

**Item No:** T1216 Item 13

**Subject:** LOCAL ROUTE 3 (LIVINGSTONE ROAD) - PUBLIC CONSULTATION  
REPORT

**File Ref:** 16/5957/131220.16

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## **SUMMARY**

This is the final concept plan for improvements to Local Route 3 following public exhibition of the draft concept plan. 62% of the responses received did not support the concept plan. Based on the public exhibition feedback the concept plan has been amended. The main objection to the concept plan was the proposed removal of on-street parking on Livingstone Road. The final concept plan identifies a route along Livingstone Road from the Bankstown Line rail corridor to Marrickville Park to make bike riding safer, more comfortable and more convenient, and addresses the community concerns by significantly reducing impacts to on-street parking on Livingstone Road and proposing an overall increase in on-street parking spaces along the route. All community submissions have received a letter noting the changes made and the next steps. The concept was considered at the November joint LRAC meeting. This report recommends that the final concept plan be approved and detailed designs for the route be developed.

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## **RECOMMENDATION**

**THAT the final concept plan for Local Route 3 be approved and detailed designs for the route be developed.**

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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 3 (LR3) is a key north-south route identified in the Bicycle Plan.

The Marrickville Community Strategic Plan sets objectives for bike riding in the 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 improvements to LR3 between Marrickville Park and Jersey Street, consistent with the NSW Government's objective of making bike riding a safe, convenient and enjoyable transport option for short trips. To inform initial assessment of options, Council undertook preliminary engagement with stakeholders in February/March 2016. A draft concept plan was developed and endorsed at Council's 12 May 2016 Traffic Committee meeting for public exhibition.

The final concept plan (**Attachment 1**) and accompanying consultant's report (**Attachment 2**) proposes improved bike access to local destinations including Marrickville Park, the future

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Marrickville Library and Community Hub, and local schools. LR3 will connect to route LR18 (Dulwich Hill station to Marrickville station) at Randall Street.

### **FINANCIAL IMPLICATIONS**

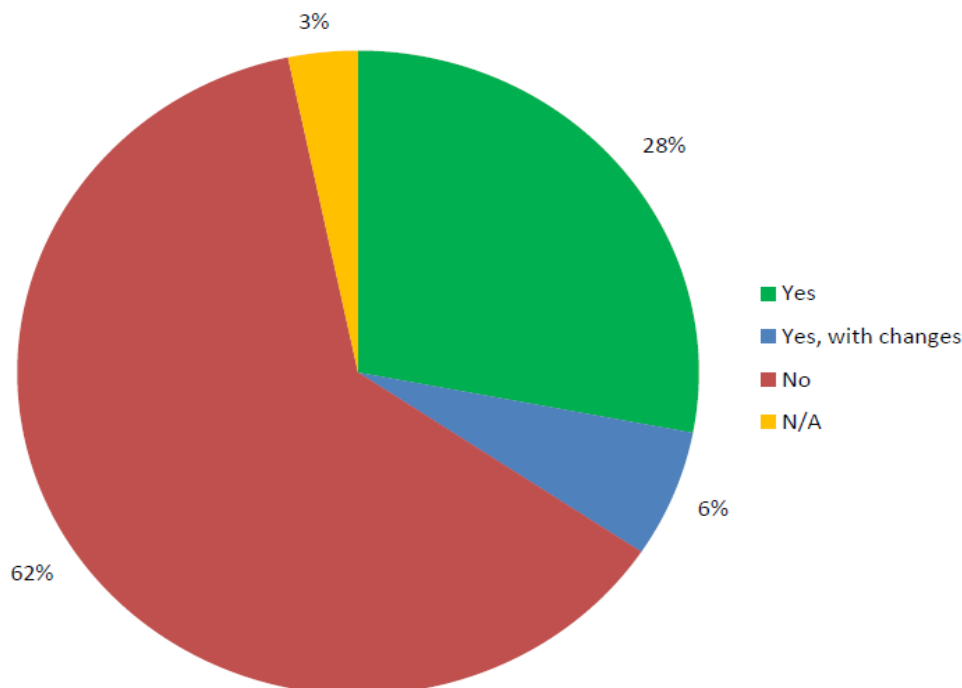
The detailed design phase of this project is funded in the current 2016/17 annual budget. The construction of the route is currently not listed in the budget; it is dependent on future available budgets and grant applications.

### **PUBLIC CONSULTATION**

The LR3 draft concept plan was concurrently placed on public exhibition with the LR18 draft concept plan:

- 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 and affected side streets to provide information on the proposal and seek feedback.
- 329 submissions regarding the LR3 draft concept plan, including two petitions.
  - 34% of respondents indicated either "support" (28%) or "support with changes" (6%) for the proposed changes
  - 62% 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 LR3 bike route upgrade?



The issues most frequently raised in submissions related to:

- Removal of on-street parking on Livingstone Road
- School and church parking on Livingstone Road
- Demand for bike infrastructure
- Demand for on-street parking on side streets
- Availability of off-street parking
- Bike rider safety
- Bike riding as a form of transport for local trips
- Bus stop changes
- Congestion on Livingstone Road
- Access for people with limited mobility.

A public exhibition summary is at **Attachment 3**.

### Roads and Maritime Services (RMS)

RMS requested modelling of any changes to the intersection of Livingstone Road and Marrickville Road that would affect traffic flows. Modelling of the revised shared bicycle and pedestrian crossing has been carried out and indicates no substantial change to existing intersection operation. In response to community concerns about changes to on-street parking, RMS provided in-principle agreement to narrowing of the proposed two-way bike path to enable both existing parking lanes to be retained. RMS confirmed it had no objections to the final concept plan.

### Sydney Buses

Sydney Buses indicated support for proposed in-lane bus stops on Livingstone Road as they improve bus operations by eliminating delays when merging back into the traffic lane. Sydney

Buses also requested that all bus stops along the route be formalized and provided guidance about lane widths at bus stops.

Following public exhibition of the draft concept plan, Sydney Buses advised that it is no longer considering removing two bus stops on Livingstone Road near Pile Street as part of its review of bus stops. Sydney Buses also advised that it is considering removing the southbound bus stop adjacent to the Marrickville Hospital redevelopment site, although no decision has yet been made. Changes at this bus stop would not impact on the proposed bike route option.

### **Sydney Trains**

Sydney Trains advised that Council must confirm arrangements with the rail authority before undertaking any work on rail property, including the Livingstone Road bridge over the Bankstown Line.

### **Kidzville Early Learning Centre**

Kidzville submitted a petition containing 74 signatures objecting to the removal of on-street parking outside the premises, on the basis that the parking spaces were used by parents for drop-off and pick-up of children at the centre, and that the safety of the children would be impacted if required to walk further to/from their car. Council officers subsequently contacted the lead petitioner, where it was agreed that options to restore the parking spaces would be investigated. The final concept plan seeks to address Kidzville's concerns by reinstating the parking spaces in front of Kidzville and proposing a hybrid one-way bike path (northbound/downhill) and one-way shared path (southbound/uphill).

### **Bike Marrickville**

Bike Marrickville indicated support for a bike path along Livingstone Road as it is a key north-south connection within Marrickville, between Marrickville and Petersham, and between the Bankstown and Inner West rail lines. The revised configuration provides a safer bike facility whilst addressing community concerns about on-street parking.

### **Further consultation**

This report was deferred at the 3 November 2016 Traffic Committee meeting to further consult with the community and the joint LRAC. 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. The LRAC considered this report at the 8 November 2016 joint meeting. 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. The table of stakeholder comments is at **Attachment 4**. Two petitions were received objecting to the proposed changes, with both also citing the removal of parking on Livingstone Road as central to their concerns. Council officers contacted the lead petitioner of the Kidzville Early Learning Centre petition to discuss their concerns further, however were unable to follow up with the organiser of the other petition as no contact details were provided.

The proposed changes to parking on Livingstone Road in the draft concept plan heightened existing local resident concerns about high demand for on-street parking, particularly in the face of increasing rates of car ownership, new residential developments, and competition with school and church parking.

In response to substantial local community opposition to removing on-street parking, Council officers further considered alternative north-south route options raised in community feedback

to identify options that (i) improve bike rider safety, convenience and comfort for local trips, and (ii) minimise impacts to on-street parking:

- Wardell Road would offer a circuitous route to Marrickville station and Marrickville south that would be unlikely to encourage trips to be taken by bike, given the detour and time delays involved.
- Quieter side streets nearby would also be circuitous given there is no reasonably direct side street route.
- Petersham Road would offer a direct north-south link to Marrickville shops, however is too narrow to allow for the appropriate separation of bikes from other vehicles that would encourage bike riding for local trips to the south of Marrickville Road and on Illawarra Road where traffic volumes are higher. It would offer a very indirect route to Dulwich Hill station.

It was recognized that just as Livingstone Road provides an important and direct route for motor vehicle traffic travelling north/south, if made safer for bike riders it would also offer a convenient north-south link for local trips by bike. It would connect the community to local destinations such as Marrickville Park, the future Marrickville Library and Community Hub, and local schools by bike. It would also connect bike riders to other planned routes in Council's bicycle route network for destinations further afield, including to Dulwich Hill station, Marrickville station and the Cooks River (Tempe) via Local Route 18 and the Carrington Road bike path; to Lewisham Station and Petersham Park via Regional Route 2; and to Summer Hill, Newtown, and further to inner Sydney via Regional Route 2 and Regional Route 7.

Other road configurations that could accommodate a bike path on Livingstone Road whilst also maintaining the existing parking lanes were then considered. A configuration agreed by RMS' Manager Network and Safety narrows the proposed bike path to 2.0m (from 2.4m), which then provides sufficient road width for both parking lanes to be maintained (Figure 1). The final concept plan has been modified to incorporate this proposed configuration. A 2.0m wide bike path is consistent with RMS and Austroads guidelines for local bicycle routes and allows room for two bicycles to safely pass one another. The proposed road configuration also meets Sydney Buses requirements for traffic lane widths (3.2m) and RMS standards for parking lane widths (2.1m), and provides a narrow median between parked cars and the bike path.

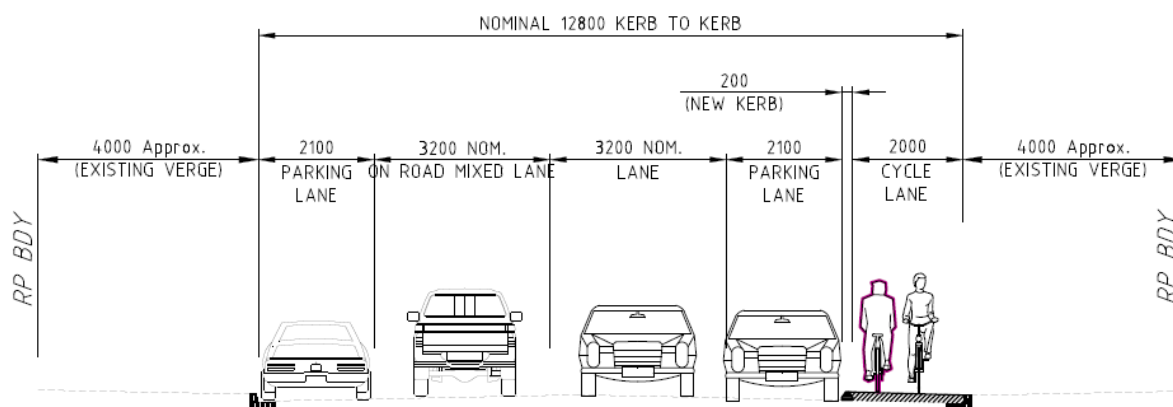


Figure 1: Revised typical cross-section on Livingstone Road with bike path and parking lanes.

The revised two-way bike path design:

- supports Council objectives to make bike riding safer, easier and more convenient
- moves bike riders out of the 'car door zone' blind spot of people exiting parked cars;
- places bike riders on the non-driver side of parked cars, where doors are opened less frequently thus reducing the risk of potential conflict between bike riders and car doors;

- places bike riders travelling in the opposite direction nearest to parked cars, thus providing a good line of sight between car passengers and approaching bike riders to further reduce the risk of potential conflict;
- provides a defined space for bike riders to travel out of the traffic lanes,
- provides a safe bicycle facility on Livingstone Road whilst addressing community concerns about on-street parking. The new configuration results in only localised removal of on-street parking along Livingstone Road, with new parking spaces proposed to mitigate impacts of any removal of parking where feasible. On Livingstone Road a net increase of 1 parking space is proposed between the Bankstown Line rail bridge and Marrickville Park (comprising 8 spaces removed and 9 new spaces gained), down from 121 spaces proposed to be removed in the draft concept plan.

In line with the significantly reduced parking impacts on Livingstone Road, the extent of proposed angled parking on side streets has also been reduced in the final concept plan. The final concept plan proposes 6 additional spaces on Enfield Street only, resulting in an overall gain of 7 spaces. (Note that angled parking on Pile Street is to be investigated by Council as a separate project.)

Where located alongside parked cars, the bike path is proposed to be raised to the level of the existing kerb. This will enable people entering/exiting parked cars on the passenger side (i.e. adjacent to the bike path) to temporarily occupy the bike path as needed – just as a driver/passengers may temporarily occupy the traffic lane when entering/exiting a parked car on the driver's side. Driveways crossing the raised bike path are proposed to be built out to the level of the bike path. Motorists entering/exiting driveways must watch for bike riders when crossing the bike path, just as they must watch for pedestrians when crossing the footpath and for vehicles when entering/exiting the roadway.

Where no on-street parking is located adjacent the bike path (such as in 'no stopping' areas), the bike path is proposed to be at road level with a separating kerb to demarcate the path from the traffic lane. Gaps will be provided in the separating kerb at each driveway and to allow for drainage.

RMS and community submissions highlighted potential impacts to traffic flow on Livingstone Road. The final concept plan proposes a 50-metre section of shared path immediately south of the Livingstone Road/Marrickville Road intersection, a shared pedestrian/bike crossing and a 30-metre section of shared path immediately north of the intersection to minimise traffic flow impacts. This utilises a section of path where there is sufficient width to cater for both pedestrians and bike riders. Modelling of the proposed changes at the Livingstone Road/Marrickville Road intersection has been carried out and confirms that the revised changes will have no substantial impact on traffic flow through the intersection.

The proposed bike route has also been modified to address concerns about parking and pedestrian safety raised by Kidzville in its petition and in further consultation on the revised concept plan, by:

- reinstating on-street parking in front of the child care centre, and
- amending the shared path proposed in the revised concept plan further to form a 60-metre hybrid treatment section comprising a one-way separated bike path (northbound) and one-way shared path (southbound) from 30 metres north of Marrickville Road to Hastings Lane.

In this section, the one-way bike path will separate northbound (downhill) riders from pedestrians near Kidzville and requires the removal of one parking space adjacent to 159 Livingstone Road. To address frequent turnover of cars using the 15-minute parking zone in front of Kidzville, the one-way bike path will be separated from parked cars by a 1.0 metre median to provide a defined and protected space for loading/unloading from cars.

Parallel to the one-way bike path, southbound (uphill) bike riders will travel on a widened shared path. Southbound bike riders have good sightlines to the entrance of Kidzville and



lower speeds which will reduce the risk of conflict between bikes and pedestrians. Measures to ensure bike rider compliance with the hybrid treatment, such as signage and markings will be considered further in the development of detailed designs for the route.

Submissions received during the public exhibition period also raised concerns about the proposed removal of bus stops. The proposed removal of two bus stops near Pile Street was shown in the draft concept plan based on Sydney Buses advice that it proposed removing these stops. In September 2016 Sydney Buses subsequently advised Council that it is no longer considering removing these stops. This has been shown in the final concept plan.

Other issues raised in submissions included perceived lack of demand for bike infrastructure; pedestrian and bike rider safety; and proposed bus stop changes. Changes have been made to the draft concept plan to address issues raised where feasible.

Further consultation on the revised concept plan also raised additional concerns about proposed impacts to on-street parking on Livingstone Road immediately north of Robert Street, where the revised plan proposed the removal of three parking spaces. The concept plan has subsequently been revised further to propose an (approximately) 40-metre section of shared path at this location by widening the existing footpath to appropriate shared path standards.

As described earlier, changes to the concept plan have substantially reduced impacts to on-street parking to propose an overall gain of 7 parking spaces, as follows:

Location	Gain/ Loss	Comments
<b>Livingstone Road</b>		
North of Hollands Ave	+2	Reduced bus zone length required at proposed in-lane bus stop
North of Arthur St	-1	Removed to comply with RMS 'no stopping' requirements area at pedestrian refuge
Opposite Francis St	+2	Reduced 'no stopping' requirement at the existing pedestrian crossing by providing a kerb extension
South of Marrickville Rd	+1	Reduced bus zone length required at proposed in-lane bus stop
North of Marrickville Rd	-1	Removed to provide space for transition from shared path to one-way bike path
South of Enfield St	+3	Reduced bus zone length required at proposed in-lane bus stop
North of Enfield St	-3	Removed to comply with RMS 'no stopping' requirements area at pedestrian refuge
South of Hawkhurst St	-1	Removed to comply with RMS 'no stopping' requirements area at pedestrian refuge
North of George St	-1	Removed to comply with RMS 'no stopping' requirements area at pedestrian refuge
South of Pile St	+1	Reduced bus zone length required at proposed in-lane bus stop
North of Pile St	-1	Removed to comply with RMS 'no stopping' requirements area at pedestrian refuge
<b>Enfield Street</b>		
Adjacent to 131 Livingstone Rd and 2A Enfield St	+6	Angled parking spaces proposed to mitigate the removal of nearby parking spaces on Livingstone Rd
<b>Total change +7 spaces</b>		
<i>Note: Angled parking on Pile Street to be investigated by Council as a separate project</i>		

Angled parking is no longer proposed on Marrickville Avenue, Robert Street, Hastings Street, Francis Street, Hawkhurst Street and Graham Avenue.

### **Confirmation Of Changes Made Following Public Consultation**

The following changes have been made to the concept plan:

- (a) Livingstone Road:
  - a. Reduce the width of the two-way separated bike path from 2.4m to 2.0m
  - b. Provide a 50m shared path on southern approach to Marrickville Road
  - c. Provide a 30m shared path on northern approach to Marrickville Road
  - d. Provide a 60m one-way bike path (northbound) and one-way shared path (southbound) from 159 Livingstone Road to Hastings Lane
  - e. Reinststate the parking lane on the western side, to be located next to the bike path (with localised removal of spaces where required) with localised removal of spaces resulting in a 7 spaces removed and 8 new spaces provided
  - f. Delete proposed bus stop relocations and realign proposed in-lane bus stops
  - g. Reinststate the bus stops near Pile Street as per Sydney Buses' updated advice
  - h. Modify proposed relocation/widening of pedestrian refuges: near Arthur Street; near Enfield Street; near George Street; near Pile Street
  - i. Delete proposed traffic lane changes at the intersection of Marrickville Road
- (b) Marrickville Avenue: delete proposed angled parking
- (c) Robert Street: delete proposed angled parking
- (d) Hastings Street: delete proposed angled parking
- (e) Enfield Street:
  - a. reduce extent of proposed angled parking to provide six additional spaces
  - b. provide a bend-out intersection treatment
- (f) Pile Street: angled parking to be investigated as a separate Council project
- (g) Francis Street: delete proposed angled parking
- (h) Hawkhurst Street: delete proposed angled parking
- (i) Graham Avenue: delete proposed angled parking

This report was deferred at the 3 November 2016 Traffic Committee meeting to further consult with the community and the joint LRAC. 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. The LRAC considered this report at the 8th November 2016 joint meeting.

### **CONCLUSION**

The final LR3 concept plan incorporates changes to address issues raised during community consultation. Nearly all objections received were regarding the proposed removal of on-street parking on Livingstone Road, or associated changes. The final concept plan proposes a bike path configuration that meets RMS and Sydney Buses requirements and an overall increase in on-street parking spaces.

The proposed bike route improvements along Livingstone Road will encourage bike riding in the local community by providing a safer, more comfortable and more convenient north-south link to local destinations, such as Marrickville Park, the future Marrickville Library and Community Hub, and local schools. It will also provide a link to other destinations via planned routes for destinations including train stations on the Bankstown and Inner West Lines, the light rail and GreenWay corridor, the Cooks River, Newtown and inner Sydney. 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