



# **Liberty Street & Trade Street Roundabout Modifications and Bike Friendly Treatment**

## **Marrickville and South Sydney Bicycle Group Recommendations to Marrickville Council Transport Committee**

**Based on the drawings presented to the Bicycle Working Group  
by Kendall Banfield on 6 February 2008**

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15 February 2008**

<b>Table of Contents</b>	<b>Page</b>
<b>A. Considerations behind the recommended changes to the proposed design</b>	<b>1</b>
<b>B. Rationale behind recommended changes to the proposed design</b>	<b>1</b>
<b>C. Massbug recommended changes to the proposed design</b>	<b>2</b>
<b>D. Alternative route via Bedford Street, Horbury Lane and Lennox Street</b>	<b>3</b>

### **A. Considerations behind recommended changes to the proposed design**

Massbug members have considered the following factors:

1. The needs and behaviour of beginner cyclists with low confidence levels;
2. The needs and behaviour of intermediate to confident cyclists, that often travel on the roads in the same manner as a motor vehicle;
3. The needs and behaviour of many cyclists travelling East/West that prefer to use Bedford Street instead of the new route via Trade Street (Lewisham to Newtown);
4. Recognition of the need to link the intersection with the new route from Lewisham to Newtown is to avoid the congested footpath at King Street (The Hub / The Bridge), between Australia and Eliza Streets.

### **B. Rationale behind recommended changes to the proposed design**

#### **Roundabout and Pedestrian Crossing**

The general intention of these changes is for confident cyclists to enter and exit the roundabout using the centre of the lane in the same manner as other vehicles. Beginner or less confident cyclists travelling East/West would be able to cross at an improved pedestrian crossing on Liberty Street.

The bike lanes proposed in the roundabout zone would encourage cyclists into a less safe place in the roundabout and expose them to conflict with motor vehicles travelling across the route (North South) and also from vehicles travelling in the same direction as the cyclists.

The design also departs from the approach taken at other similar 'mixed traffic intersections' with 'tight profile streets' (low speed localised traffic) where cyclists are encouraged to remain in the traffic lane on the route and at a roundabout.

## ***Liberty Street and Trade Street Roundabout Massbug Recommended Design Changes for Bike Friendly Treatment***

Section 7.2.7 of the RTA NSW bicycle guidelines shows an example of this in figure 7.11 on page 50, which more closely matches the Liberty Street / Kingston Road roundabout. The proposed design as it stands is an adaptation of the treatments show in figures 7.8 and 7.9 of the RTA Guidelines, which requires a greater road space, and in any case increases the risk to cyclists as stated in the comments of Section 7.2.6 of the guidelines: *'riders must be constantly aware of exiting vehicles'*.

### **Trade Street**

Vehicle traffic in this street is low. For all cyclists travelling East to West (downhill) it would be preferable to use the full lane and be given greater recognition of their right to do so with on road bike logos and warning signs for the full length of the street. Approaching Kingston Road and the roundabout, less confident cyclists could use the footpath from Trade Street to Liberty Street then cross at an improved crossing in Liberty Street.

A bike lane for East to West (downhill) is:

- a) Unsafe: as it is safer for all cyclists travelling a slightly faster speeds to be more visible in the centre of the lane than at the side of the road in a bike lane and ;
- b) Unnecessary: as a cyclist going down hill can travel at suitable speed to not hinder vehicle traffic.

Cyclists travelling West to East (uphill) would benefit from a bike lane as they would be travelling slowly and would not want to be in front of vehicles travelling in the same direction.

## **C. Massbug recommended changes to the proposed design**

### **Treatment of Trade Street**

1. The proposed work for cyclists travelling West to East (uphill) is acceptable, except for variations in the roundabout zone detail below (remove the green bike lane);
2. Remove the green bike lane from East to West (downhill);
3. Provide, larger on road bike logos (RTA Guidelines PS2) in the centre of the East to West lane at the intersection with Kingston Road and also at Pierce Street;
4. Provide warning signs (RTA Guidelines W6-7) at the intersection with Kingston Road and also at Pierce Street.

### **Treatment of the Roundabout Zone**

1. Do not provide the green bike lanes in the roundabout zone;
2. Provide on road bike logos (RTA Guidelines PS2) to be painted at the three entry points to the roundabout **in the centre of the lane**; The entry points are Railway Avenue, Kingston Road and Liberty Street;
3. Provide yellow bike crossing signage (RTA Guidelines W6-7) for motor vehicle drivers to be located at the two main motor vehicle entry points to the roundabout: Kingston Road and Liberty Street.
4. Provide additional information signs or warning signs indicating:  
"Cyclists use Roundabout Lane".

### **Treatment of Railway Avenue and route from West to East**

#### **For less confident cyclists travelling West to East**

1. At approximately 20m back from the corner on the South Western side of Railway Ave, provide a refuge/blister or line-marking, with small bike logo (RTA Guidelines PS3) on centreline of Railway Ave with accompanying kerb ramp on the Southern side of Railway Avenue.
2. May require signage indicating cyclists to dismount on the footpath.
3. This enables less confident cyclists to turn right from Railway Ave onto footpath and then proceed round the corner into Liberty Street and then cross at the Pedestrian crossing.

#### **For confident cyclists travelling West to East**

1. Remove the small bike logo (RTA Guidelines PS3) on the road pavement at the left hand side of the road at the entrance to the roundabout;
2. Provide an on road bike logo (RTA Guidelines PS2) in the centre of the vehicle lane at the entrance and exit of the roundabout;
3. Once cyclists has turned right around roundabout they would then have the following options:
  - a. Turning left at the pedestrian crossing onto the footpath at Liberty Street and then left back to Trade Street. This requires the pedestrian crossing to have a wider ramp on the Eastern side;
  - b. Turning left into Bedford and Pierce Streets, requiring large bike logos (RTA Guidelines PS2) on the road at the Western end of Bedford Street and in Pierce Street. The intersection of Pierce with Trade Street may need some treatment.

### **Liberty Street Pedestrian Crossing / Refuge**

Improve the safety of the pedestrian crossing and refuge by

1. Making the refuge area wider to give more distance between pedestrians on refuge and vehicles and to enable a pedestrian with a bicycle to stop within the refuge area;
2. Adding stronger steel and/or concrete bollards to the refuge;
3. Ensuring the crossing is well lit at night;
4. Convert the crossing into a zebra crossing with higher visibility to motorists;

### **D. Alternative route via Bedford Street, Horbury Lane and Lennox Street**

Council has complete some new work on the Newtown to Lewisham route through Camperdown Memorial Park and Albermarle Street. Therefore it is not favourable to abandon that work, but the following alternative route for this area has a gentler gradient and better interfaces with the Liberty Street roundabout.

Travelling West to East, from Railway Avenue, use the roundabout or pedestrian crossing and continue up Bedford Street, turning left at Horbury Lane, through the road closure and on to Lennox Street and Mary Street. The route is the same in reverse with the option of using Pierce Street and Trade Street or Albert and Trade Street to enter the roundabout and continue along Railway Avenue.

Between Horbury and Lennox, cyclists can travel on the pedestrian path around the street closure, but a dedicated cycle path through the closure would be better. Albert Street has a smoother gradient, but the street surface is uneven with other road works and a spoon drain at the intersection with Trade Street. Pierce Street is suitable but also has a spoon drain at the intersection with Bedford Street requiring some caution.