

RR7 – Lewisham to Newtown – Concept Plan – Table of Stakeholder Comments

Community

| Topic | Issue | Council officer response |
|-------------|---|---|
| Longport St | Improve bicycle access through the intersection of Longport Street and Grosvenor Crescent | <p>The concept design has been amended to improve access through the intersection by:</p> <ul style="list-style-type: none"> • Extending the proposed Longport St separated bike path further west as a shared path to Smith St • Proposing a bicycle refuge and kerb ramp at Smith St • Proposing a bicycle refuge and kerb ramp at Grosvenor Cres |
| | The route has too many crossing points on Longport Street | One crossing point is proposed to improve access to/from the Longport St separated bike path. |
| | Improve access from Longport Street to Railway Terrace | Access from Longport St to Railway Tce is constrained by available road space, particularly at Railway Tce between Old Canterbury Rd and Hunter St. The RR7 route will thus follow Jubilee St, Victoria St, Hobbs St, Denison Rd and Hunter St, with an additional eastward bike lane provided on Railway Tce. |
| | Object to the removal of parking on Longport Street, due to increasing pressure on existing parking spaces. | <p>Eight spaces are proposed to be removed on Longport Street. An alternative option of providing a shared path on Longport St between Old Canterbury Rd and Brown St would bring bike riders into conflict with increasing numbers of pedestrians travelling along the existing footpath between Lewisham train station and the Flour Mill residential development.</p> <p>The implementation of resident parking restrictions on Brown St and William St for residents bounded by Longport St, Brown St, William St and Old Canterbury Rd will be considered in Council's Lewisham Parking Study to reduce pressure on existing parking spaces for local residents.</p> |
| | Consider an alternative bike path via a bridge attached to the rail line. | The proposed route via Longport Street is preferred as it provides better access to the bike path for local residents in the Lewisham west precinct. |

| | | |
|------------------------------------|--|--|
| Route option via Jubilee St | Support for the proposed route via Jubilee Street, Hobbs Street, Denison Road and Hunter Street | Noted. |
| Railway Tce | Improve the proposed eastbound bike lane between Old Canterbury Road and Hunter Street. Support the proposed eastbound bike lane. | A 1.2m eastbound bike lane is proposed. Green paint will be used to demarcate the bike lane from the adjacent traffic lane. |
| | Provide a westbound option on Railway Terrace | There is insufficient road or kerb space available to provide dedicated bike facilities in both directions on Railway Tce between Old Canterbury Rd and Hunter St. Westbound bike riders will have the option of travelling in a busy mixed traffic lane on Railway Terrace or via quieter mixed traffic lanes on local streets. East of Hunter St, a shared path is provided to cater for eastbound and westbound bike riders. |
| | Modify the pedestrian refuge across Railway Terrace to allow for cargo bikes | The proposed pedestrian refuge is of sufficient width to cater for most cargo bikes. |
| | The proposed separated bike path on Railway Terrace between Hunter and West Streets is narrow (2.0m). Given the low number of pedestrians between these points the shared path option is preferred. | The alternative option of a 3.6m shared path is now proposed on this section of the route. |
| | Bikes riding on the southern footpath of Railway Terrace is dangerous. | The proposed bike facilities on the northern side of Railway Tce will encourage bike riders to travel away from the southern footpath. |
| | Railway Terrace is unsafe for bike riders due to heavy traffic and vehicles travelling too fast. | The proposed off-road bike facilities will provide bike riders with a safer option away from traffic when travelling along Railway Tce. |
| | The proposed crossing at West Street should be aligned with the intersection rather than the bridge. Level of service here is crucial for the route. Consider alternatives if not feasible. Support the proposed crossing of West Street. | The concept design has been amended to relocate the proposed shared crossing closer to the intersection. |

| | | |
|---------------------|--|--|
| | Provide a bike path rather than shared path east of West Street | A shared path is considered appropriate given low pedestrian volumes and desire to maintain pedestrian access. |
| | Provide an exit from the shared path to continue south on Gordon Street. | Bike riders wishing to enter the traffic lane from the shared path would be able to do so at the driveway of the NSW Rail Training Centre car park on Gordon Street |
| Trafalgar St | Removal of on-street parking on Trafalgar Street is not supported. Parking is in high demand. New developments are placing increasing pressure on existing parking supply. Consider a shared path as an alternative to a bike path, to minimise the loss of car parking spaces. | The concept design has been amended to provide a shared path on Trafalgar Street east of Regent Street. This will reduce the number of parking spaces to be removed on Trafalgar Street from 33 (of 105 existing spaces) to 28. |
| | Provide space from car doors on the shared path west of Audley Street. Provide a separated path west of Audley Street. | A separated bike path west of Audley Street would require the removal of the on-street parking lane on the northern side of Trafalgar Street. Given low pedestrian volumes on this section, a 2.5m shared path is proposed to provide a bike link whilst maintaining pedestrian access. The shared path provides sufficient space for bike riders to travel away from car doors. |
| | Support the separated bike path from near Audley Street to the bus stop near Petersham station | Noted. |
| | Support the shared path option at Petersham station. Support the separated bike path option near Petersham station. High pedestrian volumes here. Slow down bikes near the station entrance. | Due to high pedestrian volumes near Petersham Station, a separated bike path is proposed between Audley Street and the pedestrian traffic signals to reduce the risk of pedestrian-bike rider conflict. |

| | | |
|---|---|---|
| York Cres/ Gordon Cres | <p>Shared path is too narrow and should be widened. Bicycles travel too fast. The path is unsafe for pedestrians.</p> <p>Improve kerb ramps and entry points to the shared path.</p> <p>Do not support any encroachment on private property to improve the shared path.</p> | <p>The concept design has been amended to improve kerb ramps and sightlines for pedestrians and bike riders at each entry point to the narrow path.</p> <p>Council will continue to work with Sydney Trains to carry out geotechnical investigations and assess the feasibility of widening the shared path during the detailed design phase of the project.</p> <p>No encroachment on private property to improve the shared path is proposed. Adjacent landowners will continue to be consulted during the geotechnical investigations to ensure all concerns are considered.</p> |
| | Provide a bike path on Gordon Crescent | Mixed traffic facilities are considered suitable for bike riders given very low vehicle volumes. |
| | Provide a shared path on York Crescent. | Mixed traffic facilities are considered suitable for bike riders given very low vehicle volumes. |
| Stanmore Station and Railway Ave | <p>The proposed bike path in front of Stanmore station is supported.</p> <p>Slow down bikes near the station entrance.</p> | The proposed bike path will remove the bike rider-pedestrian interaction outside the station entrance. |
| | Improve the transition from bike path to shared path east of Stanmore station near Stanmore Reserve. | Shared path markings will be used to increase awareness of all users. |
| | Improve the transition from bike path to shared path behind the bus stop near Stanmore station. | Shared path markings will be used to increase awareness of all users. Green paint will be used on the separated bike path diverging from the shared path to demarcate this space. |
| | The changes to the intersection will cause a bottleneck for vehicles turning right from Railway Avenue. | A short right-turn bay has been provided for vehicles turning into Percival Road. Intersection modelling of these changes has been undertaken and is subject to RMS endorsement. |

| | | |
|----------------|--|---|
| | <p>The proposed bike path on Railway Avenue is supported.</p> <p>The proposed bike path on Railway Avenue is not supported. Consider alternatives.</p> <p>Removal of parking on Railway Avenue is not supported.</p> <p>Provide entry/exit points on the bike path to allow access from the side streets on the northern side of Railway Avenue.</p> | <p>Alternative route options, including via Rosevear Street or Ravenue Lane, are more circuitous and thus less likely to appeal to bike riders than Railway Avenue.</p> <p>The proposed bike route improvements require the removal of 3 parking spaces on Railway Avenue (out of 139 existing on-street parking spaces on both sides of Railway Avenue between Ravenue Ln and Kingston Rd).</p> <p>Entry/exit points on the bike path for access to the side streets will be considered further at the detailed design stage of the project.</p> |
| | <p>The proposed traffic signals at the intersection of Railway Avenue/Liberty Street/Trade Street/Kingston Road are supported.</p> <p>The proposed traffic signals are not supported.</p> <p>Consider kerb extensions to shorten pedestrian crossing times and thus minimise traffic delays</p> | <p>The proposed traffic signals will improve pedestrian and bike rider access and safety when travelling through the intersection.</p> <p>Analysis of traffic flows show that there is sufficient activity through the intersection to justify traffic signals. Intersection modelling of the proposed changes has been undertaken and is subject to RMS endorsement.</p> |
| Newtown | <p>Bedford Street is preferred to Trade Street when travelling by bike as it is more direct, quiet and less hilly.</p> | <p>Council's Bike Plan identifies Bedford Street as a local link connecting Newtown Bridge/Newtown Station and Regional Route 7.</p> <p>The Trade Street option connects better to Eliza Street/Mary Street and thus provides a better regional link from Railway Avenue to the priority cycle route to Sydney CBD along Wilson Street, Newtown.</p> <p>Bike roadmarkings will be provided at Pierce Street to provide a safer connection between Railway Avenue and Bedford Street via Trade Street.</p> |
| | <p>Adjust stop lines on Albermarle Street so that priority is with the bike route.</p> | <p>The configuration of stop lines on Albermarle Street supports local amenity by discouraging rat-running along this road.</p> |

| | | |
|--|---|---|
| | The streets between Trade Street and Camperdown Rest Memorial Park are narrow and unsafe for bikes. | The narrowness of streets in this area help reduce vehicle speeds and volumes, and thus provide a safer environment for bike riders than a busier and/or wider road. |
| | The shared path in Camperdown Rest Memorial Park is sometimes too busy to safely ride. | Pedestrian and bike rider interaction on the shared paths in Camperdown Rest Memorial Park will continue to be monitored and an alternative bike route via Australia Street and Lennox Street considered if needed. |
| | Improve crossing of King Street | <p>A connection across King Street to link to the regional bicycle route on Wilson Street (to connect to Sydney CBD) is recognised as crucial to the convenience and attractiveness of Regional Route 7.</p> <p>In initial discussions, RMS has raised concerns about impacts to bike rider safety, pedestrian safety and traffic flow of providing a dedicated bike crossing or shared pedestrian/bike crossing at King Street.</p> <p>As King Street marks the boundary of Inner West LGA, Council will consult further with RMS and the adjacent City of Sydney with a view to identifying and developing a crossing option for bike riders.</p> |

RMS

| Topic | RMS comments | Council officer response |
|----------------|---|---|
| General | Generally the concept is fine from an RMS strategic point of view, with the exception of the implementation of shared paths. The State Govt, through TfNSW and RMS, is funding the construction of the project and require cycleways that are separated from both pedestrians and cyclists. | <p>The concept plan proposes approximately 990m of new separated bike paths. Separated bike paths are proposed where feasible; where appropriate given traffic volumes; and with regard to impacts to on-street parking and traffic flows. Shared paths are proposed where pedestrian volumes are sufficiently low that pedestrian-bike rider interaction is expected to be infrequent.</p> <p>Mixed traffic lanes are proposed on local streets where traffic volumes are sufficiently low to justify on-road conditions, consistent with NSW Government guidelines for appropriate bike infrastructure.</p> |

| | | |
|---------------------|---|---|
| Brown St | Shared environment intersection supported in-principle, pending assessment of actual vehicle movements once the Flour Mill development is completed. Flour Mill development would likely increase vehicles per hour over acceptable levels. Shared environment intersection not to be constructed before the assessment of vehicle volumes has been undertaken. | Traffic counts will be carried out once the Flour Mill development is completed to determine the appropriate intersection treatment for bike riders. |
| Jubilee St | Consider a two-way bike path as there is sufficient road space and it would reinforce the regional nature of the bike route. | Mixed traffic lanes are appropriate for Jubilee Street as traffic volumes are very low, consistent with NSW Government guidelines for appropriate bike infrastructure. Appropriate bike route signage will be considered to reinforce the regional nature of the route. |
| Railway Tce | The proposed relocation of the bus stop on the northern side of Railway Terrace would prevent cars from passing when buses were at the stop. | This is consistent with the existing conditions at the bus stop. |
| West St | No objection to the proposed realignment of the pedestrian crossing closer to Railway Tce to provide a shared crossing with associated kerb extensions, subject to modelling of the changes to determine the impacts and swept path analysis. Provide bike lanterns at both shared crossings. | Preliminary swept path analysis confirms that vehicle turning movements can be catered for under the proposed changes. Modelling of the changes has been carried out and submitted to RMS for in-principle endorsement. Formal approval will be sought at the detailed design stage. Bike lanterns will be provided at both shared crossings. |
| Trafalgar St | Bike path functions as an effective third travel lane at the pedestrian crossing, thus impeding motorists' view of pedestrians entering the crossing. RMS preference is for no crossing markings across the bike path or 1-1.5m waiting space between the travel lane and bike path for pedestrians. | The bike path and pedestrian crossing have been modified as per RMS request. |
| | Cycle lane approaching signalised mid-block would need the stop lines adjusted to align with the stop lines for vehicles. Stop lines cannot be staggered as shown in the plans. The location of the existing mastarm may require relocation. | Stop lines have been adjusted as per RMS request. |
| | An in-lane bus stop near Petersham station would prevent cars | The eastbound bus stop has been relocated to the kerbside lane |

| | | |
|------------------------------------|---|---|
| | <p>from passing stopped buses, and result in delays to motorists.</p> <p>Relocation of bus stop on Trafalgar St east of mid-block TCS may require small pinch point to accommodate bus shelter. Preference is that buses stop in kerbside lane as opposed to traffic lane.</p> <p>Support relocation of the eastbound bus stop to the east of the pedestrian signals in the kerbside lane. Support relocation of the westbound bus stop to the west of the pedestrian signals in the kerbside lane.</p> | <p>east of the pedestrian signals. The westbound bus stop has been relocated to the kerbside lane west of the pedestrian signals.</p> |
| | <p>The proposed shortening of the left turn lane on approach to Crystal Street may result in additional delays through the intersection. No objection to the proposed changes, subject to modelling of the impacts.</p> | <p>The left turn lane is proposed to be approximately 80m long in peak periods.</p> <p>Modelling of the changes has been carried out and submitted to RMS for in-principle endorsement.</p> |
| | <p>The section from West St heading north along Railway Tce into Trafalgar St and onto Crystal St should provide a separated cycleway.</p> | <p>To reduce impacts to on-street parking and given low pedestrian volumes, a shared path has been proposed between West St and Audley St, and between Regent St and Crystal St.</p> |
| | <p>Bicycle lanterns are required at the crossing of Crystal Street.</p> | <p>Bike lanterns will be provided at the shared crossing.</p> |
| Stanmore Station | <p>Cycle way and pedestrian walkway appear to have a conflict point behind the bus stop. Give way or stop control to be considered here. Hatched area should be installed with green pavement to reduce confusion, as this point signifies the separation of peds and cyclists.</p> | <p>Green paint will be used to demarcate the bike path from the shared path and footpath. Options to address potential bike rider-pedestrian conflict will be investigated at the detailed design stage.</p> |
| Douglas St | <p>Consider narrowing the eastbound lane in Railway Avenue to provide a short right-turn bay into Percival Road. No objection to the proposed changes, subject to modelling of the changes to determine the impacts.</p> | <p>A short right-turn bay into Percival Road is proposed.</p> <p>Modelling of the changes has been carried out and submitted to RMS for in-principle endorsement. Formal approval will be sought at the detailed design stage.</p> |
| Railway Ave/ Liberty St | <p>No objection to proposed signalisation of the intersection, subject to modelling and RMS warrants.</p> | <p>Traffic counts have been undertaken and indicate that the intersection meets the RMS warrant for signalisation.</p> <p>Modelling of the changes has been carried out and submitted to RMS for in-principle endorsement. Formal approval will be sought</p> |

| | | |
|--|--|-------------------------------|
| | | at the detailed design stage. |
|--|--|-------------------------------|

Sydney Buses

| Topic | Sydney Buses comments | Council officer response |
|---------------------------------------|---|--|
| Railway Tce | <p>Sydney Buses has concerns over the lane width on Railway Terrace (northern lane) of 3.3m. Sydney Buses requires travel lanes on one-lane sections of road to be 3.5m.</p> <p>Lane widths at the new refuge island in both directions are too narrow as the minimum requirement is 3.5m.</p> | <p>Lane widths on Railway Terrace between Old Canterbury Road and Hunter Street have been adjusted in the concept plan to be 3.4m in each direction, which allows the proposed eastbound 1.2m bike lane to be retained. Sydney Buses has indicated agreement with this change.</p> <p>Lane widths at the new refuge island have been widened to 3.5m as this is a one-lane section of road in which the kerb is directly adjacent.</p> |
| Railway Tce/ West St | <p>Check turning paths of proposed kerb extensions for buses turning left into West Street.</p> <p>Consider moving the West Street southbound stop line to cater for bus turning paths.</p> | Turning paths for buses have been checked and are fine. |
| Trafalgar St | Sydney Buses proposes removing both bus stops on Trafalgar Street west of Audley Street, subject to community consultation by Sydney Buses. | The proposed removal of the eastbound bus stop has been incorporated into the concept plan. Council will continue to consult with Sydney Buses on the outcomes of Sydney Buses community consultation on the proposed removal. |
| | New roundabout construction on Trafalgar St/Audley St to have turning paths checked for 12.5m bus for all movements. | The roundabout will be mountable to cater for 12.5m bus turning paths for all movements. Design of the roundabout will be developed in the detailed design stage in consultation with Sydney Buses. |
| Petersham Station bus stop | <p>Do not support a proposed bus bay as it will delay buses trying to get out.</p> <p>Propose:</p> <ul style="list-style-type: none"> a shared path east of the station with a normal kerbside bus stop east of the existing pedestrian lights. An in-lane bus stop to cater for two buses. | Both bus stops have been relocated to the departure side of the intersection. The eastbound bus stop has been lengthened to cater for two buses. |

| | | |
|-------------------------------------|--|--|
| | Proposed relocation of both bus stops to the departure side of the intersection is supported, subject to eastbound bus stop being 28.5m. | |
| Trafalgar St/ Crystal St | Sydney Buses oppose any shortening of the peak hour left turn lane from Trafalgar Street into Crystal Street. This will cause delays for AM peak hour traffic and does not support or assist public transport. | The left turn lane is proposed to be approximately 80m long in peak periods. Modelling of the changes has been carried out and submitted to RMS for in-principle endorsement. |
| Bus stops | All bus stops along the route need to be formalised. | Bus stops along the route that are being adjusted or relocated will be formalised. Formalisation of other bus stops along the route does not fall within the scope of the project. |

Sydney Trains

| Section | Sydney Trains comments | Council officer response |
|--|---|--|
| Trafalgar St | Regarding planting of trees on Sydney Trains land adjacent to footpath, please advise about: <ul style="list-style-type: none"> • Responsibility for cost and liability of new tree planting and maintenance • Proposed tree species • | Council is no longer proposed to plant trees in Sydney Trains land. |
| York Cres / Gordon Cres shared path | Geotechnical investigation required to determine feasibility of widening the path. Adjacent resident has previously raised concerns with proposed changes to the shared path. | Council will carry out geotechnical investigations during the detailed design phase to assess the feasibility of widening the shared path between York Crescent and Gordon Crescent. Adjacent residents will be consulted as part of any further work. |
| Bridges over rail lines | Council must obtain Road Rail Safety Interface Agreements for any work on rail property, including on bridges over rail lines at Longport Street, West Street and Crystal Street. | Council will obtain Road Rail Safety Interface Agreements as required. |
| Inner West Line stations | Improvements, including the installation of lifts, are planned at train stations on the Inner West Line as part of the Transport Access Program. Consider location of bike routes near station entrances. | The proposed bike route improvements will see bikes travelling further from station entrances at Petersham and Stanmore stations. |

| | | |
|--|---|---|
| | Bike Sheds are planned on the northern side of train stations on the Inner West Line. | Council will continue to consult with Sydney Trains for further information on the precise location of the bike sheds, particularly at Stanmore where the bike route will pass on the northern side of the station. |
|--|---|---|

Transport for NSW

| Section | Sydney Trains comments | Council officer response |
|--|--|---|
| General | As the route is a priority cycleway, there will need to be justification as to why the route is not a separated facility. This should consider demands for bicycle riders, pedestrians and vehicles. | <p>The concept plan proposes approximately 990m of new separated bike paths. Separated bike paths are proposed where feasible; where appropriate given traffic volumes; and with regard to impacts to on-street parking and traffic flows. Shared paths are proposed where pedestrian volumes are sufficiently low that pedestrian-bike rider interaction is expected to be infrequent.</p> <p>Mixed traffic lanes are proposed on local streets where traffic volumes are sufficiently low to justify on-road conditions, consistent with NSW Government guidelines for appropriate bike infrastructure.</p> |
| York Cres / Gordon Cres shared path | For the section of path proposed to be a 1.9m shared path [between York Crescent and Gordon Crescent], justification of the type and dimension of the facility is required. | Council will carry out geotechnical investigations during the detailed design phase to assess the feasibility of widening the shared path between York Crescent and Gordon Crescent. Adjacent residents will be consulted as part of any further work. |