

**COMPLETE**



# Regional Bicycle Route 7

## Concept Design Report

Complete Urban Pty Ltd  
Suite 3/10 Regent Street  
Chippendale NSW 2008

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### COMPLETE URBAN

#### SYDNEY

P: +61 2 9282 9900  
F: +61 2 9282 9277

#### GOLD COAST

P: +61 7 5553 5555  
F: +61 7 5580 8088

#### LONDON

P: +44 (0)207 430 6985  
F: +44 (0)207 421 8199

www.completeurban.com.au  
admin@completeurban.com.au

## 1 INTRODUCTION

COMPLETE Urban Pty. Ltd. (COMPLETE) has been commissioned by Inner West Council to undertake the route assessment and concept design for the proposed Regional Bicycle Route 7 along the following routes:

- Section 1 – Mary Street, Newtown to York Crescent, Petersham; and
- Section 2 – Crystal Street, Petersham to Longport Street, Lewisham.

The project is broken into stages, the first being the assessment of the routes and development of concept design options. Future stages, involving engineering survey, detailed design and for construction documentation is subject to Council approval and dependent on the findings of the concept design process.

This final concept design report builds on the preliminary issue of the report. This report considers and includes the outcomes from the community consultation process, additional key stakeholder consultation and additional investigations (e.g. traffic modelling) that has been carried out.

## 2 PROJECT OBJECTIVES AND DESIGN PRINCIPLES

### 2.1 OBJECTIVES

Inner West Council has the following primary objectives for this project:

- provide bicycle infrastructure that, as far as practicable, meets user needs by providing a safe, comfortable and convenient route for bike riders and connects to intersecting bicycle routes and local destinations whilst maintaining, and preferably enhancing, the amenity of the study area for users and residents;
- work closely with Council staff to include local knowledge;
- undertake detailed surveys, analysis and investigation of Regional Route 7 (Sections 1 and 2) as required to evaluate options and prepare detailed design plans, cost estimates and construction set-out for cycling infrastructure along the route (Future Stage); and
- prepare detailed design plans, cost estimates and construction set-out files for the works (Future Stage).

### 2.2 DESIGN PRINCIPLES

The following design principles are considered as part of the assessment to ensure that the developed options are appealing to existing cyclists and potential users thinking about cycling as an alternative mode of transport:

- Coherence
  - The network should link to popular destinations and trip generators and also to adjacent cycle routes in the area;
  - The network should be continuous and it should be clear where the route leads;
  - Intersections should provide a clear path for bicycle riders and other road users; and
  - The quality of the bicycle facilities should be consistent throughout the length of the route regardless of the bicycle facility typology.
- Directness
  - The route should be as direct as safely practicable. Long detours and steep gradients should be avoided if possible;
  - The route should take into account the slow speed of bike riders ascending compared to the high speed of bike riders descending; and
  - Delays due to prolonged crossing times at major barriers or due to site constraints should be avoided and the route should allow for a safe comfortable and consistent operating speed throughout the length of the route.
- Safety
  - The proposed bicycle route and facilities should be well designed and improve and enhance the road safety of bicycle riders, pedestrians and motorists;
  - Intersections should be designed to explicitly include bicycles as well as other road user types;

- Bicycle routes past bus stops should be designed for safe accommodation of riders, bus passengers, other pedestrians and vehicles.
- Attractiveness
  - The bicycle route should fit into the surrounding environment so that the enjoyment of all road users is enhanced. Community support for cycling is greater if the activity is enjoyable and an attractive cycle facility aids enjoyment;
  - Clear and well placed signposting should indicate major destinations;
  - The route should feel safe and offer good personal security.
- Comfort
  - The bicycle route has to be easy to use for all types of riders. A smooth and well maintained riding surface is essential for both comfort and safety;
  - Depending on the speed and volume of other traffic (motor vehicles or pedestrians), some level of separation is often needed;
  - Clearly marked bicycle facilities that allocate operating space to bicycle users are the most appropriate types of facilities on all but low volume and low speed roads; and
  - Effective intersection treatments, providing a safe and direct crossing, is important for overall route comfort.

### 3 ROUTE ASSESSMENT METHODOLOGY AND CONSIDERATIONS

#### 3.1 PROCESS

This report has been prepared in response to Council's request to assess the potential bicycle route options for Regional Bicycle Route 7 connecting Lewisham, Petersham and Newtown. The route assessment has been carried out utilising the following methodology:

- Site inspection of the route corridor and adjacent areas;
- Site assessment and recording of site features, incorporating:
  - Existing road geometry, including measurement of key site features to assist in the assessment of route options and bicycle facility typologies;
  - Existing traffic conditions, including identification of sections of high traffic / pedestrian volumes, high traffic speeds, areas of traffic congestion etc.;
  - Existing kerbside parking provisions, including identification of areas of high parking utilisation, high parking turnover, location of existing bus stops / mail zones etc.;
  - Existing pedestrian provisions, including areas of high pedestrian concentration, location of crossings and type of control, any areas of inadequate pedestrian storage space, locations of substandard kerb ramps potentially impacted by a cycle facility etc.;
  - Location and frequency of driveways and side roads along the proposed routes. In addition, assessment of the turning movements and usage (volume) associated with any side road and high use driveways;
  - Location and condition of any street trees and landscaping potentially impacted by a cycle facility; and
  - Location of any street furniture items potentially impacted by a cycle route.
- Stakeholder meeting with Council representatives to present and discuss the route assessment findings and preliminary design opportunities; and
- Preparation of a concept design report outlining the findings of the assessment process, including a finalisation of a set concept design drawings.

#### 3.2 ASSUMPTIONS

The following assumptions are relevant to the preparation of this route assessment study:

- The existing geometry and dimensions are based on assessment of the provided GIS and cadastral information, aerial photography and site assessments and measurements undertaken by COMPLETE;
- Consideration of a bi-directional separated cycleway is based on a width of 2.8m, being a 2.4m wide cycleway and a 0.4m wide separator kerb. It is noted that additional separator kerb width would be desirable at locations where car parking is adjacent to the cycleway;
- It is assumed that the minimum traffic lane width on roads with bus routes is 3.2m. This is the minimum requirement that has been permitted by the RMS and Sydney Buses on other routes COMPLETE have been involved with;

- Design proposals, whilst tested at the concept design level for swept paths, kerb relocation feasibility etc., are subject to confirmation following survey during the detailed design process; and
- Design proposals at signalised intersections are subject to approval from the RMS.

### **3.3 CYCLE FACILITY CONSIDERATIONS**

Whilst the overall objective is to provide a safe and well linked cycle facility that is attractive to new and existing cyclists, the cycle route and facility typology must be balanced against the greater needs of the road network, the general public and the residents and businesses that are located along the route. In light of this, the developed options consider the potential implications of differing cycle facility typologies against existing traffic and parking provisions, public transport infrastructure, pedestrian facilities and existing landscaping / street trees.

### **3.4 PEDESTRIAN CONSIDERATIONS**

The assessment considers and identifies the existing pedestrian facilities and how potential cycle facilities would impact on those facilities.

### **3.5 TRAFFIC OPERATION CONSIDERATIONS**

The assessment also considers the potential impacts of cycleway options on the existing traffic operation of the route and intersections along the route. Specific consideration of the number of traffic lanes (including short turning lanes at intersections), lane widths, traffic volumes (assessed as high, medium, low - not measured) and vehicle speeds (assessed – not measured).

Any changes at signalised intersections are likely to require additional assessment to meet the requirements of the RMS. Traffic modelling for the signalised intersections has been undertaken, and discussion with the RMS are ongoing in respect to advancing the design.

### **3.6 PARKING CONSIDERATIONS**

The assessment considers the parking implications of the route alignment and the cycle facility typology options. Specific reference is made in relation to potential loss of parking on the concept design drawings.

### **3.7 PUBLIC TRANSPORT CONSIDERATIONS**

Where public transport provisions are located on possible route alignment options, the assessment considers implications of implementing a cycleway on the traffic lane widths and bus stop facilities. (It is noted that Sydney Buses Infrastructure Guide suggests minimum desirable lane widths for bus routes of 3.2m).

### **3.8 STREET TREES, LANDSCAPE AND PUBLIC OPEN SPACE CONSIDERATIONS**

The concept design drawings also consider the potential impact on existing landscaping and street tree installations and make comments on potential loss as a result of providing a cycle facility adjacent.

### 3.9 FUTURE STAGES

Following completion and endorsement of the concept design stage, and subject to Council's direction, COMPLETE will progress the project to the detailed design and for construction documentation stages.

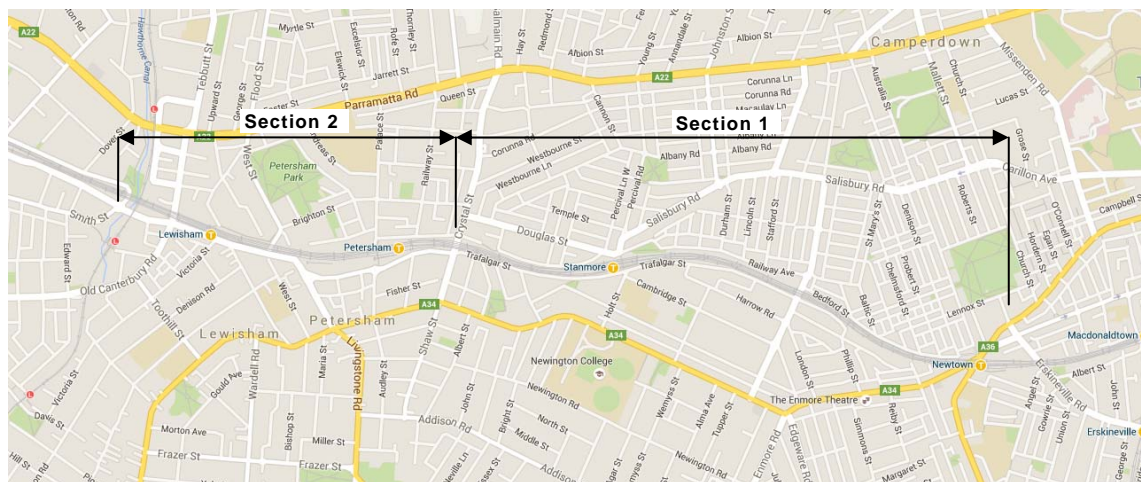
## 4 CONCEPT DESIGN OPTIONS

### 4.1 STUDY AREA

Figure 1 below outlines the study area defined in the project brief.

The Regional Bicycle Route considers the route corridor from Lewisham to Newtown via Petersham, generally following the alignment of the inner west rail corridor. The start and end points of the route are split by section and defined as follows:

- Section 1 – Mary Street, Newtown to York Crescent, Petersham; and
- Section 2 – Crystal Street, Petersham to Longport Street, Lewisham.



### 4.2 CONCEPT DESIGN OPTIONS

For the purposes of the report, and to maintain the logical west to east layout indicated on the concept design drawings, the following discussion is set out with Section 2 first, followed by Section 1.

#### 4.2.1 SECTION 2 – LONGPORT ROAD, LEWISHAM TO CRYSTAL STREET, PETERSHAM

##### 4.2.1.1 Longport Street – Grosvenor Crescent to Old Canterbury Road

This section considers the Longport Street link between The Greenway (at Grosvenor Crescent) and Old Canterbury Road.



### Preferred Option

- Shared path on northern side of the road adjacent to Grosvenor Crescent with a refuge to provide safe access to the Grosvenor Crescent carriageway;
- Shared path on the southern side of the road adjacent to Smith Street to provide cycle access between the Smith Street carriageway and the proposed separated cycle facility along Longport Street;
- Improved refuge island crossing at railway overbridge to provide separate pedestrian and cyclist crossings;
- Bi-directional separated cycleway on the southern side of Longport Street between the refuge island and Old Canterbury Road. At Old Canterbury Road the facility would ramp up to a shared path to facilitate crossing of Old Canterbury Road at the existing signalised crossing. Existing kerbside parking provisions would be reduced / removed;
- Shared environment intersection at Brown Street to promote continuation of the cycle link;
- On road mixed traffic for eastbound cyclists on Longport Street east of the refuge island to facilitate access for confident cyclists to the proposed eastbound shoulder lanes on Railway Terrace east of Old Canterbury Road.

### Alternative Options Considered:

- Shared path on the southern side of Longport Street between the refuge island and Old Canterbury Road. Whilst this would retain existing parking provisions, the cycle facility on what is a Regional Route would be compromised. In addition, with the adjacent development ongoing, pedestrian volumes in the area are expected to increase and as such the provision of a shared pathway is less favourable;
- Eastbound shoulder lane on the northern side of Longport Street between the refuge island and Old Canterbury Road. Whilst this would provide an improved situation for confident on road cyclists and link well with the proposed shoulder lane on Railway Terrace, the link would deter less confident cyclists and the connection to the proposed route for less confident cyclists on the Old Canterbury Road shared path would be complicated;
- Westbound shoulder lane on the southern side of Longport Street on approach to the Smith Street roundabout;
- Standard cycleway crossing at Brown Street intersection where cyclists give way to Brown Street traffic. This would provide a slight discontinuity in the cycle route and a shared environment intersection was considered to provide an improved cycle connection.

#### 4.2.1.2 Old Canterbury Road intersection

This section considers the cycle links through the signalised intersection of Old Canterbury Road, Longport Street and Railway Terrace.

### Preferred Option

- Provision of a shared pathway crossing on Old Canterbury Road on the southern side of the intersection to link the proposed sections of shared path on the southern side of Longport Street at the intersection and the shared path on the eastern side of Old Canterbury Road. This is considered the desirable route for less confident cyclists;
- Provision of a mixed traffic facility through the intersection to facilitate connection to the proposed Railway Terrace shoulder lane.

#### Alternative Options Considered:

- Continuation of bi-directional separated cycleway on the southern side of the intersection. This option, whilst initially considered, was promptly discounted due to the insufficient space on the south-eastern corner of the intersection and narrow road width on Railway Terrace.

#### 4.2.1.3 Railway Terrace – Old Canterbury Road to West Street

This section is considered the route most likely to be utilised by existing cyclists who either already use Railway Terrace or who are confident enough to cycle on the road. It is the most direct route, but will not appeal to all users. The objective of this section, given its existing constraints, is to provide a facility that improves the current situation.

#### Preferred Option

- Provision of an eastbound shoulder lane on Railway Terrace between Old Canterbury Road and Hunter Street. This section of Railway Terrace is uphill in the eastbound direction and would provide additional protection for cyclists in an area where the speed differential to vehicles would be highest. The resulting widths would provide a 1.2m shoulder lane a 3.4m wide eastbound traffic lane and a 3.4m wide westbound traffic lane;
- Provision of mixed traffic profile for westbound traffic and cyclists on Railway Terrace between Old Canterbury Road and Hunter Street. This replicates the current arrangement for westbound cyclists and is considered appropriate given the downhill grade and low speed differential;
- Provision of an improved bus stop platform on the northern side of the road and connection between the proposed eastbound shoulder lane and the bi-directional separated cycle path via a shared path and the widened bus stop platform; and
- Shared pathway on the northern side of Railway Terrace between Hunter Street and West Street. The option would include an improved refuge island crossing adjacent to Hunter Street to facilitate access from the alternative back street route for less confident cyclists on the adjacent local streets.

#### Alternative Options Considered:

- Bi-directional separated cycleway on the northern side of Railway Terrace between Hunter Street and West Street. The link at Hunter Street and West Street would be the same as the connection proposed as part of the preferred shared path;
- Shared path along the southern side of Railway Terrace between Hunter Street and West Street. The option had issues with the existing footpath width and current parking restrictions adjacent the southern kerb, in addition to the complication at the West Street intersection with accessing the northern footpath east of West Street which was preferred for continuation of the cycle route; and
- Continuation of the proposed eastbound shoulder lane and westbound mixed traffic profile. It is noted that the road width increases significantly east of Hunter Street and as such the desire to provide a higher quality facility where feasibility meant that this option was considered inappropriate.

#### 4.2.1.4 Various Local Streets – Old Canterbury Road to West Street

This section is considered the route most likely to be favoured by less confident cyclists and those not keen on cycling on Railway Terrace. The route utilises adjacent local residential routes to provide a generally on road connection from Old Canterbury Road to both Hunter Street and West Street from the south of Railway Terrace.

### Preferred Option

- Provision of a shared path on the eastern side of Old Canterbury Road between Railway Terrace and Jubilee Reserve. The route and shared path would extend through Jubilee Reserve to Jubilee Street;
- On road mixed traffic profile on Jubilee Street and a short section of Victoria Street;
- On road contra flow cycle lane on Hobbs Street between Victoria Street and Denison Road;
- On road mixed traffic profile on Denison Street and Hunter Street north towards Railway Terrace. This would link up with the proposed refuge island crossing improvements at Hunter Street and the proposed bi-directional separated cycleway on Railway Terrace;
- As an alternative to the Hunter Street link, on road mixed traffic profile on Hunter Street between Denison Street and The Boulevarde, The Boulevarde and West Street north towards Railway Terrace. The option would require the construction of a link between the West Street cul-de-sac and the southern footpath on Railway Terrace.

### Alternative Options Considered:

- On road mixed traffic profile on Victoria Street between Jubilee Street and Railway Terrace. Whilst more direct than some of the other back street routes, this option exited onto Railway Terrace at Victoria Street which was still within the section of Railway Terrace with narrow road width and overall width generally. In this case the link eastward would therefore be significantly constrained.

#### 4.2.1.5 [Railway Terrace / West Street intersection](#)

This section considers the existing signalised intersection of Railway Terrace and West Street. The existing intersection is very busy with the West Street link being an important north south linking over the rail line. It is noted that there is a significant volume of right turning traffic from Railway Terrace to West Street.

### Preferred Option

- Shared path crossings utilising the existing signalised crossing of Railway Terrace on the western side of the intersection and of West Street on the northern side of the intersection. It is noted that the existing pedestrian space on both the north-western and north-eastern corners is limited and as such extension of the kerbs and widening would be required to maintain a suitable space for a shared area.

### Alternative Options Considered:

- Continuation of the eastbound bi-directional separated cycleway on the northern side of Railway Terrace through the intersection to a kerb extension and shared path on the northeast corner via a new signalised cycle phase; and
- Provision of a signalised shared pedestrian and cycle crossing of Railway Terrace on the eastern side of the intersection. Whilst initially considered, this option was considered not feasible by the RMS due to the heavy right turning movements from Railway Terrace and the impact such a crossing would have on traffic.

#### 4.2.1.6 Railway Terrace – West Street to Trafalgar Street

This section considers the connection from West Street to Trafalgar Street and the proposed continuation of the route.

##### Preferred Option

- Provision of a shared path on the northern side of Railway Terrace utilising the existing footpath and widening where required. It is noted that the existing path is not well used from a pedestrian point of view so upgrading to a shared path will provide an alternative use for an underutilised asset.

##### Alternative Options Considered:

- Utilising the TAFE land on the southern side of Railway Terrace to link to the Railway Terrace / Trafalgar Street / Gordon Street signalised intersection. It is noted that the existing signals do not facilitate a complete connection to Trafalgar Street with a left turn slip lane and marked zebra crossing connecting to the southern side of the road and no existing crossing connecting to the northern side of Trafalgar Street.

#### 4.2.1.7 Trafalgar Street – Railway Terrace to Audley Street

This section assesses the length of Trafalgar Street between Railway Terrace and the existing roundabout intersection with Audley Street.

##### Preferred Option

- Due to low pedestrian volumes, provision of a shared path on the northern side of Trafalgar Street. Associated kerb widening is required to achieve a desirable path width which will require minor reduction to the adjacent parking and traffic lanes. As previously, the footpath on this section is not well used and as such a shared path will provide for increased use on a currently underutilised asset;
- Transition to a bi-directional separated cycleway on approach to the Audley Street intersection to coincide with the location where pedestrian volumes increase and separation is considered beneficial to the route. The location assumes that the existing bus stop adjacent is likely to be removed (as per Sydney Buses advice). Should the bus stop review not remove the bus stop, then coordination and possible relocation of the stop may be required to ensure that a safe transition can be provided for pedestrians, cyclists and bus passengers;
- Shared path adjacent to the existing marked pedestrian (zebra) crossing;
- Bypassing of the roundabout via a bi-directional separated cycleway on the northern side of the roundabout in between the footpath and the carriageway.

##### Alternative Options Considered:

- Bi-directional separated cycleway on the northern side of Trafalgar Street between Railway Terrace and Audley Street. The option would require relocation of the kerb line and likely loss of parking on one side of the road to gain sufficient space to accommodate the cycleway.
- Potential shared path or bi-directional separated cycleway on the southern side of Trafalgar Street. Due to the adjacent residential properties and side road intersections, this side of the road was considered less desirable than the northern side of the road. In addition, the link through Audley Street would be difficult if the facility was on the southern side of Trafalgar Street.

#### 4.2.1.8 [Trafalgar Street – Audley Street to Crystal Street](#)

This section considers the length of Trafalgar Street between Audley Street, past the Petersham Railway Station, and linking to the existing traffic signals at the intersection with Crystal Street.

##### Preferred Option

- Provision of a bi-directional separated cycleway on the northern side of Trafalgar Street between Audley Street and the Crystal Street approach. The option would require relocation of the existing bus stop adjacent to Petersham Rail Station to the eastern side of the existing signalised pedestrian crossing and a new signalised cycle phase across the traffic signals opposite the station;
- Provision of a transition to a shared path on approach to the Crystal Street traffic signals to maintain the existing traffic lane configuration at the intersection and to retain existing off peak parking provisions.

##### Alternative Options Considered:

- Shared path on the northern side of the road past the existing bus stop and Petersham Rail Station. The high pedestrian volumes associated with the Petersham Rail Station make the provision of a shared path at this location undesirable.

#### 4.2.1.9 [Crystal Street Traffic Signals](#)

This section considers the continuation of the route through the intersection and connection to York Crescent.

##### Preferred Option

- Provision of a shared path on the Trafalgar Street approach to the signals, linking to the existing crossing on the northern side of the intersection, and extension of the shared path on the eastern side of Crystal Street up to York Crescent.

##### Alternative Options Considered:

- Nil – limited ability to achieve anything other than a shared pathway due to constrained width on railway overbridge and limited road width on Crystal Street.

### 4.2.2 SECTION 1 – YORK CRESCENT, PETERSHAM TO MARY STREET, NEWTOWN

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#### 4.2.2.1 [York Crescent – Crystal Street to Gordon Crescent](#)

This section considers the short section of York Crescent between Crystal Street up to the end of the cul-de-sac and extension of the route through the pathway connecting to Gordon Crescent.

##### Preferred Option

- On road mixed traffic on the section of York Crescent to match the current provisions;
- Widening of the existing shared pathway that runs between York Crescent and Gordon Crescent. The path is restricted in width due to the adjacent residential boundary and the existing fence that adjoins the rail corridor. Widening of the path would require relocation of the rail corridor fence and potential encroachment into Railcorp land. In

addition, due to the embankment down to the rail line, any widening has the potential to require a retaining structure or cantilevered path solution;

- Improved access to the pathway with improved ramps and visibility.

#### Alternative Options Considered:

- To avoid the narrow pathway at the end of York Crescent, an alternative route via Crystal Street, Douglas Street and Stanley Street was investigated. However, the option was not considered further due to issues with directness, bus stop locations and the inability to provide a safe and sufficiently wide facility.

#### 4.2.2.2 Gordon Crescent – Stanley Street to Douglas Street

This section considered the length of Gordon Crescent between Stanley Street and the approach to Stanmore Rail Station at Douglas Street.

#### Preferred Option

- Provision of an on road mixed traffic profile for the length of Gordon Crescent between Stanley Street and Douglas Street, connecting to the southern footway adjacent to Stanmore Rail Station via the existing road to path transition at Douglas Street.

#### Alternative Options Considered:

- Provision of a bi-directional separated cycleway on the southern side of Gordon Crescent. Due to width limitations, this would require loss of parking on one side of the road and on that basis was not considered further.

#### 4.2.2.3 Stanmore Rail Station

This section considered the treatment for continuation of the cycle route in front of the Stanmore Rail Station on the southern side of Douglas Street / Railway Avenue.

#### Preferred Option

- Transition from the existing shared path treatment from the west (Gordon Crescent) to an on road bi-directional separated cycleway on the southern side of Douglas Street / Railway Avenue in front of the station and either side of the existing traffic signals. The option would require the loss of one westbound traffic lane through the intersection, and would require an amendment to the Percival Street approach to allow only one right turning lane towards Douglas Street. It is noted that the westbound route is two lanes only through the intersection, with parking restricting the width to single lanes on the approach and exit.

#### Alternative Options Considered:

- Provision of a shared path on the southern footpath in front of the Stanmore Rail Station. Whilst this would provide a good link to the station itself, it is considered that a shared path in an area with such a high pedestrian volume is not desirable.

#### 4.2.2.4 Railway Avenue – Stanmore Rail Station to Liberty Street / Kingston Road

This section considers the length of Railway Avenue connecting Stanmore Rail Station to the intersection of Liberty Street / Kingston Road / Trade Street.

Preferred Option

- Utilisation of the existing shared path link from Stanmore Rail Station to Railway Avenue that runs to the south of the Stanmore Library;
- Provision of a bi-directional separated cycleway on the southern side of Railway Avenue between the existing shared path link and Kingston Road. The option is contained fully within the existing kerb provisions, resulting in a reduced carriageway width to accommodate the cycle facility, and provides a short section of right turn bay on the westbound approach to the intersection.

Alternative Options Considered:

- Nil – desired cycle facility can be reasonably easily accommodated and as such no further options were assessed. The option of on road mixed traffic, similar to Gordon Crescent, is feasible also.

4.2.2.5 Railway Avenue / Liberty Street / Kingston Road / Trade Street intersection

This section considers continuation of the cycle route through the intersection. It is noted that the existing roundabout layout provides a confusing route as there is no eastbound on road route between Railway Avenue and Trade Street and as such cyclists are currently directed to southern footpath in the south-eastern corner of the intersection.

Preferred Option

- Upgrading of the intersection to traffic signals, with facility to continue a bi-directional separated cycleway through the intersection. It is noted that the layout and feasibility of the potential signalised intersection will require confirmation following survey and determination of the lane configurations required by the RMS.

Alternative Options Considered:

- Realignment of the central roundabout island to facilitate two way access to all legs of the intersection. This would enable a standard on road mixed traffic arrangement through the intersection for cyclists. Whilst this is considered an improvement in clarity and safety over the existing situation, the provision of traffic signals is preferred and is favoured on this regional cycle route.

4.2.2.6 Railway Ave to Camperdown Memorial Park

This section considered the route between the intersection of Railway Avenue / Liberty Street / Kingston Road / Trade Street and Camperdown Memorial Park.

Preferred Option

- Utilisation of the existing on road mixed traffic facility on the narrow residential streets connecting the start and end points. The route utilises Trade Street, Baltic Street and Albermarle Street and connects to the existing shared pathway through the Park. Upgrades to signs and line marking throughout the route are proposed.

Alternative Options Considered:

- Nil – alternative routes in the area are on similarly narrow streets that provide no measurable benefit when compared to the current alignment. The current alignment provides the clearest and most direct route for cyclists.

#### 4.2.2.7 [Camperdown Memorial Park](#)

This section considers the route through the Camperdown Memorial Park.

##### Preferred Option

- Use of the existing shared pathways extending through the Camperdown Memorial Park linking to Mary Street for the west bound route and to Eliza Street for a combined eastbound and westbound route.

##### Alternative Options Considered:

- Nil

#### 4.2.2.8 [Mary Street – Camperdown Memorial Park to King Street](#)

This section considers the one way link on Mary Street from King Street to Lennox Street and Camperdown Memorial Park.

##### Preferred Option

- Use of the existing on road mixed traffic one way link for cyclists extending from King Street to Camperdown Memorial Park.

##### Alternative Options Considered:

- Nil.

#### 4.2.2.9 [Eliza Street – Camperdown Memorial Park to King Street](#)

This section considers the one way link on Eliza Street from King Street to Lennox Street and Camperdown Memorial Park.

##### Preferred Option

- Use of the existing on road mixed traffic link for northbound cyclists and the new one way shared path on the eastern side of the road for southern bound cyclists. On approach to King Street, two way cycle access on the existing section of 10km/hr shared zone is proposed to be retained.

##### Alternative Options Considered:

- Nil



## 5 STAKEHOLDER CONSULTATION

Council undertook preliminary engagement with stakeholders to inform evaluation of the route options and development of the draft concept design, including:

- The local community (via Council's 'Your Say' website);
- RMS;
- Sydney Buses; and
- Bike Marrickville.

Council consulted further via a 4 week community engagement process in June 2016. The feedback received is shown in Appendix B.

Where relevant, the issues raised during the community consultation process have been incorporated in the final concept design proposals.

## **6 CONCLUSION AND RECOMMENDATION**

It is recommended that the options identified in this report and outlined on the concept design drawing contained within are consulted on and taken to Council Traffic Committee with a view to progressing to the survey and detailed design stage.

It is also recommended that consultation with key stakeholders, particularly the RMS and RailCorp is progressed to assess the feasibility of a number of the options and to determine the requirements to progress the potential options to the future stages.

**APPENDIX A – CONCEPT DESIGN PROPOSALS**

## APPENDIX B – COMMUNITY ENGAGEMENT FEEDBACK