

Transport
for NSW

Swanson Street Cycleway

Community Consultation report

February 2024

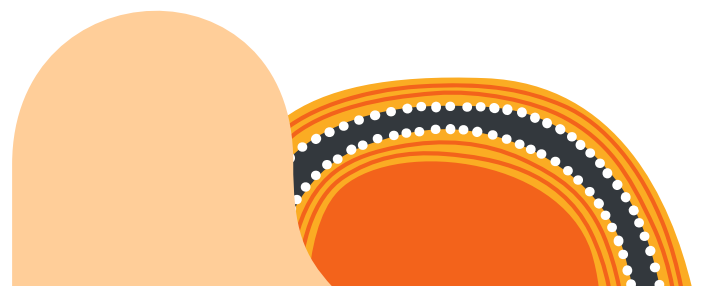


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Introduction

In September and October 2023, Transport for NSW (Transport) proposed to reinstate a temporary cycleway on Swanson Street across the rail bridge in Erskineville.

The temporary cycleway would be in place while we plan for a permanent cycleway solution. It would provide a safe, separated area for people riding bikes to connect to the cycleway on Railway Parade.

The proposal would involve converting the kerbside eastbound traffic lane of Swanson Street into a temporary cycleway. The cycleway would be separated from traffic with temporary barriers. Drivers would need to use the remaining single eastbound traffic lane to turn left into Railway Parade or continue straight on Swanson Street.

What we heard

We received 163 responses with most respondents supportive of the proposal. Key concerns raised are addressed in the *Summary of feedback and responses* section of this report.

Consultation approach

The community and stakeholders were invited to provide feedback on the proposed temporary cycleway from Monday 25 September to Sunday 15 October 2023.

The purpose of this consultation was to:

- Inform community and stakeholders of the proposal
- Obtain feedback from the community and stakeholders on the proposal
- Build a database of community and stakeholders interested in the project who we can continue to engage with and inform as the project progresses
- Consider all feedback and provide responses to issues and questions raised.

How consultation was done

During the consultation period we:

- Distributed a community notification to 1,635 properties
- Sent an email to our project database of interested stakeholders
- Phoned and emailed key known stakeholders.

Community members and stakeholders were encouraged to ask questions and provide feedback via:

- Phone
- Email.

Key feedback topics

- Operation of the temporary cycleway
- Need for a separated cycleway here
- Traffic congestion and parking impacts
- Questions about why the temporary cycleway was removed.

Summary of feedback and responses

The comments we received have been summarised and responded to below.

Feedback	Response
<p>Why can't people riding bikes dismount off their bikes and walk over the bridge?</p> <p>Why do we need a temporary cycleway for people riding bikes here?</p>	<p>A separated cycleway allows people riding bikes to have a continuous journey. It also allows cyclists to ride safely on the cycleway and people walking on the bridge space to walk freely. This cycleway will also provide connectivity to existing cycleways across the network.</p>
<p>Can a dedicated right-turn bay for those bike riders wanting to head down Bridge Street when coming from Burren Street laneway be provided?</p>	<p>A dedicated bicycle-only phase will be introduced to the traffic lights to ensure that people riding bikes can safely travel through the intersection, including those wanting to turn right down Bridge Street.</p>
<p>What can be done to improve congestion on Erskineville Road/Swanson Street instead of making it worse?</p>	<p>This section of Swanson Street is an important connection for people riding bikes along existing cycleways on Bridge Street, Railway Parade and the Burren Street laneway. The purpose of this project is to provide a safe way for people riding bikes to connect to these existing cycleways. The introduction of a dedicated lane for people riding bikes may create some queuing and delays for people driving through the intersection, particularly for eastbound vehicles on Swanson Street.</p>
<p>Will there be sensors to detect people riding bikes before getting to the traffic lights?</p>	<p>Bicycle detectors will be installed in the pavement on Swanson Street to detect people riding bikes and activate the bicycle-only phase.</p>
<p>Many drivers assume that people riding bikes will be turning left when they are going straight ahead. If a car is turning left, a bike rider could be in danger.</p>	<p>A dedicated bicycle-only phase will be introduced to the traffic lights as part of the temporary cycleway so that people riding bikes will be able to travel through the intersection safely while other drivers are stopped at a red light.</p>
<p>Why was the temporary cycleway removed?</p>	<p>With the return of Railway Parade to two-way operation, we needed to adjust the design of the temporary cycleway while we develop more permanent plans at this location.</p>

Next steps

Transport would like to thank everyone who took the time to consider our proposal and provide feedback. We are proceeding with the installation of the temporary cycleway. Work to install the temporary cycleway will be carried out early this year.

Appendix A Community update

Transport for NSW

Have Your Say – Temporary Cycleway on Swanson Street, Erskineville



September 2023



Transport for NSW acknowledges the Gadigal people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

Transport for NSW is proposing to reinstate a temporary cycleway on Swanson Street across the rail bridge.

The temporary cycleway would be in place while we plan for a permanent cycleway solution. It would provide a safe, separated area for cyclists to connect to the cycleway on Railway Parade.

The proposal would involve converting the kerbside eastbound lane of Swanson Street into a temporary eastbound cycleway. The cycleway would be separated from traffic with temporary barriers. Drivers would need to use the middle lane to turn left into Railway

Parade or continue straight on Swanson Street.

Bike movements will be managed through the changes to traffic light sequencing.

[Have your say on the temporary cycleway](#)

We are seeking community feedback on the installation of the temporary cycleway. Community consultation is open until **Sunday 15 of October**

Feedback can be submitted to our team via email at cbd-and-east@transport.nsw.gov.au. You can also call us during business hours on 1800 491 566.

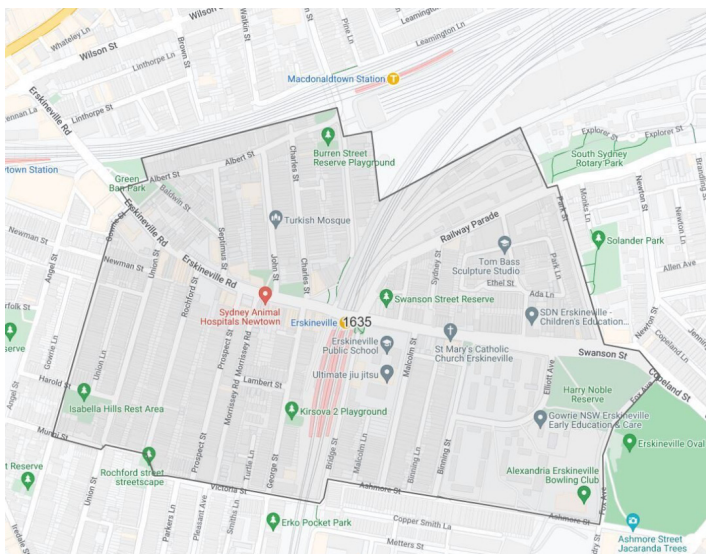
Location of planned works



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Appendix B Distribution zone





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