

Item No: T1216 Item 15**Subject:** **REGIONAL BICYCLE ROUTE 7 (LEWISHAM TO NEWTOWN) - PUBLIC CONSULTATION REPORT****File Ref:** 15/5932/131225.16**Prepared By:** Benny Horn - Cycling Planner, Marrickville**Authorised By:** Brooke Martin - Manager Infrastructure Planning and Property, Marrickville

SUMMARY

Council has prepared a final concept plan for improvements to Regional Route 7, a NSW Government priority bicycle route and part of strategic bicycle corridor, following public exhibition of the draft concept plan. The final concept plan connects Lewisham and Newtown to make bike riding safer, more comfortable and more convenient. 77% of submissions received during public exhibition indicated support for the proposal. This report recommends the final concept plan be endorsed to progress to the detailed design stage.

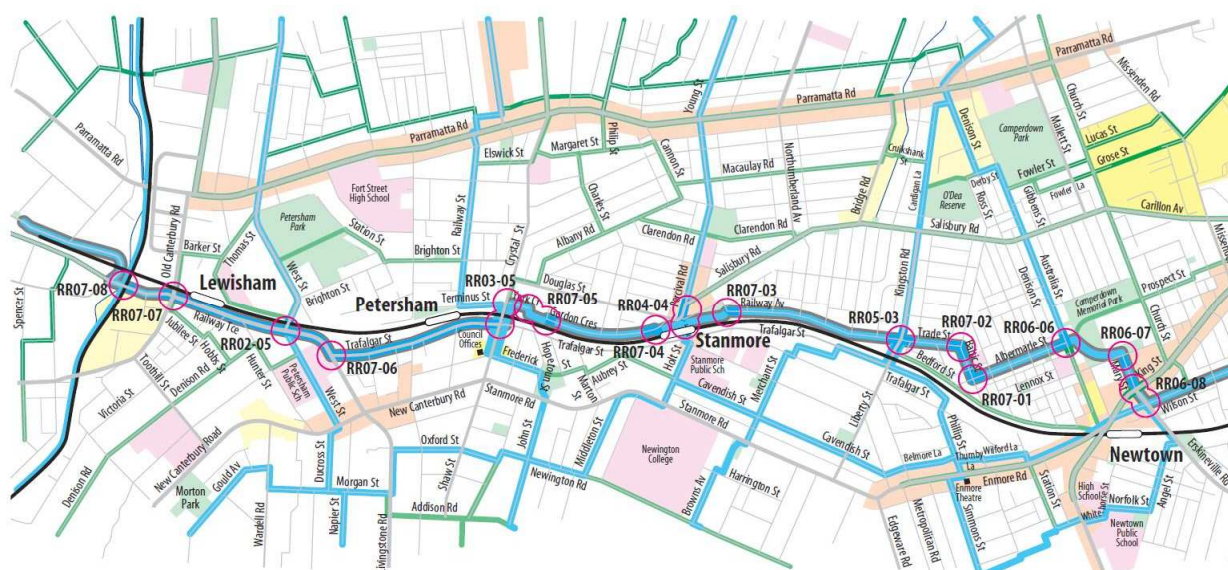
RECOMMENDATION

THAT:

1. the final concept plan for Regional Route 7 be approved and detailed designs for the route be developed; and
2. Council consult further with Roads and Maritime Services and the City of Sydney to identify options for improved bicycle access across King Street, Newtown.

BACKGROUND

In 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 bicycle route identified in the Bicycle Plan:



The Marrickville Community Strategic Plan sets objectives for bike riding in the local community:

- 3.3.1: *Plan and provide accessible and well-connected footpaths, cycleways and associated facilities*
- 3.3.2: *Support and promote cycling, walking and use of public transport and other alternative modes to reduce car use*
- 3.4.2: *Reduce the impact of traffic and improve pedestrian and cyclist safety, particularly around schools and urban centres.*

RR7 also supports the NSW Government's objectives to make bike riding a safe, convenient and enjoyable transport option for short trips, and is nominated by the NSW Government as a priority route and part of a strategic Inner West bicycle corridor.

In 2015/16, Council received a grant from Transport for NSW to develop a concept plan for improvements to RR7, consistent with the NSW Government's objective of making bike riding a safe, convenient and enjoyable transport option for short trips. To inform the initial assessment of options, Council undertook preliminary engagement with stakeholders in February/March 2016. A draft concept plan was developed and endorsed for public exhibition at Council's May 2016 PCTCAC meeting.

The final concept plan (**Attachment 1**) and accompanying consultant's report (**Attachment 2**) propose improvements to bike access between Lewisham and Newtown. RR7 will provide connections to local train stations, the GreenWay and other routes including to inner Sydney.

FINANCIAL IMPLICATIONS

The detailed design phase of this project is funded in the current annual 2016/17 budget. The construction of the route is dependent on future successful grant applications.

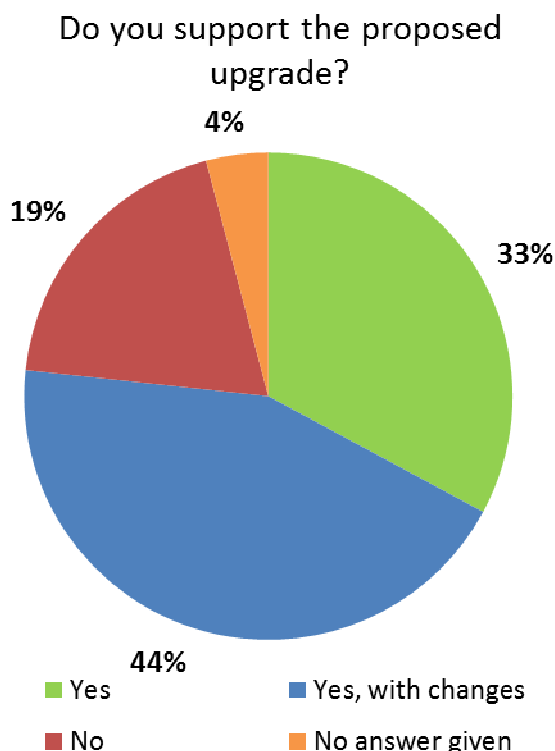
PUBLIC CONSULTATION

The RR7 draft concept plan was placed on public exhibition as follows:

- Public exhibition dates: 31 May to 28 June 2016
- Public exhibition was advertised to the community in the Inner West Courier, on Council's website and social media channels, and temporary signage placed along the route.
- Approximately 1,400 letters were sent to residents, businesses and property owners in the study area as well as other stakeholders inviting comment.
- Two drop-in sessions were held at Council's Petersham Service Centre. Community members could view the plans and discuss the proposal with Council officers. A total of five community members attended the two drop-in sessions.
- 73 submissions were received from the community regarding the RR7 draft concept plan, including one petition:
 - 77% of submissions indicated "support" (33%) or "support with changes" (44%)
 - 19% of submissions indicated they did "not support" the draft concept plan
 - 4% of submissions did not indicate whether they supported the draft concept plan.

A public exhibition summary is at **Attachment 3**. Issues most frequently raised related to:

- Bicycle access and safety on Longport Street and Railway Terrace
- Impacts to on-street parking on Trafalgar Street
- Preferred bicycle route alignment through Newtown and access across King Street
- Proposed traffic signals at the intersection of Railway Avenue, Liberty Street, Trade Street and Kingston Road
- Pedestrian safety on shared paths near Petersham Station and near York Crescent.



Roads and Maritime Services (RMS)

RMS provided strategic support for the proposal, requesting further consideration of separated bike paths rather than shared paths to meet NSW Government objectives for its priority routes.

RMS also raised a number of matters during consultations, including:

- bike safety at the intersection of Brown Street and Longport Street, Lewisham
- changes to the eastbound bus stop on Trafalgar Street near Petersham Station
- concerns about rider safety and traffic flows of a bike crossing at King Street, Newtown

Discussions with the City of Sydney highlighted that Inner West Council and the City of Sydney are improving bike routes on each side of King Street, and that further consultation with RMS is required to improve bike access at King Street as it is a State road.

RMS requested modelling of proposed changes at the following intersections to determine impacts to traffic flow: Railway Terrace/West Street; Trafalgar Street/Crystal Street; Douglas Street/Percival Road, and Railway Avenue/Liberty Street/Trade Street/Kingston Road.

RMS confirmed it had no objections to the final concept plan.

Sydney Buses

Sydney Buses raised the following issues about the proposed bike route changes:

- traffic lane widths on Railway Terrace to accommodate buses
- turning paths for buses into West Street
- changes to the eastbound bus stop on Trafalgar Street near Petersham Station
- request for all bus stops along the route to be formalised.

Sydney Buses advised that it proposes removing the eastbound bus stop on Trafalgar Street near the NSW Rail Training Centre as part of its review of bus stops. Sydney Buses noted that it would carry out community consultation before making a final decision on the removal.

Sydney Trains

Sydney Trains indicated no objections to Council undertaking preliminary geotechnical investigations to assess whether widening of the shared path between York Crescent and Gordon Crescent was feasible, however noted that an adjacent landowner had previously raised concerns about a similar proposal to widen the path. Council officers subsequently contacted the adjacent resident, who reiterated concerns about the widening the path potentially contributing to land destabilisation, noise pollution and reduced resident amenity.

Sydney Trains also noted planned improvements to Inner West Line stations that could affect the RR7 alignment, and advised that Council must confirm arrangements with Sydney Trains before undertaking any work on rail property, including on road bridges over rail lines.

Petersham Assemblies of God Church

Petersham Assemblies of God Church submitted a petition containing 270 signatures and objecting to the scale of removal of on-street parking on the northern side of Trafalgar Street to accommodate a separated bike path. Council officers met with the lead petitioner to discuss the concerns, and it was agreed that Council would investigate options to reduce parking loss, particularly east of the train station. The lead petitioner subsequently indicated agreement with changes to the draft concept plan to reinstate some on-street parking on Trafalgar Street.

Bike Marrickville

Bike Marrickville indicated strong support for the proposed route and concept design in general, including as an additional transport option for residents in Lewisham and Summer Hill facing large increases in residential density. Bike Marrickville provided detailed comments about sections of the route, and noted constraints at West St/Railway Terrace and King Street.

OFFICER COMMENTS

Issues most frequently raised in community feedback centred on the quality and connectivity of the bike route, pedestrian safety and amenity, intersection changes and impacts to on-street parking on Trafalgar Street. The table of stakeholder comments is at **Attachment 4**.

Petersham Assemblies of God Church submitted a petition to Council objecting to the removal of on-street parking on Trafalgar Street. Council's analysis of parking in Petersham indicated that the spaces proposed to be removed were primarily used by commuters, with little turnover particularly on weekdays, and that sufficient spaces to meet existing demand were available in nearby streets. In meetings with the lead petitioner it was subsequently agreed that options to reduce the loss of parking, particularly near Crystal Street, would be considered further. Changes proposed in the final concept plan to reinstate parking spaces on the northern side of Trafalgar Street between Regent Street and Crystal Street have been accepted by the lead petitioner.

In early 2016 a petition was received by Council regarding limited availability of parking for residents bounded by Longport Street, Brown Street, William Street and Old Canterbury Road. The petitioners were concerned about available on-street parking being used by construction workers from the adjacent high density residential development at Lewisham West. The proposed bike route improvements will remove eight on-street parking spaces on Longport Street used by the residents, although no objections to the removal of parking was received during public exhibition of the RR7 draft concept plan. To address the removal of parking on Longport Street, Council's Lewisham Parking Study is recommending resident parking restrictions be applied to existing on-street parking on William Street.

The final concept plan proposes the following parking changes:

- Longport Street: 8 spaces removed (as per the draft concept plan)

- Railway Terrace: 1 space removed
- Trafalgar Street: 28 spaces removed (down from 33 spaces in the draft concept plan)
- York Crescent: 1 space removed
- Railway Avenue: no net loss of parking

Changes made following public consultation

The following changes have been made to the concept plan:

- (a) Grosvenor Crescent and Smith Street: provide kerb ramps and a pedestrian/bicycle refuge
- (b) Longport Street: extend the two-way bike path and transition to a 2.5m wide shared path
- (c) Railway Terrace:
 - a. Adjust the traffic lanes west of Hunter Street to be 3.4 metres in each direction
 - b. widen the traffic lanes at the new pedestrian/bicycle refuge to 3.5 metres
 - c. adopt the shared path option between Hunter Street and West Street
- (d) West Street: relocate the east-west pedestrian crossing closer to Railway Terrace
- (e) Trafalgar Street:
 - a. Modify the northern approach to the pedestrian crossing near Audley Street
 - b. Provide a 2.4m wide shared path and 10 new street tree plantings, and reinstate 10 off-peak on-street parking spaces between Regent Street to Crystal Street.
 - c. Relocate the eastbound bus stop near Petersham station from 20m west of the station entrance to 40m east of the station entrance (requires removal of one on-street parking space on the southern side)
 - d. Relocate the westbound bus stop near Petersham station from 15m east of the traffic signals to 30m west of the traffic signals (requires removal of four on-street parking spaces west of Regent Street)
- (f) York Crescent-Gordon Crescent shared path:
 - a. relocate 'no stopping' sign and adjust kerb ramp to improve sightlines and reduce bicycle speeds at the York Crescent entrance to the shared path
 - b. undertake geotechnical investigations to assess feasibility of path widening
 - c. relocate kerb ramp at Gordon Crescent further east
- (g) Douglas Street:
 - a. green paint to demarcate the bike path from shared path and footpath sections
 - b. provide a right turn bay for vehicles turning into Percival Road
- (h) Railway Avenue: provide bike access to/from the two-way bike path and Surrey Street, Warwick Street, Durham Street, Lincoln Street, Stafford Street and Cardigan Street
- (i) Pierce Street: provide bike roadmarkings.

This report was deferred at the 3 November 2016 Traffic Committee for further community consultation. All community members that made submissions during the public exhibition period have been notified of the final concept plan and Traffic Committee and Council meeting dates. The joint LRAC considered this report at the 8th November 2016 meeting.

CONCLUSION

Community consultation indicated that 77% support the concept plan. The final RR7 concept plan incorporates changes to address issues raised during public consultation. The proposed bike route improvements between Lewisham and Newtown will encourage bike riding in the local community by providing a safer, more comfortable and more convenient link to local destinations, train stations and to other routes such as the GreenWay and the Wilson Street route to inner Sydney. This report recommends that the final concept plan be approved and detailed designs for the route be prepared. This report also recommends that Council continue work to identify options to improve the route across King Street.

ATTACHMENTS

1. Final Concept Plan
2. Consultant's Report
3. Public Exhibition Summary
4. Table of Stakeholder Comments