

## **5.4. Pacific Highway, North Sydney - Shared Path between Arthur Street and Blue Street**

**AUTHOR:** Lindsay Menday, Sustainable Transport Project Co-ord

**ENDORSED BY:** Duncan Mitchell, Director Engineering and Property Services

**ATTACHMENTS:** Nil

### **PURPOSE:**

This report provides a response to Item (7.4) Pacific Highway between Arthur Street & Blue Street – Share Path from the 11 June 2021 Traffic Committee.

### **EXECUTIVE SUMMARY:**

At the 11 June 2021 Traffic Committee meeting, a review into pedestrian safety on the shared path alongside the Pacific Highway between Arthur Street and Blue was requested.

A site visit was undertaken and it was noted that the existing shared path is constrained by trees and posts which complicates pedestrian and cyclist movements and reduces the path width.

In its current configuration, the path is not consistent with contemporary shared path standards. However, it is recommended that the shared status be retained until a formalised cycling alternative can be provided, as no comparable safe or legal alternatives were identified.

To reduce the potential for conflict in the immediate term, it is recommended that additional ‘! SLOW and ‘10 kph’ speed advisory path marking be installed. Medium term, it is recommended that options to separate riders from pedestrians be developed and brought back to the traffic committee in 3-6 months.

### **FINANCIAL IMPLICATIONS:**

The cost of the markings can be funded from Council’s signs and lines budget. The cost of preparation of concept plans can be funded from Council’s Cycling Strategy budget.

### **RECOMMENDATION:**

- 1. THAT** blue line path markings (‘! SLOW’ and 10 kph speed advisory) be added to the shared path alongside the Pacific Highway between Arthur Street and Blue Street.
- 2. THAT** concept options to provide separated walking and cycling paths for the shared path alongside the Pacific Highway between Arthur Street and Blue Street be prepared and brought back to Traffic Committee and Transport for NSW for consideration.

## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
- 2.3 Sustainable transport is encouraged

## BACKGROUND

At the 11 June 2021 Traffic Committee meeting, a review into pedestrian safety on the shared path alongside the Pacific Highway between Arthur Street and Blue was requested.

The location of the site is shown in the map below.

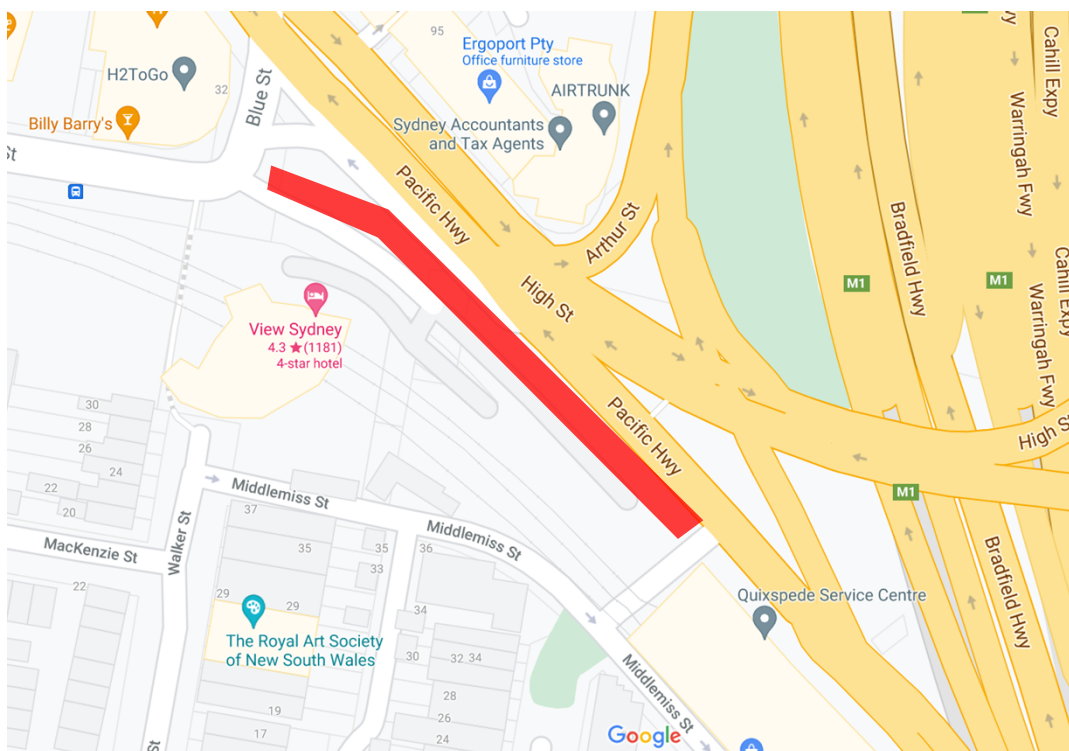


Figure 1 Map of site with subject path identified in red. Source: Google Maps

## CONSULTATION REQUIREMENTS

Community engagement will be undertaken in accordance with Council's Community Engagement Protocol.

## DETAIL

**Relates to ECM No:**

**Standard or Guideline Used:** Austroads, NSW Cycleway Design Toolbox

**Signs & Lines Priority: 2P**

**Precinct and Ward:** Central Business District, Wollstonecraft

**Impact on Bicycles:** This report recommends measures to improve rider amenity and safety

**Impact on Pedestrians:** This report recommends measures to improve pedestrian amenity and safety

**Impact on Parking:** nil

Observations were conducted at the site following the issue being raised at Traffic Committee. During the site observations, no incidents of conflict or ‘close calls’ were observed. However, it was noted that the path is constrained by a concrete wall on one side, and that trees and posts interrupt the path. Where trees and poles are present, the path widths do not satisfy minimum width requirements for a shared path. Both pedestrian and riders were observed diverting different ways around trees and poles, which likely increases the potential for conflict between the two groups.



*Figure 2 Image of the path taken from Google Maps showing riders choosing different routes around trees*

The path in its current condition does not achieve contemporary standards and expectations for a share path, and it is recommended that options for alternative access, which separate people walking and riding, be investigated. Separation is highly recommended in this location given the route carries high relative cycling volumes as part of the regional cycling network.

Separated facilities in this location would be consistent with the recommended treatment types identified in the TfNSW *Cycleway Design Toolbox*.

It is recommended that cycling access be maintained on the path until alternative can be provided. There are no clear safe or legal cycling alternatives to facilitate the existing rider movements and therefore removing cycling access in the immediate term has the potential to encourage alternative behaviors that may increase the risk level for riders, or for pedestrians in other areas. It is also considered likely that use of the existing path would continue.

As an immediate action to reduce the potential for conflict on the path, it is recommended that “blue line” ‘! SLOW’ and 10 kph speed advisory shared path marking be installed.



*Figure 3 example '! SLOW' path marking*