

ATTACHMENT G

**SUPPLEMENTARY CONSULTATION
SUMMARY AUGUST 2013**

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
1.0	<p>Consultation Pine Street Arts Centre 02 August 2013 2.00pm – 4.00pm</p> <p>Present: City of Sydney Staff Consultant Traffic Engineer Resident of Abercrombie Street Representative of Chippendale Action Group</p>		
1.1	Route Studies		
1.1.1	<p>The Representative and resident raised concerns that CoS did not review enough alternative routes when choosing the current route.</p>		<p>A number of routes were investigated as part of the analysis process. Of the 5 routes investigated 4 were deemed unsafe and unsuitable as a regional route connection. A number of the criteria that ruled out the routes were inadequate road width, high volumes of traffic and one way streets.</p>
1.1.2	<p>The Representative queried how many cyclists CoS were expecting to use this route.</p>		<p>The City has no current cycling projections along this route., but has detailed counts on existing use: March 2013 – Cycle Counts were carried out over morning and afternoon peak periods, 367 trips were counted at the Cleveland and Shepherd Street intersection, 201 Myrtle / Buckland and 366 at Jones/ Thomas. The numbers of cyclists along this route have doubled in the last 3 years. With the increasing numbers of new riders to the area, the City has an obligation to provide a safe route for these new riders.</p>

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1.1.3	<p>The Representative advised that NSW Government's development corporation - Urban Growth NSW had recently released expressions of interest for the Central to Eveleigh Global Precinct Opportunity. This document contradicts the City's cycling route network plans.</p>		<p>The EOI envisages a multi-billion dollar development over the Central to Redfern railway corridor. One plan indicates a ped/cycling a connection from Regent Street up Dick Street to Abercrombie Street.</p> <p>The report is currently only requesting expressions of interest and is unconfirmed and man years from fruition.</p> <p>In any case, were developments to be constructed and infrastructure implemented, these proposed connections would connect well with the Broadway Cycle Link.</p>
1.1.4	<p>The Representative advised the proposed bicycle route up Balfour Street was unsafe.</p>	<p>The Representative also advised an option was to introduce a separated cycle facility on Balfour Street.</p>	<p>CoS advised that the design of the cycle facility was guided by the RMS Guidelines. The Chippendale Precinct streets are designated 40km/hr and do not require a separated facility which would involve substantial cost and change to the local streets.</p> <p>Existing measures already proposed in the scheme are considered adequate this street section</p>
1.1.5	<p>The Representative raised concerns that the current traffic on Meagher Street will lead to an accident especially where cyclists and motorists interact with each other on the roundabout.</p> <p>The Representative requested raised thresholds and footpath continuations along Balfour Street and three of the side streets to improve pedestrian amenity and reduce motorist speeds.</p>		<p>In addition, the City will be implementing a restriction to left turn only out at Meagher Street into Regent Street. The change will remove the convenience of a direct short cut from Regent St to Abercrombie Street. This will further reduce the numbers of cars travelling down Meagher Street and movement at this round about. .</p>

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1.1.6	Can the City revisit O' Connor Street as a route.	O' Connor Street could be used as a route if the City removed 23 car parking spaces.	CoS advised that losing this many car spaces would be a significant impact on the residents of Chippendale, and there is a one-way restriction that still limits the feasibility of this route.
1.2	Peace Park redesign		
1.2.1	Concerns were raised over the route still being proposed through Peace park as they believe this to be a safety issue.		<p>CoS reviewed the alternate route options further. The proposed route offers the safest and most direct connection for bicycle riders and pedestrians. The connection through the park has been revised with the route designed to travel down the southern footpath away from the playground and grassed area.</p> <p>The movement will be controlled and speed managed through the use of directional kerb ramps, strategically placed garden beds, bollards and route/behavioural signage to direct bicycle riders away from the central path.</p>
1.2.2		The City should look at utilising the full length of Paints Lane as a cycle connection as opposed to Myrtle Street.	Paints Lane is too narrow for a safe mixed traffic street and does not provide a direct route. Patronage would be low.
1.2.3		Investigate Paints Lane as a shared zone so it would be more suitable for a cycleway.	Paints Lane is currently being considered by the City for a road closure and to be incorporated into the park. It remains poorly located in relation to this route, and so patronage would be low.

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1.3	Intersection Redesign		
1.3.1		The resident suggested an alternate design for the intersection to prevent illegal movements across Abercrombie Street.	The consultants reviewed the design and believe it is not a viable option. The kerb extension would not be approved by the RMS, and the safe crossing by pedestrians and bike riders would not be optimised.
1.3.2	The resident advised that they are of the opinion that traffic signals are not required at the crossing of Myrtle at Abercrombie Street.		The traffic signals at this intersection are proposed to allow safe crossing for pedestrians and cyclists. The RMS requires that all three crossings be signalised.
1.3.3	The resident raised concerns that traffic lights will remove the "Village Precinct" feel of the area. Can we look at installing smaller traffic signals opposed to the standard size.		The traffic signals proposed for the intersection are the standard size and will be located on a major multi-lane one-way arterial route.
1.3.4	Concerns were raised that the consultation drawing for the intersection of Abercrombie / Myrtle / Meagher Street does not clearly show the removal of the kerb blister on the south eastern corner of the intersection.		Further Consultation was held with the intersection businesses to ensure the proposal was clearly understood. None of the businesses consulted had an issue with the modifications to the footpath on the south/ eastern corner of the intersection.
1.4	Traffic Report Review		
1.4.1	The Resident requested a copy of the consultants Traffic Report on the Chippendale area.		The consultant Traffic Engineer advised that a traffic report was not prepared as part of this project but one was completed in 2007 as part of the PCTC. CoS advised that they would make this report available.
1.4.2	The Representative requested that they are provided with the latest report prepared by the consultants Traffic Engineers.		The Report has been issued to the residents.
1.4.3	A copy of the RMS guidelines for the provision of a shared cycleway was requested.		The City have forward through to the residents an electronic copy of the RMS Guidelines.

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1.5	Resident – concerns/ comments discussion		
1.5.1	The residents advised that Balfour street is not a popular option as a route for residents in the area.		Noted.
1.6	Consultation with Business's on Abercrombie / Myrtle / Meagher Streets		
1.6.1	<p><u>61-63 Myrtle Street (Building fronting Peace Park)</u></p> <p>The Architects occupying this building have no issues with the modified route adjacent the building face.</p> <p>The occupier noted that the number of staff riding to work has increased from 20 to 80 per cent.</p>	<p>The Architects would like additional lighting bollards adjacent the building entry to create a physical buffer and alert cyclists to the presence of the doorway and widening of the path outside the door way. The bollards will be incorporated into the design.</p>	<p>The City will include bollard lights outside the entrance to 61063 Myrtle St in the detailed design to alert cyclists to the presence of the entrance.</p>
1.6.2	<p><u>CMC Café- Buckland Street</u></p> <p>The Manager explained that the café had recently been sold and it would be best to speak to them about the proposed changes to the edges of the park.</p>		<p>The City will consult with the new owners later in September about the proposed changes to the adjacent park.</p>
1.6.3	<p><u>Café Giulia – 92 Abercrombie Street</u></p> <p>Supports the intersection as there is currently no safe way for pedestrians to cross Abercrombie Street</p> <p>Notices many near misses daily due to the illegal cross movement of Abercrombie Street</p>	<p>Would like footpath extension if possible for outdoor seating.</p>	<p>A footpath extension was explored in 2009/10 and found not to be feasible. This will be re-visited and if possible, will be included in this scope of works.</p>

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1.6.4	<p><u>Barr Mattino – 94 Abercrombie Street</u> The signalising of the intersection is a good idea, and will slow down traffic that currently speeds down Abercrombie Street and Meagher Street. It is currently very dangerous to cross Abercrombie Street due to the volume and speed of vehicles. The Manager believes the signals will fix this problem. In the PM peak cars queue across the intersection making it difficult to cross, signals will eliminate the current illegal movements across Abercrombie Street.</p>		
1.6.5	<p><u>The Lybrary – 87-93 Abercrombie Street</u></p>		<p>The staff had no issues with the proposed traffic signals. The City has not been able to get a response from the owner of the Lybrary.</p>