

LOCAL ROUTE 3 AND LOCAL ROUTE 18 DRAFT CONCEPT PLANS: PUBLIC EXHIBITION SUMMARY

INTRODUCTION

Council placed the Local Route 3 (LR3) and Local Route 18 (LR18) draft concept plans on public exhibition for an extended period of 56 days from 29 June to 23 August 2016. The LR3 draft concept plan proposes bike route improvements on Livingstone Road between Jersey Street and Marrickville Park. The LR18 draft concept plan proposes bike route improvements between Dulwich Hill station and Marrickville station via Albermarle Street, Livingstone Road and Jersey Street.

During the public exhibition period:

- 1,100 letters were sent to residents, businesses and property owners in the LR3 and LR18 study areas inviting comments;
- Two drop-in sessions were held at Marrickville Town Hall. Council officers discussed the proposed changes with 60 community members;
- Public exhibition of the draft concept plans was advertised in the Inner West Courier, Council's website, social media channels and temporary signage placed along the route.
- Council officers visited 299 residents and businesses on Livingstone Road, Pile Street, George Street, Hawkhurst Street, Enfield Street, Graham Avenue, Hastings Street, Francis Street, Marrickville Avenue and Randall Street to provide information on the proposed changes and seek feedback.

This report presents a summary of issues most frequently raised in submissions about each of the routes.

NEXT STEPS

All submissions are being evaluated by Council and will inform consideration of how to proceed with the LR3 and LR18 draft concept plans. A report for each route will be submitted to the Traffic Committee for technical review and then to Council for decision. All community members that provided submissions will be notified before the matters are considered at a Council meeting.

LOCAL ROUTE 3: LIVINGSTONE ROAD

329 submissions regarding the LR3 draft concept plan were received. This included two petitions – one from local residents and others (signed by 304 people); and one from Kidzville Early Learning Centre (signed by 74 people).

34% of respondents indicated 'support' or 'support with changes' for the proposed changes.

The issues most frequently raised were:

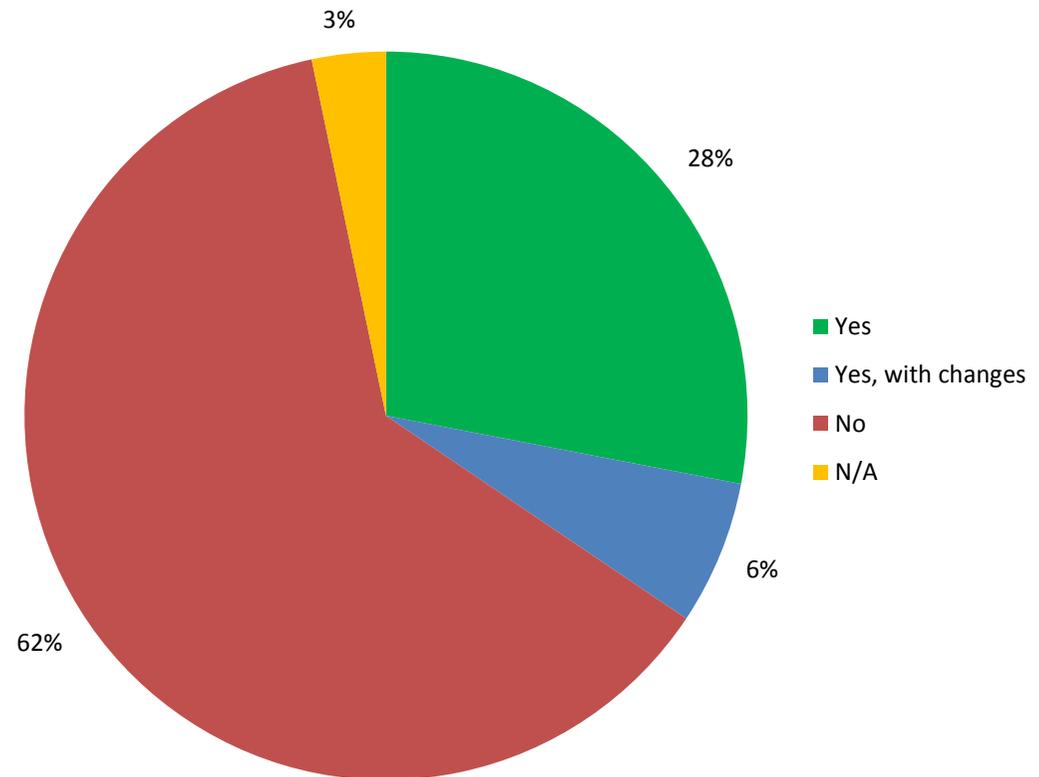
- Removal of on-street parking on Livingstone Road
- School and church parking on Livingstone Road
- Demand for bike infrastructure
- Demand for on-street parking on side streets
- Availability of off-street parking
- Bike rider safety
- Bike riding as a form of transport for local trips
- Bus stop changes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

Most respondents were from the local area. 74% of respondents were from Marrickville and Dulwich Hill, with 9% from adjacent suburbs and 11% from other parts of Sydney. 6% of respondents did not provide address details.

Council acknowledges the strong concerns with the LR3 draft concept plan that have been raised by the local community, particularly regarding the proposed changes to on-street car parking. Council is investigating alternative solutions that address these concerns.

The most frequently raised issues are summarised on the following pages, by theme (noting that some respondents provided feedback on multiple issues).

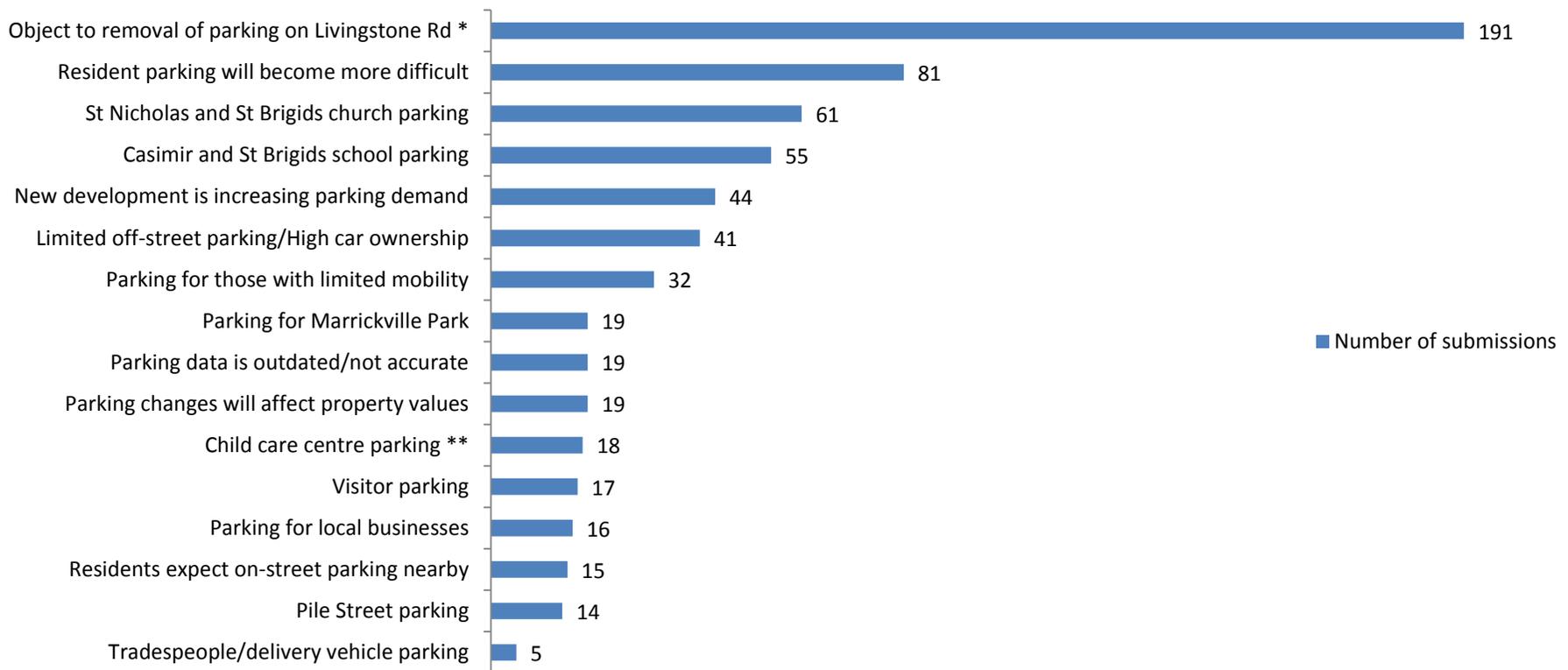
Do you support the proposed LR3 bike route upgrade?



PARKING ON LIVINGSTONE ROAD

The proposed parking changes on Livingstone Road were the most frequently raised issue in submissions received. A majority of respondents (58%) objected to the removal of parking on Livingstone Road. The most commonly cited reasons were existing pressures on on-street residential parking, church parking and school parking, as well as new development in the area increasing demand for on-street parking.

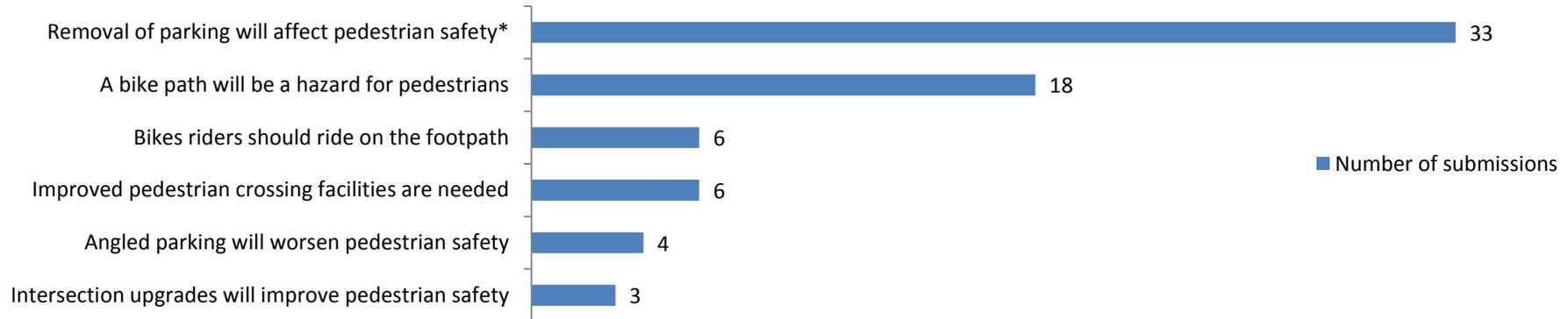
Areas where respondents most frequently noted that removal of on-street parking would exacerbate difficulties with on-street parking were near the intersection of Livingstone and Marrickville Roads, near St Nicholas Church, near Marrickville Park and on Pile Street.



* Includes a petition from local residents and others; ** Includes a petition from Kidzville Early Learning Centre

PEDESTRIAN SAFETY

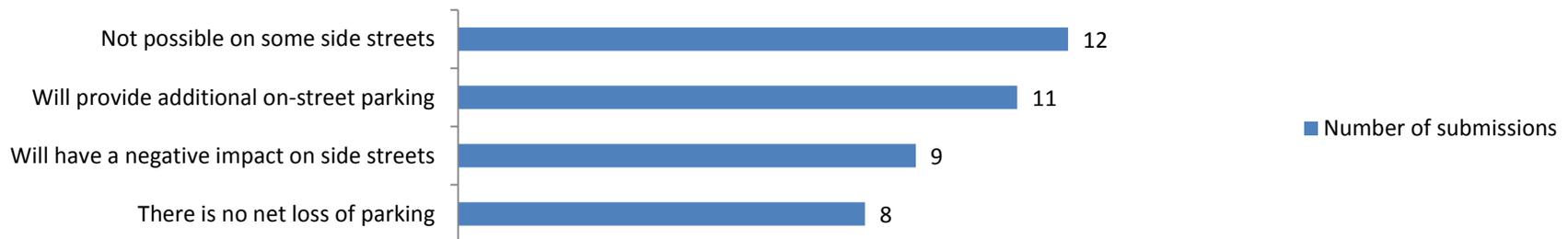
The most frequently raised issues regarding pedestrian safety impacts associated with the proposed bike route changes are outlined below. 10% of respondents felt that the removal of on-street parking would worsen pedestrian safety on Livingstone Road, particularly for residents with limited mobility and children, while 5% of respondents felt that a new bike path would worsen pedestrian safety.



* Includes a petition from Kidzville Early Learning Centre

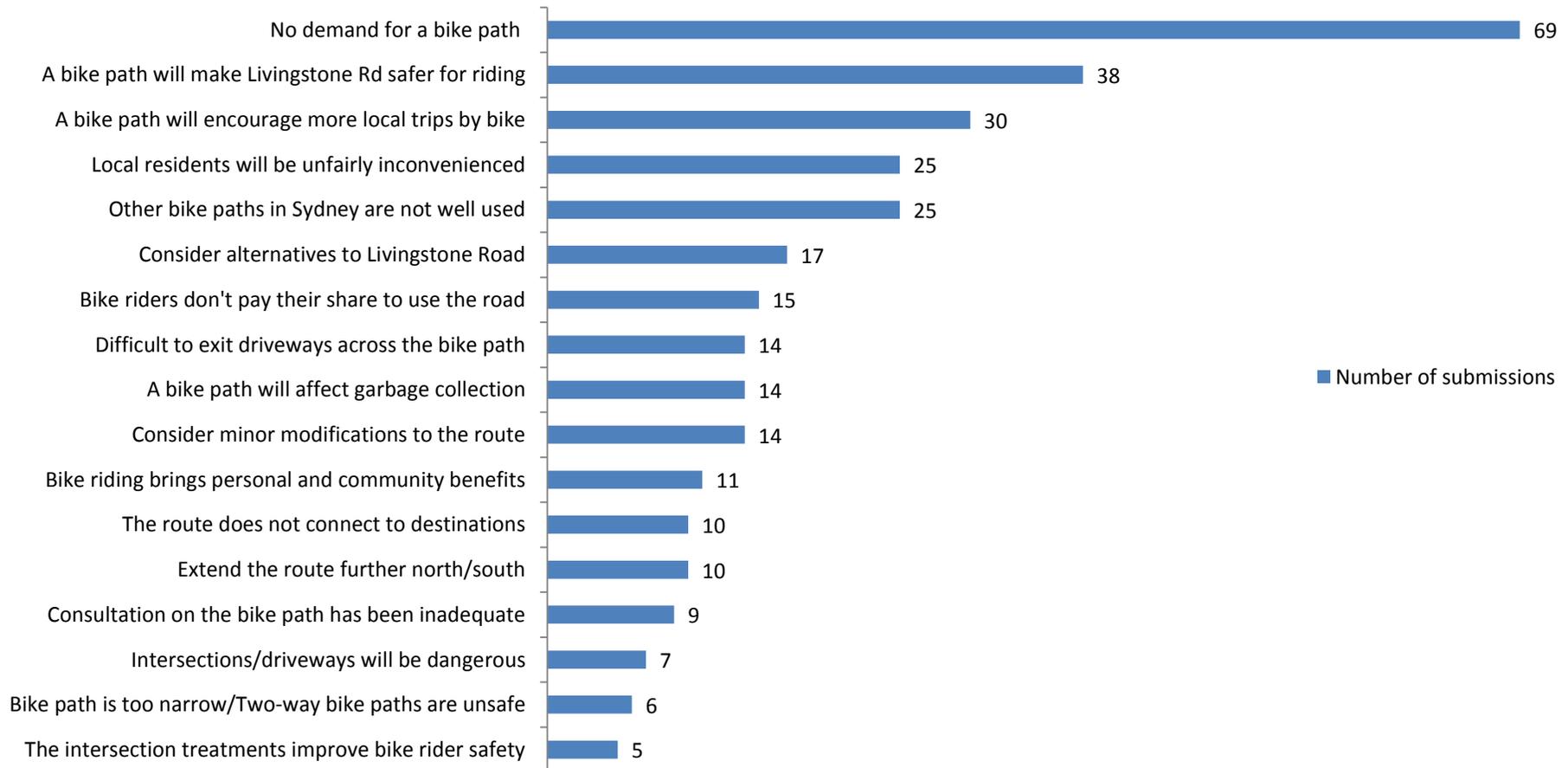
ANGLED PARKING

4% of respondents felt that angled parking would not be possible on all of the side streets proposed, while 3% indicated support for provision of the additional spaces on side streets. The most frequently raised issues regarding proposed angled parking on side streets as part of the bike route changes are shown below.



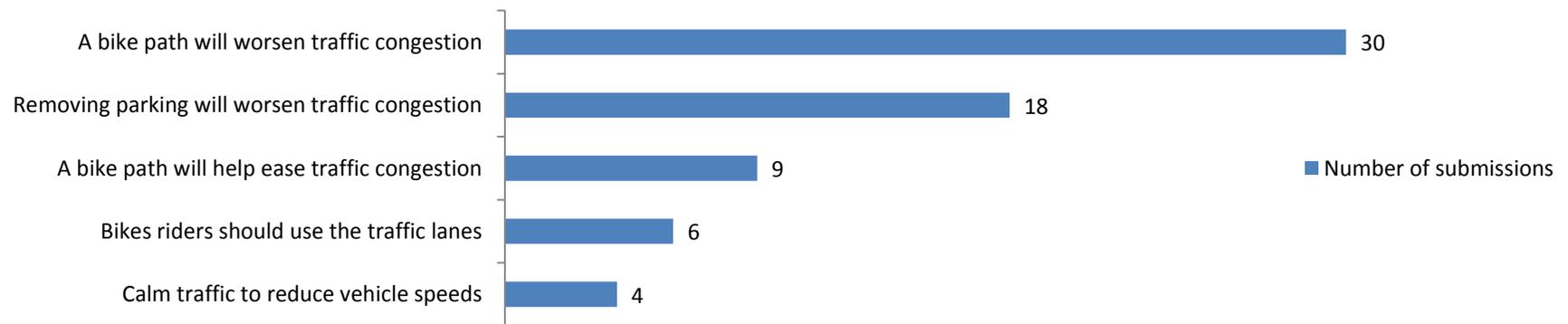
BIKE INFRASTRUCTURE

21% of respondents felt that there were not sufficient bike riders currently using Livingstone Road to justify the provision of a separated bike path, with 8% referring to usage on other bike paths in Sydney. 12% of respondents indicated that a separated bike path would make Livingstone Road safer for bike riding, and 9% felt that a separated bike path would encourage more people to take local trips by bike. The most frequently raised issues regarding the proposed bike infrastructure are shown below.



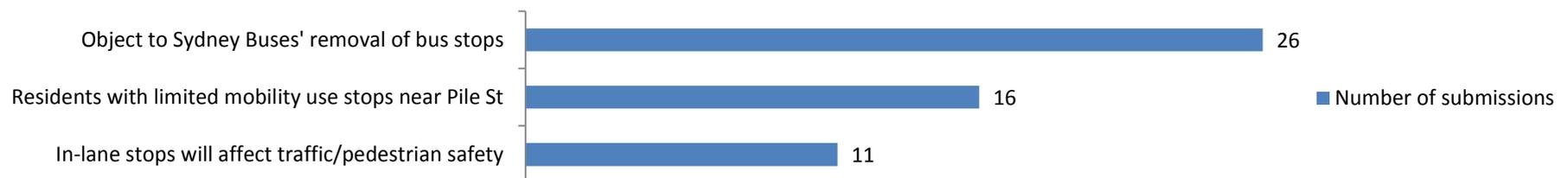
TRAFFIC CONGESTION

9% of respondents were of the view that the proposed bike path would worsen traffic congestion on Livingstone Road, while 5% felt that removing parking on Livingstone Road would worsen congestion. The most frequently raised issues about traffic congestion associated with the proposed bike route changes are shown below.



BUS STOPS

8% of respondents objected to Sydney Buses' consideration of removing bus stops near Pile Street, with 5% indicating that many residents with limited mobility rely on the bus stops. The most frequently raised issues about proposed bus stop changes on Livingstone Road are shown below.



LOCAL ROUTE 18: DULWICH HILL STATION TO MARRICKVILLE STATION

77 submissions regarding the LR18 draft concept plan were received by Council.

70% of respondents indicated 'support' or 'support with changes' for the proposal.

The issues most frequently raised were:

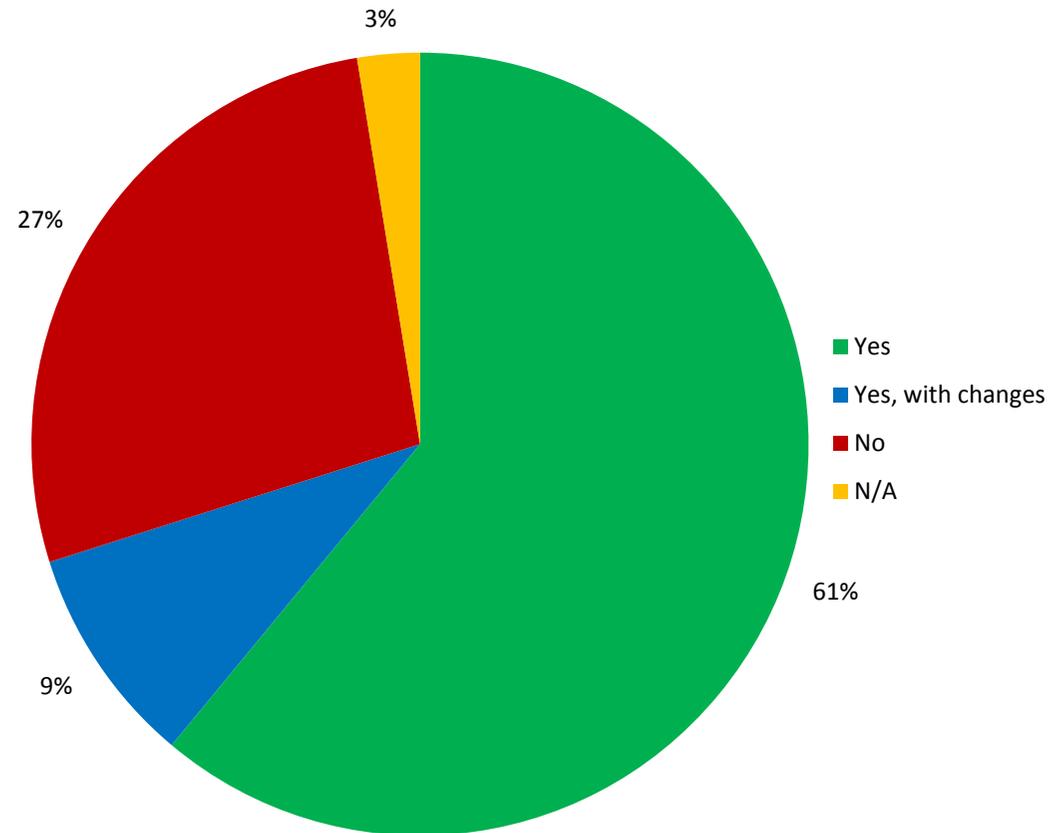
- Removal of on-street parking on Livingstone Road
- Bike riding as a form of transport for local trips
- Bike rider safety
- Demand for bike infrastructure
- Availability of off-street parking
- Access for people with limited mobility

Most respondents were from the local area. 68% of respondents were from Marrickville and Dulwich Hill, with 16% from adjacent suburbs and 12% from other parts of Sydney. 5% of respondents did not provide address details.

Council recognises that the local community has raised strong concerns with the proposal, particularly the proposed changes to on-street parking on Livingstone Road. Council will investigate alternative solutions to address the issues raised.

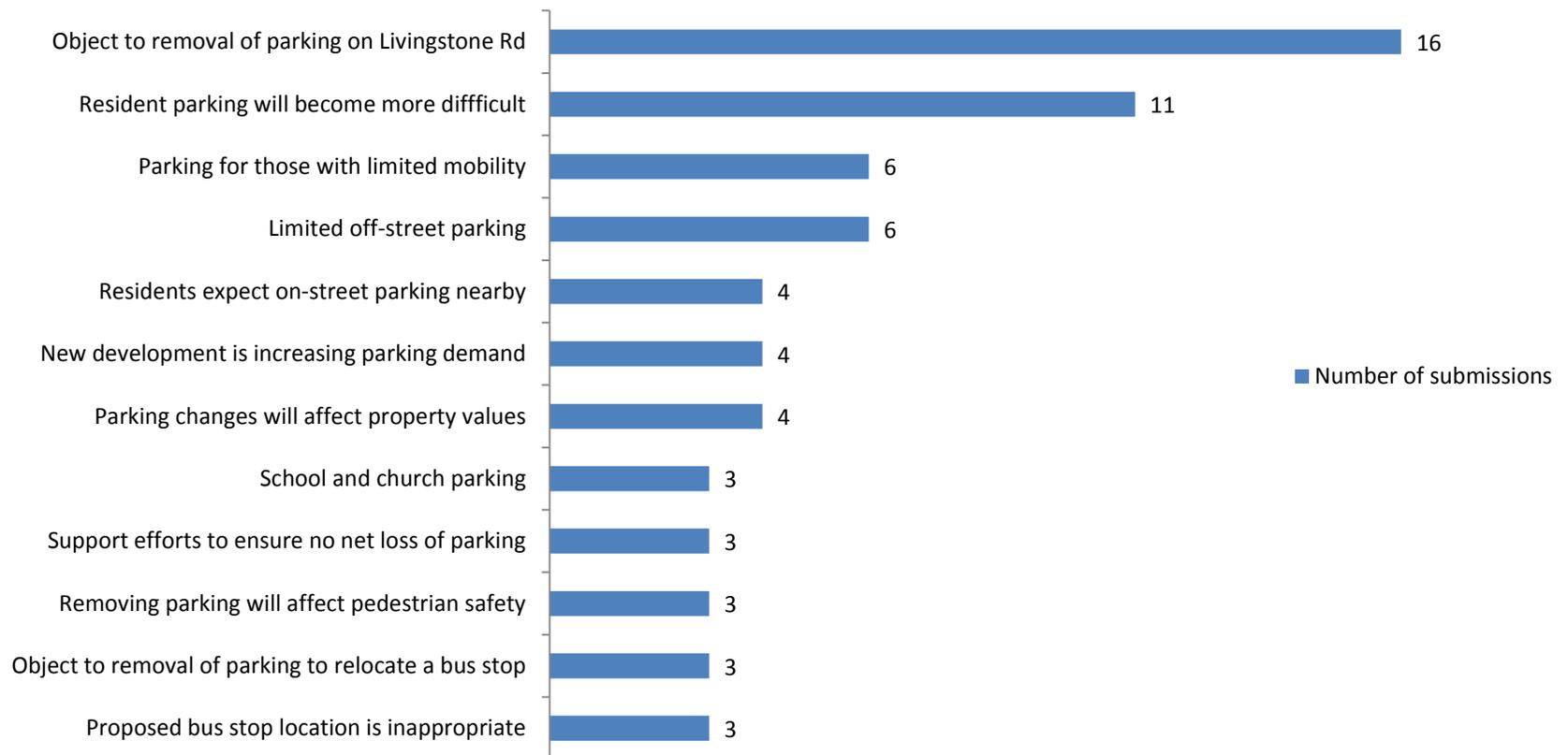
The most frequently raised issues are grouped into two themes – *Parking on Livingstone Road* and *Bike infrastructure* – and summarised on the following pages (noting that some respondents provided feedback on multiple issues).

Do you support the proposed LR18 bike route upgrade?



PARKING ON LIVINGSTONE ROAD

The proposed parking changes on Livingstone Road shown in the LR18 draft concept plan were the most frequently raised issue in submissions received. 21% of respondents objected to the proposed removal of parking on Livingstone Road as part of the route between Dulwich Hill and Marrickville stations, with the most common reasons being that it would make resident parking more difficult (14% of respondents), particularly for those with limited mobility (8%). Respondents on Livingstone Road also indicated objections to the proposed relocation of a bus stop near Albermarle Street to accommodate the bike path, due to impacts to resident parking, particularly for those with limited mobility, and pedestrian safety.



BIKE INFRASTRUCTURE

The most frequently raised issues regarding the proposed bike infrastructure are shown below. 18% of respondents supported the proposed changes on the basis that it would encourage more local trips by bike, and 17% of respondents felt that the changes would make the route safer for riding a bike.

