

Item No: T0617 Item 24

Subject: REGIONAL ROUTE 2 (PARRAMATTA ROAD TO MARRICKVILLE PARK) -
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 Parramatta Road and Marrickville Park, identified as part of Regional Route 2 in Council's Marrickville Bicycle Strategy.

This report presents a draft concept plan for the route. Consistent with Council's strategic priority to support bicycle riding in the local area, the draft concept plan proposes a combination of mixed traffic treatments, shared paths and intersection modifications 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 draft concept plan be placed on public exhibition, with a further report to be prepared detailing outcomes of consultation and a final concept plan.

RECOMMENDATION

THAT:

1. the draft concept plan for Regional Route 2 be placed on public exhibition for 28 days; and
 2. following public exhibition, a further report be prepared detailing outcomes of consultation and a final concept plan.
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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. Regional Route 2 (RR2) is a route identified in the Bicycle Strategy to link Leichhardt and Earlwood via Marrickville Park.

In 2016, Council received a grant from NSW Roads and Maritime Services (RMS) to develop a concept plan for improvements to part of RR2 between Parramatta Road (at West Street) and Marrickville Park, 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 (including Lewisham train station; major bus routes on Parramatta Road);
- local destinations such as schools (e.g. Petersham Public School), major parks (Marrickville Park and Petersham Park) and local shops; and
- other bicycle routes, including to the GreenWay, Marrickville town centre and Sydney CBD.

In early 2017, Council engaged GTA Consultants to develop the RR2 concept plan. A draft concept plan for public exhibition has now been developed and is 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 other stakeholders including RMS and Sydney Buses; and
- assessment of three 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 R1 via West Street, Ducros Street and Napier Street
 - Option R2 via Thomas Street, Old Canterbury Road and Frazer Street
 - Option R3 via Station Street, Crystal Street and Audley Street.

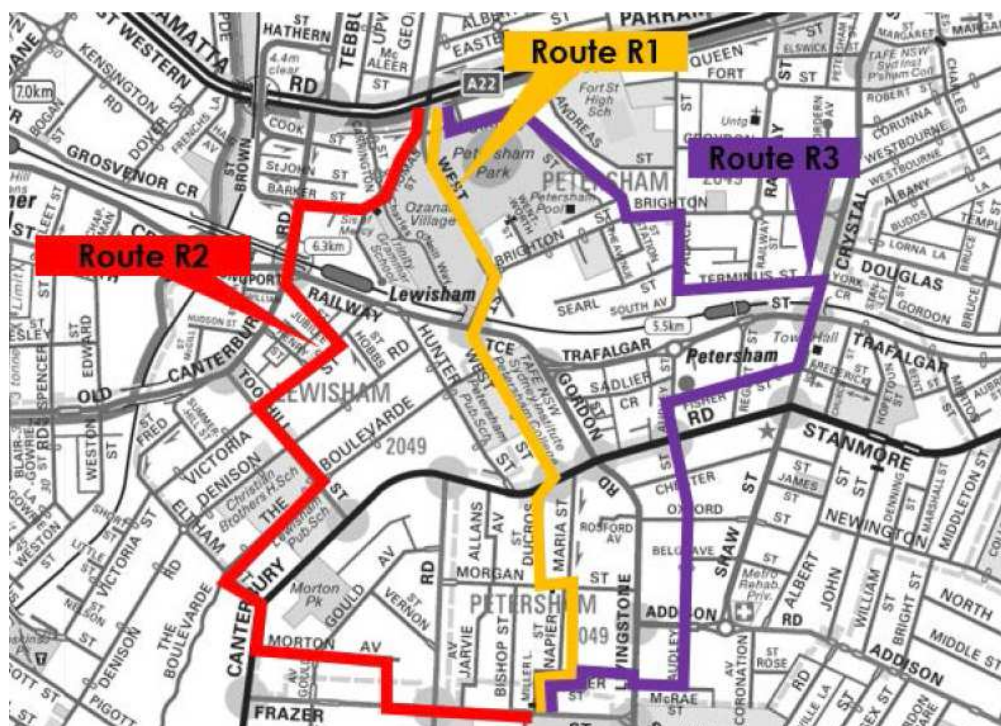


Figure 1: RR2 route options

Based on the assessment and preliminary comments, Option R1 ranked best against both quantitative and qualitative factors (Figure 2), and was subsequently chosen as the preferred route option and progressed to the concept plan phase.

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)
R1	Medium	Low	Low	Moderate	Low	High	10.4	6.7
R2	Medium	Medium	High	Constrained	High	Medium	17.4	7.7
R3	High	Medium	Medium	Constrained	Medium	Low	19.8	6.0

Figure 2: Summary of the evaluation of RR2 route options

Draft concept plan

A draft concept plan for the preferred route option via West Street has now been developed for public exhibition (Attachment 1). The draft concept plan proposes a combination of mixed traffic treatments, shared paths and intersection modifications as appropriate. Key proposed changes are outlined below and in the consultant's report (Attachment 2).

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

- Swept paths at the following locations:
 - Left turn movement for a 9.5m garbage truck from West Street into Thomas Street
 - Left turn movement for a 9.5m garbage truck from Thomas Street into West Street
 - Right turn movement for a 6.3m vehicle from Thomas Street into West Street
 - Left turn for a 9.5m garbage truck from New Canterbury Road into West Street
 - Left/right turn movements for a 6.3m vehicle between Lawson Ave and Frazer St.
- Traffic volumes and speeds along the route;
- Crash history along the route.

West Street (Parramatta Road to Railway Terrace)

The proposed scope of work includes the following:

- Provide bicycle lanterns at the intersection of Parramatta Road and West Street to enable bicycle riders to cross via the existing signalised pedestrian crossing;
- Convert the existing footpath on the western side of West Street, between Thomas Street and Parramatta Road, into a shared path;
- Provide a shared environment intersection (raised threshold) in Nestor Lane at the intersection of West Street;
- Relocate the left-turn slip lane at Thomas Street (near Nestor Lane) and provide a shared pedestrian/bicycle refuge at Thomas Street to improve pedestrian and bike rider safety;
- Convert the footpath on the western side of the West Street rail overbridge into a shared path. The path is narrow (approximately 1.8m wide), however the high cost and impacts of any changes (including to traffic and rail operations) preclude consideration of path widening by Council and are a matter for consideration by Transport for NSW. Appropriate signage and other measures to maintain low speed on the shared path will be considered.

West Street (Railway Terrace to New Canterbury Road)

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.

Intersection of New Canterbury Road and West Street

The proposed scope of work includes the following:

- Provide an expanded bicycle storage area on West Street at New Canterbury Road;
- Provide bicycle lanterns at the intersection of New Canterbury Road and West Street to enable northbound bicycle riders to cross via the existing signalised pedestrian crossing;
- Provide a short section of shared path on the footpath (approximately 8 metres long) to link Ducros Street and the existing signalised pedestrian crossing for northbound bicycle riders;

- Provide a no left turn restriction with bicycle exemption from New Canterbury Road into Ducros Street. Traffic volumes accessing Ducros Street from New Canterbury Road in the north are low (average 205 vehicles per day), and on-street parking on Ducros Street is permitted on the western side only (i.e. approached from the southern end of the street); thus the proposed no left turn restriction is expected to result in a minor increase in the number of vehicles accessing Ducros Street via Wardell Road, whilst removing southbound through traffic using Ducros Street to access Morgan Street.

Ducros Street to Frazer Street

The proposed scope of work includes the following:

- Provide a mixed traffic treatment on Ducros Street, Morgan Street, Napier Street, Miller Street and Miller Lane as traffic volumes are suitably low;

The following changes were approved by Council in September 2015 as part of its Marrickville West Local Area Traffic Management (LATM) Plan following community consultation, and have been incorporated into the bicycle route draft concept plan:

- Widen access way for bicycles and pedestrians to Miller Lane. This would require the removal of one street tree, to be replaced by two new street trees;
- Upgrade the existing pedestrian refuge on Frazer Street (near Miller Lane) to provide a wider and safer crossing refuge for pedestrians and bicycles to access Marrickville Park. This would require the removal of approximately seven on-street parking spaces on Frazer Street to accommodate the regulatory no-stopping requirements of the upgraded refuge.

Morgan Street to Livingstone Road

The proposed scope of work includes the following:

- Convert the footpath on the western side of Livingstone Road between Morgan Street and Addison Road into a shared path (approximately 65 metres in length);
- Provide bicycle lanterns at the intersection of Livingstone Road/Addison Road to enable bicycle riders to cross via the existing signalised pedestrian crossing.

Impacts to on-street parking

The proposed route improvements have been carefully considered to minimise/avoid parking impacts where possible, in response to community concerns raised in preliminary consultation. As outlined above, the proposed changes would result in:

- removal of 7 spaces to accommodate a pedestrian refuge upgrade on Frazer Street previously approved by Council in 2015 as part of the Marrickville West LATM Plan;
- relocation of 1 space on Thomas Street to accommodate the proposed slip lane changes.

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 1,000 letters were sent to residents, businesses and property owners in the project study area inviting comments;
- 28 submissions from the local community were received, in addition to comments from RMS, Sydney Buses, Petersham Public School and Bike Marrickville;
- The Your Say Inner West consultation page was visited 334 times.

The issues most frequently raised in submissions related to:

- Concerns about potential removal of on-street parking (18% of responses);
- Constraints on the West Street rail overbridge due to limited path width (14% of responses);
- Preference for separated bike paths where possible (11% of responses);
- Suggested improvements to the Miller Lane road closure (11% of responses).

Other stakeholders

Council has also consulted with key stakeholders including RMS and Sydney Buses. Preliminary comments to date include:

<i>Stakeholder</i>	<i>Comments</i>
RMS	<ul style="list-style-type: none">• Do not support continuous footpath at intersection of Ducros Street and New Canterbury Road. Consider alternatives to reduce risk of conflict between southbound motor vehicles turning into Ducros Street and northbound bicycle riders turning right from Ducros Street onto the shared path to access the signalised crossing on New Canterbury Road.• Proposed changes at signalised intersections will require RMS approval.
Sydney Buses	<ul style="list-style-type: none">• Consider West Street bus movements at Railway Terrace

Engagement Plan

Council engagement during public exhibition is proposed to include the following:

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

CONCLUSION

Council officers evaluated three route options for Regional Route 2 and carried out preliminary consultation with the community and other stakeholders. Based on this analysis, a preferred route via West Street, Ducros Street and Napier Street was selected, and a draft concept plan of the preferred route developed for public exhibition.

It is recommended that the RR2 draft concept plan be placed on public exhibition for 28 days, with a further report detailing outcomes of consultation and a final concept plan to follow.

ATTACHMENTS

1. RR2 Draft Concept plan for public exhibition
2. RR2 Consultant concept plan