

Item No: T0617 Item 25

Subject: LOCAL ROUTE 7 (ST PETERS TO TEMPE) - DRAFT CONCEPT PLAN FOR PUBLIC EXHIBITION

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SUMMARY

In 2016, Council received a grant from NSW Roads and Maritime Services to develop a concept plan for bicycle route improvements between St Peters station and Tempe station, identified as Local Route 7 in Council's Marrickville Bicycle Strategy.

This reports presents draft concept plans for two bicycle route options, a 'Northern Route' option via Sydney Steel Road and a 'Southern Route' option via Henry Street. Consistent with Council's strategic priority to support bicycle riding in the local area, the draft concept plans propose various improvements to make bicycle riding safer, more comfortable and more convenient for people of all riding abilities. The concept plan incorporates preliminary input from the community and other stakeholders.

This report recommends that the Southern Route option be placed on public exhibition, with a further report to be prepared detailing outcomes of consultation and a final concept plan. This report also recommends that the Northern Route option be noted.

RECOMMENDATION

THAT:

- 1. the draft Local Route 7 concept plan (Southern Route option via Henry Street) be placed on public exhibition for 28 days;**
 - 2. following public exhibition, a further report be prepared detailing outcomes of consultation and a final Local Route 7 concept plan; and**
 - 3. the draft Local Route 7 (Northern Route option via Sydney Steel Road) be noted.**
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BACKGROUND

In 2007, Council adopted the Marrickville Bicycle Strategy following consultation with stakeholders including the local community. Consistent with Council's commitment to encourage bicycle riding, the Bicycle Strategy aims to make riding a bicycle easier, safer and more attractive, and proposes a network of bicycle routes. Local Route 7 (LR7) is a route identified in the Bicycle Strategy to link St Peters and Tempe via Unwins Bridge Road.

In 2016, Council received a grant from NSW Roads and Maritime Services (RMS) to develop a concept plan for improvements to LR7, consistent with the NSW Government's objective of making bicycle riding a safe, convenient and enjoyable transport option for short trips. The project aims to support bicycle riding by enhancing connections for residents and visitors to:

- public transport (Tempe, Sydenham and St Peters train stations);
- local destinations such as schools, parks and local shops; and
- other bicycle routes, including to Newtown, Sydney Airport and Sydney CBD.

Prior to commencement of the project RMS indicated it would not support a cycleway on Unwins Bridge Road given insufficient road width, particularly at the southern section, and

potential traffic flow impacts at busy intersections. In early 2017, Council subsequently engaged GTA Consultants to develop concept plans for two preferred route options. The draft concept plans for public exhibition have now been developed and are presented in this report.

FINANCIAL IMPLICATIONS

Detailed design and construction of the route are dependent on future budgets and grants.

OFFICER COMMENTS

Evaluation of route options

Route options were evaluated in early 2017 with:

- preliminary consultation with the community to identify key concerns, opportunities and considerations for bicycle route improvements in the study area;
- input from stakeholders including RMS, Sydney Metro and WestConnex; and
- assessment of six indicative route options (Figure 1) against a range of quantitative and qualitative factors including directness, local points of interest and destinations connected, traffic volumes, infrastructure cost and feasibility, and parking impacts:
 - Option S1 via Unwins Bridge Road
 - Option S2 via Henry Street and Richardson Crescent
 - Option S3 via Henry Street and South Street
 - Option S4 via Henry Street and Gannon Street
 - Option N1 via Sydney Steel Road
 - Option N2 via Marrickville town centre

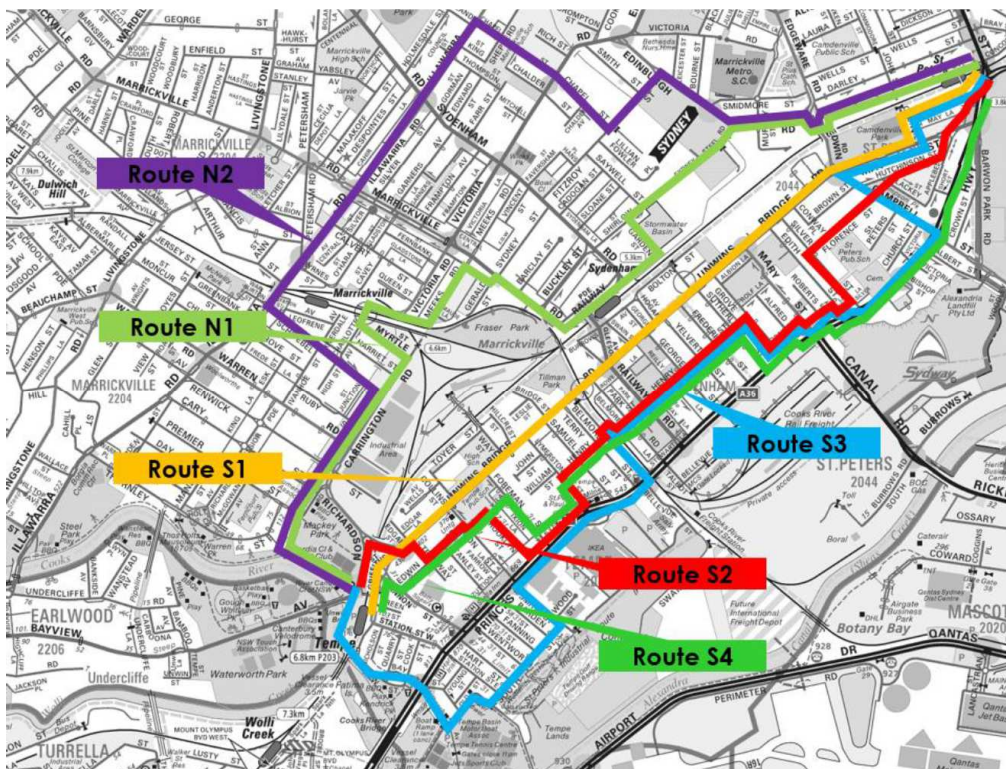


Figure 1: LR7 route options

The evaluation (Figure 2) identified Option N1 to be the strongest overall, with Option S1 disregarded based on RMS advice and Option N2 identified to be a poor option. Options S2, S3 and S4 all showed strengths and weaknesses on various sections.

Route	Pedestrian volume environment	Parking impact	Traffic volumes	Corridor space	Cost of infrastructure	Feasibility	RMS Index (lower is better)	Land use assessment (higher is better)
S1	Medium	High	High	Constrained	High	Low	13.5	7.46
S2	Medium	Moderate	Low	Moderate	Medium	Medium	65.0	3.50
S3	Low	Low	Medium	Moderate	Medium	Medium	58.6	2.94
S4	Low	Low	Low	Moderate	Medium	Medium	50.1	3.05
N1	Medium	Low	Medium	Moderate	Medium	Medium	36.0	6.67
N2	High	High	Medium	Constrained	High	Low	38.0	5.00

Figure 2: Summary of the evaluation of LR7 route options

Option N1 (“Northern Route”) and a hybrid of Options S1, S2 and S3 (“Southern Route” via May Street, Henry Street, and Gannon Street/South Street) were subsequently chosen as the two preferred route options (Figure 3), and progressed to the concept plan phase.

The Northern Route would link parts of Newtown and Marrickville to train stations, Fraser Park and Mackey Park, Marrickville Metro, and other routes for destinations further away.

The Southern Route would link St Peters, Sydenham and Tempe to train stations, Sydenham Green, Camdenville Park and Tempe Reserve, local shops and other bicycle routes.

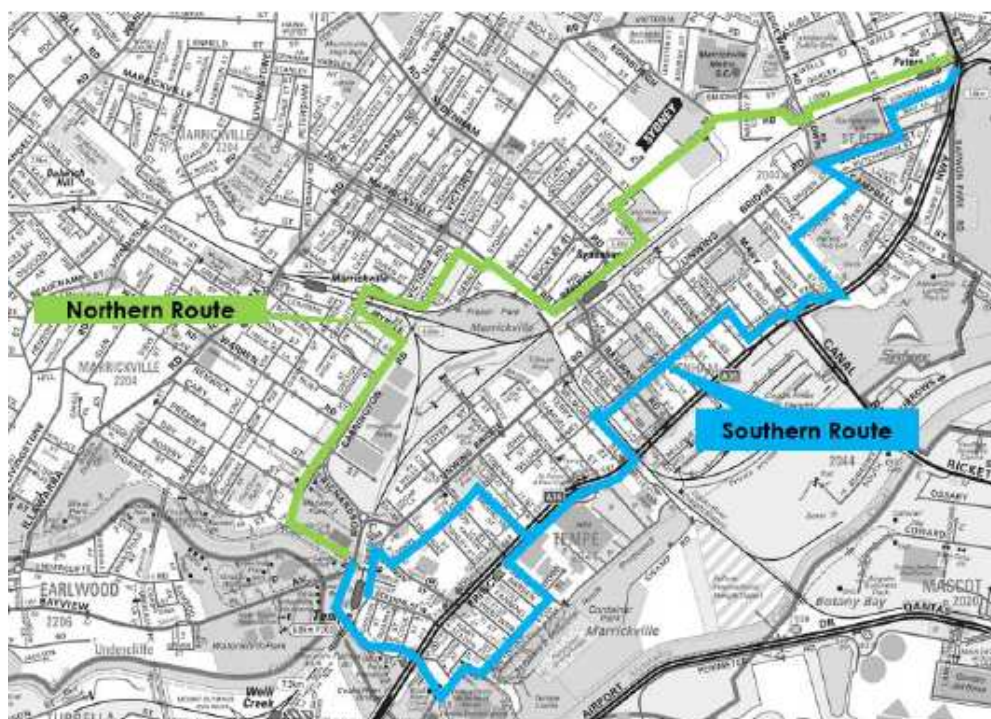


Figure 3: Preferred “Northern Route” and “Southern Route” options

Draft concept plans

Draft concept plans for the Northern Route option (Attachment 1) and the Southern Route option (Attachment 2) have now been developed for public exhibition. Key proposed changes are outlined below and in the consultant’s report (Attachment 3).

To inform development of the concept plans, the following data has also been considered:

- Swept paths at the following locations:

- Bus turning movements from Edgeware Road to Railway Parade via the Bedwin Road underpass;
- Turning movements for a 6.3m vehicle from Railway Parade to Edgeware Road via the Bedwin Road underpass;
- Turning movements for a 9.5m garbage truck from Roberts Lane to Mary Street;
- Left turn for a 9.5m garbage truck from Gannon Street into Griffiths Street.
- Traffic volumes and speeds along the routes;
- Crash history along the routes.

Northern Route option (via Sydney Steel Road)

Lord Street and Darley Street

The proposed scope of work includes the following:

- Provide a mixed traffic treatment (i.e. bicycle markings on the roadway to guide riders and remind other road users of the presence of bicycles) as traffic volumes are suitably low.

Edgeware Road to Bedwin Road underpass

The proposed scope of work includes the following:

- Provide a contraflow bike lane on Edgeware Road between Lord Street and Darley Street;
- Provide a separated bicycle path on Edgeware Road south of Lord Street;
- Provide a shared path on the southern side of the Bedwin Road underpass. Convert existing angled parking to parallel parking.

Bedwin Road underpass to Gleeson Avenue

This section is subject to Sydney Metro changes in relation to development on its adjacent dive site/stabling yards, and is thus clouded out in the draft concept plan pending future advice from Sydney Metro.

Gleeson Avenue to Meeks Road

This section is subject to Sydney Metro and Transport for NSW decision about modifications to roadway and traffic arrangements as part of the Sydney Metro project at Sydenham station, and is thus clouded out in the draft concept plan pending future advice from Sydney Metro.

Meeks Road to Victoria Road

The proposed scope of work includes the following:

- Provide a mixed traffic treatment, as traffic volumes are suitably low.

Victoria Road to Tempe station

Preliminary community feedback indicated support for improvements to intersections along the existing Carrington Road bicycle path. Treatment options supported by RMS are not feasible at this location due to higher traffic volumes (Renwick Street, Warren Road and Schwebel Street); space constraints and substantial drainage considerations at all of the side streets. Potential to incorporate bicycle route improvements into any future development on the eastern side of Carrington Road could also be considered by Council.

The proposed scope of work includes the following:

- Use existing separated bicycle path on Victoria Road, Myrtle Street and Carrington Road;
- Provide a separated bicycle path on the Victoria Road rail underpass;
- Use the existing Cooks River shared path from Mackey Park to Tempe station.

Impacts to on-street parking (Northern Route option)

Given uncertainty about Sydney Metro-related changes outlined above, parking impacts on these sections of the Northern Route option cannot yet be determined. For other sections, the proposed changes would require the removal of approximately 11 spaces, as follows:

- 1 space on Edgeware Road to accommodate the bicycle route;
- 10 spaces on the Bedwin Road underpass to accommodate a shared path. Council could also raise with Sydney Metro the potential for the parking loss to be offset by a new off-street parking facility on the adjacent Sydney Metro site.

Southern Route option (via May Street, Henry Street, and Gannon Street/South Street)**Princes Highway to Camdenville Park**

The proposed scope of work includes the following:

- Convert the footpath on the western side of the Princes Highway, between Goodsell Street and Lord Street, into a shared path;
- Provide a mixed traffic treatment on Goodsell Street, as traffic volumes are suitably low;
- Use the existing shared path in Camdenville Park.

Camdenville Park to Florence Street

The proposed scope of work in the draft concept plan includes the following:

- Convert the footpath on the northern side of May Street, between the Camdenville Park path and Bedwin Road, into a shared path. Retain street trees and consider appropriate path signage and pavement markings to maintain pedestrian and bike rider safety.

The section between Bedwin Road and Florence Street forms part of bicycle route improvements proposed by WestConnex as part of its Campbell Street widening.

Florence Street to Railway Road

The proposed scope of work includes the following:

- Provide a mixed traffic treatment on Florence Street, Silver Street, Edith Lane, Edith Street, Roberts Street, Roberts Lane, Bakers Lane, Grove Street and Henry Street, as traffic volumes are suitable low;
- Provide a contraflow bike lane on the north-eastern side of Mary Street (approximately 10 metres in length) for riders travelling from Bakers Lane to Roberts Lane;
- Reverse priority on Henry Street at the intersections of Yelverton Street and George Street to reduce the frequency of stopping required (approximately every 70m) on Henry Street;
- Provide an expanded bicycle storage area on Henry Street at Railway Road.

Railway Road to Brooklyn Street

The proposed scope of work includes the following:

- Provide a mixed traffic treatment on Henry Street and Lymerston Street, as traffic volumes are suitable low;
- Reverse priority on Henry Street at the intersection of Terry Street;
- Convert the footpath on the western side of the Princes Highway, between Lymerston Street and Brooklyn Street, into a shared path. Consider appropriate signage and pavement markings to maintain pedestrian and bike rider safety across busy driveways;
- Provide a shared environment intersection (raised threshold) in Foreman Street at the intersection of the Princes Highway.

Brooklyn Street to Gannon Street

The proposed scope of work includes the following:

- Provide a mixed traffic treatment on Brooklyn Street and School Lane, as traffic volumes are suitably low;
- Provide a contraflow bike lane on Union Street (integrated into the newly constructed traffic lane threshold/squeeze point) for riders travelling from Edwin Street to School Lane;
- Widen and convert the footpath on the south-eastern side of Edwin Street into a shared path. Retain existing street trees;
- Install a shared environment intersection (raised threshold) in Stanley Street and Tramway Street at the intersections of Edwin Street.

Gannon Street to Griffiths Street

The proposed scope of work includes the following:

- Convert the footpath on the southern side of Gannon Street, between Edwin Street and Griffiths Street, into a shared path. Retain existing street trees and investigate trimming of tree at corner of Gannon Street and Griffiths Street to improve usable path width, sightlines and visibility. Consider appropriate signage, pavement markings and other measures to maintain low speeds on the shared path for pedestrian and bike rider safety;
- Provide a kerb ramp and bicycle right turn bay on Griffiths Street to enable bicycle riders to travel to/from the traffic lanes on Griffiths Street to the shared path on Gannon Street;
- Provide a mixed traffic treatment on Griffiths Street, as traffic volumes are suitably low.

Terry Street to Kendrick Park

The route is also proposed to branch out at Belmore Street to link to the existing bicycle route via the eastern shared path on the Princes Highway and South Street to the Cooks River path and the Alexandra Canal path.

The proposed scope of work includes the following:

- Provide new bicycle markings on Belmore Street and the Princes Highway shared path;
- Provide a mixed traffic treatment on Smith Street and South Street, as traffic volumes are suitably low;
- Provide bicycle lanterns at the intersection of Holbeach Avenue and the Princes Highway to enable bicycle riders to cross via the existing signalised pedestrian crossing.

Impacts to on-street parking (Southern option)

The Southern Route option would require the removal of 2 parking spaces as follows:

- 2 spaces on Griffiths Street to accommodate a bicycle right turn bay onto the shared path.

PUBLIC CONSULTATION

Preliminary community consultation

Preliminary consultation with the community in the study area was undertaken in February 2017 to inform the evaluation of route options and identify key concerns, opportunities and considerations for the bicycle route improvements, as follows:

- Preliminary consultation was held from 3 February to 26 February;
- The consultation was advertised to the community in the Inner West Courier, and on Council's Your Say Inner West website and social media channels;
- More than 6,000 letters were sent to residents, businesses and property owners in the project study area inviting comments;
- 74 submissions from the local community and over 100 comments on Council's online engagement map were received;
- The Your Say Inner West consultation page was visited 457 times.

The issues most frequently raised in submissions were:

- Support for a bicycle path along Unwins Bridge Road (27% of responses);
- Objection to a bicycle path along Unwins Bridge Road (16% of responses);
- Concern about suitability of the Henry Street route for a bicycle path (15% of responses);
- Preference for route improvements that improve bicycle rider safety (14% of responses);
- Concern about pedestrian safety on shared paths (12% of responses);
- Concern about parking impacts on Florence Street (9% of responses).

Community feedback also indicated interest in a bicycle route situated within the rail corridor to avoid on-road constraints. However, due to ongoing uncertainty around changes to, and future operational requirements within, the rail corridor near Sydenham station associated with the Sydney Metro project, this has not been investigated further at this stage.

Other stakeholders

Council has also consulted with other stakeholders including RMS, Sydney Metro, Sydney Water and Sydney Buses. Preliminary comments to date include:

Stakeholder	Comments
RMS	<ul style="list-style-type: none">• Do not support the development of a cycle route on Unwins Bridge Rd as there is insufficient road width available
Sydney Metro	<ul style="list-style-type: none">• Sydney Metro is considering options for surrounding road network and land use form, and therefore cannot provide specific advice.
Sydney Water	<ul style="list-style-type: none">• Sydney Metro changes may impact Sydney Water assets• Sydney Water may support access between Garden St and Railway Pde
Sydney Buses	<ul style="list-style-type: none">• Transport for NSW is investigating a new bus interchange at Railway Pde• Buses use the underpass of Railway Parade under Bedwin Rd

Sydney Metro input to date has indicated ongoing uncertainty about potentially substantial roadway, traffic and land use changes between Marrickville Road and Bedwin Road associated with the metro rail project. Given this uncertainty, bicycle route improvements on

this section of the Northern Route option cannot be reliably developed at this stage, and are thus not shown in the concept plan.

Engagement Plan

The draft concept plans are initial options developed by Council to identify potential impacts of bicycle route improvements in the study area. Council proposes to place the LR7 (S1/2 option) draft concept plan on public exhibition so that the community and other stakeholders can provide input to inform further development of the concept plan for the route. Council engagement during public exhibition is proposed to include the following:

Issues and comments	Key stakeholders
Route treatments	Local community; RMS; Sydney Buses; WestConnex
Changes to on-street parking: <ul style="list-style-type: none">• Mary Street• Griffiths Street	Local community
Changes to signalised intersections	RMS

CONCLUSION

The LR7 Southern (via Henry Street) and Northern (via Sydney Steel Road) options propose changes to enhance bike rider safety, comfort and connectivity between St Peters and Tempe.

Sydney Metro has indicated ongoing uncertainty about potentially substantial roadway, traffic and land use changes between Marrickville Road and Bedwin Road associated with the Metro project. Feasible bicycle route improvements on this section of the Northern Route option can thus not be reliably developed at this stage, and have not been shown in the concept plan.

It is therefore recommended that:

- the LR7 'Southern Route' option be placed on public exhibition, with a further report detailing outcomes of consultation and final concept plan to follow;
- the LR7 'Northern Route' option be noted and deferred for further consideration once impacts of Sydney Metro changes around Sydenham station and its dive site are known.

ATTACHMENTS

1. LR7 - Northern Route option- Draft Concept Plan
2. LR7 -Southern Route option - Draft Concept Plan
3. LR7 - Draft Consultant's design report