

Attachment C

<h2>Engagement Report</h2>

Engagement Report Rosebery Quietway



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Introduction

This Engagement Report describes the outcomes of the engagement process for the proposed "quietway" on Primrose Avenue, Confectioners Way and Spring Street in Rosebery, between Gardeners Road and Epsom Road.

Transport for NSW defines a "quietway" in its Cycleway Design Toolbox (December 2020): "A quietway is a high-quality 'mixed traffic' treatment, where bicycle riders travel on-road. The design philosophy of a quietway is that people cycling are equal road users to motor vehicle traffic. Supported by very low traffic speeds (e.g. 30kmh or lower) adequate design elements and visual cues, drivers are encouraged to reduce speed and discouraged to overtake bike riders or other vehicles. Quietways are preferred on local streets with low volumes and few heavy vehicles".

Context

Direction 5 in the City's Community Strategic Plan, Sustainable Sydney 2030 - 2050 is to make Sydney a city for walking, cycling and public transport. Its targets include a minimum of 10 per cent of City trips will be made by bicycle and 50 per cent by pedestrian movement by 2030.

Transport for NSW research has found that 70 per cent of Greater Sydney residents would ride, or ride more, if it were safe and convenient. Recent surveys of residents in the City of Sydney and neighbouring council areas have consistently found over 70 per cent support for building a bike network.

The 1997 South Sydney Bike Plan showed route 12 on Dunning Avenue, between Hansard Street and Harcourt Parade, then using Durdans Avenue to reach the signalised crossing on Gardeners Road near Botany Road. At that time, Primrose Avenue only extended as far north as Crewe Place.

This year, due to a new through site link opening between Crewe Place and Spring Street, Primrose Avenue (and Confectioners Way and Spring Street) now forms the most direct connection between (to the north) Epsom Road cycleway near Joynton Avenue to link to Portman Street and Gadigal Avenue cycleways, and (to the south) a signalised crossing of Gardeners Road (at the Post Office) and connecting to the Bayside Council future bike network on Gordon Street (and JJ Cahill Memorial High School). It is the most direct connection, connecting Rosebery into Green Square, the city centre, and Mascot.

This project replaces the planned regional route on Dunning Avenue and the pop-up cycleway will be removed by May 2023 and the previous road conditions will be reinstated. The Transport for NSW counter on Dunning Avenue counted approximately 710 trips per week in March 2021, and 1,000 trips per week in November 2020.

The project includes the installation of trees and garden beds in the roadway, along the length of the quiet way as both a traffic calming measure and contributing to achieving the Greening Sydney Strategy aim of a 'cool, calm and resilient' city through increasing green cover and tree canopy across the LGA.

Background

Primrose Avenue is a quiet, wide street in the low-density area of Rosebery. It adjoins Confectioners Way in the high-density area of Rosebery. It is a local street and as such doesn't need to move high volumes of traffic or larger vehicles. It is an ideal street to make better for people in response to previous resident requests for traffic calming, and its clear connection in to Green Square and Bayside Council area.

A quiet way is a combination of different proven approaches that creates a slower quieter street that people feel happy living on, using for walking and for riding.

A quieter street add a safe cycling connection while also improving the amenity of the street, prioritising people walking and supporting the greening targets.

Engagement summary and activities

Community engagement activities

The City consulted key stakeholders and the broader community on the concept design between 8 June and 11 July 2022.

The City held two in-person drop-in sessions on Saturday 18 June: one at Turruwul Park and another at the park at the corner of Confectioners Way and Crewe Place. See photographs below, including Figure 3 Feedback on Concept Design.

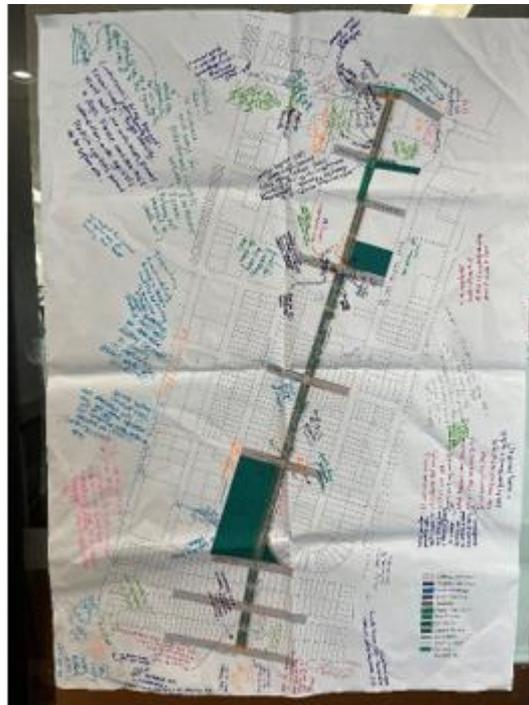
Figure 1. Drop-in session at Turruwul Park



Figure 2. Drop in session at the park at the corner of Confectioners Way and Crewe Place



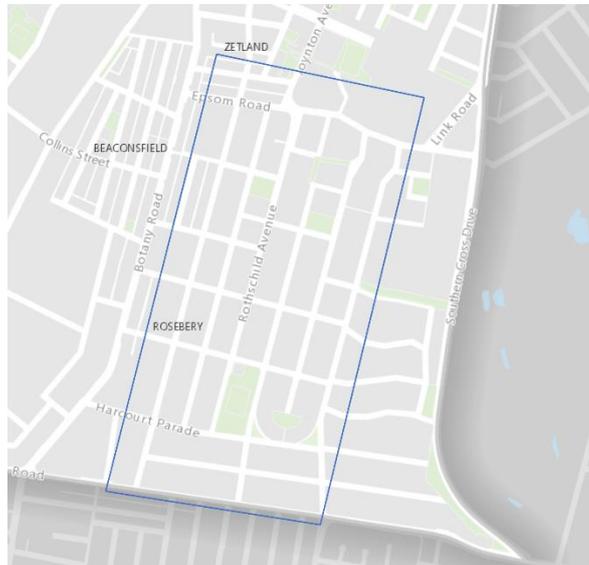
Figure 3. Feedback on the concept design



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The City sent letters about the consultation process to 6100 properties.

Figure 4. Letter distribution area.

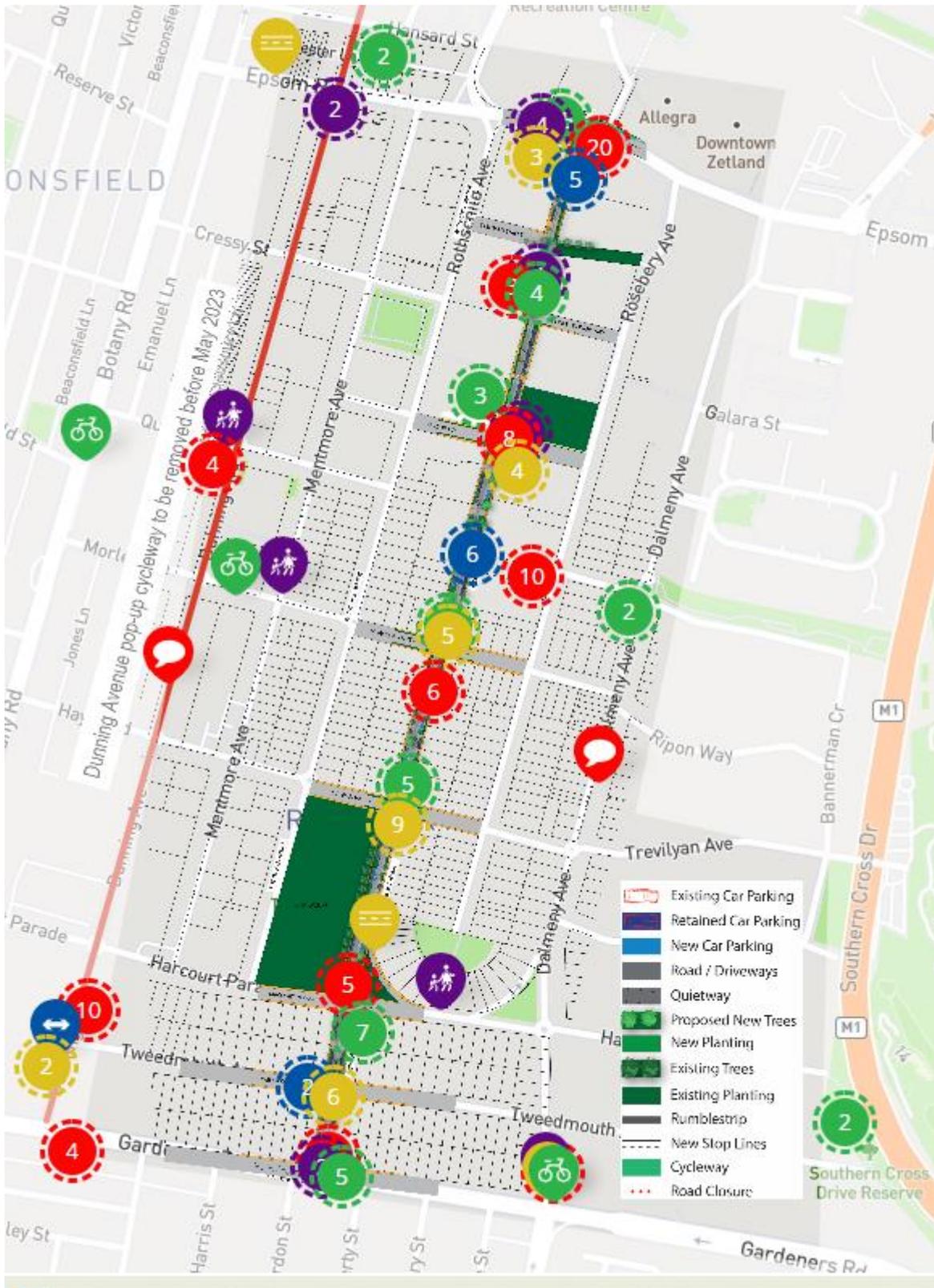


The Sydney Your Say page was visited 1475 times during the consultation period. The plan was downloaded 287 times. This activity indicates that people are aware of and interested in the project, whether or not they had their say.

63 people made 217 comments on the Social PinPoint map. Some people left more than one comment.

The City received a total of 59 email submissions during the public exhibition period.

Engagement summary – ideas and issues on map



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Stakeholders were asked to have their say by dropping pins on the concept design. The feedback is shown in the first column of the table below.

When the pin dropped other stakeholders could support (green thumbs up) or not support (red thumbs down). This is shown in the second (thumbs up) and third (thumbs down) column.

The third column calculates the difference between support (green thumbs up) and not support (red thumbs down) for each item of feedback received.

The fourth column is the City staff response to the feedback.

Email feedback was also welcomed and is detailed in the next table.

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Feedback received			Difference (up – down)	CoS response
Supports the removal of the pop-up cycleway on Dunning Avenue	171	39	132	Noted. It will be removed by May 2023.
Close Dunning Avenue at Gardeners Road	97	15	82	Dunning Avenue is a bus route and has many commercial and industrial properties that make it unsuitable for closure.
Safe crossing across Epsom Road at Spring Street is needed	81	3	78	The pedestrian and bike refuge allows a staged crossing of Epsom Road, one lane at a time. Transport for NSW did not support the City's request for new traffic signals or pedestrian/bike crossing at this location at this stage. The alternative is to cross at the Rothschild Avenue signalised crossing.
Timed parking is needed to deter people from parking and commuting to the city by bus	42	4	38	To apply for parking changes, talk with your neighbours and send a petition to council@cityofsydney.nsw.gov.au
Closing Spring Street would be inconvenient for people who access the onsite private parking	35	31	4	Alternative access route via Rothschild Avenue and Stedman Street provides safe access to Epsom Road (east and westbound)
Closure of Primrose Avenue at Gardeners Road is supported but more needs to be done to slow traffic on Dunning Avenue	33	2	31	There are no traffic calming works currently planned for Dunning Avenue due to the commercial/industrial nature of the street.
Make sure there is consistent and clear signage and line marking of who has the right of way	32	4	28	Noted for detailed design.

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Feedback received			Difference (up – down)	CoS response
Narrow the wider intersections to make is safe for people walking to cross	30	4	26	This will be investigated during the detailed design stage of the project. The proposal provides narrower intersections in order reduce carriageway at key intersections. The City will investigate the locations during the detailed design stage.
Make sure that the cycleway and footpath in the park between Stedman Street and Confectioners Way is wide enough and clearly marked as separate	28	0	28	Noted for detailed design
Make the crossing between Primrose Avenue and Gordon Street shared for people walking and riding	24	4	20	The signalised crossing already has shared lanterns to enable both walking and cycling.
Make all of the intersections of Primrose Avenue consistent to make it safe	24	0	24	The project will aim to have a coherent treatment at each intersection. However, each interaction is unique and will be treated as such. This will be investigated during the detailed design stage of the project.
A safe crossing at Gardeners Road and Dalmeny Avenue is needed	22	1	21	Outside scope of project. City will raise this with Transport for NSW which controls the intersection
Support	22	6	16	Noted

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Feedback received			Difference (up – down)	CoS response
The pedestrian islands at the intersection of Epsom, Joynton and Rothschild need to be made larger.	21	0	21	Outside scope of project. City will raise this with Transport for NSW which controls the intersection
The closure of Spring Street will impact already difficult access onto Rothschild Avenue	21	6	15	Noted
A shared crossing is needed at the intersection of Dunning Avenue and Epsom Road	21	0	21	Outside scope of project. The Local Pedestrian Cycling and Traffic Calming Committee has approved a pedestrian crossing for this location. The City will construct it in the 2024/25 financial year.
Closing Primrose Avenue will create more traffic on Dalmeny Avenue	20	15	5	Reducing the through traffic on Primrose Avenue could lead to minor traffic increases on other roads.
Make sure there is a connection into the existing Green Square bike network	19	0	19	From Epsom Road cycleway, the link to Green Square Plaza and station is complete and the link to Gadigal Avenue will be upgraded as a separate project.

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Feedback received			Difference (up – down)	CoS response
It will be safer for people riding if the roundabout at the intersection of Harcourt and Primrose was removed	18	6	12	The design aims to reduce the amount of motorised traffic volumes at the intersection without removal the existing infrastructure where possible. With the reduction of traffic volumes at the intersection the design will create a more attractive environment for cycling on the road. This will be investigated further during the detailed design stage of the project.
Add more pedestrian crossings and raised footpaths	16	4	12	The proposal includes a pedestrian crossing and the project will look at opportunities for additional pedestrian crossings and raised footpaths during detailed design.
Another closure at Hayes Road would further deter traffic	15	2	13	Noted. We will monitor traffic volumes and speeds after the project to see if further works are needed.
Use Dutch style roundabouts where a roundabout is needed	15	2	13	Dutch style roundabouts, with an additional circuit for people riding, with a 5-6m buffer area between, requires more space than is available.
Make sure that Spring Street is safe for people riding and driving especially at the driveways to the apartment building	15	7	8	Noted for detailed design.
A signalised crossing is needed for the Epsom Road and Rosebery Avenue	15	4	11	Outside project scope. There are future plans for traffic signals at Epsom Road and Rosebery Avenue.
Make sure that there is a safe connection to the south, including repairing the existing Gardeners Road shared path	12	2	10	Noted for detailed design.

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Feedback received			Difference (up – down)	CoS response
Use a different, bike safe, road surface as an additional indicator that vehicles are required to drive slower	11	3	8	Surface treatment options will be investigated during the detailed design phase.
Narrow Stedman Street/Spring Street to make sure there is a slower traffic and safer interactions for people riding and driving	11	6	5	The central planted median already narrows Stedman Street, but noted for further consideration in detailed design.
Provide more bike parking	11	5	6	Noted for detailed design.
Reduce the number of parking spaces to limit chance of interaction between cars and people riding	11	12	-1	The project will maintain the same number of parking spaces (except at Gardeners Road). The angle parking will be rear to kerb for best sight lines and safety.
Provide more car share spaces	11	12	-1	There is a separate process for requesting a car share space.
A safe riding connection to the Cannery is needed	10	5	5	Outside scope of project. Noted for future investigation.
Remove slip lanes and narrow intersection of Epsom, Joynton and Rothschild	10	1	9	Outside scope of project. City will raise this with Transport for NSW which controls the intersection
Install a midblock closure between Morley Avenue and Hayes Road	10	4	6	Noted. We will monitor traffic volumes and speeds after the project to see if further works are needed.
Ensure that connections to all directions is properly signed and included on the CoS bike map	10	0	10	City will update the bike map and the regional route signage when the project is built.

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Feedback received			Difference (up – down)	CoS response
Make footpaths wider for people walking	9	1	8	This project will improve the amenity of walking in many ways (shade, lower traffic volume and speeds etc).
Close the slip lane at Primrose and Harcourt	9	3	6	This lane is necessary to access resident driveways.
Reduce the speed limit to 30km/h	9	3	6	Currently the Transport for NSW Speed Zoning Guidelines do not allow for 30km/h speed limits. The project will have a design speed of 30km/h and we can apply for a 30km/h limit once TfNSW make that option available.
Include Fuse Street to provide safe access to Gunyama Park	9	0	9	Outside scope of project. The northern extent of this project is Epsom Road. This links to Fuse Street shared zone and Rose Valley Way which connects to Gunyama Park. City will add a kerb ramp, separately.
A space with cars is not safe for people riding	9	4	5	In many contexts this is true, but the TfNSW Cycleway Design Toolbox indicates that riders and drivers can coexist safely when traffic volumes and speeds are low enough and the local traffic is accustomed to sharing with bicycle riders. It works in numerous other cities in other parts of Sydney's network, for example on Belmont St, Alexandria & Wells St, Redfern.
Ensure safe access for commercial properties near Crewe Place	8	5	3	Noted for detailed design.

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Feedback received			Difference (up – down)	CoS response
Doesn't support the removal of parking spaces or the closure of Primrose Avenue	8	8	0	217 parking spaces will be retained. There are 9 spaces to be removed, near Gardeners Road. The closure is for the safety of people walking and riding who are in danger from traffic turning right into Primrose Avenue.
Use porous pavement/road materials to increase stormwater retention	7	0	7	Noted for investigation during detailed design.
There has not been accidents or incidents at the intersection of Tweedmouth and Primrose avenues to necessitate this kind of traffic treatment	7	11	-4	There are only minimal changes at the Tweedmouth intersection – just some kerb extensions to make it easier and safer for people walking across the street.
This project provides for a covid safe way to be more active and support local business	7	2	5	Noted
A pedestrian crossing is needed at the intersection of Dunning Avenue and Queen Street	7	0	7	Outside the scope of this project. This comment will be passed to the Traffic Operations team for investigation.
Continuous Footpath Treatments are needed on side streets to slow vehicles	7	1	6	The City will investigate the introduction of continuous footpath treatment as a method to slow vehicles during the detailed design stage.
Install a roundabout at Tweedmouth and Dalmeny avenues to help manage traffic accessing Dalmeny Avenue	7	0	7	Outside the scope of this project. This intersection already has a raised platform to calm the intersection.
Install a crossing between Dalmeny and Primrose avenues to slow traffic and provide safe access into Crete Reserve	6	1	5	Outside the scope of this project. This comment will be passed to the Traffic Operations team for investigation.
Plant less trees and garden beds in favour of more parking spaces	6	12	-6	The project will maintain the same number of parking spaces (except a small reduction at Gardeners Road).

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Feedback received			Difference (up – down)	CoS response
Use yield points to further slow traffic	6	5	1	Noted for consideration in detailed design. We will monitor traffic volumes and speeds after the project to see if further works are needed.
Reduce the speed limit in the area. 60km/h is too fast.	6	0	6	All council-controlled roads in the area are 40km/h (except Epsom Road which is 50).
A loading zone would be useful for residential deliveries and services and commercial property use	6	0	6	You can request a Loading Zone by emailing council@cityofsydney.nsw.gov.au – it will need to meet certain conditions.
Cars need to be slowed down on Dalmeny Avenue	6	0	6	Outside the scope of this project. Dalmeny Avenue has a 40km/h limit and multiple calming devices: raised intersections, roundabouts and speed humps.
Install a bidirectional cycleway on Dunning Avenue when the current pop-up cycleway is removed.	5	10	-5	This option was investigated but not preferred.
Angle the parking on Confectioners way to slow down vehicles.	5	1	4	All the parking on Confectioners Way is already angled parking.
The parking at the south of Primrose Avenue is needed for businesses on Gardeners Road	5	8	-3	People needing to park near the businesses on Gardeners Road will need to park five parking spaces further away as a result of this project.
Retain no stopping space outside of 16 Primrose Avenue	5	1	4	Noted for detailed design.
Improve bike route marking to show safe access north-south into Bayside Council area	5	1	4	The City will update the bike map and the regional route signage when the project is built.

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Feedback received			Difference (up – down)	CoS response
Improve sight lines on Epsom Road near future Spring Street crossing	4	0	4	Noted for detailed design.
Do not close the Dunning Avenue pop-up cycleway	4	19	-15	This option was investigated but not preferred.
Pedestrian crossing is needed at western side of intersection of Crewe, Confectioners and Primrose	4	2	2	Noted for consideration during detailed design.
Narrow and raise all intersections along the quiet way from Crewe to Harcourt	4	2	2	Narrowing and raising intersections will be done in key locations but raising is generally ruled out due to drainage considerations. The City will investigate the locations during the detailed design stage.
The right turn from Rothschild Avenue into Epsom Road needs to be signalised	4	2	2	Transport for NSW has plans to add a right turn phase from Rothschild Avenue into Epsom Road soon.
Lighting needs upgrading at the intersection of Primrose Avenue and Harcourt Parade	4	0	4	Noted for detailed design.
More lighting and crossings at the intersection of Confectioners Way, Primrose Ave and Crewe Place	3	1	2	Noted for detailed design.
A bidirectional cycleway is preferred	3	2	1	Due to numerous considerations, described in the council report, a quietway was considered the best option in this case.

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Feedback received			Difference (up – down)	CoS response
Better access from Epsom Road onto Fuse Street is needed	3	0	3	The pedestrian and bike refuge allows a staged crossing of Epsom Road between Spring Street and Fuse Street, one lane at a time. Transport for NSW do not support new traffic signals or pedestrian/bike crossing at this location at this stage. The alternative is to cross at the Rothschild Avenue crossing.
A bike pump, more bike parking and an Opal secure bike parking trial is needed in Turruwul Park	3	2	1	Noted for consideration in detailed design.
The existing paths in Turruwul Park are too bumpy to ride on. Traffic lights like in Sydney Park could be used to encourage kids riding in the park	3	2	1	Outside the scope of this project. Noted for potential future project.
There needs to be more places where people riding have the priority in a shared environment	3	0	3	The City expects to roll out more quietways in future, where appropriate.
Move power/utilities underground to improve the appearance of the streets	3	0	3	Undergrounding power is beyond the scope of this project.
The cycleway through the park would be better suited to the eastern side	2	1	1	Riding through the Turruwul Park is also available, using the shared paths.
Make sure people in the building next to the park can leave their building and safely cross the cycleway	2	0	2	Noted for detailed design.
A signalised intersection at Rosebery Avenue and Epsom Road will increase traffic accessing Rosebery	2	0	2	Outside the scope of this project. There are future plans for traffic signals at Epsom Road and Rosebery Avenue.
Use the bush and garden space along the M1 for a cycle connection	2	0	2	Outside the scope of this project. Noted for investigation for a future project.

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Feedback received			Difference (up – down)	CoS response
Stop sign needed on Hayes Road at Primrose Avenue	2	1	1	Noted for detailed design.
Shared crossing of Crewe Place is needed at Primrose Avenue	2	1	1	The project includes a pedestrian crossing here. People riding will be on Primrose Avenue/Confectioners Way which will have priority over Crewe Place traffic.
More space for more efficient modes of transport are needed	2	2	0	Noted
Remove the mid-road planters/garden beds	2	1	1	Removing the plantings at the southern end of Primrose Avenue is not part of the project.
A crossing over Rosebery Avenue, south of Crewe Place is needed	1	0	1	Outside the scope of this project. This comment will be passed to the Traffic Operations team for investigation.
Dunning Avenue cannot be returned to its previous state as it will fail to meet road standards	1	9	-8	Comment noted.
Crossing of Crewe Place at Rosebery Avenue is needed	1	0	1	Outside the scope of this project. This comment will be passed to the Traffic Operations team for investigation.
Crossing of Rothschild Avenue at Crewe Place is needed	1	2	-1	Outside the scope of this project. This comment will be passed to the Traffic Operations team for investigation.
Re-open the closure of Dalmeny Avenue	1	5	-4	Outside the scope of this project. The closure is in place to manage previous traffic impacts in Rosebery.
Stop sign required at Crewe Place at Confectioners Way	1	1	0	Noted for detailed design.
Signage is needed for the pedestrian crossing on Confectioners Way	1	1	0	Noted

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Feedback received			Difference (up – down)	CoS response
Don't remove the parking near Gardeners Road	1	2	-1	People wanting to park near Gardeners Road will need to park five parking spaces further away as a result of this project.
Provide bike lanterns at the intersection of Epsom, Joynton and Rothschild	0	1	-1	Outside the scope of this project. We will raise this with Transport for NSW which controls the intersection
Review the light phasing to ensure that Dalmeny Avenue can adapt following closure of Primrose Avenue	0	2	-2	We will raise this with Transport for NSW which controls the intersection
Install a pedestrian crossing between Woolworths and the park	0	2	-2	There is a raised intersection with a continuous footpath treatment already across Confectioners Way at Crewe Place and a pedestrian crossing midblock on Confectioners Way.
More lighting and security cameras needed at the park between Stedman Street and Confectioners Way	0	2	-2	Noted
Trees will reduce sight lines for larger vehicles leaving commercial properties	0	1	-1	Sight lines at driveways will be considered during detailed design.
Don't reopen Dalmeny Avenue	0	3	-3	This project is not re-opening the closure of Dalmeny Avenue.
Close Tweedmouth Avenue at Primrose Avenue in both directions	0	2	-2	Tweedmouth Avenue will remain open for access to properties along the street.

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Engagement summary – ideas and issues – email submissions

Comment	Total people making the comment	CoS response
More crossings at intersection of Crewe/Confectioners/Primrose	1	Noted for consideration during detailed design.
Support	16	Noted
Closing Primrose Avenue will create more traffic and access issues on neighbouring streets	15	Reducing the through traffic on Primrose Avenue could lead to minor traffic increases on other roads.
Closing Spring Street will create more traffic and access issues on neighbouring streets	7	Alternative access route via Rothschild Avenue and Stedman Street provides safe access to Epsom Road (east and westbound)
A signalised crossing is needed for the Epsom Road and Rosebery Avenue	2	Outside the scope of this project. There are future plans for traffic signals at Epsom Road and Rosebery Avenue.
Install sound barriers in Bannerman Park	1	This is outside the scope of the project.
Make sure there is consistent and clear signage and line marking of who has the right of way	3	Noted for detailed design.
Support removing the pop-up cycleway on Dunning Avenue	9	Noted.
Close or reduce access into Dunning Avenue at Gardeners Road	2	Dunning Avenue is a bus route and has many commercial and industrial properties that make it unsuitable for closure.
A quiet way isn't needed	7	A quiet way addresses requests from the community to calm traffic, as well as to create space for helping meet the City's greening and canopy targets and provides a safe bike route between Rosebery and Green Square.
The new street alignment will make it dangerous for people accessing driveways	3	Noted to address in detailed design.
Street closures will restrict emergency vehicle access	3	Emergency vehicle access will be maintained.

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Comment	Total people making the comment	CoS response
Reopen Dalmeny Avenue	3	This project is not re-opening the closure of Dalmeny Avenue.
Permits should be issued to every household and timed parking introduced	1	To apply for parking changes, talk with your neighbours and send a petition to council@cityofsydney.nsw.gov.au Eligibility for parking permits can be checked at https://www.cityofsydney.nsw.gov.au/transport-parking/apply-residential-parking-permit
Garden beds are not needed	7	Council has adopted the <i>Greening Sydney Strategy</i> with targets, “to increase our overall green cover to 40 per cent across the local area, including a minimum of 27 per cent tree canopy by 2050.”
The quiet way may not be safe enough for people riding. A separated cycleway is preferred	2	In many contexts this is true, but the TfNSW Cycleway Design Toolbox indicates that riders and drivers can coexist safely when traffic volumes and speeds are low enough and the local traffic is accustomed to sharing with bicycle riders. It works in numerous other cities in other parts of Sydney’s network, for example on Belmont St, Alexandria & Wells St, Redfern. Due to numerous considerations, described in the council report, a quietway was considered the best option in this case rather than a separated cycleway.
Use different markings or paving to ensure that the quiet way is clear for all road users	2	This will be investigated during detailed design.
Don't remove parking spaces near Gardeners Road	5	People wanting to park near Gardeners Road will need to park five parking spaces further away as a result of this project.
Buses shouldn't run on Dunning Avenue	1	Transport for NSW determines bus routes.
Make sure traffic calming devices don't create extra noise	1	Noted for detailed design.
Integrate aesthetically with the parks	1	Noted for detailed design.

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Comment	Total people making the comment	CoS response
Install a roundabout at the intersection of Hayes Road and Primrose Avenue	1	The intersection of Hayes Road and Primrose Avenue will have kerb extensions to improve crossing safety for people walking and will have the stop control reversed to be on Hayes Road. Roundabouts are less safe for people walking.
Retain the roundabout at Harcourt Parade and Primrose Avenue	1	The plan is to retain the roundabout at Harcourt Parade and Primrose Avenue.
Wide streets are desirable	1	Wide streets encourage speeding and reduce safety for all people using the road.
There are enough trees on Primrose Avenue	2	The current tree cover varies along the length of Primrose Avenue. The City's canopy targets are in Council's adopted <i>Greening Sydney Strategy</i> .
More people will park on the street if it becomes too hard to access driveways	1	The design will ensure that all driveways remain accessible.
Primrose Avenue needs to be ready to deal with increased traffic due to the opening of the school	3	Noted. The quietway will make access safer for people walking and cycling.
A bike connection isn't needed	2	Transport for NSW customer research found that 70% of residents of Greater Sydney want to ride, or ride more, if there were safe and convenient facilities. Community support for building a bike network is strong in the City of Sydney.
Children won't use the quiet way	2	Children ride on other low traffic, low speed streets such as the streets and lanes near Crown Street Public School.
Construction will be noisy	1	Noted.
The project is too expensive	1	The project is relatively low cost because it minimises major utilities work and road reconstruction.
Make sure there is a connection into the existing Green Square bike network	1	From Epsom Road cycleway, the link to Green Square Plaza and station is complete and the link to Gadigal Avenue will be upgraded as a separate project.

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Comment	Total people making the comment	CoS response
Make sure there is a connection to the south	1	The existing shared signalised crossing of Gardeners Road connects to Gordon Street where Bayside Council are planning future facilities.
The speed humps are jarring for people riding	1	Noted
The new street alignment will make it dangerous for people riding	1	The project will improve safety for people riding by reducing the speed and volume of motor vehicles.
Install speed humps at cross streets to reinforce right of way on Primrose Avenue	1	Noted for investigation in detailed design.
Ensure that people riding can safely get in and out of the park between Stedman Street and Confectioners Way	1	Noted for detailed design.
Plant less trees in favour of safety and visibility	2	The City's canopy targets are in Council's adopted <i>Greening Sydney Strategy</i> . The detailed design will consider visibility for tree placement.
Cycleways are unsafe for all road users	1	Crash data from the NSW Centre for Road Safety shows a reduction in crashes for all road users in streets where we have built cycleways.
Do not install a signalised crossing at the Epsom Road and Rosebery Avenue	1	There are future plans for traffic signals at Epsom Road and Rosebery Avenue, separate from this project.
Install more crossings at the intersection of Primrose Avenue, Crewe Place and Confectioners Way	2	Noted for consideration during detailed design.
Close Crewe Place to traffic at Rothschild Avenue	1	Outside of the scope of this project. This project will not close Crewe Place at Rothschild Avenue.
Ensure the project makes it safe for people walking	1	The project will improve safety and amenity for walking, including new pedestrian crossing and new kerb extensions as well as reducing the speed and volume of vehicles.

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Comment	Total people making the comment	CoS response
Install a traffic calming device at the intersection of Spring Street and Epsom Road	1	Spring Street will be closed at Epsom Road, with a continuous footpath. The pedestrian and bike refuge allows a staged crossing of Epsom Road between Spring Street and Fuse Street, one lane at a time.
Ensure there is safe access for all road users from private properties	3	Noted. All existing vehicle access for private properties will be retained
Rosebery needs a park and ride service for commuters	1	Outside the scope of this project. Noted
Supports the change to stop signs to give right of way to Primrose Avenue	1	Noted
Maintain or increase the number of unrestricted on street parking spots	1	The project will maintain the same number of parking spaces (except a small reduction at Gardeners Road).
Make the crossing between Primrose Avenue and Gordon Street shared for people walking and riding	2	The signalised crossing already has shared lanterns to enable both walking and cycling.
Remove the roundabout at the intersection of Primrose Avenue and Harcourt Parade	1	The plan is to retain the roundabout at Harcourt Parade and Primrose Avenue. The design aims to reduce the amount of motorised traffic volumes at the intersection without removal the existing infrastructure where possible. With the reduction of traffic volumes at the intersection the designs will aim to create a more attractive environment for cycling on the road.
Do not increase parking availability that will attract more people looking for a spot and making it more dangerous for people riding	1	The project will maintain the same number of parking spaces (except a small reduction at Gardeners Road). The angle parking will be rear to kerb for best sight lines and safety.
Create more deterrents for people that will rat run on and through Primrose Avenue	2	Primrose will be closed at the southern end which will reduce vehicle traffic. We will monitor traffic volumes and speeds after the project to see if further works are needed.
More spaces for parking would be available if the City were to remove the long-term parked trailers, boats etc	1	To apply for parking changes, talk with your neighbours and send a petition to council@cityofsydney.nsw.gov.au

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Appendices

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

Proposed works & maintenance

Your feedback on designs for a quiet way in Rosebery

Rosebery

Under review

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

PUBLIC CONSULTATION PERIOD
8 June 2022 to 11 July 2022

Why we're doing this

We're working with Transport for NSW to find safe and effective ways to make our streets better for people.

What we're doing

This project uses different measures to calm traffic including:

- new garden beds
- new trees
- changes to parking
- changes to traffic priority
- reduced speeds.

We also propose to reduce through traffic through changes to access for local streets including closing Spring Street at Epsom Road and Primrose Avenue at Gardeners Road. Vehicle access to all properties is retained, sometimes via alternate routes.

Nine on-street parking spaces on Primrose Avenue, near Gardeners Road, will be removed however the remaining 217 on-street spaces will be retained or realigned.

Craig Ryan
SENIOR COMMUNITY ENGAGEMENT
COORDINATOR

02 9265 9333

[quietways@cityofsydney.nsw...](mailto:quietways@cityofsydney.nsw.gov.au)
COPY EMAIL ADDRESS

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Get our regular newsletter to have your say.

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Engagement Report
Rosebery Quietway

An advertisement was placed in the Sydney Morning Herald on Wednesday 8 June 2022 to advise of the proposed closures of Primrose Avenue at Gardeners Road and Spring Street at Epsom Road.



**PROPOSAL TO CLOSE
PRIMROSE AVENUE AT
GARDENERS ROAD,
ROSEBERY**

The City of Sydney invites your feedback, under Section 116 of the Roads Act 1993, on a proposal to close Primrose Avenue at Gardeners Road to improve safety for people walking and riding.

You can view the proposal and give your feedback at sydneyyoursay.com.au by 5pm 11 July 2021. Submissions can also be made to Transport for NSW by emailing mohammed.irfan@transport.nsw.gov.au. For more information on the proposal, please contact Craig Ryan, Senior Community Engagement Coordinator, on 02 9265 9333 or at crryan@cityofsydney.nsw.gov.au.

**PROPOSAL TO CLOSE
SPRING STREET AT EPSOM
ROAD, ROSEBERY**

The City of Sydney invites your feedback, under Section 116 of the Roads Act 1993, on a proposal to close Spring Street at Epsom Road to improve safety for people walking and riding.

You can view the proposal and give your feedback at sydneyyoursay.com.au by 5pm 11 July 2021. Submissions can also be made to Transport for NSW by emailing mohammed.irfan@transport.nsw.gov.au. For more information on the proposal, please contact Craig Ryan, Senior Community Engagement Coordinator, on 02 9265 9333 or at crryan@cityofsydney.nsw.gov.au.

