



LIVERPOOL
BICYCLE
USER
GROUP

Building our new city

Encouraging health, liveability and
community in Liverpool's CBD





The Liverpool Bicycle Users Group is an incorporated not-for-profit community organisation.

The group's members are active riders who live and/or work in the Liverpool local area. Members ride for transport, recreation and fitness. The group runs free community recreation rides most weeks. We also regularly provide feedback to local and state government on road and path projects.

Liverpool Bicycle Users Group has a strong affiliation with Liverpool Hospital and Bicycle NSW. The group formally meets four times a year at Liverpool Hospital.

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Background

Liverpool is one of the fastest growing regions in Sydney. The population will almost double over the next 20 years

Liverpool's vision is to be a vibrant regional city of opportunity, prosperity and diversity.

Transport is one of the key elements of realising this vision. But doubling the numbers of cars on the road will make the city noisier, increase air pollution, make the streets less inviting places to eat and shop, and make moving through the streets slower and more stressful.

Encouraging more people to walk, ride a bicycle and use public transport will result in:

- increased capacity, and reduced congestion, in Liverpool's transport network
- reduced environmental impacts including a quieter and cleaner Liverpool
- improved public health and reduced healthcare costs
- improved community wellbeing and social cohesion.

Even a relatively small increase in the mode share of active travel can lead to positive outcomes for Liverpool's transport system, environment, health and liveability.

This document specifically looks at what is needed in Liverpool to encourage more people to cycle for transport. It addresses the five projects proposed in Building Our New City. It looks at what's in place now and makes a series of recommendations for future work.

Make our streets inviting places to linger both permanently and with temporary installations like this pop-up park in Philadelphia.



Building our new city

A team of creative city-makers are collaborating to oversee a transformation of Liverpool's City Centre into a vibrant hub that can accommodate Liverpool's rapid growth.

Urban design process

When undertaking the urban design process we recommend the design teams:

- **Overall:** consider how the concept of 'placemaking' could be incorporated into the planning. See [What does Placemaking mean and how does it relate to Urban Design?](#) as a good overview of the relationship between urban design and placemaking.
- **Identify project objectives:** include liveability and mobility as key objectives - making the city centre a place that values happiness and health and that encourages walking and cycling as the prime means of transport through the city.
- **Review existing plans, policies and strategies:** include a review of *Walking, Riding and Access to Public Transport: Supporting Active Travel in Australian Communities*, *Sydney's Cycling Future* and the *Liverpool Bike Plan*.

[Walking, Riding and Access to Public Transport: Supporting Active Travel in Australian Communities](#) was released by the Australian Government in July 2013. It recognises that walking, cycling and public transport are important everyday modes of travel, and key parts of Australian urban transport systems.

[Sydney's Cycling Future](#), released by the NSW Government in December 2013, commits the Government to:

- Completing the missing links in the existing bicycle network to improve connections to the Liverpool CBD
- Completing the missing sections of the off road walking and cycling corridor between Casula and Liverpool.
- Constructing the Baulkham Hills to Liverpool (M7) cycleway links package, which will include the completion of improved connections to adjacent local communities, including Quakers Road, Woodstock Avenue and The Horsley Drive.
- Working with Liverpool Council to look at options for providing a walking and cycling bridge over the Georges River.

The [Liverpool Bike Plan](#) was adopted by Council on the 14 September 2009, and proposes the development of a network of cycleways connecting Liverpool City Centre to the suburban areas, as well as to suburban shopping centres. Develop design options and identify possible projects that could be implemented over the short, medium and long term

- **Develop an integrated City Centre:** consider how this could be achieved in a way that encourages people to walk and cycle for short trips of up to five kilometres and reduces the reliance on motor vehicles.

City Nerve Centre

Building our new city proposes upgrading Bigge Park to provide a recreation and celebration space and better connect people in the health and medical precinct to shops, transport and services within the City Centre.

Additional opportunities for transformation should be considered to ensure that Bigge Park remains a key active transport connector including:

- Providing shared paths through the park linking with Elizabeth, Bigge and College Streets
- Improving the cycling and walking connections between the public transport interchange and the City Nerve Centre
- Providing bicycle parking rails to accommodate people cycling to events within the park
- Providing a walking and cycling wayfinding system throughout the city

Amendments to Liverpool's development control plans should also be explored to ensure bicycle parking and end of trip facilities are provided for employees and visitors to trip attractors. The City of Sydney's [development control plan](#) provides an example of this approach and the rates of parking for different development types [see section 3.11-3].

The City should also use this opportunity to explore ways of encouraging bike hire opportunities within the CBD. This could be either a new business, an expansion to an existing businesses or social enterprise. For example [Adelaide Free Bikes](#) is a scheme funded by Adelaide City Council and run by Bike SA. It makes free bikes available to everyone, every day and is a part of the Council's strategy to achieve a cleaner and greener City. The service is appreciated by residents and visitors to Adelaide.

City Eat Street

Building our new city proposes creating an 'eat street' as a lively cafe strip with restaurants, coffee shops and nightlife.

Additional opportunities for transformation that should be considered to ensure active travel is encouraged to the destination includes:

- Ensuring people can comfortably walk and cycle to City Eat Street
- Ensuring the street environment is attractive and comfortable for people, including consideration of noise and air pollution caused by vehicles on the surrounding streets
- Providing bicycle parking rails to accommodate people cycling to the destination.

We are strongly opposed to the proposal to develop a major new car park in this project. Car parks lack any sense of attraction or capacity to anchor the community. Liverpool City's consideration of a large car park in this setting is difficult to understand in modern urban planning practice.

Macquarie Mall

Building our new city proposes revitalising the existing mall and creating a vibrant hub that showcases and connects the diverse mix of shops in surrounding streets.

Additional opportunities for transformation that should be considered to ensure active travel is encouraged to the destination includes:

- Ensuring people can comfortably walk and cycle to the Mall
- Providing bicycle parking rails to accommodate people cycling to the destination.



Bicycle commuters represent a significant chunk of business consumers in Portland, Oregon, one of America's most bike-friendly cities. What makes it bike friendly? Cycle paths and lanes, easy river crossings, bike friendly intersection treatments, wayfinding and parking.

Bigge Park and Georges River

Building our new city proposes creating links between the City Centre and Georges River and upgrading the riverside to provide a space for timeout, recreation and community celebrations.

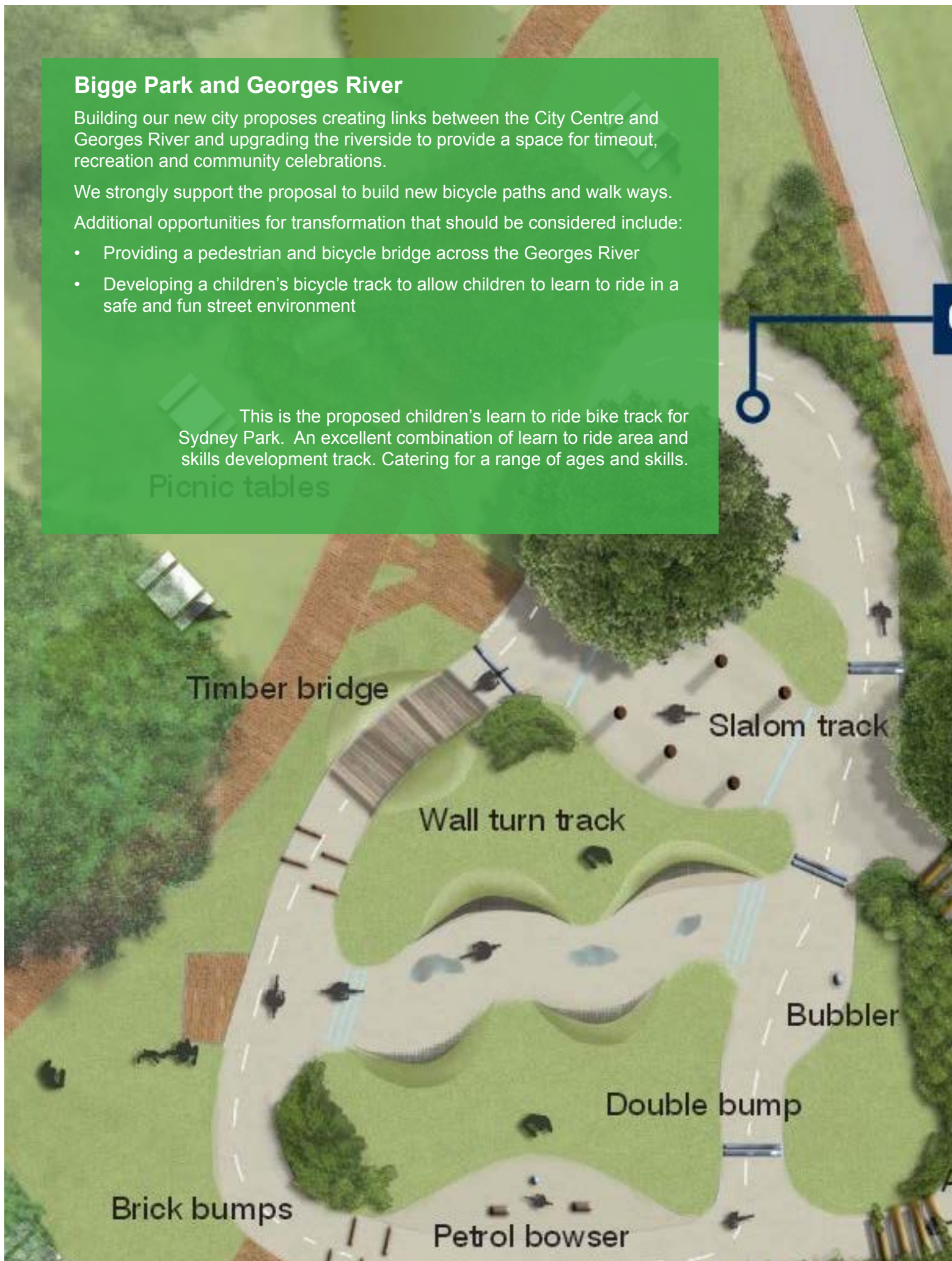
We strongly support the proposal to build new bicycle paths and walk ways.

Additional opportunities for transformation that should be considered include:

- Providing a pedestrian and bicycle bridge across the Georges River
- Developing a children's bicycle track to allow children to learn to ride in a safe and fun street environment

This is the proposed children's learn to ride bike track for Sydney Park. An excellent combination of learn to ride area and skills development track. Catering for a range of ages and skills.

Picnic tables



An aerial photograph of a park area. A light-colored, winding path runs through a green lawn. In the center of the path is a large, light-green oval shape. To the right of the oval, there are several curved, light-colored concrete barriers or low walls. Small black silhouettes of people are scattered throughout the scene, some walking on the path and others standing near the barriers. The background shows more greenery and trees.

02 Adventure Challenge Track

01 Learn to Ride Track

Archway

Gateways

Building our new city proposes creating defined entry points into the City Centre to enhance the sense of arrival.

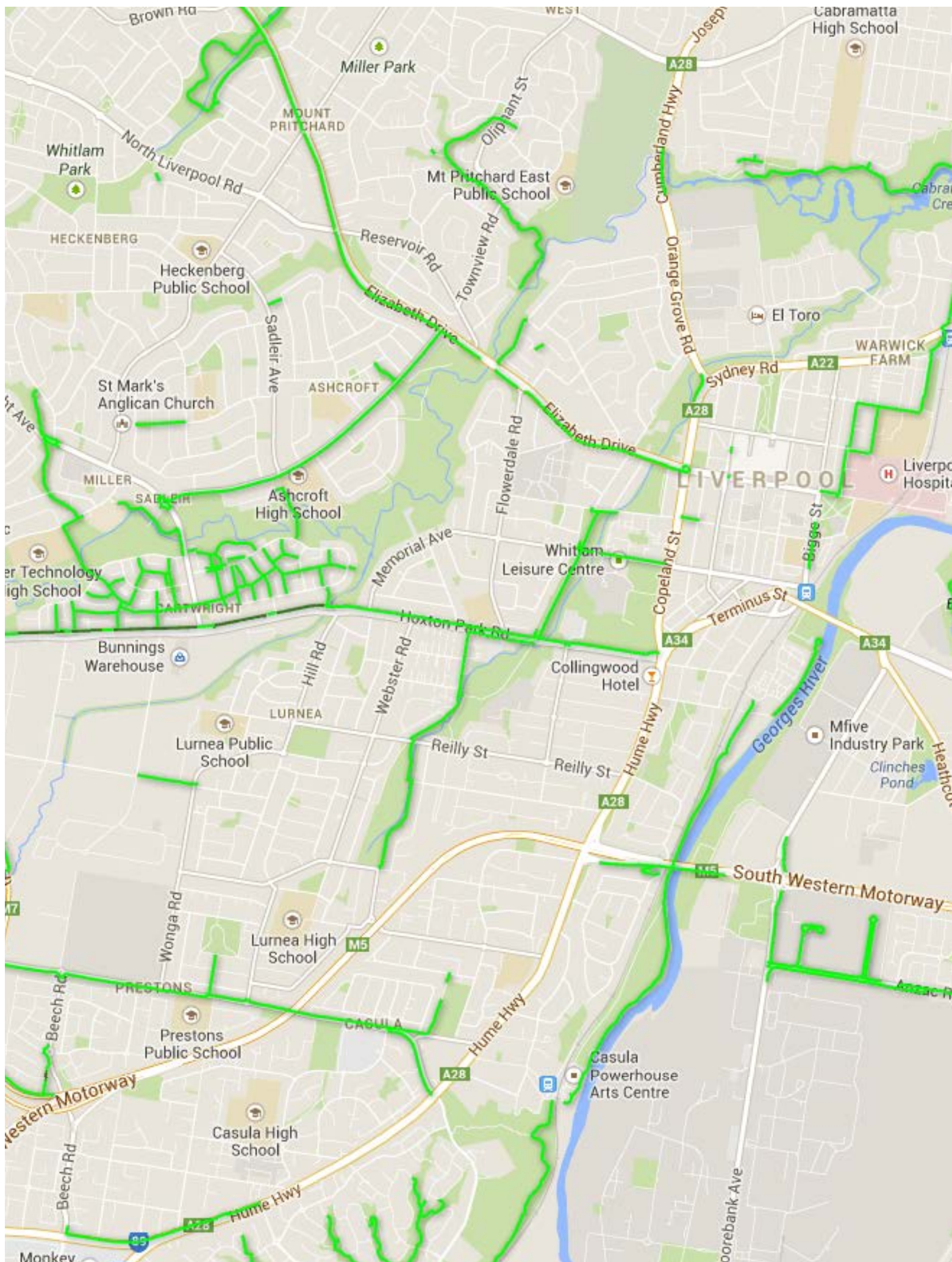
Additional opportunities for transformation that should be considered to ensure active travel is encouraged include:

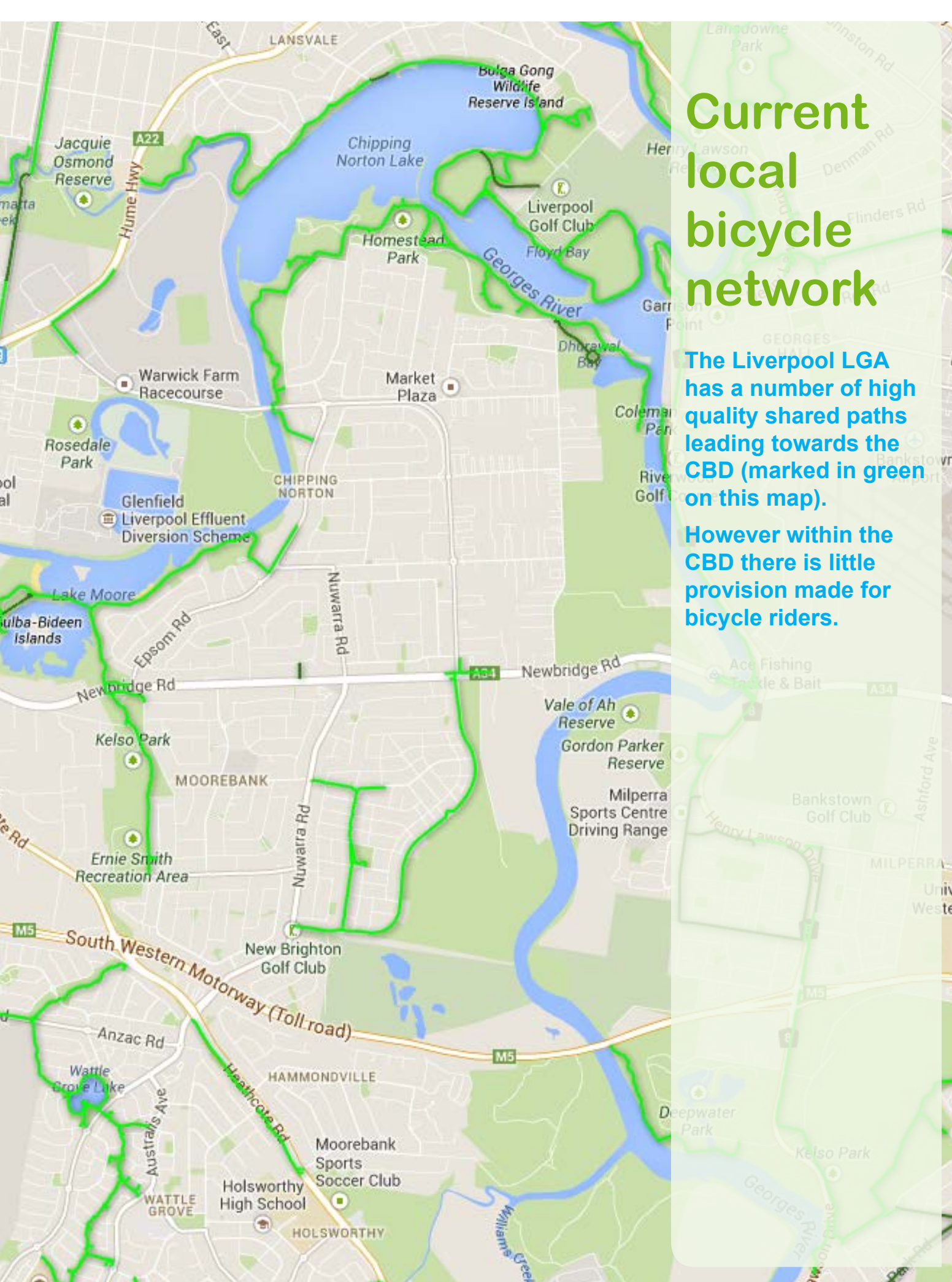
- Tree planting and green canopy to provide shade for pedestrians and bicycle riders
- Providing a pedestrian and bicycle bridge with significant design amenity across the Georges River
- Providing a high quality, iconic walking and cycling wayfinding system throughout the city





The Webb Bridge is a pedestrian/cycle bridge over the Yarra River in Melbourne. It was developed as part of a public art project in Melbourne's Docklands area. It was designed by Denton, Corker & Marshall (DCM) in collaboration with artist Robert Owen.

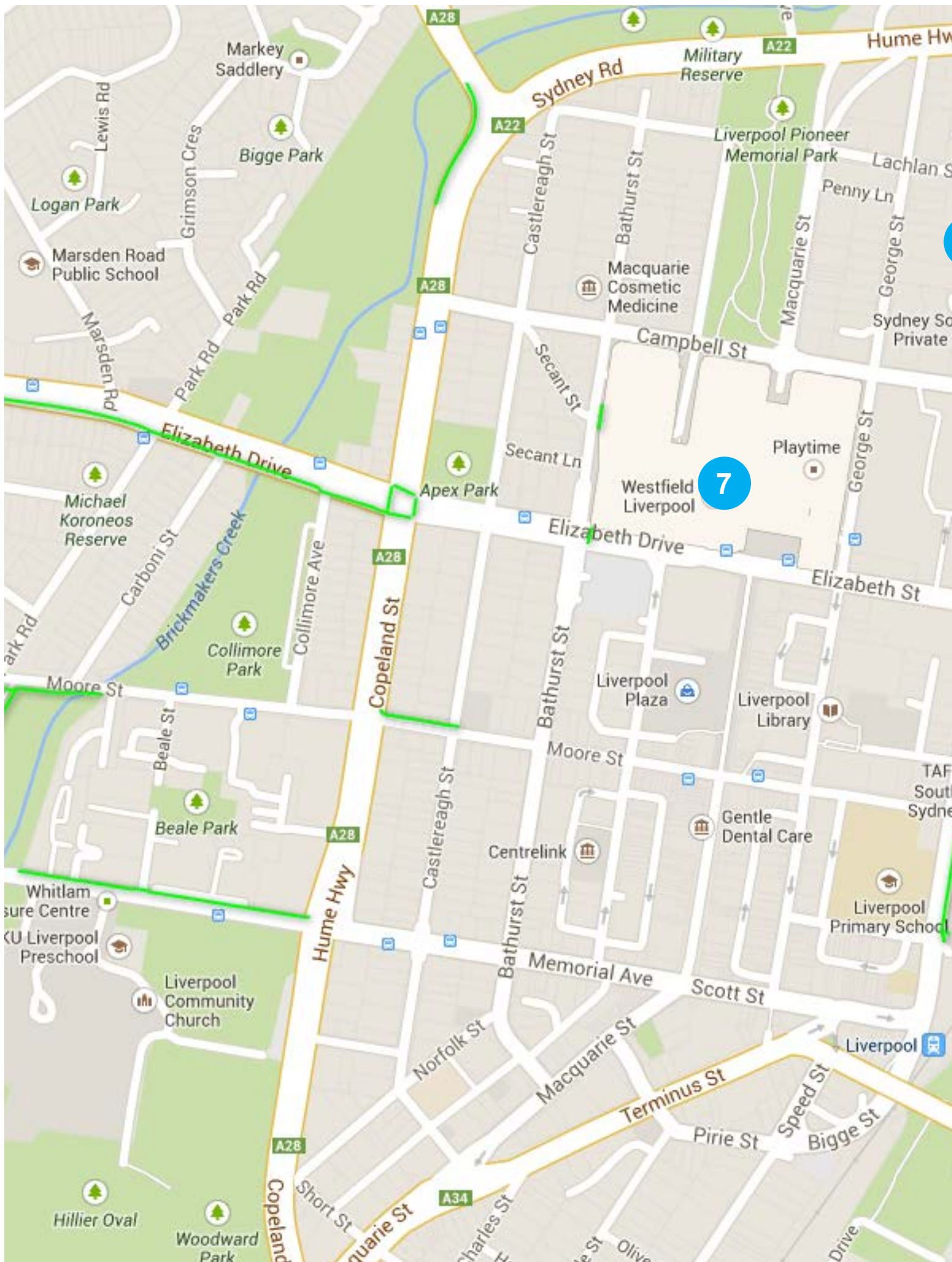


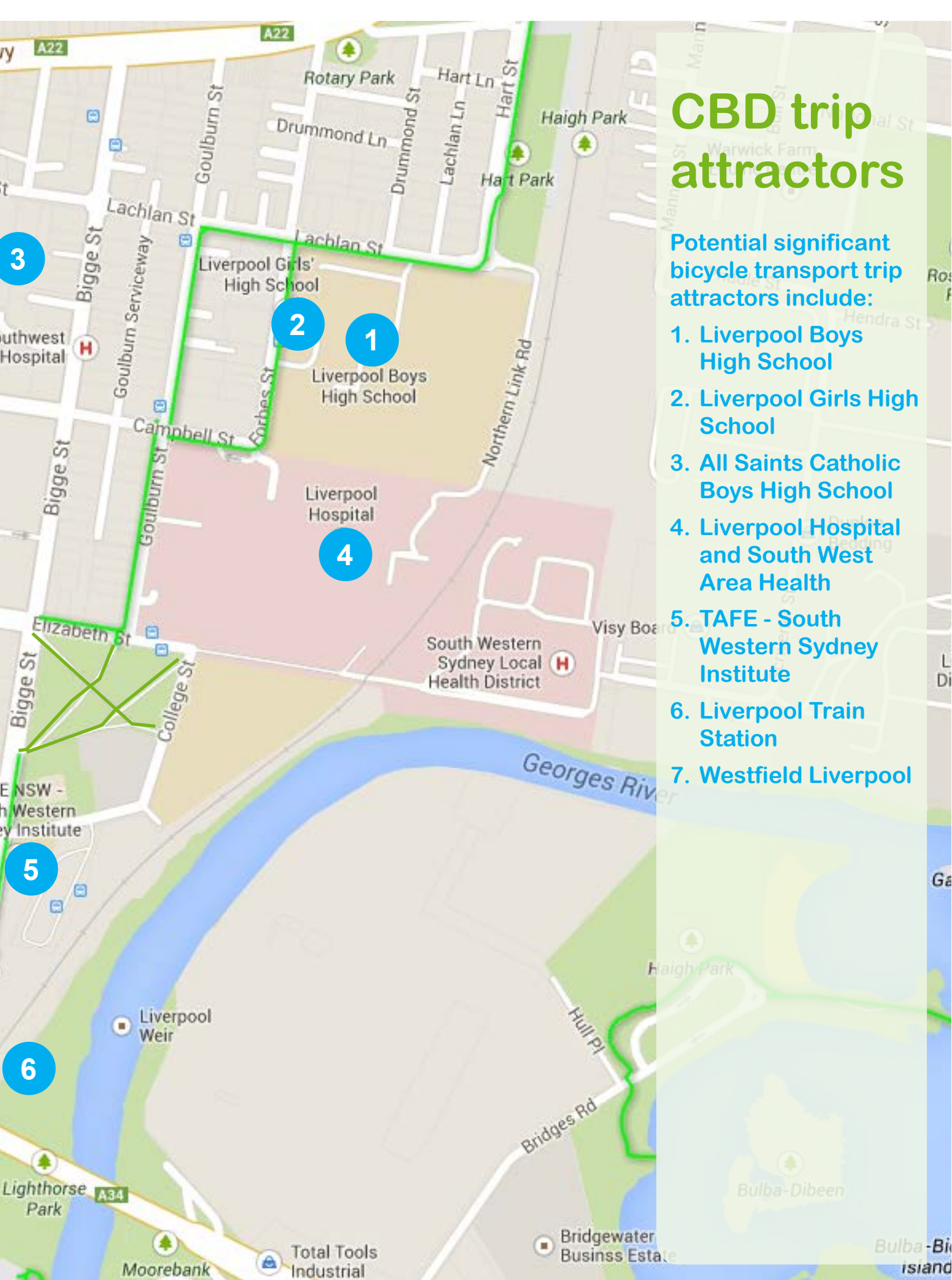


Current local bicycle network

The Liverpool LGA has a number of high quality shared paths leading towards the CBD (marked in green on this map).

However within the CBD there is little provision made for bicycle riders.

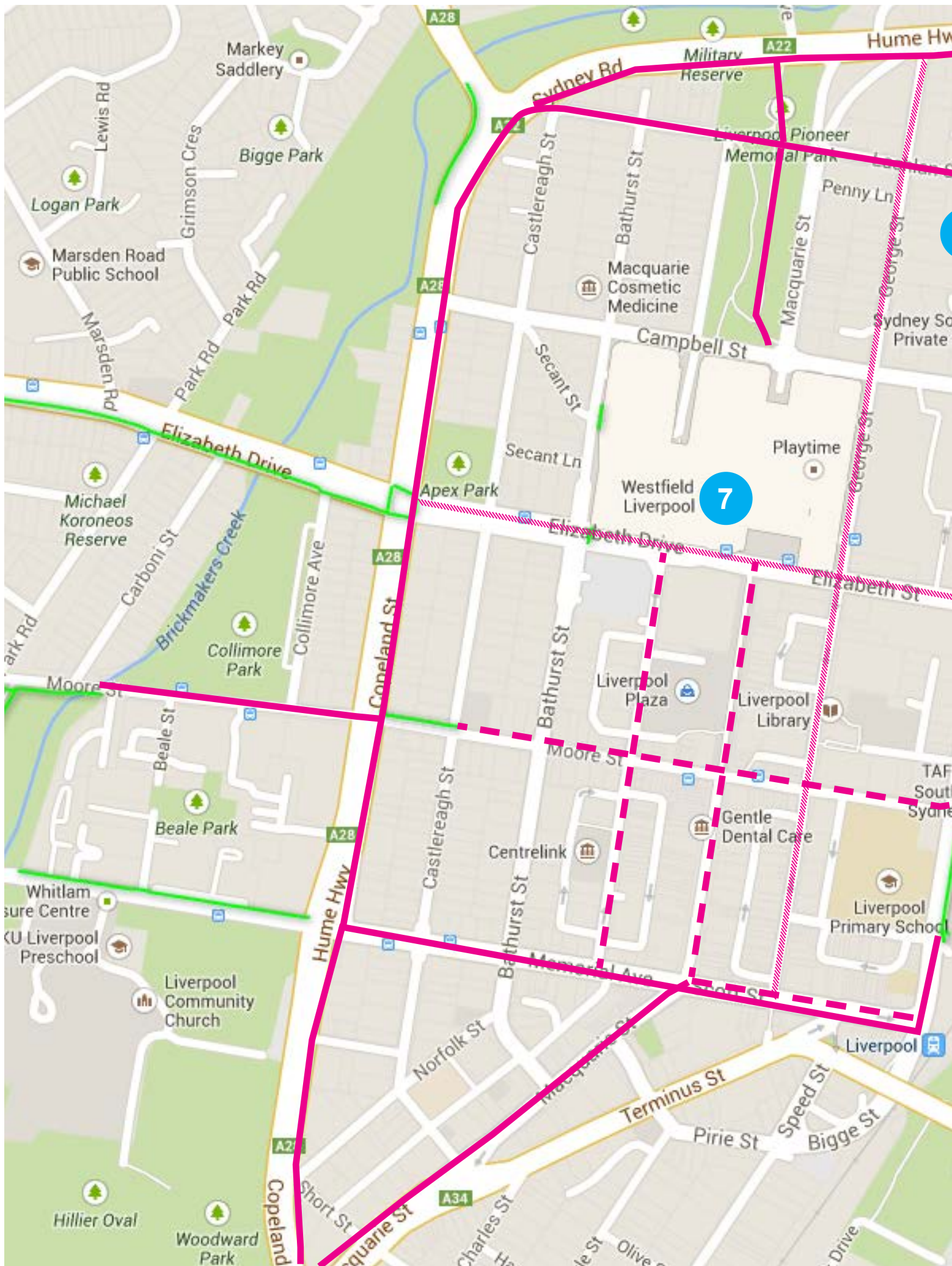


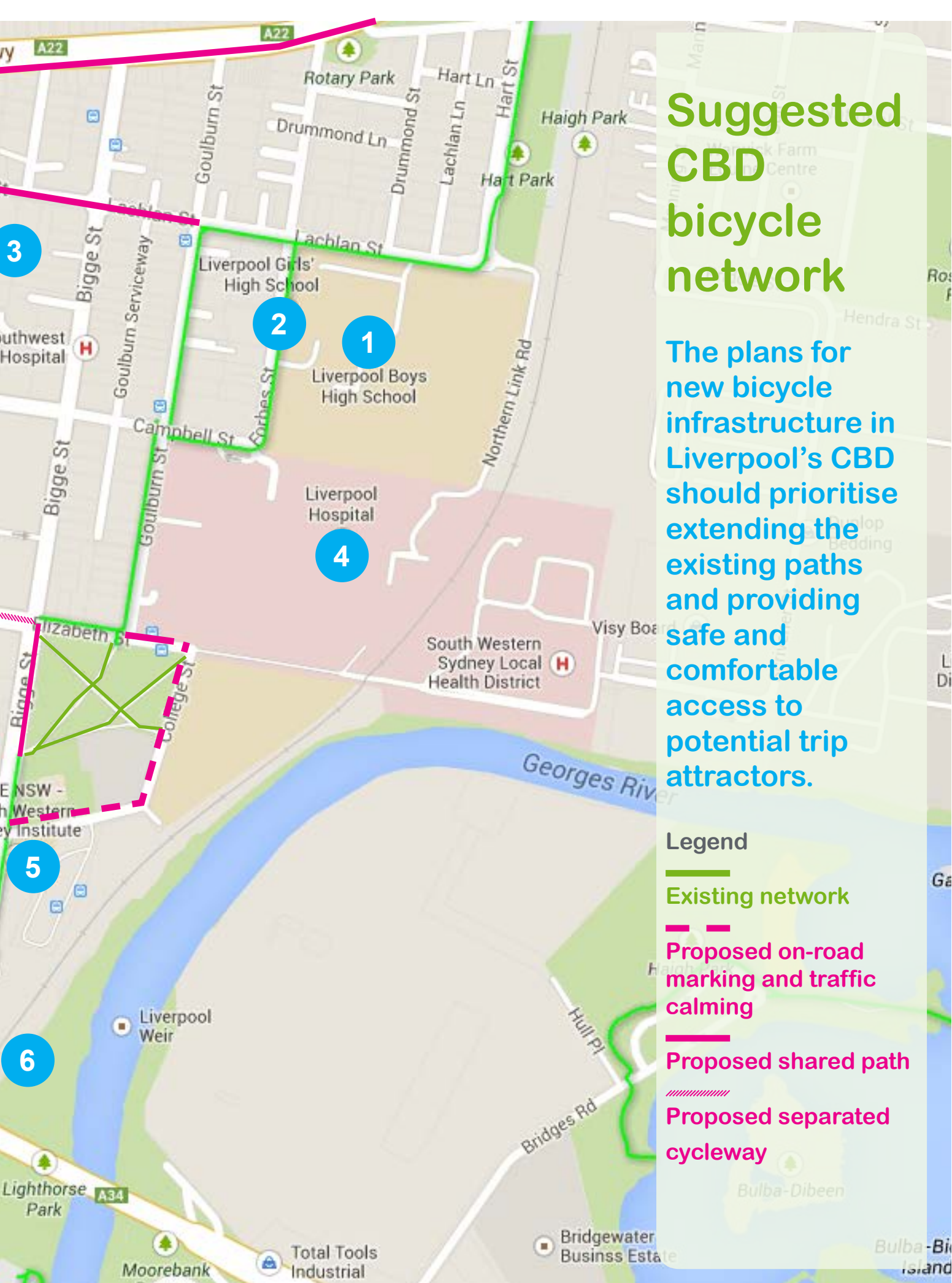


CBD trip attractors

Potential significant bicycle transport trip attractors include:

1. Liverpool Boys High School
2. Liverpool Girls High School
3. All Saints Catholic Boys High School
4. Liverpool Hospital and South West Area Health
5. TAFE - South Western Sydney Institute
6. Liverpool Train Station
7. Westfield Liverpool





Proposed on-road markings and traffic calming

On road markings will indicate potential routes to riders and raise awareness with drivers that bicycle riders are likely to be present and have a legitimate place on the road.

This type of infrastructure is unlikely to encourage new riders but it can provide more confident riders with assurance.

Careful placement of the stencils is essential. Stencils placed to the left of the lane centre encourage riders to position themselves dangerously in parked car door zones. Car doors opening onto bicycle riders can cause serious injury and throw riders into the path of moving vehicles with fatal consequences.

Proposed streets for treatment

Moore Street

Moore Street is a four lane road with a bus lane marked on both sides. Bicycle riders are permitted to use the bus lane. From College Street to Bigge Street the speed limit is 40km. Between George and Bigge the Street is a school zone with a 40km limit from 8-9am and from 2-4pm on school days. From Bathurst Street to Macquarie Street there is a 40km speed limit. There is a shared path from the Hume Highway to Castlereagh Street.

Recommended treatment: Add bicycle stencils to the centre of both traffic lanes. Introduce additional 40km stencils mid-block on every block between Bathurst and College. Introduce permanent 40km speed limit from Bathurst to College.

College Street

College Street has angle parking on both sides which can be hazardous for riders. The street is used as an access road by buses entering and exiting the bus terminal. Sharing a road with a bus can be intimidating for new and inexperienced riders.

The street has traffic calming treatments and a permanent 40km limit. Traffic is often below the speed limit. Paths through Bigge Park provide an off-road option.

Recommended treatment: Add bicycle stencils to the centre of the lanes.

Macquarie Street [Between Moore and Elizabeth Streets]

Macquarie Street is a high pedestrian activity area. The road has traffic calming and a 40km limit.

Recommended treatment: Add bicycle stencils to the centre of the lanes.

Northumberland Street

Northumberland Street is a high pedestrian activity area. The road is one way, has traffic calming and 40km limit.

Recommended treatment: Add bicycle stencils to the centre of the lanes.

Scott Street

Scott Street is a single lane, one-way street. The street has parking on both sides, a pedestrian crossing at the eastern end and has moderate pedestrian activity.

Recommended treatment: Introduce 40km limit. Add bicycle stencils to centre of lane.



Bus lane with bicycle stencil, Oxford Street, Sydney

Proposed shared paths

In NSW, it is illegal to ride on a footpath. Those riding on footpaths illegally can be fined by NSW police. The only exception to this rule applies to children under the age of 12 or an adult accompanying a child aged under 12; or when the footpath is a designated shared path.

Shared paths are different from regular footpaths in that they are for the use of both pedestrians and bike riders. Shared paths are between 3-4 m wide in comparison to footpaths which are between 1-2m. Shared paths require regulatory signage to designate them as a path cyclists may legally ride. Shared paths are a good solution for many riders where pedestrian and bicycle volumes are low to moderate. On shared paths, bike riders need to give way to pedestrians and ride slowly.

Proposed streets and paths for treatment

Bigge Park (City Nerve Centre Project)

Bigge Park is one of south west Sydney's oldest parks, dating back to 1810, and is important to Liverpool for its historic urban planning, its open recreational space and its active travel connection between the public transport interchange and the hospital and schools.

Recommended treatments: Upgrade existing paths to improve surface for cycling. Improve connections to paths with upgraded entrances from College, Elizabeth and Bigge Streets. Introduce a new path along the Bigge Street perimeter of the park.

Bigge Street [Scott to College Street]

Bigge Street has a high volume of motor vehicle traffic. It is a key entry road into Liverpool's CBD and provides access to the train station, schools and TAFE.

Recommended treatments: Introduce a shared path on the eastern side of Bigge Street from Scott to Railway Street. Sign the wide path on the eastern side of the street from Railway to College Street as a shared path. Provide bicycle crossing lanterns at the intersections of Bigge and College Streets and the intersection of Railway Street and the train station car park access road.

Scott Street

Scott Street is a single lane, one-way street. The street has parking on both sides, a pedestrian crossing at the eastern end and has moderate pedestrian activity.

Recommended treatment: Sign the existing path on southern side of Scott from Bigge to Newbridge as a shared path.



Shared path, Redfern Park, Redfern

Hume Highway/Copeland Street

The Hume Highway is a six lane road with a high volume of traffic, including buses and trucks. The speed limit is 70km. The road allows users to skirt the CBD and access paths on Hoxton Park Road, Memorial Avenue and Elizabeth Drive.

Recommended treatments:

- Continue the newly installed shared path from Warwick Farm on the southern side of the Hume Highway from Governor Macquarie Drive to Macquarie Street (approximately 3.2km)
- Bicycle lanterns to be provided at intersections with Remembrance Avenue, Bigge Street, Macquarie Street (Western arm), Campbell Street, Elizabeth Drive, Moore Street and Memorial Avenue.
- Raised bicycle and pedestrian crossings to be provided at Forbes Street, Goulburn Street, Browne Street, George Street, Macquarie Street (Eastern arm), slip road at Memorial Avenue and Bourke Street.

Liverpool Pioneer Memorial Park

Originally St Lukes Cemetery, in 1970 the old cemetery was converted into a rest park, featuring the original headstones and a memorial wall. Pioneers' Memorial Park is an important record of Liverpool and greater Sydney's early history. The park provides an off road route connecting the Hume Highway to Westfields.

Recommended treatment: Make the existing paths through the park shared paths.

Castlereagh [Hume Highway to Bathurst St]/Lachlan Streets [Bathurst to Goulburn St]

Castlereagh and Lachlan Streets are residential streets. On Castlereagh the footpath is not complete on either side of the street and where there is a path it is narrow.

Recommended treatment: Provide a shared path on the northern side and a footpath on the southern side of the street.

Macquarie Street [Hume Highway to Memorial Avenue]

Macquarie Street is a six lane road with a high volume of traffic, including buses and trucks.

Recommended treatment: Provide a share path from the Hume Highway to Memorial Avenue, connecting the existing shared path along Hoxton Park Road.

Memorial Avenue

Memorial Avenue is a four lane road with a 50km speed limit. It has a high volume of motorised traffic.

Recommended treatment: Provide a shared path from the Hume Highway to Scott Street, connecting the existing path that runs along the western end of the street. If a shared path is not deemed suitable due to pedestrian volumes, on road treatments, including a separated cycleway should be considered.



Raised pedestrian and bicycle crossing, Bourke Street , Darlinghurst



Shared path through commercial and retail area, Bourke Street, Surry Hills

Proposed separated cycleways

On a separated cycleway, bicycle riders have their own two-way dedicated lanes on the road which are separated from vehicles by a kerb. Separated cycleways are usually placed between the footpath and the parking lane.

Many cities around the world, including Sydney, Melbourne, London, New York and Copenhagen have introduced separated cycleways as a key feature of their bike networks. The construction of cycle tracks in Copenhagen has resulted in an increase in cycle traffic of 18–20% and a decline in car traffic of 9–10%. A [recent study](#) of eight new protected bike lanes in Austin, Chicago, Portland, San Francisco, and Washington, DC shows they encouraged substantial numbers of new bikers to take the road, largely because they feel safer about doing so.

Separated cycleways resolve many safety issues, in particular ‘doorings’, caused when a driver or car passenger opens their door in the direct path of a bike rider.

Proposed streets for treatment

Elizabeth Street/Elizabeth Drive

Elizabeth Drive is a four to six lane road with a high volume of traffic, including buses. Between Bathurst Street and Bigge Street is a high volume pedestrian area with connections to Westfields and Liverpool Mall.

Recommended treatment: Separated cycleway on the northern side of the road. The Subiaco approach to separated paths (as pictured) could be an appropriate treatment for this location.

George Street

George Street is a four lane road. From Scott Street to Elizabeth Street it is one way with parking lanes on both sides of the street. The street is a high volume pedestrian area.

Recommended treatment: Bidirectional on road separated cycleway along the length of the road. Another option could be a separated cycleway between Scott and Campbell Streets and then a shared path from Campbell to the Hume Highway).



Bi-directional separated cyclepath, Brisbane



Separated path, Subiaco, Perth

Proposed supporting infrastructure and encouragement

The provision of high quality paths and lanes will have a significant impact on changing people's behaviour. But just like drivers, riders need a place to park once they arrive at their destination. And to realise the investment in the infrastructure, additional encouragement programs are recommended.

Long term secure parking

Liverpool hospital has installed a cage for staff to securely park bicycles during the day. This is the only secure long term parking available in the city and is not available to the public.

Recommended treatments: In the medium term investigate providing a secure cage at Westfield Shopping Centre for staff and visitors. In the long term investigate providing a combined secure bike parking and mechanical servicing centre at Liverpool Station. This could be a partnership between local and state government and a commercial provider.

Short term parking

There are parking rails suitable for short term parking at Liverpool Mall, Liverpool Library, Liverpool Station and Liverpool Hospital.

Recommended treatments: Assess other trip attractors for parking and develop a program of u-rail installation. This could include Westfield, Bigge Park, Liverpool Court and retail areas. Replace the poorly designed racks provided at Liverpool TAFE. In the medium term develop an [online bicycle parking request](#) form similar to the one developed by the City of Sydney.

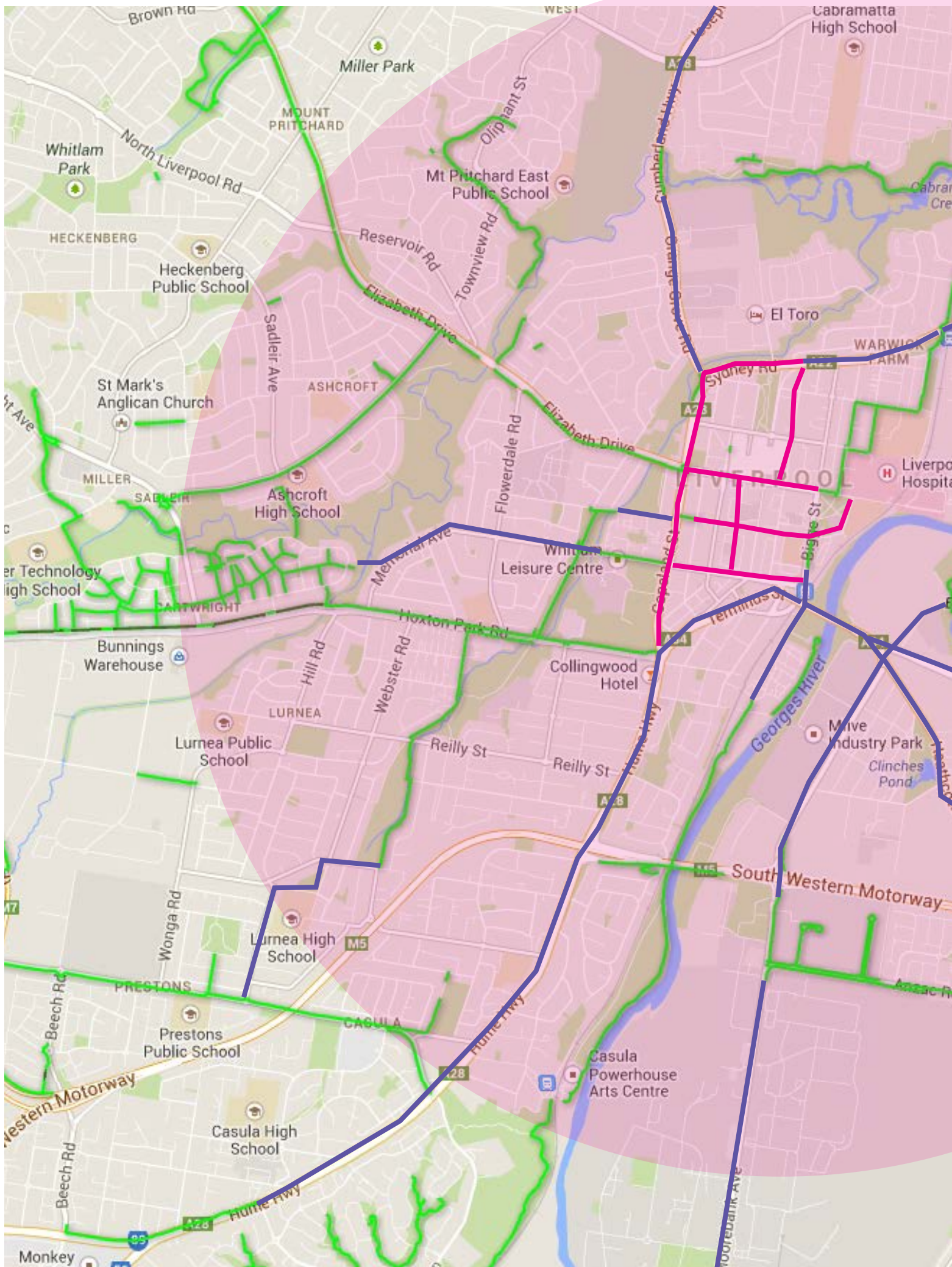
Encouragement

Bicycle and walking encouragement include a variety of programs and activities that support and promote non-motorised transport. If you build new cycle routes but don't tell people about them, they won't get used to their full potential. Conversely, spending effort on marketing and promoting new transport facilities not only helps spread the message and grow usage, but over the longer term, starts to influence social norms. Types of treatments include:

- Cycling and walking events and activities, particularly on trails and cycling routes.
- Cycling and walking commute campaigns.
- Programs that teach cycling skills including road riding skills and maintenance.
- Programs to encourage use of bicycles for deliveries and other commercial uses.
- Wayfinding and multi-modal navigation tools such as signage, maps and online tools that provide information about how to walk and cycle to a particular destination.



Westfields White City/Shepherds Bush, UK provides parking for 350 bicycles near the main entrances. Secure parking facilities are also provided at the two nearby train stations.



Missing links outside the CBD

To fully realise the new CBD infrastructure, additional work will be required to bridge the gaps in the existing local network.

Many of the gaps noted on this map could be filled with shared paths as pedestrian traffic is infrequent.

In most cases this would require widening the existing footpath.

Legend

Existing network

Proposed CBD paths

Improving local connections

approx 5km journey to CBD

An aerial photograph of a city, likely Liverpool, Australia. The image shows a dense urban area with a mix of residential and commercial buildings. A prominent river, the Liverpool River, flows through the city, and a bridge crosses it. The city is surrounded by green spaces and trees. The overall scene is a vibrant and detailed representation of the city's landscape.

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