

# Bicycle Network Submission

Complete Streets: Cycleway and Streetscapes  
Submission to Waverley Council  
20 November 2014



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Bicycle Network welcomes the opportunity to provide comments on the *'Complete Streets: Cycleway and Streetscapes'* project design.

The *'Complete Streets: Cycleway and Streetscapes'* project will provide a strong connection between Bondi Junction and the Sydney CBD to further increase active travel and bike rider numbers.

Bicycle Network strongly supports the proposal and recommends a number of detailed changes to the design of the project.

# Recommendations

## Bronte Road

Bicycle Network does not recommend cyclists sharing road space with buses on Bronte Road. The size and mass of buses is intimidating to cyclists and can result in conflict.

Local and overseas studies evidence that 'sharrows' in isolation do not deliver positive results for riders. Unless implemented in conjunction with other traffic calming treatments there is likely to be no beneficial outcome for riders.

## Width of two-way cycle lane

Bicycle Network recommends the width of the 2.4m cycle lane be increased. Austroads guidelines have a desirable minimum of 2.5m with a preferred width of 3m and 0.5m offsets.

On Spring Street in the section from Bronte Road to Newland Street, traffic lanes could be reduced or the median could also be reduced to 1m. Street trees in a median with a 1m width have been successful elsewhere.

There is question over 3.25m width for car parking on the south side of Oxford Street. If this is the case, space should to be given to cyclists.

## Line of site

Car parking right up to entryways across the cycleway causes line of site issues for both motorists and cyclists. There are five driveways along Spring Street where potential conflict may occur. Cycleways should be treated like any side street approach where parking is set back a minimum of 10m. Trees in medians may also cause potential line of site issues.

## Signaling

The new intersection signal phasing adjusted to accommodate bicycle movements should give appropriate time allocation to bicycles. This project should not follow bicycle phasing along similar facilities such as Bourke Street intersections which currently do not give sufficient time to riders

## Crossing using green treatment

Bicycle Network recommends that when the cycleway crosses side streets with raised pedestrian and bicycle crossing (not signalised), green treatment should continue all the way over the crossing. This should be achieved at the Spring and Denison Street intersections and the Mill Hill Road and Oxford Street intersections. This will make the cycleway much more visible for motorists (similar to what has already been designed for Ruthven Street).

The crossing treatment at York and Oxford Street is unclear and bicycle lanterns may also need to be included.

## Shared pathway

The shared pathway along the western section of Oxford Street may create potential conflict for cyclists with pedestrians and space cluttered with street furniture and trees. This is of particular concern in the areas surrounding the bus shelter. Bicycle Network recommends the shared path to include a centerline, with ongoing monitoring and adjustments may need to be made as necessary.

## Further information

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