

ATTACHMENT F

CONSULTATION SUMMARY MAY 2013

ATTACHMENT F

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
1.	<p>Support</p> <p>Support the Broadway link project for the following reasons:</p> <ul style="list-style-type: none"> • Create an environment for all road users; • Improve the overall amenity of the area; • Promote the use of pathways for cyclists and pedestrians; • The additional crossing at Cleveland Street will allow cyclists and pedestrians to safely cross the intersection; • Support the addition of a signalised intersection at Abercrombie/Myrtle/Meagher Streets as it will increase safety when crossing and reduce the use of the attractiveness of local 'rat runs' • The project provides an important and much needed link from Newtown to the City • Connecting Chippendale to Ultimo will be fantastic for those commuting between Redfern/Chippendale (and other connected areas east and south) to UTS and nearby areas • Strongly support the upgrade to lighting on Shepherd Street as it will increase safety for residents • City has found a way to provide access to UTS without needing to gain approval for dramatic changes to the state roads surrounding UTS 		Noted

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
2	<ul style="list-style-type: none"> The Jones Street corridor through Central Park is a clever and practical means of providing a street environment of high amenity for both cyclists and pedestrians The shared path through the Central Park site will successfully link the new development with the surrounding area 		
2	Cycle Network		
2.1	Additional routes	<p>Would like the route to extend along Jones Street to William Henry Street.</p> <p>Should link to Wentworth Park / Glebe in one direction and to Darling Harbour & the city via the William Henry Street Bridge and also to the City and Darling Harbour via Macarthur Street and the overhead walkway next to the Powerhouse.</p> <p>A link should be implemented between Peace Park and Redfern Station to provide more routes for cyclists</p> <p>Shepherd Street should link to Mountain Street as latter is fairly wide and links to the Broadway Shopping centre</p> <p>Investigate Paints Lane as an alternative to Myrtle Street</p>	<p>A number of cycle route studies were carried out as part of the feasibility stage, the final route chosen as the safest connection for cyclists travelling from Wilson Street to Broadway/ Ultimo.</p> <p>The route along Shepherd and Mountain Streets was investigated; Mountain Street was reviewed as an unsuitable route due to;</p> <ul style="list-style-type: none"> traffic speeds heavy vehicles <p>The most successful cycle links are those that provide the most direct route to a destination, Paints Lane as a route is less direct and would not capture commuting cyclists.</p> <p>Paints Lane has insufficient width for a safe mixed traffic facility.</p>
2.2	<p><u>Route selection</u></p> <p>The route is not ideal for cyclists as it forces them to ride uphill when riding towards the city</p>		<p>One of the considerations when choosing the route was the level of comfort for cyclists, the route is on a relatively even grade from</p>

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
	<p><u>Traffic Congestion</u> The current traffic congestion and high volume traffic, particularly on Meagher Street and Balfour Street, makes the proposed route high risk unless traffic can be reduced and rat-running is addressed. Further risk is exacerbated due to the nature of the street grid pattern on the east side of Chippendale and phasing of the lights at Cleveland and O'Connor Streets.</p>		<p>Darlington to Broadway. The traffic counts along Balfour and Meagher Streets are within the recommended volumes for a mixed traffic cycle facility as recommended in the Austroads Design Guidelines. The proposed traffic lights on the Abercrombie/ Meagher/ Myrtle Street intersection will control traffic flows.</p>
2.3	Abercrombie Street route	Abercrombie Street should be investigated as an alternate route to Shepherd Street due to its directness to key destinations	Abercrombie Street is a State Road requiring RSM approval, this cycle connection is not part of the City of Sydney's 10 year plan.
2.4	Boundary Street route	Boundary Street should be investigated as an alternate route as it has lower traffic volumes	Boundary Street was investigated as a possible route, the section of Boundary from Vine Street to Cleveland Street is a one way street and thus does not provide a legal /safe connection for cyclists heading north. The street was found to have insufficient width for a safe mixed traffic street.
2.5	<p><u>Network links</u> There is a lack of adequate provision for links into systems such as Price Alfred Park / George Street route at the end of Meagher street, or alternately via the Kensington Street lights</p>		Fine grain secondary route links are currently being considered as part of the cycle network including sections of shared path on Regent and Cleveland Streets.
2.6	Mary Ann Street Shared Path	Mary Ann Street shared path for westbound cyclists should be upgraded to a proper (one way) bike path behind the angle parked cars from Harris to Wattle Street	This route is part of the City's Proposed Regional Bike Route Network Map East / West connection from Leichhardt to City South/ Centre. The route typology and treatments will be investigated further in the future.

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
3	Parking		
3.1	<p>Parking losses</p> <p>Parking losses in Balfour Street will negatively impact residents as parking is already hard to find and with the opening of the Central Park site parking will be harder to come by.</p>	<p>Loading zones should be implemented into the design for businesses in the area.</p> <p>Loading zones for taxi drop off, broken down vehicles, deliveries and drop offs should be incorporated into the design to avoid unauthorised short-term vehicle storage in designated pedestrian and cycle thoroughfares.</p> <p>Non-resident parking should be limited in the area.</p> <p>Improvements to residential parking scheme through other incentives, such as reduced or free parking permits for residents should be implemented to offset parking losses</p>	<p>The City has not received any requests for on street loading for a number of years.</p> <p>The majority of new buildings have off street loading zones.</p> <p>Taxis are not legally able to stop in Loading Zones, there have been no additional requests for on street loading zones in the area in recent years.</p> <p>Non-resident parking is limited in the area, most non restricted parking is located adjacent businesses.</p> <p>Improvement to residential parking schemes Parking will be forward to the appropriate division in Council for consideration.</p>
3.2	<p>New parking</p> <p>New parking being implemented in Jones Street will be of little benefit as it is too far removed from the area of works where parking is being lost</p> <p>New parking should be found in the immediate area to where it is being removed</p>		<p>Where there have been parking losses in the street the design has looked to include additional parking nearby. The losses to parking are a result of measures required to improve motorist/ pedestrian and cyclist site lines.</p>
3.3	<p>Motorcycle parking</p>	<p>Request for additional motorcycle parking to be installed on Shepherd Street</p>	<p>Catering for Motorcycles is not part of the scope for this project. The request will be forward through to the correct division in Council for consideration.</p>

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
3.4	<p><u>Residential diversity</u> Risk to diversity of residential base as parking spaces are removed to the detriment of vehicle owners</p>		<p>Loss of parking has been kept to a minimum with a total of 4 spaces lost.</p>
3.5	<p>Bike parking</p>	<p>Would like more park parking installed along the route</p>	<p>The design will consider further bicycle parking during the detailed design phase.</p>
4	Safety		
4.1	<p>Speed limit</p>	<p>The speed limit along the route should be lowered to 30km/h</p>	<p>The City are restricted to the RMS approved speed limits. The adjacent suburb of Chippendale is a 40km/hr precinct, the City has applied to the RMS for an extension of this zone in Darlington.</p>
4.2	<p>Traffic volume <u>Shepherd Street</u> Concerned that traffic volumes on Shepherd Street are too high to consider the street as a safe route for cyclists.</p> <p><u>Balfour/ Meagher Street</u> Concerned that traffic volumes on Balfour and Meagher Streets are too high during peak times for them to be considered a safe route for cyclists.</p>	<p>Traffic on Shepherd Street should be made one way to lower traffic numbers and increase safety for cyclists.</p> <p>The current traffic congestion and high volume traffic now makes the proposed route high risk unless traffic can be reduced and rat-running is addressed.</p>	<p>The implementation of the calming measures along the street will help reduce traffic speeds along these streets.</p> <p>The City of Sydney Traffic Engineers are in discussions with the RMS regarding through traffic from Regent Street currently using the residential streets of Darlington as a short cut</p> <p>The traffic counts along Balfour and Meagher Streets are within the recommended volumes for a mixed traffic cycle facilities as recommended by in Austroads Design Guidelines.</p>
4.3	<p>Speed bumps (Shepherd Street)</p>	<p>More flat top speed bumps should be installed along Shepherd Street to slow traffic</p>	<p>The additional measures, relocated of existing speed humps, kerb extensions and thresholds are part of a suite of interventions to slow traffic. The proposed 40km/hr speed zone guides the interventions required.</p>

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
4.4	Shepherd Street intersections	<p>Bicycle lanes and expanded bicycle storage areas are needed where Shepherd Street crosses Abercrombie Street and Cleveland Street in accordance with RMS Technical Direction TDT2009/06</p> <p>The phasing of the traffic lights at Shepherd Street and Abercrombie Street should be lengthened to allow cyclists more time to negotiate the intersection</p>	<p>Expanded bicycle storage areas addresses safety issues related to on-road Bicycle Lane facilities.</p> <p>Mixed traffic facilities are located on quieter streets with lower traffic volumes and lower speeds. Traffic calming measures ensure that these conditions are maintained and the need for separation of cyclists and vehicles is negated. On a successful mixed traffic street cyclists and motorists share the travel lane.</p>
4.5	<p><u>Cleveland Street crossing</u></p> <p>There is inadequate provision for cyclists to safely cross Cleveland Street when travelling North.</p>	<p>Instead of a new left turn lane, a Bicycle Lanes and Expanded Bicycle Storage Areas should be provided.</p>	<p>Expanded bicycle storage areas addresses safety issues related to on-road Bicycle Lane facilities.</p> <p>Mixed traffic facilities are located on quieter streets with lower traffic volumes and lower speeds. Traffic calming measures ensure that these conditions are maintained and the need for separation of cyclists and vehicles is negated. On a successful mixed traffic street cyclists and motorists share the travel lane.</p>
4.6	Cyclist education	<p>Cyclist education should be implemented into the project so that cyclists are aware of their responsibilities when riding on roads and shared paths</p>	<p>The City's Cycling Communications team will base themselves along the route on completion of the facility. The team are there to educate cyclists using each facility on their responsibilities.</p>

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
4.7	Broadway crossing	An overpass/underpass should be installed across Broadway to increase safety for pedestrians and cyclists	This proposal is beyond the project scope and will be forward through the appropriate City division for consideration.
4.8	Thomas Street crossing	A dedicated cycle crossing should be installed at Thomas Street as it is unreasonable to expect cyclists to dismount to cross the road	Dedicated cycle crossings are not part of the suite of standard cycle facility treatments approved by RMS. The City of Sydney has an agreement with RMS to undertake a trial of this treatment in several locations, currently this is not one of them.
4.9	<u>Door zone</u> Design should make sure cyclists are not forced to ride in the door zone		The design of the cycle route will be in line with the Austroads Design Guidelines for a 'mixed traffic street', measures will be implemented to reduce traffic speeds improving the cyclist's environment. Education will be part of the route roll out and encourage cyclists to 'command the lane' and stay clear of the door zone.
5	Design/Traffic Changes		
5.1	Design changes suggested along the route <u>Signalised intersection</u> <u>Abercrombie/Myrtle/Meagher Streets</u> The current intersection at Abercrombie Street and Myrtle Street currently functions safely and does not need any changes The introduction of the set of traffic lights has not adequately considered access issues to property at 79-83 Abercrombie Street identified. Recent changes have done nothing to stop the illegal movement across Abercrombie Street and	The traffic signals across Meagher Street and Myrtle Street should be replaced by zebra crossings.	The proposed route passes adjacent or via major trip generating developments, with the uptake of cycling in the area is expected to increase. The implementation of signals at this intersection is a critical component of the project to facilitate a safe and convenient access across Abercrombie Street for both pedestrians and cyclists.

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
	<p>the current design does not adequately address this issue.</p> <p>Will cause cars to back up on Abercrombie Street adding to pollution levels</p> <p>Concerned that a second set of traffic lights at Abercrombie and Meagher Street will be used by the RMS to feed more traffic through local streets and spoil what has become a small and active village heart in and around Meagher and Abercrombie Streets.</p>		<p>The proposed changes to the intersection will not impact the ability to enter and exit adjacent properties via existing driveways. The shape of the proposed traffic islands will be refined during the detailed design stage.</p> <p>Reconfiguration of the traffic island is required in order to facilitate turning movements and to address illegal vehicle movements.</p> <p>The proposed arrangements have been developed in consultation with RMS Traffic Engineering Services and Network Operations, modelling of the proposed intersection has been undertaken, the results indicate that the intersection will operate satisfactorily and the impact of the signals on traffic conditions will be negligible.</p> <p>Impact on pollution levels in the area will be negligible.</p>
5.2	<p>Traffic island</p> <p><u>Myrtle Street and Abercrombie Street</u></p> <p>Strongly object to removing the existing cycle track and pedestrian path across Myrtle Street and the tree and garden island</p>	<p>No trees should be removed along the route</p>	<p>Reconfiguration of the traffic island is required in order to facilitate turning movements, to address illegal vehicle movements and accommodate the separated cycle bay.</p> <p>The planting of trees close to an intersection is not normally supported by the RMS due to sight line issues.</p> <p>Retention of the tree at the intersection of Abercrombie Street will be investigated during the design development phase and tabled with the RMS.</p>

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
<p>5.3</p>	<p><u>Planting /rain gardens</u> Existing garden beds should not be removed or made smaller due to limited greenery in the area.</p> <p>Further design undertaken on WSUD's to allow for adequate water flow and pooling</p>	<p>Any new planting that is undertaken should make sure the canopy does not block light on the street as it is very dark at night and encourages anti -social behaviour.</p> <p>Planting of fruit trees in gardens and WSUDs along the route</p>	<p>Additional planting will be incorporated into the kerb extensions and water saving urban devices (WUSD's)</p> <p>Fruit trees and vegetables are not appropriate for WSUDs; the function of filter plants in a WSUD is to take up impurities, heavy metals and toxins from the soil. The soil in WSUD's is not suitable for sustaining vegetables and fruit trees.</p> <p>Additional kerb extensions are available to the community for vegetable planting. Current WSUD's in the area will be investigated for functionality; the design if required will be modified during detailed design.</p>
<p>5.4</p>	<p>Regent Street and Meagher Street intersection</p>	<p>Would like no right hand turn or no entry from Regent Street into Meagher Street moving South.</p>	<p>Changes to this intersection are not part of this project scope and will be forward to the City of Sydney Traffic Engineers for consideration.</p>
<p>5.5</p>	<p><u>Pathway narrowing at Abercrombie Street and Myrtle Street</u> Narrowing the pathway to widen the road on the North western corner of Abercrombie Street will ruin the recent paving work</p>		<p>The narrowing of the footpath on the north western corner of Abercrombie Street is required as part of the reconfiguration of the traffic islands at the intersection, facilitating turning movements and addressing illegal movements into Meagher Street.</p>
<p>5.6</p>	<p><u>Balfour Street & Broadway intersection</u> The Balfour street and Broadway intersection has no adequate provision for bicyclists proceeding from Balfour Street (on road) into Jones Street</p>		<p>A shared path facility will be provided from Chippendale Way (Balfour Street) to Broadway and Jones Street. Currently the lights are fitted with cycle lanterns to allow cyclists to travel</p>

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
5.7	<p><u>Speed hump at Shepherd Street and Myrtle Street</u> The installation of a speed hump on Shepherd Street near the intersection with Myrtle Street will make it difficult for the business on the South Eastern corner to receive deliveries</p>		<p>across the pedestrian crossing with pedestrians.</p> <p>No speed humps are proposed for this intersection, the treatment is a flush threshold alerting motorists to the cycle route.</p>
5.8	<p><u>Speed humps</u> Concerned with noise generated by speed humps along the route</p> <p>Speed humps will be an obstacle for cyclists along the route</p>		<p>Current noise levels will remain the same.</p> <p>No additional speed humps are proposed for the route, the existing speed humps on Shepherd Street will be removed and the same number of speed humps implemented to a location that is consistent with the recommended treatments for a 40km/hr zone.</p> <p>Speed humps will be designed to the Australian Standards with a maximum height of 75mm to accommodate on road cyclists.</p>
5.9	<p>Line marking</p>	<p>Centre lines should remain on all streets along the route to avoid confusion for motorists as to where they should be positioned</p>	<p>Central line markings are not appropriate on streets with narrow profiles. However, central line marking will be implemented at raised thresholds to help reinforce the appropriate position of a vehicle along the length of the road corridor. The remaining sections of road line marking will not be implemented. In the absence of line marking motorists tend to drive more cautiously and thus speeds are reduced.</p>
5.10	<p>Separated cycleways</p>	<p>Wilson Street and Shepherd Street should be upgraded to separated cycle ways over their current design</p>	<p>Due to the narrow width of the footpath environment implementing a separated facility on Shepherd & Wilson Streets would mean the removal of parking on both sides of</p>

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
5.11	<p><u>Threshold treatments</u> Localised flooding currently occurs along the route</p> <p>Most of these streets are local traffic streets where vehicles cannot speed a great deal, and many of these treatments are not needed, add expense to the project, and make cycling less attractive.</p> <p>Risk to health of residents forced to endure increased vehicle exhaust fumes and increased noise from redundant threshold treatments on streets which already feature roundabouts.</p> <p>Risk to life and safety of residents and visitors whose timely access by emergency vehicles is compromised by efforts to further reduce speed through threshold treatments and mixed traffic areas</p> <p>Increases vehicle noise levels in affected areas as vehicles slow and accelerate to accommodate for threshold treatments</p>		<p>The street, this would not be acceptable to the local community.</p> <p>Water saving urban devices will be implemented at locations that can catch overland flows to address localised flooding. Further detail of the drainage system will be investigated during the detailed design stage.</p> <p>The raised threshold have been positions in line with RMS guidelines for a 40km/hr zone .</p> <p>The number of raised threshold treatments on Shepherd Street will not increase just their location along the street.</p> <p>The provision for emergency vehicle access will be maintained, turning circles and street widths have all been considered.</p>
5.12	<p><u>Removal of kerb blister</u> <u>Wilson Street and Shepherd Street</u> There will be significant traffic increases when the former rail yards are redeveloped, and protections for people are needed now in preparation.</p>		<p>The kerb blister on the corners of Wilson and Shepherd Street are proposed to improve pedestrian site lines and reduce crossing distances improving pedestrian amenity.</p>

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
<p>5.13</p>	<p><u>Shepherd Street paving</u> There is nothing wrong with the current footway along Shepherd Street and an upgrade is not necessary</p>		<p>Paving blisters and kerb ramps will be upgraded along the route to improve pedestrian amenity, reducing crossing distances and bringing ramps up to the requirements of the Australian Standards.</p>
<p>5.14</p>	<p><u>Meagher Street concerns</u> The turning circle into Meagher Street needs further consideration to ensure sufficient truck movement into Balfour Street</p> <p>Further consultation and design plans are needed to ensure that the round-about at Meagher and Balfour Street remains and Bartley Street continues to be a one way street</p> <p>Existing issues around sight lines for traffic exiting from McAlister Lane into Meagher Street (turning right) needs to be addressed. This carries a high risk for cyclists due to grade decline and blind spot</p>		<p>The design has considered all emergency and waste disposal vehicular movements along the route.</p> <p>The proposal includes no modifications to the roundabout on the Meagher/ Balfour. There are no changes to traffic conditions along Bartley Street as part of this proposal.</p> <p>All site lines from entering streets and lanes have been considered, if there is an issue with a site line the proposal looks at removing the obstacle, in some cases the removal of car parking space is required.</p>
<p>5.15</p>	<p><u>Pedestrian crossing at O'Connor Street</u> Raise the pedestrian crossing to better increase sight lines and eliminate the existing blind corner</p>		<p>The pedestrians crossing on O' Conner Street cannot be raised due to drainage; speed cushions were implemented o completion of the street to reduce traffic speeds on approach to the pedestrian crossing.</p>
<p>5.16</p>	<p><u>Balfour Street concerns</u> There are a large number of vehicles that cross Balfour Street, from Queen to Little Queen Street to reach Abercrombie Street (and the west side of Chippendale) with blind spots at the corners of</p>		<p>Teggs Land and Queen Street are low speed environments; improvement of sight lines is proposed with the removal of 2 car parking spaces . The project has looked to minimise parking losses in the area.</p>

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
5.17	<p>Balfour Street and Teggs Lane (going east) and Queen Street (going west)</p> <p>It is likely many cyclists will use O'Connor Street to access Kensington and Regent Street area. The interface between Balfour Street and this area appears not to have been considered</p> <p><u>Traffic restrictions</u> Traffic restrictions are needed as part of an integrated approach. If traffic into Meagher Street is successfully restricted (e.g. a "No Left Turn" from Regent Street), and a right turn only at the intersection of Meagher and Abercrombie St (with no opportunity to enter Myrtle Street and vice versa), this would reduce traffic volumes substantially.</p>		<p>The link down O' Conner Street from Daniel Street was considered during the option studies, Daniel street was deemed to be too narrow to RMS mixed traffic environments.</p> <p>Traffic conditions into the Chippendale area are being investigated by the City of Sydney as part of the City's PCTC. Regent Street is a state Road and thus any changes need to be negotiated with the RMS.</p>
5.18	<p><u>Kensington Street</u> Recent discussions with Frasers indicated that Kensington Street will be closed for a part of the day and that traffic flows may be changed to run north - south. This would necessitate a change in traffic direction along Goold Street</p>		<p>Kensington Street is proposed as a shared Zone remaining one way north to Broadway. The City's Traffic Engineers don't believe that there will be any change to traffic conditions on Goold Street.</p>
6.0	<p>Cycle facility/Provision</p>		
6.1	<p>Pram ramps (Peace Park)</p>	<p>Pram ramps at the entrances to Peace Park should be increased in width to accommodate for two cyclists riding abreast</p> <p>Pram ramps at Peace Park do not align and will lead to conflict due to unexpected route positioning.</p>	<p>Pram ramps to the entrances to Peace Park will be to the Australian Standards and accommodate pedestrians and cyclists.</p> <p>The proposed pram ramps will be redesigned to the Australian Standards which require that opposing ramps line up.</p>

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
6.2	Signage and markings	<p>Way finding signage should be installed along the route.</p> <p>Safety signage should be installed along the route to highlight the shared environment to road users.</p>	<p>Way finding / Directional signage will be incorporated into the project.</p> <p>The City of Sydney Design Guidelines have a suite of logos and line marking that will be implemented as part of the proposed works. Driveways and areas where vehicles cross the footpath will be marked with the shared path markings to alert motorists to the presence of cyclists and pedestrians.</p>
6.3	<p><u>Shared Path</u> <u>Too narrow</u> The Shared Path through Peace Park is too narrow and will cause conflict between park users, predominately people with young children, and cyclists.</p> <p><u>Too Steep</u> The Shared Path through the Central Park site is at too steep and incline and will encourage cyclists to speed along the path.</p> <p><u>Too crowded</u> Once the Central Park site is opened the Shared Path will be too crowded to be used as a safe Shared Path.</p>	<p>Should improve opportunities for path to road and road to path transitions at Broadway and Jones Street and Jones Street and Thomas Street, so cyclists can use the road if too many pedestrians are on the shared paths.</p> <p>Signage should be installed along Shared Paths to communicate to pedestrians the status of paths</p> <p>Cycle routes should be painted on Shared Paths to designate where cyclists should ride</p>	<p>Peace Park site lines will be maintained from the path to adjacent park areas and lighting improved to increase visibility.</p> <p>Behavioural shared path signage will be implemented at potential conflict points.</p> <p>Footpath widths within the Central Park site have been designed to accommodate a shared path.</p> <p>Behavioural shared path signage will be implemented at potential conflict points.</p> <p>The City has developed a series of Shared Path Design Guidelines in addition to the statutory signage required by the RMS. The guidelines alert pedestrians to the presence of a shared path and alert cyclists to potential hazards. Directional signage will be rolled out to guide people traveling along the Mixed Traffic route and give destinations along the way.</p>

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
6.4	<p><u>Mixed traffic areas</u> Converts the streets to thoroughfares, where cyclists may be hit by cars or car doors.</p> <p>Compromises pedestrian safety by putting pedestrians at risk of cyclists.</p> <p>Does not account for access by removal vehicles or other large vehicles</p> <p>The proposal should be aligned with the Access Advisory Committee</p>		<p>The message of the 'mixed traffic street' is an environment that has reduced traffic speeds and improved site lines. The City will be present at a select number of locations along the route at the opening of the facility, handing out flyers on appropriate behaviour on shared paths and safety riding on road.</p> <p>The majority of the Broadway cycle link will be on road, where the route becomes a shared path behavioural logos and signs will be implemented. Additional pedestrian amenity will be implemented with kerb extensions to improve site lines.</p> <p>The turning circles on all intersections have been carried out to ensure ease of access for emergency and service vehicles.</p> <p>The project scope includes improved pedestrian provision, improving site lines, kerb ramps and crossing distances</p>
7	<p>Consultation</p>		
7.1	<p><u>Lack of consultation</u> Initial consultation period did not give sufficient time for residents to respond</p> <p>Hard copies of the plan were not provided to all affected residents</p> <p>Consultation around the Plan was only offered by Council as a one-way conversation for residents</p>	<p>Greater consultation should be undertaken with local businesses to evaluate their needs</p>	<p>4400 letters were distributed to the community including local businesses, the letter provided the link to the website where the drawings could be viewed and concerns raised.</p> <p>The consultation was extended from 3 to 5 weeks as requested by the community.</p>

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
	<p>who were able to attend the one day of 'consultations' during working hours. No attempt was made to provide out-of-hours consultation.</p> <p>The Plan does not include any efforts to address concerns raised by residents, indicating that Council "consultation" is available only as a one-way presentation, with Council justifying an already established Plan. No attempt is made to include formal Council reaction to resident concerns in writing or otherwise.</p>		<p>The City held three drop in sessions at the Pine Street Creative Arts Centre, Chippendale. The sessions ran from 9-10am, 4-5pm and 6-7pm. The plans were made available on line during the exhibition period. People were able to contact the community liaison officer during this period.</p> <p>The concept has been exhibited specifically to gain community feedback, all comments concerns will be considered and incorporated where possible into the detailed design.</p>
7.2	<p><u>Further consultation</u> With the high number of multi-unit developments being proposed in the area further consultation and design should be undertaken to investigate how the proposal will deal with and accommodate for the increase in local population</p>		<p>The Broadway Cycle link will provide a safe cycle connection providing an alternative commuting facility for local residents and students travelling to work and the universities nearby.</p>
8	<p>Other</p>		
8.1	<p><u>Further works</u> In this area footpaths are not continuous or wide enough for pedestrian to use and pedestrians walk on the road.</p>	<p>Ivy Lane (north), Edward Lane, Edward Street, Vine Lane and Vine Street should be improved for pedestrian. Designation of a shared zone, or making parts of this area one way would help address this problem.</p>	<p>Adjacent lane modifications are not part of this cycle link project, these recommendations will be forward through to The City of Sydney's Traffic Engineering section for consideration.</p>

ATTACHMENT F

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
8.2	<p><u>Lack of policy alignment</u> Risks to Council implementation, acceptance by residents and negative media interests from lack of alignment with the Access Advisory Committee.</p> <p>Risks to Council implementation, acceptance by residents, and negative media interests from lack of alignment with the Australian Institute of Health and Welfare commitment to 'ageing in place'</p>		<p>The project scope includes improved pedestrian / all abilities provision, creating kerb blisters to reduce crossing distances, upgrading kerb ramps to Australian Standards, removing trip hazards and upgrading lighting.</p>

<p>8.3</p>	<p>Pale Asphalt Trial Note – The pale asphalt trial is not part of this project, the trial is still under investigation. The note was included on the Broadway cycle link consultation panels to alert the community that this project acknowledges other concurrent projects being considered in the area. The below comments / concerns will be forward through to the Project Managers responsible for the Pale Asphalt Trial</p>		
	<ul style="list-style-type: none"> • Oppose the resurfacing of the road at Buckland Street and Myrtle Street as it serves no tangible benefit • Before any trial can be undertaken an accepted criteria to evaluate success needs to be agreed upon • Costs for the installation of the trial and subsequent removal if unsuccessful need to be given • Fails to indicate affected residences or to address outstanding residential concerns over the lack of evidence for the ‘heat island’ theory • Heat island initiatives should be based on existing heat maps. Heat readings must be base lined and monitored before and during any initiatives or trials intended to alter temperature levels. • Light readings inside and outside houses must be base lined and monitored before and during any initiatives or trials. • Any ‘trials’ or experiments conducted by Council which affect residents must be baselined and all measures for trial success or otherwise must be agreed, and should not be referenced by other Plans without this agreement. 		