

**Five Dock Park -  
Regional Cycleway update and Parking Expansion**



# Community Consultation Report

## April 2022

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## 1. Project Background

In October 2021, Council adopted a new Plan of Management for Five Dock Park. This plan identifies the potential creation of additional angled parking along Barnstaple Road.

During the previous community consultation, the surrounding residents were concerned about high on-street parking demand and suggested the provision of additional parking spaces along all perimeter roads, especially along Barnstaple Road.

Council is investigating expanding the angled parking along Barnstaple Road adjacent to Five Dock Park. These additional car spaces would help reduce parking demand in the surrounding residential area.

## 2. Five Dock Park Overview

Five Dock Park is located a short distance east of Five Dock shopping centre. Bounded by Barnstaple Road, Ingham Avenue, First Avenue and Park Road.

Five Dock Park offers a well-maintained and attractive open space of extensive mown grass, shaded tree-lined paths plus groups of trees, and managed garden beds with a range of facilities. The Park has:

- a flood-lit oval and small grandstand hosting both winter and summer sports;
- extensive passive use or leisure spaces including open lawn, garden beds, tree groves, seating and covered picnic tables with nearby electric barbeques;
- a central war memorial;
- a small covered neighbourhood-level playground;
- a district-level skate bowl/park;
- a fenced off-leash dog area; and
- toilets.

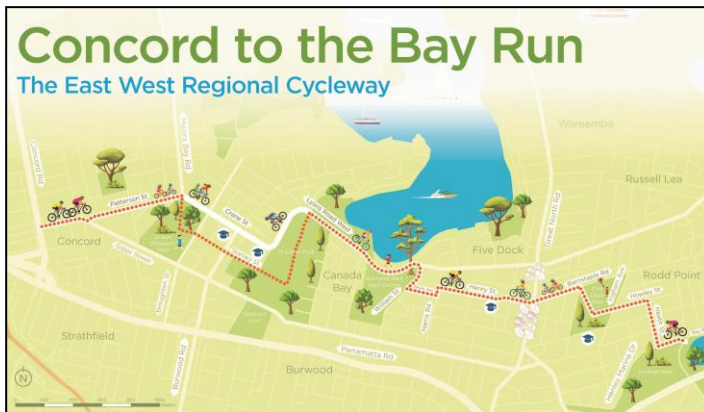
In the north, on Barnstaple Road, the Tigers Five Dock Bowling Club and the Five Dock Park Tennis Centre operate on park areas leased from Council, and a Baby Health Centre is in the area's south-west corner.

Five Dock Park is a valuable and well-used green open space within the local area and becoming more so with the trend to increasing residential density and reduction in private open space in the surrounding suburbs. It is a popular venue for sports, leisure and recreation activities, school use and social gatherings as well as periodically hosting organised and informal community events. The parking demand has significantly increased due to these facilities.

### 3. The East-West Regional Cycleway update

In mid-2020 Council consulted with the community regarding a proposed East-West Regional Cycleway. Construction of some parts of this route started in June 2021, while further investigation and design work was still underway on other parts.

The route the Cycleway takes through Five Dock Park has been reviewed as part of these further investigations. Council is proposing that the Cycleway be routed away from the playground and fitness equipment, improving safety for all park users.



### 4. Consultation Summary

Consultation on this proposal has been undertaken with the community via Council's online engagement platform Collaborate, and a letterbox drop to the surrounding residents and businesses.

#### Results summary

- Total submissions: 18
- Collaborate submissions: 10
- Email submissions: 8

### 5. Feedback regarding Right Turn Bay and Shared Path through Five Dock Park

#### a. Summary

A number of detailed responses were received including a submission from the Canada Bay Bicycle User Group (BayBUG).

#### Support for the proposal:

- Improved safety by removing on-street parking near intersection that improves sightlines
- Support the change in route to avoid the playground

#### Suggestions:

- Make Barnstaple Road 'One Way' to the west of Ingham Avenue
- Install a raised pedestrian/cyclist crossing where the speed hump is proposed

- Implement a 'Stop' restriction on Trevanion Street at Barnstaple Road
- Additional and further upgrades to cycling infrastructure required in the area

#### **Opposition:**

- Objections to right turn bay as this requires the remove of a tree, restricts the right turn into driveways and removes on-street parking
- The shared path through the park will not be used by cyclists
- The offset cross intersection of Barnstaple Road, Park Road and Trevanion is busy and dangerous

#### **b. Responses to suggestions and opposition**

- **Make Barnstaple Road 'One Way' to the west of Ingham Avenue**

If one-way restrictions were to be implemented on Barnstaple Road, this would divert additional traffic to other surrounding residential streets. It may also increase vehicle speeds as the current constrained road width and two-way traffic encourages additional driver caution.

Notwithstanding this, it is Council's experience that consensus cannot generally be reached between residents as to the direction in which the one-way restrictions should apply, if they are supported at all, given the added inconvenience.

- **Install a raised pedestrian/cyclist crossing where the speed hump is proposed**

Council staff investigated the possibility of installing a pedestrian refuge island or pedestrian crossing on Barnstaple Road just east of Park Road. However, it was found to not be feasible due to site constraints including multiple driveways and limited road width, along with applicable design standards.

- **Implement a 'Stop' restriction on Trevanion Street at Barnstaple Road**

The provision of 'Stop' signs is generally based on whether there is adequate stopping sight distance at the intersection. The use of 'Stop' signs where poor sight distance is not a factor can lead to driver disobedience and lack of credibility of 'Stop' signs. 'Stop' signs are generally installed where the sightlines are obstructed by permanent structures, especially at a bend. As these factors do not apply at this intersection, the installation of a 'Stop' restriction is not proposed.

- **Additional and further upgrades to cycling infrastructure required in the area**

Council is currently developing a new Bike Plan to identify and plan the delivery of cycling infrastructure. Concerns regarding the connections to other bike networks will be considered as part of the new Bike Plan.

Please visit our Collaborate page at [www.collaborate.canadabay.nsw.gov.au/draft-bike-plan](http://www.collaborate.canadabay.nsw.gov.au/draft-bike-plan) to find out more. The new Bike Plan is planned to be put on public exhibition for feedback mid-2022. This will be promoted on Council's various communications channels.

- **Objections to right turn bay as this requires the removal of a tree, restricts the right turn into driveways, removes on-street parking and is not warranted given low cyclist volumes**

The right turn bay for cyclists was already the subject of community consultation in mid-2020. During this previous consultation, no significant concerns were raised by the community. In mid-2021 a further notification was distributed to the community in the area advising that construction of it was scheduled to occur in mid-2022. Further investigations and detailed design work has subsequently been undertaken for the right turn bay in line with the original concept.

The location of the right turn bay was selected to align with the desire line to/from Five Dock Park. The one tree which requires removal has been assessed as being of poor health. The adjoining tree slightly further east which is of better health will be retained. As part of the project tree removals will be offset by planting new trees at appropriate locations.

It is noted the proposed right turn bay for cyclists will prevent right turn movements into some private driveways. This will require drivers coming from the east to perform a minor detour to access these driveways via a left turn in. Due to driveways being spaced close together in this area, it is not feasible to provide a right turn bay for cyclists without restricting turn movements to some of them.

The right turn bay has been designed so left turn movements into all existing private driveways by a typical vehicle will be maintained. Vehicle turning manoeuvres have been assessed for a B99 vehicle in accordance with relevant standards. A B99 vehicle represents a vehicle that is larger than 99% of sedans, station wagons and light commercial vehicles (such as 4wd's) on Australia roads.

A key focus on the route development was to minimise the loss of kerbside parking. The removal of on-street parking is offset through the construction of new 90-degree angled parking. It is also noted that all properties in this area have off-street parking available.

- **The shared path through the park will not be used by cyclists**

The route was identified in consultation with key cycling stakeholders and was the subject of subsequent broader community consultation in 2020. Additional information on how the concept was developed is available [here](#). During previous consultation, a large number of respondents agreed that the cycleway will improve safety and encourage themselves and others to cycle more.

Whilst some confident cyclists currently ride on-road along Barnstaple Road mixing with traffic, their needs are different to less confident cyclists. Barnstaple Road carries higher traffic volumes and speeds to the east of Ingham Avenue, making it difficult to provide facilities suitable for less confident cyclists.

By utilising Five Dock Park and other quieter streets, the route will meet the needs of less confident cyclists whilst minimising negative impacts such as loss of on-street parking. In addition to functioning as a through route, it will also assist cyclists reaching local destinations.

- **The offset cross intersection of Barnstaple Road, Park Road and Trevanion Street is busy and dangerous**

Speed and volume surveys have been conducted in Barnstaple Road and other streets along East-West Regional Route. These surveys indicate that Barnstaple Road west of Five Dock Park carries relatively low vehicle volumes and speeds. It is noted that there are north-south traffic movements between Trevanion Street and Park Road, particular during peak hours.

A review of available crash history data provided through Transport for NSW does not highlight a heightened safety issue at this location. It is noted that minor collisions may occur which do not get reported and as a result are not included in available data.

A speed hump is proposed in Barnstaple Road to reduce vehicle speeds around its intersection with Park Road. The proposed cyclists right turn bay should also assist in further managing vehicle speeds. The removal of on-street parking on Barnstaple Road to the east of Park Road will also enhance sight distances at the intersection.

These works are in addition to existing traffic calming devices, in particular the raised intersection treatment in Barnstaple Road at Sutton Street which was constructed in mid 2021.

## 6. Feedback regarding Angled Parking Expansion

### a. Summary

A number of detailed responses were received including a submission from the Canada Bay Bicycle User Group (BayBUG).

#### **Support for the proposal:**

- Increase parking spaces for park users
- Proposed footpath creates better connectivity to the park

#### **Suggestions:**

- Change angled parking to 'Rear to kerb'
- The extension of the angled parking should not be funded by the East West Cycleway Project
- Request for more measures to improve pedestrian access around Five Dock Park

#### **Opposition:**

- The proposed new 90-degree parking will have repercussions for the safety of cyclists on Barnstaple Road and will be difficult for people to reverse out of
- No demand for additional angled parking spaces
- Balls may hit park cars and children may run out between park cars

### b. Responses to suggestions and opposition

- **Change angled parking to 'Rear to kerb'**

The 'Front to Kerb' restrictions on the angled parking bays are proposed to prevent headlight glare directly shining into the properties on the opposite side of the road. This arrangement also minimises the delays to traffic associated with vehicles entering the parking spaces.

- **The extension of the angled parking should not be funded by the East West Cycleway Project**

Delivery of the angled parking along Barnstaple Road is not to be funded as part of East West Regional Cycleway. The angled parking is being funded separately but was combined with the cycleway for the purpose of consultation as the projects directly adjoined each other.

- **Request for more measures to improve pedestrian access around Five Dock Park**

Council has recently upgraded Ingham Avenue at the intersection with Barnstaple Road and First Avenue to improve the pedestrian accessibility. A refuge island is also proposed on



Ingham Avenue near Howley Street. Council staff will continue to monitor traffic conditions in the area to determine whether further action may be required in the future.

- **The proposed new 90-degree parking will have repercussions for the safety of cyclists on Barnstaple Road and will be difficult for people to reverse out of**

The proposed new angled parking has been designed in accordance with relevant standards. The existing angled parking is also being upgraded with respect to relevant standards. The design includes a buffer area between reversing vehicles and both cyclists and vehicles travelling along Barnstaple Road.

Existing bicycle logos which highlight the potential presence of cyclists on Barnstaple Road will be retained.

- **Additional angled parking spaces are not necessary.**

In October 2021, Council adopted a new Plan of Management for Five Dock Park. This plan identifies the potential creation of additional angled parking around the Park, including along Barnstaple Road. Community consultation was undertaken as part of developing this plan. Additional information on this can be found [here](#).

Through this current consultation, we heard from residents both in support of and in opposition to the proposed expansion of angled parking along Barnstaple Road.

- **Balls may hit parked cars and children may run out between parked cars**

The conversion from parallel parking to angled parking will mean that parked vehicles are approximately 7m closer to the football field. This minor change is not considered to notably change the risk of a vehicle being hit by a ball. Measures such as additional landscaping or fencing can be further considered in the future if warranted.

At present the parallel parking lane directly adjoins the traffic lane along Barnstaple Road. The new angled parking configuration will provide a buffer of approximately 2.3m between the end of the parking spaces and the traffic lane. As such, there will be additional opportunity for drivers to observe pedestrian movements around parked vehicles.