

# **Attachment E**

**Engagement Report – Combined  
Erskineville and Alexandria Cycleways**



Global Research  
Turning Information Into Insight

# City of Sydney – Henderson Road, Railway Parade and Bridge Street cycleway

ENGAGEMENT: summary and analysis

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Prepared by Global Research Ltd

For

**CITY OF SYDNEY** 

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# Executive summary

Respondents were asked to comment on each of the four proposed sites where cycleway improvements are proposed, and/or to provide additional feedback or feedback on *all* the connections.

- Findings show that the largest number of responses on ‘all connections’ were supportive of the proposed cycleway improvements.
- Site by site, there was more support than opposition to:
  - Ashmore and Harley Streets
  - Mitchell Road and Huntley Street
  - Shared path improvements in Alexandria and Erskineville and changes to parking and traffic on Park Street.
- There was more opposition than support for:
  - Henderson Road, Railway Parade and Bridge Street. However, it is noteworthy that within opposition to the proposed changes at this site, there was a strong thread of support for cycleways in general, just not in the way that this proposal suggests.

Support for and opposition to the changes to cycling connections were frequently consistent regardless of which site was under discussion.

- Support was frequently on the basis that the proposed changes were perceived to:
  - Improve cyclist safety
  - Encourage cycling and, to a lesser degree, active transport
  - Inspire younger and older cyclists to increase use of this form of transport
  - Encourage mode shift from personal carbonised forms to active forms of transport.
- Opposition arguments also took similar forms across all sites, these were:
  - That cycleways either take up valuable road-space or reconfigure road-space in ways that are detrimental to vehicle users; increases in traffic congestion and journey times are a frustration for drivers
  - That use of cycleways is either sporadic, or not of sufficient volume to justify reconfiguration of road-space (and the associated cost)
  - That certain demographic segments are not able to cycle and so must continue to be provided with road-space for personal vehicle use.

A significant level of support was contingent on modifications to the proposed plans that were perceived to create either a better connected network, or a safer cycleway/pedestrian experience.

# Key findings

Below are the key findings from written feedback on the cycleway proposals.

## Feedback on ‘all connections’

- Supportive comments were double the objections to *all connections*.
- Support was offered either generally, or for a connected, safe and useable cycle network, the benefits of which were many (and included health, environmental and a reduction in the number of vehicles on roads).
- Objections comprised around a third of all comments received on ‘*all connections*’ and were typically made on behalf of vehicle users who feared increased road congestion (e.g., due to road narrowing), and who had animosity towards cyclists whose numbers were not believed to warrant reconfiguration of roadways and whose intent to use cycleways was deemed questionable.
- Qualified support was offered by a large number of respondents, who, although generally supportive of the proposed connections, these respondents had reservations about the negative impacts on vehicle users.

## Henderson Road, Railway Parade and Bridge Street

- The largest proportion of respondents opposed the cycleway in this area. These objections were most commonly based on impacts such as traffic congestion, increased traffic in residential streets, and noise and safety concerns for both residents and road users.
- It was common for respondents to state that they supported cycleways in principle but felt the pop-up cycleway had been poorly planned and implemented with inadequate community consultation.
- The second largest group offered qualified or mixed support, often stating they supported the cycleway but felt the design, route, or traffic controls needed to be altered, as the current impacts on traffic, pedestrians and residents were excessive or unacceptable.
- The closure of Railway Parade to eastbound traffic from Swanson was highlighted as a key issue for respondents who either opposed or had qualified or mixed support for the proposals.
- A substantial number of respondents (70) expressed support for the cycleway, often describing how it made them feel much safer while riding their bike or as a pedestrian, and that it had quietened traffic on Henderson Road.
- Safety was the most significant concern across all groups, with a divide between those who felt the cycleway had diminished safety, particularly for vehicles and pedestrians, and a smaller group who felt it had increased safety for cyclists and pedestrians.

## Ashmore and Harley Streets

- The majority of comments on the proposed changes to Ashmore and Harley Streets were in support of the new links in this location; two-thirds of comments supported the initiatives, most commonly in either general terms, or citing reasons why safety had improved.
- Comments in which qualified support was offered comprised around one-fifth of all comments on this proposal; in all comments safety or connectivity improvements were suggested.

- Objections were few and focused on the perception that private vehicle users would be inconvenienced by the new cycle connections.

### **Mitchell Road and Huntley Street**

- There were slightly more comments in support of the Mitchell Road and Huntley Street improvements than there were objections, and, when qualified support is included, clear support for the proposals at these sites was evident.
- Support was on the basis of improved safety, and ease of use for residents.
- The Sydney Park Road/Mitchell Road intersection was identified as problematic for both cyclists and vehicle traffic; the ‘no right turn’ onto Sydney Park Road was viewed as an impediment to traffic flow, and as potentially difficult to navigate for cyclists.
- Traffic congestion and loss of parking were the main objections to the proposed changes in this area.

### **Shared path improvements in Alexandria and Erskineville and changes to parking and traffic on Park Street**

- Comments offering full or qualified support for the shared path improvements to this area were double the comments that objected.
- Although there was broad support for the shared path improvements, safety concerns were also aired about Park Street and its use by heavy traffic, high traffic volumes, and the impact that this has on other users (and residents).
- Objections to the plans were around one quarter of comments received on this planned proposal. They were mostly on the basis that parking, and traffic would get worse on Park Street.

# Project overview

## Introduction

The City of Sydney is working on changes to cycling connections in Alexandria and Erskineville to improve safety and access for cyclists, pedestrians, and local residents, in alignment with the New South Wales Government's bike network plans for Inner Sydney. The new links are located on well-used bike routes and will connect Alexandria and Erskineville to the broader bike network.

In response to the COVID-19 pandemic, several pop-up cycleways were installed across the city to allow people to travel more safely and maintain physical distancing. A pop-up cycleway was established on Henderson Road, Railway Parade and Bridge Street. The City proposes to make this cycleway permanent, as well as creating new cycleways on Ashmore and Harley Street, Mitchell Road and Huntley Street, and four new shared paths between Elliott Avenue and Buckland Street to create connections to schools.

Feedback was sought on four proposed connections that were available on the Sydney Your Say webpage, all of which were accompanied by consultation drawings.

This report contains a summary of the engagement activities undertaken during the consultation, and an analysis of the responses received from the community.

## What is proposed

The proposals for Alexandria and Erskineville Cycleways are:

### **Henderson Road, Railway Parade and Bridge Road:**

- A permanent cycleway will be installed, with a layout very similar to the existing pop-up cycleway, that will provide a connection to the recent Wilson, Burren, and Lawson Streets cycleways
- The temporary barriers of the current pop-up cycleway will be replaced with more attractive permanent measures
- Footpaths will be widened around Erskineville Station
- Railway Parade will be permanently closed to eastbound traffic from Swanson Street

### **Ashmore and Harley Streets:**

- A bi-directional cycleway on Ashmore Street between Fox Avenue and Mitchell Road
- Conventional running cycleways on Harley Street between Mitchell Road and McEvoy Street
- Upgrade of the Mitchell Road crossing at Ashmore Street

### **Mitchell Road and Huntley Street:**

- A bi-directional cycleway on Mitchell Road between Sydney Park Road and Huntley Street
- A bi-directional cycleway on Huntley Street between Mitchell Road and Belmont Road

### **Shared path improvements in Alexandria and Erskineville and changes to parking and traffic on Park Street:**

- A shared path on the southern footpath of Buckland Street, between Mitchell Road and the Alexandria Park Community School boundary.
- A shared path on the northern footpath of Mitchell Road, between Buckland Street and Brown Street.
- A shared path on the northern footpath on Swanson Street between Newtown and Park streets.
- A shared path on the southern footpath on Swanson Street, between Fox and Elliot Avenues.

## Engagement objectives

The objective of this engagement was to provide information including concept design to the community and allow them to have their say. The feedback informs the next steps of the project and suggestions will be incorporated into the detailed wherever practical.

The City sought community feedback on four proposals that were available on the Sydney Your Say webpage, all of which included consultation drawings. The consultation period ran from 20 November – 18 December 2020.

The Sydney Your Say web page received 1461 page views.

Overall, 599 submitters provided feedback to the City of Sydney on the proposal:

- 589 online surveys were completed
- 10 submissions in respondents' own formats:

In the online survey, respondents were asked to provide open-ended feedback on the connections all together, or by separate area. Respondents were able to give feedback on the proposals for:

- Henderson Road, Railway Parade and Bridge Street
- Ashmore and Harley Streets
- Mitchell Road and Huntley Street
- Shared paths in Alexandria and Erskineville and changes to parking and traffic on Park Street
- Feedback on all the connections or add to your feedback

The discussion section of this report has been structured based on respondents' answers to the above questions. Responses have also been filtered based on sentiment. Further explanation of how written comments have been analysed can be found on the following page.

# Written comments analysis and reporting overview

## Analysis approach

The following discussion presents results from qualitative analysis of written feedback provided by respondents who completed the online survey or submitted written feedback in their own formats.

In the online survey, respondents were able to give open-ended comment on the proposed changes different cycleway sections separately, or all together. Respondents were asked to give feedback on:

- Henderson Road, Railway Parade and Bridge Street
- Ashmore and Harley Streets
- Mitchell Road and Huntley Street
- Shared paths in Alexandria and Erskineville and changes to parking and traffic on Park Street
- Feedback on all the connections or additions to previously given feedback.

The discussion section of this report has been structured based on respondents' answers to the above questions. Responses have also been filtered based on sentiment. Comments are discussed below in order of most to least frequently mentioned.

The submissions received in respondents' own formats were combined with the survey comments, with similar points grouped together under particular topics.

## How analysis was completed

To complete the analysis, Global Research analysts read each comment received from individuals and organisations during the consultation period and organised (coded) them into themes and topics based on the points made. Some comments contained multiple points, relevant to multiple topics, resulting in comments being coded to multiple topics. The analysis was assisted by NVivo qualitative analysis software.

Analysts then synthesised the coded comments and used the results to inform this report. The discussion below was written in the order of most-to-least commonly mentioned topics under each of the five different sections: Henderson Road, Railway Parade and Bridge Street; Ashmore and Harley Streets; Mitchell Road and Huntley Street; Shared path improvements and changes to parking and traffic on Park Street; and Feedback on all the connections or add to your feedback already given.

Throughout the discussion of written comments, the number of points made on particular topics have been consistently represented by the amounts described below:

- A sizeable number: 75 – 99 comments
- A substantial number: 50 – 74 comments
- A considerable number: 25 – 49 comments
- A moderate number: 15 – 24 comments
- Several comments: 8 – 14 comments
- A small number: 4 – 7 comments
- A few: 3 comments

- A couple: 2 comments

Adjacent to headings, bracketed numbers represent the number of points made on particular topics. The aggregate of all points made on particular topics is included in the heading.

To illustrate the content and flavour of the feedback, quotes from respondents have been included throughout the report. Note that grammar and spelling mistakes have been corrected, especially in cases where the meaning was impacted. However, these were minimal.

### **Report structure**

As respondents were able to select whether to comment on specific connections individually or comment on the proposal overall, this report has been separated into five different sections. These sections are as follows:

- Feedback on all the connections (overall)
- Feedback on the Henderson Road, Railway Parade and Bridge Street
- Feedback on the proposed Ashmore and Harley streets cycleway
- Feedback on the proposed Mitchell Road and Huntley Street cycleway
- Feedback on the proposed shared paths in Alexandria and Erskineville and changes to parking and traffic on Park Street.

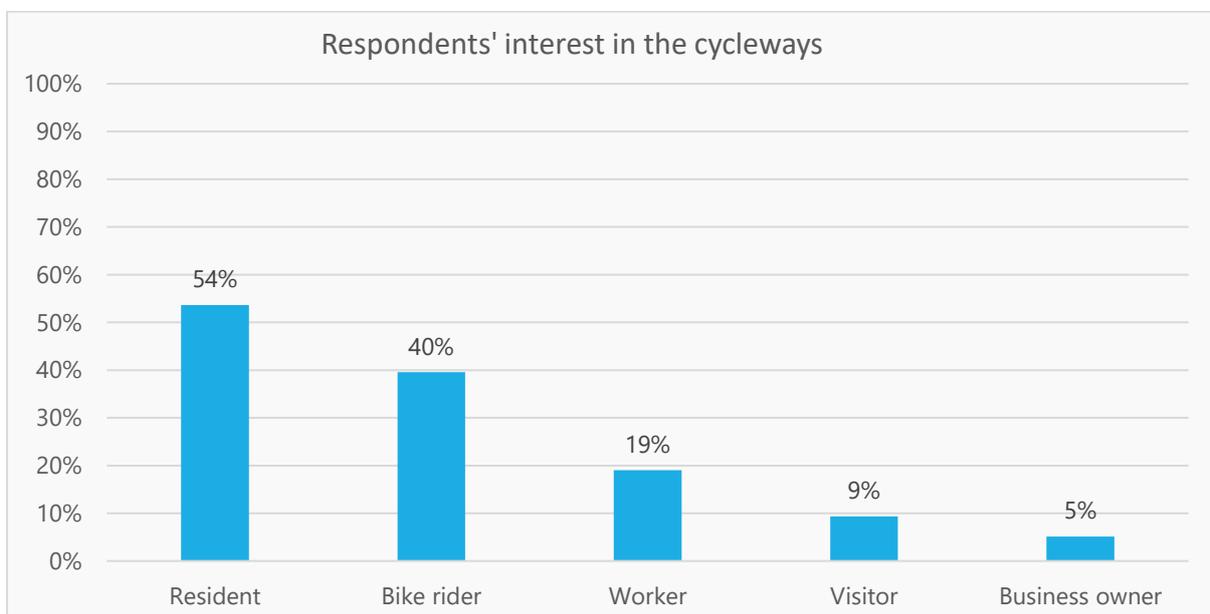
# Engagement results

## Who responded

Respondents were asked: *What is your interest in the cycleways?*

They were given the following response options to select from – Resident within the City of Sydney local government area; Bike rider; Worker in the City of Sydney local government area; Visitor to the City of Sydney local government area or Business owner. Respondents could select more than one option.

The chart below presents the percentage of respondents who selected each option. Note that the percentages added to greater than 100% because respondents could select more than one option.



### Key findings:

- > The most commonly represented group amongst respondents was residents, with over half of respondents selecting this option (54%).
- > Just under half of respondents were bike riders (40%).  
Those who work within the City of Sydney local government area made up 19% of respondents.  
Visitors to the city were 9% of respondents and business owners 5%.

# Proposal for Henderson Road, Railway Parade and Bridge Street



# Proposal for Henderson Road, Railway Parade and Bridge Street

Respondents were asked: *Please provide your feedback on the Bridge Street, Railway Parade and Henderson Road cycleway*

This section contains comments received in response to this question, relating specifically to the proposal for Henderson Road, Railway Parade and Bridge Street. Overall comments that cover all four connections can be found on page 12.

## OVERALL

453 COMMENTS

Below is a summary of points made by respondents about the proposals for Henderson Road, Railway Parade and Bridge Street

### Unsupportive comments

- The most common sentiment was opposition to the pop-up cycleway being made permanent in its current iteration. These comments most frequently cited concerns around narrower roads and route changes causing increased traffic congestion and heightening danger to vehicles, pedestrians, and cyclists.
- It was common for respondents to state they were not opposed to cycleways in principle but felt the current design and resultant impacts on traffic were unacceptable.
- The closure of Railway Parade to eastbound traffic was widely criticised for rerouting traffic through quiet residential streets (particularly Park and Swanson Streets) creating disruption for residents and danger to pedestrians.
- A considerable number of respondents were skeptical of how necessary the cycleways were, particularly along Bridge Street, commenting that they did not appear to be widely used or that cyclists used the roads regardless.
- Respondents raised concerns that the consultation process with affected residents was rushed or inadequate, or, requested more information.
- A small number of comments were strongly critical but offered detailed suggestions for alternate solutions.

### Mixed or qualified comments

- A substantial number of comments expressed either mixed views or qualified support. Respondents commonly stated support for the cycleway but had concerns about the current impacts on traffic and other users of the road, and made specific suggestions regarding alterations to routes, connectivity, design or traffic controls.
- This group usually cited concerns about traffic, safety, and impacts on residents due to traffic route changes.
- It was common for respondents in this group to make suggestions about specific design changes they felt could further improve the cycleway.

### Supportive comments

- There were a considerable number of respondents (40) who made comments expressing strong support for the cycleway. Many of these comments were from users of the cycleway who praised the increased safety and travelling ease it had allowed them.

#### Changes or improvements suggested

- Whether respondents general sentiments were negative, mixed or qualified, or positive, similar concerns or suggestions were raised.
- Safety was the most commonly noted concern, which encompassed vehicle drivers, parked cars, cyclists and pedestrians.
- Traffic congestion and ease of access was noted as a problem, particularly during school drop-off and pick-up times.
- Respondents made a variety of detailed suggestions, many of which focused on changing the current restrictions on traffic routes to relieve the pressure on residential streets, putting in more pedestrian crossings, and changing the design or route of the cycleway.

## UNSUPPORTIVE

347 COMMENTS

Respondents who opposed the Henderson Road, Railway Parade and Bridge Street proposal made up the largest number of comments. Note that this section stood out from others in that there were significantly more comments made than respondents who made them. While there were nearly 350 comments made, these came from close to 100 respondents. In other sections the number of comments and the number of respondents were similar.

Comments were often strongly worded, with respondents describing the cycleway as a “nightmare for residents” or stating they “strongly disagree” or “absolutely do not support” the cycleway. While a couple of comments did not go into detail, with simple statements like “I don’t support it”, the vast majority of respondents described, often in detail, the reasons they opposed the cycleway. These comments were generally concerned with similar aspects (discussed separately below) with most comments focusing on traffic congestion and safety.

While some respondents were scathing about the need for cycleways in general, a greater proportion noted that they supported the notion of building more cycleways, but felt that this particular design and implementation was flawed. Some of these comments describing the negative effects did not dispute the benefits of the cycleways, but felt that the impacts far outweighed the benefits, particularly as these benefits were perceived to accrue to only a small number of people. The following comment represents this sentiment:

*Whilst a wonderful initiative, the impact on local streets for pedestrians and local traffic is unacceptable, in particular the diversion of traffic through lane closures. [...] Initiatives that promote safe and healthy lifestyles for some cannot come at the cost of existing communities’ safety and health. The left-hand turn from Erskineville Road to Railway Parade needs to be reinstated and a shared bike/car intersection created with smart and proactive engineering.*

## Traffic congestion, re-routing and safety

181 comments

### INCREASED CONGESTION (77)

Impacts to traffic was the most commonly cited concern when respondents explained their objections to the cycleways. Comments described heightened stress and danger for drivers since the

cycleways had been implemented, problems with access and slow journeys due to the route changes and congestion, and increased danger to pedestrians.

The most frequently mentioned issue was the closure of Railway Parade to eastbound vehicles; over 40 comments specifically referenced the impacts of this change. Comments depicted “traffic chaos through ridiculous re-routing, clogging up streets north of the railway bridge”, “an exponential increase in traffic”, and “congestion in the Erskineville Village area at all times of the day.”

Several respondents pointed out that the change added length to car journeys and residents had less convenient access to their homes. A few respondents noted that if the motion to close one end of Park Road was carried, this would cause even greater issues for access and convenience. A small number commented that new developments – such as the proposals for Explorer Street – would greatly exacerbate this congestion. Another small number of respondents noted that the increased congestion and changes in traffic routes would affect ambulances and the SES unit in the area, and that extra time added onto their journey could have critical consequences. A few respondents noted an increase in illegal driver behaviour, such as going the wrong way down Clara Street or making illegal turns near Alexander Street.

The effects of the route changes and of the cycleway itself on school traffic was raised in 14 comments, with respondents describing the “gridlock” and “havoc” at peak times, the increased danger for schoolchildren on foot, and how difficult it was for parents to drop off or pick up their children without parking:

*I am strongly opposed to these pop-up cycleways being made permanent. The one on Bridge Street is creating havoc at drop-off and collection time at Erskineville School as the removal of parking means cars are queuing to the drop off zone.*

*Watching desperate parents resort to double parking, or simply waiting in the car in the middle of the street, while an empty cycle way blocks the other half the road – is simply maddening.*

#### THE CYCLEWAY HAS MADE THE ROAD TOO NARROW (34)

A considerable number of respondents objected to how narrow the roads were after the installation of the pop-up cycleway, describing them as now being “terrifyingly narrow” and detailed how they felt roads were “stressful” and much more “dangerous to drive on.” Henderson Road was most frequently mentioned as problematic, though a few comments also specifically noted Railway Parade and Bridge Street. Comments described how it was now difficult for drivers to pass one another, particularly if larger vehicles or trucks were using the road, damage to parked cars and infrastructure along the road, how parking was now more difficult, and expressed fears that accidents were inevitable:

*Railway Pde has become a narrow nightmare – drivers risk being side swiped every time they pass another car.*

*Safety is not only about cyclists, it should also be about motorists and Henderson Road is about as far from safe as one can get. There is not enough space for cars to safely pass each other in opposite directions and as for a truck - it is diabolical. How can this possibly be made permanent. It is a fatality for motorists waiting to happen and I have no indication that the council considers this at all.*

*Henderson Road is unsafe. Car lanes are now completely too narrow and there have been very close calls. I have witnessed trucks almost collide with cars almost every day. It is also completely unsafe to turn onto Progress Road, you are unable to see if any cyclists are approaching due to the line of cars.*

A couple of these comments were from cyclists who felt that Henderson Road was previously wide enough to cycle down, and that the current changes were dangerous and unnecessary, such as the following:

*Firstly Henderson Road wasn't a bad road to cycle on because it was very wide, but the cycle route is nice. However from a vehicle user and pedestrian around this area it is now very dangerous. [...] I don't think this particular route should be made permanent.*

#### HEAVY TRAFFIC ON RESIDENTIAL STREETS (28)

A considerable number of comments described how once quiet residential streets – namely, Swanson, Park and Copeland Streets – were now throughfares or “rat-races”. Several respondents specifically expressed their concern over the heavy streams of traffic now travelling along Swanson Street with its primary schools, childcare centre, church, and off-leash dog park, with one respondent stating that:

*...this alone makes the pop-up cycleway indefensible.*

Comments detailed that large volumes of traffic, including heavy and speeding vehicles, were now forced to use these residential streets rather than main arterials, making them “busy, noisy and unpleasant”, and that this was impacting residents and pedestrians. The following quotes are representative of how people described the impacts of the closure:

*The traffic is incessant, heavy vehicles race along the street day and night, paying no regard to speed limits, vehicle weight restrictions, or the speed bumps. It has become a danger to pedestrians and residents of the street.*

*The installation of this rarely-used cycle way has had a devastating impact on Park Street, forcing all traffic heading North East to Railway Pde down Park Street. This is not an insignificant detour – this is an arterial route forced down a quiet street occupied by families and small children. Cars race down Swanson Street and make a quick left into Park Street, one after another, particularly at peak times – which is precisely when families and children are walking to Erskineville Public School, St Mary's School, and SDN Daycare among others.*

#### PEDESTRIAN SAFETY (25)

Fears that the increased traffic heightened risk to pedestrians, particularly school children, were voiced by a moderate number of respondents, one of whom noted that cars often speed down residential roads “like it’s a racetrack.” Respondents also noted that visibility was often poor or “non-existent” while crossing the road, that drivers often did not give way to pedestrians, and one respondent described it as “almost unthinkable this change was made without installing a crossing or a set of lights to allow for pedestrians to continue to cross their own street safely.”

A few comments detailed personal experiences where people had had near misses, or had felt concerned for their own or others’ safety, such as the following:

*Three weeks ago I had to comfort an elderly man who was nearly hit by a car turning from Swanson Street into Park Street. He was visibly shaken. Many parents in the area, including myself, have become very concerned after our children have had 'close calls' en route to school with vehicles speeding down Swanson and Copeland streets, and then turning erratically into Park Street.*

*I tried to cross Swanson Street with my 3 year-old daughter last week (at the very large, very well marked crossing) and was nearly run down by a ute travelling east. The ute sped through the crossing, and around the corner into Park Street with no concern for pedestrians or speed limit signs. Unfortunately, this is not a one off. I have spoken to many other people who have experienced similar problems, and have witnessed it myself.*

Respondents also pointed out that fast-travelling cyclists were a safety hazard to pedestrians, and that the design of the cycleway meant that interactions between pedestrians and cyclists are poorly managed:

*The cycleway also dangerously funnels bikes into pedestrians on the corner of Bridge & Swanson Streets outside Erskineville Station. I have seen a bike hit a person there twice in the past 6 months. It is particularly dangerous at PM peak time when many people come out of the station and are forced to interact on the footpath with the occasional bike.*

#### POORLY PLANNED TRAFFIC CALMING (10)

Traffic calming measures such as speed bumps were criticised, with a small number of respondents describing how there are “way too many” of these, making it feel like “more of an obstacle course than a road for vehicles”, and how these did not effectively slow traffic down, and in fact actually increased driving danger and noise levels for residents:

*Addressing the issue of traffic speed in Park Street has been similarly unsophisticated – the after-thought installation of speed “cushions” (a total misnomer) just results in drivers swerving all over the road to avoid them (creating additional safety issues) and greater noise as vehicles (particularly trucks carrying loose goods) crash over them because of their clumsy design. It is not uncommon for drivers to still then accelerate after negotiating these speed bumps, generating additional engine noise.*

*The traffic calming devices do nothing to deter traffic. We knew this would be the case. There were already speed humps in Henderson Road, but the traffic kept coming. The speed humps have served only to increase the number of acceleration zones in the street from one to three.*

#### ROUNDBABOUTS AND INTERSECTIONS (7)

Several comments focused specifically on roundabouts and intersections. The removal of roundabouts was criticised as “creating blind corners and turns” which were felt to be “incredibly dangerous”. A couple of comments focused on the increased flow of traffic making other intersections very difficult or resulting in long wait times. The following comment goes into detail:

*Further down Erskineville Road/Swanson Street at the corner of Park Street, the increased flow of traffic heading east on Swanson Street makes it incredibly difficult to turn right out of Park Street onto Swanson Street to head up to*

*Erskineville Village. Cyclists continue to ride down Erskineville Road adding further difficulties to those turning onto Swanson St due to the differing speeds of bikes and cars. Approaching the traffic lights at Erskineville Station from Railway Parade by car often means a substantial wait whilst the traffic lights change as a green light only allows 2 to 3 cars through at a time.*

A few respondents also noted that intersections were dangerous for cyclists as well as drivers, noting that the right turn from George Street into Victoria Street was a blind spot for oncoming cyclists, and that the corner near the bridge between Railway Parade and Swanson Street was “one of the most dangerous spots in the area and the temporary bike path has made it even more hazardous.”

### **Cycleway unnecessary or not used**

**42 comments**

People argued that the cycleways were not well-used, with a considerable number of respondents stating that they lived or travelled in the area and had seen very few cyclists using the cycleway:

*The cycleway, further, does not attract much in the way of cyclists using it, which I can confirm as I live very nearby and can see for myself the low numbers of cyclists who are actually benefitting.*

Several respondents pointed out that the dedicated cycleway was not needed as it duplicated similar routes (such as the cycleway along Burren and Wilson) or that Henderson Road was already wide enough to accommodate cyclists safely. Respondents most frequently commented that the Bridge Street cycleway was unnecessary due to the “quietness” of the road. A few respondents pointed out that cyclists use the road and that pedestrians often use the cycleway, and suggested that widening the footpath would be more useful than maintaining the cycleway. The following comments demonstrate how some cyclists felt about the Bridge Street cycleway:

*Bridge St is a cul-de-sac with hardly any traffic and was already great for cycling. Even now with the pop-up cycleway in place 90% of cyclists I see use the road (as do I) because it is more pleasant (and avoids the annoying interchange at the end). Lots of people walk in the pop-up cycleway. It seems hard to imagine that the meagre benefits of this cycleway could justify the costs of building it, let alone the loss of parking spots.*

*The road is so quiet there was never a need for a cycleway. I'm sure your monitoring shows that a good number of cyclists use Bridge Street because we do, but you also have to realise that we don't need a cycle path there because car traffic is low and slow. If anything, a widening of the footpath would be the greatest improvement to safety.*

### **Impacts on residents: Noise, pollution, and visual concerns**      **25 comments**

There was a strong sense from respondents who described themselves as local residents that the impacts of the cycleway were significantly detrimental to their wellbeing, and that these impacts were “unacceptable for infrastructure that benefits very few.” The increase in traffic volume was most frequently mentioned, with residents describing traffic noise throughout the day and night, and vehicle pollution affecting air quality and meaning people could no longer have open windows and doors. One respondent noted that angle parking meant headlights would shine into house and vehicle exhausts would be funneled into front rooms. A submission from residents of Erskineville described the situation in the following way:

*Residents are unable to leave balcony doors open with the constant traffic noise and exhaust fumes. Air conditioning units have to be turned on all night to try and escape the noise and fumes. Many have moved to sleep at the back of the house due to the relentless noise and pollution.*

There were several comments in a similar vein, describing how the increased traffic had changed the atmosphere and diminished the safety for the community, with “unrelenting” traffic creating “unbearable” noise, including from modified vehicle exhausts (which were said to be ineffectively policed).

*It is extremely clear that the City is prioritising the safety and well being of cyclists over Erskineville community members. Families have had their lives turned upside down by the diversion of traffic down Park Street. As a new parent, it has been extremely distressing to have our baby woken constantly through the night by trucks and construction machinery trundling down the road, banging over newly installed speed cushions.*

*This would be a real shame if the traffic is terrible at the moment on Swanson St with the temporary bike path, has completely changed the nice serenity of the community with a highway-like feel*

*Although I am supportive of increasing safe ways for cyclists to commute, the sacrifice has been watching our once quiet become busier and busier. Not only is there more traffic on the street, but the speed at which cars drive down the street is worrying. I'm genuinely concerned about the impact this is having on residents in the area.*

A few comments described the “visual pollution” of the cycleway and excess traffic calmers and signage, or noted that the increased traffic was an “eyesore.” One person criticised the loss of green space, arguing that this was crucial for liveability in a city. The following comments illustrate these sentiments:

*The changes you have already made have added visual pollution to the parade. It is no longer a parade! It's a visual eye-sore of traffic control signage and blocks. Adding hunks of cement will only make it all look more aggressive.*

*Short term ugly fixes and lack of consideration for the residents of these communities. Think outside the box maybe bridging connection over or beside the rail lines and or work on city beautification. Spend our dollars on road surfaces, disability access and ease of access to stations and create a need for public transport.*

## **Loss of parking**

**17 comments**

Reduced parking was raised as an issue by a moderate number of respondents. Comments described how the cycleways had removed “valuable” and “already pressured” parking spaces and that with increased developments “local parking is more [of] an issue than before.” Respondents also noted that the reduction in parking was particularly detrimental to parents trying to pick up or drop off their children from school, and that losing parking spots did not mean that cars “disappear” but are “merely pushed into other areas”.

As well as the convenience and “liveability” people felt parking provided for residents, a few respondents raised concerns around parking and safety. The following comments are representative:

*Parking on Railway Parade and Henderson Road following the construction of the temporary cycleway is currently a considerable safety risk, particularly to young children. Under the current cycleway, I have witnessed children frequently panic-stricken on how best to cross the road. As a result, they often cross at inappropriate places with limited vision.*

*It is near a school and drivers are trying to drop off children, now they can't park anymore so it is even more hazardous as they are trying to drop off without parking. Also losing this many parking spaces in the local area has gone past a critical point resulting in illegal parking.*

*Loss of car parks has pushed all parking onto Swanston Street & increased traffic past both local schools - no parking spots all day now.*

## **Needs better planning and design**

**15 comments**

There were a moderate number of comments in which respondents critiqued the current design of the cycleway, arguing that it was poorly planned and that the traffic route changes had been ill thought-out, and that the cycleway needed to be completely redesigned if it was to be made permanent. Comments described the planning as “piecemeal” and suggested that many of the issues could be addressed and mitigated through careful planning and more sophisticated design solutions. The following comments are representative:

*These cycle ways need better planning. For the handful of cyclists who deign to use them each day, the impact on thousands of motorists, residents, and pedestrians is extreme. The equation simply fails the test.*

*The pop-up cycleway must be reconfigured, and the design as it currently exists should be scrapped. Council needs to demonstrate some flexibility on this issue, and recognise that they will not always get it right with pop-up cycleways- difficulties often only come to light after a trial run has been allowed to proceed. This particular cycleway has had months and is now plainly obvious to the majority of residents that it fails residents and motorists.*

*It has been entirely piecemeal in conception and implementation in relation to the traffic implications in these as well as surrounding streets. The cycleway should not be made permanent until all these issues have been investigated, understood and resolved.*

While most comments focused on the impacts to drivers and residents, a few were from the perspective of cyclists, who raised issues of connectivity and safety for both cyclists and drivers:

*Henderson Road cycleway is a really bad design, Henderson Road was relatively safe to ride down but now the road is so narrow it is not safe to drive down. I both ride my bike and drive through the area and I must say the new bike path on Henderson road is a real down grade. It also stops at the post office, where I think there is more of a need for a bike lane*

*I'm a cyclist and resident and am generally very very pro-bike paths but the Railway Pde path is EXTREMELY dangerous for drivers. The road design is completely insane and unsafe. We have almost had numerous crashes. The decision not to leave room for two cars with dangerous car parking is ill advised and turned a safe functional road into a daily danger for all road users. I support bike paths very strongly but this one needs to be reconsidered or removed, or completely redesigned.*

## Cyclist safety

6 comments

A small number of comments argued that the current cycleway did not provide a safe route for cyclists, with respondents citing concerns such as increased traffic congestion making cycling less safe, lack of connectivity, poor visibility or confusion at intersections, and danger from car doors where cars are parked alongside the cycleway. One respondent described why they chose not to use the cycleway:

*As a daily bike rider sadly I found many of the bike paths dangerous and this is one of them. I am opposed to this bike path as there are so many cars parked adjacent to this all along railway parade and so many car doors that are opened directly on to the path by drivers'/ passengers' ignorance. I do not use this path for this reason.*

## Suggested changes

36 comments

A variety of specific suggestions were put forth, including changes to traffic control routes, changes to the cycleway design, and benefits for pedestrians. Owing to the specific nature of these suggestions, they are included verbatim in Appendix 2.

Additional suggestions made by a small number of respondents included widening the footpath on Bridge Street rather than keeping the cycleway; improving cycleway maintenance and removing debris and leaves; and greening the cycleway, with one respondent criticising the loss of green space caused by the cycleway's installation and arguing that it needed to be restored. One respondent suggested the pedestrian walkway be blocked over the rail bridge to keep pedestrians safe and not block the road.

## Concerns about consultation and process

26 comments

Respondents voiced a feeling that there had been a lack of sufficient consultation, particularly with residents, and that the implementation had been rushed. Respondents noted that the pop-up cycleway had been implemented without consultation and that they had been led to believe the cycleway was temporary and for use only during the COVID-19 lockdown. Some respondents appeared to doubt whether the council had been acting in good faith during the consultation process, with one suggesting that the "decision had already been made" and a few expressing a sense that the council was set on an agenda that did not take the wishes of the community into account.

This feeling was particularly strong among local residents, some of whom felt that the cycleways were benefitting a small group at the expense of the wider community, and that residents had not been listened to. A small number of respondents requested face-to-face meetings to raise their concerns and make their suggestions. The following comment is illustrative of how some respondents felt about the installation of the cycleway:

*While I understand the cycleway has good intentions and was installed without community consultation prior with the purpose to allow temporary alternative travel option to the city DURING COVID TIMES for those who do not want to catch a train or have the option of driving and parking at their destination, but the benefits do not outweigh the negative impact it has caused the local community*

Several respondents also had queries regarding the information CoS was using to make their decisions, requesting that this be made publicly available. Respondents called specifically for the survey data of how many cyclists were using the cycleway and how this data was collected, costs of installing the cycleway, and a safety assessment of the cycleway and its impacts on traffic.

## **MIXED OR QUALIFIED SUPPORT WITH SUGGESTIONS**

**65 COMMENTS**

A substantial number of respondents expressed mixed or qualified support, often approving of one element while criticising another, or stating support for cycleways but with specific concerns or stipulated changes. These changes were often based on similar concerns raised by the group who opposed the cycleway, namely, increased traffic congestion and higher volumes of traffic being forced into residential streets and creating danger for pedestrians and drivers.

A couple of comments noted the need for balance or for different needs to be taken into account without offering specific suggestions, one of which is included below:

*I know the residents on Park St are complaining about the increased traffic. However, we need to find a happy medium. Many folks are using cars rather than PT or are incapable of riding. We are not all going and nimble. Can an answer be found please.*

The majority of the comments in this group included specific ideas for improvement. These have been synthesised under the topics they relate to below.

### **Traffic controls and routes**

**17 comments**

The impacts to traffic were discussed and changes to routes suggested, with respondents stating that they supported the cycleway but felt specific changes needed to be made to mitigate the effects on traffic. The following comments are illustrative of the general tone:

*Happy with the cycleway but would like access to Henderson Road from Alexander Street again.*

*Railway Pde: I support this cycleway in principle however a solution must be found for vehicles wanting to use the street now there is no access from Erskineville Road. The volume and nature of traffic now using Park Street is dangerous and illegal.*

The closure of Railway Parade was again noted as a crucial issue, with several respondents suggesting this be reinstated to lighten the flow of traffic in other residential streets. Other specific suggestions are included in Appendix 3.

### **Parking**

**12 comments**

Comments regarding parking were mostly focused on the Bridge Street cycleway and consequent loss of parking spots, though a couple were general and one suggested that the north side of Railway Parade could be used for parking rather than tree planting.

Comments described the loss of parking spaces on Bridge Street as “quite steep” and recounted the issues people now had with parking in the area, particularly around schools at peak times. A couple of respondents pointed out that residents still had cars and that “not everyone can ride a bike.”

Respondents felt that the loss of parking spots was not justified considering the quietness of the street and its amenity for cycling. Suggestions for remedying the loss of parking included:

*My request is to find a solution which can preserve at least 20 of the 30 parking spots. My suggestion is to reinstate the second parking lane on Bridge Road (on a then narrower street) or to change the parallel parking to angled parking to fit in more cars. This should be possible as Bridge Street is closed off on one side and slowed down traffic speed is desirable due to the public school anyway. Another more left-field suggestion is to open the quite extensive rail land west of Erskineville station for residential parking.*

One respondent requested the removal of two further parking spots on Henderson Road to improve sight lines, as stated below:

*Vehicle movements and sight lines are not adequately accommodated at the bend in the street. Current movements are dangerous. Please remove these two parking spaces and provide swept paths showing clearances to oncoming vehicles.*

## Shared paths

9 comments

Respondents had mixed views on shared zones – with two comments arguing that they were “useless” or “dangerous,” and six other comments suggesting areas where shared zones would be appropriate. Four of these suggested that Bridge Street would be better suited to a shared zone rather than a cycleway, echoing other respondents’ points about Bridge Street being a quiet cul-de-sac. Three comments included discussion of Railway Parade, with two respondents suggesting that a shared bike/pedestrian path could enable the intersection to be reopened to eastbound traffic, and another commenting that:

*The shared bike lane on the southern part of railway parade (alongside the school) is nice, but not sure how needed it is. Most traffic along there is pretty slow / cautious anyway, so it could work well as a shared, on road bike path. Maybe some traffic calming measures for those parents doing drop off who think they are rally drivers.*

## Cycleway connectivity and design

14 comments

Respondents made specific suggestions regarding design, routes, connectivity, and right of way. Due to the specific nature of these comments, they are included verbatim in Appendix 4.

## Narrow the cycleway on Henderson Road

5 comments

Five comments focused on how Henderson Road was now too narrow. Suggestions included that “the cycle lane could be single”, that there was “plenty of room on the verge/pedestrian pathway to be widened” or that they would:

*...support the cycleway if it was revised to half the current width when Railway Terrace was reopened to bidirectional traffic, and Henderson Road gained some extra width to allow for the safe passage of vehicles alongside cyclists and pedestrians.*

Another respondent suggested another option:

*Move the footpath back on the rail line side and remove the concrete crossing outside Camelia Grove Hotel. Replace it with a crossing path. Possibly making Henderson one way all the way to Railway Parade.*

## **Pedestrian benefits and safety**

**4 comments**

A small number of respondents were concerned with pedestrian safety. Specific places for pedestrian crossings were suggested, with one respondent noting that an improved pedestrian crossing at Park Street and Henderson Road was “vital”, and that:

*...at the very minimum, there should be a marked and raised crossing or continuous footpath treatment / shared zone across the entire intersection, to ensure that vehicles do not race through the intersection like they do today.*

Another respondent recommended an island be put between the Kurrajong and Naked Brew Café to “force cars to completely slow down as they enter the street.” One respondent expressed their support for widening the “challenging” corner at Erskineville Road/Railway Parade, and another worried that the speed of cyclists, particularly those on e-bikes, was a concern for pedestrians crossing the road.

## **Other**

**5 comments**

One-off comments included: more greening in cycleways, smoothing the Railway Parade cycleway, scheduling work in Bridge Street for the school holidays to minimise traffic disruption, and landscaping the traffic island with its eight yellow safety bars at the intersection of Alexander Street and Henderson Road to make it less of an “eyesore”.

One respondent suggested speed limits and speed bumps in cycle lanes and limits or monitoring for e-bikes.

## **SUPPORTIVE COMMENTS**

**41 COMMENTS**

A considerable number of respondents expressed strong and general support for the cycleways, though often making additional suggestions about design tweaks or improvements. A few of these comments were general in nature and merely expressed their enthusiasm for the proposal, with comments like:

*Excellent proposal. I hope it proceeds*

*We love it! Thank you so much for continuing to expand safe cycleways!*

Others went into greater detail, describing how the cycleway had benefitted them and how it could be further improved. These comments have been discussed in more detail below.

## **Safety and confidence**

**17 comments**

Respondents who supported the cycleways most frequently did so because they appreciated how much more “confident”, “relaxed” and “safe” they felt while riding their bike, or said that the cycleways had enabled people to cycle who had previously been too nervous. The following comments are illustrative of this sentiment:

*So great to hear these will be permanent. I now ride this route with my partner to visit my brother and his family. Before this my partner did not feel safe enough to ride so we drove.*

*Such a great idea, I lived on Henderson Road when my son went to Erskineville Primary, this would have been far safer for his ride to school.*

*This is my favourite new cycle way. I used it to ride to work and to take my preschool age daughter to the playground on her balance bike. Makes me much safer.*

## **Positive or minor impacts on traffic**

**6 comments**

A small number of respondents stated that the impact on traffic had been minor or praised how the changes had “calmed and quietened” traffic. A resident of Bridge Street stated that they “welcome the much-reduced amount of car movement on the street. It’s become a much more pedestrian friendly area.” One respondent pointed out that the cycleway was a better use of space than parking as it made the area more accessible, while another stated that there was an oversupply of parking in the neighbourhood. Another respondent added:

*I personally live on Henderson Road, initially I was opposed to the cycle lane as I thought all of the unrestricted parking would be lost. It wasn’t the case, almost all of the unrestricted parking is still available and Henderson Road and the traffic has slowed down a lot!!! Plus less traffic on our busy road so as a family we love it. We hope it stays provided the unrestricted parking stays as it currently is. Safer road for all to share and enjoy now.*

## **Need to rely less on cars**

**2 comments**

Two respondents pointed out that cycleways were crucial for reducing reliance on cars, with one mentioning countries overseas where “mass bike riding is a way of life”, and another describing the cycleways as a:

*...crucial link for a growing and changing part of our city that cannot accommodate any more car traffic. I totally support making them permanent.*

## **Support with specific comments and suggestions**

**16 comments**

Suggestions focused on routes and enhancing connectivity, improvements for pedestrians, clearer signage and navigation for cyclists, and traffic controls. While many of these suggestions were specific and varied, a few points were repeated by multiple respondents. Three comments focused on the footpaths around the Erskineville Station, calling for more pedestrian priority access, suggesting more signage to prevent cyclists travelling at speed on the footpath, and suggesting that the “whole street design needs to be rethought, to cater for the needs of people walking as well as cycling.”

Two respondents noted that the Bridge Street footpath was too narrow, so pedestrians walked in the cycleway. One person suggested making “the entire road on Bridge Street near Swanson Street a shared zone”.

As the other suggestions were detailed and specific, they have been included verbatim in Appendix 5.

# Feedback on all the connections



# Feedback on all the connections

Respondents were given the option to provide feedback on the Henderson Road, Railway Parade and Bridge Street cycleways at the same time as other cycling connections in the area and were asked: *Please provide your feedback on all the connections or add to your feedback already given.* This question was the final open-ended question asked in the survey.

This section contains a synthesis of the comments received in response to this question, about the proposal overall.

## OVERALL

549 COMMENTS

Below is a summary of points made by respondents about all of the connections, grouped by their overall sentiment towards the proposal.

### Supportive comments

- There were almost 300 comments made in support of the cycleways, which was the largest group of respondents.
- The largest group of supportive comments were general in nature, expressing enthusiastic support for the initiative(s).
- Cycleways were praised for improving safety and for enabling health and sustainability benefits for people and the environment and increased cycle use.
- Some respondents who supported the cycleways made specific suggestions for further improvements, particularly regarding routes and connectivity.

### Unsupportive comments

- Just over 150 comments were made which were critical of, or which did not support the initiative(s).
- The impacts on vehicle traffic was the biggest focus of these comments, in particular, criticism of predicted increased congestion.
- Some made critical points that existing cycleways are not currently used, while others were critical of the visual appearance of the presence of cycleways.
- Other criticisms included: cyclists don't follow road rules and commonly ride on roads rather than in cycleways that have been provided, on-street parking will be negatively impacted, road space narrowed causing safety risks and inconvenience, a variety of safety aspects that can be improved, cycleways are unnecessary and there is a need to consider pedestrian safety.

### Mixed or qualified support

- Just over 100 respondents had qualified support for the cycleways, commonly making specific suggestions for how they could be improved.
- The most commonly made point was criticism over the narrowing of roads which was viewed as contributing to increased congestion.
- Route and design suggestions were also made which were commonly specific in nature and focused on a particular location or aspect. Other specific suggestions were regarding how particular streets are controlled in terms of closures or openings. The visual appearance of cycleways was also important to some respondents.

- Other specific improvement suggestions related to parking, cycleway and footpath widths, and improvements for pedestrians.

## SUPPORTIVE COMMENTS

291 COMMENTS

### General Support

118 comments

A large number of respondents conveyed support for all the connections in general ways, often making very positive statements such as “Fantastic to see this”, “Great initiative!”, “These are great and improve Sydney significantly” and “Love this!”.

The language used often expressed a high level of excitement or support, with respondents describing themselves as “thrilled” and “so looking forward to these new connections.”

Examples include:

*I fully endorse this plan. I love it.*

*Great changes! Looking forward to further improvements and the development of more inner-city cycle ways.*

*I support the plans for more cycling paths in the whole city of Sydney.*

*Overall, I think all of these changes are very positive and look forward to them getting implemented.*

General support was also offered for the proposals on the basis that a functional cycleway network contributes to the city’s liveability.

### Safety

89 comments

Respondents most frequently explained their support for the proposals in the context of safety. A substantial number of comments were received which praised the enhanced safety for cyclists and described increased confidence and increased usage, and that families and children are now able to use the cycleways to travel safely and conveniently. Comments praising the increased safety of the cycleways included:

*They are essential to provide a safe route for cycling.*

*I wholeheartedly support these measures to make pop-up cycleways permanent...This will make it easier and safer for me to use existing cycleway routes.*

*Better connections will make a huge difference to me and my family feeling safer when riding these areas.*

### Connectivity, network and route design

48 comments

A considerable number of respondents offered support for the proposals while adding that improvements to connections and design of the cycleways would enhance the projects.

The majority of these noted the importance of having a “well-connected,” “integrated” cycle network that works “safely and practically”, noting that it was vital for cycleways to be connected “for commuters to use them properly”, and that the previous approach had been somewhat “piecemeal”. As one respondent pointed out:

*You would not build a bridge, railway or highway with gaps in it. A bicycle route with gaps in it is useful only to the small minority of people who are comfortable bridging those gaps by riding in traffic.*

One respondent suggested the proposals would “close missing connections in the network”, while several comments expressed enthusiasm for further extending the network, for example:

*Those cycling lanes are great addition to the patchwork of Sydney City cycle lanes and there is so much more to add to complete that patchwork.*

*Thanks for this excellent project to make pop-up lanes permanent and to close missing connections in the network. Hoping for many more of these to come in the future.*

Careful design that involves cyclists was deemed important with one respondent suggesting that “using more temporary routes would help to build out a cycle grid that people find useful, rather than planning things on paper and building something inadequate.” Another respondent stated:

*I support all measures to provide more space for cyclists to ride safely. The more the better. Sometimes dedicated cycle paths or shared paths have gaps or end in ways that suggest no cyclist was involved in the design - or that the cyclist(s) were over-ruled by petrol heads!*

Other specific suggestions about connections and design included:

- Ensuring cycle lanes were protected effectively from cars.
- A better/marked route from Eve and MacDonald Street to Bridge Street.
- Not forcing cyclists onto the footpath when cycle lanes end.
- A more obvious connection to Buckland from Henderson Road.
- Research should be carried out to find out common routes for schoolchildren and include these in the plan.
- Improve links between Alexandria and the CBD.
- Dedicated cycleways on Regent/Lee Street.
- A connection between Harley Street and the Bowden Street cycleway to link Green Square with the proposed cycleways.
- A link along Huntley Street between Sydney Park and the Grounds of Alexandria, and the shared paths along the canal.
- Links between Bridge Street (between Victoria Street and Ashmore Street), Mitchell Road (between Coulson Street and Ashmore Street), Codrington Street (between University of Sydney and Wilson Street), Buckland Street - Bourke Street, Australia Technology Park - Turner Street.
- Make the existing pop-up cycle way right on the Erskineville railway bridge two way.
- Consider removing the pedestrian pedestal at the dual walkway cycle way into Burren Street from Erskineville Road as it is too narrow for a bike on one side because of the telegraph pole.
- Ashmore Road roundabout and Mitchell/Harley junctions need to be made safer for cyclists to navigate.

## Mode shift

16 comments

The opportunity provided by the cycleways to transition away from cars was lauded by respondents, many of which described their enthusiasm for more active forms of transport, more space for

cyclists and pedestrians, and for reducing cars and non-essential traffic. Many respondents noted that both people and the environment benefited from more cycleways and fewer cars. Comments illustrating these opinions included:

*Cars in cities should be discouraged and cycling and PT prioritised.*

*Change, as we all know is hard. Bold changes will lead to less pollution getting cars off the road. Love City of Sydney council's progressive plans. Bring it on.*

*Too much of Sydney is given over to cars and drivers so it's great to see some space re-allocated for more people and climate friendly forms of transport. More more more!!*

## **Sustainability**

**11 comments**

Several respondents praised cycling as a more environmentally friendly mode of transportation, noting that this was crucial to reduce pollution and carbon emissions, with comments such as:

*The cycle lanes make the city safer and lessen pollution.*

*Cycling infrastructure plays a big role in reducing our impact on climate change.*

## **Health**

**9 comments**

Respondents praised the significant health benefits of cycling, noting that not only was the physical activity important but that cycleways enabled “more socialising on streets” and “people interacting.” One respondent pointed out:

*Cycleways mean more cyclists and that is a good thing for the city and health. A large evidence base shows the health benefit and reduced mortality for cycling and active transport, with the opposite for private motor cars. IF any drug showed a similar efficacy to reduce mortality in clinical trials as active transport does Big Business would be monetising. Cycle commuting is of significant benefit to health and a huge contributor to reduced mortality in contrast to private motor transport.*

## **UNSUPPORTIVE COMMENTS**

**154 COMMENTS**

### **Impacts on vehicle traffic**

**36 comments**

The most common criticism of the installation of cycleways as the negative impacts that will result for vehicle traffic.

Increases in congestion as a result of reducing space for vehicles was the most common criticism expressed by a moderate number of respondents. Associated increases in journey times was also considered a considerable problem perceived to arise from cycleways. The following is a typical comment:

*Sydney roads generally are heavily congested, providing bike lanes are not the solution as the roads were never intended to have cycleways down them. Other solutions need to be found to allow safe cycling without further slowing down traffic.*

A variety of other points were made regarding impacts on vehicle traffic, including: large noisy vehicles using quiet streets at night that didn't occur prior to cycleway installation; safety issues for schools that now experience more traffic; impediments for emergency vehicles using narrower or blocked off streets; reduced visibility on streets; the slowing of traffic; that cars should be prioritised over cycles because they are the most common traffic mode; that traffic seems faster on Henderson Street with roundabout removed; that it is difficult for pedestrians to cross a road and a cycleway; and, that rerouting makes some vehicle journeys longer.

### **Existing cycleways not used**

**23 comments**

A moderate number of respondents were consistent in expressing statements to the effect that they have seen no or few people using particular cycleways. A small number of these questioned the counts of cycleway users. The following was a typical comment.

*The bike lanes are very infrequently used. I see about one or two cyclists using them on Henderson.*

### **Parking negatively affected**

**16 comments**

A moderate number of respondents were critical of the impacts on parking. The most common point made, which was made by a majority of respondents, was that the reduction of vehicle parking was an inconvenience. Many of these comments took the following form:

*The current bike path is taken up valuable parking spaces on Bridge Street.*

Other parking related comments were that it has become more difficult to park, with the following point made.

*Parking along the street has become a dangerous exercise - reverse parking blocks both lanes of traffic causing chaos and distress for motorists. Exiting a parked car requires traffic behind you to come to a complete halt, causing road rage. Someone is inevitably going to get clipped by a car.*

### **Cyclists not following rules**

**15 comments**

A moderate number of respondents were critical of cyclists who do not follow road rules. In particular, the point was made that some riders often do not use the cycleways provided and that they weave from the road to the footpath. The following comments are indicative:

*The one concern I have is that some cyclist persist in using the road when there is a cycle path which adds to the risks for motorist on the narrower street and the opening parked car doors. Use of the bike paths should be mandatory for cyclists and education is required.*

*I actually see more cyclists using the road where the cars are trying to drive.*

Other points made include: cyclists are not mindful of residents; cycleways merging with footpaths which endangers pedestrians; and, cyclists take up road-space where car-drivers wish to be the sole occupants.

### **Additional safety aspects**

**15 comments**

Additional to the safety concerns raised above, around half of the those under this heading stated that the cycleway was "dangerous" providing little supporting information. In addition, the Henderson Road connection was said not to comply with "nominal safety standards"; the Elliott

Street connection was said to not consider the traffic attributable to day care operations; on respondent noted that there is need for clearer safety signage; and, lastly, one person stated that the roundabout removal has resulted in faster vehicle speeds.

## Visual amenity and liveability negatively affected

13 comments

Several respondents were critical of the impacts on street amenity on streets that had experienced changes from cycleways. Over half of the comments discussed under this heading criticised the look of the cycleway infrastructure, as well as the changes to street design and appeal. The following comment expresses a common sentiment:

*The visual amenity of the area has been ruined - once wide open streets are now dangerously narrow. It's given rise to a very claustrophobic feeling that would be alien to any resident.*

Other points made included: increased noise from vehicles, in particular negotiating their way through obstacles placed in streets to reduce traffic speeds; and, that angled parking will send fumes and bright lights from headlights into houses close to streets.

## Road-space narrowed by cycleways

13 comments

Several respondents were critical of the impacts of reducing road widths caused by adding cycleways to the road architecture. Increased danger was the most common point made, with others describing the inconvenience of having to pull over to allow other vehicles to pass. The following point was made:

*The bike lanes on Henderson take up too much space. Henderson has become congested and too tight to safely manoeuvre your car at times, especially when there are trucks coming in the opposite direction.*

## Cycleways not necessary

8 comments

Several respondents made the point that cycleways are not necessary. Most of these were general comments, but some identified specific sections that are not needed: Bridge Street cycle path in Erskineville because it is already a slow road; and, Henderson Road because it is unnecessary.

## General criticism

7 comments

A small number of respondents made general comments that opposed the continued development of cycleways.

*Not happy about the pop[-up] cycle on Bridge Street.*

*Overall I object to the temporary cycleways becoming permanent as well as the installation of new cycleways in the Erskineville and Alexandria areas.*

## Pedestrian safety

6 comments

A small number of respondents stated that more needs to be done to increase safety for pedestrians as a result of changes caused by cycleways. This was one of the comments.

*Near ERSKINEVILLE public school and train station, so many people walk on the road because the lack of walking path. The cycle way just made it worse,*

*pedestrians cars and cyclist all use the narrow road. We need better walking path not the cycle way.*

## **Need for vehicles**

**2 comments**

A couple of comments identified the need for the ability for vehicles to be used by those who need them such as families, people with a disability and businesses.

## **MIXED OR QUALIFIED SUPPORT**

**104 COMMENTS**

### **Increased congestion from narrower roads**

**21 comments**

A moderate number of respondents were generally favourable towards cycleway development but were opposed to the narrowing of roads that has already led to increased congestion and subsequent impacts, or would like this to be avoided. The specific issues identified were: generally reduction of space caused by adding cycleways for all traffic and pedestrians; fears of crossing roads because of the high levels of traffic, particularly with children; speeding vehicles even with speed bumps in place; cars being side-swiped; volumes of traffic being redirected into previously quieter streets; blasting of horns by frustrated drivers; car doors opening are dangerous; and, longer periods of peak traffic volumes.

Specific roads and places mentioned included: Park Street Erskineville; Erskineville connection; Henderson Road; Fox Street; Ashmore/Harley Street; Bridge Street Erskineville.

The following was a typical comment.

*It's a great idea to look for way to make our city more green and provide local resident options. However, consideration must be given to the impact on local residents due to increase congestion and reduced parking spaces. The benefit of usage of the cycleway must outweigh the costs to local residents.*

### **Route and design suggestions**

**19 comments**

These comments were generally supportive of cycleway development but made suggestions of routes that should be added to or removed from the existing network plan. Of these, a small number of comments made overall route suggestions with the consistent point made in these comments that the overall network needs to be holistically planned.

The remaining comments made specific route amendment suggestions. This is typical of how these suggestions were made:

*Whilst I support this the cycle links seem rather haphazard and a bit illogical if you're riding through the area. I think a cycle path should be built along Mitchell Road all the way from Sydney Park Road to Copeland Street. It could be on the western side adjacent to the new Park Sydney development and then beside Erko Oval. This would create a direct path connecting many of these links together, and most of the infrastructure is there just needs line painting.*

A summary of route and design suggestions comments can be seen in Appendix 1.

### **Specific traffic control suggestions**

**13 comments**

Several respondents made suggestions to either close particular streets to traffic to reduce the level of traffic or to open up streets to enable more traffic flow. Most of these comments were specific and pertained to particular intersections or streets.

Examples of suggestions were:

- reducing traffic in Park Street to protect local residents
- remove the Left In- Left out restrictions at Henderson Road and Alexander Street, as well as the unnecessary pedestrian and bicycle turning median
- make right turns legal out of Newton on to Henderson
- two way traffic on Railway Street towards Henderson Road
- maintain right turn from Mitchell Road onto Sydney Park Road
- the Railway Pde closure pushes traffic onto the once quite Park Street
- Reopen the bridge and Railway Parade
- make the one way from Sydney Lane not Sydney Street.

## **Amenity and specific suggestions**

**12 comments**

A variety of other topics were commented on by a small number of respondents.

A few comments criticised the visual appearance of cycleways, and a similar number made the point that cycleways could be narrower than what they are.

One respondent suggested that there is a need for campaigns to encourage more cyclists and another suggested spending more money on public education programmes that encourage more to use the road and cyclists and vehicle drivers to be more accommodating of each other. A couple of respondents emphasised the need for more separated cycle paths; and two respondents suggested the need for more cycle parking.

## **Signage, markings and navigation**

**12 comments**

The underlying sentiment of these comments was the need to increase safety by improving signage, road markings or layout. Again, the comments were predominantly specific often focusing on particular streets or intersections. The underlying point made was that there needs to be care taken in the design of roads and the inclusion of elements that orient users and direct and guide them to take safe routes and be protected by physical barriers when necessary. These comments are typical examples of the types of points made.

*Victoria Street is one-way for cars but supposedly two way for bikes, however car drivers mostly don't realise this and don't keep left to let oncoming bikes safely pass. Currently on Victoria Street there are white bicycle outlines painted on the road to indicate two-way bike traffic, but these are inconspicuous and in the wrong places, so mostly car drivers don't realise they are there and then tend to be aggressive with bike riders coming toward them. A dedicated cycleway would be much safer and could also be routed around the existing traffic calming garden beds, to provide additional separation from car traffic.*

*Care needs to be taken, however, over the entrance roads on the north side, because bicycles may not give way, and cars may turn out of Henderson road without looking for bicycles (this happened to me!) Clear signage would be needed.*

## **Parking**

**11 comments**

These comments predominantly focussed on the need to retain parking. The general sentiment was parking is already difficult and so should not be reduced further. This was a typical comment.

*Considerations need to be given to balancing local residents needs for car parking, access to footpaths etc with the needs of cyclists and safety.*

One comment suggested that The Mitchell Road to Huntley stretch should be cleared of parking and made a clear way to allow for better traffic flow.

### **Cycleway and footpath widths**

**9 comments**

Several comments made a variety of comments regarding cycleway or footpath widths. These included: more need for continuous footpaths for pedestrian safety; widen the Erskineville Road Rail Bridge northern footpath; footpath, especially for school children on Can Brown Street; bicycle paths should be added by expanding footpaths, which are in many cases already very wide; the area around Erskineville station is in need of an upgrade as the footpath is dangerously narrow; and shared pedestrian/bicycle crossings should be wider.

### **Improvements for pedestrians**

**7 comments**

A small number of respondents made specific comments which focused on the needs of pedestrians, including: safety islands so that visibility of pedestrians is increased in narrower streets with cars travelling quickly; a couple of respondents suggested a raised pedestrian crossing on Fox Street to reduce risks for pedestrians crossing the road; put in pedestrian crossings across Henderson Street when separate bike lanes are installed to increase safety; Zebra Crossing on Park Street from the Kurrajong Hotel to Naked Brew Café to assist hundreds of children crossing; and, a final comments suggesting that cycleways have reduced vehicle speed and enhance the pedestrian environment in some places.

## **ABOUT THE PROCESS**

**32 COMMENTS**

A considerable number of respondents recommended more consultation on the development of cycleways. The benefits of greater consultation were that this would assist in delivering what the majority of people want, and that it can tap into the ideas of locals and refine the design to improve the outcomes.

Some were appreciative of being able to have their say in this process, while a greater number of respondents were in favour of more consultation. There was a call by some for the 'general community' to be listened to over a vocal minority. The majority of these respondents made general points, such as.

*I plead with the Council to provide consultation and discussion with the most viable options and solutions to be presented to Residents. Then an agreed action plan adhered to after community consultation, input and feedback with Council.*

One respondent asked if observation studies had been completed. And another would have liked more information regarding assessment of the pop-up cycleways. Another suggestion was to work with the state government to find "real solutions" that work for everybody.

## **Short term solutions to impacts on Park Street**

Some of the submissions above make reference to impacts on Park Street that are out of the scope of these projects, but are being addressed currently.

The closure of Railway Parade has caused increased traffic on Park Street, Erskineville. The *Shared Path Improvements project* will address some impacts by creating a pedestrian crossing and narrowing the south end intersection of Park Street. CoS are also working on other solutions to be implemented in the short term. Three- tonne limit signs and speed cushions have been installed and changes to the north intersection are being investigated.



# Appendix 1

This appendix contains verbatim comments from respondents who were unsupportive of the proposed changes to cycling connections in Alexandria and Erskineville, and offered suggestions about the design of the proposal. The comments below have been included in this appendix due to their specific and detailed nature which makes them more useful for CoS use as whole statements. Note that the key points made in each of these comments have also been synthesised into the body of the report, above.

## UNSUPPORTIVE FEEDBACK ON ALL THE CONNECTIONS - ROUTE AND DESIGN SUGGESTIONS

- *Still missing critical cycle ways that go west-east. For example, Swanson street from Erskineville station and Copeland street down to Michell road (the suggested shared paths along Swanson seems like useless patch work). Then along Michell road to from Copeland to Harley street and create safe passage to Bowden and Mandible street cycle paths.*
- *Other one I use is Sydney Park going to Belmont Street via Mitchell and Huntley. I disagree with the plan. I would recommend having the cycle path on the east side of Mitchell Road if you were going to have it, not the west side.*
- *... we really need a connection from the North side to the South side of King Street at Erskineville Road. Easy to use the roads to cross from South to North, but impossible to get across King Street from North to South to Erskineville as left turns on King are not permitted at Erskineville Road or Wilson Street.*
- *I think a cycle path should be built along Mitchell Road all the way from Sydney Park Road to Copeland Street. It could be on the western side adjacent to the new Park Sydney development and then beside Erko Oval. This would create a direct path connecting many of these links together, and most of the infrastructure is there just needs line painting.*
- *... Botany Road and the provision of cycle ways there. I am tired of taking my life into my hands when walking along the footpath between Green Square station and McEvoy Street.*
- *... other places in the city that would benefit from safer and more convenient cycleways. Throughout the CBD, Oxford Street, City Road, McEvoy Street, the rest of Henderson Road, Gibbons Street/Regent Street are a few examples.*
- *This cycleway is a direct duplication of services on the other side of the train tracks on Wilson Street. If you can justify a duplication of services, build a cycleway along Rowley Lane, where it can connect directly with South Eveleigh precinct - giving riders a direct, gentle slope to Redfern Station and not going up the steep Gibbons Street - join into the new Explorer Street housing development, and lastly - find a way to get it either over or under the tracks to Wilson street.*

- *A new cycleway is needed on Victoria Street Erskineville (extending also to Munni Street, then Harold Street). This would connect the existing Bridge Street cycleway and proposed Ashmore Street cycleway to the popular Angel Street cycle route.*
- *Rather than two single direction cycleways on Harley Street I would suggest one bi-directional cycleways on the southern side of Harley Street.*
- *I support all cycleways except for the Henderson and Railway Parade cycleway.*
- *The path on Bridge Street Erskineville is unnecessary and is often used as a pedestrian pathway. That road has a low level of traffic and was fine as it was to cycle on.*
- *The Bridge Street bike lane doesn't really add any real value to the area. It is already a dead end street it is very quiet anyway so I don't really see the need for the cycle lane maybe just a smoother transition entering the Road via the Henderson Street end.*
- *The Mitchell Road to Huntley stretch should be cleared of parking and made a clear way to allow for better traffic flow. Mitchell Road is always heavily congested in that zone making it very difficult for Sydney Park Village residents to access Sydney Park Road and the complex. The cycle way could be relocated to the Euston Road end of Sydney Park Road with easier access to Belmont Street.*

## Appendix 2

This appendix contains verbatim comments from respondents who were unsupportive of the proposed changes to Henderson Road, Railway Parade and Bridge Street, and suggested specific changes to the proposal. The comments below have been included in this appendix due to their specific and detailed nature which makes them more useful for CoS use as whole statements. Note that the key points made in each of these comments have also been synthesised into the body of the report, above.

### UNSUPPORTIVE OF HENDERSON ROAD, RAILWAY PARADE AND BRIDGE STREET PROPOSALS- SPECIFIC SUGGESTED CHANGES

- *Given incredibly wide verge on the northern side of Henderson Road which has a bike path in areas already (within CBA campus) why can't the pathway be in the edge and footpath east of Park Street to Mitchell Road. This would make life in this area a lot easier and more pleasant for residents.*
- *The increased traffic in the side streets is a danger due to the eastern direction of traffic from Swanson Street being blocked. The pedestrian walkway should be blocked over the rail bridge to on the eastern side to keep pedestrians safe, not block the road.*
- *On Henderson road, the speed bumps need to be dull width of the street. Also the traffic island area junction of Henderson and Alexander Street looks ugly with some 12 poles on it when it's only a few metres long. It looks ugly with the bright yellow/orange everywhere.*
- *I both ride my bike and drive through the area and I must say the new bike path on Henderson Road is a real down grade. It also stops at the post office, where I think there is more of a need for a bike lane*
- *The Bridge Street cycleway is ridiculous. Pedestrians and cyclists have a preference for using the road instead of the bike lane and footpath (the footpath is too narrow with the gardens and means you get stuck behind slow walkers when rushing for a train), and this is in conflict with the high traffic nature of Bridge St at peak times around school drop off and pick up. The vehicle turning circle is diminished and cars need to reverse into the direction of the bike lane which adds to the danger. I feel that the cul de sac should be reopened to cars turning right onto Swanson Street to improve traffic flow, or the entire section of Bridge Street from Ashmore to the station should become a shared 10km/hr zone where drivers are not allowed to dominate.*
- *I am in no way suggesting that you reduce parking as it is very necessary around here. Perhaps the cycle lane could be single.*
- *I'm disappointed to hear that the bicycle path on Henderson Road will be made permanent, especially after it was previously described to residents as a temporary initiative as a result of Covid. The current bicycle lane development is unsafe and should not be made permanent. The road has been narrowed too significantly,*

*making it unsafe for vehicles to pass each other on the road. Additionally, the removal of roundabouts on Henderson road has made it unsafe to navigate the road, particularly when entering from Park Street, which is now a t-intersection on a blind corner. Finally, the closure of Railway Parade, heading east from Swanson Street, has turned Park Street into a new rat run for cars, making the once quiet residential street, extremely busy. I believe the current bicycle path should be removed from the road, the roundabouts should be reinstalled and the permanent bicycle path should be built by expanding the footpath.*

- *The one way street on Railway Pde is problematic. A better solution would be a shared bike\pedestrian path to Henderson Road and the reopening of the street to cars going east on Railway Pde. This would reduce use of Park Street as a rat run and increase traffic dispersion.*
- *The cycleway as it is currently in place creates a dysfunctional and dangerous cyclist, pedestrian, and vehicle relationship. Narrowing the road at points whereby it becomes just a one way road; and eliminating roundabouts creating blind corners and turns. I would support the cycleway if it was revised to half the current width when wet railway terrace was reopened to bidirectional traffic, and Henderson road gained some extra width to allow for the safe passage of vehicles alongside cyclists and pedestrians.*
- *Your current approach of making it permanent is a half-arse solution while trying not to incur any capital expenditure. Recommendation: On Bridge Street, Railway Pde, Henderson Road, replace the foot path closer to the train with a bicycle path and remove the trees on that side. Restore the carpark spaces originally there. At parts of Railway Pde and Henderson Road, there is enough green spaces on the train side to reclaim for the cycleway. Do it once, do it good. Best, Ronald.*
- *...using some of the open space area on the north side of Henderson Road to generate extra width for the new additional cycleway use.*
- *if speed bumps are to be used then they should be the 'older style' thresholds that extend the full road width and are less jarring and therefore less noisy. On Park Street, painting white lines parallel to the kerb to signify a narrower vehicle lanes, with a resulting psychological slowing effect without more junk being placed in the road itself. Having a policing blitz on traffic speeds, including temporary installations that measure vehicle speeds with associated "your speed is..." signage warning drivers where they exceed the 40 km/hr allowed.*
- *Make this a shared pathway rather than a dedicated cycle way. The current pop-up has caused chaos, with far too narrow roads with parking on both sides, whilst the footpath goes virtually unused most of the time*
- *It is only fair that the increasing amount of traffic (including trucks and delivery vehicles) now travelling through Erskineville and Alexandria is evenly spread along Railway Parade, Henderson Road, Swanson Street, Park Street and Copeland Street. Your focus and resources should be on improving Swanson, Copeland and Park streets so that traffic is drastically reduced, slowed down and the streets are made safer for elderly, children and the local community.*

- *Even UberEats delivery riders tell me they do more 'rides' down lower Swanson and Copeland streets than Railway Parade and Henderson Road, and say they would prefer a dedicated cycle lane down lower Swanson and Copeland streets. There are food delivery riders and cyclists biking down lower Swanson and Copeland streets throughout the day and night in heavy traffic which is incredibly dangerous (see photo 12). My husband and I have had numerous 'close calls' when cycling on Copeland and Swanson Streets.*
- *On top of all this, we also now have trucks, cars and motorbikes hurtling down Fox Avenue 24/7 after the opening of the new Park Sydney complex. Fox Avenue urgently needs speed humps to slow the traffic or should be permanently sealed off from Copeland Street.*
- *I would like to have a face to face meeting with the executives at City of Sydney who are in charge of this proposal and discuss the following suggestions:*

*Consider constructing the permanent bike path down lower Swanson and Copeland streets where the need is far greater for cyclists, instead of Railway Parade and Henderson Road. The bike path could be constructed in a similar way to the bike paths on Wilson Street and at Green Square which appear to be working well! (see photos 13, 14, 15 & 16)*

*Install speed humps at strategic locations on lower Swanson and Copeland streets to slow the traffic (especially near the schools, church, childcare centre and Bitton cafe. This must be done immediately.*

*Erect a crossing at the southern end of Park Street between Naked Brew cafe and The Kurrajong Hotel. This is urgent.*

*Drop the speed limit on lower Swanson and Copeland Streets.*

*Widen the footpath on lower Swanson and Copeland Streets on the right hand side (facing west) to make it safer for pedestrians - like the City of Sydney has done on the opposite footpath parallel to St Mary's Catholic church.*

*Consider a one lane bike path on Railway Parade/Henderson Road but keep two lanes permanently open for traffic.*

*Widen the footpath on the corner of Swanson Street and Railway Parade where people are colliding with each other, bikes and traffic on a very narrow strip of footpath as they exit or enter the bridge above the railway line.*

- *Recommendations to improve safety:*

*Closing off/part Park Street extending the already existing Park onto the street scape.*

*No left turn onto Park Street from Swanson Street which would fit well with the Council's current plans to widen the footpath to make it safer for pedestrian traffic.*

*No right turn onto Henderson Road from Park Street.*

*Traffic calming along Park street with garden bed chicanes being installed.*

- *Recommendations to improve safety: 1) Reinstate the left hand turn into Railway Parade from Swanson Street at Erskineville station creating a re-engineered shared traffic zone of vehicles and bicycles. This shared zone exists successfully in other areas of Sydney including Lang Road, Centennial Park. This previous corridor travelled adjacent along a train line, avoiding Erskineville schools, parks, kindergarten and the church.*
  - 2) *Implement a No right hand turn into Henderson Road from Park Street Erskineville with an extended footpath/garden bed, plus install a centre road 50 metre barrier/garden bed/double lines along Railway Parade from Park Street, to prevent vehicles performing a U turn on Railway Parade.*
  - 3) *Implement a No left hand turn from Swanson Street into Park Street Erskineville by constructing a raised and extended footpath/shared traffic zone on this corner (only allowing vehicles turning right into Park Street from Swanson Street)*
  - 4) *Close Park Street Erskineville, allowing local residents only left hand turn into Railway Parade with a fully raised curb/garden bed and installing a double lines/garden bed along Railway Parade to prevent vehicle U turns*
  - 5) *Close Park Street Erskineville by extending Solander Park across Park Street to a complete cul de sac.*
  - 6) *Close Park Street Erskineville completely with cul de sac at either Swanson Street/Henderson Road end*
  - 7) *Installation of multiple garden bed/chicanes along with parallel parking. This is a least desired option as will not prevent the rat running through traffic.*
- *The most sensible step would be to reverse the “pop-up cycleway” and respect the safety and quiet amenity of local residents and safety of road users. However, given the ideological bent of some of the elected officials of the City of Sydney such a common sense approach may not be considered.*

*It is therefore worth examining how the design of the cycleway may be improved.*

*The first thing to note is that the new cycleway does in fact “pop-up” in Railway Parade and Henderson Rd. It has limited connectivity at the Erskineville Road end given the lack of safe cycleway for east bound cyclists through the Erskineville shops area. For cyclists travelling westward there is no connectivity at all. The Eveleigh end of the cycleway does not have connectivity either, forcing the convergence of cyclists into arterial road space. Dangerous for everybody – cyclists and road users. In short, the Erskineville Rd/Railway Parade/Henderson Road cycleway starts in the middle of nowhere and goes nowhere.*

*The Railway Parade area is obviously land constrained given the proximity of the adjacent railway. Therefore the creation of two cycle lanes in this area forced the closure of one road traffic lane. An obvious improvement would be to switch this area into a single bi-directional cycle lane (as occurs in many other locations where space is constrained) and reinstate the two traffic lanes. The transition from a bi-*

*directional cycle lane to separate cycle lanes could then occur nearer to Henderson Road when land permits. If design remains tight, pedestrian access could be limited and/or traffic lane width minimised, with all heavy vehicles forced to Mitchell Road then Henderson Road.*

*The next step should be to manage vehicular traffic away from residential areas. All commercial vehicles should be forced to remain on the arterial road links – either Erskineville Road/Railway Parade/Henderson Road or Erskineville Road/Swanson St/Mitchell Road/Henderson Road. This is not achieved through the installation of cheap road humps in Park St that impede local residents but not commercial vehicles. This requires appropriate signposting and an enforcement campaign by City of Sydney and the NSW Police to punish those who ignore the signs. This should be extended to Sydney Trains maintenance vehicles, who appear to have now abandoned the Railway Parade/Henderson Road route in favour of Park Street.*

*Finally, the perspective of a recreational cyclist. Any sensible cyclist will only use cycle routes that start somewhere safe, finish somewhere safe and have excellent visibility in between. As noted previously, the “pop-up cycleway” on Bridge Street, Railway Parade and Henderson Road in Erskineville has no logical or safe start or finish. In between, visibility is limited. This puts the cyclist at risk from moving vehicles, opening doors from stationary vehicles and pedestrians stepping out from between parked vehicles. In short, the City of Sydney has created a bloody dangerous situation for the very cyclists it seems to want to prioritise over residents and road users.*

*As an engineer I believe in fact based decision making. I would be delighted to receive the City of Sydney’s road and cycle data for this local area - pre- pop-up cycleway, predicted and actual. My email address is pcuk@e3advisory.com. I am also available at any time for discussion with City of Sydney representatives and can be contacted by phone on 0407 156 766.*

- *Recommendations to improve safety:*

*Reinstate the left hand turn into Railway Parade from Swanson Street at Erskineville station creating a re- engineered shared traffic zone of vehicles and bicycles. This shared zone exists successfully in other areas of Sydney including Lang Road, Centennial Park. This previous corridor travelled adjacent along a train line, avoiding Erskineville schools, parks, kindergarten and the church.*

*Implement a ‘No right hand turn’ into Henderson Road from Park Street Erskineville with an extended footpath/ garden bed.*

*Implement a ‘No left hand turn’ from Swanson Street into Park Street Erskineville by constructing a raised and extended footpath/shared traffic zone on this corner (only allowing vehicles turning right into Park Street from Swanson Street)*

*Close Park Street Erskineville, allowing local residents only left hand turn into Railway Parade*

*Close Park Street Erskineville entirely by extending Solander Park across the middle Park Street to a complete cul de sac.*

*Close Park Street Erskineville completely with cul de sac at either Swanson Street/Henderson Road end.*

## Appendix 3

This appendix contains verbatim comments from respondents who offered qualified support for the proposed changes to Henderson Road, Railway Parade and Bridge Street, suggesting specific changes to traffic controls, routes, and the proposal more generally. The comments below have been included in this appendix due to their specific and detailed nature which makes them more useful for CoS use as whole statements. Note that the key points made in each of these comments have also been synthesised into the body of the report, above.

### QUALIFIED SUPPORT FOR HENDERSON ROAD, RAILWAY PARADE AND BRIDGE STREET PROPOSALS - TRAFFIC CONTROLS AND ROUTES, SPECIFIC SUGGESTIONS

- *I support the cycleway. But the design of the Railway Parade section necessitating the closure of Railway Parade to eastbound traffic from the Erskineville Station end has had very undesirable consequences for the residents in my street, Park Street in terms of eastbound traffic seeking an alternative route to the easterly end of Henderson Road, forcing traffic along Park Street in the hope of avoiding the Copeland Street/Mitchell Road bottleneck. This has resulted in a considerable increase in non-local traffic along this residential street. The addition of speed humps has purely exacerbated the noise problem as now every car has to accelerate after crossing the hump in order to return to even the legal speed limit. Trucks and other heavy vehicles just crash across them.*
- *I haven't owned a car for 10 years, and am a big supporter and user of cycleways. However, since the closure of Railway Parade to Eastbound vehicles, we have noticed a massive increase in the amount of vehicles now travelling east down Copeland Street. We live on Copeland Street, and it's turned into a traffic sewer. The traffic has got very heavy now, it keeps us awake at night, and has sped up. It's becoming like a mini Cleveland Street now and is now unpleasant and noisy to live on. I'm worried it going to get even worse with multiple apartment blocks springing up behind Erskineville Oval. I suggest the following options to mitigate this;*  
*Allow eastbound traffic to turn left from Erskineville Road into Railway Parade again, and*  
*Install traffic calming measures on Copeland Street, and/or*  
*Please can we have a cyclelane on the northern side of Copeland Street along the side of the road where people's houses are? Why not make Henderson Road one way Eastbound, and Copeland Street one-way westbound with cycle lanes on both? This would minimise the amount of cars on both streets, and make them quieter and more pleasant. But please, please, do something about Copeland Street. It's becoming really awful and increasingly dangerous.*
- *Hello: I work for Sydney trains at Operational Technology Center. 126-128 Railway parade Erskineville. I wish to say i am very much in favor of the cycle lanes. However I do have concerns and a complaint. Since the temporary cycle lane has gone in i have had multiple incidents where my staff and vehicles have done the right thing by giving way to pedestrians and looking for oncoming cyclist. The following concern i have is our driveway is Gate 2, set back behind parked cars. We*

*don't have a clear field of sight in either direction for Cyclist or pedestrians. this is causing a lot of headaches because my staff and visitors are being abused and in some cases our fleet vehicles are being damaged by the cyclists because we are blocking the lane as we enter the depot. I have had issues with our waste garbage trucks who are refusing or unable to gain access due to the two car spaces blocking the trucks swing into our depot I have lodged a concern and was advised that someone from your office would come out and view the issue. I came up with two ideas that would assist our cause and be less of a hazard to any persons or vehicles. I suggested taking one car space away from either side of the drive way, this would open up the field of view a little. also allowing large trucks to do deliveries safely without causing damage to parked cars. Place zigzag lines like a crossing and the cyclist would be aware that this is a busy driveway. As i have stated i am all for the improvement to our local community and our surrounding areas. this requires a bit of replanning to ensure safety is number one priority to local community and Sydney trains employee's. thank you*

- *I think it's great that we are providing cycle paths, however to leave the suburb to go east or into the city in a car has become much more restrictive without being able to turn onto Railway parade. I know the residents on Park st are complaining about the increased traffic. However, we need to find a happy medium. Many folks are using cars rather than PT or are incapable of riding. We are not all going and nimble. Can an answer be found please.*
- *Please remove the turn left only from Alexander St, and allow turn right into Alexander St from Henderson Rd. Very difficult to get in and out without this access.*
- *The Bridge Street cycleway is surplus to requirements. The times I used it have seen people walking in the cycleway including those with prams. The road itself was quiet enough to cycle up or down for the vast majority of the day. The peak pick up and drop off times at school being the exception. However the cycleway has caused issues for the school traffic due to the loss of parking options for parents and carers. The disappearance of the parking spots has only increased pressure on the surrounding streets. The Railway Parade cycleway has increased the safety of cyclists on what was a narrow street. It does need resurfacing if it was to be made permanent as it is a very uncomfortable ride. However, an unintentional side effect has been the difficulty with turning right out of Malcolm Street onto Swanston Street. Often cars are queueing across the intersection or when a gap is left you can't see the oncoming traffic to safely turn right. You often have to take a chance or hope that someone turning into Malcolm Street lets you out. This is particularly stressful for older residents. I am both a resident and a cyclist and applaud the increase of cycleways but they do need to be looked at in context of local parking/traffic impacts. The residents around this area are already under pressure from the extensive apartment blocks and the flow on increase in traffic. Other traffic controls need to be taken into consideration to ensure the safety and ability to move around freely for all residents. Not everyone can ride a bike.*
- *To be honest I'm not sure why they even bother using this route [Railway Parade]. I tried it once thinking it must be a lot quicker/shorter than using Mitchell Road but it's not. Can you not restrict access from Park or add so many traffic calming*

*measures that there's no longer an incentive to use it? And arrange for someone to fine all the heavy vehicles who should not be accessing Park St??*

- *As a cyclist, I am absolutely all for cycleways. However the change to make Railway Parade one way directs all of the traffic to travel down Park Street. I am a resident on park street and the traffic noise & volume has increased so much. Cars drive so incredibly fast. Speed bumps have been put on the street since but cars just drive directly down the middle of them at full speed. There are a lot of children on the street and often crossing to road to the park.*
- *On Henderson road, the speed bumps need to be dull width of the street. Also the traffic island area junction of Henderson and Alexander Street looks ugly with some 12 poles on it when it's only a few metres long. It looks ugly with the bright yellow/orange everywhere.*
- *I like the idea, particularly the widening of the footpath next to the bridge over the railway at the corner of Erskineville Rd/Swanson St with the end of Railway Parade. This is often a challenging corner for prams, pedestrians, and bikes to share safely. The existing footpath is too narrow. The shared bike lane on the southern part of railway parade (alongside the school) is nice, but not sure how needed it is. Most traffic along there is pretty slow / cautious anyway, so it could work well as a shared, on road bike path. Maybe some traffic calming measures for those parents doing drop off who think they are rally drivers. I think the real issue is at the bottom of this bike lane where it joins up with Ashmore Street. There is a bit of a rat run along that section of Ashmore with cars continuing on to Malcom Street.*
- *Why not propose more effective speed humps throughout Henderson Road / Railway Pde? The speed cushions installed as part of the pop-up cycleway are easily dodged by vehicles who swerve into unoccupied parking spaces to the side.*
- *The one way street on Railway Pde is problematic. A better solution would be a shared bike\pedestrian path to Henderson Road and the reopening of the street to cars going east on Railway Pde. This would reduce use of Park Street as a rat run and increase traffic dispersion.*
- *There are only two options. Reinstate the left hand turn onto Railway Parade from Erskineville Road and introduce calming measures onto Park Street, OR close Park Street at one end. The first - reinstating the left hand turn, makes a lot of sense considering Henderson road is a major artery connecting Newtown and Redfern, and always has been. It is time the City listens to residents and takes safety and wellbeing concerns seriously as this issue is not going away.*
- *Love cycleways, but the impact on Park Street has been horrendous since the closure of left hand turns from Erskineville Road into Railway Parade. Cars and truck volumes have exploded, with speeding prevalent during 5.00am to 8.00am, and heavy trucks and appliances during 12.00am to 2.00am. Must solve this and width of traffic lanes on Henderson Road when the cycle way is made permanent. Thank you.*
- *signage on the southern end of Park Street advising east-bound drivers on Swanson Street that through-traffic towards Redfern or to the Australian Technology Park should continue along Swanson Street/Mitchell Road; and similar signage at*

*Henderson Road/Mitchell Road to advise west-bound through traffic to avoid Henderson Road. Larger "40" speed signs to be painted on the roadway on Park Street.*

- *While I am generally supportive of the expansion of cycleways in the City of Sydney, it is imperative that this process be undertaken in a well considered way that will improve the livability of the city for all residents, rather than improve amenity and safety in one part, while reducing it in another. A well considered bike network is a valuable asset for a city by giving people more transport options, however the current proposed network between Erskineville and Alexandria has some key shortcomings:*

*By following the railway corridor along Railway Pde, instead of creating a bike path down Swanson Street, for example, the cycleway misses an opportunity to provide a safe connection to St Mary's Catholic Primary School with a dedicated cycleway, thereby not complying with one of the stated objectives of the cycle network, which is to create safe routes to school.*

*The current proposal for a 2-way permanent cycleway along Railway Pde in Erskineville, and permanent closure of that road to traffic travelling east from Swanson St, has diverted a constant stream of vehicular traffic to Park St, and thereby has created a safety and amenity issue for the residents of Park Street, as well as for people crossing Park Street at the intersection with Swanson Street. Some of the issues include:*

*Safety issues from the contrast stream of traffic, including vehicles not stopping in order to allow safe reverse parking along Park Street.*

*Aggressive and speeding motorists along Park Street seeking the fastest and shortest route between Erskineville Road and Henderson Road.*

- *As a result of the pop-up cycleway on Railway Pde, Park St has now taken the place of Railway Pde as the major arterial roadway between Enmore, Newtown, Erskineville and Redfern, which is a totally unacceptable long term situation. Park St is a residential street for use by local traffic and must be reinstated as such. It is not acceptable to improve the amenity and liveability of one part of the city at the expense of another. Furthermore, it is not a good design outcome to solve one safety issue by creating another, as has occurred on Park Street. Some of the solutions that have been mooted by Council's traffic team, such as the narrowing of Park Street via the creation of landscaped chicanes and the installation of permanent speed humps, while potentially slowing traffic, are not really viable, as a steady stream of slower moving cars, trucks and motorcycles does not address the amenity and other issues now being faced by residents of Park St, and is therefore not an acceptable outcome. The promise of extra policing of banned traffic of 3 tonnes or over is an equally ineffective solution, especially when it appears that state and local government vehicles are either being granted exemptions to this ban, or simply ignoring it, as do many other vehicles in this class. Additionally, all of the safety and amenity issues on Park Street will only be further exacerbated by the creation of up to 400 new dwellings at Explorer Street Eveleigh, currently being proposed by the State Government. Better solutions are required to be implemented by The City of Sydney Council that will effectively restore the safety*

*and amenity of Park Street Erskineville, including the creation of a cul-de-sac on Park St at the Railway Pde end, or the closure of Henderson Rd to traffic heading east and the closure of Park Street to traffic heading south. It is worth noting that similar strategies to this have successfully been adopted in the past, such as for the residential streets between King Street Newtown and Erskineville Road for example, where there is currently no direct vehicular route between the two arterial roadways, thereby effectively eliminating non-local traffic. It would be a good outcome for the residents of Park Street and surrounding streets to have a similar benefit and level of amenity, and I urge council to implement an equal strategy in this situation in order to mitigate the negative effects of the expanded cycleway network.*

## Appendix 4

This appendix contains verbatim comments from respondents who offered qualified support for the proposed changes to Henderson Road, Railway Parade and Bridge Street, alongside comments about cycleway connectivity and design. The comments below have been included in this appendix due to their specific and detailed nature which makes them more useful for CoS use as whole statements. Note that the key points made in each of these comments have also been synthesised into the body of the report, above.

### QUALIFIED SUPPORT FOR HENDERSON ROAD, RAILWAY PARADE AND BRIDGE STREET – CYCLEWAY CONNECTIVITY AND DESIGN

- *The park at the end of Bridge Street is impacted by the proposal. However, the design is not complete and no attempt has been made to resolve / mitigate the impacts or integrate the proposal into the park. Trees, garden beds, bench seating are all paved over. The lack of clarity of the proposal is remarkably poor and the outcomes are unknown. Please provide more information on this area.*
- *Please can we have a cyclelane on the northern side of Copeland Street along the side of the road where people's houses are? Why not make Henderson Road one way Eastbound, and Copeland Street one-way westbound with cycle lanes on both? This would minimise the amount of cars on both streets, and make them quieter and more pleasant.*
- *As someone who rides a bike daily to and from work, I love to see new cycleways. I do sometimes question which projects get realised though and sometimes think it's just about picking low hanging fruit. There are many routes across the city that would benefit from safe segregated cycle routes. Bridge Street is not one of them. This is a cul de sac that's incredibly quiet for most of the time where you'll often find locals walking and cycling down the middle of the street as there is hardly any car traffic. A segregated cycle lane here is completely unnecessary, particularly when it involves removal of so many parking spaces. This street works well as a shared space and if necessary, traffic calming measures would be a better option. Separation of pedestrians, cyclists and cars would not provide improved amenity for anyone. In addition, this is quite a steep hill up to the ridge at Erskineville Road so is not a great thoroughfare. The crossing of Erskineville Road and the bike lane on the east side looks great though. Signage should be improved where it ends as it's not clear that you can continue up through Eveleigh to get to Redfern and the city.*
- *Currently the Bridge Street cycleway terminates near Swanson Street by splitting the north bound lane and merging that with the pedestrian footpath. Instead, these new works should include connecting the Bridge Street cycleway directly to the Swanson Street intersection with continuous lanes that are separate from the footpath and go through the reserved area with seating, into an integrated traffic light intersection, with a bicycle light signal, that then connects bicycle traffic through to the railway parade cycleway. When riding east on Erskineville Road, the entry to turn left into the Railway Parade cycleway is too tight. Currently it is a hard right angle left turn that has to be negotiated very slowly, with car traffic passing*

*close by on the right. The entry 'funnel zone' could be opened up and set back further from the car flow on Erskineville Road - Swanson Street, making it easier to turn into and out of and merge with traffic*

- *I use this cycleway to commute to work. I don't think it needs to have concrete structures to make it permanent. It's fine as it is. I also find that bicycles are being micromanaged in these new cycle ways. For instance, in this particular path all the give way signs! The normal road rule would not have us stop for cars turning out of a side street. Also, the Eveleigh end of the path ends in a barrier and step forcing cyclists onto the pavement with pedestrians, when in reality, if it was just a level end and one could cycle in and out straight ahead that would make it much safer.*
- *Perfect connection for travelling to the Australian Technology park. The pop-up was recently changed to give right of way to the side streets on Henderson Road, which is a dangerous change. It once again prioritises cars to the detriment of cyclists- it creates confusion as in every other circumstance ongoing traffic has right of way over turning traffic. It is also difficult as a cyclist as it means you have to check behind you for upcoming cars that have the right to turn across you. Bicycles are also most efficient when they can maintain their momentum, so forcing them to give way to cars interrupts that. Given that the vast majority of cars carry only one person, I have to question why the one person in the car is prioritised over the one on the bike. The other issue is the way the lane terminates at Mitchell Street. It forces riders onto the footpath for no reason I can understand, particularly given that it's not a shared footpath. Since most riders want to either continue down Henderson Road or turn left into Davy Street, the force onto footpath makes no sense.*
- *The connection from Railway Parade to Bridge Street needs to be much more direct than currently. For Bridge Street please squeeze another half meter for cycling. Going uphill needs wiggle room. Henderson Road is great and the pedestrians deserve some love. The junction with Davy Road is terrible, the whole junction is way too wide and with reduced traffic from Henderson it is just a glorified right for northbound cars. Could bikes at least get an advanced stop line and a left turn lane at Davy Road. Reduce the comically wide left turn cars get into what is currently a one lane access road.*
- *In contrast to the current pop-up cycleway route, a potential alternative route, such as down Swanson St and along Park St itself, before turning onto to Henderson Rd, for example, is worth carefully considering as it would have many benefits over the current pop-up route, including:*

*Connecting to St Mary's Catholic Primary School and St Mary's Catholic Church, connecting to many more local parks and businesses, which is another stated objective of the cycleway network, including Binning St Reserve, Harry Noble Reserve, Solander Park, SON Erskineville Children's Education, The Kurrajong Hotel, Naked Brew cafe and others.*

*Connecting to many more residents with a cycleway at their doorstep, thereby encouraging its use, and being a shadier route with a shallower gradient, and therefore more suitable for parents with small children. Should a 2-way cycleway*

*along Swanson Street not be feasible due to spatial constraints, in spite of the apparent width of that street, another option may be for a one way cycleway along Swanson St and another one way route along Railway Pde. Either way, it is obvious that more thought and careful planning is needed to be given to the final route of the cycleways.*

## Appendix 5

This appendix contains verbatim comments from respondents who were supportive of the proposed changes to Henderson Road, Railway Parade and Bridge Street, but also offered suggestions about how the proposal could be improved. The comments below have been included in this appendix due to their specific and detailed nature which makes them more useful for CoS use as whole statements. Note that the key points made in each of these comments have also been synthesised into the body of the report, above.

### SUPPORT FOR PROPOSAL FOR HENDERSON ROAD, RAILWAY PARADE AND BRIDGE STREET – WITH SUGGESTIONS

- *When travelling from Redfern to Erskineville there is no easy way to access the start of the cycle path at ATP. There should be a connection between the Henderson Road path and the Burren Street path.*
- *I like that the designs show the cycleway uninterrupted by minor side streets and driveways as I absolutely loathe when cyclists are forced to stop at T intersection and give way to cars coming from 3 directions like at Bourke and Bowden Street near Green Square.*
- *The current arrangement on the bridge over the railway at Erskineville allows bicycles coming from Burren Street to connect easily. But turning right from Swanson Street into Bridge Street is not so easy and travelling from Bridge Street or Railway parade to Burren Street is not simple. I hope that the permanent design will address these issues, hopefully making the cycle path across the bridge into a two-way working path. My other concern is that the east end of this path finishes in an arrangement that makes carrying straight on at the junction with Mitchell Road difficult. It's also not clear how a cyclist should turn right into Mitchell Road.*
- *Corner of Mitchell and Henderson (south east): The most trouble I have is getting onto Phillips street; the path is narrow, I weave around pedestrians, poles and blind corners. Anything that could be done to make that connection to the Henderson road cycleway better would be valuable.*
- *Would be great if these were permanently implemented using similar design as the Wilson Street cycleway which has worked really well. The existing pop-ups are difficult to keep clear of debris and not as user friendly to cycle as Wilson Street.*
- *At the intersection of Railway Parade and Swanson Street, request that the bicycle signal be green for the entire length of the pedestrian signal. It currently stays red to allow pedestrians a 'head start', but a longer bike signal would significantly benefit cyclists, and given the low speeds etc., would not be a danger to pedestrians.*
- *Bridge Street: Based on my experience using the pop-up cycleway, the proposed permanent cycleway will not work so well in the southbound/downhill direction. It is too narrow to ride safely at downhill coasting speed. At the southern end, bicycle traffic is directed into oncoming motor vehicle traffic, creating a crash risk. To be*

useful for most people, including young children cycling to school, cycleways must be complete and connected. There is a gap of about 25 metres between the southern end of the cycleway and Purthonen's Pathway. The cycleway must be extended south all the way to Purthonen's Pathway, including a priority crossing on Victoria Street. To enable this key connection, I would support removing/relocating the garden bed at the southern end of the cycleway – even though it was recently constructed.

- *Henderson Road/Railway Parade: The cycleway connections at the southern end need to be improved. The bicycle lane on the Swanson Street railway bridge is not protected and cars/trucks often encroach onto it. This bicycle lane should be made two-way, for people riding south on Railway Parade and heading towards Macdonald town Station. The cycleway connections at the eastern end need to be improved. Approaching the eastern end at Davy Road, bicycle riders are diverted onto the shared path and must wait for the crossing signal – while the motor vehicles travelling in the same direction next to them may have a green light. The cycleway needs to extend through the Davy Road intersection. A shared zone or path is needed along Davy Road and Central Avenue. This would provide a lower-friction route option through Australia Technology Park.*
- *There will still be large gaps in the cycling routes between Australia Technology Park and (a) George Street Cycleway and (b) Lawson Street Cycleway.*
- *I have experienced a couple of near misses with drivers exiting the Sydney Trains Operations Centre driveway downhill at speed and not giving way to cycleway traffic. Measures are needed to reduce crash risk at this driveway.*
- *I have experienced near misses with drivers turning at speed into the side streets/driveways along Railway Parade/Henderson Road and not giving way to cycleway (or footpath) traffic. Measures are needed to reduce crash risk at all side streets and driveways. I would suggest reducing the turning radius and creating a grade change to slow turning vehicles and reinforce the give way requirement.*
- *I'd also love to see some signage at the intersection with Davy St to tell me where to go next, as continuing straight leads to some hairy roads (or better yet, more cycleways!)*
- *Bridge Street Turning Bay: I am not confident that parents dropping off/picking up children by car – and likely to be distracted and in a hurry – will always adequately check for people, including children, using the cycleway. This creates a crash risk. This turning bay should be removed from the proposal. The street is sufficiently wide for a three-point turn without it. This would have the additional benefit of making driving to the school marginally less convenient, and may therefore help to reduce motor vehicle traffic on Bridge Street. Longer vehicles could use the school driveway to turn. Extra-long vehicles could be prohibited from using Bridge Street. Alternatively, the turning bay could be raised to the same level as the shared path, creating a grade change between the traffic lane and the cycleway, and thereby reinforcing the need for drivers to check for and give way to bicycle traffic.*
- *I support this proposal, particularly if new large trees can provide more shading at the top of Bridge Street by the station.*

- *The lane near the kerb is a bit hazardous and would benefit from being smoother. It also needs more regular sweeping, especially under the trees.*

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