Reason</u>	
		Applies to one way lanes.	
		Improve bicycle access and encourage bicycle use.	
G2		Audit walking routes in area for compliance with relevant City and Australian Standards. Develop a	1
		program to rectify deficiencies in accordance with the route's priority.	
		<u>Reason</u>	
G2		Promotes walking and makes it safer and more accessible.	1
G3	a)	Audit bus stops on bus routes in conjunction with the STA to ensure appropriate facilities are provided for passenger comfort (i.e. information, seating, shelter, lighting, accessibility, personal security) in accordance with the functional role of the bus stop.	1
	b)	City to work with RTA and Sydney Buses to identify and implement traffic management and other measures that maintain/improve bus service reliability and service levels.	1
		<u>Reason</u> Encourages the use of public transport through better passenger facilities and reliable service levels.	
G4	a)	Provide bicycle parking (bicycle racks, U rails etc) at major land use attractions such as King Street strip, Erskineville Village, parks, community facilities etc.	1
	b)	Provide bicycle rings on City owned posts for bicycle parking along bicycle routes and at other suitable locations.	1
	c)	City to seek the cooperation of other authorities such as Sydney University, Carriageworks at Eveleigh and Royal Prince Alfred Hospital to provide bicycle parking at their venues. City to work with City Rail/Railcorp to provide bicycle parking at rail stations.	1
		<u>Reason</u> Promotes cycling by providing bicycle parking facilities in the area.	

		RECOMMENDED MEASURES / WORKS	PRIORITY
G5*		City to seek RTA cooperation to address identified pedestrian crossing deficiencies and other issues on	
00		State Roads including –	
	a)	Additional signalised crossings in King Street/City Road at Union Street, Alice Street, Mary Street, Church Street, Georgina Street, Queen Street, Carillon Avenue and Cleveland Street.	1
	b)	Provision of safe crossing facilities in City Road at or near Myrtle Street.	1
	c)	Additional signalised crossings in Cleveland Street at Shepherd Street and Boundary Street.	1
	d)	Other safety related matters identified in study.	1
	e)	Matters raised by the community.	2
	f)	Erskineville Road at Wilson Street –	1/2
		Investigate traffic management at intersection to improve pedestrian safety and bus manoeuvring. Investigation to examine possible additional pedestrian crossing, changes to slip lane and or line marking.	
		<u>Reason</u>	
		Provide safe pedestrian and cyclist crossing facilities at locations where existing facilities are deficient.	
		Address identified safety issues on State Roads.	
		Address community concerns.	
G6		Investigate local streets near King Street that may allow for temporary kerb extensions on the weekends and some evenings to facilitate improved pedestrian facilities opportunities for increased outdoor dining in the area.	2
		Reason	
		Improves pedestrian amenity and general amenity in area	
ADD	ITIC	NAL PROJECTS	
A1		Investigate changing Amy Street Erskineville to one-way northbound and creating a shared zone. Note that this would create a one-way pair with Flora Street.	1
		<u>Reason</u> Provide a safer environment for both pedestrians and vehicles and remove the need for vehicles to park with wheels on the footpath.	
A2		Investigate "rat-running" in Parkers Lane, Erskineville, including illegal right turns from Parkers Lane into Victoria Street	2
		Reason	
		Local residentshave stated that there is an issue with illegal right turnsfrom Parkers Lane into Victoria Street (one way westbound).	
A 3*		City to seek RTA cooperation to investigate an all pedestrian phase at King Street / Enmore Road intersection	2
		<u>Reason</u>	
		The local business precinct has requested marrickville and City of Sydney councils to investigate in	

*Requires RTA Approval

The cycleways are estimated to cost approximately \$3,550,000 and will by funded through the bicycle related works budget. The remaining leaving \$12,046,000 is to be funded through the capital works budget