

SUPPLEMENTARY AGENDA 1

Distributed on 2 March 2018



INNER WEST COUNCIL

LOCAL TRAFFIC COMMITTEE MEETING

TUESDAY 6 MARCH 2018

10.00am

**MEETING AGENDA – PRECIS
SUPPLEMENTARY ITEMS**

The following report/s appear as late item/s with approval as information required for the preparation of the report/s was not available at the time of distribution of the Business Paper.

Traffic Matters

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Parking Matters

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Item No: LTC0318 Item 18**Subject:** Route EW09 (Lilyfield Road, Lilyfield) - Separated Cycleway (Balmain Ward/ Leichhardt LAC/ Balmain Electorate)**Prepared By:** Manod Wickramasinghe - Coordinator – Traffic and Parking Services**Authorised By:** John Stephens - Traffic and Transport Services Manager**SUMMARY**

This report details the revised concept plan, community engagement results and options for further investigation for the Lilyfield Road Separated Cycleway (Route EW09) that has been developed following public exhibition of the revised concept plans.

RECOMMENDATION**THAT:**

1. In recognition of the level of objection to the project in its current form, the project not proceed to detailed design at this time;
2. A revised concept plan be developed for the Lilyfield Road Separated Cycleway (Route EW09) following investigation into the following options:
 - a. Investigation of an amendment to the proposed one-way restriction on Lilyfield Road between Gordon Street to Victoria Road from eastbound to westbound traffic.
 - b. Investigation of further treatments to discourage 'rat-running'.
 - c. Investigation of opportunities to relocate bicycle crossing to the signalised crossing of Balmain Road and Lilyfield Road.
 - d. Investigation of opportunities to increase parking supply.
 - e. Investigation of opportunities to retain left turn slip lane from Mary Street into Lilyfield Road.
 - f. Investigation of options to allow cyclists to enter mixed traffic treatment in the westbound direction from Mary Street to Canal Road whilst retaining the bidirectional bicycle treatment in this section.
 - g. Investigation of increasing width of cyclepath where possible to 3.0m.

BACKGROUND

Consistent with Council's commitment to encourage bicycle riding and improve bicycle paths and networks, Council's adopted 2016 Leichardt Bike Plan aims to make riding a bicycle easier, safer and more attractive.

Lilyfield Road (Route EW09) was identified in the Inner Sydney Regional Bike Plan and Leichhardt Council's 2016 Bike Plan as a route that could be upgraded to a separated, two-way cycleway.

The Super Tuesday Commuter Bike Count 2016 (Prepared by Bicycle Network) showed that up to 321 cyclists utilised Lilyfield Road (EW09) in the 2-hour morning peak period on a typical Tuesday.

Route EW09 is a 2.7km regional route from Iron Cove to ANZAC Bridge via Lilyfield Road, the route connects to a number of other regional and local bike routes. It aims to improve connections to local destinations such as Cooks River, Bay Run, the future Greenway, Victoria Road, ANZAC Bridge and more distant destinations including Newtown and Sydney CBD.



Council received funding to prepare a detailed design for a separated cycleway along Lilyfield Road through the NSW Government's Active Transport Program, and will facilitate meeting Goal 8 of the NSW State Plan 2021 to increase the number of bicycle and walking trips in the Greater Sydney area.

There is an existing on-road bike path on Lilyfield Road; however, the focus on Route EW09 was to create a safe and accessible cycling environment for all age groups to encourage new people to cycle, whilst improving safety for existing cyclists by providing a separated facility.

Council commissioned GHD in 2016 to undertake the design of the proposed separated cycleway.

During the design process, Council has held a number of meetings with Sydney Buses (STA), Roads and Maritime Services (RMS) and Transport for NSW to further develop the current revised concept plan prior to exhibiting to the public and other stakeholders. The project also includes significant streetscape and drainage improvements by providing water sensitive urban design.

FINANCIAL IMPLICATIONS

The design and construction of this project has been fully funded (100%) by the NSW Government's Active Transport Program (Priority Cycleways).

OTHER STAFF COMMENTS

The revised concept plan for the Lilyfield Road separated cycleway (Route EW09) as proposed during community consultation between November 2017 and February 2018 is detailed in **Attachment 1**. Key features of this separated cycleway revised concept plan are summarised in the following section. The cycleway is also proposed to be constructed in stages commencing with Section 1.

Section 1 – Lilyfield Road from Canal Road to Norton Street

Key features:

- Separated cycleway positioned adjacent to northern kerbline
- 2.8m bi-directional bike path proposed (1.6m uphill, 1.2m downhill)

- 5.4m two-way vehicle lane proposed
- Set back cycleway treatment across Maliyawul Street
- Bicycle phasing across the signalised Mary Street/James Street intersection
- Closure of left turn slip lane from Mary Street into Lilyfield Road to increase parking

Section 2 – Lilyfield Road from Norton Street to Balmain Road

Key features:

- Separated cycleway positioned adjacent to northern kerbline
- 3.0m bi-directional bike path proposed (1.5m lanes in each direction)
- Two-way traffic flow to be altered to one-way (eastbound) to allow for parking to be retained (3.5m one-way lane)
- Set back cycleway treatment across Rayner Street
- Bicycle phasing across the signalised Balmain Road intersection
- Retain existing raised pedestrian (zebra) crossing at Steward Street

Section 3 – Lilyfield Road from Balmain Road to Gordon Street

Key features:

- Bicycle phasing across the signalised Balmain Road intersection
- Separated cycleway positioned adjacent to northern kerbline between Balmain Road and Edward Street. A bicycle crossing point is proposed to be placed immediately east of Edward Street and the separated cycleway will then continue on the southern side of Lilyfield Road between Edward Street and Gordon Street.
- 2.4m bi-directional bike path proposed (1.2m lanes in each direction)
- Bicycle crossing facility to provide priority for cyclists over vehicles (subject to detailed design)
- Upgraded bus stop with pedestrian island and bus shelter
- Set back cycleway treatment across Catherine Street and raised platform bicycle crossing across Gordon Street
- Approximately 115 parking spaces are lost, this parking is primarily boat/trailer parking on the southern side of Lilyfield Road adjacent to the Rozelle Rail Yards.
- New raised pedestrian (zebra) crossing east of Denison Street
- Retain existing raised pedestrian (zebra) crossing between Catherine Street and Grove Street

Section 4 – Lilyfield Road from Gordon Street to Victoria Road

Key features:

- Separated cycleway positioned adjacent to southern kerbline
- 3.0m bi-directional bike path proposed (1.5m lanes in each direction)
- Two-way traffic flow to be altered to one-way (eastbound) to allow for parking to be retained (3.5m one-way lane)
- Raised platform bicycle crossing across Gordon Street
- Upgrade raised threshold east of Gordon Street to a raised pedestrian (zebra) crossing



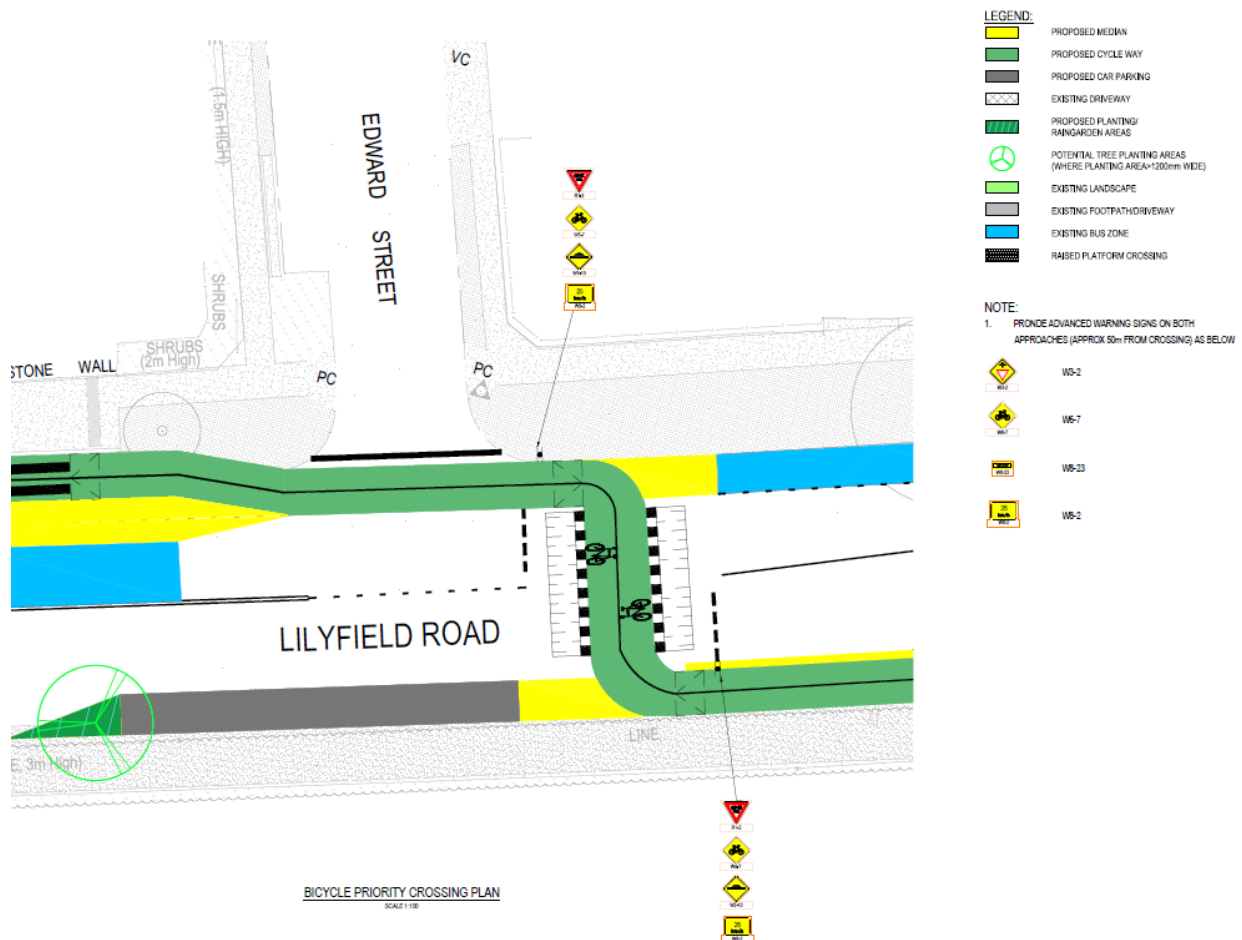
Bicycle Crossing

In order to minimise conflict with intersections, the separated cycleway is proposed to cross from the northern to southern kerblines of Lilyfield Road.

To maintain a continuous path for cyclists, it is proposed that this crossing point provide priority for cyclists over vehicles travelling in Lilyfield Road. To achieve this, it is proposed that a bicycle priority crossing is installed east of Edward Street with the following features:

- A raised platform to facilitate the slowing of vehicles and bicycle riders.
- Advance warning signage to drivers on approach to the crossing
- signage such as Give Way and bicycle warning signs to advise motorists of the crossing facility
- line marking and a speed hump warning sign will advise motorists of the raised facility.
- Bicycle rider warning devices could include line marking such as cycle logos, green pavement and potential "SLOW" pavement markings on the approaches.

A concept sketch of the priority bike crossing facility is shown in the following figure.



Proposed One-Way restrictions

A one-way traffic system is proposed to be implemented on Lilyfield Road between:

- Norton Street and Balmain Road (eastbound); and
- Gordon Street and Victoria Road (eastbound)

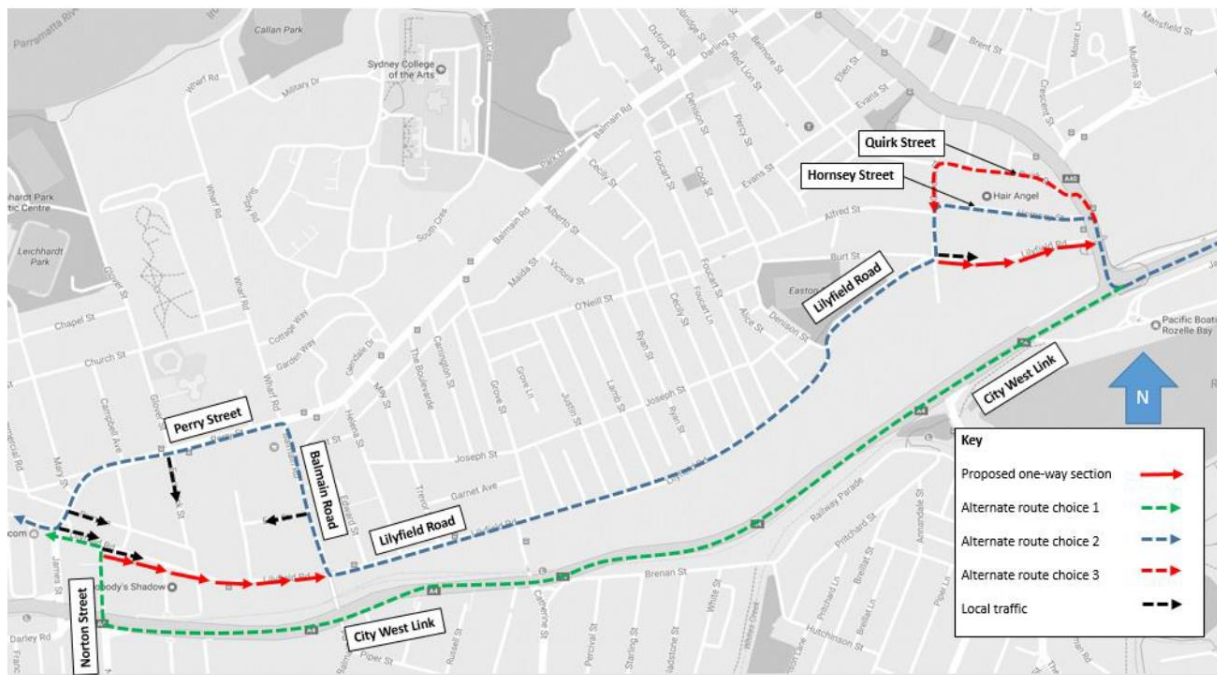
The one-way systems provide:

- Increase in kerbside parking (when compared to the option of a two way traffic system incorporating a separated cycleway) to address residents' comments on impacts to parking availability;
- A reduction of potential "rat running" along Lilyfield Road westbound;
- A reduction in traffic volumes on Lilyfield Road (westbound); and
- The ability to maintain the existing regular, scheduled bus service access eastbound between Mary Street and Catherine Street. Transport for NSW and Sydney Buses have been consulted on this change and have agreed to amend bus routes to accommodate the one-way restriction. Existing bus patrons will continue to have access to the affected services.

The one-way system requires the modification of the signalised intersection of Lilyfield Road and Balmain Road, where entry will not be permitted for vehicles in a westbound direction. The priority control intersection of Victoria Road and Lilyfield Road will be controlled by "No Entry" signage to advise motorists of the one-way restriction in this area.

Access to the area affected by the one-way system will be maintained via the adjoining road network including Hornsey and Quirk Streets in the eastern one-way system component and Balmain Road and Perry Street in the western one-way system component. The primary through access westbound will be via the City West Link arterial road network.

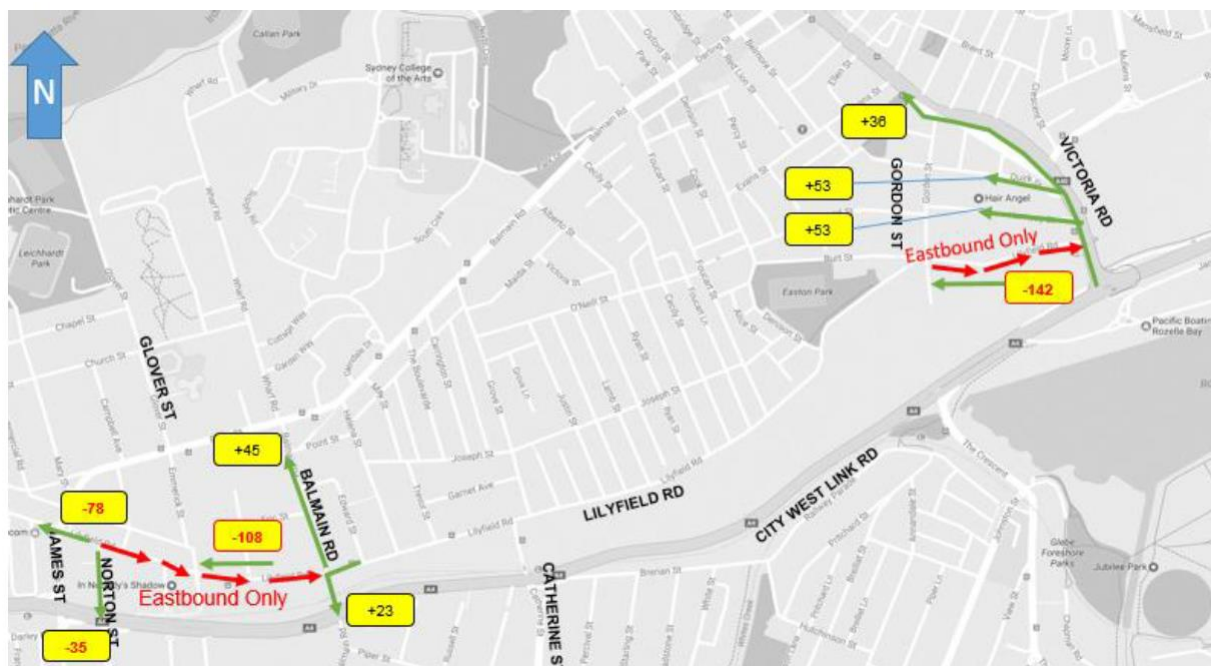
The proposed one-way system and alternate vehicle access routes are shown in the following figure.



As part of the proposal RMS required a Traffic Management Plan (TMP) be prepared for the one-way traffic restrictions, this document is located in **Attachment 2**. It should be noted that the attached TMP is an extract and excludes *Appendix B – SIDRA Analysis*, a summary of the results are contained in the body of the report in Figure 5 and Figure 6 and reproduced in the following two plans.

In order to develop the TMP, additional traffic counts were undertaken in 2017 to enable traffic modelling to analyse the impact of the redistributed traffic on the adjacent road network, including identified key intersections both signalised and unsignalised as shown in Figures 3, 5 and 6 of the TMP. Although there was a decrease in performance at 7 intersections, there was an improved performance at 9 intersections in the area. RMS modellers then reviewed Council's analysis and then gave "in principle support" on the analysis of the road network that allowed Council to publicly exhibit the current revised concept design plans from November 2017. The TMP does not recommend the provision of mitigation measures for the proposed one-way systems and separated cycleway.

The AM Peak traffic redistribution:



The PM Peak traffic redistribution:



PUBLIC CONSULTATION

Council has undertaken three phases of community consultation from May 2016 until February 2018 to inform the community about the project, and gather feedback on the preliminary and draft concept designs. Following each phase of consultation, revisions have been made to the concept plans to take on board comments from the community.

There were three phases of engagement to get feedback from the community, bicycle riders and other stakeholders at each stage of the design. All of the feedback received was considered by the project team and where possible, incorporated into the following design stage.

- **Phase One: May – October 2016**

- Objective: Determine preferred route from two design options and gain feedback to inform the development of the draft concept plan
- Design options:
 - Option 1 – *A two-way, separated cycleway on the northern side of Lilyfield Road between Victoria Road and the Hawthorne Canal.*
 - Option 2a - *A two-way, separated cycleway on the southern side of Lilyfield Road between Victoria Road and Hawthorne Canal.*
 - Option 2b - *A two-way, separated cycleway on the southern side of Lilyfield Road between Victoria Road and Hawthorne Canal with some kerb indentation near Lilyfield Light Rail Stop.*
- Promotion:
 - 1500 Flyers distributed to local residents and business and bicycle groups
 - Project page on www.yoursayinnerwest.com.au
- Engagement activities:
 - In person:
 - Community workshop was held at Leichhardt Town Hall on 7 June 2016
 - Intercept surveys on Lilyfield Road were held on two occasions (25th and 29th June 2016).
 - Online: through the feedback form on www.yoursayinnerwest.com.au and an interactive map
 - Email, telephone and website forwarded to GHD.
- Outcomes

272 comments were received throughout the Phase One engagement. The comments were received predominantly from the community email, social pinpoint and the information sessions.

Summary of feedback received:

- Concerns about potential parking loss
 - Southern side of road preferred by majority of respondents
 - Concerns about bike rider safety on bi-directional cycleway, especially on hills
 - Suggestion to reduce speed limit to 40 km/h to improve safety for all
 - Suggestion to consider different routes including the railway corridor, City West Link
 - Support for the project – more families taking up cycling, safer for current bike riders and contribute to a better connected network.
- **Phase Two: November 2016 – June 2017**
 - Objective: Gain feedback from the community and other stakeholders on the draft concept plan
 - Draft Concept Plan
Based on feedback received in Phase One, a preferred concept design was chosen. This preferred plan was a hybrid of option 1 and 2b, the cycleway was proposed on the northern side of Lilyfield Road from Canal Road to just west of Balmain Road, it would then cross Lilyfield Road and continue to Victoria Road on the southern side of the street. Only the section between Gordon Street and

Victoria Road was proposed to be one way at this point. Kerb indentation was provided on the southern side of Lilyfield Road between Balmain Road and Justin Street to retain commuter parking near the Light Rail; however, a similar treatment wasn't possible in the section between Norton Street and Balmain Road due to heritage trees in the grass verge, existing parking in this location would be lost due to road width constraints.

- Engagement activities:
 - In person: Community session was held at Leichhardt Town Hall on 29 November 2016
 - Email, telephone and website forwarded to GHD.

- Outcomes

318 comments were received throughout the Phase Two engagement. The comments received were received predominantly from the community email, followed by the information sessions.

Summary of feedback received:

- Concerns about potential parking loss:
 - Draft design doesn't address this enough
 - Potential flow on affect to nearby streets
 - Potential impact to loading zones, customer parking, disabled spaces, access to properties
- Concern about access to driveways
- Suggestion to re-route buses off Lilyfield Road or change Norton Street to Balmain Road one way to allow for road widening to accommodate cyclepath and on-street parking
- One way section between Gordon Street and Victoria Road will increase travel time
- The community needs to be engaged more widely
- Support for the project – will be well used, facilitate more environmentally friendly ways of commuting, increase safety for pedestrians and bus patrons at Victoria Road intersection.
- **Phase Three: November 2017 – February 2018**
 - Objective: Gain feedback from the community and other stakeholders on the final draft concept plan

- Current revised draft concept plan:

Based on the feedback from Phase Two, a revised concept plan was developed which provides an additional eastbound one-way section in Lilyfield Road between Norton Street and Balmain Road. This retained parking in this section which was the primary concern during Phase Two of the consultation. In addition, the bicycle crossing point was moved from west of Balmain Road to east of Balmain Road and the slip lane from Mary Street into Lilyfield Road was proposed to be removed to increase parking supply.

- Promotion:
 - Flyer distributed to a local residents and business and bicycle groups. Responding to the community's feedback that more residents needed to be engaged, the flyer was distributed to 3,500 properties.
 - Project page on www.yoursayinnerwest.com.au
 - Three editions of Council's e-news
 - Two editions of Your Say Inner West e-news
 - Council's page in the Inner West Courier

- Council's Facebook page
- Press release
- Signage was placed along the route detailing information on how to lodge a submission
- Engagement activities:
 - In person:
 - Two community sessions were held at Orange Grove Public School (9 and 12 December 2017)
 - Online: through the feedback form on www.yoursayinnerwest.com.au and an interactive map
 - Email, telephone and website to GHD.
- Outcomes

The wider promotion of this phase of the project led to greater numbers of respondents. This is reflected in the table below and the summary of comments.

1583 comments were received throughout the Phase Three engagement. The comments received were received predominantly from Have Your Say feedback, followed by Social Pinpoint tool and community email.

Please note that the exhibition period initially closed on the 2nd February 2018 but was extended until the 20th February 2018 to allow further time for public submissions.

The main themes raised by residents during the current exhibition period is summarised below. A detailed summary of the comments received during community consultation is provided in the 'Community Engagement Outcomes Report' (**Attachment 3**).

This report didn't count individuals and was based on number of comments received as it was considered to be a more accurate reflection on the strength of a theme. Also, it is difficult to measure whether multiple submissions were made.

Main themes	Council's response
Safety Issues listed in 6.5.1 & 6.5.6 Community Engagement Outcomes Report	<ul style="list-style-type: none"> • Section 4 (Gordon Street to Victoria Road) received 21% of comments with concerns about the proposed one-way section and its impact on surrounding streets. It is proposed to further investigate their concerns as described in the following section of the report, 'further investigation'. • The cycleway has been designed to meet existing safety standards. The detailed design will consider all RMS standards and specifications. The standard 2.4m wide bi-directional cycleway has been designed similar to City of Sydney Council's cycleways. However, where possible the cycleway will be widened to be up to 3.0m wide. Overtaking is allowed for faster riders and more experienced riders are still allowed to use the road if desired. • The bicycle crossing between Edward Street and Helena Street may result in brief stoppage due to constraints. Despite this the cycleway will be continuous with no stoppages for the most part (pedestrian crossings over cycleway the exception). The current proposed bicycle

	<p>crossing will provide a raised platform, line marking treatment, give-way control and advance warning signs to improve safety. The bicycle crossing point will continue to be examined to ensure the optimal crossing location and treatment is provided.</p> <ul style="list-style-type: none"> Once the construction of the cycle path is completed, Council intends to reduce the speed limit along Lilyfield Road to 40 km/hr and monitor speeds. 40 km/hr speed limit proposal will need to be approved by RMS.
<p>Traffic and One-way sections</p> <p>Issues listed in 6.5.2 & 6.5.3 Community Engagement Outcomes Report</p>	<ul style="list-style-type: none"> The one-way sections were incorporated into the design to reduce the amount of on-street parking lost on Lilyfield Road. Under the consulted proposal, traffic modelling of the area shows that there would be a small increase in traffic on Balmain Road and City West Link and a small decrease on Norton Street. The biggest increase on residential sections of Balmain Road would be an average of 10 additional cars every 10 minutes during the afternoon/evening peak hour. The TMP does not recommend the provision of mitigation measures for the proposed one-way system and separated cycleway. Given community concerns with the one-way restrictions in Lilyfield Road between Gordon Street and Victoria Road, it is proposed to undertake a detailed review on reversing the travel direction from eastbound to westbound. Concerns have also been received regarding the removal of the left turn slip lane from Mary Street onto Lilyfield Road. The removal of the left turn slip lane from Mary Street into Lilyfield Road will be reconsidered in the next revised concept plan.
<p>Design</p> <p>Issues listed in 6.5.4 Community Engagement Outcomes Report</p>	<ul style="list-style-type: none"> Respondents provided suggestions on how they felt the design could be improved. The comments will be considered as part of the next revised concept plan and subsequent detailed design.
<p>Parking</p> <p>Issues listed in 6.5.5 Community Engagement Outcomes Report</p>	<ul style="list-style-type: none"> Council will investigate further opportunities to reduce parking loss along the route. There will be a loss of approximately 115 parking spaces between Balmain Road and Gordon Street; however, this parking is primarily to boat/trailer parking on the southern side of Lilyfield Road adjacent to the Rozelle Rail Yards. Following construction, Council would review the need for resident parking restrictions in sections of Lilyfield Road.
<p>Alternative routes</p>	<ul style="list-style-type: none"> Lilyfield Road was identified in the Inner Sydney Regional Bike Plan and Leichhardt Council's 2016 Bike Plan as a

<p>Issues listed in 6.5.7 Community Engagement Outcomes Report</p>	<p>route that could be upgraded to a separated, two-way cycleway.</p> <ul style="list-style-type: none"> • Lilyfield Road was chosen as the route as it is a direct route to the City and provides the highest level of connectivity between the CBD and Inner West. It has been a popular bicycle route since the City West Link was built and this upgrade will make it safer and more appropriate for all levels of bicycle riders. • There is a connectivity issue with the alternate City West Link cycleway in the Rozelle railyards as there was no access provided prior to the extension of the light rail and the cost of construction would be prohibitive and require closure of the light rail west of Lilyfield Light Rail Stop for tunnel construction. • Note, Council is liaising with RMS and Sydney Motorways Corporation to ensure possible future connection to a bicycle path between Lilyfield Road and WestConnex cycleway should this be constructed by WestConnex.
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Council has also received detailed submissions from the Inner West Bicycle Coalition. These comments primarily relate to design elements and will be considered as part of the next revised concept plan and when undertaking detailed design.

Inner West Bicycle Coalition will be consulted during the design phase.

FURTHER INVESTIGATION

In order to further address resident comments raised during Phase Three of consultation, it is proposed to investigate additional treatment options to improve amenity for local residents. These are outlined below.

Section 1 - Lilyfield Road from Canal Road to Norton Street

- Investigate retaining the left turn slip lane from Mary Street onto Lilyfield Road

Both the option of retaining or closing the slip lane is feasible. Closing the slip lane will allow an increase in parking supply for nearby residents however will increase delay for motorists at the intersection of Mary Street and Lilyfield Road.

- Investigate options to allow cyclists to enter a mixed traffic treatment in the westbound direction from Mary Street to Canal Road

The entire cycleway will remain bi-directional as it is currently; however, Council will investigate options to allow cyclists travelling westbound to enter a mixed traffic treatment when travelling downhill from Mary Street to Canal Road westbound. This option would likely cause additional traffic delay for vehicles and cyclists at the intersection of Mary Street and Lilyfield Road and traffic modelling is required to understand the impact of this option.

Section 2 – Lilyfield Road from Norton Street to Balmain Road

- Investigate opportunities to increase parking supply on Lilyfield Road

Council and GHD will review all existing and proposed parking spaces within this section of Lilyfield Road with a view of investigating options to improve parking supply.

Section 3 – Lilyfield Road from Balmain Road to Gordon Street

- Investigate opportunities to relocate bicycle crossing to the signalised crossing of Balmain Road and Lilyfield Road.

This option requires detailed discussions with RMS with regards to acceptable signal design. This option would likely cause additional traffic delay for vehicles and cyclists at the intersection of Balmain Road and Lilyfield Road but would improve safety as cyclists would cross the road at a signalised facility. Traffic modelling is required to understand the impact of this option. Parking will also be lost on the southern side of Lilyfield Road between Edward Street and Balmain Road in order to allow the cyclway to continue its southern alignment up to the traffic signals. Options to mitigate this loss in parking will be investigated.

Section 4 – Lilyfield Road from Gordon Street to Victoria Road

- Investigate reversal of proposed one-way restrictions from eastbound to westbound

This option would allow vehicles to enter Lilyfield Road from Victoria Road and travel westbound only. This would not address safety concerns (pedestrian/vehicular conflict and vehicular/bus conflict) at the intersection of Victoria Road and Lilyfield Road and would continue to allow 'rat-running' into Lilyfield Road from the city, however this amendment would prevent redistribution of traffic into Hornsey Street and Quirk Street. In this scenario traffic that would otherwise have travelled eastbound on Lilyfield Road in order to turn left onto Victoria Road would be redistributed to Gordon Street. The intersection of Gordon Street and Victoria Road is signalised and allows vehicles to turn left and right into Victoria Road, entry from Victoria Road into Gordon Street is banned although Gordon Street is two-way. Local traffic to Lilyfield Road properties between Gordon Street and Victoria Road would be redistributed via City West Link and Victoria Road.

Detailed modelling of this scenario would have to be undertaken to determine the level of impact onto the local and regional road network.

- Investigate traffic calming treatments to reduce 'rat-running'

Further traffic calming measures will be considered subject to the previously mentioned investigation into the direction of the one-way restrictions in Lilyfield Road between Gordon Street and Victoria Road. A proposed eastbound traffic movement would result in traffic calming being investigated in Hornsey Street and Quirk Street whilst a proposed westbound traffic direction may require additional treatment to Lilyfield Road.

CONCLUSION

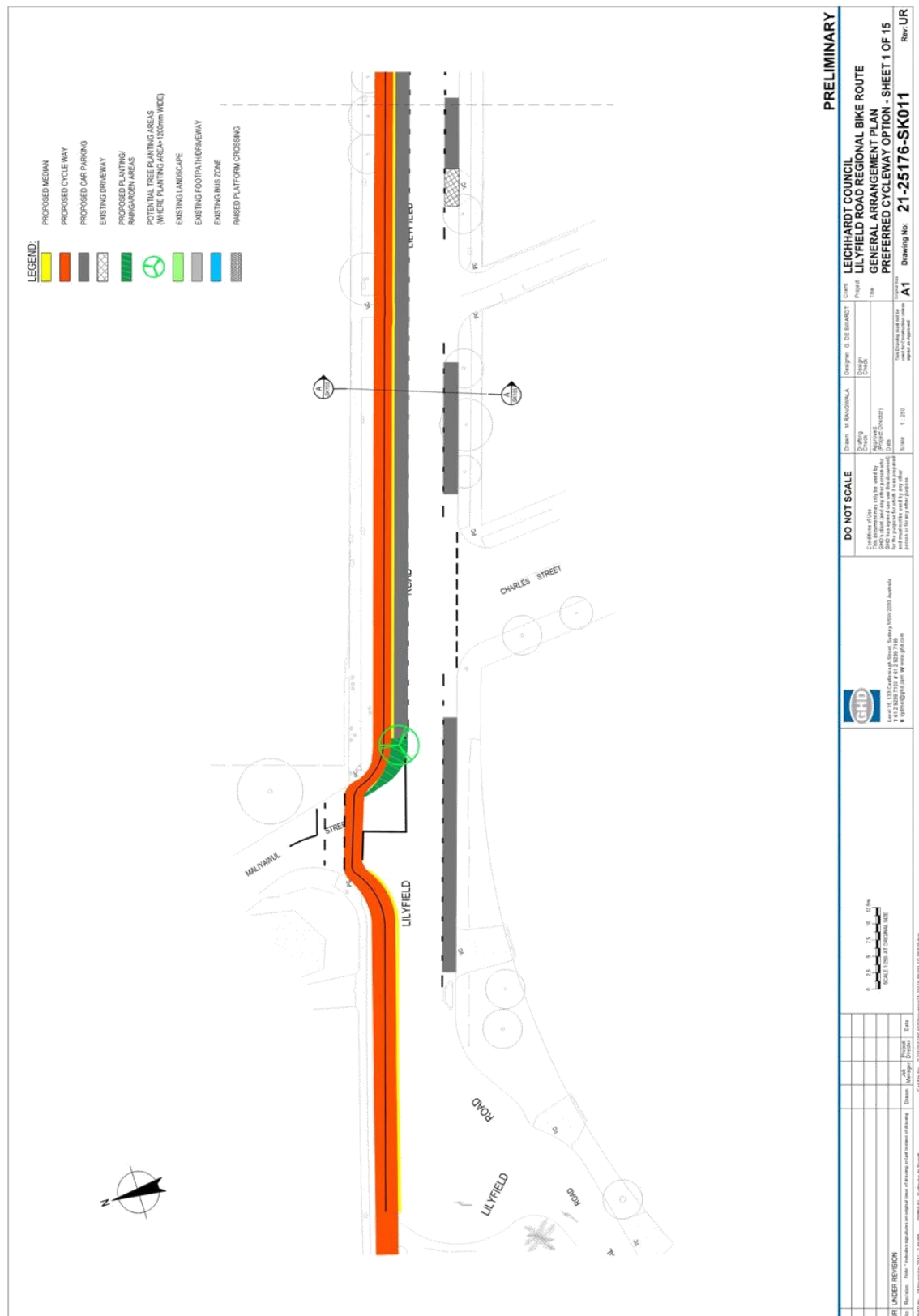
The current revised concept plan proposes bicycle route improvements that would encourage more local and regional trips by bicycle by providing a safer and easier bike path to local destinations such as Cooks River, Bay Run, the future Greenway, Victoria Road, ANZAC Bridge and more distant destinations including Newtown and Sydney CBD.

Once constructed, the Lilyfield Road cycleway would be a flagship bicycle route for the inner west, connecting both local and regional destinations. The project seeks to reduce long term private car dependency and greatly improve sustainable active transport alternatives for both the local and wider community.

This report recommends that in recognition of the level of objection to the project in its current form, the project not proceed to detailed design. Key concerns raised in the most recent exhibition period will be further investigated in order to develop a revised concept plan.

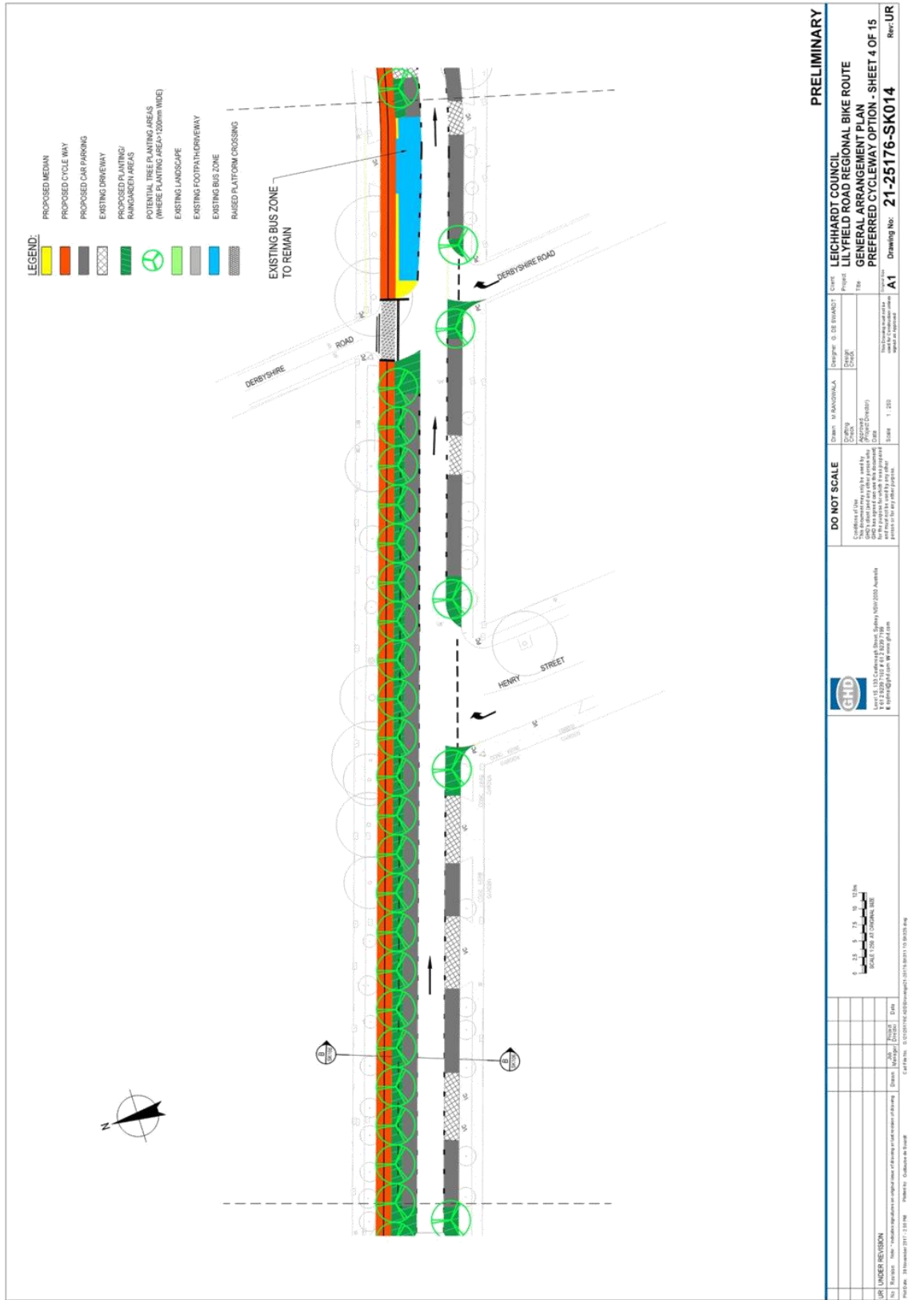
ATTACHMENTS

1. [↓](#) Revised concept plan for the Lilyfield Road Separated Cycleway (Route EW09)
2. [↓](#) Lilyfield Road Bike Path_ Traffic Management Plan
3. [↓](#) Lilyfield Road Cycleway - Consultation Outcomes Report



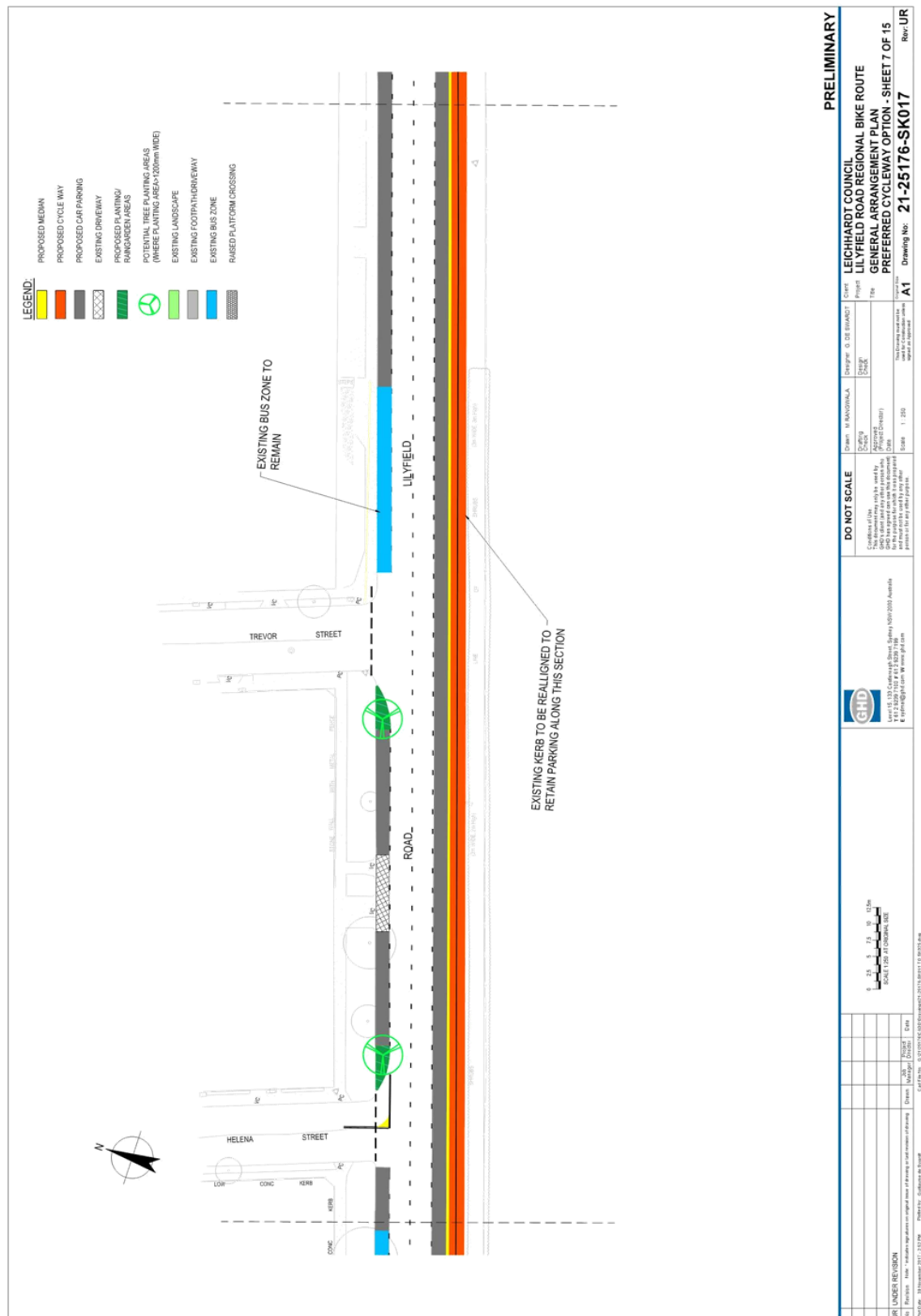


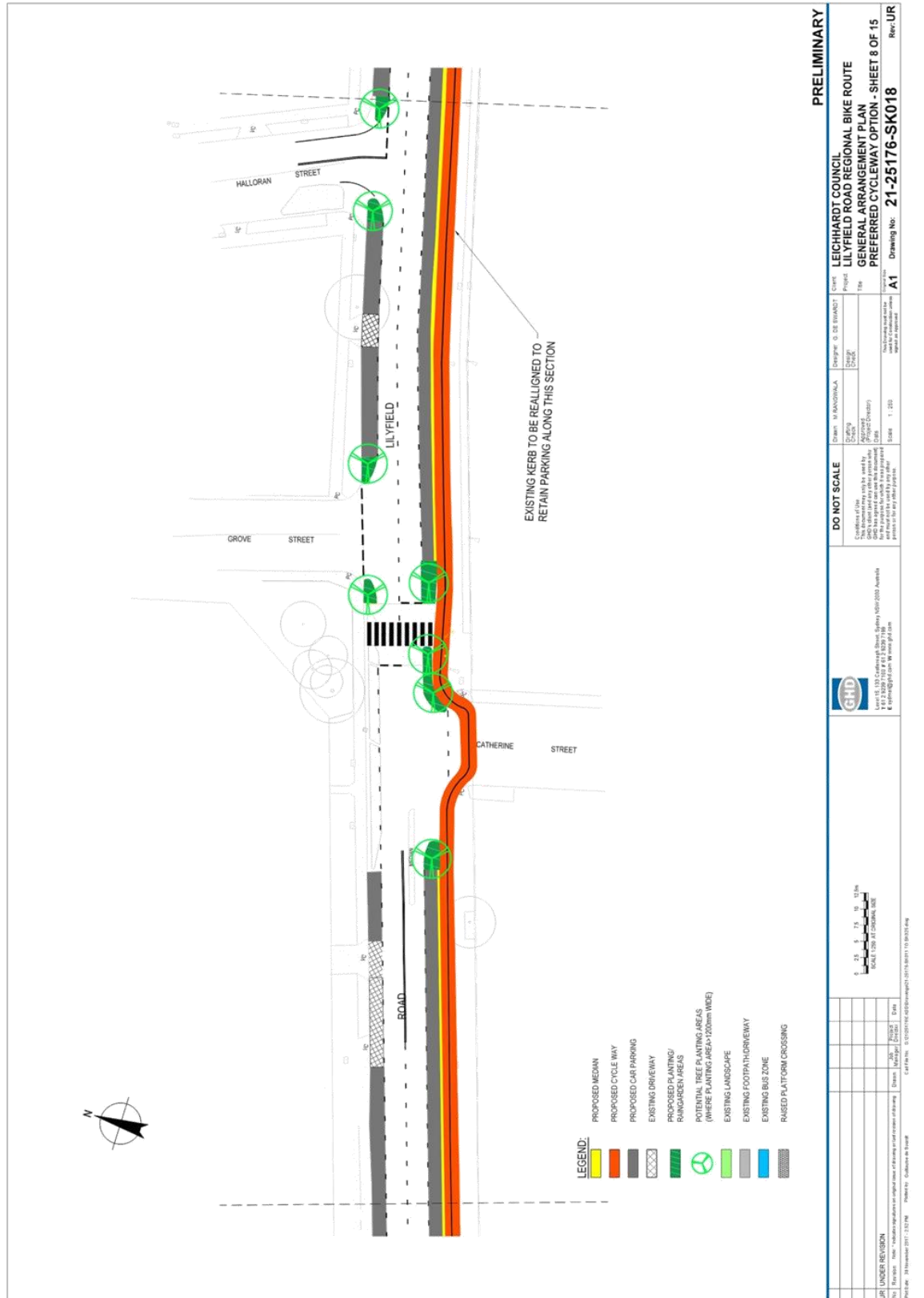




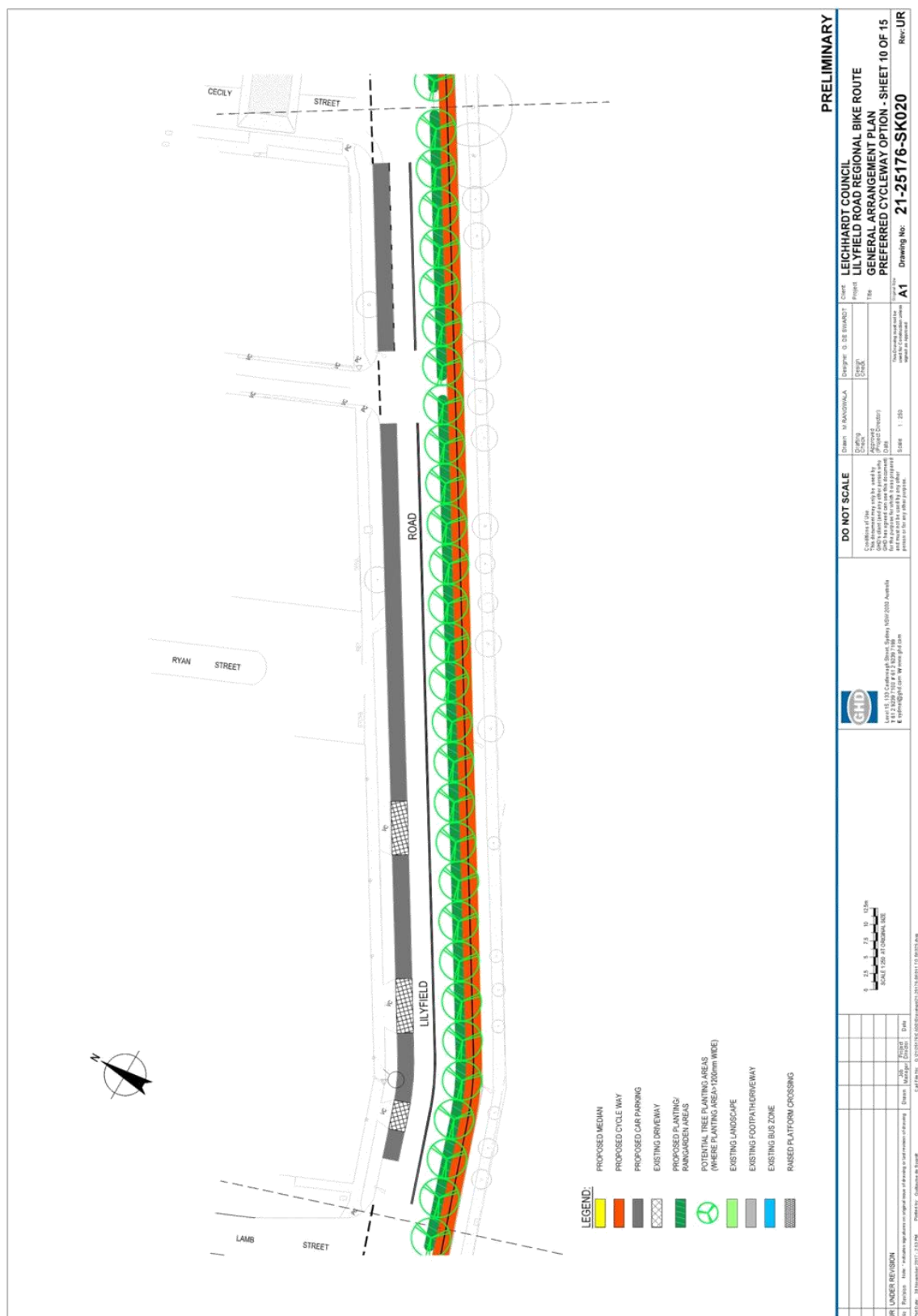


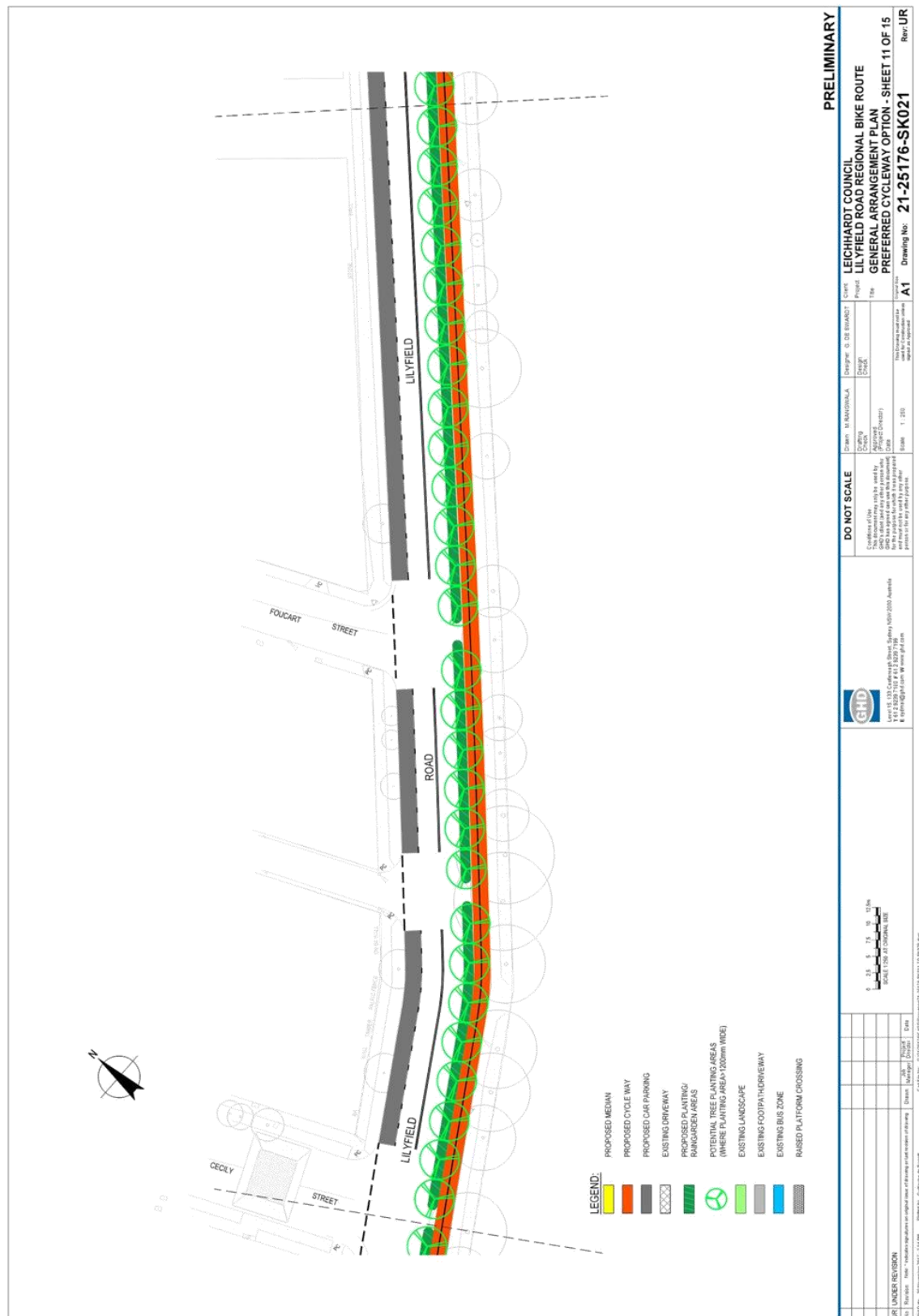


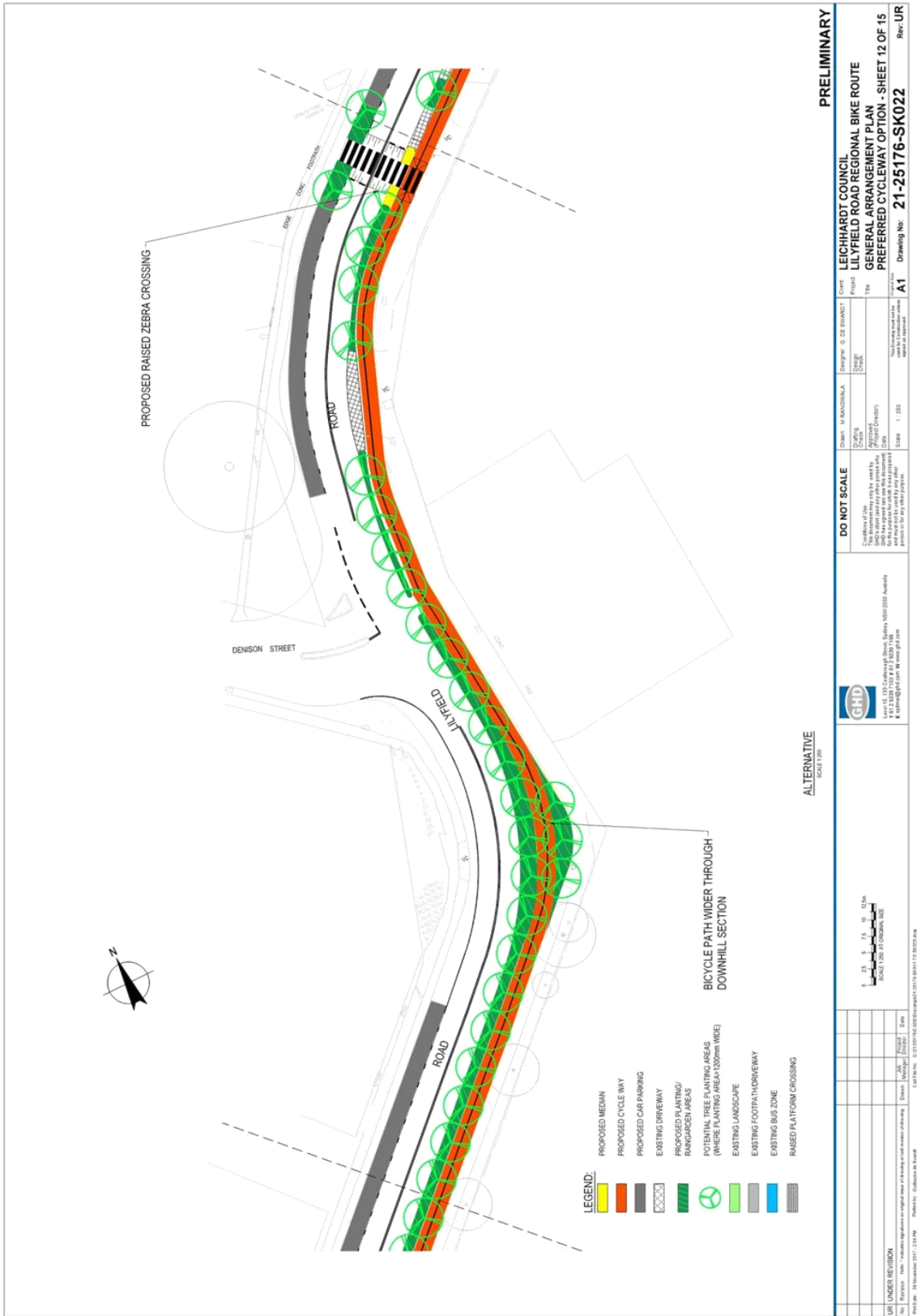




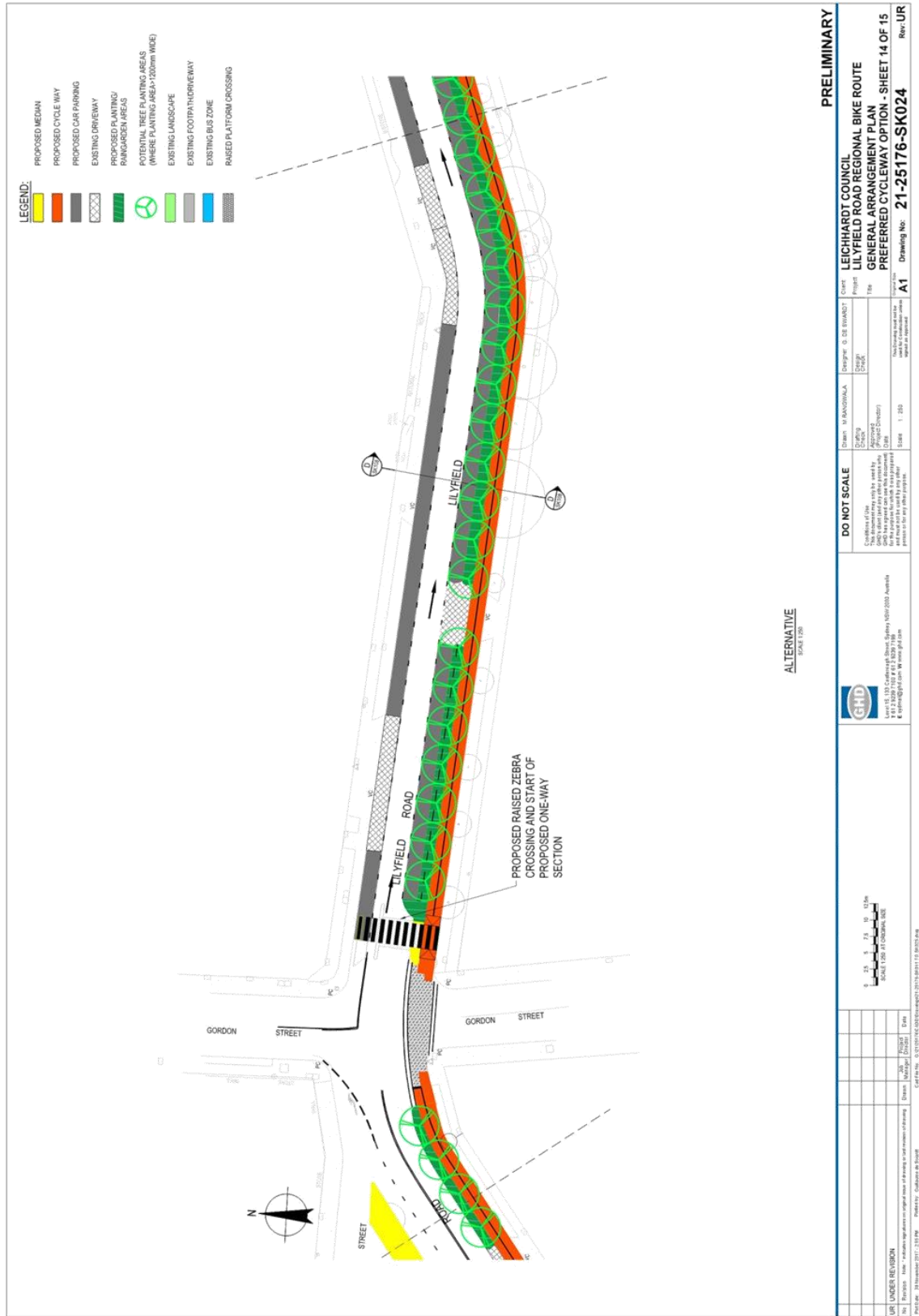


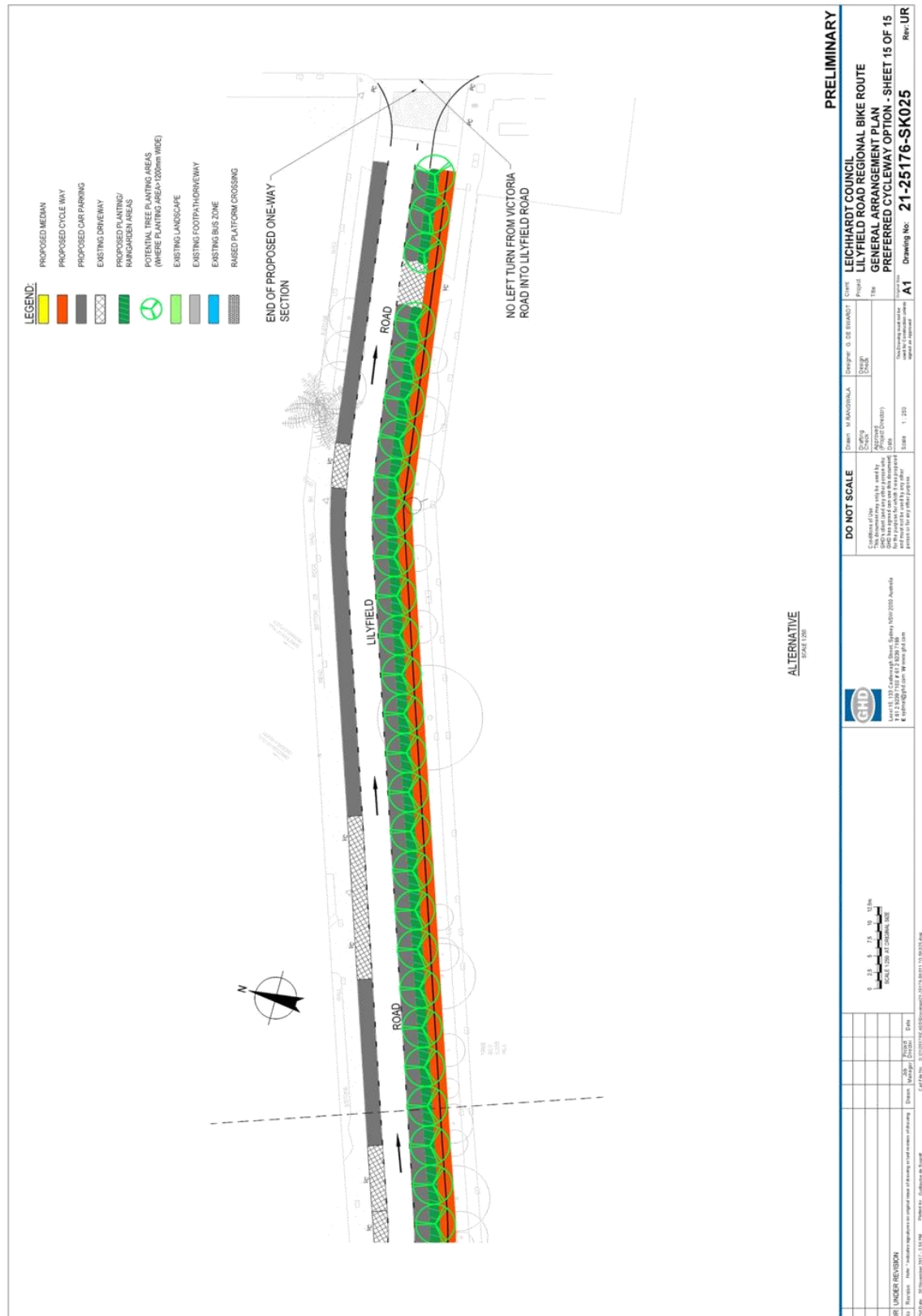




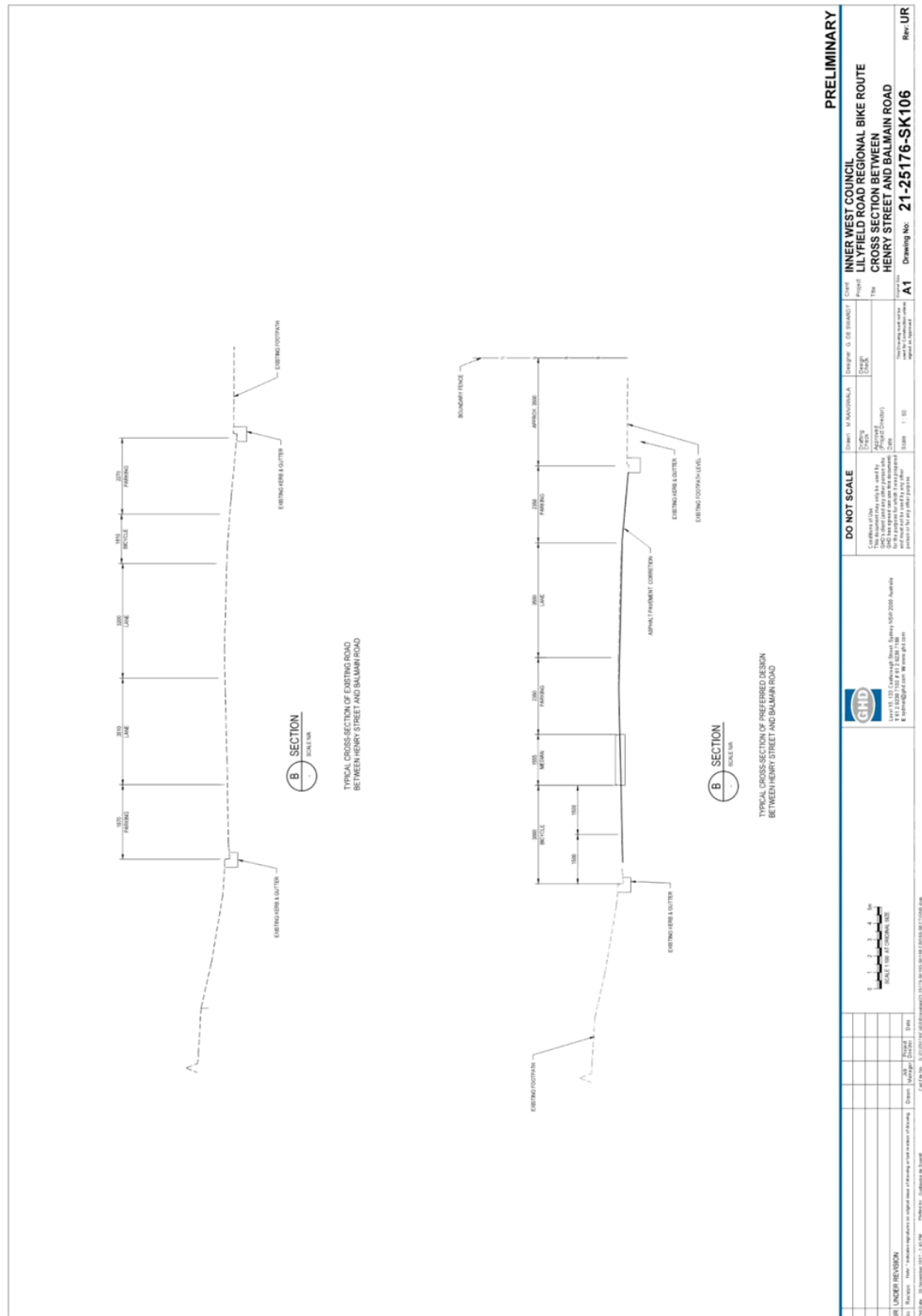




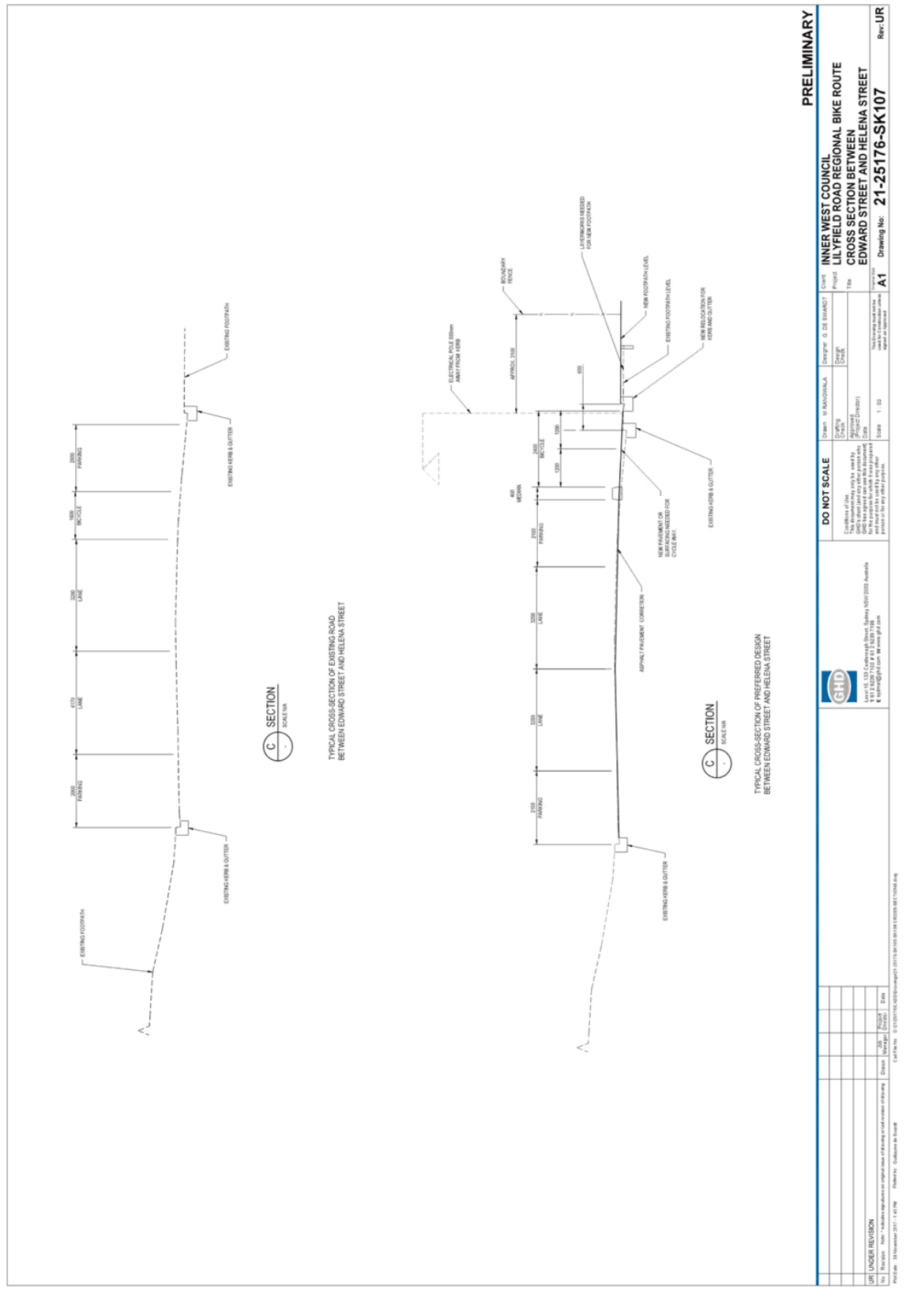




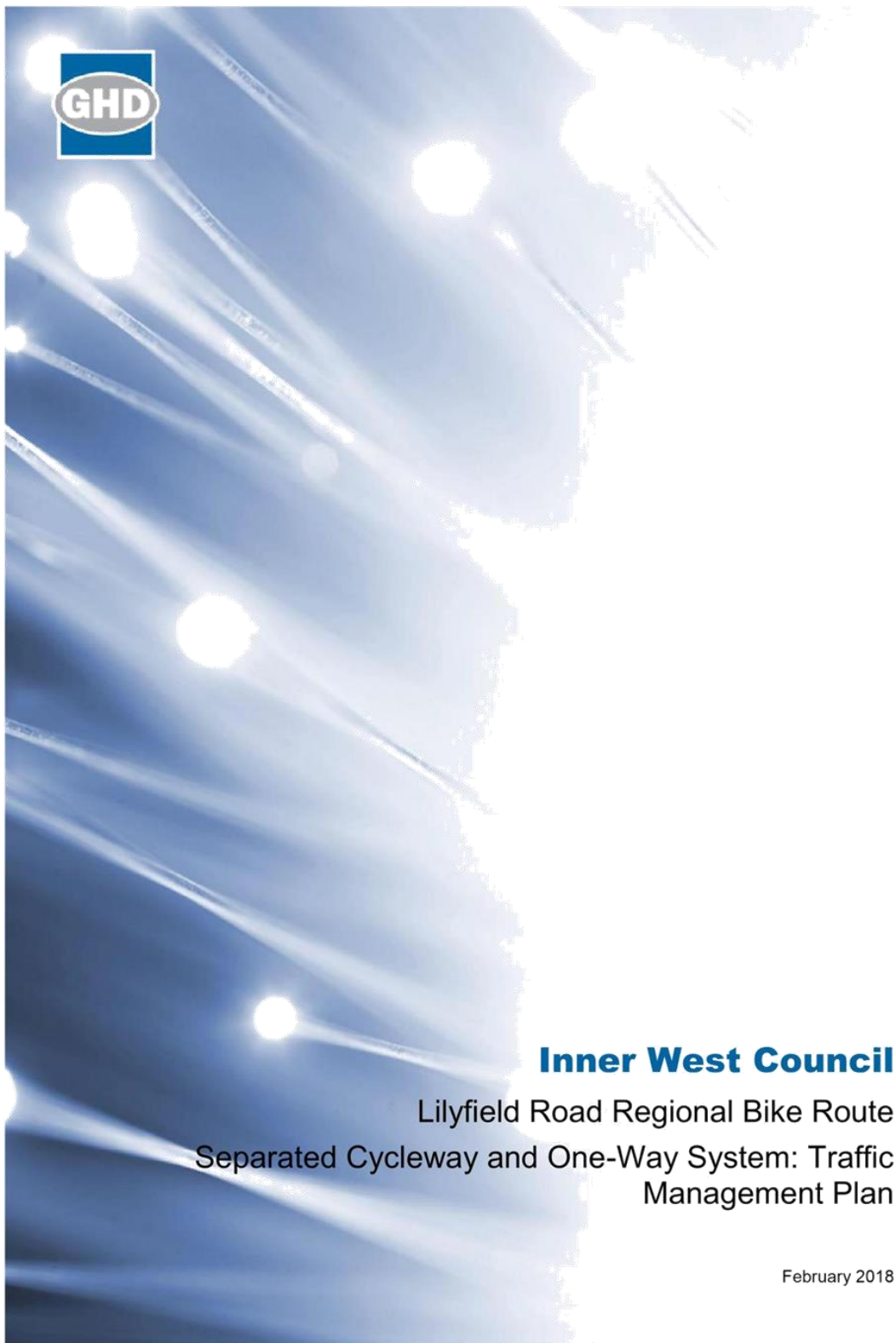




PRELIMINARY		INNER WEST COUNCIL		LILYFIELD ROAD REGIONAL BIKE ROUTE		CROSS SECTION BETWEEN		HENRY STREET AND BALMAIN ROAD		21-25176-SK106		Rev. UR	
DO NOT SCALE		Client Inner West Council		Project Lilyfield Road Regional Bike Route		Drawn J. Smith		Checked J. Smith		Scale 1:50		Rev. A1	
Author J. Smith		Project Lilyfield Road Regional Bike Route		Drawn J. Smith		Checked J. Smith		Scale 1:50		Rev. A1		Rev. UR	
Client Inner West Council		Project Lilyfield Road Regional Bike Route		Drawn J. Smith		Checked J. Smith		Scale 1:50		Rev. A1		Rev. UR	
Author J. Smith		Project Lilyfield Road Regional Bike Route		Drawn J. Smith		Checked J. Smith		Scale 1:50		Rev. A1		Rev. UR	









This statement has been prepared by GHD for Inner West Council and may only be used and relied on by Inner West Council for the purpose agreed between GHD and the Inner West Council as set out in section 1 of this statement.

GHD otherwise disclaims responsibility to any person other than Inner West Council arising in connection with this statement. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this statement were limited to those specifically detailed in the statement and are subject to the scope limitations set out in the statement.

The opinions, conclusions and any recommendations in this statement are based on conditions encountered and information reviewed at the date of preparation of the statement. GHD has no responsibility or obligation to update this statement to account for events or changes occurring subsequent to the date that the statement was prepared.

The opinions, conclusions and any recommendations in this statement are based on assumptions made by GHD described in this statement. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this statement on the basis of information provided by Inner West Council and others who provided information to GHD, which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the statement which were caused by errors or omissions in that information.

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Appendices

Appendix A – Concept bicycle priority crossing sketch

Appendix B – SIDRA Analysis results

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1. Introduction

1.1 Background

Lilyfield Road was identified in the Inner Sydney Regional Bike Plan and Leichhardt Council's 2016 Bike Plan as a route that could be upgraded to a separated two-way cycleway. Lilyfield Road is approximately 2.7 km long and extends from Canal Road (in the west) to Victoria Road (in the east). The project's boundaries are defined by the western bank of the shared path bridge over the Hawthorn Canal and the eastern side of the overhead shared path bridge at Victoria Road.

The Lilyfield Road Regional Bike Route project will be funded through the NSW Government's Active Transport Program, and will facilitate improvements to the bicycle network and increase active transport opportunities in the Greater Sydney area.

The Lilyfield Road route links to:

- The proposed Cooks River to Iron Cove GreenWay. The Bay Run (a popular pathway that encircles much of Iron Cove);
- Victoria Road regional shared bike path; and
- ANZAC Bridge (via Victoria Road).

The Lilyfield Road Regional Bike Route is intended to provide safer and better connectivity throughout the region that will promote the use of active and public transport in the area.

1.2 Purpose of this Statement

This statement has been prepared to comply with Roads and Maritime Services delegations to Local Government that require a Traffic Management Plan (TMP) to be prepared for the conversion of any road from two-way to one-way.

In order to facilitate the introduction of the separated cycleway, two sections of Lilyfield Road are proposed to be made one-way. These are between:

- Norton Street and Balmain Road (eastbound) – approximately 430 m in length; and
- Gordon Street and Victoria Road (eastbound) – approximately 285 m in length

This statement aligns with the structure outlined in RTA (now known as Roads and Maritime Services) *"Procedures for use in the preparation of a Traffic Management Plan (TMP)" Version 2 (December 2001); Part C TMP Format*.

This plan has been developed during ongoing investigations of the proposed traffic management measures in consultation with Leichhardt Municipal Council (now known as Inner West Council) and Roads and Maritime Services.

The statement is structured as follows:

- **Section 1 – Introduction:** provides information to the project and the purpose of the TMP; and
- **Section 2 – Traffic Management Plan:** Response to the information required outlined in the *"Procedures for use in the preparation of a Traffic Management Plan (TMP)"* provided by Roads and Maritime.

1.3 Study Limitations and Assumptions

This statement relies on a number of assumptions as follows:

- Data collection has been limited to peak hour traffic provided by Matrix Traffic and Transport Data Pty. Ltd;
- Traffic distribution assumptions are dependent on the Origin-Destination data provided by Matrix Traffic and Transport Data Pty. Ltd.; and
- Traffic modelling was limited to an assessment of the current year only (2017) as the final form of WestConnex Stage 3, the Iron Cove Link and Western Harbour Tunnel road network is still to be determined and will have an impact on the volume of traffic on City West Link and Balmain Road.

2. Traffic Management Plan

2.1 Description or detailed plan of the proposed measures

Lilyfield Road was identified in the Inner Sydney Regional Bike Plan and Leichhardt Council's 2016 Bike Plan as a route that could be upgraded to a two-way separated cycleway for an extent of approximately 2.7 km long from Canal Road (in the west) to Victoria Road (in the east). In conjunction with the proposed separated cycleway, the proposal incorporates a one-way traffic system on Lilyfield Road, Lilyfield between:

- Norton Street and Balmain Road (eastbound); and
- Gordon Street and Victoria Road (eastbound).

The one-way system is proposed in response to community consultation to provide an increase in the provision of on street parking when compared to retaining the two-way traffic flow along Lilyfield Road. The one-way system also reduces potential "rat running" along Lilyfield Road westbound, reduce traffic volumes on Lilyfield Road (westbound) and maintains the existing regular, scheduled bus service access eastbound between Mary Street and Catherine Street.

The following outlines key features of the proposed measures.

2.1.1 Separated cycleway

The separated cycleway is provided on the northern kerbline of Lilyfield Road between Canal Road and Edward Street at which, east of Edward Street, the cycleway crosses to the southern kerbline of Lilyfield Road to Victoria Road. The extent of the cycleway provides a connection to the adjoining regional bike network. Refer to Figure 1.

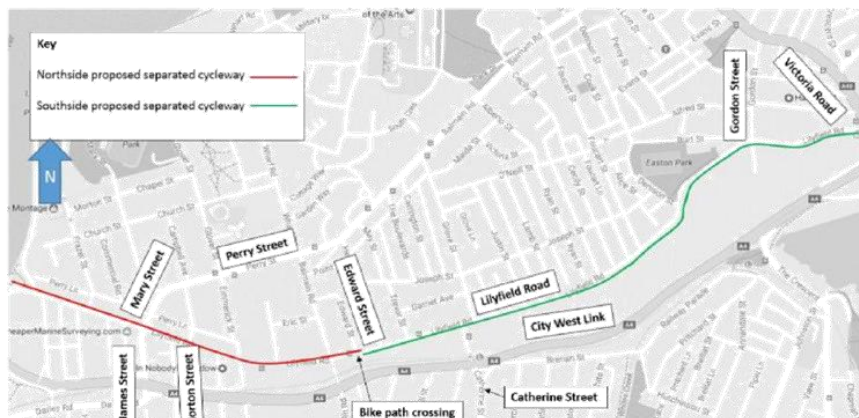


Figure 1 Proposed separated cycleway

Source: Googlemaps – Modified by GHD

The separated cycleway is 1.2 m wide (each way) with a median of a minimum of 400 mm to 1.2 m width separating parking or through traffic movement from the separated cycleway.

The separated cycleway is incorporated within signalised crossings at the intersections of Mary Street/James Street and Balmain Road with a designated bicycle phase coinciding with the

pedestrian crossing phase. Where possible, the separated cycleway will be set back into the minor road of the priority control intersections, providing a storage space for vehicles entering and exiting the side road, reducing the risk of vehicles obstructing the separated cycleway.

The separated cycleway will be identified with linemarking, bicycle logos, signage and green pavement at conflict points to identify the separated cycleway along the designated route.

A bicycle priority crossing is proposed east of Edward Street to facilitate the crossing of the separated cycleway between the northern and southern kerblines of Lilyfield Road. This crossing is proposed to incorporate a raised platform to facilitate the slowing of vehicles and bicycle riders. Advance warning signage to drivers on approach to the crossing will assist in advising drivers of the bicycle crossing ahead. At the crossing facility it is proposed include signage such as Give Way and bicycle warning signs to advise motorists of the crossing facility in addition to green pavement and crossing. Additionally, line marking and a hump warning sign will advise motorists of the raised facility. Bicycle rider warning devices could include line marking such as cycle logos, green pavement and potential "SLOW" on the approach. A concept sketch of the priority bike crossing facility is shown in Figure 2 and included in

Appendix A.



Figure 2 Proposed concept priority bicycle crossing facility

2.1.2 One-Way traffic system

A one-way traffic system is proposed to be implemented on Lilyfield Road between:

- Norton Street and Balmain Road (eastbound); and
- Gordon Street and Victoria Road (eastbound)

The one-way system provides:

- Increase in kerbside parking (when compared to the option of a two way traffic system incorporating a separated cycleway) to address resident concerns on impacts to parking availability;
- A reduction of potential "rat running" along Lilyfield Road westbound;
- A reduction in traffic volumes on Lilyfield Road (westbound); and
- The ability to maintain the existing regular, scheduled bus service access eastbound between Mary Street and Catherine Street.

The one-way system requires the modification of the signalised intersection of Lilyfield Road and Balmain Road, where no entry will be permitted for vehicles in a westbound direction. The signal phase sequence will remain in its current two phase configuration. "No Entry" signage will be in place to advise motorists of the one-way restriction in this area.

Priority control intersection of Victoria Road and Lilyfield Road will be controlled by "No Entry" signage to advise motorists of the one-way restriction in this area.

Access to the area affected by the one-way system will be maintained via the adjoining road network including Hornsey and Quirk Streets in the eastern one-way system component and Balmain Road and Perry Street in the western one-way system component. The primary through access westbound will be via the City West Link arterial road network.

The proposed one-way system and alternate vehicle access routes are shown in Figure 3.

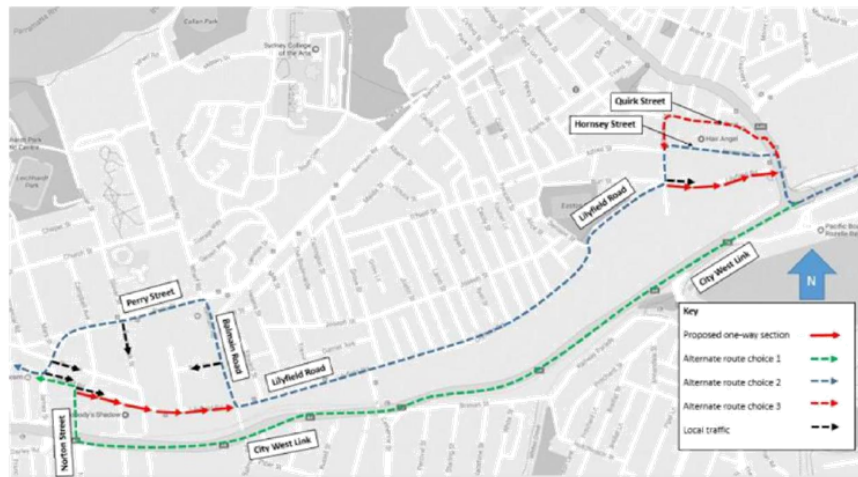


Figure 3 Proposed one way system

Source: Googlemaps – Modified by GHD

2.2 Identification and assessment of impact of proposed measures

The performance of the existing road network is largely dependent on the operating performance of key intersections, which are critical capacity control points on the road network. SIDRA intersection modelling software was used to assess the proposed peak hour operating performance of intersections on the surrounding road network. The criteria for evaluating the operational performance of intersections is provided by the Guide to Traffic Generating Developments (Roads and Maritime Services, 2002) and reproduced in Table 1. The criteria for

evaluating the operational performance of intersections is based on a qualitative measure (i.e. Level of Service), which is applied to each band of average vehicle delay.

Table 1 Level of service criteria for intersections

Level of Service	Average Delay per Vehicle (seconds/veh)	Traffic Signals, Roundabouts	Give Way & Stop Signs
A	< 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays Roundabouts require other control modes	At capacity, requires other control mode
F	> 70	Over Capacity Unstable operation	Over Capacity Unstable operation

Source: Guide to Traffic Generating Developments (Roads and Maritime Services 2002)

The following traffic surveys were undertaken by Matrix Traffic and Transport Data at the locations shown in Figure 4.

- Intersection turn count surveys:
 - Tuesday 16 May 2017 between 6 am to 10 am and 3 pm to 7 pm; and
 - Saturday 13 May 2017 between 10 am to 2 pm.
- Origin-destination survey:
 - Tuesday 16 May 2017 between 6 am to 10 am and 3 pm to 7 pm; and
 - Saturday 13 May 2017 between 10 am to 2 pm.
- 7 day automatic loop count survey:
 - Thursday 11 May 2017 to 17 May 2017.

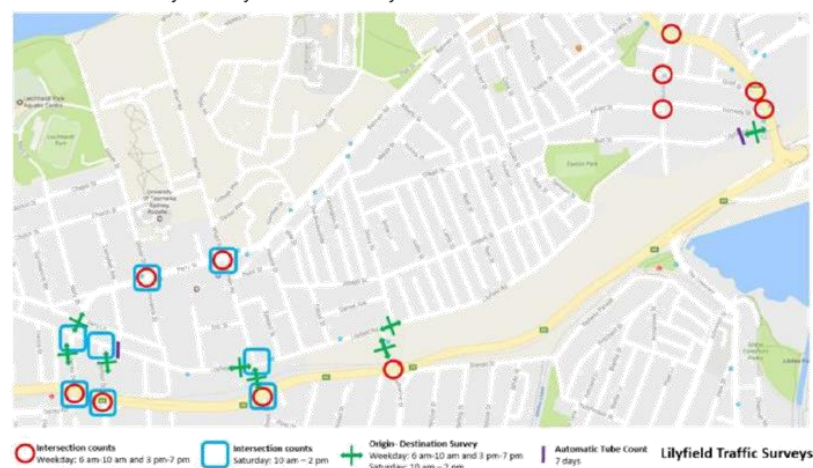


Figure 4 Traffic survey locations

Source: Googlemaps – Modified by GHD

These surveys provided guidance on the potential traffic distribution of vehicles following the implementation of the one-way system. Figure 5 and Figure 6 shows the redistributed traffic volumes associate with the implementation of the one-way system in the AM and PM peak respectively.



Figure 5 Traffic Re-distribution (AM Peak)

Source: Googlemaps – Modified by GHD



Figure 6 Traffic Re-distribution (PM Peak)

Source: Googlemaps – Modified by GHD

The proposed separated cycleway and one-way traffic system intersection model utilised SIDRA 7 Network to review the potential change in operational capacity of the intersections.

Table 2 and Table 3 outlines a comparison of the existing and redistributed traffic volumes intersection operation performance (based on 2017 traffic volumes) in the AM and PM peak respectively. Detailed SIDRA results (as issued in July 2017), are attached in **Appendix B**.

Table 2 Intersection performance operation (2017) – AM Peak

Intersection	Existing			One Way System		
	DoS	Delay	LoS	DoS	Delay	LoS
City West Link and Darley Road	1.12	107	F	0.97	51	D
City West Link and Norton Street	1.26	77	F	1.26	73	F
City West Link and Balmain Road	1.54	326	F	1.54	116	F
City West Link and Catherine Street	1.06	39	C	1.00	26	B
Lilyfield Road / Mary Street / James Street	0.92	52	D	0.90	59	E
Lilyfield Road / Norton Street	0.25	7	A	0.16	6	A
Lilyfield Road / Balmain Road	2.31	717	F	0.89	31	C
Lilyfield Road / Catherine Street	0.97	48	D	0.75	15	B
Victoria Road / Hornsey Street	0.48	13	A	0.47	8	A
Victoria Road / Quirk Street	0.48	16	B	0.48	8	A
Victoria Road / Gordon Street	0.65	16	B	0.60	14	A
Perry Street / Balmain Road	0.90	23	B	0.92	22	B
Emmerick Street / Perry Street	0.27	28	B	0.25	12	A
Lilyfield Road / Victoria Road	0.47	6	A	0.47	24	B

Table 3 Intersection performance operation (2017) – PM Peak

Intersection	Existing			One Way System		
	DoS	Delay	LoS	DoS	Delay	LoS
City West Link and Darley Road	1.01	52	D	1.08	120	F
City West Link and Norton Street	1.35	75	F	1.00	47	D
City West Link and Balmain Road	1.13	38	C	1.20	142	F
City West Link and Catherine Street	1.34	322	F	2.25	114	F
Lilyfield Road / Mary Street / James Street	0.91	49	D	0.91	62	E
Lilyfield Road / Norton Street	0.27	7	A	0.19	6	A
Lilyfield Road / Balmain Road	0.68	14	B	0.90	31	C
Lilyfield Road / Catherine Street	0.62	16	B	0.52	12	A
Victoria Road / Hornsey Street	0.60	19	B	0.66	18	B
Victoria Road / Quirk Street	0.60	19	B	0.65	16	B
Victoria Road / Gordon Street	0.55	9	A	0.58	9	A
Perry Street / Balmain Road	0.88	20	B	0.88	21	B
Emmerick Street / Perry Street	0.24	13	A	0.27	13	A
Lilyfield Road / Victoria Road	0.56	6	A	0.63	5	A

The above results outline that when compared to the existing conditions most intersections continue to operate at a similar operational performance following implementation of a one-way system and separated cycleway, with exception of the following:

- Improved intersection operational performance:
 - City West Link and Catherine Street (AM Peak).
 - City West Link and Norton Street (PM Peak).
 - City West Link and Darley Road (AM Peak).
 - Lilyfield Road / Balmain Road (AM Peak).
 - Lilyfield Road / Catherine Street (AM and PM Peak).

- Victoria Road / Quirk Street (AM Peak).
- Victoria Road / Gordon Street (AM Peak).
- Emmerick Street / Perry Street (AM Peak).
- Decreased intersection operational performance:
 - Lilyfield Road / Mary Street / James Street (AM and PM Peak): This intersection was performing at operational capacity prior to the proposed one-way system with a minor change in the degree of saturation and delay for the intersection.
 - City West Link and Darley Road (PM Peak): This intersection was performing at operational capacity prior to the proposed one-way system.
 - City West Link and Balmain Road (PM Peak): This intersection forms part of the State road network and will continue to convey traffic along the State road network in lieu of the local road network.
 - Lilyfield Road / Balmain Road (PM Peak): This intersection continues to operate within acceptable Level of Service.

2.3 Measures to ameliorate the impact of re-assigned traffic

There is no proposal to provide mitigation measures for the proposed one-way system and separated cycleway. Traffic redistribution will generally be onto City West link and Victoria Road, which forms part of the State road network to convey traffic through the area in lieu of vehicles using the local road network.

The proposed facilities provide an improved amenity for alternate active transport options, while still providing access to residential properties and minimising potential through traffic flow and "rat running" along the local road network.

2.4 Assessment of public transport affected

There are two public transport modes that service the Lilyfield area. These are the Light Rail and Bus Network Services.

The Light Rail is located nearby and south of Lilyfield Road and there are three stops; Leichhardt North, Lilyfield and Rozelle Bay.

The bus services do not service the entire length of Lilyfield Road but rather select sections. There are five bus services within proximity of the Lilyfield area with Bus routes 445 (Balmain East Wharf to Campsie Via Leichhardt Market Place) and 470 (Lilyfield to City Martin Place) conveying passengers along segments Lilyfield Road.

A map of the routes are shown in Figure 7.



Figure 7 Map of bus and light rail routes on Lilyfield Road

Source: Transport for NSW, Inner western and south-western suburbs Region Guides

Implementation of the of the one-way system does not affect bus route 470 as eastbound traffic is maintained along Lilyfield Road, corresponding to the existing Route 470.

Route 445 travels through the proposed one-way system. While the 445 route (southbound) will be unaffected by the proposed one-way system (as the existing route travels eastbound along Lilyfield Road), the northbound route will be diverted via City West Link westbound between Balmain Road and Norton Street. The travel distance remains unchanged and bus stop 204084 (Lucan Care Community Centre) will no longer be in service. However, this stop is directly opposite stop 204077 (Lilyfield Road at Emmerick Street) to maintain patron accessibility to the bus service. Refer to Figure 8 for proposed route changes.

In addition, the following proposed improvements to the bus network include:

- Island bus passenger waiting area east of Edward Street (Stop 204053) where a raised platform is provided with the bicycle path directing bicycle riders behind the bus waiting area to minimise conflict with bus patrons.



Figure 8 Change to bus route 445

Source: Transport for NSW website (www.transportnsw.info) – Modified by GHD

2.5 Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians

The proposed separated cycleway will facilitate improved bicycle amenity in the area and provide connection to the adjoining regional bike network and separate cyclists from through traffic movements and parked vehicles improving safety.

The separated cycleway will be separate from pedestrian paths, with improvements provided for pedestrians to access the public transport bus stop.

Emergency and heavy vehicle access will be maintained along Lilyfield Road via the adjoining road network. Typical lane widths are a minimum of 3 m wide, with the exception of Lilyfield Road between Canal Road and Mary Street, where two-way traffic operation occurs with a trafficable width of 5.4 m. This reduced width has been provided to reduce traffic speeds, maintain kerbside parking for public amenity, while also allowing oncoming cars and heavy vehicles to pass one another at slow speed.

2.6 Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures

- Existing access to properties will be maintained along Lilyfield Road. This will be achieved with the provision of suitable gaps in the median to align with property access driveways.
- The Light Rail will be unaffected by the proposed one-way system.
- Bus route 470 will be unaffected by the proposed one-way system.
- Bus route 445 (southbound) will be unaffected by the proposed one-way system.
- Bus route 445 (northbound) will be diverted via City West Link westbound between Balmain Road and Norton Street. The travel distance remains unchanged and bus stop 204084 (Lucan Care Community Centre) will no longer be in service. This stop is directly opposite stop 204077 (Lilyfield Road at Emmerick Street) to maintain patron accessibility to the bus service.
- Bus passenger island waiting area east of Edward Street (Stop 204053) where a raised platform is provided with the separated cycleway directing bicycle riders behind the bus waiting area to minimise conflict with bus patrons.
- Improve active transport (bicycle) facilities.

2.7 Assessment of effect of proposed measures on traffic movements in adjoining Council areas

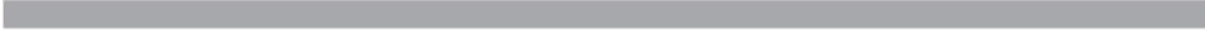
The one-way system and separated cycleway are contained within the Inner West Council Local Government Area. The traffic impacts associated with the works are localised to the adjoining road network also contained within the Inner West Council Local Government Area.

2.8 Public consultation process

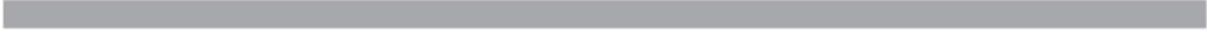
Public consultation has been carried out throughout the design process and included formal community consultation meetings, council website advertising (and feedback links), public feedback sessions. The design has been amended throughout the consultation process with the aim to address concerns raised by the public, particularly in association with the impacts to parking and access to properties. The changes to the design throughout the process increased parking availability from the original concept design, while also providing vehicular access to all

existing properties that access via Lilyfield Road, with the provision of breaks in the separated cycleway median.

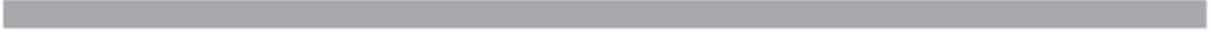
A separate public consultation document has been developed, which outlines in detail the public consultation process and community feedback.







Appendix A – Concept bicycle priority crossing sketch







Inner West Council
Lilyfield Road Cycleway
Final Community Engagement Outcomes Report

February 2018

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

Item 18

Attachment 3

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Executive summary

Background

GHD has been engaged by the Inner West Council to design a separated cycleway along the length of Lilyfield Road. The location of the Lilyfield Road Regional Bike Route is a strategically important link connecting Leichhardt and surrounding areas to the city and other cycle networks. It has been identified in the Inner Sydney Regional Bike Plan (City of Sydney Council), and the Leichhardt Council 2016 Bike Plan as a route that could be upgraded to a separated, bi-directional cycleway. Community consultation in 2013 by Inner West Council (formerly Leichhardt Municipal Council) showed that residents wanted better maintenance of footpaths and alternate options for travelling around the local area.

In 2015, the Inner West Council received funding from the NSW Government's Active Transport Program to help meet Goal 8 of the NSW State Plan to increase and promote the usage of active transport in the Greater Sydney area. The purpose of the project is to create safe, accessible and more attractive pedestrian and cycleway routes that will encourage people of all ages and abilities to use. The project aims to promote health and wellbeing in the community by increasing walking and cycling options that will encourage the use of active and public transport.

Purpose of this report

This report summarises the outcomes of the community and stakeholder engagement activities that were undertaken by GHD and Council during three design phases of the Lilyfield Road Cycleway Project, from May 2016 to February 2018. The objective of these engagement activities was to inform the community and key stakeholders about the proposed project, and to obtain feedback on the draft concept plan in order for it to be refined into a final concept design. The purpose of this report is to describe how these stakeholder and community engagement activities have been incorporated at each stage into the revised designs, and to outline how the consultation data has been considered throughout the development of the project.

Approach

GHD's engagement approach has focused on informing the community and key stakeholders about the project, and gathering feedback on the preliminary and draft concept designs. Different concept designs were presented to stakeholders over each of the phases, and the feedback on each of these designs informed the next stage of development. A number of platforms were used to present the information to stakeholders, such as Social Pinpoint, community workshops and Council's community engagement website – www.yoursayinnerwest.com.au. Feedback gathered during the community engagement activities has been considered, and incorporated where possible, to improve the concept design at each phase. The timing for each phase was:

- **Phase One:** May – October 2016
- **Phase Two:** November 2016 – April 2017
- **Phase Three:** November 2017 – February 2018.

Throughout the engagement phases, the community and stakeholders were asked to provide feedback on elements of the concept design. To understand the level of support the community had for the project, comments received were classified as positive and showing support for the project or negative against the project. Where sentiment either for or against was not clear then a comment was assigned as neutral. All feedback collected was evaluated, and a thematic

analysis undertaken for each of the three phases of engagement. It should be noted that in some cases, it may be difficult to determine if multiple submissions are made by individual community members through the various feedback mechanisms available.

The feedback received on the preferred draft concept designs directly informed the development of the refined concept design.

Summary of findings

The level of support for the project has shifted across the three phases. In Phase One support was at its peak of 35% decreasing to 14% by Phase Three. In contrast, the number of comments against the project has increased from 49% in Phase One to 81% in Phase Three.

A thematic analysis was undertaken of all comments received in each of the three phases of engagement. There was a consistency in the themes across each phase; however, there were significant changes in the strength of the theme, particularly as design considerations in each phase addressed comments made by stakeholder and the community. Loss of parking is a significant issue for the project, however changes to the design to preserve parking spaces has resulted in it being less of an issue in Phase Three, resulting in a greater focus on safety.

Below is a summary of the top themes for each engagement phase.

Phase One – Engagement on the preliminary concept design options

Total number of comments: 327 comments

Level of support:

- Negative comments - 49% (159 comments)
- Supportive comments - 35% (114 comments)
- Not able to be categorised – 17% (54 comments)

Top four themes:

- Design (90 comments) - main issues raised were in relation to the positioning of the cycleway, with many expressing a preference for the cycleway to be on the southern side of the road, especially near Catherine Street, Denison Street and Gordon Street.
- Safety (59 comments) - many respondents suggested reducing the speed limit to 40 km/h to improve safety for all
- Parking (56 comments) – concerns centred on the potential loss of parking outside of residential properties especially Mary Street to Balmain Road and Gordon Street to Victoria Road.
- Alternative routes (31 comments) - suggestions for alternative routes included incorporating a cycle path into City West Link and WestConnex, as well as suggestions to re-route the path through the rail corridor, or along the south side of Lilyfield Road.

Phase Two – Engagement on the draft concept design

Total number of comments: 318

Level of support:

- Negative comments – 59% (188 comments)
- Supportive comments – 17% (54 comments)
- Not able to be categorised – 24% (76 comments)

Top four themes:

- Parking (99 comments) – comments discussed loss of parking across the cycleway, referring to the current high levels of demand for parking within the residential areas. Many respondents noted that many properties do not have access to private parking.
- Safety (83 comments) – respondents were concerned that driveways would become hazardous if exiting cars did not have clear view of the cycle path.
- Alternative routes (48 comments) – suggestions included a cycleway through the Rozelle Railyards creating a connection under Victoria Road that would connect to the Bays Precinct and Anzac Bridge, providing a safe and flat area for cyclists to use.
- Engagement (22 comments) – some respondents stated that they felt there was a lack of consideration for the residents throughout the Phase Two consultation process. They felt that a higher level of communication was needed, and wanted clarification of further engagement processes going forward.

Phase Three – Engagement on the revised preferred concept design

Total number of comments: 1583

Level of support:

- Negative comments – 81% (1282 comments)
- Supportive comments – 14% (222 comments)
- Not able to be categorised – 5% (79 comments)

Top four themes:

- Safety (300 comments) – concerns that the area is already dangerous, and that changing traffic conditions to accommodate the cycleway could greatly increase accidents between motorists, pedestrians and cyclists.
- Traffic (253 comments) - the main concern was that the proposal would increase the amount of traffic in the area; although Lilyfield Road might have less traffic, it would mean an increase in traffic in the streets surrounding Lilyfield Road.
- One way sections (253 comments) – The main concern about one way sections related to an increase in traffic congestion, as well as making it more difficult to navigate through the local area.
- Design (174 comments) – comments about design focused on the removal of westbound access from Victoria Road, and the inclusion of signage at intersections along Lilyfield Road to make sure cars turning onto the road stop before crossing the cycleway.

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1. Introduction

1.1 Project overview

GHD has been engaged by Inner West Council to design a separated cycleway along the length of Lilyfield Road.

The Lilyfield Road Regional Bike Route project will be fully funded through the NSW Government's Active Transport Program, and will facilitate meeting Goal 8 of the NSW State Plan 2021 to increase the number of bicycle and walking trips in the Greater Sydney area.

Lilyfield Road was identified by City of Sydney (NSW Government) in their Inner Sydney Regional Bike Plan and by Leichhardt Council in their 2016 Bike Plan as a route that could be upgraded to a separated, two-way cycleway. The location of the Lilyfield Road Regional Bike Route is a strategically important link connecting Leichhardt and surrounding areas to the city and other cycle networks.

The objective of the Lilyfield Road Regional Bike Route is to improve safety and provide better connectivity, and promote the use of active and public transport in the area.

The project aims to:

- Improve safety for all road users with a separated cycleway.
- Create a greener street with additional shade from new trees and landscaping.
- Calm the road for residents, bike riders, pedestrians and motorists with reduced traffic speed.
- Promote health and wellbeing by making bike riding more accessible for people of all ages and abilities.
- Provide better bicycle connections to local and further away destinations.

1.2 Purpose of this report

This report summarises the outcomes of the community and stakeholder engagement activities that were undertaken during three design phases of the Lilyfield Road Cycleway project from May 2016 to February 2018. The purpose of this report is to describe how the stakeholder and community engagement activities have been incorporated, at each stage, into the revised designs. The feedback received has played a key part in the current concept design and this report will outline how it has been considered and incorporated.

- **Phase One:** May – October 2016
- **Phase Two:** November 2016 – April 2017
- **Phase Three:** November 2017 – February 2018.

1.3 Structure of this report

The report has been structured to present an overview of engagement undertaken to inform the development of the Lilyfield Cycleway.

- Chapter 1 and 2 provide information about the project and the background that led to the development of the cycleway.
- Chapter 3 provides a summary of the engagement activities undertaken in each phase of the project. It includes a discussion of key changes across the engagement phases focussing on level of support, sections of interest and themes.
- Chapters 4, 5 and 6 presents a summary of engagement for each of the three phases.

The data collected through the community engagement activities was qualitative in nature however, where possible, this has been analysed to demonstrate the strength of a theme or level of support. Rather than count individuals, the numbers presented throughout this report is by number of comments received, as this is a more accurate reflection on the strength of a theme.

1.4 Scope and limitations

This report: has been prepared by GHD for the Inner West Council and may only be used and relied on by the Inner West Council for the purpose agreed between GHD and the Inner West Council as set out in this report.

GHD otherwise disclaims responsibility to any person other than the Inner West Council arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

It should be noted that in some cases, it may be difficult to determine if multiple submissions are made by individual community members through the various feedback mechanisms available.

2. The Lilyfield Road Cycleway

2.1 Project Purpose and background

The importance of the need for an accessible and safe cycling network was raised at a community forum hosted by the Inner West Council (formerly Leichhardt Municipal Council) in 2013. Consultation included an online survey developed by Council that residents wanted better maintenance of footpaths and alternate options for travelling around the area.

In 2015, Inner West council received funding from the NSW Government's Active Transport Program to help meet the Goal 8 of the NSW state plan of increasing the number of bicycle and walking trips in the Greater Sydney area. The purpose of the project is to create a safe, accessible and more attractive pedestrian and cycleway that will encourage people of all ages and abilities to use. The project aims to promote health and wellbeing in the community by increasing walking and cycling options that will increase the use of active and public transport.

2.2 Lilyfield Road

Lilyfield Road is a 2.7 kilometre stretch of road located in the suburb of Lilyfield, approximately 3.5 kilometres from the centre of Sydney CBD. The road extends from Iron cove to Victoria Road next to the Anzac Bridge. The majority of the road (Balmain Rd to Victoria Rd) is classified as a regional road except for the western end of the road (Canal Rd to Balmain Rd) which is classified as a local road. The road consists as a 50 km/h two-way traffic lane travelling in both directions, parking and footpaths on each side of the street and a bike lane integrated within the traffic lanes.

The road, presented as an aerial in Figure 1 is predominantly through a residential area with a few commercial properties and a small industrial section on the southern side of the road at the eastern end. Two bus routes travel along and around Lilyfield Road with four stops directly on the road and a light rail stop approximately half way along the road on Catherine Street.

Lilyfield Road was identified by the Inner West Council (formerly Leichhardt Municipal Council) and the NSW government as a route that could suitably be upgraded into a separated two-way cycleway that will improve safety and accessibility of the local cycling environment. The route connects to a number of other regional bike routes and improves connections to the Bay Run, Cooks River, Victoria Road, Anzac Bridge, the future Greenway and other distant destinations around Sydney

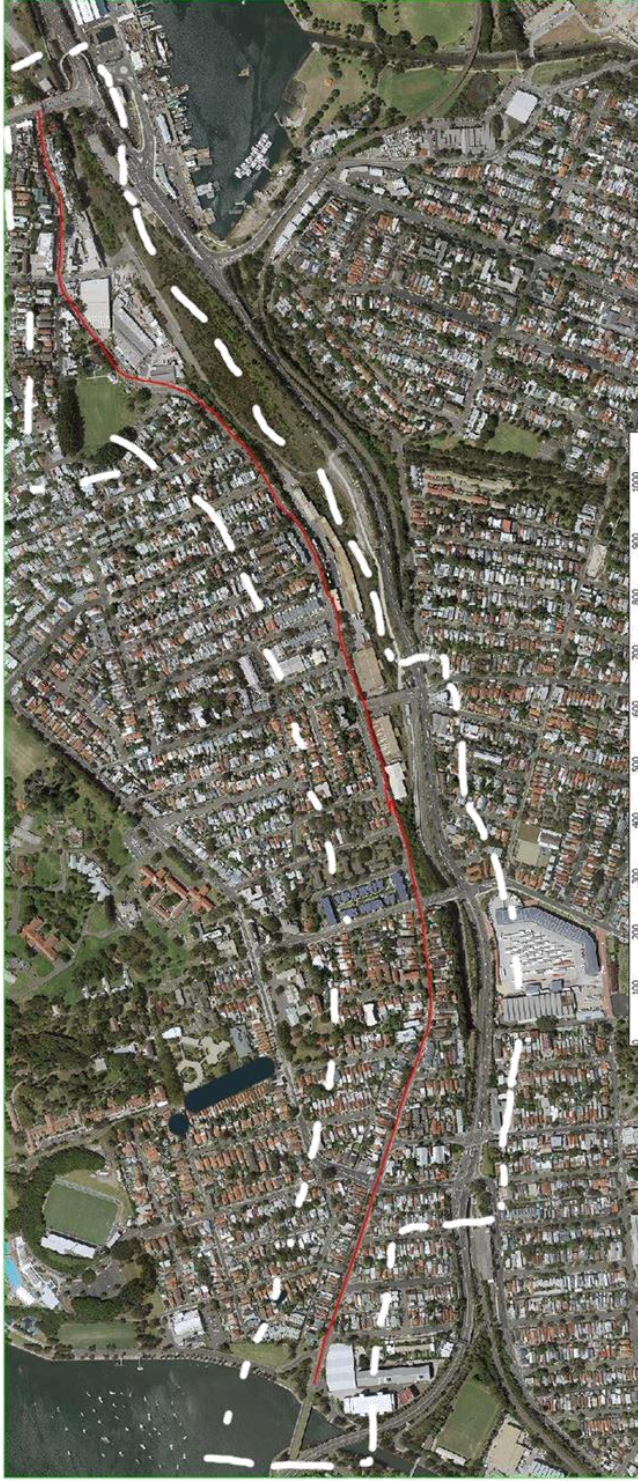


Figure 1 Aerial view of Lilyfield Road

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3. Overview of Stakeholder and Community Engagement

3.1 Three phases of engagement

The stakeholder and community engagement approach has focused on informing the community and key stakeholders about the project, including the local bicycle user groups, and gathering feedback on the preliminary and draft concept designs. Feedback gathered during the community and engagement activities were considered, and incorporated where possible, to improve the concept design at each phase.

Figure 2 presents the three phases of engagement including the objectives of engagement and timeframes for when engagement occurred.

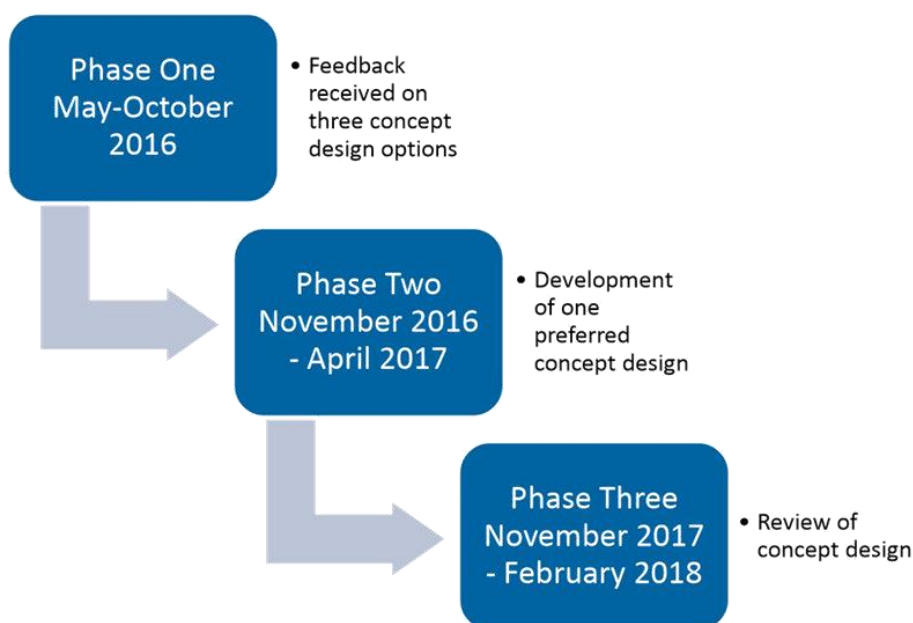


Figure 2 Three phases of engagement

3.2 Summary of engagement across the phases

3.2.1 Level of support

To understand the level of support the community had for the project, comments received were classified as positive and showing support for the project or negative against the project. Where sentiment either for or against was not clear then a comment was assigned as neutral.

The level of support for the project has shifted across the three phases. In Phase One support was at its peak of 35% decreasing to 14% by Phase Three. In contrast, the number of comments against the project has increased from 49% in Phase One to 81% in Phase Three.

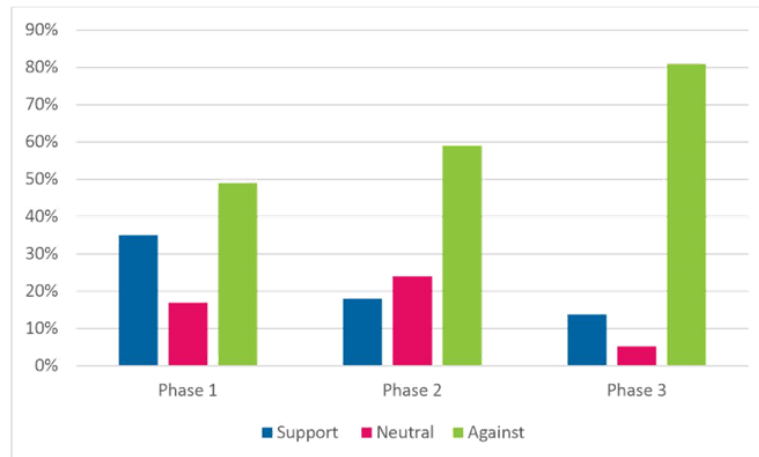


Figure 3 Level of support across the three phases

3.2.2 Sections of Lilyfield Road

Throughout the engagement phases, the community and stakeholders were invited to provide feedback on elements of each concept design. Through the information sessions or social pinpoint respondents were encouraged to provide feedback on specific elements or locations within the proposed cycleway, or provide comments about the project overall. To assist in analysing this location specific data the Cycleway was divided into four sections:

- Section 1 - Lilyfield Road from Canal Road to Norton Street
- Section 2 – Lilyfield Road from Norton Street to Balmain Road
- Section 3 – Lilyfield Road from Balmain Road to Gordon Street
- Section 4 – Lilyfield Road from Gordon Street to Victoria Road

Features of the cycleway within each section changed through the phases as a result of feedback received from the community. Tracking the spread of location specific comments as illustrated in Figure 4 highlights areas of concern raised by the community in each phase. In Phase One, Sections 1 and 3 had a greater number of comments across the sections, in Phase Two, Section 2 received the greater number of comments and in Phase Three it was Section 4.

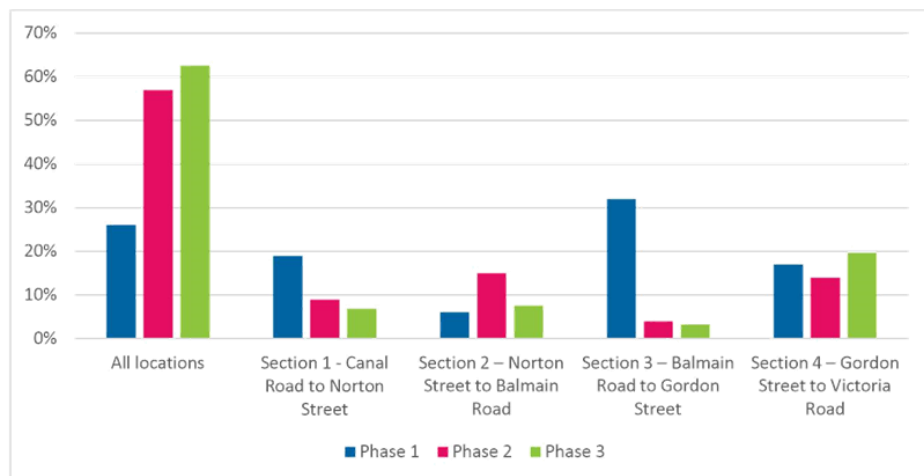


Figure 4 Location specific comments by section across the three phases of engagement

3.2.3 Key themes

A thematic analysis was undertaken of all comments received in each of the three phases of engagement. There was a consistency in the themes across each phase; however, there were significant changes in the strength of the theme, particularly as design considerations in each phase addressed comments made by stakeholder and the community. Figure 5 presents an overview of the top six themes across the three phases of engagement. Loss of parking is a significant issue for the project, however changes to the design to preserve parking spaces has resulted in it being less of an issue in Phase Three, resulting in a greater focus on safety.

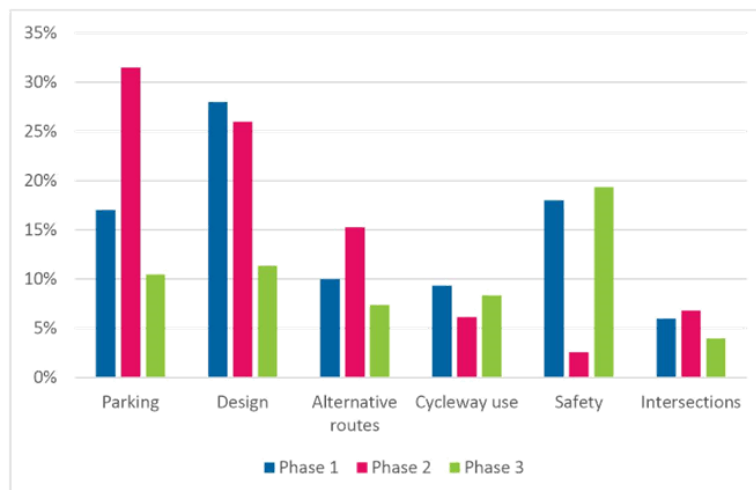


Figure 5 Overview of top six themes across the three phases of engagement

4. Phase One – Engagement on the preliminary concept design options

4.1 Objective of engagement

To inform community and key stakeholders about the proposed project, and gather feedback on three preliminary concept design options

4.2 Three concept designs

Three concept designs were presented to stakeholders and the community to understand priorities that would inform the development of a preferred concept design.

The three concept design options were:

- **Option 1** - A 2-way cycle way on the northern side of Lilyfield Road between Victoria Road and the Hawthorne Canal. The cycle path would be separated from the main traffic lanes by a kerb (Figure 6).
- **Option 2a** - A 2-way cycle way on the southern side of Lilyfield Road between the Victoria Road and the Hawthorne Canal. The cycle path would be separated from the main traffic lanes by a kerb (Figure 7).
- **Option 2b** - A 2-way cycle way on the southern side of Lilyfield Road between Victoria Road and the Hawthorne Canal. The cycle path would be separated from the main traffic lanes by a kerb. In some areas, the existing kerb would be relocated to provide more space for parking and bus access (Figure 8).



Figure 6 Phase One, Option 1



Figure 7 Phase Two, Option 2a



Figure 8 Phase One, Option 2b

4.3 Engagement tools and communication mechanisms

The three concept designs were presented to the community through a variety of different engagement activities to obtain as much feedback as possible. These activities included a community workshop, an online mapping tool called Social Pinpoint, and street intercept surveys. A summary of the engagement activities and the communication mechanisms that were used to promote the Phase One engagement period is provided in Table 1.

Table 1 Phase One Engagement tools and communication mechanisms

Activity	Description	Level of engagement
Engagement tools		
Community Workshop	A community workshop was held on 7 June 2016 at Leichhardt Town Hall. The workshop was a sit down session where the project team presented information about the cycleway and the design options, and answered questions from attendees. The attendees could then write feedback directly onto the map.	33 attendees
Your Say Inner West	A project page on Council's community engagement portal provided information about the project and options for giving feedback. Community members could also comment about the project through the site	14 submissions
Social Pinpoint	Three design options were displayed on Social Pinpoint, an online interactive map where community members were able to provide site-specific feedback	50 stakeholders engaged
Street Intercept Surveys	Street intercept surveys (with Social Pinpoint) at two separate locations on Lilyfield Road on the 25 and 29 of June 2016 to discuss the project and design options with the community and to seek feedback, which was entered straight into Social Pinpoint 91	91 respondents
1800 Number & Community Email	A 1800-number and a Community Email were established as a communication channel to answer any enquiries and gather feedback on the designs	28 phone calls received 22 emails received
Communication mechanisms		
Flyer	1,500 flyers distributed to properties and businesses in Lilyfield, as well as local cyclists groups and other key stakeholders. The flyer provided information about the project and ways to provide feedback.	1,500 flyers distributed
Your Say Inner West	A project page on Council's community engagement – www.yoursayinnerwest.com.au - portal provided information about the project including upcoming engagement activities	N/A

4.4 Summary of engagement

272 comments were received throughout the Phase One engagement. The comments were received predominantly from the community email, social pinpoint and the information sessions, as depicted in Figure 9.

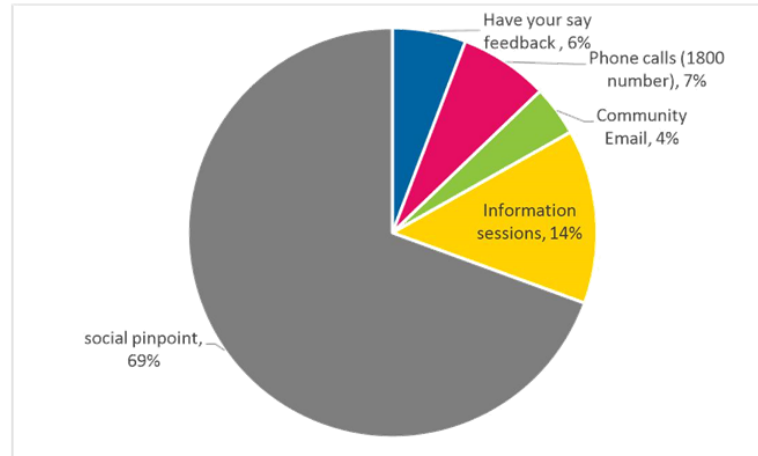


Figure 9 Phase One Source of feedback received

4.4.1 Level of support

To understand the level of support the community had for the project, comments received were classified as positive and showing support for the project or negative and against the project. Where sentiment either for or against was not clear then the comment was assigned as neutral. Almost 50% of comments received were negative or against the proposed cycleway with 35% received in support, as depicted in Figure 10.

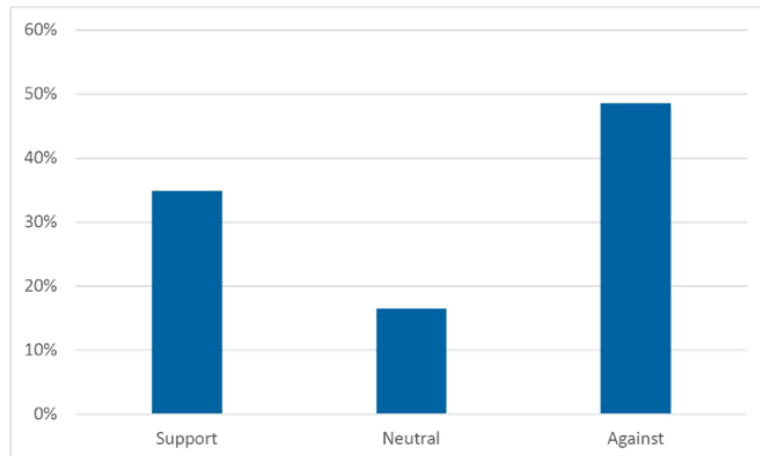


Figure 10 Phase One - Level of support for Lilyfield Cycleway

4.4.2 Sections of Lilyfield Road

Of the feedback received, almost 74% of comments referred to specific areas of the cycleway. To assist in analysing this location specific data the Cycleway was divided into four sections:

- Section 1 - Lilyfield Road from Canal Road to Norton Street
- Section 2 - Lilyfield Road from Norton Street to Balmain Road
- Section 3 - Lilyfield Road from Balmain Road to Gordon Street
- Section 4 - Lilyfield Road from Gordon Street to Victoria Road

Sections 1 and 3 received the greatest number of comments (61 and 105 comments respectively) as depicted in Figure 11.

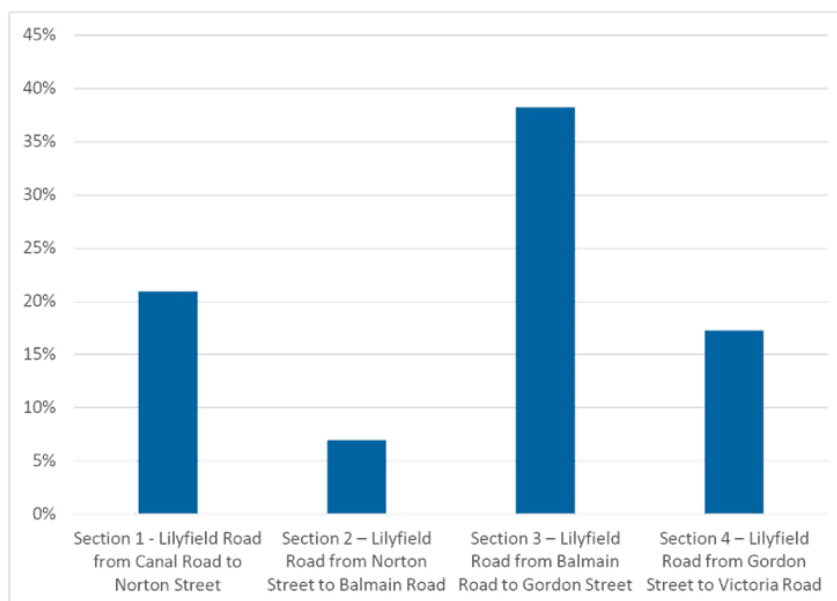


Figure 11 Sections of the cycleway that received locational specific comments

4.5 Overview of key themes

All feedback collected was analysed and placed into groups so that key themes could be identified early and then incorporated into future designs by the design team.

The following provides a summary of the key themes raised during the stakeholder and community activities; they are presented in more detail in Table 2 and Figure 12:

- Potential loss of parking outside of residential properties especially Mary Street to Balmain Road and Gordon Street to Victoria Road.
- Southern side of road preferred by majority of respondents especially near Catherine Street, Denison Street and Gordon Street and the connection to the foot bridge at Victoria Road
- Concerns about bike rider safety on bi-directional cycleway, including the width and steep hills especially near Mary Street, Balmain Road and Denison Street
- Concerns about the design of the cycleway near the canal and cyclists stopping to cross streets
- Suggestion to reduce speed limit to 40 km/h to improve safety for all
- Suggestion to consider different routes including the railway corridor, City West Link
- Support for the project – more families taking up cycling, safer for current bike riders and contribute to a better-connected network.

It should be noted that in some cases, it may be difficult to determine if multiple submissions are made by individual community members through the various feedback mechanisms available.

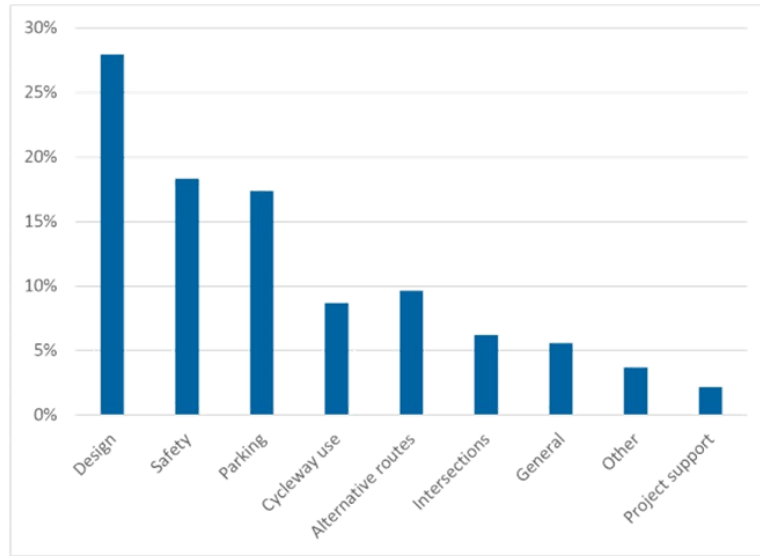


Figure 12 Strength of themes reflected in the Phase One Comments

Table 2 Summary of overall feedback across all engagement

Issue	Comment
Project Support	<ul style="list-style-type: none"> • There is a disconnect across cycle routes in Sydney, this will help create a better cycle network • Current situation is unsafe, this will improve safety for cyclists and motorists • New plans will be great for weekend bike riders and commuters • Some community members do not cycle because they believe riding on the road is too unsafe. This will encourage more community members to cycle more often • Family use of cycleway will increase if separated from traffic. Areas and options for children and families outside of peak hours is desirable • Project will raise community awareness for cyclists and safety
Approval process and governance	<ul style="list-style-type: none"> • Work needs to be done in consultation with WestConnex and The Bays Precinct • Fear that WestConnex plans won't consider cycleway and vice versa • Work shouldn't proceed until it is clear what impacts WestConnex will have on Lilyfield Road • Desire to understand the approval process for this project, and how community consultation fits into this process
Cycleway use	<ul style="list-style-type: none"> • Families with kids would use the cycleway a lot, which is good as Lilyfield Road connects them to places they want to go • Interest in knowing whether the cycleway will be a regional path or for local use • Cyclists have differing capabilities. A shared cyclepath will force some onto the streets and will be a danger to both motorists and cyclists. • Local use cycleways will not serve people commuting by bike or 'serious' cyclists. There is a need to serve both of these user groups • If cycleway does not facilitate a continuous, safe and fast ride it won't be used • Desire for assurance that cyclists will fully utilise the cycleway • It still needs to be possible for capable cyclists to use the road
Community Engagement	<ul style="list-style-type: none"> • There was some anger from the community that there were only three options given, and no alternative options to Lilyfield Road • Community doesn't feel represented on the issue • Transparency and clear messages on the connection with other projects in the area
Intersections	<ul style="list-style-type: none"> • Problems with cyclists losing the right of way, slows trip and is unsafe. Experienced cyclists will choose to use the road • Traffic lights could be provided for cyclists on bidirectional cycle ways. Currently traffic lights favour cars, and cyclists have little green time, and the time should be equal for cars and cyclists. • Consider how people on bikes turn right onto Balmain Road • All three options are unsafe because cycleway is too close to the kerb. • Roads coming on to Lilyfield Road make it difficult for drivers to see cyclists coming as they are so close to the side of the road, lose the safety from driving on the road as they are less visible.

Issue	Comment
Design on hill	<ul style="list-style-type: none"> • Unsafe having a bi-directional cycleway, with one direction travelling very fast in such a close proximity to the other, especially when not all cyclist are confident on hills • Cyclists will use road when on hills as there are less interruptions, and they can ride faster • Suggestions from cyclists that if the above cannot be addressed, Council should retain the existing design
Design	<ul style="list-style-type: none"> • Out of the given options, the south side concept was generally the most favoured by many respondents • Need to evaluate options on the basis of safety for cyclist and pedestrians, impact on residents (particularly loss of parking) and access for local and regional cyclist. Give each criterion a scope and rank the options. • The Cycleway is too close to parked cars, doors will open up over path and cyclist won't have as much room to avoid it • Speed limit should be 40 km/h, similar to Balmain Road - don't mind speedbumps as cars are too fast • Road width can be widened near Denison Street; footpath is overly wide here and not often used • Cycleway running through a bus stop is unsafe for cyclist and pedestrians • Locals need to be able to access the bike path. The design should incorporate access points • Mary Street to Catherine Street is the critical section, it is hazardous to cyclists and parking issue is critical • Alternative design to a separated cycleway could be provided by improving shoulder lanes and controlling side streets • Loop end at Canal Road will never be used, needs to go straight across the bridge. • Reroute buses off Lilyfield Road, then Council can narrow road width and accommodate both cycleway and parking • Overpass of Victoria Road – too dangerous with cyclist and pedestrians • A bitumen surface is better than green paint. It is less slippery and safer for cyclists in wet conditions
Parking	<ul style="list-style-type: none"> • Parking is a critical issue • Need assurance that alternative parking space will be provided, not just outside of someone else's house, leading to conflict within the community. • People park along Lilyfield Road to catch the light rail into CBD. This restricts already limited parking. • Key areas for parking issues are from Balmain Road to Mary Street. Businesses and residents use parking on both side of this street in this area and both will be impacted. • Balmain Road to Mary Street is important to residents and any changes in this area would have a high impact on them. It was suggested that it should stay as it is • The introduction of parking restrictions for non-residents was suggested Make Lilyfield Road one-way with parking on both sides, to prevent buses and trucks going through the route

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Issue	Comment
	<ul style="list-style-type: none"> Concern about the impacts on businesses' loading zones
Alternative routes	<ul style="list-style-type: none"> Build cycleway on railway corridor or on City West Link, rather than Lilyfield Road (this was a strong, reoccurring theme) The community was concerned that there are no ways to find out if Council does follow up the community's suggestions. Community members were concerned with how their concerns could be made a priority for Council, as well as how Council could be held accountable Lilyfield Road has been working well; it does not need to be changed. Use the green space beside the City West Link and continues up Balmain Road or Catherine Street and then picks up Lilyfield Road

4.6 Amendments to the concept design from community feedback

The feedback received on the three draft concept design options directly informed the development of the preferred concept design. Table 3 presents a summary of how issues raised by the community were considered by the design team resulting in a preferred concept design. The technical studies identified constraints within the cycleway that had to also be taken into consideration when addressing the feedback received from the community.

Table 3 Community feedback and its influence on concept design

Key issue	Feedback	Amendments included in the preferred concept design	Constraints
Loss of parking	We want to keep parking on Lilyfield Road	Designed to retain as much parking as possible 50 more parking spaces than the previous best option	Need to retain wide lanes for buses and large trucks Heritage corridor and trees limits changes to road width
Access	We need access to the front of our houses for drop-offs	Following construction, Council will monitor the need for short term or resident parking scheme in areas along route.	Short term spaces take away from long term parking - need to find balance
Design	Needs to be appropriate for all levels, beginners to experienced commuters	Overtaking is allowed for faster riders Experienced riders can still use road 2.4 metres width bi-directional cycle path.	Limited by road width and need to retain parking
Safety	The cycle path needs to be safe for everyone	Cycle path separated with median from footpath and road Additional pedestrian crossings 2.4 metres width bi-directional cycle path	Keeping cycle path and road safe, while ensuring a fast and smooth ride Limited by road width and need to retain parking
	Both bikes and cars currently travel too	Following construction, Council will consider	Approval for 40km/h zone needed from RMS

	fast along Lilyfield Road	reducing the speed limit to 40km/h	
Alternative routes	We need to look at alternative routes	Lilyfield Road was chosen for its direct route to the CBD, its existing popularity and high connectivity. It was identified by the Inner West Council (formerly Leichhardt Municipal Council) and the NSW government as a route that could suitably be upgraded into a separated two-way cycleway that will improve safety and accessibility of the local cycling environment.	Other options were investigated but are not possible: <ul style="list-style-type: none"> • Path to the north of City West Link - no complete route, too narrow at some points • Path to the south of City West Link (rail corridor) – high cost, impact on light rail operation. This land is owned by multiple agencies (including land that is part of The Bays Precinct under the jurisdiction of UrbanGrowth Development Corporation) • Perry Lane - poor lighting, safety issues, driveways backing onto lane
Public transport	If we change the bus route we can have narrower roads	This was investigated by Council; however, Sydney Buses (STA) did not give approval	Sydney Buses did not approve because Lilyfield Road is an important route and serves social housing in the area

5. Phase Two - Engagement on the draft concept design

5.1 Objective of engagement

To obtain feedback from the community and stakeholders on the draft concept plan in order for it to be refined into a final concept design.

5.2 The preferred concept design

The preferred concept design developed by the design team was a hybrid of the three designs in Phase One. The concept design considered the various constraints of the site, as well as the key issues and concerns raised by community and stakeholders, in particular maximising the retention of on-street parking.

Key elements as illustrated in Figure 13 include:

- Cycleway located on the northern side of Lilyfield Road from Canal Road to just west of Balmain Road. A bicycle crossing installed then transfers the cycleway to Victoria Road on the southern side of the street.
- Gordon Street and Victoria Road proposed to be one way travelling east.
- Kerb realignment on the southern side of the road between Balmain Road and Justin Street to gain additional parking

Feedback from the community that informed the development of this concept design included:

- Location of the cycleway on the southern side being the preference at the eastern end of Lilyfield Road
- Concern regarding dangerous intersections and bike rider safety and cyclists stopping at intersections
- Concern about loss of parking outside residential properties.
- One way section of road from Gordon Street to Victoria Road

Constraints that influenced the design included:

- The width of Lilyfield Road restricts the road from accommodating two way traffic, parking and footpaths on both sides, as well as a separated cycleway on either side of the road.
- The location of protected heritage listed trees on the grass verge makes it impossible to widen the road in this section



Figure 13 Summary of preferred concept design (Phase Two)

5.3 Engagement tools and communication mechanisms

Engagement during this phase was predominantly through an information session held 6.30 pm to 8.30 pm Tuesday 29 November 2016 at Leichhardt Town Hall. The information session provided an opportunity for stakeholders and community members to learn about the preferred concept design, to provide feedback and to discuss issues and concerns about the design with the project team and Council. The draft concept design was on display and attendees were encouraged to write their feedback directly onto the map (Figure 14). Feedback on the concept design was also encouraged through the 1800 phone number and project email address.



Figure 14 Phase Two Preferred Concept Design Information Session

The information session and presentation of the preferred concept design was advertised through a number of mechanisms and communication materials as outlined in Table 4.

Table 4 Phase Two Engagement tools and communication mechanisms

Activity	Description	Level of engagement
Engagement tools		
Community information session	An information session was held on 29 November 2016 at Leichhardt Town Hall. The session was held over two hours, where community members could drop-in to view the design and discuss their feedback with the project team. The attendees could then write feedback directly onto the map	37 attendees
1800 Number & Community Email	A 1800-number and a Community Email were established as a communication channel to answer any enquiries and gather feedback on the designs	19 phone calls received 52 emails received
Communication mechanisms		

Activity	Description	Level of engagement
Flyer	1,500 flyers were distributed on 13 November 2016. The flyers were delivered to properties and businesses in Lilyfield, as well as local cyclists groups and other community members who expressed interest in the project in the previous engagement phase. The flyer provided an update on the project and details of the community information session.	1,500 flyers distributed
Email	Emails were sent to community members, cyclists groups and other key stakeholders who expressed interest in the project, inviting them to the information session.	Emails sent to the project contact database
Council communication mechanisms	Council provided a project update on the Your Say Inner West webpage, with information about the information session	N/A

5.4 Summary of engagement

318 comments were received throughout the Phase Two engagement. The comments received as depicted in Figure 15 were predominantly from the community email, followed by the information sessions.

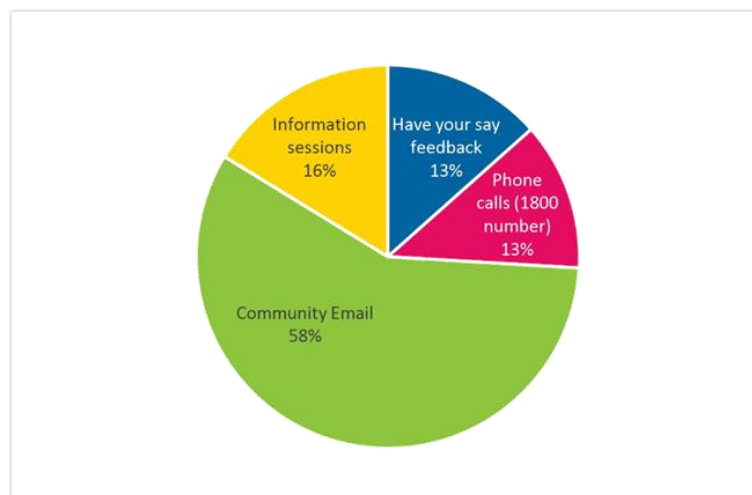


Figure 15 Phase Two Source of feedback received

5.4.1 Level of support

To understand the level of support the community had for the project, comments received were classified as positive and showing support for the project or negative and against the project. Where sentiment either for or against was not clear then the comment was assigned as neutral. Almost 60% of comments received were negative or against the proposed cycleway with 17% received in support, as depicted in Figure 16.

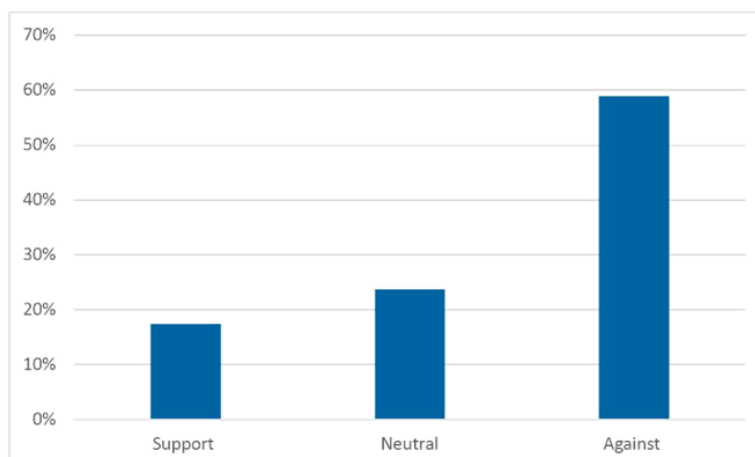


Figure 16 Level of support for Lilyfield Cycleway

5.4.2 Sections of Lilyfield Road

The majority of feedback received regarding the Lilyfield Cycleway commented on the overall project, however almost 40% of comments referred to specific areas of the cycleway. To assist in analysing this location specific data the Cycleway was divided into four sections:

- Section 1 - Lilyfield Road from Canal Road to Norton Street
- Section 2 – Lilyfield Road from Norton Street to Balmain Road
- Section 3 – Lilyfield Road from Balmain Road to Gordon Street
- Section 4 – Lilyfield Road from Gordon Street to Victoria Road

Sections 2 and 4 received the greatest number of comments (29 and 46 comments respectively) as depicted in Figure 17.

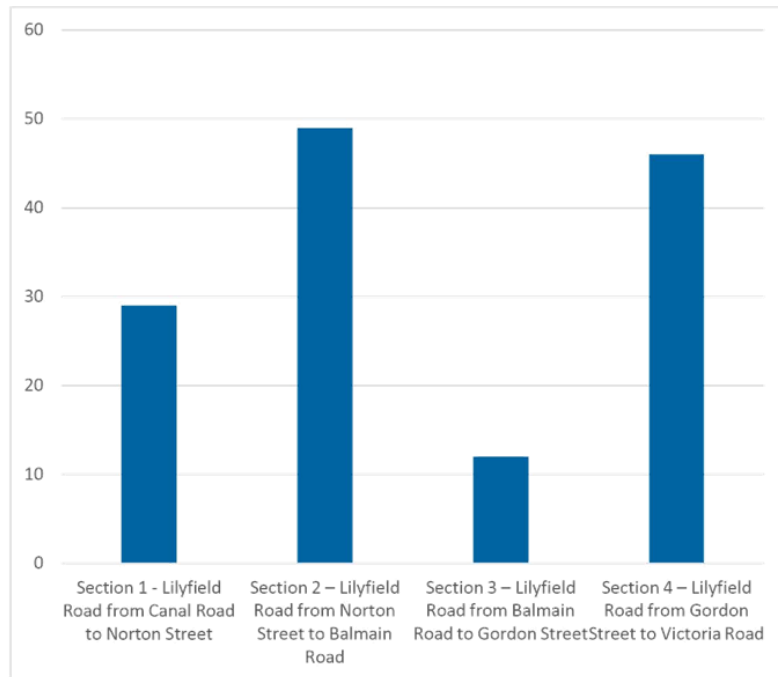


Figure 17 Sections of the cycleway that received locational specific comments

5.5 Overview of key themes

A thematic analysis was conducted of the 318 comments that were received during the engagement period. Figure 18 presents the strength of the key themes within the comments received throughout the Phase Two Engagement Period. The themes are summarised in this graph but discussed in more detail throughout this section. The themes of parking and safety received the largest number of comments accounting for 56% of all comments received. This was followed by suggestions for an alternative route.

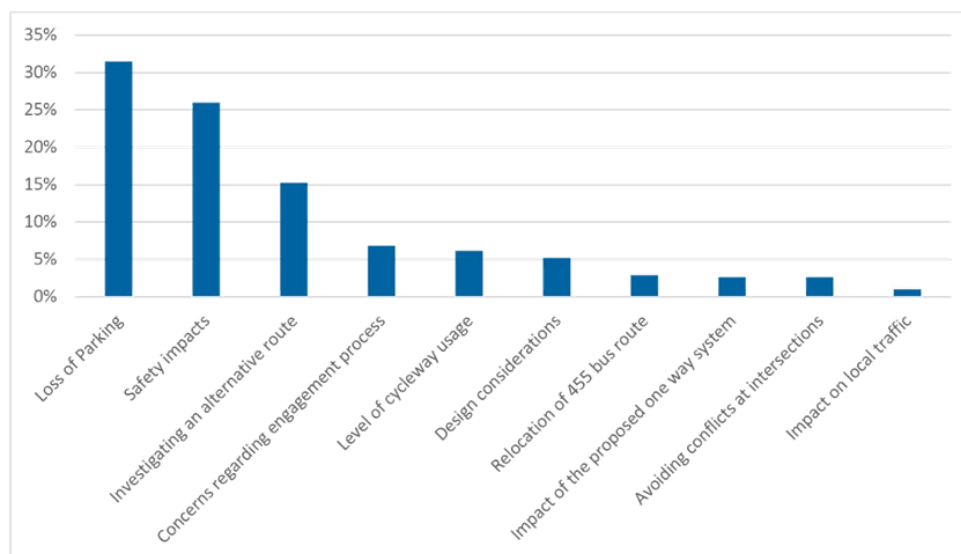


Figure 18 Strength of themes reflected in the Phase Two Comments

5.5.1 Loss of parking

Loss of parking received the greatest number of comments across all of the submissions received. Almost 60% of comments discussed loss of parking across the Cycleway referring to the current high levels of demand for parking within the residential areas with respondents noting that there many properties do not have access to private parking. The issue was of particular concern for residents with disabilities that require vehicle access close to their home. There were also concerns about the difficulties when tradesmen need to access properties, carrying heavy items or managing the pick-up or drop-off of young children or babies.

Nearly 40% of comments related to specific sections of the Cycleway with Section 2, from Norton Street to Balmain Road, receiving 25% of comments, as illustrated in Figure 19. Concerns about Section 2 included developments in the area, particularly on Rayner Street, that would further increase demand for parking. Parking during days when there are local events on such as the Orange Grove Markets (every weekend) or during the Rugby League Season is currently limited and any loss of parking would further exacerbate this. The issue of local event parking was also raised for Section 1, Canal Road to Norton Street, because of its close proximity to Leichhardt Oval.

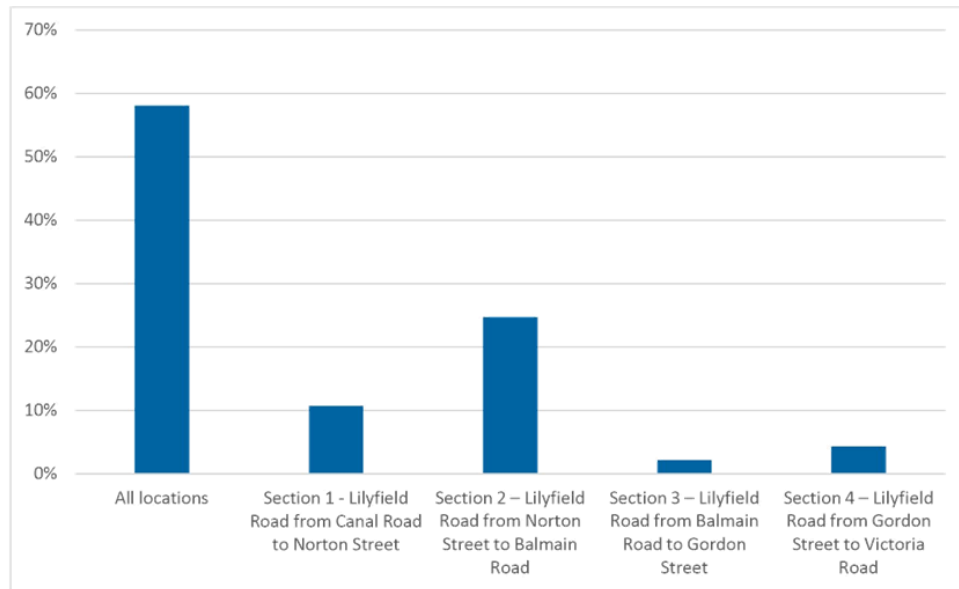


Figure 19 Parking comments and their relationship to sections along the cycleway

5.5.2 Safety impacts of the proposed cycleway

The feedback received regarding safety elements of the cycleway were divided between those that support or opposed the cycleway, as illustrated in Figure 20. Nearly 40% of these comments expressed concern that the proposed cycleway would create safety issues within the local area. These concerns included:

- Driveways onto the cycleway would be hazardous if cars exiting don't have clear view of the cyclepath
- Cyclists will not use the provided road crossing and will not use the dedicated cyclepath.
- The proposal will encourage rat running.
- Bicycles will travel at excessive speeds, particularly when they go downhill.

In contrast, almost a third of the safety comments received expressed their support for the cycleway. These comments referred to safety benefits such as a reduction in vehicle speed would have benefits for all road users; the cycleway would be safer for bike riders, particularly those who are inexperienced.

Comments received that were classified as neutral echoed the comments made by those who supported or were against the cycleway. There was a general theme that reducing speed along Lilyfield Road would have significant benefits for motorists, pedestrians and cyclists.

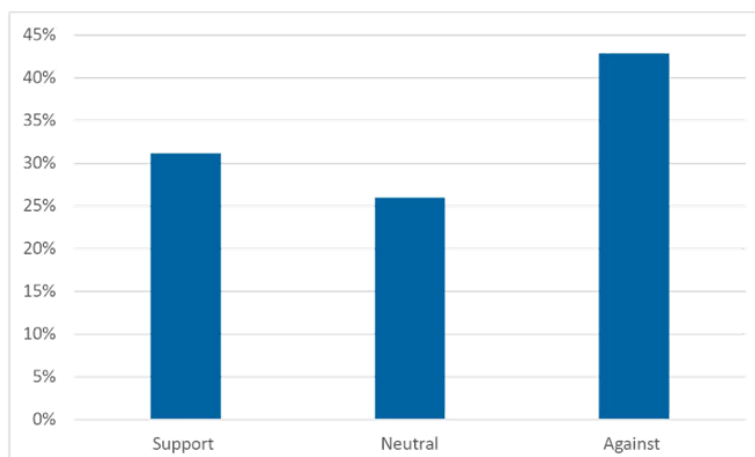


Figure 20 Comments made by respondents regarding safety and their level of support for the cycleway

5.5.3 Investigating an alternative to Lilyfield Road

Respondents made a number of suggestions regarding alternative routes for the proposed cycleway. These respondents believed that Lilyfield Road was not an ideal location because of its steep gradient and high level of traffic. Alternative suggestions include a cycleway through the Rozelle Railyards, creating a connection under Victoria Road that would connect to the Bays Precinct and Anzac Bridge, providing a safe and flat area for cyclists to use. This option is not considered suitable as the land is owned by multiple agencies including land that is part of The Bays Precinct under the jurisdiction of UrbanGrowth Development Corporation. Residents also suggested a cycleway located along City West Link would be less disruptive. This option was considered not suitable due to the narrow width of some sections.

5.5.4 Level of cycleway usage

There were mixed responses received about how much the cycleway would be used. Those in support of the cycleway commented that it would be well utilised, particularly for less confident cyclists. It was suggested that a cycle lane traffic light system would encourage cycleway use, and discourage cyclists from using the road. In contrast, other respondents commented that cyclists do not fully utilise the current cycle facilities in the area and therefore queried why the Lilyfield cycleway would be any different. Comments were made that the money allocated for the project could be better spent providing a comprehensive cycleway through the rail corridor or as part of WestConnex. There was resistance to the idea of the cyclists crossing Lilyfield Road.

5.5.5 Concern regarding engagement undertaken to develop the Cycleway

Many respondents expressed concerns about what they felt was a lack of consideration for the residents throughout the Phase Two consultation process. They felt that a higher level of communication was needed, and wanted clarification of further engagement processes going forward. Residents in Section 2, Norton Street to Balmain Road, commented that they had not been consulted sufficiently about the changes to parking outside their homes and in surrounding streets. Concerns were raised that feedback in the previous phase had not been taken on board and there was questions as to why residents on the surrounding streets who would be most greatly impacted by the parking changes had not been informed directly.

5.5.6 Design consideration particularly with regards to cycleway width

The majority of comments regarding the design of the cycleway referred to Section 1, Canal Road to Norton Street, and Section 2, Norton Street to Balmain Road. These comments focussed on the width of the path particularly to accommodate the speeds of bike riders on the incline. There was concern that the road between James Street and Balmain Road is already narrow and trying to fit in a cycleway on a mixed-use road like this would be very tight.

Suggestions were made to consider how bike paths have been implemented in other areas of Sydney without sacrificing parking or safety such as Bourke Street Surry Hills or overseas examples such as Copenhagen. It was also suggested that the removal of bus stops would provide more room for the cycle path and retain parking.

5.5.7 Relocation of 445 bus route

These comments suggested that relocating the 445 bus route should be considered to alleviate issues with the Phase Two design and to accommodate the cycle path. It was also stated that the 470 and 440 buses were sufficient to service those in the area who require access to public transport.

5.5.8 Impact of the proposed one-way system

The main concerns regarding the proposed one-way systems were raised in Section 2, Norton Street to Balmain Road, and Section 4, Gordon Street to Victoria Road. In Section 2, respondents suggested making this section one way, but in the opposite direction to the Phase Two plans. Community members also expressed concerns that making the section of Lilyfield Road at Victoria Road (Section 4) one way would increase congestion and severely impact on the travel times of people who live in the immediate area. Concerns regarding commuters using alternate, narrower roads, such as Darling Street and Hornsey Street, would only exacerbate the congestion issues caused by the City West Link. There was also a suggestion to reroute buses to avoid making the road one-way at all.

5.5.9 Avoiding conflicts at intersections

Potential conflicts at intersections between motorists, cyclists and pedestrians were raised as a major concern. Gordon Street (Section 4) was highlighted as a potential conflict location. Removal of the slip road at the Mary Street intersection (Section 1) was also raised as a concern due to increasing traffic congestion in the area. Also, the intersections at James Street, Mary Street and Balmain Road were a concern, but modifying the traffic signals at these intersections was considered by three respondents as potentially beneficial to cyclists. There was one comment about redesigning the intersection at Victoria Road (Section 4) to minimise local congestion and avoid 'rat running.'

5.5.10 Impact the cycleway will have on local traffic

The comments mostly expressed concerns about the proposed one-way sections and the negative impacts they would have on traffic in the area. There were concerns about 'rat runners' if these plans were to go ahead. Also, getting rid of the turning lane from Mary Street (Section 1) was raised as a concern, as was the traffic flow from Victoria Road (Section 4).

5.5.11 Other comments

A selection of comments that could not be categorised into the identified key themes have been identified and listed below:

- Some cyclists do not pay any registration so why do they have such a strong voice about how roadways are constructed?

- Concerns about the behaviour of bicycle riders and car drivers
- Riders and drivers need to share the roads and that does not currently happen as there are no road rules for bicycles
- Questions about the number of trees to be retained and whether the grass verges will be retained
- We want to encourage a green, safe community - however the road should be shared
- The number of supporters for the changes are not known
- Bike use is a noble aim - but not at any price and if planners and politicians keep growing the city without actually asking the people in it if they want this and to what extent they want it, time spent in car traffic becomes a pivotal quality-of-life concern for residents.

5.6 Amendments to the concept design from community feedback

The feedback received on the preferred draft concept designs directly informed the development of the refined concept design. Table 5 presents a summary of how issues raised by the community were considered by the design team resulting in amendments to the preferred concept design. The technical studies identified constraints within the cycleway that had to also be taken into consideration when addressing the feedback received from the community.

Table 5 Community feedback and its influence on concept design

Feedback	Amendments to the preferred concept design
Loss of parking	<p>The revised design will consider ways to further increase the amount of parking spaces that will be retained nearest residential and commercial properties. The following methods are proposed to achieve this:</p> <ul style="list-style-type: none"> Redesign of section between Norton Street and Balmain Road to be converted to one-way road to maintain on-street parking on both the northern and southern sides of Lilyfield Road. Redesign of section between Balmain Road and Gordon Street to cater for a bicycle crossing (workings of which to be decided in detailed design) to ensure parking along northern side of Lilyfield Road is maintained outside of residential properties. <p>Overall existing parking spaces = 470 Previous number of parking spaces retained (draft concept) = 343 Current number of parking spaces retained (revised draft concept) = 350-360 Increase in number of retained parking spaces = between 7-17</p>
Safety impacts of the proposed cycleway	<p>The entire cycleway will remain bi-directional as it is currently, although will incorporate any features designed to improve the safety of users and to ensure people of all levels of confidence can use it. Once the construction of the cycle path is completed, Council will investigate reducing the speed limit along Lilyfield Road to 40 km/h and monitor speeds.</p>
Investigating an alternative to Lilyfield Road	<p>Lilyfield Road was chosen as it is a direct route to the City and provides the highest level of connectivity between the CBD and Inner West. It has been a popular bicycle route since the City West Link was built and this upgrade will make it safer and more appropriate for all levels of bicycle riders.</p> <p>Council is liaising with RMS and Sydney Motorways Corporation to ensure possible future connection to any bicycle path built by WestConnex.</p>
Level of cycleway usage	<p>The route is currently used by a significant number of bike riders, especially people commuting to and from work. However, the proposed improvements are not just for people already riding bikes – it is also for those who are interested but concerned about safety. A NSW Government survey found that 70 per cent of people in NSW would ride more often if it was safer – a statistic which is supported by some local facts. The number of people on bikes has increased in places where safer routes have been provided, for example:</p> <ul style="list-style-type: none"> Carrington Road, Marrickville - 50% increase in the first year; Bowden Street, Alexandria - 250% increase in five years, and George Street, Redfern - 400% increase since a protected bike path was installed
Concern regarding engagement undertaken to develop the Cycleway	<p>All comments from the community and stakeholders have been considered by the design team, and the design has been updated in response. The next phase of engagement will include a broader</p>

	communications campaign (including a significantly larger distribution area for the flyer), a longer public exhibition period, and more engagement opportunities.
Design consideration particularly with regards to cycleway width	<p>The bi-directional cycleway has been designed similar to City of Sydney Council's cycleways. The majority of the cycleway is 2.4 metres wide. In the steep sections of Lilyfield Road (between the canal and Mary Street and between Foucart Street and Denison Street), the cycleway has been widened to 2.8 metres to enhance safety.</p> <p>Overtaking is allowed for faster riders and more experienced riders can use the road if desired.</p>
Impact of the one way system proposal	The traffic modelling shows there would be minimal change to travel times as a result of the one-way section on Lilyfield Road. While there is potential for vehicles to divert along local streets, given the narrow and indirect nature of these streets, it is more likely vehicles would divert along main roads.
Avoiding conflicts at intersections	The bicycle crossing between Edward Street and Helena Street will result in brief stoppage due to constraints. Despite this, the cycleway will be continuous with no stoppages for the most part (pedestrian crossings over cycleway the exception). The design incorporates planting and raingarden areas that will create barriers between cyclists and road users. This will improve safety along the route in addition to the proposed medians.
Impact the cycleway will have on local traffic	The traffic modelling shows there would be minimal change to travel times as a result of the one-way section on Lilyfield Road. While there is potential for vehicles to divert along local streets, given the narrow and indirect nature of these streets, it is more likely vehicles would divert along main roads.
Relocation of 455 bus route	Council investigated whether it was possible to change the bus routes on Lilyfield Road to create more space for parking, however, Sydney Buses did not give approval. The 445 northbound route will be diverted via City West Link westbound between Balmain Road and Norton Street.

6. Phase three – Engagement on the revised preferred concept design

6.1 Objective of engagement

To gather feedback from the community and stakeholders on the preferred concept design in order for a revised preferred concept design to be developed.

6.2 The revised preferred concept design

The revised preferred concept design considered the key issues and concerns raised by community and stakeholders, in particular the concerns about loss of on-street parking along Lilyfield Road. Key design changes that were introduced since Phase Two, as illustrated in Figure 21, include:

- East bound one-way section between Norton Street and Balmain Road
- Relocation of the bicycle crossing from the west of Balmain Road to the east of Balmain Road
- Slip lane on Mary St removed to gain additional parking and increase cyclist safety

Feedback from the community that informed the development of this concept design included:

- Concern about loss of parking outside residential properties.
- Safety concerns associated with the location of the bicycle crossing.

Other constraints that influenced the design included:

- The width of Lilyfield Road restricts the road from accommodating two way traffic, parking and footpaths on both sides, as well as a separated cycleway.



Figure 21 Draft Concept Design

6.3 Engagement tools and communication mechanisms

The revised preferred concept design was presented to the community through a variety of different forums to obtain as much feedback as possible. These forums included two community drop in information sessions, Council's Your Say Inner West site, and Social Pinpoint. In response to the community's feedback for increased communication about the project, the flyer was distributed to a much broader area and many more channels were used to promote Phase Three engagement. A summary of the engagement tools and the communication mechanisms that were used to promote the Phase Three engagement period is provided in Table 6.

Table 6 Phase Three Engagement tools and communication mechanisms

Activity	Description	Level of engagement
Engagement tools		
Community Drop-In Information Sessions	Two information sessions were held on 9 December 2017 and 12 December 2017 at Orange Grove Public School. The sessions were held over three hours, where community members could drop-in to view the design and discuss their feedback with the project team. The attendees could then write feedback directly onto the map	Approximately 65 attendees
Your Say Inner West	A project page on Council's community engagement portal provided information about the project and options for giving feedback. Community members could also make a submission about the project on the site.	587 submissions
Social Pinpoint	The revised concept design was displayed on Social Pinpoint, an online interactive map where community members were able to provide site-specific feedback	334 stakeholders engaged
Signage	Signage was placed along the proposed route with information about where to give feedback and find out more information.	N/A
1800 Number & Community Email	A 1800-number and a Community Email were established as a communication channel to answer any enquiries and gather feedback on the designs	12 phone calls received 99 emails received
Communication mechanisms		
Flyer	3,500 flyers were distributed from 27 November 2017 to properties and businesses in Lilyfield, as well as local cyclists groups and other key stakeholders The flyer provided information about the project, and options for giving feedback on the revised draft plan. See Appendix F for distribution area.	3,500 flyers distributed
Your Say Inner West	A project page on Council's community engagement portal provided information about the project including upcoming engagement and feedback opportunities.	N/A

Activity	Description	Level of engagement
Council Media	Council promoted the revised concept design in three editions of Council's e-news, two editions of Your Say Inner West e-news, in the Inner West Courier, on Council's Facebook page and through a press release	5 e-news editions 1 local newspaper story Facebook posts
Email	Emails were sent out to community members, cyclists groups and other key stakeholders who expressed interest in the project inviting them to drop in to the information sessions	Emails sent to the project contact database



Figure 22 Phase Three Drop In session

6.4 Summary of engagement

1583 comments were received throughout the Phase Three engagement. The comments received as depicted in Figure 23 were received predominantly from the Have Your Say feedback website, followed by social pinpoint and the community email.

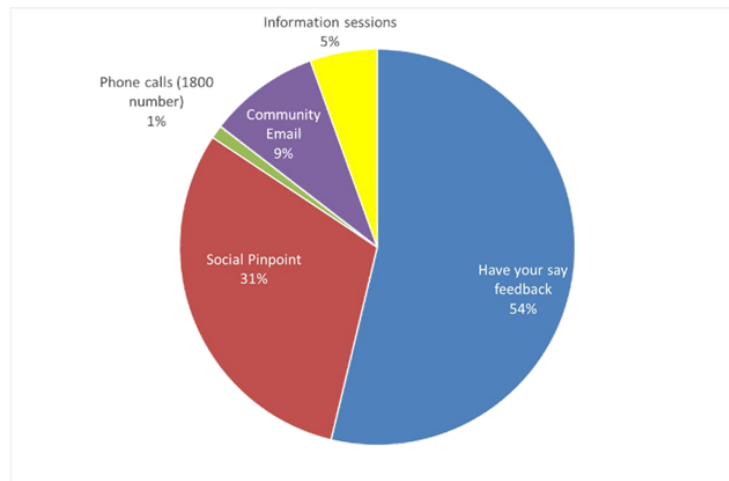


Figure 23 Phase Three Source of feedback received

6.4.1 Level of support

To understand the level of support the community had for the project, comments received were classified as positive and showing support for the project or negative against the project. Where sentiment either for or against was not clear then a comment was assigned as neutral. Almost 81% of comments received were negative or against the proposed cycleway with 14% received in support, as depicted in Figure 24.

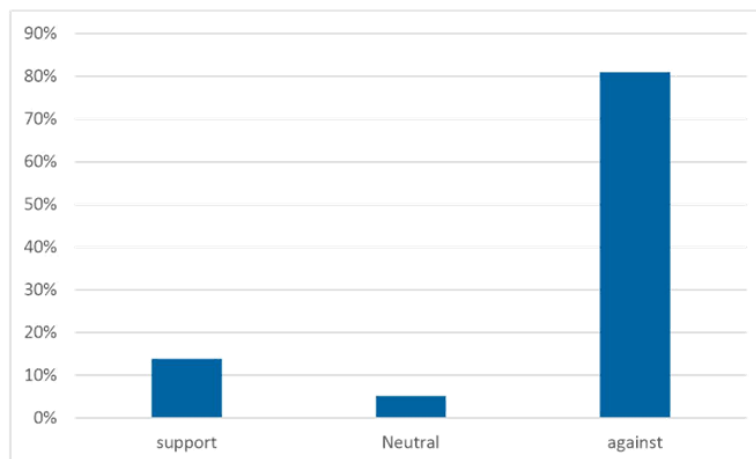


Figure 24 Level of support for Lilyfield Cycleway

6.4.2 Sections of Lilyfield Road

The majority of feedback received regarding the Lilyfield Cycleway commented on the overall project, however almost 37% of comments referred to specific areas of the cycleway. To assist in analysing this location specific data the Cycleway was divided into four sections:

- Section 1 - Lilyfield Road from Canal Road to Norton Street
- Section 2 – Lilyfield Road from Norton Street to Balmain Road
- Section 3 – Lilyfield Road from Balmain Road to Gordon Street
- Section 4 – Lilyfield Road from Gordon Street to Victoria Road

Section 4 received the greatest number of comments (almost 20%) as depicted in Figure 25.

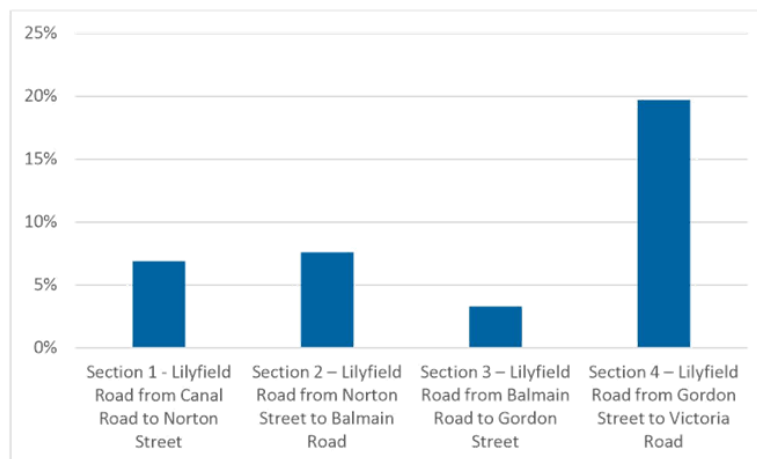


Figure 25 Sections of the cycleway that received location specific comments

6.5 Overview of key themes

A thematic analysis was conducted of the 1583 comments that were received during the engagement period. Figure 26 presents the strength of the key themes within the comments received throughout the Phase Three Engagement period. The themes are summarised in this graph but discussed in more detail throughout this section. The themes of safety, traffic and the one-way sections received the largest number of comments.

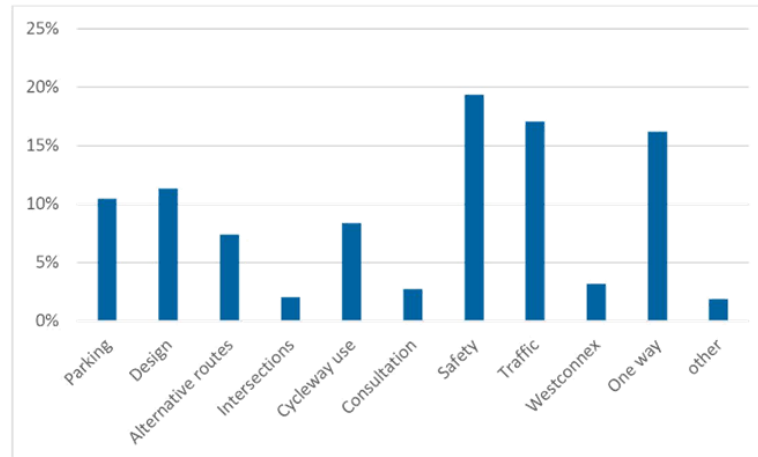


Figure 26 Strength of themes reflected in the Phase Three Comments

6.5.1 Safety

Safety received the greatest number of comments across all of the submissions received. 19% of comments received expressed concern that the proposed cycleway would cause safety issues within the local area. The primary focus of these concerns included:

- The increased probability of road traffic accidents in the area due to decreased visibility.
- An increased risk to the safety of children and pets as smaller residential streets become a rat run for motorists looking due to the one-way sections.

Nearly 45% of comments regarding safety were related to specific sections of the cycleway, with Section 4 receiving 21% of comments received as illustrated in Figure 27. Concerns raised that were of specific relevance to the Section between Gordon Street to Victoria Road included concerns about the increased risk of accidents and injuries at the Victoria Road intersection and in surrounding residential streets such as Hornsey Street and Quirk Street. Many believe that this area is already dangerous, and that changing traffic conditions in this section to accommodate the cycleway would greatly increase accidents between motorists, pedestrians and cyclists.

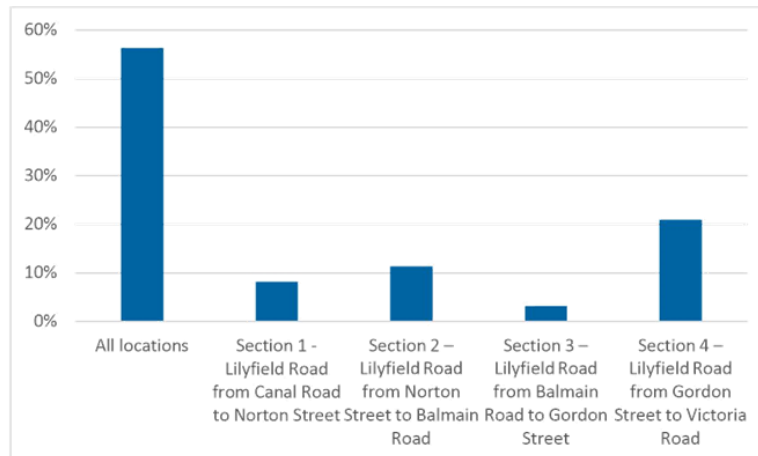


Figure 27 Safety comments and their relationship to the sections along the cycleway

6.5.2 Traffic

Comment related to traffic received the second largest number of comments amongst the Phase Three feedback received. Many of the traffic comments received were concerned with specific sections of the road, with almost 32% of comments referring to Section 4, as depicted in Figure 28. Issues highlighted in this section included the redirection traffic from Victoria Road down Hornsey and Quick Streets, with respondents expressing concerns about creating rat runs and increasing both travel times and congestion in the area. Respondents also noted issues in Section 1, with the removal of the left turn slip lane at Mary Street. It was felt that the removal of this lane would increase travel times and congestion in this already busy intersection.

Nearly 40% of comments expressed concern regarding the impact the proposal would have on traffic along Lilyfield Road. The concern was that that proposal would increase the amount of traffic in the area, although Lilyfield Road might have less traffic it would mean an increase in traffic in the streets surrounding Lilyfield Road and this would encourage the use of rat runs. These impacts would result in an increase in travel time, difficulties for local residents to access their driveways and increased congestion around schools and other key destinations.

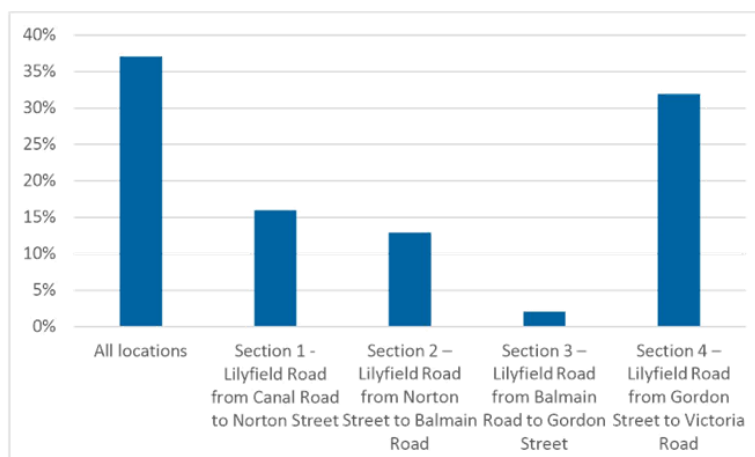


Figure 28 Comments about traffic received across sections of the Lilyfield Road Cycleway

6.5.3 One way sections

One way sections received the third greatest number of comments across all of the submissions, receiving 17% of total comments, of which, 85% were not in support of the cycleway. The primary focus of these concerns included:

- That navigating the local area would be extremely difficult and time consuming for residents.
- One-way sections would increase traffic and congestion within the area.
- Access to residences and businesses would be restricted.

6.5.4 Design

The majority of comments regarding the Phase Three cycleway design referred to issues in section 4. These comments focused on the removal of westbound access from Victoria Road, as well as the removal of the pedestrian footbridge. Some respondents provided suggestions on how they felt the design could be improved. These comments included:

- The elimination of parking in certain sections to allow for a cycleway and bi-directional roadway.
- The footbridge over Victoria Road is seriously dangerous and creates a terrible experience for both cyclists and pedestrians. The replacement of this bridge should be a priority.
- The inclusion of signage at intersections along Lilyfield Road to make sure cars turning onto the road stop before crossing the cycleway.
- The inclusion of bike sensitive traffic lights to allow for better flow and safety along the route.
- The inclusion of speed humps to improve safety in the area.

6.5.5 Parking

The main concerns raised regarding parking were that any loss of residential parking in the area would have a significant impact on property values, access to properties and businesses, as

well as impacting on the quality of life experienced by residents who are less able bodied. There was also concern that the removal of parking from Lilyfield Road would lead to residents seeking out parking on the congested surrounding streets, creating further parking issues for other residents in the surrounding areas.

6.5.6 Cycleway use

Another key theme outlined by respondents was that of cycleway use. Comments in support of the project suggested that having a separated cycleway would be beneficial to the area, improving cyclist safety and encouraging the use of active transport through the area. In contrast, those against the proposed cycleway believed that many experienced cyclists would not use the cycleway for the full length of Lilyfield Road if made to cross over, stating that they would continue along the north side of the road, joining the normal traffic lane. It was also expressed that using a narrow designated cycleway on the steep hills in the area would be dangerous, causing accidents, and encouraging experienced cyclists to ignore the path and use the road instead.

6.5.7 Alternative routes

A number of respondents made suggestions regarding alternative routes for the proposed cycleway. Many noted that the downhill sections are too steep, and are considered very unsafe by many residents. There are also many intersections along the proposed route with car and bike conflict, posing a danger to both road users. Alternative suggestions for the location of the cycleway included combining the plans for a cycleway with the WestConnex project, rerouting the path through the greenway, or creating a cycleway through the rail corridor and goods yard where the terrain is more suited to cycling.

6.5.8 Consultation

There were concerns raised by respondents regarding the consultation process undertaken during Phase Three. Many residents felt that they were not provided with adequate information about the proposed cycleway. Residents of surrounding streets that would be impacted by the knock on effects of the proposal, such as Hornsey Street, stated that they were not directly notified of the plans, and had not received the letter drop box that residents on Lilyfield Road had received. (It should be noted that this area was included in the letterbox drop zone for the project flyer – refer to Appendix F.) Some comments also expressed concern that they felt their responses to previous phases of the project had not been taken into account in this latest design, and that the needs of cyclists and the wider community were being prioritised over those of the local rate paying community.

6.5.9 Intersections

Most comments received for Phase Three regarding intersections referred to issues in Section 4. These comments focused on the removal of the westbound turn from Victoria Road into Lilyfield Road. Many respondents highlighted concerns regarding the issues to the access of local residential streets should this intersection be changed in this way. Another intersection of concern for respondents was that of Mary Street and Lilyfield Road in Section 1, the proposed changes to this intersection would have a profound impact on local traffic.

6.5.10 WestConnex

The majority of comments regarding WestConnex showed concerns regarding the current impacts of development works in the area. Many community members suggested to wait until plans for WestConnex are clearer or finished before going ahead with any further changes in the area. Respondents also suggested local and state authorities should work together to find a

better solution with better linkages and a single cycleway solution that can be part of the WestConnex development. In addition, there were concerns regarding overlaps of Lilyfield cycleway development with WestConnex, which could lead to parts of the cycleway to be made redundant and a 'waste of taxpayers' money'.

6.5.11 Other comments

A selection of comments that could not be categorised into the identified key themes have been identified and listed below:

- General benefits of keeping the arrangements as is significantly outweighs any benefit to cyclists.
- Suggestions to reduce speed limit to 40km/h to make it safer instead of building the cycleway.
- The Council should start spending money on the needs of the car owners.
- We should be able to rely on our local Council to protect our interests and mitigate the impact of State projects.
- I would like to have seen the westbound bus routes amended as well so that the area could be zoned for local traffic only.
- Has there been a feasibility report to justify this change and route?
- How will this proposal interact with the proposed greenway?
- The residential section of Lilyfield Road between James Street and Balmain Road does not have a back lane and so these houses put their wheelie bins out the front. These bins will end up in the cycleway, particularly if the new Council adopts the old Ashfield Council's mechanical bin emptying system on its garbage/recycling trucks.
- This option does not support local business.

Appendices

Appendix A – June 2016 Flyer



Proposed Cycle Pathway
Light Rail Stops

GHDWOODHEAD

Lilyfield Road Regional Bike Route Separated Cycleway Design

GHD | Report for Inner West Council – Lilyfield Road Regional Bike Route

Project Background

In 2013 Leichhardt Municipal Council (now the Inner West Council) held a community forum which identified a need for safer, more accessible cycling network in the area. Responses to an online survey by Council identified residents wanted better maintenance of footpaths and alternatives for travelling around the area.

The proposed Lilyfield Road Regional Bike Route will provide better connectivity throughout the region for cyclists and pedestrians, and will promote the use of active and public transport in the area.

Benefits:

The project aims to:

- Gain valuable input from the community during the design phase
- Improve local bike routes
- Improve accessibility for our community
- Make the roads more bike friendly and safe
- Encourage local residents to cycle
- Promote health and well being

Next Steps:

Council is planning a second workshop for the community later in the month. This workshop will be an opportunity for the community to see and comment on how we have incorporated your feedback and ideas on the project



Lilyfield Road Regional Bike Route Separated Cycleway Design

Design Workshops

You are invited to a workshop hosted by the Inner West Council to provide your feedback on the design options for the cycleway.

When:
Tuesday, 7 June 2016.
6.30pm to 8.30pm

Where:
Leichhardt Town Hall,
107 Norton Street Leichhardt

RSVP:
Please RSVP by Friday 3rd June,
by calling or emailing us at:

Phone: 1800 810 680
Email: community.input@ghd.com

We Want your Feedback

The Inner West Council is inviting the community to provide feedback on our online engagement tool, Social Pinpoint. It is an easy to use website made specifically for communities to provide feedback using map-based information.

This website will be live for the community on 7 June 2016.

Visit it here:
<https://leichhardt.mysocialpinpoint.com/lilyfield-cycling>

Contact Us

If you have any questions with this project, please contact the project team at:

Phone: 1800 810 680
Email: community.input@ghd.com



**INNER WEST
COUNCIL**

LILYFIELD ROAD REGIONAL BIKE ROUTE



The Inner West Council is designing a separated cycleway along Lilyfield Road. The project is funded through the NSW Government's Active Transport Programme.

The proposed route will provide a direct and safe pedestrian and cycling environment, and promote health and well being in the community. This project assists in meeting Goal 8 of the NSW State Plan 2021 to increase the number of bicycle and walking trips in the Greater Sydney area.

GHDWOODHEAD

Appendix B - June 2016 Flyer distribution area



GHD | Report for Inner West Council – Lilyfield Road Regional Bike Route

Appendix C – November 2016 Flyer

Project Background:

In 2013 Leichhardt Municipal Council (now the Inner West Council) held a community forum which identified a need for safer, more accessible cycling network in the area.

Responses to an online survey by Council also identified residents wanted better maintenance of footpaths and alternatives for travelling around the area.

The proposed Lilyfield Road Regional Bike Route intends to provide safer and better connectivity throughout the region for cyclists and pedestrians, and will promote the use of active and public transport in the area.

Benefits:

The project aims to:

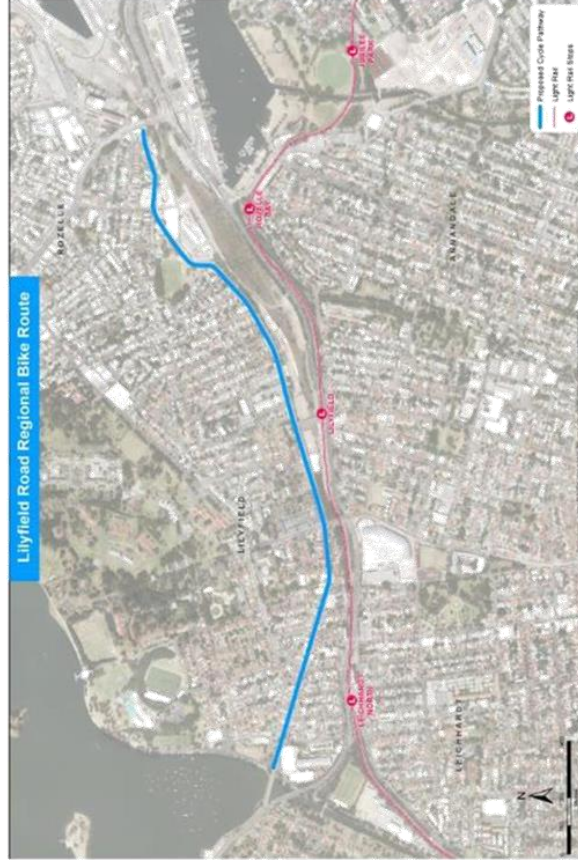
- Gain valuable input from the community during the design phase
- Improve local bike routes
- Improve accessibility for our community
- Make the roads more bike friendly and safe
- Encourage local residents to cycle
- Promote health and wellbeing

Design:

On the 7 June 2016, the Inner West Council and GHD's design team held a workshop with local community members and interested stakeholders including cyclists. The purpose of the workshop was to gain feedback on three preliminary design options for the separated cycleway.

Feedback was also captured through the online engagement platform Social PinPoint, intercept surveys held during July 2016, and a project email and phone line.

The feedback received informed the development of a new layout. To learn more about the design and how your feedback was considered, we invite you to attend to the upcoming information session on **Tuesday 29th November 2016**.





LILYFIELD ROAD REGIONAL BIKE ROUTE



The Inner West Council is designing a separated
cycway along Lilyfield Road. The project is funded
through the NSW Government's Active Transport
Programme.

GHDWOODHEAD

Drop In Session

The Inner West Council is hosting a drop-in information
session to present the preferred design for the separated
cycway. This information session is an opportunity
for the community to talk to the project team about the
project, and to learn more about the preferred design for
the cycway.

When:

Drop in anytime on Tuesday 29th November 2016
between 6.30pm to 8.30pm

Where:

Leichhardt Town Hall
107 Norton Street Leichhardt

Next Steps:

Following this consultation phase the detailed design
plans will be prepared for consideration by RMS and the
Inner West Council Local Traffic Committee.

Contact Us

If you have any questions about this project please
contact the project team at:

Phone: 1800 810 680

Email: community.input@ghd.com

Your Feedback:

Community feedback on the project and preliminary
design options were captured through a design workshop,
intercept surveys, project email, phone line and online
engagement platform Social PinPoint. Some of the key
themes from the feedback include:

Parking:

- It is important for residents and businesses along
Lilyfield road to be able to park close to their properties
- Residents need to access the front of their homes
for pick-ups and drop-offs, especially for people who
have special needs

Usability:

- The cycway must allow for a safe, quick and
continuous ride
- All levels of cyclist should be able to use the cycway
as intended, including experienced commuters,
recreational riders and people who are less confident
on a bike
- There needs to be a functional and fair design for the
cycway at intersections

Safety:

- Design on the hill must be safe, whilst allowing for a
fast and streamlined ride
- A slower traffic speed for Lilyfield Road would increase
the safety for both cyclist, car drivers and pedestrians

Planning

- Work needs to be done in consultation with
WestConnex and other projects in the area to ensure
long term success

Alternative routes:

- Consider alternative options to Lilyfield Road for the
cycway

The outcomes from the consultation have been considered
by the project team and informed the new layout.

Lilyfield Road Regional Bike Route Separated Cycway Design

GHD | Report for Inner West Council – Lilyfield Road Regional Bike Route

Appendix D – November 2016 Flyer distribution area



Appendix E – November 2017 Flyer

Frequently asked questions

Will any on-street parking be lost?

On-street parking spaces outside residential properties will be maintained. The only on-street parking loss would be along the Rozelle rail yards where there are no residential properties. The number of spaces that would be removed here - on the southern side of Lilyfield Road between Justin Street and Gordon Street - is approximately 110 to 120.

Why are two sections of the road proposed to change to one way?

Lilyfield Road is too narrow to build a separated cycleway without removing on-street parking in these locations:

- Gordon Street to Victoria Road, and
- Norton Street to Balmain Road

Changing these sections to one way traffic provides enough space on the road to keep on-street parking while providing a continuous, safe, and direct route for people riding bicycles.

Why is the one way direction eastbound?

Norton Street to Balmain Road

The eastbound direction ensures the 445 and 470 bus route can continue to travel along Lilyfield Road between Norton Street and Balmain Road.

Gordon Street to Victoria Road

Changing this section to one way, eastbound traffic will increase safety by stopping cars turning left from Victoria Road into Lilyfield Road. This would make it easier for pedestrians to cross Lilyfield Road while reducing the risk of accidents between buses and cars near the intersection with Victoria Road.

How will this affect traffic flow in nearby streets?

Traffic modelling of the area shows that there would be a small increase in traffic on Balmain Road and City West Link and a small decrease on Norton Street. The biggest increase on residential sections of Balmain Road would be an average of 10 additional cars every 10 minutes during the afternoon/evening peak hour.

Will this increase my drive time?

The traffic modelling has shown there will be approximately two minutes additional drive time for residents who travel westbound along Lilyfield Road between Balmain Road and Norton Street or between Victoria Road and Gordon Street.

What happens to my feedback?

Your feedback will inform the final design plan which will be considered by Council's Local Traffic Committee. The recommendations of the Committee will then be considered by Council for adoption. Both of these meetings will take place in February 2018. To find out the exact dates of these meetings visit www.innerwest.nsw.gov.au early next year.

Following Council's decision, draft designs will be developed to provide more detail for building the upgrade.

Lilyfield Road Regional Bike Route Separated Cycleway Design

Timeline

2013 Top priorities identified by former Leichhardt Council community:

- A safer, more accessible cycling network
- Better alternatives for travelling around the area

EARLY 2016 Community invited to give feedback on three options for improving the bicycle route on Lilyfield Road

LATE 2016 Draft concept plan of Lilyfield Road bicycle route improvement on public exhibition

2017 Revised draft concept plan developed using the community's feedback. Includes options for Sydney Buses, Transport for NSW and Roads & Maritime Services.

now Revised draft concept plan on public exhibition

Have your say

You can find out more and provide feedback:

Online: www.yoursayinnerwest.com.au

In person:

Attend a drop-in session to ask the project team questions and provide feedback. Feel free to come any time as there are no formal presentations.

When: Saturday 9 December 2017, from 10am - 1pm

Tuesday 12 December 2017, from 6 - 9pm

Where: Orange Grove Public School Hall
(Located in the office building)
31 Perry St, Lilyfield, NSW 2040

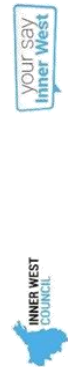
RSVP:

Please register your interest to attend an information session by contacting:

Phone: 1800 810 680

Email: communityinput@ghd.com

The last day for feedback is Friday 2 February 2018



HAVE YOUR SAY Making it safer and easier to ride a bike on Lilyfield Road



Lilyfield Road is an important link because it connects people on bikes to the Cooks River, Bay Run, Victoria Road, ANZAC Bridge and further away destinations including Newtown and Sydney CBD.

While the route is convenient and well-connected, an upgrade is needed to make it safer and easier to ride a bike between home, work, shops and recreation areas.

The proposed upgrade is fully funded through the NSW Government's Active Transport Program.

You are invited to give feedback on a draft plan for the upgrade

The community's feedback so far

- Residents and businesses need to be able to park close to their properties
- Residents need to access the front of their homes, especially those with special needs

Ease of use

- The cycleway must be a safe, quick and continuous ride
- The cycleway needs to be suitable for all abilities and levels of confidence

- The design needs to be functional at intersections and hills

Safety

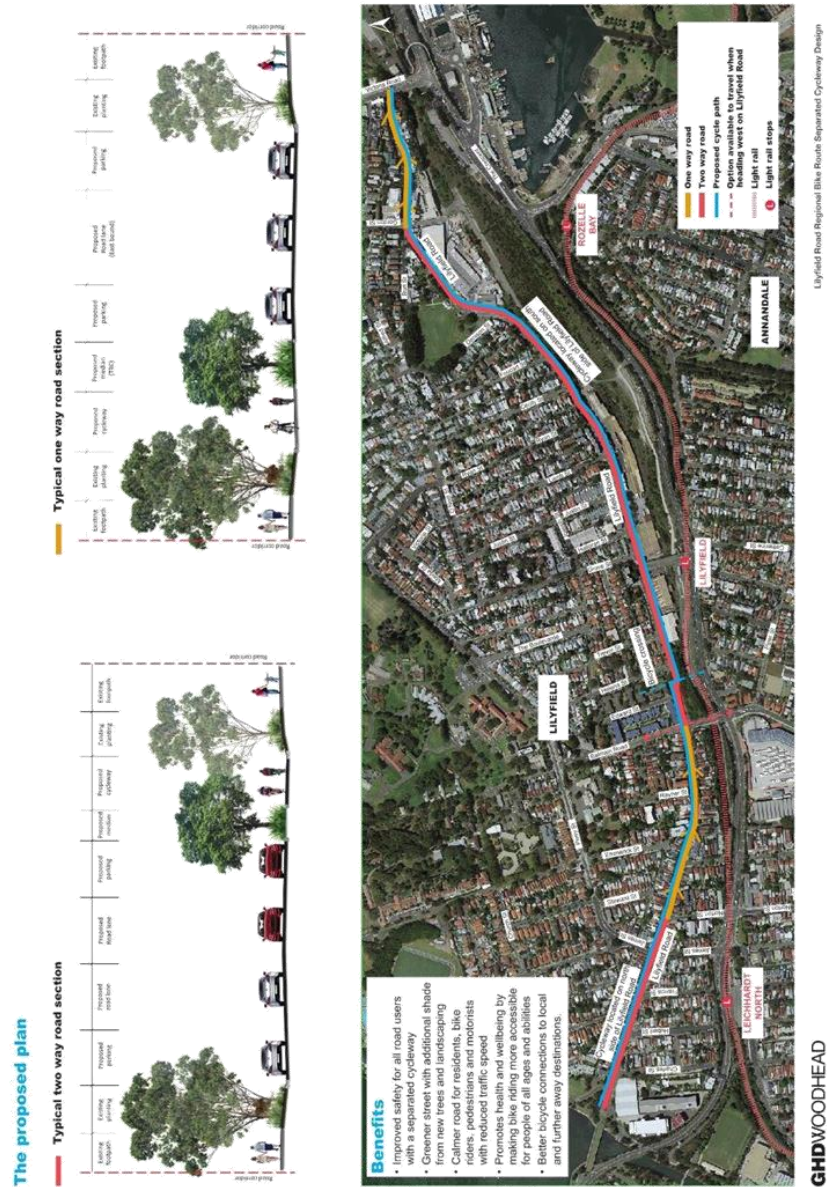
- Design must consider safety for all road users

Planning

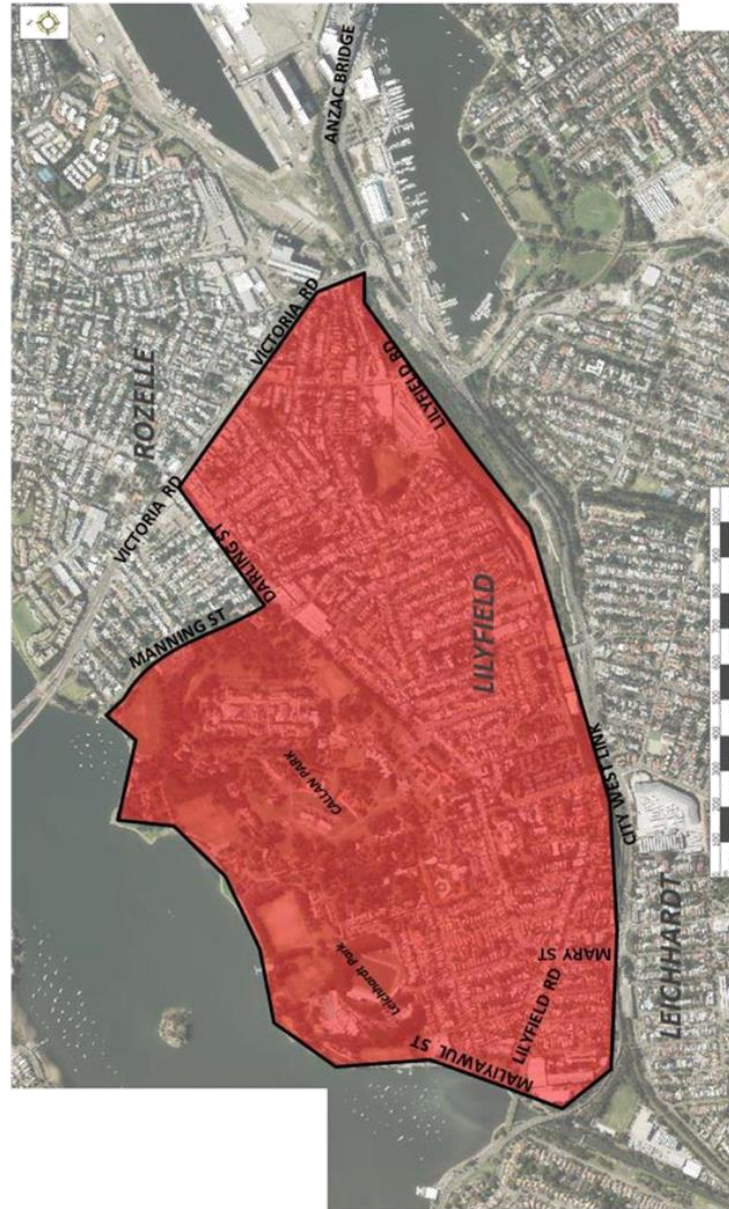
- Work needs to be done in consultation with WestConnex and other projects in the area

Find out more about the engagement process and see a summary of the community's feedback at www.yoursayinnerwest.com.au

GHD/WOODHEAD



Appendix F – November 2017 Flyer Distribution Area



GHD | Report for Inner West Council – Lilyfield Road Regional Bike Route

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Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	M Lander	L Harding		L Sorrell		23/02/2018
1	L.Nicholls	L.Harding		L.Sorrell		28/02/2018

www.ghd.com



Item No: LTC0318 Item 19
Subject: Minor Traffic Facilities (Leichhardt Ward / Balmain Electorate / Leichhardt LAC)
Prepared By: Manod Wickramasinghe - Coordinator – Traffic and Parking Services
Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

This report considers a late minor traffic facility application received by Inner West Council.

RECOMMENDATION

THAT a 5.4m 'Disabled Parking' zone be installed in front of Nos. 45-47 Susan Street, Annandale.

BACKGROUND

This report considers a late minor traffic facility application received by Inner West Council.

FINANCIAL IMPLICATIONS

Nil.

OTHER STAFF COMMENTS

1 Installation of 'Disabled Parking' Restriction – Nos. 45-47 Susan Street, Annandale
Council Ref: DWS 4726577

The resident of Nos. 45-47 Susan Street, Annandale has requested the installation of a 'Disabled Parking' zone in front of the resident's property.

A site investigation has revealed the property does have off street parking.

However, Council has received a letter from an Occupational Therapist from Balmain Hospital who has reviewed the property and supports the resident's application. The issues identified during this assessment include:

- Steep driveway with no level surface for him to safely access/egress the vehicle
- Narrow driveway limiting space for him to safely mobilise with a mobility aid and his carer
- Large angled step at the top of the driveway and multiple steps at the bottom of the driveway which make it difficult for him to access the house from the driveway

The applicant does require the use of a wheelchair.

It is recommended that a 5.4m 'Disabled Parking' zone be installed in front of Nos. 45-47 Susan Street, Annandale adjacent to the property's driveway.

PUBLIC CONSULTATION

Nil.

CONCLUSION

Nil.

ATTACHMENTS

Nil.

Item No: LTC0318 Item 20

Subject: Northumberland Lane East, Stanmore - Proposal to convert 'No Parking' to 'Unrestricted' Parking (Newtown Electorate/Stanmore Ward/Inner West LAC)

Prepared By: Mary Bailey - Project Officer

Authorised By: John Stephens - Traffic and Transport Services Manager

SUMMARY

Council has received representation from a resident of Northumberland Avenue seeking to change parking restrictions in Northumberland Lane East to allow for parking in the laneway. Council undertook consultation with the affected properties and subsequent to that consultation, is now proposing to remove the existing 'No Parking' restriction.

RECOMMENDATION

THAT the 'No Parking' in Northumberland Lane East (western side) between Macaulay Road and Macaulay Lane be converted to 'unrestricted' parking be APPROVED.

BACKGROUND

As part of the Parramatta road Corridor/Camperdown Parking Study endorsed by Council in August 2016, it was recommended to implement 'No Parking' on both sides of Northumberland Lane East between Corunna Lane and Salisbury Road.

Since implementing those proposed restrictions, Council has received numerous representations seeking to have the 'No Parking' restrictions in Northumberland Lane East (between Macaulay Road and Macaulay Lane) removed. The proposal is illustrated in **Figure 1** below.

It should be noted that there is no gain in parking through the removal of the 'No parking' signage on the western side of the laneway, as there are numerous garages located on this side of the laneway.



Figure 1: Proposed change to parking restriction - Northumberland Lane east

FINANCIAL IMPLICATIONS

The cost for the supply and installation of the signposting can be funded from Council's operational budget for signs and line marking.

PUBLIC CONSULTATION

On 19 January, letters were posted to affected residents. The closing date for comments was 14 February. In total six (6) letters were sent. There were no replies received either in support of, or objecting to, the proposal.

CONCLUSION

Converting parking in Northumberland Lane East (western side -between Macaulay Road and Macaulay Lane) from 'No Parking' to 'unrestricted' parking will allow for parking in the laneway as sought by the proponent for the change in parking restriction.

ATTACHMENTS

Nil.