

## FREQUENTLY ASKED QUESTIONS

### **Making it safer and easier to ride a bike - Livingstone Road, Randall Street to Marrickville Park**

#### **Why is Council focused on improving bicycle routes?**

Council is committed to encouraging more everyday trips by bicycle to help reduce car use in the community. This is a priority that was identified by the community in the development of Inner West Council's Community Strategic Plan which was adopted in June 2018)

This also aligns with the NSW Government's aim of making bike riding a safe, convenient and enjoyable transport options for local trips.

#### **Why has a bike route from Livingstone Road to Marrickville been chosen?**

The route was identified as a link in Council's Marrickville Bicycle Strategy that connects people to:

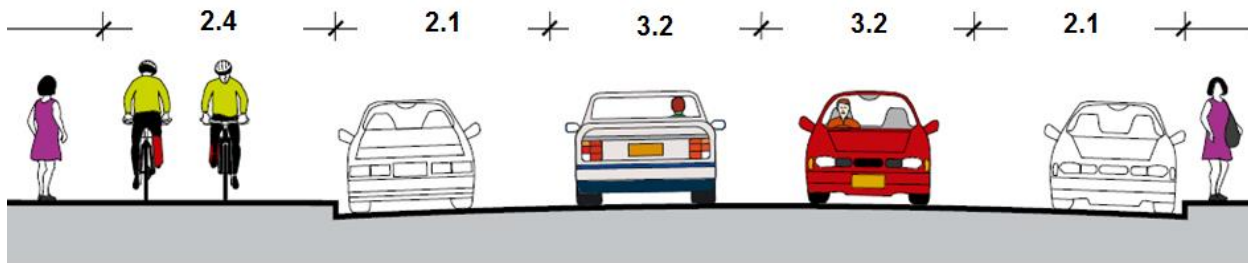
- local destinations including such as McNeilly Park, local shops and schools, and Dulwich Hill and Marrickville train stations
- the future Sydney Metro Cycleway.

#### **How is this funded?**

The bicycle route improvements are co-funded by the NSW Government and Council.

#### **How will a cycleway fit onto Livingstone Road?**

The cycleway would be built between the kerb and the road on the western side of Livingstone Road. This would relocate the traffic and parking lanes further towards the eastern side of the road. The dimensions of each lane are illustrated below.



#### **What is a kerb extension / kerb build out?**

A kerb extension is a widening of the footpath and a narrowing of the road. It calms traffic and increases safety for people walking or on bikes by reducing the distance to cross road.

#### **What is a bi-directional cycleway?**

A separated bi-directional cycleway is a dedicated path with a lane in both directions for bike riders. It makes the route safer and easier for people on bikes because it separates them from traffic and pedestrians by locating them between the footpath and parked cars.

#### **Isn't a cycleway dangerous for people walking, on bikes or in cars?**

The bike path would be located between the parking lane and the kerb which increases safety for everyone by:

#### **Customer Service Centres**

**Petersham** | P (02) 9335 2222 | E [council@marrickville.nsw.gov.au](mailto:council@marrickville.nsw.gov.au) | 2-14 Fisher Street, Petersham NSW 2049

**Leichhardt** | P (02) 9367 9222 | E [leichhardt@lmc.nsw.gov.au](mailto:leichhardt@lmc.nsw.gov.au) | 7-15 Wetherill Street, Leichhardt NSW 2040

**Ashfield** | P (02) 9716 1800 | E [info@ashfield.nsw.gov.au](mailto:info@ashfield.nsw.gov.au) | 260 Liverpool Road, Ashfield NSW 2131

- moving people on bicycles out of the blind spot of people exiting parked cars on the driver's side;
- reducing the risk of 'car-dooring' by placing people on bikes on the passenger side of parked cars and in clear sight, with the bikes travelling in the opposite direction positioned closest to parked cars; and
- providing a separate space for bike riders to travel safely out of busy traffic lanes and off footpaths.

The bike path would be raised to the level of the kerb and footpath. This would make it easier for people to temporarily occupy the bike path when entering or exiting a parked car when it is safe to do so – just as a person on the driver's side would temporarily occupy the traffic lane to enter or exit a parked car.

Motorists using driveways that cross the bike path would need to watch for people on the bike path, just as motorists must give way to people on the footpath and to other cars when entering the traffic lane.

### What is a shared path?

A shared path is a path that can be used by people walking and on bicycles. Shared paths are often provided when there is no space for a separated bike path and road conditions are not ideal for riding. On shared paths, people on bicycles are expected to give way to people walking, ring the bell and slow down and motorists have right of way at the intersections.

### What is a shared environment intersection?

A shared environment intersection is a type of crossing located near an intersection that is raised to the same level as the shared paths – or footpaths and bicycle paths – on either side. It improves crossing convenience for people walking, in wheelchairs, pushing prams and on bicycles. At these intersections, pedestrians have priority.

### What is the impact to parking?

Some new parking would be created and some existing spaces would be removed to accommodate the improvements – see table below. Exact locations can be seen on the draft plans at

[www.yoursayinnerwest.nsw.gov.au](http://www.yoursayinnerwest.nsw.gov.au)

Location	Western Side of		Eastern Side of Road		Overall Parking Impact
	Gain	Loss	Gain	Loss	
Randall Street (north side)	3	0			+3
Livingstone Road					
Randall to Robert	5	4	0	0	+1
Robert to Marrickville	1	2	1	0	0
Marrickville to Enfield	0	2	0	0	-2
Enfield to Pile	0	4	1	3	-6
Pile to Marrickville Park	0	3	0	0	-3
Hastings Street (north side)	1	0			+1
Hastings Street (south side)	1	0			+1
Enfield Street	4	0			+4
Overall Parking Impact					-1

### Which bus stops would be affected by the improvements?

Some bus stops will be slightly repositioned which is outlined in the table below.

Location	Comment
Parish of St Nicholas, Livingstone Rd	Relocated closer to intersection of Robert St and realigned to new kerb
Livingstone Rd, opposite Brigid's Church	Location unaffected, realigned to new kerb
Livingstone Rd at Enfield St	Relocated further from intersection and realigned to new kerb
Livingstone Rd at Pile St	Relocated closer to intersection and realigned to new kerb
Livingstone Rd opposite Pile St	Relocated to be opposite bus stop on other side of the road

**It's too hard to park close to the kerb on the eastern side – how can this be fixed?**

Council acknowledges that the grass verge on the eastern side of Livingstone Road can make it difficult to park close to the kerb. To overcome this issue, the verge will be lowered in places where it is too high for people to park close to the kerb.

**When and where will the lighting be upgraded?**

An assessment of lighting along Livingstone Road revealed that there are some small sections that need to be improved. A plan will be developed for these improvements which directly affected residents will be invited to comment on.

**How can I find out more about the proposed changes to signage and linemarkings?**

A detailed signage and linemarking plan can be viewed online at [www.yoursayinnerwest.com.au](http://www.yoursayinnerwest.com.au).