

<p>MINUTES OF THE PEDESTRIAN, CYCLIST AND TRAFFIC CALMING ADVISORY COMMITTEE HELD ON THURSDAY 12 May 2016 THE MEETING COMMENCED AT 10:02 AM</p>
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PRESENT

Committee representatives:

Clr Chris Woods	Councillor (Chair)
S/C Stephen Flanagan	Marrickville Police
Mr Brandon Morson	Roads and Maritime Services – Engineer
Ms Cathy Peters	Representative for Jenny Leong MP
	Member for Newtown

Councillors and Officers in attendance:

Mr Peter Whitney	State Transit Authority
Mr Wal Petschler	Council's Manager, Design and Investigation
Mr George Tsaprounis	Council's Coordinator, Traffic Services
Mr Emilio Andari	Council's Engineer, Traffic Services
Mr Felix Liu	Council's Traffic Management Planner
Mr Benny Horn	Council's Cycling Planner
Ms Mary Bailey	Council's Parking Planner
Ms Christina Ip	Council's Administration Assistant

Visitors:

Ms Aleka Poretsanos	Resident of Darley Street, Marrickville (Item A2.1.3)
Mr Mark Sefein	Director, Sefnet Pty Ltd (Item C1)
Ms Geraldine Sefein	Secretary, Sefnet Pty Ltd (Item C1)

1. Apologies

Mr Ken Hind	Roads and Maritime Services – Engineer
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2. Disclosures of Interest

Nil.

3. Council resolution relating to the Pedestrian, Cyclist and Traffic Calming Advisory Committee - Minutes of meeting held on 13 April 2016
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The Pedestrian, Cyclist and Traffic Calming Advisory Committee's recommendations of its meeting held on 13 April 2016 were adopted at Council's Infrastructure, Planning and Environmental Services Committee meeting held on 3 May 2016, with the exception of Items A3.1, A3.2 and C3 where Council resolved as follows:

Item A3.1: Yule Street, Dulwich Hill (Central Ward/Summer Hill) – Proposed traffic calming – Design Plans

THAT Council approves the installation of slow points and speed bumps; and introduces angle parking in the street as soon as possible.

Item A3.2: Ness Avenue, Dulwich Hill (Central Ward/Summer Hill) – Proposed traffic calming – Design plans

THAT:

- 1. in relation to the section of Ness Avenue between Ewart and Balfour Streets, Council approaches Energy Australia to request installation of improved street lighting as a pedestrian safety measure and to encourage more use of the Ewart & Balfour Streets area for local overflow resident or visitor parking at night; and*
- 2. in relation to the northern side, from no. 29 Ness Avenue through to the regulation ten metres from the Garnett St intersection and where tree zones permit, Council investigates the implementation of angle parking to create additional parking spaces.*

Item C3: Regional Bicycle Route 7 – Concept Plans (Central & North Wards/Summer Hill & Newtown)

THAT:

- 1. the advice from Council's Director Infrastructure Services be noted that outstanding matters with RMS and Sydney Buses, relating to the design of Railway Terrace, have now been resolved;*
- 2. the concept plans for Regional Bicycle Route 7 be placed on public exhibition for 28 days; and*
- 3. following public exhibition, a further report be prepared detailing the outcomes of consultation and the final proposed concept plan.*

Item No: B3
Subject: REGIONAL BICYCLE ROUTE 7 – UPDATE ON ENGAGEMENT WITH RMS AND STA (CENTRAL & NORTH WARDS/SUMMER HILL & NEWTOWN)
File Ref: 50339.16
Author: Benny Horn – Cycling Planner, Infrastructure Planning and Property

SUMMARY

At its 14 April 2016 meeting, the Pedestrian, Cyclist, and Traffic Calming Advisory Committee (the Committee) considered draft concept plans for improvements to Regional Route 7, a key east-west bicycle route between Lewisham and Newtown.

At the meeting, Roads and Maritime Services (RMS) and State Transit Authority (STA) representatives raised concerns with changes proposed in the draft concept plans. The Committee subsequently recommended that “the concept plans for Regional Bicycle Route 7 be placed on public exhibition for 28 days *with the exception of Railway Terrace pending a resolution from Council Officers, RMS and STA*”.

This report updates the Committee on subsequent consultations with RMS and STA and advises that, following resolution of issues raised and pursuant to the Infrastructure, Planning and Environmental Services Committee’s 3 May 2016 resolution, the draft concept plans for RR7 will be placed on public exhibition for 28 days.

Traffic Committee Discussion

The Committee members agreed with the Officer’s recommendation.

Officer's Recommendation:

THAT: the Committee note the progress of consultations with RMS and STA.

Traffic Committee Recommendation:

THAT the Officer’s recommendation be adopted.

For Motion: Unanimous

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OFFICER’S RECOMMENDATION

THAT

1. The Committee note the progress of consultations with RMS and STA.

BACKGROUND

Regional Route 7 (RR7) is a key east-west route in Council’s Bicycle Plan running 3.8km from Longport Street, Lewisham to King Street, Newtown (Figure 1). A key objective of the Bicycle Plan is to make cycling easier, safer and more attractive in Marrickville LGA and reduce community car use.

RR7 is also identified in the NSW Government’s bicycle strategy as a “priority route” and part of a “strategic bicycle corridor” linking the inner west with inner Sydney. Council received full funding for concept and detailed design work of this route in 2015/16 under RMS’ Active Transport Program and has engaged a consultant (Complete Urban) to undertake this work.

Draft concept plans for improvements to RR7 were presented to the Committee at its 14 April 2016 meeting. The plans incorporate feedback from engagement with internal stakeholders, the community, and Bike Marrickville and propose a mix of on-road lanes, shared paths and separated (protected) bike paths.

RMS and STA representatives raised concerns with the plans, particularly the proposed narrowing of travel lanes on Railway Terrace and changes to the intersection of Railway Terrace and West Street to accommodate improved bicycle facilities.

The Committee subsequently recommended that “the concept plans for Regional Bicycle Route 7 be placed on public exhibition for 28 days *with the exception of Railway Terrace pending a resolution from Council Officers, RMS and STA*”.

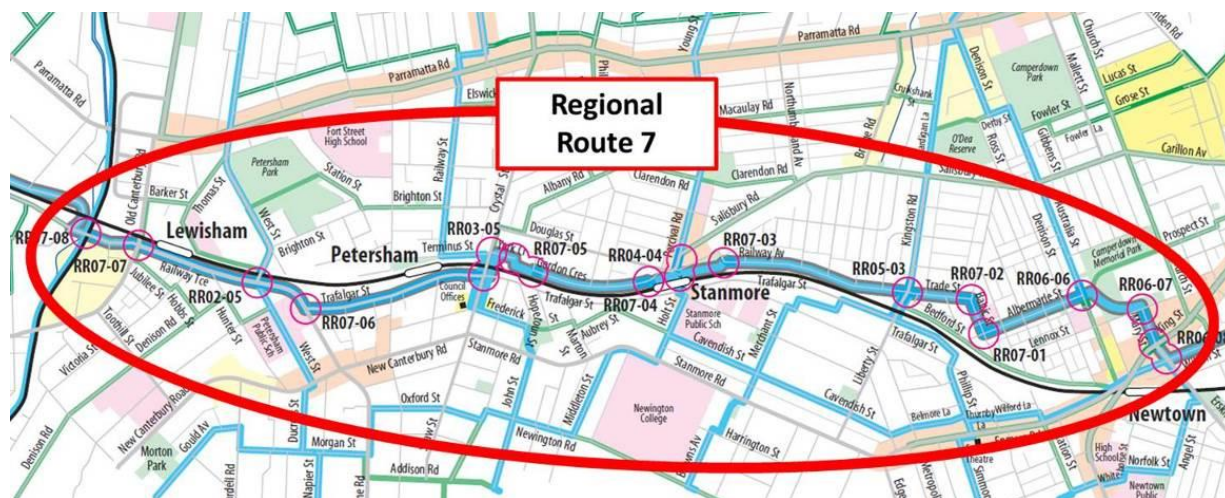


Figure 1 Regional Route 7 overview

DISCUSSION

Subsequent to the Committee’s recommendation, discussions have been held with RMS and STA representatives to clarify and resolve issues pertaining to Railway Terrace raised by both agencies, in order to proceed to public exhibition of the draft concept plans for the entire route.

RMS

Council Officers and Council’s project consultant met representatives from RMS’ Network Sydney and Network Optimisation teams on 27 April 2016. At the meeting, feedback from RMS representatives pertaining not only to Railway Terrace but also to other sections of RR7 was discussed, and agreed resolutions identified.

The issues discussed, and agreed resolutions, are set out in the table below.

Issues raised by RMS	Agreed resolution
<u>Proposed two-way shared path on Railway Tce (west of Hunter St)</u> <ul style="list-style-type: none"> The shared path should be a bike path for eastbound bicycles only. 	Council to amend the draft concept plans accordingly.
<u>Proposed pedestrian/bike median refuge on Railway Tce (east of Hunter St)</u> <ul style="list-style-type: none"> Do not provide separate bicycle and pedestrian channels. Provide a U-rail at the centre of the refuge. 	Council to amend the draft concept plans accordingly.
<u>Proposed pedestrian/bike median refuge on Hunter St (near Railway Tce)</u> <ul style="list-style-type: none"> Proposed bicycle right-turns from Hunter St to Railway Tce via the median refuge will be unsafe. Provide a bicycle right-turn bay into the refuge and give-way lines to indicate right of way. 	Council to amend the draft concept plans accordingly.

<u>Proposed two-way bike path on Railway Tce (between Hunter St and West St)</u> <ul style="list-style-type: none"> Combine with adjacent footpath to provide a shared path on approach to West St. 	Council to amend the draft concept plans accordingly.
<u>Proposed new pedestrian/bicycle crossing arm (across the eastern side of the Railway Tce/West St intersection)</u> <ul style="list-style-type: none"> Not supported as it will result in additional delays to vehicles through the intersection. 	Council to remove the proposed new pedestrian crossing arm from the draft concept plans.
<u>Proposed two-way bike path (across the northern side of the Railway Tce/West St intersection)</u> <ul style="list-style-type: none"> Not supported as it will result in additional delays to vehicles through the intersection. Relocate the existing pedestrian crossing (across West St) south (closer to the intersection) to provide a shared pedestrian/bicycle crossing. Investigate options to build out the north-western and north-eastern kerbs to provide more space for a shared path crossing. These changes will require modelling to determine the impacts and analysis of swept paths. 	Council to amend the draft concept plans accordingly, subject to modelling of the proposed changes and analysis of swept paths being undertaken.
<u>Proposed in-lane bus stop on Trafalgar St (adjacent to Petersham train station)</u> <ul style="list-style-type: none"> Will prevent cars from passing when buses are stopped, resulting in delays to motorists. Realigning the traffic lanes may enable the bus bay facility to be retained 	Council to investigate changes to retain the bus bay.
<u>Proposed shortening of the left-turn lane on Trafalgar St (on approach to Crystal St)</u> <ul style="list-style-type: none"> May result in additional delays through the intersection. These changes will require modelling to determine the impacts. 	Council to undertake modelling of the proposed changes to determine impacts.
<u>Right-turn treatment from Gordon Cr to existing bike path</u> <ul style="list-style-type: none"> Improve the facility by providing a bicycle right-turn bay and signposting. 	Council to amend the draft concept plans accordingly.
<u>Proposed two-way bike path (adjacent to Stanmore train station)</u> <ul style="list-style-type: none"> Removal of the kerbside westbound lane may result in delays to vehicles coming from Railway Ave Given current low traffic volumes, the delay may not be significant. A short right-turn bay from Railway Ave may be provided by realigning existing lanes These changes will require modelling to determine the impacts. 	<p>Council to investigate changes to provide a new right-turn bay from Railway Ave.</p> <p>Council to undertake modelling of the proposed changes to determine impacts.</p>
<u>Proposed two-way bike path along Railway Ave</u> <ul style="list-style-type: none"> Remove existing on-road marking and bicycle median refuge. 	Council to amend the draft concept plans accordingly.
<u>Proposed signalisation of the Railway Ave/Liberty St intersection</u>	Council to undertake

<ul style="list-style-type: none"> • Signalisation of the intersection will be subject to RMS warrants and requires modelling. • Signalisation could also be considered if RMS warrants were almost met, given the regional significance of the bike route. 	modelling of the proposed changes to determine impacts.
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RMS has subsequently agreed to the public exhibition of the draft concept plans, subject to “the matters raised by RMS regarding the concept design being addressed and the undertaking of modelling of the intersections of Railway Terrace/West Street, Trafalgar Street/Crystal Street, Douglas Street/Railway Avenue/Percival Street and Railway Avenue/Liberty Street”.

As per the RMS conditions, the draft concept plans will be amended in accordance with agreed changes prior to public exhibition and modelling of changes at specified intersections undertaken.

STA

At the April 2016 Committee meeting, concerns were raised by the STA representative regarding the proposed narrowing of travel lanes on Railway Terrace to a minimum of 3.2m in sections to accommodate improved bicycle route treatments. The representative stated that the proposed travel lanes were below the STA accepted minimum of 3.5m.

Subsequent discussion with STA’s Traffic and Services Manager, and review of the STA design guidelines, has indicated that the minimum desirable travel lane width for bus routes is 3.2m, however this increases to a minimum desirable travel lane width of 3.5m on kerbside lanes and one-way or one-lane sections of road.

At its 3 May 2016 meeting, the Infrastructure, Planning and Environmental Services (IPES) Committee subsequently endorsed an amended motion noting that outstanding matters with RMS and Sydney Buses have been resolved, and resolving to place the concept plans on public exhibition.

CONCLUSION

This report recommends that the Committee note the progress of consultations with RMS and STA.

FINANCIAL IMPLICATIONS

None. RMS has committed 100% funding for the concept planning and detailed design work of this route as part of a commitment to its priority routes in its Active Transport Program.