

LR18 – Dulwich Hill station to Marrickville station – Concept Plan – Table of Stakeholder Comments

Community

Topic	Community comments	Council officer response
Parking	<ul style="list-style-type: none"> Parking for those with limited mobility will become more difficult New developments in the area are increasing parking demand Demand for side street parking will increase Car ownership is increasing Object to the removal of parking Resident parking will become more difficult There is limited off-street parking available Relax restrictions on providing off-street parking Residents expect on-street parking nearby Removal of on-street parking will affect property values Removing on-street parking will affect pedestrian safety School and church parking will be affected by removal of on-street parking Visitor parking will become more difficult 	<p>The concept plan has been amended to reduce the proposed impacts to parking.</p> <p>The final concept plan proposes an overall gain of 4 on-street parking spaces, as follows:</p> <ul style="list-style-type: none"> Dudley Street: no change to parking (down from 5 spaces) Livingstone Road: net loss of 2 spaces (down from 16 spaces), comprising: <ul style="list-style-type: none"> 5 spaces removed 3 new spaces provided Randall Street: 6 additional spaces by providing angled parking (down from 15 spaces)
	<ul style="list-style-type: none"> Support angled parking to reduce loss of parking Oppose angled parking 	<p>The concept plan has been amended to reduce proposed angled parking in line with reduced impacts to parking on Livingstone Road. 6 additional spaces are proposed on the northern side of Randall Street, 20 metres from the spaces proposed to be removed on Livingstone Road.</p>
	<ul style="list-style-type: none"> A bike path will make it more difficult to enter/exit driveways 	<p>The proposed LR18 bike route will cross two driveways. Motorists entering/exiting driveways are required to give way to bike riders when crossing the bike path just as they are required to give way to pedestrians when crossing the footpath and to vehicles when entering the roadway.</p>

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| | <ul style="list-style-type: none">• The parking occupancy data used in the study is outdated | <p>The initial consideration of route options used available parking occupancy data collected by Council in 2012 and early 2016 to inform understanding of on-street parking demand on and near Livingstone Road.</p> <p>Community feedback has indicated that perceived on-street parking demand is considered to be very high on Livingstone Road. In response, the concept plan has been amended to reduce the net loss of on-street parking on Livingstone Road in the LR18 study area from 16 spaces to 2 spaces.</p> |
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- Reduce parking impacts on Livingstone Road north of Randall Street

Specific community comments included as requested:

"We, the residents at 225 Livingstone Road (4 persons with 4 motor vehicles), including the residents at 223 and 227 object once again to the proposed cycle lane and the removal of our right to park our motor vehicles directly outside our homes.

*Given that the vast majority of residents along Livingstone Road **DO NOT** want this cycle lane on Livingstone Road in any shape or form, and the fact the Council has twice reopened the proposal due to the fact that the vast majority of residents **DON NOT** want this cycle lane installed, we are very surprised the Council is still pushing ahead with the cycle lane in a slightly amended format. It is hard enough to obtain on-street parking outside or near our homes at the best of times, and also note on the weekends, especially Sunday's during the Greek Church service times, there is NO parking available to residents. Please also note that along Jersey Street and a number of streets off Livingstone Roads, the resident place their rubbish bins on the street outside their homes, to stop other people parking legally in available on-street parking spots (see yellow lines on the map below where this occurs on a daily basis). What is the Council doing to enforce these residents to not place their rubbish bins on the street outside their homes to stop other resident legally parking on the road, for example, along Jersey Street?*

As stated in previous submissions, there is no requirement for a cycle lane along Livingstone Road in any shape or form, as the road is not wide enough (which raises additional concerns if a cycle lane is installed), there will be considerable inconvenience to residents with loss of on-street parking outside their homes, there is no significant cycle presence along Livingstone Road wot warrant a cycle lane and the fact that 62% of residents have objected and are opposed to the installation of the cycle lane (on two occasions)."

Five parking spaces on Livingstone Road north of Randall Street are proposed to be removed to accommodate a two-way bike path.

To mitigate the impacts of the removal of these parking spaces, the revised concept plan has proposed 6 additional spaces on the northern side of Randall Street to be gained by providing angled parking, between 20 and 60 metres from the spaces proposed to be removed on Livingstone Road.

Further community feedback about the changes proposed in the revised concept plan has resulted to existing 'no stopping' signage' on the Bankstown Line overbridge to propose three further on-street parking spaces between 20 and 50 metres from the spaces proposed to be removed on Livingstone Road.

The above changes will result in 9 new spaces (i.e. a net increase of 4 spaces) being provided in close proximity to the spaces proposed to be removed .

Bike route	<ul style="list-style-type: none"> • The concept plan route (southern alignment) is supported • The northern route is preferred • A bike route should be provided along the rail corridor rather than on local streets • Consider other routes 	<p>A southern alignment via Albermarle Street and Moncur Street/Jersey Street has been used.</p> <p>Initial consultation with Sydney Metro has indicated that while a bike path along the rail corridor between Randall Street and Albermarle Street, and between Albermarle Street and Dudley Street, could be incorporated into the metro rail conversion, planning of the rail conversion is not yet at the stage where a commitment can be given to Council.</p> <p>Council will continue to consult with Sydney Metro about opportunities to provide a bike path along the rail corridor between Randall Street and Dudley Street. This will reduce reliance on the on-road section on Albermarle Street.</p>
	<ul style="list-style-type: none"> • Provide bike parking along the route • Improve lighting along the route • Improve traffic signals where needed 	<p>Bike parking and lighting will be considered further in the development of detailed designs for the route.</p> <p>At this stage there are no impacts to traffic signals along the route.</p>
	<ul style="list-style-type: none"> • Ensure bike paths are wide enough to accommodate cargo bikes • Bike path too narrow 	<p>The proposed 2.0m wide two-way bike path on Livingstone Road north of Randall Street is wide enough to accommodate most cargo bikes. A 2.0m bike path strikes a balance between the need for safe bike riding infrastructure, traffic lane requirements for buses and demand for on-street parking in the area.</p> <p>The proposed bike path on Livingstone Road north of Randall Street is consistent with RMS guidelines for two-way bike paths and allows two bike riders to safely pass one another.</p> <p>On Dudley Street a slightly wider (2.4m) bike path is proposed as there is more road space available.</p>
	<ul style="list-style-type: none"> • Improve connections at Dulwich Hill station 	<p>The concept plan has been amended to extend the two-way separated bike path further west on Dudley Street towards Dulwich Hill station.</p>

	<ul style="list-style-type: none"> Improve shared path at Kayes Ave East/School Parade 	Council will continue to consult with Sydney Metro about widening of the shared path between Kayes Ave East and School Parade
	<ul style="list-style-type: none"> Improve the crossing of Livingstone Road for bikes 	The concept plan has been amended to direct bike riders across Livingstone Road between Albermarle Street and Moncur Street using the existing pedestrian refuge, rather than travelling along Livingstone Road between Albermarle Street and Jersey Street.
	<ul style="list-style-type: none"> There is insufficient demand for a bike path 	<p>The NSW Government policy <i>Sydney's Cycling Future</i> refers to studies that indicate that 70% of people in NSW would ride more if bike riding was made safer for them, and that more than half of residents in inner Sydney would ride a bike to work at least once a week if they could use a bike path that is separated from motor vehicles.</p> <p>This is supported by the experience of bike paths constructed elsewhere in Sydney. For example, the number of riders on Carrington Road increased by nearly 50% in the <i>first year</i> after the separated bike path was completed in 2014. George Street, Redfern has seen the number of riders grow 400% since a separated bike path was installed; on Bowden Street Alexandria there has been a 250% growth in the number of bike riders in the last five years.</p> <p>As bike routes in the local area are improved and become more connected and continuous, ease of travel by bike improves and more local trips by bike are possible.</p> <p>A bike path on Livingstone Road north of Randall Street would provide a safe, comfortable and convenient north-south link to local destinations, such as Marrickville Park, the planned Marrickville Library and Community Hub, local schools, local shops and train stations as well as to other bike routes for destinations further afield.</p>
	<ul style="list-style-type: none"> Use traffic calming on Jersey 	This will be considered further in the development of detailed designs for the route.

	<ul style="list-style-type: none"> Consider Moncur St as an alternative to Jersey St 	The concept plan has been amended to use Moncur Street for bike riders travelling to/from Albermarle Street, and Jersey Street for bike riders travelling to/from the proposed LR3 Livingstone Road bike path.
	<ul style="list-style-type: none"> Improve connections at Marrickville station Improve crossing of Illawarra Rd 	All traffic signals require approval from RMS. RMS has advised that it does not support the installation of traffic signals at Illawarra Road, given its proximity to the existing traffic signals at Marrickville Station. Bike riders will be able to cross Illawarra Road in the traffic lanes or by dismounting and using existing pedestrian crossings.
	<ul style="list-style-type: none"> The changes will make the route safer for bike riding The changes will encourage more local trips by bike 	The concept plan aims to improve bike rider safety, comfort and convenience to encourage more local trips by bike.
	<ul style="list-style-type: none"> Increasing numbers of bike riders will affect pedestrian safety Bike riders can use the footpath Bikes riders can travel in travel lanes 	<p>Route improvements featuring separated bike paths, mixed traffic options and widened shared paths will reduce potential conflict with pedestrians.</p> <p>Proposed bike paths on Livingstone Road are consistent with RMS guidelines, which recommend appropriate bike route treatments based on traffic volume and speed. On local streets with lower volumes, mixed traffic options have been used.</p>
Traffic impacts	<ul style="list-style-type: none"> A bike path will worsen traffic congestion 	<p>The proposed bike paths on Dudley Street and Livingstone Road (north of Randall Street) do not reduce the number of traffic lanes.</p> <p>A safer bike route will encourage more local trips to be taken by bicycle rather than by car..</p>
Bus stops	<ul style="list-style-type: none"> Proposed bus stop location near Albermarle Street is inappropriate Object to removal of parking to relocate the bus stop near Albermarle Street The proposed bus stop relocation removes recently installed kerb blisters 	The concept plan has been amended to remove the proposed bike path on Livingstone Road between Randall Street and Albermarle Street. Relocation of the bus stop near Albermarle Street is no longer proposed.

Garbage collection	<ul style="list-style-type: none"> Garbage collection will become more difficult if a bike path is installed 	Along the proposed bike path north of Randall Street, garbage bins will be collected from the verge, as per current practice. Garbage trucks will stop in the traffic lane or parking lane when collecting garbage bins, as per current practice.
Consultation	<ul style="list-style-type: none"> Consultation on the bike route changes has been inadequate 	<p>During the public exhibition period, Council:</p> <ul style="list-style-type: none"> extended public exhibition from 28 days to 56 days wrote to approximately 1,100 residents, businesses and property owners in the LR3 and LR18 study areas help two drop-in sessions at Marrickville Town Hall door-knocked at nearly 300 homes and businesses, including on Livingstone Road and Randall Street. <p>Following public exhibition, all community members that made submissions have been notified of the final concept plan, and Traffic Committee and Council meeting dates.</p>

RMS

Topic	RMS comments	Council officer response
Illawarra Road	<ul style="list-style-type: none"> The pavement marking in Warburton Street should be supplemented with signposting to direct cyclists to the pedestrian crossing if they wish to cross Illawarra Road. Use of the existing crossings will require appropriate signposting for cyclists to dismount to cross at the marked crossings. 	Bike riders will be able to cross directly across Illawarra Road in the traffic lane, or dismount to cross via the pedestrian crossings.
Dudley Street	<ul style="list-style-type: none"> A pedestrian crossing at Dudley Street would need to satisfy the warrants for a marked pedestrian crossing. The proposed pedestrian crossing on Dudley Street is a long length of road to cross with no opportunity to wait safely in the middle should a vehicle turn anyway. 	The proposed pedestrian crossing does not meet the RMS warrant and has been deleted from the concept plan.

Sydney Buses

Topic	Sydney Buses comments	
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Bus stops	<ul style="list-style-type: none"> Relocating the bus stop on Dudley Street to become an in-lane bus will pose a risk to rear end collisions to traffic entering Dudley Street from Wardell Road 	The in-lane bus stop has been relocated further away from the intersection to reduce this risk.
	<ul style="list-style-type: none"> The kerb extension at the relocated bus stop needs to be a minimum of 9m to accommodate both doors 	The in-lane bus stop meets Sydney Buses requirements.
	<ul style="list-style-type: none"> The proposed pedestrian crossing could be an issue when buses are stopped and vehicles get caught behind the bus, blocking the crossing. 	The proposed pedestrian crossing at Dudley Street does not meet the RMS warrant and has been deleted from the concept plan.
	<ul style="list-style-type: none"> The bus stop on Illawarra Road near Warburton Street is very tight and buses often have to stop closer to the crossing. We would like this bus zone to be extended 6m to the south. 	This is out of the project scope and would require the removal of one parking space.

Sydney Trains / Sydney Metro

Topic	Sydney Trains / Sydney Metro comments	
Bridges over rail lines	<ul style="list-style-type: none"> Road Rail Safety Interface Agreements are required before any work can be undertaken on the Livingstone Road bridge over the rail line. 	Council will obtain Road Rail Safety Interface Agreements as required.
Rail corridor	<ul style="list-style-type: none"> The corridor is subject to Sydney Metro planning. Agreement required from Sydney Metro for potential relocation of the fence. Sydney Metro is committed to preserving a corridor for a future pedestrian and bicycle rider facility, however are presently only at a scoping stage. 	Council will continue to consult with Sydney Metro regarding route options along the rail corridor.