

Attachment C

<h2>Engagement Report</h2>

Engagement report



Contents

Background	3
Engagement summary and activities	5
Early engagement	5
Community engagement	5
Snapshot of feedback received	6
Engagement summary – ideas and issues	6
Appendices	11
Appendix A: Sydney Your Say webpage (including online survey)	11

Context

In the City's community strategic plan, Sustainable Sydney 2030, Direction Four is to make Sydney a city for walking and cycling. It includes targets that at least 10 per cent of City trips will be made by bicycle and 50 per cent by pedestrian movement by 2030.

Transport for NSW customer research shows 70% of residents of Greater Sydney would ride or ride more if there were safe cycleways, separated from traffic. Multiple surveys of residents of the City of Sydney and neighbouring council areas over recent years have consistently found over 70% support for building a bike network and separated cycleways.

Council adopted the Cycling Strategy and Action Plan 2018-2030 in November 2018. In the Strategy, Priority 1 is connecting the bike network, as there is strong evidence showing safe connected cycling infrastructure is essential to making bike riding a viable transport option for the majority of the population. Our benchmark is a bike network that is safe enough for a 12-year-old to ride alone. Page 17 of the Strategy shows the adopted planned bike network. The Strategy target is to complete 80% of the regional route network by 2024 and 100% by 2030.

The cycleway along Oxford and Liverpool Streets (between Taylor Square and Castlereagh Street) is a very important regional bike route connection in the planned bike network. It is also part of the NSW Government's Principal Bicycle Network and a strategic cycleway network route in the NSW Government's Sydney City Centre Access Strategy. It connects existing cycleways along Bourke Street and in the city centre on Liverpool and Castlereagh Streets, and is located on a well-used bike commuter route between the city centre and eastern suburbs.

There are over 2,000 bike trips on Oxford Street per day, but with no dedicated facilities for people to ride, Oxford Street is also the street in our council area with the highest number of reported bike crashes. Commonly, when we build new separated cycleways, the number of bike trips doubles within a year or two, with even higher growth in the city centre or where the cycleway is well connected into the network.

The City's Community Recovery Plan gives direction to how we'll work in partnership with our communities, businesses, the state government, and other local governments. The plan supports economic and social recovery in the local area over the next 18 months. It includes building new cycleways to make bike riding a transport priority in response to the pandemic. This will help communities to return to work and local businesses safely, supporting NSW's economic recovery.

We have been working with Transport for NSW on transport changes in response to the Covid-19 pandemic, including construction of more cycleways. Social distancing requirements may persist, and public transport is one of the facets of Sydney life that will be the last to return to 'normal'. The project is part funded by the NSW Government.

Oxford Street is a significant and important village high street. It is home to many local businesses, residents and important community services and destinations. This cycleway would remove one through traffic lane. This would preserve local access and on street parking and help enhance the street through calming the traffic, reducing noise and pollution impacts and provide a space to ride on the road instead of the footpath.

Through the reduced traffic, the project would improve safety and amenity for people walking, sitting at cafés and restaurants and visiting local business.

Access for buses, taxis and to on-street parking and loading will largely remain the same on Oxford Street. Local access to the area is being prioritised. It is proposed to maintain current arrangements for bus stops and taxi, parking and loading spaces. Parking spaces will be removed from Liverpool Street.

Transport for NSW will monitor the performance of the westbound kerbside lane and use of off-peak parking and loading spaces for six months after the cycleway opens, to identify and consider

potential improvements. This will include evaluating bus reliability and potentially changing off-peak parking and loading hours, in consultation with City of Sydney.

The most common causes of reported bicycle crashes over the last ten years on Oxford Street are opening car doors, poor surface conditions, left turns and left side swipes. The cycleway is expected to eliminate these crash causes.

Access for people driving to Oxford Street and into and out of the city would be maintained. The reduction in the number of traffic lanes could impact through traffic during some periods of the day. People driving from the Eastern suburbs along Oxford St to a destination in the City or beyond have numerous alternative routes such as Moore Park Road, the Eastern Distributor and the Cross City Tunnel or might opt for public transport.

Background

In March 2020 Sydney began to adapt to changes in response to the global pandemic, Covid-19. One of the adaptations was the creation of new cycling infrastructure that would help manage capacity of public transport by providing a safe way to get around by bike.

The City in partnership with Transport for NSW (TfNSW) quickly designed and implemented six cycleways across the City of Sydney. The connections are well used and so other routes were identified including Oxford and Liverpool streets between Taylor Square and Castlereagh Street and College Street.

The original plan included a centre running cycleway on Oxford and Liverpool streets and reinstating the cycleway on College Street removed during light rail construction. The cycleway was to be made using easy to install and remove materials so that the project could be built quickly and help manage impacts of the pandemic.

The community was consulted in November 2020 and the proposal was well received. They told us they a safe connection for this route is needed and that if built would encourage people to ride more. There were some reservations about the centre running alignment and how the connection would be accessed.

Previous engagement report

Following this feedback, the connection was redesigned and workshopped with TfNSW in order to get in principle approval to reconsult the community. The best option for Oxford and Liverpool streets is to have the cycleway on the north side. The College Street cycleway is proceeding with the same plan consulted on in November 2020 and so was not re-exhibited.

The purpose of the engagement was to make plans available for comments that will inform a report to Council who will make a determination on the project. Engagement outcomes will also inform reports to Local Pedestrian, Cycling and Traffic Calming Committee.

The majority of feedback received during this round of community engagement is supportive and includes input on the design using Social PinPoint, a map based survey platform that prompts feedback in five categories:

- Bike network connections
- Traffic flow
- Access to properties
- Ideas and suggestions
- Make a comment

In addition to comments supporting (78) and opposing (15) the project, the main feedback topics were:

1. Continue safe riding connections to Centennial Park, Flinders Street, St Vincents Hospital and Kings Cross (23)
2. Ensure that access to the bus stops over the cycleway is safe, clearly marked and shelters are not covered in advertising (13)
3. Ensure light phasing prioritises people walking and riding (12)
4. Ensure that the design prioritises safety and access for people walking (10)
5. Support the closure of Liverpool Street (9)

Email submissions were also received from community, stakeholders and bike user groups.

Engagement summary and activities

Early engagement

City project staff met with key stakeholders prior to community engagement to present plans, discuss access, public space use and any perceived impacts. The meetings were held with:

- Anzac Memorial
- Sydney Gay and Lesbian Mardi Gras
- Community and business leaders
- Woollahra Municipal Council
- Member for Sydney, Alex Greenwich's office

The updated plans were well received. The project team will make changes to the plans wherever possible to provide the best outcome for the community.

Community engagement activities

Key stakeholders and the broader community were consulted on the updated plans from 28 October 25 November 2021.

Two information sessions were held online – a lunch time session on Wednesday 10 November and an afternoon session on Thursday 11 November.

Three in person drop in sessions were held at Taylor Square on Tuesday 16, Wednesday 17 and Thursday 18 November.

The Sydney Your Say page was visited 1012 times during the consultation period. The plan was downloaded 213 times.

A notification letter was sent to 12,500 properties.

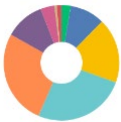
126 people dropped 193 pins on the Social PinPoint map based survey

We received a total of 31 emails submissions during the public exhibition period.

Snapshot of feedback received



157 people had their say
1012 visited the sydneyyoursay.com.au page
126 used the Social Pinpoint map survey



78 comments were made supporting the project
15 comments were made opposing the project
127 submissions provided qualified responses and suggestions

Engagement summary – ideas and issues

	Bike network connections	Traffic flow	Access to properties	Ideas and Suggestions	Make a comment	All pin categories	Email submissions	Total	CoS response
Support the project	3	1			55	59	19	78	Noted
Continue safe riding connections to Centennial Park, Flinders Street, St Vincent's Hospital and Kings Cross	5			2	15	22	1	23	The City's Cycling Strategy and Action Plan 2018-2030 shows planned cycleways, including connections to these locations. We (or TfNSW, for state roads) plan to deliver these in the coming years.
Oppose the project	2				7	9	6	15	Noted
Ensure that access to the bus stops over the cycleway is safe, clearly marked and shelters are not covered in advertising				2	10	12	1	13	Sightlines will be carefully considered in the detail design.
Ensure light phasing prioritises people walking and riding	1	1		2	5	9	3	12	The city is working closely with TfNSW to provide priority for people walking and cycling.
Ensure that the design prioritises safety and access for people walking	1			2	7	10		10	The safety of people walking is a key consideration of the design

Engagement report

	Bike network connections	Traffic flow	Access to properties	Ideas and Suggestions	Make a comment	All pin categories	Email submissions	Total	CoS response
Support the closure of Liverpool Street		1			5	6	3	9	Noted
Support the part-closure of Palmer Street		1		3		4	2	6	Noted
Use new medians and closures for planting (natives preferred)					2	2	3	5	Planting will be incorporated where possible while balancing the needs of space for people walking
Create bike boxes (storage) at intersections	2	1		1		4	1	5	Bike boxes will be incorporated where appropriate.
Continue green line marking along entire length of cycleway especially at bus stops and intersections	1			3		4	1	5	We will design for consistency with the Transport for NSW Cycleway Design Toolbox, which stipulates where green should be used to highlight conflict points.
Install safe entry and exit sections of the cycleway so that people riding can join traffic to access side streets - signalise where needed		1		1	1	3	1	4	Bike riders will be able to enter/exit the cycleway at every intersection. A dedicated signal phase for turning movements will be incorporated where possible.
Install clear signage and enforce requirement that people don't ride on the footpath					2	2		2	Any "no cycling" sign would prevent legitimate footpath riding (for example by children, people with disabilities and posties) when they may need to. Police are responsible for enforcement.
Does not support the closure of Liverpool Street					2	2		2	Noted
Paint the cycleway rainbow					1	1	1	2	Unfortunately, this is not practical
Provide turn bike signals for people riding in to side streets					1	1	1	2	Bike turn signals don't exist in Australia and the road rules yet, but we're working on it.

Engagement report

	Bike network connections	Traffic flow	Access to properties	Ideas and Suggestions	Make a comment	All pin categories	Email submissions	Total	CoS response
Make the transition over Elizabeth Street straight not a 'dog-leg'					1	1	1	2	The geometry of this transition will be further developed during the detailed design.
Make the cycleway conventional running - one way on each side of the road in the same direction as traffic					1	1	1	2	This option was investigated but found not to be feasible. Due to the interface with bus stops on both sides of the street and additional space required for a conventional running cycleway.
Slip lane from Elizabeth on to Liverpool Street is unsafe	1			1		2		2	The proposal provides additional space for people walking as well as an extended crossing time for people walking and riding.
Create a north-south connection from Liverpool Street to Pitt Street	1			1		2		2	The future cycleways on College Street and King Street will create a connection to Pitt Street cycleway.
Make entries into the cycleway wider				1		1	1	2	The design maximises the amount of road space that can be allocated for the cycleway.
Support relocation of bus stop from Liverpool Street to Elizabeth Street						0	2	2	Noted
Prioritise light phasing for vehicle lanes					1	1		1	The Transport for NSW Road User Space Allocation Policy sets a customer hierarchy that guides the allocation of time and space for different street users.
Make sure the cycleway is wide enough the bus stop islands					1	1		1	The cycleway will narrow slightly behind bus stops to discourage overtaking where bus passengers may be crossing.

Engagement report

	Bike network connections	Traffic flow	Access to properties	Ideas and Suggestions	Make a comment	All pin categories	Email submissions	Total	CoS response
Make parking free on weekends to compensate for loss of parking					1	1		1	The intention is to retain all parking and loading on Oxford Street unless it impacts on bus travel time.
Don't remove parking and loading on the south side of Liverpool Street					1	1		1	There is insufficient road width to retain the parking on the south side of Liverpool Street.
Does not support the half-closure of Palmer Street					1	1		1	Noted
Use space in closed off section of Palmer Street to create motorbike/scooter parking					1	1		1	The design of the half closure including parking allocations will be further refined during the detailed design of the project.
Create shared zones on Yurong Lane and similar - like Premier Lane	1					1		1	This suggestion is outside the scope of this project.
Signalised crossing not required mid block of Liverpool Street	1					1		1	The existing signal crossing provides direct access to The Hyde Park War Memorial.
Create a safe bike connection on Wentworth Avenue between Belmore Park and Oxford Street	1					1		1	There will be a safe bike connection between Belmore Park and Oxford Street using the cycleways on Castlereagh and Liverpool Streets.
Reduce area speed limit to 30km/h				1		1		1	30km/h is not yet an option in the NSW Speed Zoning Guidelines.
Open up the front of the court to the public - connect into Taylor Square				1		1		1	This is not within the scope of this project.
Resurface the road/cycleway				1		1		1	The cycleway will be fully resurfaced. The road will be resurfaced where required based on its current condition.

Engagement report

	Bike network connections	Traffic flow	Access to properties	Ideas and Suggestions	Make a comment	All pin categories	Email submissions	Total	CoS response
Make the use of the cycleway mandatory for people riding - do not allow for people to ride on the road				1		1		1	The Australian Road Rules allow bicycle riders to either use the road or separated cycleway.
Ensure there are adequate lanes for people continuing straight and turning at intersection - eg Kent and King		1				1		1	A dedicated right turn lane will be provided on the cycleway on Oxford St into College St.
Provide bike access north into Palmer Street			1			1		1	This will be investigated during the detailed design stage of the project.
Retain loading and parking for hospitality and entertainment venues		1				1		1	The intention is to retain all parking and loading on Oxford Street unless it impacts on bus travel time.
Narrow lanes on Liverpool Street to manage traffic speeds						0	1	1	The speed limit within the CBD is 40km per hour. The lanes widths are designed to the minimum required.
Remove right hand turn bans at Riley and Crown						0	1	1	The project will not change existing turn restrictions, as they exist for safety reasons.
Create a left hand turn ban at Crown and Oxford						0	1	1	This left turn is needed for car traffic access to the neighbourhood.
Provide more bike parking along the route						0	1	1	Noted. Bike racks can be requested via the City's website.
Prioritise separated cycleways over shared spaces						0	1	1	We do wherever possible.
Ensure bike access into Liverpool is retained						0	1	1	Access for people riding bicycles will be retained at the proposed street closure
When the cycleway is open, restrict access to Hyde Park						0	1	1	We expect the cycleways on Oxford, Liverpool, and College will reduce people riding through the park.

Appendices

Appendix A: Sydney Your Say webpage (including online survey)

Proposed works & maintenance

Oxford Street cycleway: Your feedback on updated designs

The cycleway on Oxford and Liverpool streets will create an important link in the bike network, connecting the city centre to the east.

Under review

Contributions to this consultation are closed for evaluation and review. The project team will report back on key outcomes.

PUBLIC CONSULTATION PERIOD
28 October 2021 to 25 November 2021

Why we're doing this

In November and December 2020, we consulted on a [plan for a centre running pop-up cycleway on Oxford Street](#). The community let us know a safe connection for people riding is well supported and provided feedback about operation and access of the centre running cycleway.

Following community feedback, we have reconsidered the design and now propose a permanent, higher quality bi-directional cycleway on the northern side of Oxford and Liverpool streets.

What we're doing

Oxford Street is one of the city's busiest bike routes. This project is part of our program to make Sydney a safer place for people to walk and ride and provide more options for people to travel around the city.

The updated design will maintain loading and bus operations on Oxford Street. Transport for NSW will monitor the performance of the westbound kerbside lane and use of off-peak parking and loading spaces for 6 months after the cycleway opens, to identify and consider potential improvements. This will include evaluating bus reliability and potentially changing off-peak parking and loading hours, in consultation with the City of Sydney.

Parking and loading will be removed on Liverpool Street between Elizabeth and College streets and the bus stop on Liverpool Street will be relocated to Elizabeth Street.

This project is jointly funded by the City of Sydney and the NSW Government.

Craig Ryan

SENIOR COMMUNITY ENGAGEMENT
COORDINATOR

02 9265 9333

sydneycycleways@cityofsydn...

COPY EMAIL ADDRESS

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Engagement report

