

29 September 2022

Senior Project Officer
Strategic Engagement and Community Relations
City of Sydney

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Dear Senior Project Officer

The Glebe Society has over 400 members. We support cycling but believe that there are two essential principles for bike paths – they must be safe and they must balance the needs of cyclists with residents, other road users and pedestrians. The Bridge Road bike pop-up cycleway fails to do these things. Although it is unsafe for cyclists and has taken away all the parking on both sides of the street it remains in place and no plan has been made public as to how its problems will be rectified. The Bridge Road experience highlights the importance that a through and proper consideration is given to new cycleways.

We have examined the 15 streets considered in Glebe and Forest Lodge for the painted two-way cycle paths. We find that 10 of the streets are unsuitable, one we believe to be unnecessary and four have potential and warrant further investigation.

The table below sets out our analysis.

I hope you find our comments helpful and would like to thank you for providing the opportunity to give feedback.

Yours sincerely

Ian Stephenson



President

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	Suburb	Street	From	To		Comments
1	Glebe	Avon Street	Forsyth Street	Ferry Road	Unsuitable	Avon Street is very steep, and nobody in his or her right mind would elect to ride up it towards Ferry Road. Whoever dreamt up the idea of a two-way bike lane must have been working off a street directory. Avon Street is only about 7 metres wide and has car parking on both sides – about 4 metres after allowing for the width of parked vehicles. So again, installing a two-way bike lane would probably require the abolition of street parking on at least one side. There are 14 houses on the Eastern side, none of which have off-street parking. There are 13 houses on the Western side, of which seven appear to have off-street parking. So in summary, there are 27 houses, of which only seven have off-street parking.
2	Glebe	Bellevue Street	Bridge Lane	Cardigan Street	Maybe	Bridge lane is two way and Bellevue St is one way coming down the hill. Have never seen push bike on this section of road under the rail line. People whiz out of the bottle shop and it is not well lit. Will it be safe for 2-way bike traffic under the bridge if a car is coming down the hill?
3	Glebe	Crown Street	Bay Street	Cowper Street	Unsuitable	A narrow street with narrow footpaths. Very limited parking on one side of the street. Rubbish bins block the narrow footpaths forcing pedestrians onto the road.
4	Glebe	Wentworth Street	Bay Street	Cowper Street	Unsuitable	Elgar Street already has a two-way separated bike path from Stirling Street to Bay Street. Although the separated bike path has created problems for residents with pick up and drop off it should be extended by a painted line style path from Stirling Street to Cowper Street while Council explores ways of resolving the conflicts created by the separated path from Stirling Street to Bay Street.
5	Glebe	Derwent Lane	St Johns Road	Glebe Point Rd	Maybe	Derwent Lane is about 3 metres wide. It is used by garbage trucks. Rubbish bins sit in the lane. Two lane way gardens have been created and we wouldn't want to lose those. The traffic is not great. Vehicles would have to drive over the painted bike path so give and take would be essential for both motorists and cyclists. It may be worth a closer look.
6	Glebe	Hereford St	Woolley Street	Glebe Point Rd	Unsuitable	The road and footpaths are very narrow and are inviting disaster if cyclists are allowed to travel in the opposite direction. Because of the narrow footpaths, pedestrians often have to walk on the road to pass other pedestrians, prams, garbage bins, kerbside pick-up, parking metres etc Pedestrians using the footpaths and road include schoolchildren attending St James Primary School in Wooley Street and their siblings. Hereford Street is a busy pedestrian street in part because of the bus stop on the corner of Hereford Street and Glebe Point Road.

7	Glebe	Jarocin Avenue	St Johns Road	Bridge Rd	Unsuitable	The footpath on the Glebe Point side of Hereford street (i.e. the right side when turning off GPR) is 1.45 metres wide from fence to kerb and 0.65 from parking metre to house fence.
8	Glebe	Leichardt	Leichardt Street	Mary Street	Unsuitable	The Leichardt St/Oxley Street/Stewart Street loop is entirely unsuitable for cars and trucks going one way and bikes the other. Two reasons; the roads are narrow, the bikes presumably would have to pull to the side probably between parked cars; and secondly there are several 90 degree turns. It's ok to navigate these if everyone is going in the same direction, but they would turn into blind corners if bikes were going in the opposite direction.
9	Glebe	Stewart Street	Mary Street	Oxley Street	Unsuitable	
10	Glebe	Oxley Street	Stewart Street	Leichardt Street	Unsuitable	
11	Glebe	Palmerston Avenue	Glebe Point Rd	Lombard Street	Maybe	Street is about 7 metres wide and one way. Parking is staggered on north side and south side. May be feasible to consolidate the parking on one side and have the bike path on the other resulting in no reduction in parking
12	Glebe	Marlborough Street	Gottenham Street	Glebe Point Road	Unnecessary	If Palmerston Street is feasible is Marlborough St really required? Can it be done in Marlborough Street without loss of parking?
13	Forest Lodge	Charles Street	Cross Street	Ross Street	Unsuitable	Charles Street is very narrow, and the only way you could fit in a bike lane, particularly a two-way bike lane, would be to abolish street parking completely. Ignoring home units (all of which seem to have off-street parking), there are 41 dwellings in the street, of which only nine have off-street parking accessible from Charles Street itself. There is no rear lane to the South of Charles Street. There is an unnamed short rear lane to the North (at the Eastern end), and there are four roller doors and what appear to be other vehicle entrances. However, that rear lane is not used by any vehicles, and is probably unusable because of the difficulty of entering it from and leaving it into Minogue Crescent. There is a very tight rear lane (Charles Lane) to the North at the Western end. There seem to be seven roller doors onto Charles Lane. So in summary, there are 41 dwellings, only 16 of which have any form of off-street parking – and a lot of that is very difficult of access.
14	Forest Lodge	Ross Street	Minogue Crescent	Wigram Lane	Unclear and unnecessary	Minogue Crescent doesn't intersect with Wigram Lane. The path must be from Minogue Crescent to Wigram Road. This is a quiet and relatively wide street (12 metres). Why change the present arrangements?
15	Forest Lodge	Sparkes Street	Larkin Street	Arundel Street	Maybe	Sparkes Street starts as 2 way with parking on both sides. This part may present difficulties. It then narrows to one way with parking on one side. This part looks feasible.