

east-west bike route ;

City of Canada Bay Bike Plan

For City of Canada Bay

10 July 2020

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Document Control

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1. Executive Summary

ptc. has been engaged by The City of Canada Bay to prepare a concept plan for an East – West regional cycle route between North Strathfield and Henley Marine Drive (The Bay Run). The existing route, which runs via Patterson Street – Gipps Street – Queens Road – Fairlight Street etc., has many challenges and safety issues which discourage inexperienced and less confident cyclists. Hence, the aim of the proposed East – West route is to enhance safety, convenience and mobility for cyclists.

The route needs to be within close proximity to Parramatta Road corridor to align with future redevelopment delivered through the Parramatta Road Urban Transformation Strategy. Through the Parramatta Road Urban Amenity Improvement Program (PRUAIP), the NSW Government is providing funding for the delivery of the route.

The proposed East – West route has been developed considering the following:

- i. Community and stakeholder feedback;
- ii. Directness, safety and close proximity to Parramatta Road;
- iii. Loss of amenities (e.g. on-street kerbside parking in residential, business and recreational zones);
- iv. Overall constructability of the route over the next few years (e.g. existing utilities, property boundaries, etc.); and
- v. Connectivity to key land uses and meeting the objectives of the community.

Three options have been investigated as outlined in Section 5 of this report. Option 3 was selected as the preferred route and further refined based on the site audit findings, Council & stakeholder comments. A site audit has been undertaken by **ptc.** on the preferred route to identify existing deficiencies and detect intersections that require necessary cycling infrastructure.

Loss of kerbside parking has been kept at a minimum. The total loss of parking amounts to approximately 103 spaces, largely adjoining public open space but including some residential frontages (refer to Figure 7.2).

The detailed East – West route is shown in Attachment 1. In summary, the proposed route establishes regional bike connectivity between North Strathfield and Henley Marine Drive (The Bay Run) and has potential for connectivity to adjoining Local Government Areas (LGAs). Cyclist safety has been considered by a number of Local Area Traffic Management (LATM) treatments. Community and project stakeholders' comments have been incorporated in developing the route. The proposed route is in reasonably close proximity to Parramatta Road corridor and proposed connections to Parramatta Road will satisfy the State Government's overall objectives.

2. Introduction

ptc. has been engaged by City of Canada Bay (Council) to review and update the 2005 Bike Plan and the 2014 Strategic Review of the Bike Plan. A Bike Plan is designed to identify and plan the delivery of a cohesive bike network, complementing existing facilities and providing consistent, logical links to regional routes and local destinations.

Whilst the project involves review and upgrade of the entire Bike Plan, the East – West regional concept plan is the early delivery of this project due to its associated timeframe and availability of funding by the State Government. The subject route (between North Strathfield and Henley Marine Drive (The Bay Run)) is a popular commuter route within the LGA which attracts many local and regional commuter cyclists on a daily basis.

However, the existing route has many challenges, primarily regarding cyclist safety. Hence, a feasibility analysis for the upgrade of the existing route has been undertaken and alternate routes have also been explored. Finally, a preferred route has been selected based on the engineering assessment and input from the stakeholders of this project. This preferred route will be consulted with the affected residents/businesses.

Once implemented, this east-west regional cycle route will become the ‘backbone’ of the overall bike network of this LGA and will establish linkage to other cycling networks. It would also establish linkage to adjoining LGAs and will be an attractive regional route to/from the Sydney CBD.

2.1 Local Government Area (LGA) Profile

The City of Canada Bay is located approximately six kilometres from the Sydney CBD and has an area of approximately 20km², accommodating 17 suburbs. The LGA has a northern boundary to the Parramatta River and is primarily located on the northern side of Parramatta Road. The LGA has approximately 35km of waterfront land to the Parramatta River and is bounded by Parramatta, Strathfield, Burwood and Inner West Councils.

The LGA contains a number of major roads, including Parramatta Road, Victoria Road, Concord Road, Great North Road, Homebush Bay Drive and Lyons Road. Victoria Road and Parramatta Road are the main arterial roads in the area, both linking Parramatta to Sydney CBD, via north and south of Parramatta River respectively. Homebush Bay Drive and Concord Road provide north-south arterial road links from Ryde to Strathfield.

The LGA has a total population of approximately 91,000 people¹ of which approximately 84% are over the age of 15. The population of Canada Bay LGA has also been increasing at a steady rate over the past decade. There are 35,500 households in the LGA. The topography of the LGA is reasonably flat which is ideal for cycling.

2.2 Objectives of the East – West Route

Roger Geller (Bicycle Coordinator of Portland Office of Transport) grouped the population into four broad categories in his paper *Four Types of Cyclists (2009)*:

¹ 2016 Count



Strong & Fearless
(<1%)

These cyclists will ride under any conditions. This category includes experienced riders.



Enthusied & Confident
(7%)

These cyclists require minimal facilities to ride. This category generally includes commuter cyclists and recreational cyclists.



Interested but Concerned
(60%)

These cyclists require safety and comfort to consider riding. This category includes those who know how to ride and are interested but are reluctant due to the absence of bicycle facilities. This group makes up the majority of the population.



No Way No How
(33%)

This group includes the population that do not know how to cycle and will not consider cycling even if bicycle facilities are provided.

The objectives of the East-West regional cycle route are to develop an action plan which will target the population who are 'enthusied and confident' and 'interested but concerned', therefore capturing the majority of the population, living within and outside Canada Bay LGA.

Despite many safety issues, confident riders will continue to use the existing East – West route along Patterson Street – Gipps Street – Queens Road corridor as it is the most direct route towards the CBD. However, upgrade of this route (if feasible) or an alternate East-West route will provide an opportunity to increase the uptake of cycling, particularly for students attending schools along the corridor (e.g. Concord High School, Concord Public School, St Mary's Catholic Primary School, Five Dock Public School and Domremy Catholic School). This route will also provide a crucial connection to The Bay Run to the east and other areas such as parks which will also increase recreational cycling.

2.3 Scope of this Report

The scope of this report is primarily to address the following matters:

- Identify safety and design issues of the existing East-West cycling route;
- Explore viability of a standard cycling route along the current route;
- Develop alternate options for a safe and standard route connecting major land uses within reasonably close proximity to Parramatta Road corridor; and
- Select a preferred route by incorporating stakeholder and community comments and minimising residential amenities (e.g. loss of parking).

3. Document Review

As part of developing the East – West route, the following key documents have been reviewed:

3.1 Parramatta Road Urban Amenity Improvement Program (PRUAIP)

PRUAIP provides funding to Local Councils to develop open spaces and plazas, cycle paths, playing fields and streetscape improvements along the Parramatta Road Corridor. It is a \$198m initiative by the State Government to stimulate the transformation of this corridor.

This document is a key deliverable of the Parramatta Road Corridor Urban Transformation Strategy. UrbanGrowth NSW has developed the UAIP in conjunction with the councils along the Corridor: City of Sydney, Inner West Council, City of Parramatta Council, Cumberland Council, City of Canada Bay, Burwood City Council and Strathfield Council.

The East – West route will play a vital role in establishing a regional cycleway link between Sydney CBD and LGAs located further to the west and south. Beyond City of Canada Bay, this regional route will form part of the cycling connection between Burwood Road and Parramatta Road. This will be achieved through formalising the informal cycle routes along Luke Avenue, Arthursleigh Street, Shaftesbury Road and Meryla Street within Burwood LGA.

The document emphasises improved cycling connection between Queen Elizabeth Park and Burwood Park via Broughton Street (shared path with line marking) and Britannia Avenue (cycle path with line marking). Further, cycleway linkages to Five Dock Leisure Centre and Charles Heath Reserve have been documented.

3.2 Parramatta Road Urban Transformation Strategy

Released in November 2016, the Parramatta Road Corridor Urban Transformation Strategy is the NSW Government's 30-year plan to drive and inform land use planning and development decisions as well as long-term infrastructure delivery programs along this corridor.

The document outlines that in 2050, the Parramatta Road Corridor will have approximately 56,000 additional residents, 27,000 new homes and 50,000 new jobs. The Strategic Transport Plan aims to increase the proportion of local trips of up to 2km to be made on foot or by bicycle. To encourage high levels of cycling, the key focus has been on providing separated cycling facilities along heavily travelled roads and intersections. Some specific recommended routes are:

- Cycleway linkage between Concord West and Strathfield Stations via Queen Street → Parramatta Road → Cooper Street;
- New bridge link alongside the western side of Powell's Creek, connecting through to George Street and Railway Lane, eventually providing access to the Queen Street/ Gipps Street regional cycle link; and
- Cycleway connection to Concord Oval between Parramatta Road and Gipps Street.

In developing the East – West regional route, the above recommended routes and importance of establishing the regional linkage beyond City of Canada Bay LGA have been considered.

4. Existing East – West Route

The existing east-west regional route runs parallel to Parramatta Road via the following roadways (see Figure 4.1):

- Start from Patterson Street
- Gipps Street
- Queens Road
- Fairlight Street which eventually connects to The Bay Run via Minnesota Avenue.

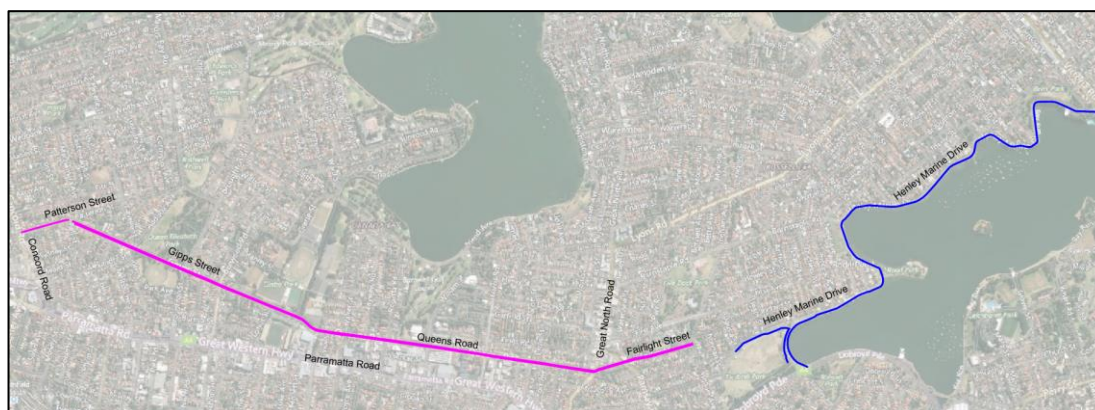


Figure 4.1 - Existing East-West Regional Route

4.1 Existing Cycleway Usage of East – West Route

As part of preparation of the East – West route, no cyclist surveys were undertaken. However, Strava data has been reviewed to identify the current usage for the selected bike routes. Strava is a popular recreational tool which allows individuals to map their riding routes and patterns. These travel patterns are aggregated into a 'heat map'. Only users of the application contribute to the data set. The heat map does not include volume data in gross terms, but proportional colouring gives good indication on popular cycling routes.

Figure 4.2 below shows the usage of existing East – West route where the bright colour means the existing route is fairly popular, despite many safety issues along this route.

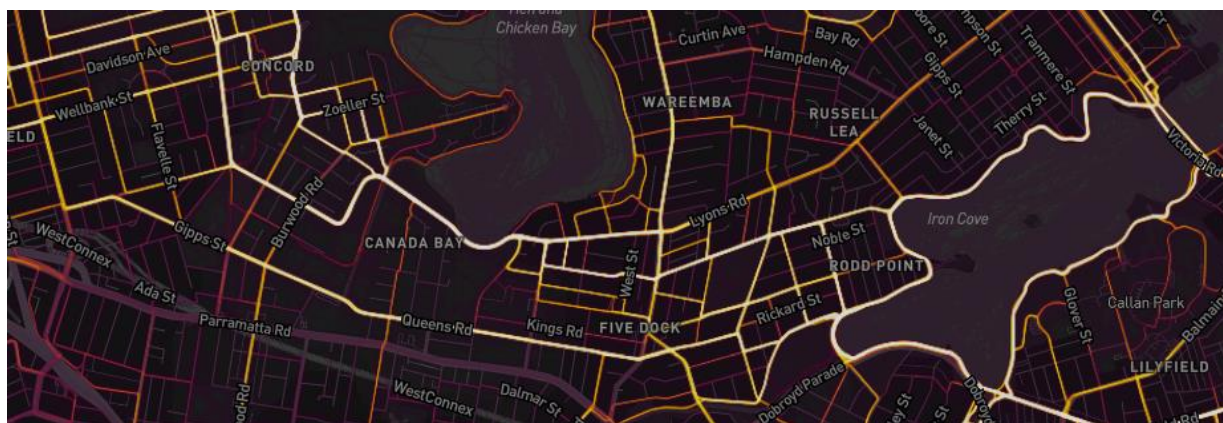


Figure 4.2: Existing cycling usage along the East-West Route (Source: Strava Global Heatmap)

4.2 Crash Data Analysis

The crash history in Canada Bay LGA involving cyclists in the five-year period from 2014 to 2018 has been studied. On the existing route via Patterson Street, Gipps Street and Queens Road, there have been 6 crashes involving cyclists over the 5-year period, or 1 crash per year. The composition of the severity of the crashes are as follows:

- Non-casualty – 0 crashes
- Minor – 1 crash
- Moderate – 3 crashes
- Serious – 2 crashes

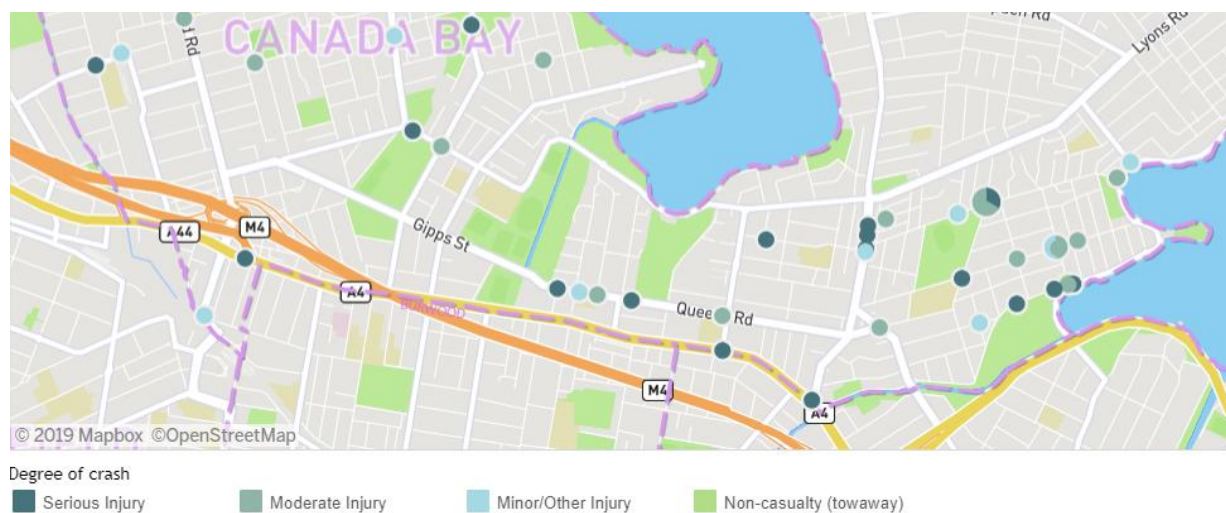


Figure 4.3 – Cyclist Crashes along the East-West Route between the year 2014 and 2018

4.3 Community Comments on the Existing East – West Route

Early community engagement was undertaken by Council in June/July 2019 via their online platform, Collaborate, which allows users to submit ideas and comments on an interactive map. A total of 487 responses have been provided on existing Bike Plan, gaps, challenges, safety issues, bike parking, etc. Out of the total comments, specific comments relating to East – West route have been separated.

The comments are grouped together on:

- Bike network;
- Parking issues (e.g. door clearance zone);
- Wayfinding (e.g. missing signage);
- Safety (e.g. slight line issues, blind corners);
- Traffic (e.g. volume and behaviour of traffic);
- Council asset (e.g. damaged infrastructure, maintenance issues).

The key community comments are summarised below. These comments have been considered in developing the East – West bike route.

Patterson Street

*'High traffic area with non existing cycling infrastructure which poses a highly dangerous situation for cyclist.
I recommend removing it as a listed on-road bike path until appropriately safe infrastructure is constructed'*

Intersection between Patterson Street & Gipps Street

'Protected bike lanes needed on inside bend for westbound cyclists traveling along Patterson Street and Gipps Street'

Intersection between Gipps Street & Flavelle Street

*'Extremely dangerous intersection- extreme caution must be exercised when negotiating this intersection.
Many cyclists are unaware of the number of accidents and near misses that occur here (monthly)'*

East-West Regional Route

*'This is a significant route for anyone going to and from the city.
Constructing dedicated cycling infrastructure would yield high usage.
Currently most cycling groups will recommend you avoid this route due to its safety concerns'*

Intersection between Patterson Street & Gipps Street

'High speed corner invites cutting by cars into "bike lane" (which isn't a bike lane). Lack of vision around the corner and the central concrete wall means nobody has an escape route if a driver overdoes this corner and finds a slower user ahead without taking proper care'

Gipps Road

'Gipps Road is marked as a cycling path in all maps. Having commuted to work on this route on a few occasions, I would heavily discourage anyone considering it as a route appropriate for cyclists'

Gipps Road

*'Throughout the route, there are islands blocking the path, forcing cyclists onto the road, mixing with traffic
During peak hours, the high traffic situation encourages drivers to act impatiently and potentially endangering the wellbeing of any cyclists'*

Gipps Road

'The idea of this road as the main bike route across the LGA is dangerous. The road is narrow, with straight runs inviting high speed from cars and light trucks avoiding Parramatta Road and accessing the industrial areas'

Queens Road

'Queens Road is the most direct route for those heading to the city by bike and no matter what infrastructure is put elsewhere, people will still risk it on Queens Road. My suggestion would be to focus efforts and valuable funds for cycling infrastructure on getting a greatly improved cycle lane here'

Queens Road

'Queens Road is unsuitable for cycling. I think unless you can have a separated path, concentrate on Lyons Road West'

Queens Road

'Queens Road is an insane road to consider as a bike route. It's way too dangerous in its present form. It should be removed as a bike route until it is re-engineered to bring it up to minimum safety standards'

Queens Road

'The infrastructure is completely mixed, where there is no dedicated cycle lane, only painted white bicycles on the existing car lane. This route has high vehicle traffic and I highly discourage its use as a cycle route'

Queens Road

'Queens Road is a terrible route. Last time I rode it, I had a close pass, and I haven't used it since. It's too dangerous for me'

Fairlight Street

'Door risks along this street'

Fairlight Street

'This route is a main vein for commuters to/from the city and would be of high value to invest quality cycling infrastructure into'

Fairlight Street

'The cycleway mentioned here is simple white bicycles painted on the road. Simply put, this route is no more a bike path than any other road in Sydney...it is still not a bike path and should be removed as being considered existing on-road infrastructure'

Minnesota Avenue

'There are ruts and potholes from previous roadworks at the bottom of Minnesota Avenue: coming down that descent, with braks on, trying to stop at the intersection whilst avoiding the broken tarmac is a cycle hazard'

5. Options Explored for the Proposed East – West Route

In developing the East – West cycling route, the following three options have been examined. The key focus on the route development was to retain the East – West route as close as possible to Parramatta Road, separated cycleway (where feasible), compliant with relevant standards/codes and minimising the loss of kerbside parking. The proposed paths mostly follow the local roads which are already used by a reasonable number of cyclists, as shown in Strava map.

- **Option 1:** Standard cycleway along the existing route via Patterson Street – Gipps Street – Queens Road – Fairlight Street – Minnesota Avenue to The Bay Run;
- **Option 2 (Short Detour):** Proposed route via Patterson Street - Stanley Street via Queen Elizabeth Park – Renown Street via Cintra Park Netball Courts – Watts Street – Kings Road via Five Dock Leisure Centre – Garfield Street – Thompson Lane – Fairlight Street – Minnesota Avenue; and
- **Option 3 (Long Detour):** Proposed route via Patterson Street – Stanley Street via Queen Elizabeth Park – Lyons Road West via St Lukes Oval – Trevanion Street – Park Road – First Avenue – Ingram Avenue – Minnesota Avenue

The routes have been developed in accordance with the relevant Austroads standards. A detailed description of each option is provided in the following section.

5.1 Option 1 (upgrade of the Existing Route)

As stated in the previous section, the existing East – West route has many safety issues due to the substandard cycleway path in heavily trafficked roads. A concept was developed by the NSW Government for upgrades to this route under the PRUAIP. It features predominantly a bidirectional cycleway but is reduced to a shared path in a number of locations (see Figure 5.1). A pros & cons analysis is shown in Table 1 which shows that the main limitation of this option is an existing narrow road reserve along Gipps Street and Queens Road which would require property acquisition to provide a continuous separated standard bidirectional bike path. Loss of kerbside parking near the shops will also seriously affect the local businesses.

Table 1: Positives and Negatives of Option 1

Benefits	Limits
Direct route (approximately 4.3km)	Loss of kerbside parking near shops/businesses
Separated bicycle paths	Multiple signalised intersections
	May require road widening due to narrow roadways (particularly along Queens Road)
	Narrow footpaths (particularly along Gipps Street and Queens Road where the distance between property boundary and kerb is approximately 1.5m)
	Shared paths not appropriate for higher speed cyclists

Benefits	Limits
	Costly

Based on the table above, the standard separated bicycle path along Gipps Street & Queens Road corridor is not feasible in the short to medium term due to significant cost in property acquisition and loss of parking which will have a detrimental impact to the local businesses. As part of future redevelopment along the corridor, consideration should be given to requiring greater property setbacks, enabling the construction of a high quality cycling route in the longer term.



LEGEND	
█	SEPARATED BI-DIRECTIONAL BIKE PATH
█	BIKE LANE
█	MIXED TRAFFIC
█	OFF-ROAD SUP
█	OFF-ROAD BIKE PATH
█	SEPARATED BIKE/PED PATH
N	Northern Side
S	Southern Side
E	Eastern Side
W	Western Side
B	Both Side

Figure 5.1: East – West Route (Option 1)

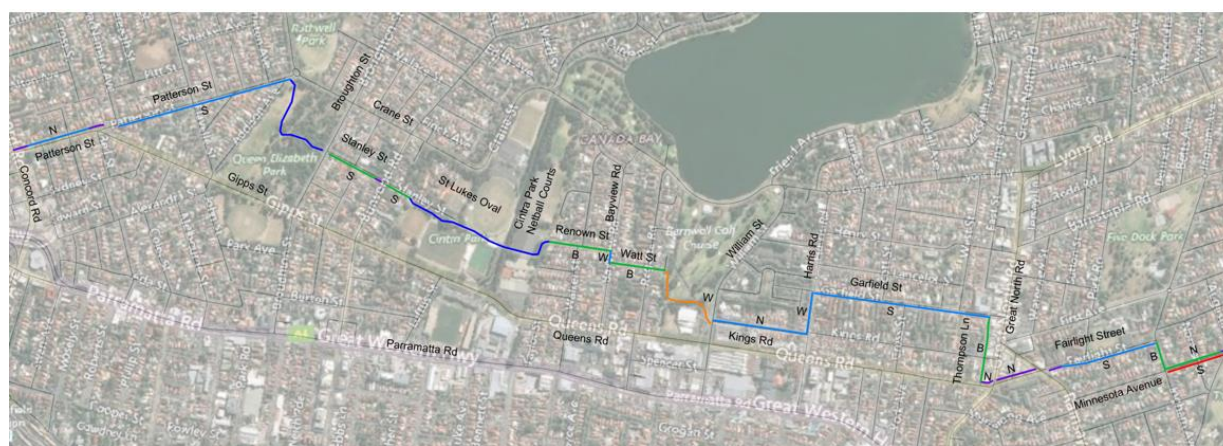
5.2 Option 2 (Short Detour)

Option 2 follows separated bidirectional path along Patterson Street, uses the existing shared path along Queen Elizabeth Park and southern end of St Lukes Oval, crosses Cintra Park Netball Courts until Renown Street. The path continues along Watt Street and the northern boundary of Five Dock Leisure Centre until William Street. The path continues along Kings Street, Garfield Street, Fairlight Street and Minnesota Avenue until it reaches to The Bay Run (see Figure 5.2).

The pros & cons of this option are shown in Table 2. Despite being a slightly longer route, there are many benefits of this route such as it uses the existing Shared User Paths (SUP) in the parks (though some upgrades would be required). Further, the loss of kerbside parking is lower than Option 1. Another benefit is the path is within proximity to Parramatta Road corridor.

Table 2: Positives and Negatives of Option 2

Benefits	Limits
Separated bicycle paths	Minor detour (approximately 5.0km)
Utilises existing paths	Requires new bike path through Barnwell Golf Course
Takes cyclists away from busy Queens Road	Constrained by a shared path and traffic signals on Fairlight Street
Minimises loss of kerbside parking near shops and businesses	Significant loss of parking along residential frontages



LEGEND	
█	SEPARATED BI-DIRECTIONAL BIKE PATH
█	BIKE LANE
█	MIXED TRAFFIC
█	OFF-ROAD SUP
█	OFF-ROAD BIKE PATH
█	SEPARATED BIKE/PED PATH
N	Northern Side
S	Southern Side
E	Eastern Side
W	Western Side
B	Both Side

Figure 5.2: East – West Route (Option 2)

5.3 Option 3 (Long Detour)

Option 3 is similar to Option 2 until Cintra Park Netball Courts where it follows the existing SUP along the western edge of the creek until it reaches to Lyons Road West. The route continues along Lyons Road West until Trevanion Street intersection where it continues to travel south via a number of local streets until it eventually reaches The Bay Run (See Figure 5.3).

The pros & cons of this option are shown in Table 3. This is the longest of the three options explored, however, it follows the scenic and most popular commuter and recreational route along Lyons Road West. The loss of kerbside parking would be minimal which will not affect the local businesses.

5.4 Option Matrix

All the options have been compared in terms of directness, cost and loss of kerbside parking, which are the most influencing parameters in selection of the preferred option (see Table 4).

Table 4: Option Matrix

	Directness	Cost	Estimated loss of kerbside parking
Option 1	Direct route (approximately 4.3km)	High	390 spaces (mostly near shops and businesses)
Option 2	Minor detour (approximately 5.0km)	Moderate (utilises existing paths)	268 spaces (mostly in residential areas)
Option 3	Long detour (approximately 6.0km)	Moderate (utilises existing paths)	372 spaces (mostly in residential areas)

5.5 Site Audit

A site audit was undertaken by **ptc.** on 7 August 2019. Proposed options 2 and 3 have been ridden by **ptc.** staff to identify any potential issues along these routes. Video footage of both the routes have been analysed and constraints of the proposed routes have been shortlisted, leading to the refinement of these routes.

6. Stakeholder Consultation

6.1 Stakeholder Workshop

A workshop was held on Thursday 20th June 2019 with the key stakeholders and authorities as follows:

- City of Canada Bay;
- Roads and Maritime Services (RMS);
- Transport for NSW (TfNSW);
- Transit Systems;
- Inner West Council;
- Burwood Council; and
- Strathfield Council.

The prime focus on this workshop was to discuss options for the East-West regional route and opportunities to connect routes between City of Canada Bay and adjoining neighbouring LGAs.

The key outcomes and discussions made during the workshop are summarised below:

- The East-West regional route proposed in the Parramatta Road Urban Amenity Improvement Program (PRUAIP) will not be feasible and alternative options will need to be explored;
- The regional route does not need to strictly follow the route outlined in the PRUAIP; and
- The proposed route will have to serve the future demand from the redeveloped Parramatta Road corridor. As such, if the route is to divert further away from Parramatta Road, connections will need to be established with this arterial road.

6.2 Bike Steering Group Meetings

As part of developing the Bike Plan, a Bike Steering Group was formed comprising community members such as BayBUG, commuters & recreational cyclists and anyone who has an interest in cycling and willing to provide input in preparation of the East – West route and the broader Bike Plan. The opportunity to join the Bike Steering Group was advertised during the Community Consultation period on Collaborate, which closed on 12 July 2019.

Attendance at the Bike Steering Group meetings varied between 10-15 participants per meeting. Volunteers were generally regular cyclists and knowledgeable on cycling infrastructure within the LGA and made valuable contributions. Although the group had a common goal, striking the balance between cyclists and other road users, businesses and affected residents was challenging. However, a reasonable outcome was achieved over the three Bike Steering Group meetings and in principle agreement was reached amongst volunteers at the end of third meeting.

6.3 1st Bike Steering Group Meeting – 25th July 2019

The first Bike Steering meeting focussed on the East – West bike link. ptc. presented the community consultation outcome, especially on the East – West route. Existing cyclist demand (by Strava heatmap) and types of desired cyclist treatments were also presented. Discussion was held on the three options on East – West route outlined in the previous section. The key discussion points are provided below:

- Acknowledgement that providing a separated standard cycleway along the existing route via Gipps Road – Queens Road corridor is not feasible in the short term due to many challenges (e.g. property acquisition);
- Acknowledgement of the significant loss of kerbside parking in all the proposed options; and
- Agreement that both option 2 and 3 will be explored further and a blended option may be necessary to satisfy all parties.

6.4 Councillor Workshop – 13 August 2019

In a workshop with Councillors, the key objectives of the East – West bike route, funding allocation and three investigated options were presented. There was general support for Option 3; however, loss of kerbside parking was considered to be an issue as it would affect residents and businesses. In the workshop, emphasis was given to minimising the loss of kerbside parking as much as practicable, even if this requires minor amendment of the recommended routes/ treatments.

6.5 2nd Bike Steering Group Meeting – 29th August 2019

The primary focus on the 2nd Bike Steering meeting was to discuss the entire bike network and in particular the East – West route. Following the 1st bike steering group meeting, a site audit was undertaken for both options 2 and 3 as discussed in Section 5.5. The existing constraints on the proposed routes were identified, leading to the refinement of the proposed routes and shortlisting a preferred route. The refined route was presented at the 2nd Bike Steering Group meeting. Detailed cross section concept plans and intersection treatment concepts for the preferred East – West route and its connection to Parramatta Road were also presented.

Stakeholder comments on the preferred East – West bike route were noted.

6.6 3rd Bike Steering Group Meeting – 26th September 2019

By the 3rd Bike Steering meeting, the plans for the east-west route had been further refined based on the feedback of the Bike Steering Group and Council staff. In regard to finalising the concept, emphasis was given to:

- Directness of the route;
- Any safety issues and associated intersection treatments;
- Minimisation of loss of kerbside parking;
- Incorporation of community and stakeholder comments.

Updated cross-sectional plans and intersection plans were presented on the East-West route and broad in-principle support was received.

Following comments from the 3rd Bike Steering Group meeting, the concept has been further refined in conjunction with preparing plans for the entire route end to end.

7. Preferred East – West Route

To better understand how the route will operate in its entirety and the works required to accommodate it, detailed concept plans have been prepared for the entire route end to end (refer to Attachment 1). The route has aimed to separate bike lanes from vehicular traffic by a narrow concrete median island, wherever feasible. Existing popular shared paths through the parks have been incorporated by widening the paths to bring them up to the standards, where required. The route also establishes a connection to the key land uses such as schools, parks, residential, retail and businesses.

Some sections of the route (e.g. Henry Street) run as mixed traffic due to the fact that existing kerbside parking, narrow roadways and low volume of residential traffic would not compromise cyclist safety. However, appropriate devices such as speed humps and raised intersection treatments are proposed to further manage vehicular traffic and increase cyclist safety.

Another key consideration of the route development is the appropriate crossing treatments. These crossing treatments will assist both pedestrians and cyclists in safely crossing roads. New and upgraded refuge islands have been recommended in a number of locations to maximise cyclist safety, improve directness and are designed to minimise impact on residential amenities (e.g. retaining the existing driveway access).

The existing pedestrian crossing on Great North Road which links cyclists between Henry Street and Barnstaple Road is recommended for upgrade to separate pedestrians and cyclists. This will give cyclists using the crossing priority over vehicles travelling along Great North Road... A similar pedestrian and cyclist crossing treatment is proposed on Timbrell Drive near Henley Marine Drive, replacing the existing pedestrian refuge.

Bike lanterns have been recommended at the existing signalised intersection of Patterson Street and Concord Road. This will allow cyclists to legally utilise the existing crossing facilities and will provide access to the broader area via Patterson Street and Queens Street.

Connections to Parramatta Road at various points have also been identified via Broughton Street, adjacent to Concord Oval, Harris Road, etc. These and other connections are being further investigated as part of the broader Bike Plan and other processes such as public domain planning for the precincts identified in the Parramatta Road Corridor Urban Transformation Strategy. The connections from the East-West Route to Parramatta Road are illustrated in Figure 7.1.

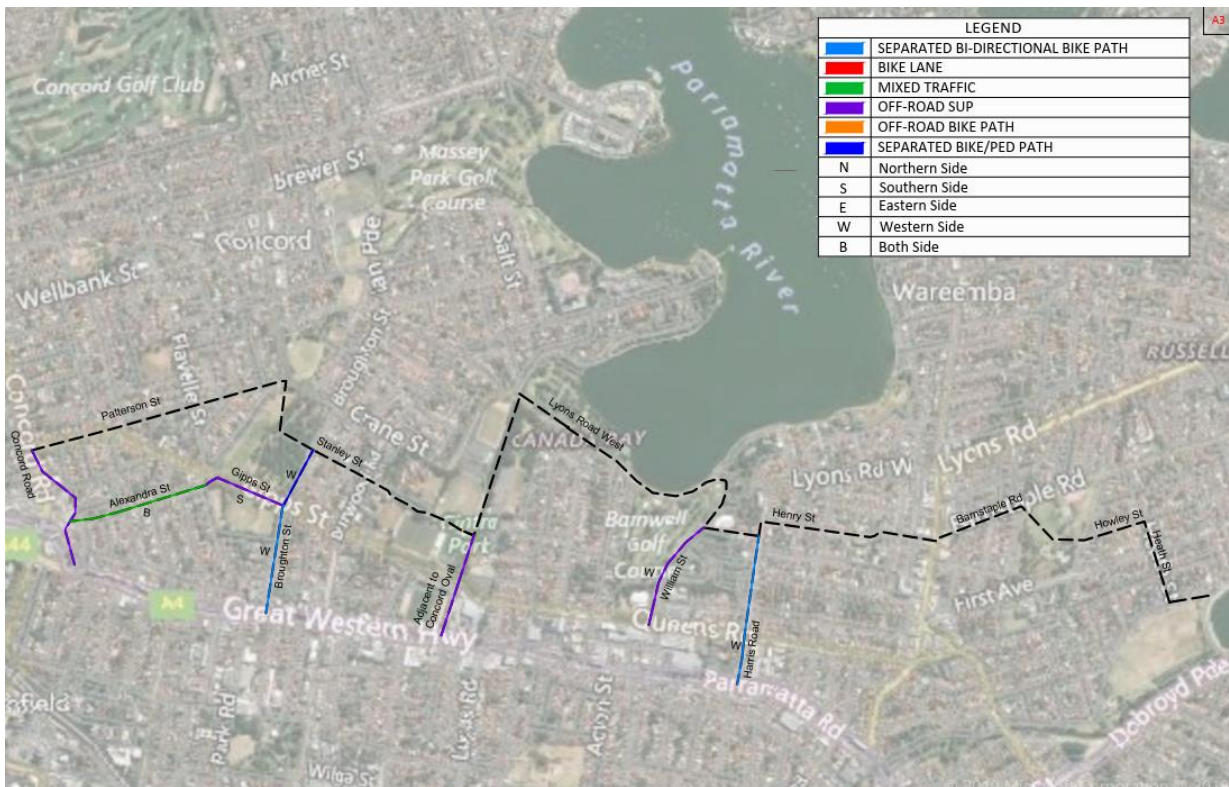


Figure 7.1 – Connections from the East-West Route to Parramatta Road

The removal of parking is required in some locations particularly where there is limited room available in conjunction with high vehicle volumes. The net loss of parking (approximately 103 spaces) has been kept at a minimum particular where compared to initial concepts which identified potential much more significant impacts (up to 390 spaces). A large portion of the spaces impacted are on the north side of Lyons Road West adjoining the bay where parking demand is generally low. There is however also some loss of parking in residential areas as shown in Figure 7.2.

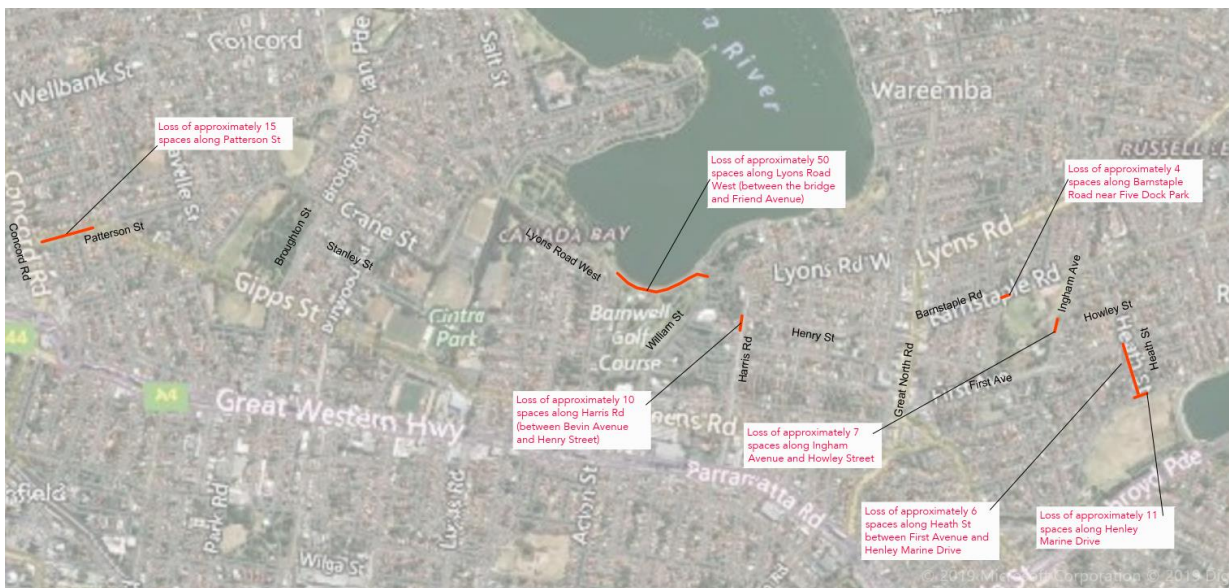


Figure 7.2: Loss of kerbside parking due to the proposed East – West route

Overall, the proposed route provides regional bike connectivity between North Strathfield and Henley Marine Drive (The Bay Run). In developing the route, most of the residents' comments have been incorporated with cyclist safety being given the utmost priority. The proposed route is within close proximity to the Parramatta Road corridor and connections to Parramatta Road were identified which satisfies the State Government's key objectives of this East – West route. The proposed route establishes regional connectivity and has potential for connectivity to adjoining LGAs.

Attachment 1 Proposed East – West Route