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COMMUNITY CONSULTATION REPORT

Community consultation report for the Bourke Street, Waterloo - Shared Path project:

Background:

The City of Sydney has plans to provide a shared path along both sides of Bourke Street, between Phillip Street and Botany Road in Waterloo. The Bourke Street, Waterloo shared path will complete the City's Sydney Harbour to Botany Bay cycle route. A separated cycleway has been built from Woolloomooloo to Redfern along Bourke Street, and from Alexandria to Mascot along Bourke Road. This project will link the two.

The concept design was developed with consideration of community feedback received for the early design phase of the project in November 2011, where the community highlighted their concerns about conflict with pedestrians at busy bus stops and safety of bike riders at driveways with poor sightlines.

Prior to developing the concept design, the City investigated alternative routes to a Bourke Street shared path route, just east and just west of Bourke Street. The alternative routes were compared against the Austroad Design Guidelines criteria for regional routes, and the Bourke Street shared path was determined to be the most coherent, connected, direct, safety and attractive route.

The concept design for the Bourke Street shared path included the following elements:

- Footpath improvement works to provide a minimum 2.5 meter wide paved footpath for the majority of the route, to allow more space for bike riders and pedestrians to pass each other;
- New decomposed gravel or Terrabond gravel around trees to increase useable footpath width;
- Improved verge planting in select areas to increase street amenity;
- Shared path pavement signage and line marking to highlight to pedestrians and bike riders of the extent of the shared path, and also used at bus stops, driveways and other locations where bike riders should slow down;
- New 'slimline' bus stop designs to provide clearer sightlines for pedestrians and bike riders and a wider footpath space behind the shelter, whilst still maintaining protection from the elements;
- New driveway designs to address safety concerns, especially at those driveways with poor sightlines for vehicles frequently entering and exiting;
- Lighting improvement works to improve environmental performance and comply with lighting levels regulatory standards;
- Adjusted traffic signals to allow bike riders to continue cycling through a signalised intersection with the pedestrian walk phase;
- Planting of additional street trees.

Community feedback was sought on the concept design from 25 November and 16 December 2013.

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Community consultation:

Consultation activities on the concept design included the following:

- A mail out to 4,362 local residents and businesses announcing the consultation period;
- A webpage on sydneyyoursay.com.au where submissions could be made;
- A webpage on the City of Sydney “On Exhibition” page website;
- Face to face meetings with key stakeholders;
- Door knocking took place along the route and included 20 local businesses.
- Additional consultation was undertaken with the following stakeholders: Bicycle NSW, Bike Sydney and Leichardt Bicycle User Group.

Participation:

The SydneyYourSay page was viewed by 506 users and 54 users downloaded the concept plan.

46 submissions were received for the proposal.

Outcomes:

Community members demonstrated a strong engagement with the public domain and intimate knowledge of its use.

Feedback from local businesses was mostly neutral however concerns around shared path safety were raised, and three local businesses were not in support of the project.

All bicycle groups consulted strongly advocated for a separated cycleway facility.

Overall, about half of the submissions received (22) advocated for the importance and urgency of filling the ‘gap’ between the existing Bourke Street and Bourke Road cycleways, however, felt that a separated cycleway was a better option than the proposed shared path.

There were 13 people in support of the design and specifically mentioned that the shared path would immediately benefit beginners, families, shoppers and leisure riders, and over time familiarise the population with the concept of peaceful and safe mingling of different transport modalities.

11 submissions opposed the project and their key concerns related to reduced safety associated with a shared path around busy pedestrian areas, commercial building driveways, changes to bus stops and bike rider behaviours on shared paths.

Suggestions:

Some suggestions were received for additions to the design.

These included providing medium height shrubs or bushes where new verge planting is proposed to act as a barrier between the footpath and road.

Additional bike racks were requested to be installed at Green Square. It was requested that the bike lanterns on the traffic signals were automatically triggered rather than relying on a press button function.

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An alternative route was suggested east of Bourke Street, along Crystal Street and Danks Street or Potter Street, making use of some existing shared paths to avoid heavy pedestrianised areas.

The project proposes to address the safety concerns through design, signage, management and maintenance, and education and awareness measures outlined above and in the main report.