

REGIONAL ROUTE 7 DRAFT CONCEPT PLAN: PUBLIC EXHIBITION SUMMARY

INTRODUCTION

Council placed the Regional Route 7 (RR7) draft concept plan on public exhibition from 31 May to 28 June 2016. The RR7 draft concept plan proposes bike route improvements between Lewisham and Newtown. During the public exhibition period:

- 1,400 letters were sent to residents, businesses and landowners in the study area inviting comment;
- Two drop-in sessions were held at Council's Petersham Service Centre. Council officers discussed the proposed changes with five community members;
- Public exhibition of the draft concept plan was advertised in the Inner West Courier, Council's website, social media channels and temporary signage along the route.

73 submissions were received, including one petition regarding on-street parking on Trafalgar Street, Petersham. 77% of respondents indicated either 'support' or 'support with changes' for the proposal.

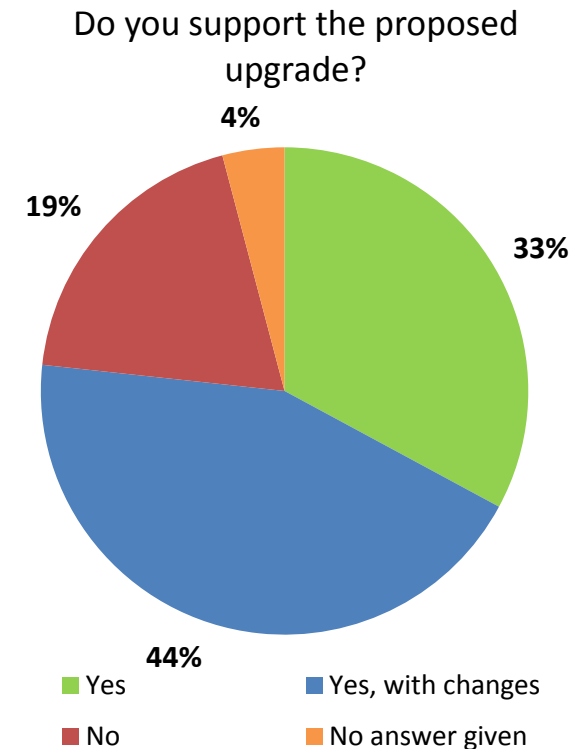
The issues most frequently raised were:

- Bike access and safety on Longport Street and Railway Terrace
- Impacts to on-street parking on Trafalgar Street
- The preferred route in Newtown and bike access across King Street
- New traffic signals at the intersection of Railway Avenue, Liberty Street, Trade Street and Kingston Road
- Pedestrian safety on shared paths near Petersham Station and between York Crescent and Gordon Crescent

The issues most frequently raised in submissions are grouped by route section and summarised on the following pages (noting that some respondents provided feedback on multiple issues).

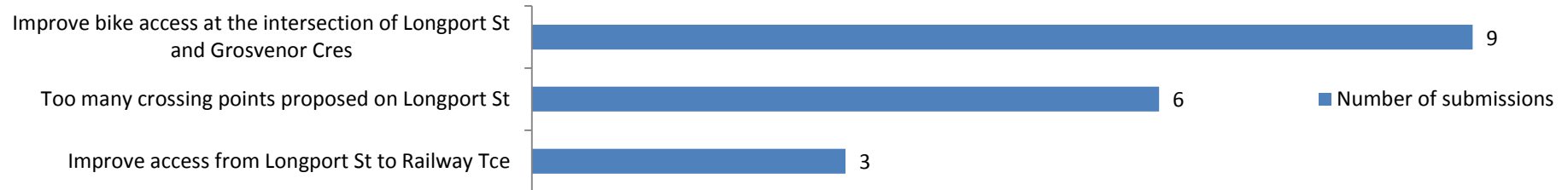
NEXT STEPS

All submissions are being evaluated by Council and will inform consideration of how to proceed with the RR7 draft concept plan. A report for the route will be submitted to the Traffic Committee for technical review and then to Council for decision. All community members that provided submissions will be notified before the matters are considered at a Council meeting.



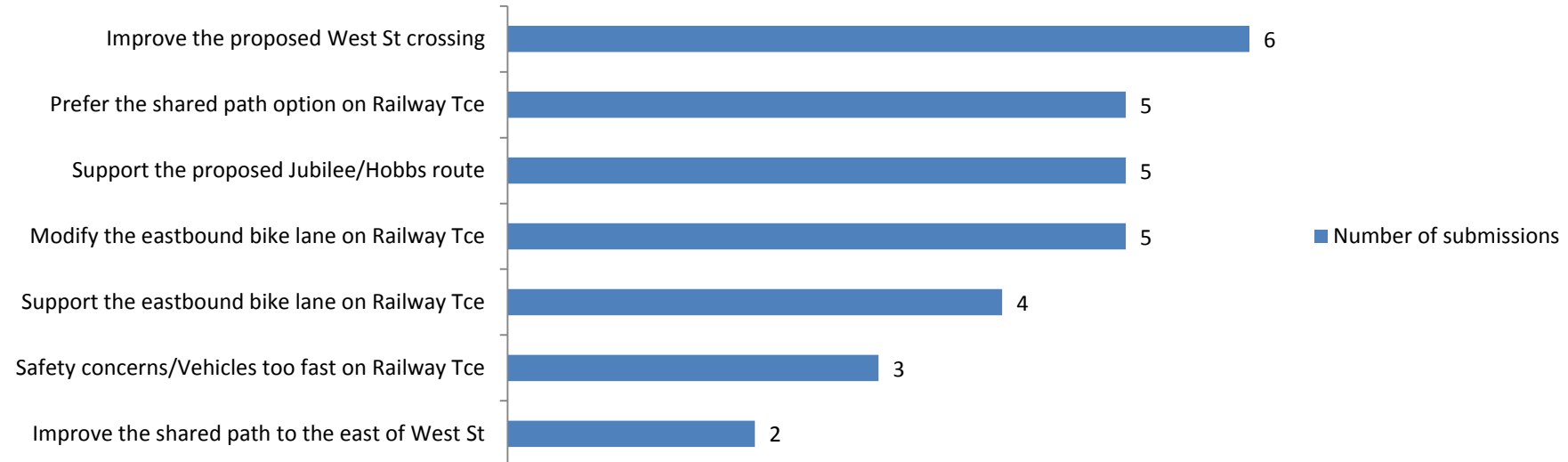
LONGPORT STREET, LEWISHAM

15 submissions provided specific feedback about the proposed bike route improvements on Longport Street. 12% of all respondents felt that bike access through the intersection of Longport Street and Grosvenor Crescent should be improved. The most frequently raised issues are summarised below.



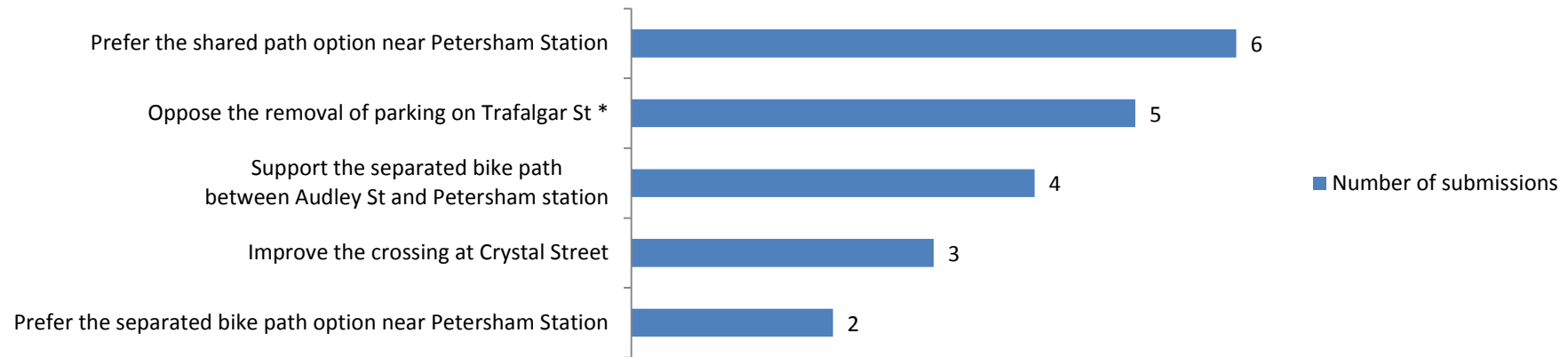
RAILWAY TERRACE, LEWISHAM

15 submissions provided specific feedback about the proposed changes on Railway Terrace and the Jubilee/Hobbs/Denison/Hunter route. 12% of all respondents provided feedback on the proposed eastbound bike lane on Railway Terrace. The most frequently raised issues are summarised below.



TRAFALGAR STREET TO CRYSTAL STREET, PETERSHAM

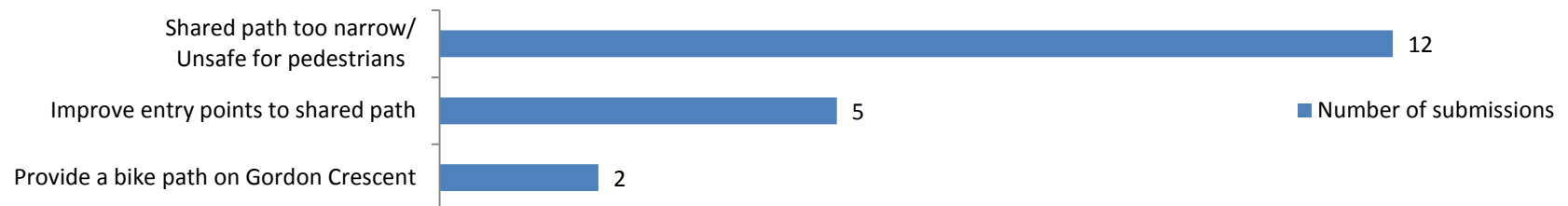
15 submissions, including one petition, provided specific feedback about the proposed changes on Trafalgar Street and Crystal Street. The petition comprised 237 signatures of attendees of the Petersham Assembly of God Church objecting to the removal of on-street parking on Trafalgar Street. The most frequently raised issues are summarised below.



** Includes a petition from Petersham Assembly of God Church attendees*

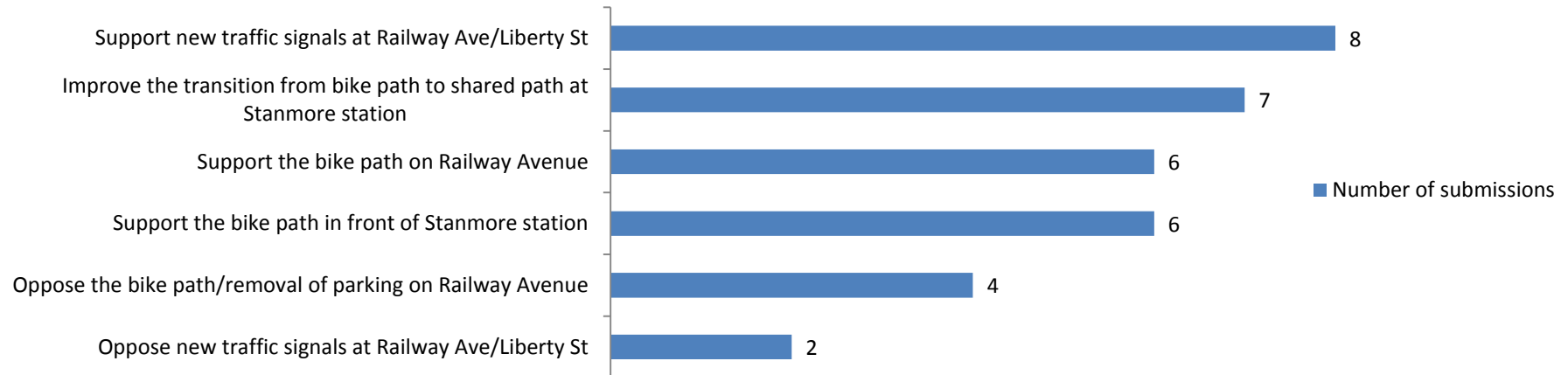
YORK CRESCENT, PETERSHAM TO GORDON CRESCENT, STANMORE

13 submissions commented on the York Crescent and Gordon Crescent. 16% of all respondents contended that the shared path linking York Crescent and Gordon Crescent was too narrow and unsafe for pedestrians. The most frequently raised issues are summarised below.



STANMORE STATION AND RAILWAY AVENUE, STANMORE

24 submissions provided feedback regarding the bike route improvements at Stanmore train station and Railway Avenue, and proposed traffic signals at the intersection of Railway Avenue and Liberty Street. 14% of all respondents commented on the proposed signalisation of Railway Avenue and Liberty Street, with eight of ten respondents in support of new traffic signals. The most frequently raised issues are summarised below.



TRADE STREET TO KING STREET, NEWTOWN

17 respondents commented on the proposed route through Newtown, with 18% of all respondents highlighting poor connectivity across King Street. While the crossing of King Street is not in Inner West LGA and thus not within the scope of this project, it is an important connection for RR7. 15% of all respondents indicated a preference for a route via Bedford Street rather than the proposed route via Trade Street/Albermarle Street.



* Out of project scope