

Item No: T1216 Item 14

Subject: LOCAL ROUTE 18 (DULWICH HILL STATION TO MARRICKVILLE STATION) - PUBLIC CONSULTATION REPORT

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SUMMARY

Council has prepared a final concept plan for improvements to Local Route 18, a bicycle route identified in Council's Bicycle Plan, following public exhibition of the draft concept plan. The final concept plan identifies a route between Dulwich Hill station and Marrickville station to make bike riding safer, more comfortable and more convenient. 70% of submissions received during public exhibition indicated support for the draft concept plan. This report recommends that the final concept plan be approved and detailed designs for the route be developed.

RECOMMENDATION

THAT:

- 1. the final concept plan for Local Route 18 be approved and detailed designs for the route be developed; and**
 - 2. Council consult further with Sydney Metro to seek agreement on a bike route in the rail corridor between School Parade and Randall Street.**
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BACKGROUND

In 2007, Council adopted the Marrickville Bicycle Plan following consultation with relevant stakeholders including the local community. A key objective of the Bicycle Plan is to make cycling easier, safer and more attractive in Marrickville LGA, and to reduce community car use. Local Route 18 (LR18) is an east-west route identified in the Bicycle Plan.

The Marrickville Community Strategic Plan sets objectives for bike riding in the local community:

- 3.3.1: Plan and provide accessible and well-connected footpaths, cycleways and associated facilities*
- 3.3.2: Support and promote cycling, walking and use of public transport and other alternative modes to reduce car use*
- 3.4.2: Reduce the impact of traffic and improve pedestrian and cyclist safety, particularly around schools and urban centres.*

In 2015/16, Council received a grant from Transport for NSW to develop a concept plan for part of LR18 between Dulwich Hill and Marrickville train stations, consistent with the NSW Government's objective of making bike riding a safe, convenient and enjoyable transport option for short trips. To inform the assessment of options, Council undertook preliminary engagement with stakeholders in February/March 2016 and a preferred route option via Dudley Street, Albermarle Street and Warburton Street was identified. A draft concept plan was developed and endorsed for public exhibition at Council's May 2016 PCTCAC meeting.

The final concept plan (Attachment 1) and accompanying consultant's report (Attachment 2) proposed improved bike access between Dulwich Hill and Marrickville train stations. LR18 will link to proposed LR3 (Livingstone Road) at Randall Street, offering a safer, easier route

between rail stations and local destinations such as Marrickville Park and the future Marrickville Library.

FINANCIAL IMPLICATIONS

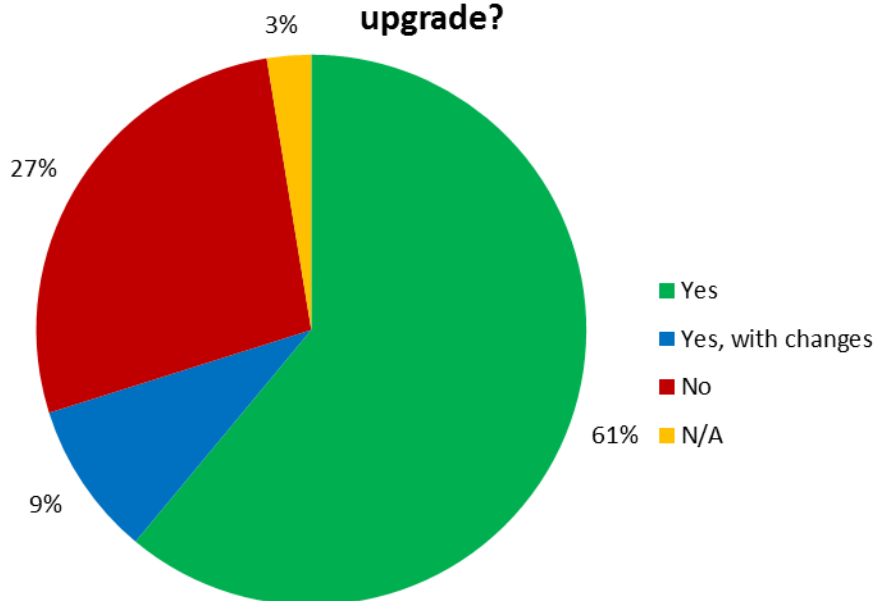
The detailed design phase of the project is funded in the current 2016/17 annual budget. The construction of the route is currently not listed in the budget; it is dependent on future available budgets and grant applications.

PUBLIC CONSULTATION

The LR18 and LR3 draft concept plans were concurrently placed on public exhibition:

- Public exhibition dates: 29 June to 23 August 2016 (closing date extended from 26 July as requested by community members to allow more time for community feedback).
- Public exhibition was advertised to the community in the Inner West Courier, on Council's website and social media channels, and temporary signage placed along the route.
- Approximately 1,100 letters were sent to residents, businesses and property owners in the LR3 and LR18 study areas as well as other key stakeholders inviting comments.
- Two drop-in sessions were held at Marrickville Town Hall. Community members could view the plans and discuss the proposed changes with Council officers. Approximately 60 community members attended over the two drop-in sessions, with most registering concerns about the proposed changes to on-street parking on Livingstone Road.
- Door knocking was carried out to nearly 300 homes and businesses on Livingstone Road, including homes in the LR18 study area on Livingstone Road and Randall Street to provide information on the proposed changes and seek feedback.
- 77 submissions were received from the community regarding the LR18 draft concept plan:
 - 70% of respondents indicated either "support" (61%) or "support with changes" (9%) for the proposed changes
 - 27% of respondents indicated they did "not support" the proposed changes
 - 3% of respondents did not indicate whether they supported the changes or not.

Do you support the proposed LR18 bike route upgrade?



A public exhibition summary is at Attachment 3. The issues most frequently raised related to:

- Removal of on-street parking on Livingstone Road
- Encouraging bike riding as a form of transport for local trips
- Improving bike rider safety
- Level of demand for bike infrastructure
- Lack of off-street parking
- Impacts of Livingstone Road parking changes for people with limited mobility

Roads and Maritime Services (RMS)

RMS suggested modifications to the proposed pedestrian crossing on Dudley Street to reduce the length of the crossing, and requested that the warrant for the crossing be checked. RMS also advised that signage should be provided directing bike riders using the pedestrian crossings at Illawarra Road and Schwebel Street to dismount from their bikes. RMS confirmed it had no objections to the final concept plan.

Sydney Buses

Sydney Buses expressed concern that the proposed in-lane bus stop at Dudley Street would be located too close to Wardell Road and that stopped buses would then impede other turning traffic. Sydney Buses suggested that the proposed pedestrian crossing on Dudley Street may result in pedestrians blocking buses as they turn right from Wardell Road. Sydney Buses also suggested that the Illawarra Road bus stop near Warburton Street be extended further south.

Sydney Trains

Sydney Trains advised that planning on the Bankstown Line rail corridor was now the responsibility of Sydney Metro. Sydney Trains also advised that Council must confirm arrangements with the rail authority before undertaking any work on rail property.

Sydney Metro

Sydney Metro advised while it would be investigating a corridor for future pedestrian and bicycle connections as part of its metro conversion of the Bankstown Line rail corridor, planning for the corridor is still in early stages and so a decision on providing a bike path in the rail corridor west of Randall Street could not yet be made.

Further consultation

This report was deferred at the 3 November 2016 Traffic Committee meeting for further community consultation. All community members that made submissions during the public exhibition period have been notified of the final concept plan and Traffic Committee and Council meeting dates. Further comments from community members have been considered, with changes to the concept plan included in the next section and at Attachment 4.

OFFICER COMMENTS

Nearly all objections received related to the proposed removal of on-street parking on Livingstone Road (between Albermarle Street and the Bankstown Line rail corridor. The table of stakeholder comments is at Attachment 4.

Submissions suggested bypassing the section of Livingstone Road between Albermarle Street and Randall Street to avoid impacts to on-street parking and bus operations by locating the bike path on unused land in the Bankstown Line rail corridor between these streets. Planning on the rail corridor is part of the NSW Government's Sydney Metro City and Southwest project. Initial consultation with Sydney Metro has indicated that while a bike path along the rail

corridor between Randall Street and Albermarle Street could be considered as part of the metro rail conversion, planning of the conversion was not yet at the stage where a commitment can be given to Council. Metro services on the Bankstown Line are scheduled to commence in 2024.

Use of available land on the rail corridor would enable a safe, high quality bike path to be provided with no impact to resident parking amenity and good connectivity to local residents via Randall Street and Albermarle Street. It would also enhance local access to Sydney Metro stations and is consistent with Sydney Metro objectives for the Bankstown Line project. Council will continue to work with Sydney Metro to seek support for the LR18 rail corridor option, to be provided in the medium term and timed with work converting the rail line.

Pending a future decision on a rail corridor bike path, a mixed traffic treatment on Moncur Street rather than Jersey Street as originally proposed will ensure an LR18 link between Dulwich Hill station and Marrickville station is provided with minimal impact to existing conditions on Livingstone Road between Albermarle Street and Randall Street. East-west bike riders will be able to cross Livingstone Road between Albermarle Street and Moncur Street via the existing 2.0 metre wide pedestrian refuge, rather than travelling along Livingstone Road to/from Jersey Street.

The draft concept plan also proposed widening the shared path between Kays Avenue East and School Parade further into the rail corridor. This section of the route is also impacted by Sydney Metro planning timeframes and, as with the section between Randall Street and Albermarle Street discussed above, Sydney Metro have indicated that the proposed changes or further widening to provide a separated bike path and footpath could be considered in its metro conversion planning in the medium term. Council will continue to work with Sydney Metro to seek support for this improvement.

At Dudley Street near Wardell Road, the draft concept plan proposed a pedestrian crossing to improve access south of the train station. Traffic counts indicate that the proposed crossing is not likely to meet RMS vehicle volume requirements to warrant a crossing. This has been thus been deleted and two parking spaces proposed to be removed to accommodate the crossing have been reinstated. In response to Sydney Buses concerns that the proposed in-lane bus stop would block other vehicles turning into Dudley Street, the final concept plan has modified to relocate the bus stop 20m further east. This enables the proposed separated bike path to be extended along Dudley Street in the directions Wardell Road and on-street parking spaces to be retained.

The draft concept plan proposed the removal of 16 spaces on Livingstone Road and 5 spaces on Dudley Street, with 15 additional angled parking spaces proposed on Randall Street to mitigate impacts to parking changes on Livingstone Road.

The final concept plan has substantially reduced the parking impacts of the LR18 bike route improvements where possible, resulting in an overall gain of 4 parking spaces. This includes further changes to parking north of Randall Street in response to further community feedback received on the revised concept plan in November 2016, as follows:

Location	Gain/Loss	Comments
Livingstone Road		
North of Randall St	-5	<ul style="list-style-type: none"> Removed to accommodate a two-way bike path linking the proposed LR3 bike path and Jersey Street There is insufficient road width to retain the parking spaces due to the existing pedestrian refuge
On Bankstown Line overbridge	+3	<ul style="list-style-type: none"> Proposed to mitigate impacts of removing the above parking spaces on Livingstone Rd, following further consultation The new spaces are located 10-40 metres from the

		spaces proposed to be removed (above)
Randall Street		•
Adjacent to 229 Livingstone Rd	+6	<ul style="list-style-type: none">• Angled parking spaces proposed to mitigate the removal of nearby parking spaces on Livingstone Rd• The new spaces are located 20-60 metres from the spaces proposed to be removed (above)
Total change	+4 spaces	

Confirmation Of Changes Made Following Public Consultation

The following changes have been made to the concept plan:

- (a) Dudley Street:
 - a. Delete proposed pedestrian crossing and reinstate two on-street parking spaces on southern side of Dudley Street
 - b. Relocate eastbound bus stop 20m east and some on-street parking to the west
 - c. Extend the proposed two-way bike path further west behind the parking lane
- (b) Livingstone Road:
 - a. Delete proposed two-way bike path and associated changes to parking and bus stops between Albermarle Street and Randall Street
 - b. Delete associated changes to bus stops
 - c. Relocate no stopping sign north of 221 Livingstone Road to provide three additional on-street parking spaces
- (c) Randall Street
 - a. Reduce extent of proposed angled parking and relocate to northern side
 - b. Delete proposed shared environment intersection
- (d) Moncur Street
 - a. Retain existing bike roadmarkings as part of the LR18 route

CONCLUSION

Community consultation indicated that 70% support the concept plan. The final LR18 concept plan incorporates changes to address issues raised during public consultation. It identifies a future route option via the rail corridor to be pursued in further consultation with Sydney Metro, and addresses community concerns about changes to on-street parking on Livingstone Road.

The proposed bike route improvements will encourage bike riding in the local community by improving providing a safer, more comfortable and more convenient link to Dulwich Hill and Marrickville stations. It will also connect to other routes, including LR3 on Livingstone Road.

This report recommends that the final concept plan be approved and detailed designs for the route be prepared.

ATTACHMENTS

1. Final Concept Plan
2. Consultant's Report
3. Public Exhibition Summary
4. Table of Stakeholder Comments