

## **ATTACHMENT B**

**COMMUNITY ENGAGEMENT- REPORT  
BACK**



Bondi Junction to City Walking and Cycling Improvements  
Community engagement - what you told us

Plans for the Bondi Junction to City Walking and Cycling Improvements were exhibited from 13 April to 12 May 2017. More than 1,500 people viewed the plans and 105 submissions were received.

The vast majority of people were supportive of the project and many of them provided us with suggestions for improvements. People were happy about:

- a safer ride away from car doors and traffic
- improved connection between the inner city and eastern suburbs
- better lighting
- improvements to Poate and Lang Roads,
- improvements to the bus stop at Lang Road
- a cycleway to encourage people not to ride on the footpath

We also received community suggestions on what could make the project better.

<b>Traffic</b>	
<i>What you told us</i>	<i>Next steps</i>
Ensure traffic lights and crossings maintain priority for people riding.	During the detailed design phase of the project we will work with Roads and Maritime Service (RMS) on traffic modelling.
It can be a challenge to access Centennial Park at Paddington Gates due to crossings and bollards.	A new project is being investigated by RMS to improve this intersection and provide a more direct link.
Where the cycleway crosses an intersection, continue the green paint to ensure rider safety.	A shared environment design is proposed. The intersection will be raised to help slow cars down. We've used this same design successfully along the Bourke Street cycleway and George Street cycleway.
Use Regent Street as the event mode route as it is wider than Leinster Street.	Alternate routes for event mode will be considered during detailed design.
Keep the cycleway open during events.	Cycleway detours will be considered on a case by case basis and may not be needed. This will become clearer when event operational issues can be best addressed once the project is completed.
Increase the width of the shared crossing over Anzac Parade to accommodate people walking and riding at peak times.	We will investigate this during detailed design.

<b>Trees</b>	
<i>What you told us</i>	<i>Next steps</i>
Ensure greenery and trees are properly maintained and the cycleway is swept regularly.	The City's cycleways are cleaned daily and we do regular maintenance checks. Issues about cycleways and footpaths can be reported to customer service at any time on 9265 9333.
Plant as much greenery as possible, including new trees in addition to replacing the four trees on Moore Park Road.	We will investigate more greenery during detailed design. More trees will be planted than removed.
<b>Cycleway design</b>	
<i>What you told us</i>	<i>Next steps</i>
Improve the shared path on Fitzroy Street.	We will review this shared path during detailed design.
Continue the separated cycleway along Fitzroy Street.	Continuation of the cycleway along Fitzroy Street will be investigated for construction following completion of light rail.
Increase lighting along Moore Park Road between Poate and Cook Roads	A lighting engineer will review during detailed design.
Create a connection/shared crossing to Greens Road.	We will review Greens Road connection during detailed design.
Use Oxford Street for the cycleway instead	The NSW government has identified Moore Park Road as a priority cycle route. Oxford Street has further limitations due to space limitations, bus and traffic operations.
Paint a bike box on Moore Park Road just before Flinders Street.	We will review with Traffic Engineers and RMS during detailed design.
Where the cycleway and footpath are at the same level, ensure there is an obvious difference between the two.	The footpath and cycleway will be clearly differentiated to avoid confusion and conflict between people walking and riding.
Increase width of the cycleway.	We will review the possibility of a wider cycleway during detailed design, and widen where feasible.
Where needed, reduce traffic space in favour of retaining or increasing footpath.	All footpath space is retained along Moore Park Road and widened where possible. We will review further during detailed design.
Increase the median between the cycleway and parked cars in order to reduce car dooring.	We will review during detailed design.
Consider northern connections into Woollahra council area and beyond.	We will work with neighbouring councils, RMS and TfNSW to continue linking our bike network.

Consider relocating UTS bus stop to Driver Avenue or in SCG complex.	This is the UTS preferred location. We will work further with UTS during detailed design to investigate this option.
Ensure mobility parking access is maintained along south side of Moore Park Road.	We will review with traffic engineers during detailed design.
Build two one-way cycleways on each side of the road.	This was investigated and not pursued because it would require removal of the central median and palm trees.
Continue the separated cycleway down Flinders and Albion Streets	This was investigated and not supported by RMS due to resulting changes in traffic operations. This will be reviewed again for construction after light rail is completed.
<b>Issues and Concerns</b>	
<i>What you told us</i>	<i>Next steps</i>
Route should be used for public transport.	The NSW government has identified Moore Park Road as a priority cycle route.
There is already a cycle lane on both sides of Moore Park Road	Bike lanes are not as safe as separated cycleways. Separation from traffic is the safest option for all road users and will encourage new and less confident riders. Cycleways also ensure riders are positioned outside of the car door zone.
Drivers will be more exposed to traffic when getting out of their cars on Moore Park Road if the existing cycle lane is removed.	The design is safer for everyone. Car dooring one of the biggest problems for people riding. Drivers should take care before opening their door as they would on any street.
The project takes away land from Moore Park	The proposed design will see a new footpath built up to 1.4m into land owned by Centennial Parklands Trust for a length of 250 metres. This is supported by the trust and consistent with the Moore Park Master Plan.
The cost of project - cyclists don't pay road taxes	This project is funded by the NSW government as part of their priority network.
New lighting may cause issues to residential properties on Moore Park Road - light pollution	This will be reviewed by a lighting engineer during detailed design.
Risk to palm trees during relocation	The City of Sydney Tree Management team will work closely with contractors to relocate the trees.
Impacts on Gumnut Gardens Child Care centre.	This City is working with the centre and will manage impacts through detailed design and construction.