

<p><b>MINUTES OF THE PEDESTRIAN, CYCLIST AND TRAFFIC CALMING ADVISORY COMMITTEE</b> <b>HELD ON THURSDAY 14 APRIL 2016</b> <b>THE MEETING COMMENCED AT 10:01 AM</b></p>
--

**PRESENT**

**Committee representatives:**

Clr Chris Woods	Councillor (Chair)
Mr Ken Hind	Roads and Maritime Services – Engineer
S/C Stephen Flanagan	Marrickville Police
Mr Matt Howard	Representative for Jo Haylen MP
	Member for Summer Hill (attended at 10.04am)
Ms Cathy Peters	Representative for Jenny Leong MP
	Member for Newtown (attended at 10.15am)

**Councillors and Officers in attendance:**

Mr Rabih Bekdache	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 Mary O'Sullivan	Resident of Ness Avenue, Dulwich Hill (Item A3.2)
Ms Carol Christie	Resident of Ness Avenue, Dulwich Hill (Item A3.2)
Ms P Dasilva	Resident of Ness Avenue, Dulwich Hill (Item A3.2)
Mr Steve Bender	Resident of Ness Avenue, Dulwich Hill (Item A3.2)
Ms Christine Townsend	Resident of Ness Avenue, Dulwich Hill (Item A3.2)
Mr G Sleitini	Resident of Ness Avenue, Dulwich Hill (Item A3.2)

<b>1. Apologies</b>
---------------------

Mr Tony Kenny	Newtown Police
---------------	----------------

<b>2. Disclosures of Interest</b>
-----------------------------------

Nil.

<b>3. Council resolution relating to the Pedestrian, Cyclist and Traffic Calming Advisory Committee - Minutes of meeting held on 10 March 2016</b>
--

The Pedestrian, Cyclist and Traffic Calming Advisory Committee's recommendations of its meeting held on 10 March 2016 were adopted at Council's Infrastructure, Planning and Environmental Services Committee meeting held on 5 April 2016.

<b>Item No:</b> C3
<b>Subject:</b> REGIONAL BICYCLE ROUTE 7 – CONCEPT PLANS (CENTRAL & NORTH WARDS/SUMMER HILL & NEWTOWN)
<b>File Ref:</b> 36893.16
<b>Author:</b> Benny Horn – Cycling Planner, Infrastructure Planning and Property

## **SUMMARY**

Concept plans have been developed for improvements to Regional Route 7, a key east-west route in Council's Bicycle Plan running 3.8km from Longport Street, Lewisham to King Street, Newtown. Regional Route 7 is also identified in the NSW Government's bicycle strategy as a priority route and strategic bicycle corridor linking the inner west with inner Sydney.

The report recommends that the concept plans for Regional Route 7 be placed on public exhibition for 28 days, with a further report to be prepared detailing outcomes of the consultation and the final proposed concept plan for the route.

## **Traffic Committee Discussion**

The Committee members noted that the proposed cycleways would result in the loss of some parking and were advised that affected residents and businesses would be notified of this during the consultation phase.

The STA representative stated that STA would not be supportive of the proposed narrowing of Railway Terrace. The Committee members were advised that the proposed lane narrowing to 3.2m is below the minimum requirement of 3.5m under STA Standards and this would cause further difficulties for buses turning left from the road. The Committee members were also advised that the Railway Terrace and West Street intersection is a high accident zone for motorists and the road narrowing raises further safety concerns for motorists and cyclists. Being a State Road, approval of RMS is required for the proposal.

Council Officers explained that a cycleway is proposed to be placed behind a bus stop on Trafalgar Street (at Regent Street). The Committee members were advised that a bus bay is proposed for this location. The STA representative stated that STA prefers stopping in the traffic lane instead of at bus bays as it is easier for buses to move in and out of traffic when making stops.

The Committee members noted that Council Officers, STA and RMS will liaise to resolve the issues raised on some of the proposed cycleway treatments during the detailed design phase.

Given the safety issues surrounding the proposed narrowing of Railway Terrace, the Committee members agreed to publicly exhibit the concept plans for Regional Bicycle Route 7 with the exception of Railway Terrace to allow time for Council Officers, RMS and STA to come to a resolution on the cycleway treatment at this location.

## **Officer's Recommendation:**

### **THAT:**

1. The concept plans for Regional Bicycle Route 7 be placed on public exhibition for 28 days;
2. Following public exhibition, a further report be prepared detailing outcomes of consultation and the final proposed concept plan.

**Traffic Committee Recommendation:**

**THAT** the Officer's recommendation be adopted.

1. 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;
2. Following public exhibition, a further report be prepared detailing outcomes of consultation and the final proposed concept plan.

**For Motion:**      Unanimous

**Item No:** C3  
**Subject:** REGIONAL BICYCLE ROUTE 7 – CONCEPT PLANS (CENTRAL & NORTH WARDS/SUMMER HILL & NEWTOWN)  
**File Ref:** 36893.16  
**Author:** Benny Horn – Cycling Planner, Infrastructure Planning and Property

## **SUMMARY**

Concept plans have been developed for improvements to Regional Route 7, a key east-west route in Council's Bicycle Plan running 3.8km from Longport Street, Lewisham to King Street, Newtown. Regional Route 7 is also identified in the NSW Government's bicycle strategy as a priority route and strategic bicycle corridor linking the inner west with inner Sydney.

Consistent with the NSW Government's commitment to fund priority bicycle routes, Council received full funding for concept and detailed design work of this route under RMS' Active Transport Program. The concept plans have been developed using these funds.

Parts of the route are constrained by narrow road widths and kerbs, high traffic and pedestrian volumes, and few alternative options. The concept plan addresses these challenges by proposing a mix of on-road lanes, shared paths and separated (protected) bike paths to provide a safer, more convenient and comfortable bicycle route and enhanced pedestrian safety and amenity whilst minimising impacts on other road users.

Separated bike paths are proposed in order to improve bike rider safety and comfort on sections of the route where on-road/shared path alternatives are unsafe due to high traffic and pedestrian volumes and alternative route options are impractical. This is consistent with NSW Government policy of providing appropriate bike infrastructure that meets user needs.

The concept plans incorporate feedback received from engagement with internal stakeholders, the community, and other key stakeholders including Bike Marrickville and State Transit Authority. To implement the proposed improvements to the route, the concept plans recommend changes in some locations to on-street parking, bus stops, street trees, footpaths and intersections.

The changes support objectives of the Community Strategic Plan. They promote sustainable forms of transport and reduced community car use by providing a route that enhances bike safety and improves access to train stations, shops and other local destinations, and completes missing links in the regional bike network between the inner west and inner Sydney.

This report recommends that the concept plans for Regional Route 7 be placed on public exhibition for 28 days, with a further report to be prepared detailing outcomes of the consultation and the final proposed concept plan for the route.

---

## **OFFICER'S RECOMMENDATION**

### **THAT**

1. The concept plans for Regional Bicycle Route 7 be placed on public exhibition for 28 days;
2. Following public exhibition, a further report be prepared detailing outcomes of consultation

and the final proposed concept plan.

## BACKGROUND

In August 2007, Council adopted the Marrickville Bicycle Plan following consultation with relevant stakeholders including the local community. A key objective of the Bicycle Plan is to make cycling easier, safer and more attractive in Marrickville LGA and to reduce community car use.

Regional Route 7 (RR7) is a key east-west bicycle route in the Bicycle Plan (see Figure 1) and is identified as a priority route that forms part of a strategic bicycle corridor by the NSW Government in its *Sydney's Cycling Future* strategy. RR7 runs for approximately 3.8 kilometres, passing between Longport Street, Lewisham and King Street, Newtown via Railway Terrace, Lewisham; Trafalgar Street, Petersham; Gordon Crescent and Railway Avenue, Stanmore; and Trade Street, Baltic Street, Albermarle Street, Camperdown Memorial Rest Park and Mary Street/Eliza Street, Newtown.

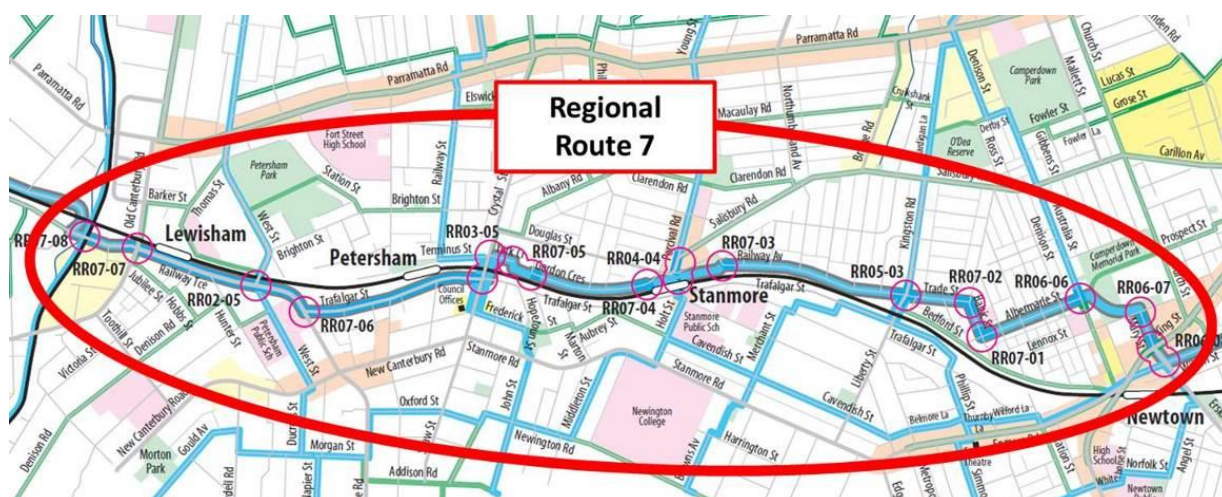


Figure 1 Regional Route 7 overview

In 2007, work was undertaken on 'Stage 1' of RR7 between Crystal Street and Mary Street comprising predominantly mixed traffic lanes with on-road bike shoulder lane markings at the Liberty Street/Trade Street roundabout and shared path treatments in front of Stanmore station.

In 2013, a concept design for part of RR7 between Longport Street and Crystal Street was prepared, and considered by PCTCAC at its 12 September 2013 meeting. The 2013 concept design noted significant constraints along the route, and identified a preferred route comprising shared parking lanes, bike lanes and shared path facilities. However, the plans were not progressed to the detailed design phase due to a lack of available funding at the time, and the proposed treatments were not constructed.

In 2015/16, Council received a grant from RMS for full funding of the RR7 concept and detailed design work as part of the NSW Government's Active Transport Program, and subsequently engaged a consultant (Complete Urban) in early 2016 to undertake this work. The NSW Government's grant for the work reflects its stated commitment to funding high

quality cycling infrastructure along its priority routes to meet user needs for safety, comfort and convenience.

## DISCUSSION

Concept plans have been prepared for Council that propose substantial improvements to RR7 to make bike riding safer, more comfortable and more convenient for people of all ages and riding abilities. The route proposal, and accompanying consultant's report, is attached. The proposed route will enhance bicycle access to inner west railway stations and bus stops, local shopping precincts and other local destinations, and improve connections to inner Sydney and with other bicycle routes in Marrickville, the City of Sydney and Ashfield.

This responds to Council's Community Strategic Plan, which identifies strategies to encourage bike riding to support its stated goal of a "vibrant economy and well planned, sustainable urban environment and infrastructure":

<i>Outcome</i>	<i>Strategies</i>
<i>3.3 The community walks, rides bikes and uses public transport</i>	<p><i>3.3.1 Plan and provide accessible and well-connected footpaths, cycleways and associated facilities</i></p> <p><i>3.3.2 Promote accessibility of railway stations and bus stops</i></p> <p><i>3.3.3 Support and promote cycling, walking and use of public transport and other alternative modes to reduce car use</i></p>
<i>3.4 Marrickville's roads are safer and less congested</i>	<i>3.4.2 Reduce the impact of traffic and improve pedestrian and cyclist safety, particularly around schools and urban centres</i>

The concept plans propose a combination of on-road mixed traffic and bike lanes, shared paths and separated two-way bike paths in response to constraints along parts of the route including narrow road widths, high vehicle and pedestrian volumes, narrow footpaths and few alternative direct route options.

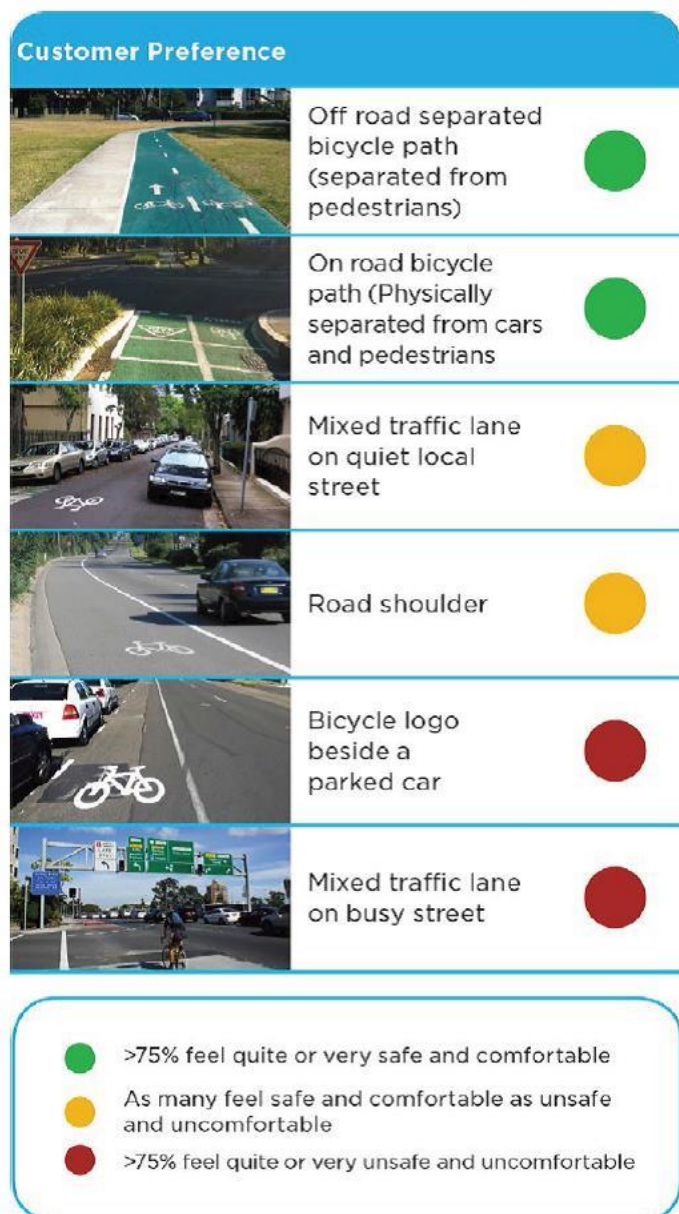
Separated (protected) bike paths are proposed in order to improve bike rider safety, primarily on sections where on-road or shared path alternatives would be unsafe due to high motor vehicle and pedestrian volumes/constrained footway space, and are consistent with the NSW Government's commitment to providing appropriate bike infrastructure that meets user needs as set out in *Sydney's Cycling Future* (see Figure 2). NSW bicycle guidelines recommend separation of bicycles from traffic on roads with more than 8,000 vehicles per day (vpd) at 85<sup>th</sup> percentile speed of 50km/h.

This is supported by NSW Centre for Road Safety crash data that shows six crashes involving bicycles and injury have occurred on RR7 in the past five years. Five of the crashes have occurred on a 1.3km section of the route between Longport Street, Railway Avenue and Trafalgar Street, where bicycle riders presently travel in mixed traffic lanes with high vehicle volumes between 11,000 and 21,000vpd.



## THE CONCEPT PLAN

The concept plan proposes enhancements to road safety by providing separation of bike riders from pedestrians and traffic where feasible and improving road user conditions in traffic lanes and shared paths where separation cannot be provided.



**Figure 2 Bicycle infrastructure to meet user needs (Transport for NSW (2013) Sydney's Cycling Future)**

For each section of the route, the considerations, recommended treatments and rationale for those treatments, are set out below. Please refer to the attached plans and consultant's report for further information.

### Longport Street (from Grosvenor Crescent and Old Canterbury Road)

Key considerations:

- High vehicle volumes (approximately 19,000 vpd);
- Regional road;

- Regional bicycle route continues north through roundabout to Grosvenor Crescent; connectivity south through roundabout to Smith Street is also preferred;
- Existing on-street parking between Brown Street and Old Canterbury Road;
- High density residential development is taking place on southern side;
- Limited verge space on northern side of signalised intersection at Old Canterbury Road;
- Some mature street trees along northern verge;
- Residents adjacent to on-street parking on Longport Street have recently submitted a petition to Council requesting more parking spaces.

Recommendation:

- Install a 2.5m shared path on northern side from Grosvenor Crescent, cross at existing pedestrian median refuge and install a 2.4m two-way path on southern side transitioning to shared path approximately 10 metres west of Old Canterbury Road.

Alternative options considered:

- Shared path along either the southern or northern footpaths;
- One way bike path/lane on northern side (eastbound) and one way bike path/lane on southern side (westbound).

Rationale for recommended treatment:

- A separated bike path treatment is appropriate on Longport Street given high vehicle volumes and anticipated growth in pedestrian volumes between Lewisham West precinct and Lewisham train station once residential development in the precinct is completed;
- Provides good connectivity to the continuation of the route eastbound (to Jubilee Reserve) and westbound (to Grosvenor Crescent). Maintains an existing on-road mixed traffic arrangement on Longport Street (eastbound) for more confident bike riders to facilitate access to the proposed Railway Terrace bike shoulder lane;
- Provides good connectivity to Lewisham West precinct, light rail and proposed Greenway underpass via Brown Street and Smith Street (via the existing on-road bike lane/shoulder on approach to the roundabout).

Proposed changes:

- Installation of 2.4m two-way separated on-road bike path on southern side;
- A shared environment intersection treatment at the crossing of Brown Street to provide continuity of the route and limit the need for bike riders continuing straight along Longport Street to give way to side street traffic entering/exiting Brown Street. Subject to assessment of traffic volumes at Brown Street;
- Widening of the existing footpath on northern side to 2.5m with localised constrictions around the three existing street trees. This has been supported by Council's Tree Management Coordinator;
- Removal of eight on-street parking spaces between Brown Street and Old Canterbury Road. Residents and businesses of seven affected properties on Longport Street and Old Canterbury Road presently use these parking spaces, as well as on-street parking at the rear and side of the block on Brown Street and William Street. These lots are zoned for high density residential development in line with development taking place on adjacent lots to the west and south, although there is presently no indication if/when redevelopment of the remaining lots will occur. In March 2016 Council received a petition from residents and businesses of the seven affected properties, concerned by a lack of on-street parking due to on-street parking on William Street and Brown Street being used by construction workers from adjacent sites. The petition requested Council implement resident only and/or time-limited parking restrictions on those streets. Given the parking needs of the residents and businesses, the impact of the proposed removal of parking on Longport Street to provide a two-way separated bike path could be mitigated by options including:



- Defer installation of the proposed two-way bike path between Brown Street and Old Canterbury Road until redevelopment on the affected lots occurs. An adequate interim measure to ensure RR7 connectivity is maintained could then be to widen the adjacent footpath on the southern side of Longport Street to provide a shared path facility, and transition to the proposed two-way path west of Brown Street.
- Investigate the implementation of resident-only and/or time-limited parking restrictions for on-street parking on the northern side of William Street and the eastern side of Brown Street as per the residents' request in the petition. This approach would retain approximately 10 spaces for the seven affected properties.
- Reconstruction of existing pedestrian median refuge to provide adjacent (separated) pedestrian and bicycle crossings, narrowing of traffic lanes to 3.2m (eastbound) and 3.5m (westbound) and realignment of centre linemarking on approaches to the refuge.

#### Railway Terrace (from Old Canterbury Road to Hunter Street)

##### Key considerations:

- High vehicle volumes (approximately 21,000 vpd);
- State road;
- Constrained road width (varies between 7.6 and 8.0m);
- Narrow kerb on northern side and narrow footpath on southern side;
- Bus route (requires minimum lane width 3.25m).

##### Recommendation:

- Deviate from planned route using on-road mixed traffic lanes on low volume side streets.

##### Alternative options considered:

- Bike shoulder lane on northern side (westbound and uphill) and mixed traffic lane on southern side.

##### Rationale for recommended treatment:

- There is insufficient space on Railway Terrace to provide appropriate separation given high traffic volumes and narrow footpath;
- A deviation from the planned route at this section is considered essential to meet the objectives of providing a safe, convenient and comfortable route. While the deviation lengthens the route by approximately 260 metres, it avoids the need to travel in traffic lanes with a high volume of vehicles. The deviation would follow Old Canterbury Road, Jubilee Reserve, Jubilee Street, Victoria Street, Hobbs Street, Denison Road and Hunter Street;
- Nonetheless, it is recognised that this section of Railway Terrace is currently used by commuter bike riders and that, given the length of the proposed RR7 diversion via Jubilee Street, confident bike riders will in some cases continue to use Railway Terrace. This also reflects feedback received during consultations with internal stakeholders and Bike Marrickville. Thus, the provision of a bike shoulder lane on Railway Terrace is recommended to improve road safety for these bike riders.

##### Proposed changes:

- Widening of the footpath on eastern side of Old Canterbury Road between Railway Terrace and Jubilee Reserve to provide a 2.5m shared path. This would require the replacement of two existing street trees with three new street trees in remaining verge. This has been supported by Council's Tree Management Coordinator;
- Widening of the footpath in Jubilee Reserve to provide a 2.5m shared path;
- Bicycle roadmarkings for on-road mixed traffic lane in Jubilee Street and Victoria Street;
- Provision of green painted contraflow bike lane for 10m at entry to Hobbs Street;
- Construction of separated contraflow bike lane for 10m at exit of Hobbs St (at Denison Road). This would improve bike rider safety by separating contraflow bicycles from traffic

at the vehicle entry to Hobbs Street and would require the removal of one parking space to provide adequate clearance for bike riders to access the separated contraflow lane;

- Bicycle roadmarkings for on-road mixed traffic lane in Denison Road and Hunter Street;
- Provision of 1.4m green painted road shoulder lane on northern side of Railway Terrace, narrowing of traffic lanes to 3.3m in both directions and realignment of centre linemarking;
- Retain on-road mixed traffic facility on Railway Terrace (westbound) to accommodate confident bike riders. Improve bike rider safety by providing bicycle roadmarkings.

#### Railway Terrace (from Hunter Street to West Street)

##### Key considerations:

- High vehicle volumes (approximately 21,000 vpd);
- State road;
- On-street parking on southern side;
- Narrow footpath on northern side;
- Bus route (requires minimum lane width 3.25m) with two bus stops;
- Traffic lanes widen to 4.3m (eastbound) and 5.4m (westbound).

##### Recommendation:

- 2.0m two-way separated bike path on northern side.

##### Alternative options considered:

- Two-way separated on-road bike path on southern side;
- Shared path on southern side.

##### Rationale for recommended treatment:

- A separated bike path treatment is appropriate on this section of Railway Terrace given high vehicle volumes and constrained footpath space;
- A route along the northern side of Railway Terrace provides good connectivity to the continuation of the route, by avoiding the need to cross two arms of the West Street intersection to access the continuation of the route east of West Street from the southern side;
- A route along the southern side of Railway Terrace is also not preferred as it would require the removal of on-street parking or create conflict with pedestrians on the existing footpath;
- There is not sufficient space on existing northern footpath for a shared path, however there is sufficient space in the existing traffic lane to extend the kerb and provide a 2.0m separated bike path and 1.5m footpath.

##### Proposed changes:

- Kerb extension on northern side, by narrowing traffic lanes to 3.25-3.3m in both directions and realignment of centre linemarking;
- Removal of existing pedestrian median refuge west of Hunter Street and construction of new median refuge east of Hunter Street comprising adjacent (separated) pedestrian and bicycle crossings, realignment of centre linemarking on approaches to the refuge and widening of kerb ramps;
- Relocation of bus stop on northern side approximately 20m east adjacent to proposed median refuge to form an in-lane bus stop. This would be subject to consultation with Sydney Buses and RMS given potential queuing impacts. Buses (route 413) operate at this stop every 10 minutes (approximately) in the morning peak period and every 30-60 minutes at other times.

#### Railway Terrace, at West Street

##### Key considerations:

- High vehicle volumes at Railway Terrace and West Street (approximately 14,000 – 16,000vpd);

- State road;
- Narrow footpaths on approaches to pedestrian crossing at West Street.

Recommendation:

- Install new bicycle crossing at West Street synchronised with existing pedestrian crossing (subject to assessment of required turning movements at the intersection).

Alternative options considered:

- Shared path utilising existing pedestrian crossing at West Street.

Rationale for recommended treatment:

- The existing footpaths on to the bridge to access the pedestrian crossing from Railway Terrace are very narrow, and provide a poor level of access and amenity for both bike riders and pedestrians;
- The provision of an improved bike crossing facility would remove a key barrier for bike riders on the route;
- A two-way bike crossing at West Street synchronised with existing pedestrian crossing would maintain separation of pedestrians and bike riders through the intersection.

Proposed changes:

- Installation of a bike crossing at West Street;
- Kerb extension on north-eastern side of the intersection to accommodate bicycle transition to shared path. Subject to survey and analysis of swept path for traffic from West Street.

Railway Terrace (from West Street to Trafalgar Street) and Trafalgar Street (from Railway Terrace to Audley Street)

Key considerations:

- High vehicle volumes at Railway Terrace (State road);
- High vehicle volumes at Trafalgar Street (approximately 11,000 – 13,000 vpd; Regional road);
- Wide footpath on Railway Terrace (2.6m) and low pedestrian volumes;
- Mature trees on northern side of Trafalgar Street;
- Wide on-street parking lanes on both sides of Trafalgar Street;
- Bus route with one bus stop on each side of Trafalgar Street. The bus stop on the northern side of Trafalgar Street is under review by Sydney Buses and may be removed.

Recommendation:

- Shared path on northern side of Railway Terrace then shared path on northern side of Trafalgar Street transitioning to two-way separated on-road bike path approximately 50m west of Audley Street.

Alternative options considered:

- Shared path on northern side of Railway Terrace then two-way separated on-road bike path on northern side of Trafalgar Street.

Rationale for recommended treatment:

- On the section of Railway Terrace, a shared path is appropriate given high vehicle volumes and likely low pedestrian volumes (to be confirmed with pedestrian counts as part of the development of detailed designs), and thus the low likelihood of pedestrian-bike rider conflict;
- On the section of Trafalgar Street, a shared path is appropriate given high vehicle volumes and likely low pedestrian volumes (to be confirmed with pedestrian counts as part of the development of detailed designs), and thus the low likelihood of pedestrian-bike rider conflict;

- Pedestrian volumes increase near Audley Street, where the entrance of the Sydney Trains training centre, a rail line pedestrian underpass and a pedestrian crossing generate pedestrian movements. On this section of Trafalgar Street, a shared path is not appropriate given the high likelihood of pedestrian and bike rider conflict.
- A two-way separated on-road bike path on this section would provide suitable separation of bikes from pedestrians and motor vehicles, and would require the removal of three unrestricted on-street parking spaces;
- Parking counts undertaken in February 2016 indicate that these spaces are primarily used as commuter parking, and that there is sufficient supply of unrestricted on-street parking within walking distance of Petersham train station to accommodate the removal of spaces;
- The parking counts found that on weekdays, parking occupancy in unrestricted spaces on Trafalgar Street was high during business hours and low in the evening, with low turnover of spaces (average duration of stay between 6.5 and 9 hours). This suggests that the spaces are primarily used by commuters (Park and Ride) rather than by nearby residents, and represent an inefficient use of this road space;
- The parking counts also found that of 255 unrestricted on-street parking spaces within 350 metres (4-5 minutes' walk) of Petersham train station, approximately 80 (31%) of spaces remained unused in the peak daytime parking occupancy period. The availability of unused spaces exceeds the number proposed to be removed on Trafalgar Street.
- As part of its Petersham Parking Study, Council is also investigating opportunities in nearby streets to offset/mitigate the proposed loss of commuter parking. The outcomes of these investigations will form part of a report following public exhibition.
- A two-way separated on-road bike path would also provide for a safe and continuous bicycle facility through the roundabout at Audley Street.

**Proposed changes:**

- Kerb widening at Trafalgar Street to provide a 2.5m shared path, requiring minor reduction of adjacent parking and traffic lanes;
- Due to the proximity of the path to mature trees, the widening would require kerb extension into the adjacent parking lane, by narrowing parking lanes on both sides of the street to 2.1m and realigning linemarking;
- Transition shared path to 2.4m two-way separated on-road bike path. This would require the removal of three unrestricted parking spaces to provide suitable separation of bikes from pedestrians and motor vehicles;
- Realign pedestrian crossing west of Audley Street as per Council's Marrickville, Lewisham and Petersham pedestrian crossing audit (November 2015);
- Relocation of central roundabout island and associated changes including reconstruction of median on northern side, reconstruction of splitter islands, and removal of kerb islands to accommodate a two-way separated on-road bike path bypass north of the roundabout;
- Minor relocation of the bus stop (if not removed as part of a Sydney Buses review currently underway) west of the existing location to stagger from the opposite bus stop and thus provide space for a shared path treatment behind bus shelter (subject to Sydney Buses review).

**Trafalgar Street (from Audley Street to Crystal Street)**

**Key considerations:**

- High vehicle volumes (approximately 11,000 – 13,000 vpd; Regional road);
- Queuing requirements on approach to Crystal Street;
- High pedestrian volumes on the northern footpath near Petersham train station;
- Street trees on northern side of Trafalgar Street;
- On-street parking lanes on both sides of Trafalgar Street;
- Bus route with one bus stop on each side of Trafalgar Street.

**Recommendation:**

- 2.4m two-way separated on-road bike path on northern side, transitioning to a shared path 60m west of Crystal Street.

Alternative options considered:

- Shared path on northern side of Trafalgar Street.

Rationale for recommended treatment:

- A separated bike path is appropriate on this section of Trafalgar Street given high vehicle volumes and high pedestrian volumes. Feedback from community engagement and consideration of options with Bike Marrickville and internal stakeholders supports the view that this section of the route is considered hazardous for bike riders;
- A shared path near the entrance to Petersham train station, the adjacent bus stop and at the nearby signalised pedestrian crossing is unacceptable due to the high likelihood of conflict between pedestrians and bike riders;
- Due to road space constraints, provision of a two-way separated on-road bike path would require the removal of the parking lane on the northern side between Audley Street and 60m west of Crystal Street, resulting in the removal of 30 parking spaces (15 unrestricted and 15 no parking spaces in peak hours). Parking counts undertaken in February 2016 indicate that these spaces are primarily used as commuter parking, and that there is sufficient supply of unrestricted on-street parking within walking distance of Petersham train station to accommodate the removal of spaces;
- The parking counts found that on weekdays, parking occupancy in unrestricted spaces on Trafalgar Street was high during business hours and low in the evening, with low turnover of spaces (average duration of stay between 6.5 and 9 hours). This suggests that the spaces are primarily used by commuters (Park and Ride) rather than by nearby residents, and represent an inefficient use of this road space;
- The parking counts also found that of 255 unrestricted on-street parking spaces within 350 metres (4-5 minutes' walk) of Petersham train station, approximately 80 (31%) of spaces remained unused in the peak daytime parking occupancy period. The availability of unused spaces exceeds the number proposed to be removed on Trafalgar Street.
- As part of its Petersham Parking Study, Council is also investigating opportunities in nearby streets to offset/mitigate the proposed loss of commuter parking. The outcomes of these investigations will form part of a report following public exhibition.

Proposed changes:

- Installation of 2.4m two-way separated on-road bike path and removal of 30 on-street parking spaces;
- Relocation of the existing bus stop near Petersham train station into the parking lane as an in-lane stop. This would allow sufficient space behind the bus shelter to maintain separation of bikes and pedestrians through this section by bending out the bike path adjacent to the existing footpath (Sydney Buses has indicated in-principle agreement with this approach, subject to assessment of queuing impacts). Buses (routes 444 and 445) operate at this stop approximately every 8 minutes in the morning peak period and every 15-30 minutes at other times;
- Removal of three street trees, to be replaced by three new trees planted in adjacent Sydney Trains vegetation (subject to Sydney Trains approval). This approach has been proposed by Council's Tree Management Coordinator;
- Widen existing footpath to 3.2m shared path on approach to Crystal Street.

#### Crystal Street (from Trafalgar Street to York Crescent)

Key considerations:

- High vehicle volumes (approximately 30,000 vpd) and limited road space;
- Wide existing footpath on eastern side of bridge.



## Recommendation:

- Shared path on eastern side of Crystal Street.

## Proposed changes:

- Installation of bike lanterns at pedestrian crossing.

York Crescent and Gordon Crescent

## Key considerations:

- Low traffic volumes on York Crescent and Gordon Crescent;
- On-road mixed traffic lanes;
- Narrow (1.9m) shared path connecting York Crescent and Gordon Crescent constrained by rail corridor on one side and property boundary on the other.

## Recommendation:

- Retain existing route treatments.

## Rationale for recommended treatment:

- Due to low traffic volumes on both York and Gordon Crescents, the existing on-road mixed traffic lanes are suitable for bike riders.

## Proposed changes:

- Sydney Trains to be contacted to assess feasibility of widening existing shared path;
- Upgrade of kerb ramps to improve access and visibility at each end of the shared path;
- Provision of bicycle roadmarkings on Gordon Crescent for on-road mixed traffic facility.

Douglas Street (at Gordon Crescent) to Stanmore Reserve

## Key considerations:

- High pedestrian volumes at Stanmore train station, adjacent bus stop and nearby pedestrian crossings.

## Recommendation:

- 2.4m two-way separated on-road bike path in front of Stanmore train station (60m in length) and existing shared path in Stanmore Reserve.

## Alternative options considered:

- Retain existing shared path.

## Rationale for recommended treatment:

- The present shared path treatment at Stanmore station is unsuitable given high pedestrian volumes at this location and high likelihood of conflict between pedestrians and bike riders;
- The left lane on Douglass Street (westbound) ends approximately 75 metres west of the station, and thus may not be required for westbound vehicle movements;
- Conversion of this lane into a two-way bike path would provide appropriate separation of bikes and pedestrians and improve pedestrian amenity in front of the train station.

## Proposed changes:

- Construction of kerb extension at bus stop and relocation of bus stop approximately 5 metres north-east (subject to approval from Sydney Buses);
- Restriction of left lane at Percival Road (southbound) to left turn only and replacement of existing left lane in Douglas Street (westbound) with a 2.4m two-way bike path;
- Provision of bike lanterns to restrict movement at pedestrian crossings;
- Transition of two-way path east of the train station to shared path.

Railway Avenue (from Stanmore Reserve to Liberty Street)

**Key considerations:**

- Low traffic volume (approximately 3,000 vpd);
- Wide street (12.8m);
- On-street parking lanes.

**Recommendation:**

- 2.4m two-way separated on-road bike path on southern side, transitioning to mixed traffic lanes 40m west of Liberty Street.

**Alternative options considered:**

- Retain existing route treatments;
- Signalise Railway Avenue/Liberty Street intersection (subject to RMS consideration).

**Rationale for recommended treatment:**

- The road has sufficient width (12.8m) for separated bicycle infrastructure to be installed that enhances bike rider safety and comfort, whilst retaining existing on-street parking.

**Proposed changes:**

- Installation of a 2.4m two-way separated on-road bike path on southern side, and relocation of existing parking lane;
- Removal of kerb blisters on southern side;
- Installation of bike median refuge for eastbound bike riders;
- Bicycle roadmarkings for on-road mixed traffic lanes on approach to Liberty Street.

**Trade Street/Liberty Street roundabout****Key considerations:**

- High traffic volumes (approximately 23,000vpd) travelling north-south through roundabout;
- Existing bike shoulder lane markings through intersection;
- Roundabout does not provide straight or right-turn access into Trade Street; eastbound bike riders exit the roundabout via the southern footpath at Trade Street.

**Recommendation:**

- Replace roundabout with signalised intersection (subject to RMS warrants and consideration by RMS).

**Alternative options considered:**

- Retain existing roundabout and painted bike shoulder lanes;
- Modify roundabout layout to provide direct access to Trade Street for traffic and bicycles travelling from Railway Avenue and Liberty Street.

**Rationale for recommended treatment:**

- The present intersection design is confusing and prevents direct access from Railway Avenue into Trade Street; bike riders must instead exit the roundabout and access Trade Street via the southern footpath;
- As with roundabouts generally, bike rider safety is compromised by the need to travel through the intersection in the traffic lane rather than on a separated or protected path;
- A modified roundabout would provide a clear path for bike riders between Railway Avenue and Trade Street, but would not improve bike safety issues in the roundabout;
- The provision of traffic signals would improve not only bike rider safety but also pedestrian safety and amenity at the intersection, by providing safer crossing facilities for these users;
- The provision of traffic signals would also enable an extension of the proposed two-way bike path on Railway Avenue through the intersection into Trade Street, thus avoiding the need to transition from the two-way path to mixed traffic lanes on approach to the roundabout in Railway Avenue and potential conflict with motor vehicles.

**Proposed changes:**

- Removal of roundabout and reconstruction of the intersection with traffic signals;
- Extension of proposed 2.4m two-way path from Railway Avenue through intersection into Trade Street.

**Trade Street to Mary Street/Eliza Street**

**Key considerations:**

- Very low traffic volumes and speed;
- Narrow streets;
- On-street parking lanes;
- Existing on-road mixed traffic facility.

**Recommendation:**

- Retain existing route treatments.

**Rationale for recommended treatment:**

- Due to very low traffic volumes and speeds, and narrow roadways with high demand for on-street parking, the existing on-road mixed traffic facility is suitable for bike riders.

**Proposed changes:**

- Provision of bicycle roadmarkings for on-road mixed traffic facility.

**COMMUNITY ENGAGEMENT**

Informing the consideration of route options, consultation with internal and external stakeholders was undertaken in February and March 2016. This included:

- An online discussion forum on Council's 'Your Say Marrickville' website
- Liaison with key external stakeholders, including Bike Marrickville, RMS, Sydney Buses and Sydney Trains
- Consultation with internal stakeholders at Council.

Feedback and suggestions received were considered and have been incorporated into the concept plans where feasible. A summary of issues raised is set out below.

**Community engagement**

A 'Your Say Marrickville' online discussion forum was established and advertised to the community and other stakeholders using social media and signposting along the proposed route. The online forum was active from 17 February to 16 March 2016, with 16 comments received from 9 contributors. The most frequently raised issues related to poor bike rider safety caused by bicycles forced to ride in heavy traffic along the route. The comments are summarised in the table below:

Section	Comment	Number of contributors (n=9)
General comment	Heavy traffic along this route – very difficult and unpleasant to ride	7
General comment	Provide separated paths	3
Trafalgar Street, Petersham	Road is too busy/ traffic too fast	3
Crystal Street, Petersham	Difficult to cross by bicycle due to heavy traffic	3
Longport Street, Lewisham to	Very difficult and unpleasant due to heavy	2

Crystal Street	traffic	
Railway Terrace, Lewisham	Uphill bike lane (eastbound) needed	1
Shared path between York Crescent and Gordon Crescent	Too narrow and dangerous for pedestrians	1

#### Internal stakeholders

In March preliminary options were presented to internal stakeholders at Council - including Council officers from Infrastructure Planning & Property; Design and Investigation; Planning Services; Environmental Services; Culture & Recreation Services; and Corporate Strategy & Communications teams. A summary of issues discussed is presented below:

- Longport Street:
  - Removal of on-street parking spaces between Brown Street and Old Canterbury should be integrated with planned new development on that block.
- Longport Street to West Street:
  - Provide an uphill bike lane on Railway Terrace to improve safety for more experienced riders that will continue to use this direct route despite heavy traffic.
  - Bigger setbacks proposed on Railway Terrace between Victoria Street and Hunter Street will widen the footpath on this section for a longer-term solution.
  - Path-widening in Jubilee Reserve must not overwhelm the existing park space.
  - A contraflow lane on Hobbs Street requires the removal of one tree and parking, and may not be supported. A contraflow could be separated at entry/exit only.
- West Street
  - Options for crossing the Railway Terrace/West Street intersection will need to be tested to ensure efficient movements through the to/from West St are maintained.
- West Street to Audley Street
  - The existing footpath on the northern side is underutilised by pedestrians and could form a shared path, to maintain on-street parking on Trafalgar (west of Audley).
  - The TAFE car park is RMS land. Is there scope to access the land for the route?
- Audley Street to Crystal Street
  - Shared path not supported, due to high pedestrian volumes around the train station and adjacent bus stop. A two-way bike path in the parking lane is preferred.
  - There is an issue of getting bikes past the bus stop without compromising pedestrian safety.
- Stanmore Station:
  - Segregation of bikes and pedestrians is preferred. A two-way path could be provided in the southern-most traffic lane.
- Trade Street roundabout:
  - Proposed changes would open Trade Street to vehicles from Liberty Street and Railway Avenue; however it is unclear whether this would result in a significant change in traffic volumes.
- King Street crossing:
  - The City of Sydney is currently considering improvements. There is a need to ensure integration at the LGA boundaries.

#### Bike Marrickville

Council's Cycling Planner met with representatives of Bike Marrickville on 15 March to present the consultant's initial consideration of options and seek feedback. A summary of issues discussed is set out below:

- Railway Terrace:
  - An uphill bike lane between Old Canterbury Road and West Street is strongly supported.
- Hobbs Street:

- A contraflow with separated lane at entry/exit is supported.
- Victoria Street:
  - Provide bike rider exemption on the existing right-turn ban from Victoria Street into Railway Terrace, to provide access to the proposed uphill bike lane.
- West Street/Railway Terrace:
  - The use of the existing crossing of West Street on the northern side of the intersection is dangerous and inconvenient (difficult to manoeuvre by bicycle due to slope and too narrow). Overwhelmingly not supported.
  - Given the constraints of this intersection, a better option is required:
    - a link (overpass) over the intersection?
    - the addition of a crossing arm on the eastern side of the intersection, however it is recognised that it may not be supported by RMS.
    - use of the RMS-owned land on the south-eastern corner of the intersection (currently TAFE car park) to provide a cycle link on the southern side of Railway Terrace to Trafalgar Street.
    - provide a 2-way separated path crossing on the northern side, synchronised with the pedestrian crossing at West Street.
- Trafalgar Street:
  - The north-side parking lane west of Audley Street should also be replaced by a 2-way path (in addition to the proposed removal of the parking lane east of Audley Street). Commuter parking lost could be off-set by an arrangement with Petersham RSL to utilise its spare parking capacity during weekday business hours.
- Trafalgar Street bus stop (at Petersham station):
  - A bend out bike path as per Bourke Road, Alexandria is not ideal. A straight path design as per Cathedral Street, Woolloomooloo is preferred.
- York Crescent/Gordon Crescent shared path:
  - The path linking the two streets is too narrow. Widening is important for this 'regional route'. Options for widening onto the embankment should be investigated.
- Stanmore station:
  - Proposed approach to remove the left lane for vehicles and provide a separated 2-way bike path instead with bicycle signals at the pedestrian crossings is supported.

### RMS

RMS has not yet provided feedback on the proposed changes to signalised intersections, other than to request further information including a copy of the plans to enable commencement of the assessment process.

### Sydney Trains

Sydney Trains has not yet responded to requests for comment on proposed widening of the shared path connecting York and Gordon Crescents by encroaching on rail land.

### Sydney Buses

- Sydney Buses raised no in-principle objection to repositioning the Trafalgar Street bus stop adjacent to Petersham train station as an in-lane bus stop to cater for the proposed two-way bike path, but did comment that RMS would likely require additional information to identify potential traffic and queuing impacts.
- Sydney Buses indicated that the existing Trafalgar Street bus stop (west of Audley Street) is under review – with decision on removal of the bus stop to be decided later this year.



## ENGAGEMENT PLAN

Engagement during public exhibition will include consultation with the following stakeholders:

Issue and comments	Key stakeholders
<u>Modifications to signalised intersections:</u> <ul style="list-style-type: none"> <li>Longport Street/Old Canterbury Road</li> <li>Railway Terrace/West Street</li> <li>Trafalgar Street/Crystal Street</li> <li>Railway Avenue/Percival Road</li> </ul>	RMS
<u>Installation of traffic signals:</u> <ul style="list-style-type: none"> <li>Trade Street/Liberty Street</li> </ul>	RMS
<u>Realignment of traffic lanes on State and Regional roads:</u> <ul style="list-style-type: none"> <li>Longport Street</li> <li>Railway Terrace</li> <li>Trafalgar Street</li> </ul>	RMS
<u>Narrowing of traffic lanes along bus routes:</u> <ul style="list-style-type: none"> <li>Railway Terrace</li> <li>Trafalgar Street</li> </ul>	State Transit Authority
<u>Minor relocation of bus stops:</u> <ul style="list-style-type: none"> <li>Railway Terrace (northern side)</li> <li>Trafalgar Street (northern side)</li> <li>Douglas Street (southern side)</li> </ul> <p>The proposed bus stop relocations at Railway Tce and Trafalgar St would result in in-lane bus stops.</p>	State Transit Authority; RMS
<u>Relocation of street trees:</u> <ul style="list-style-type: none"> <li>Old Canterbury Road (2 trees)</li> <li>Trafalgar Street (3 trees)</li> </ul> <p>The proposed changes result in a <u>net gain of one tree</u> and have in-principle support of Council's Tree Management Coordinator.</p> <p>The proposed replanting of trees on Trafalgar Street would encroach on Sydney Trains land.</p>	Tree Management Coordinator (Council); Sydney Trains
<u>Removal of on-street parking to accommodate two-way bike path:</u> <ul style="list-style-type: none"> <li>Longport St: 8 spaces (between Brown Street and Old Canterbury Road)</li> </ul> <p>The parking spaces on Longport Street presently serve residents and businesses of seven nearby properties on both Longport Street and Old Canterbury Road. The residents and businesses also use on-street parking on Brown Street and William Street.</p> <p>The impact of the proposed removal of parking on Longport Street could be mitigated by options including:</p>	Affected residents and businesses

<ul style="list-style-type: none"> <li>○ Investigate resident-only and/or time-limited parking restrictions for on-street parking on one side of William Street and Brown Street to restore spaces for the affected residents and businesses and mitigate the proposed removal of the spaces on Longport Street; or</li> <li>○ Defer installation of this section of the two-way bike path until the affected lots are redeveloped (they are currently zoned high-density residential). In the interim, RR7 connectivity could be maintained by widening the adjacent footpath to provide a 2.5m shared path facility (subject to existing street trees), and transitioning to the proposed two-way separated on-road bike path west of Brown Street. However, this would result in high risk of pedestrian/bike rider conflict.</li> </ul> <ul style="list-style-type: none"> <li>● Trafalgar St: 33 spaces (3 spaces west of Audley Street and 30 spaces east of Audley Street)</li> </ul> <p>Parking counts undertaken in February 2016 indicate that these spaces are primarily used for commuter parking, and that there is sufficient supply of unrestricted on-street parking within walking distance of Petersham train station to accommodate the removal of spaces.</p> <p>The parking counts found that of 255 unrestricted on-street parking spaces within 350 metres (4-5 minutes' walk) of Petersham train station, approximately 80 (31%) of spaces remained unused in the peak daytime parking occupancy period. The availability of unused spaces exceeds the number proposed to be removed on Trafalgar Street.</p> <p>As part of the Petersham Parking Study currently underway, Council is also investigating opportunities in nearby streets to offset/mitigate the proposed loss of commuter parking.</p>	
<p><u>Widening of shared path between York and Gordon Crescents.</u></p> <p>This would require encroachment on Sydney Trains land.</p>	<p>Sydney Trains</p>

## CONCLUSION

This report recommends that the concept plans for Regional Route 7 be placed on public exhibition. The report also recommends that following public exhibition, a further report detailing outcomes of consultation and a final proposed concept plan be presented to the Committee for endorsement.

## 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.

## PHOTOGRAPHS ALONG REGIONAL ROUTE 7



Photo 1: Longport Street (southern side). Proposed two-way separated on-road bike path.



Photo 2: Old Canterbury Road (eastern side). Proposed widening of footpath to provide a 2.5m shared path (existing street trees to be replaced in remaining verge).





Photo 3: Jubilee Reserve. Proposed widening of footpath to provide a 2.5m shared path.



Photo 4: Hobbs Street. Proposed green painted contraflow bike lane at northern end of street and separated contraflow bike lane at exit of street (southern end).





Photo 5: Railway Terrace (at Hunter Street). Proposed relocation of pedestrian median refuge and existing eastbound bus stop (at left of photo) to other side of intersection and two-way separated on-road bike path east of intersection (on northern side).



Photo 6: Railway Terrace (at West Street). Proposed two-way separated on-road bike path through intersection (on northern side) transitioning to shared path on existing footpath on eastern side.





Photo 7: Trafalgar Street (west of Audley Street). Proposed widening of footpath (and associated kerb widening) to provide a 2.5m shared path by minor reduction in width of adjacent parking and traffic lanes.



Photo 8: Trafalgar Street (east of Audley Street). Proposed two-way separated on-road bike path (on northern side)

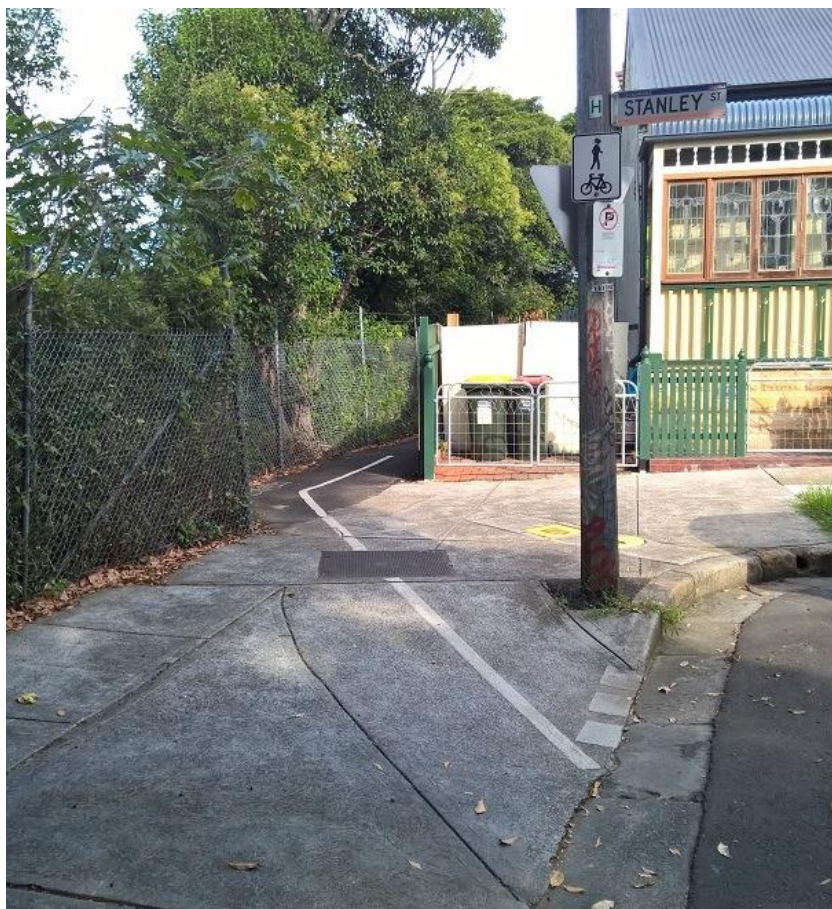


Photo 9: Shared path between York Crescent and Gordon Crescent. Improved ramps and visibility on approach to the shared path, and investigation of path widening (requiring relocation of the rail corridor fence and potential encroachment into Sydney Trains land).

**ATTACHMENT 1 – REGIONAL ROUTE 7 CONCEPT DESIGN DRAWINGS**

**(Attached separately)**



**ATTACHMENT 2 – REGIONAL ROUTE 7 CONCEPT DESIGN – CONSULTANT’S REPORT**

**(Attached separately)**