

Attachment C

Engagement Report

Engagement report



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Ref: 2022/643350

Context

In the City's community strategic plan, Sustainable Sydney 2030-2050, Direction Five is to make Sydney a city for walking, cycling and public transport. It includes targets that at least 10 per cent of City trips will be made by bicycle and 50 per cent by pedestrian movement.

Transport for NSW customer research shows 70% of residents in Greater Sydney would ride or ride more if there were safer cycleways, separated from traffic. Multiple surveys of residents across the City of Sydney and its neighbouring council areas in 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 to connect the bike network, as there is strong evidence to show how safe connected cycling infrastructure becomes vital in making bike riding a viable transport option for the majority of the population. Our benchmark is a bike network that is safe enough for most 12-year-olds to ride on alone. Page 17 of the Strategy shows the City's adopted bike network plan. The Strategy target is to complete 80% of the regional route network by 2024 and 100% by 2030.

Background

The Glebe to Ultimo cycleway will run the length of the southern side of Kelly Street. The existing section of cycleway on Wattle Street will be upgraded and a cycleway will be built on the northern side of Mary Ann Street to connect with The Goods Line.

The cycleway is the next step in our network to connect major educational institutions and popular entertainment venues. This will integrate with surrounding infrastructure and quiet streets. The City's project team is seeking approval from Transport for NSW to consult the community on a continuation of the cycleway along Ultimo Road to Castlereagh Street. We hope to start this process in early 2023



Engagement summary and activities

Community engagement activities



Key stakeholders and the broader community were consulted on the concept design between 10 October and 7 November 2022.

Two in person drop-in sessions were held at the Jones Street shared path at TAFE NSW (Ultimo) on Tuesday 18 October and Thursday 27 October.



Engagement summary of map-based survey: – Ideas and issues

Comment	Location	Sentiment			City of Sydney response
Support, no further comments	Whole project	Positive	152	1	Noted
Improve bike access on the Goods Line	The Goods Line	Positive	122	0	The Goods Line is owned by Place Management NSW. It has recently upgraded the Goods Line ramps with non-slip material.
Expand the scope of the project to provide a safe crossing over Bay Street	Bay Street near Kelly Street	Positive	61	1	
Continue the concrete separator all the way to the intersection	Wattle Street	Positive	52	0	The break in the separator is necessary to provide access to an existing driveway
Use a solid concrete barrier so that cars don't cross into the cycleway	Kelly Street near Bay Street	Positive	51	0	Concrete separators are proposed to separate the proposed cycleway and vehicular traffic
Synchronise the light phasings for people walking and riding. This needs to be automated	Intersection Mary Ann and Harris streets	Positive	47	0	The proposal will include signal phasings that are synchronised for pedestrians and bike riders. We will ask TfNSW to make it automatic.
Move the crossing west to better align with Jones Street north	West of proposed crossing on Mary Ann Street	Positive	40	1	We reviewed and moved the crossing west, closer to the existing driveway. Marked crossing cannot be right at the driveway servicing TAFE for safety reasons
Cars do not check for bikes at this intersection – signage, line marking and barriers are needed	Intersection of Mountain and Kelly street	Positive	35	0	The proposal will include signs and line marking in accordance with TfNSW guidelines
Install bollards at the road closure and work with police to manage their access	Glebe Street and Cowper Street	Neutral	25	1	City staff will seek support from Leichhardt Police to have the bollards reinstalled.
Create continuous footpath treatments on all side streets	Whole project	Positive	25	0	To be considered in detailed design.
Narrow the intersection so that cars coming out of the laneway slow down	Blackwattle Lane at Kelly Street	Positive	23	0	Proposal includes a stop sign on Blackwattle Lane and green asphalt surfacing of the



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Comment	Location	Sentiment			City of Sydney response
					cycleway at the intersection to improve safety of bike riders
Include a rain garden	Corner of Wattle and Mary Ann streets	Positive	23	0	To be considered in detailed design
A raised crossing would be safer and easier to navigate at Jones and Mary Ann streets	Proposed crossing on Mary Ann Street	Positive	22	0	Raised crossing is being considered in the detailed design
A cycleway is needed on Bay Street	Bay Street	Neutral	20	0	Out of scope for this project, but we will investigate in future.
Automate the pedestrian/cycleway crossing signals	Kelly Street at Wattle Street	Positive	20	0	The proposal will include signal phasings that are synchronised for pedestrians and bike riders. We will ask TfNSW to make it automatic.
Build a separated cycleway on Harris Street	Harris Street	Neutral	18	1	Out of scope for this project.
Include a bicycles permitted sign where traffic is heading north	Harris Street at Mary Ann Street	Positive	18	0	To be considered in detailed design
Add a stop sign for traffic on to Mary Ann Street	Bulwara Road	Positive	17	0	There is an existing stop sign on Bulwara Road next to Mary Ann Street
Make Bulwara Road two way for bikes	All of Bulwara Road	Positive	16	0	To be investigated in a future project.
Add a stop sign for traffic onto Kelly Street	Mountain Street	Positive	14	0	Mountain Street next to Kelly Street is now a raised treatment paved with grey pavers to reduce the speed of motorists which will improve safety of other road users.
The shared crossing is difficult because of the interaction with people walking and riding	Crossing of Wattle Street	Neutral	13	3	The proposed crossing will have a separate bike crossing next to the marked pedestrian crossing. Bike riders will have to give way to pedestrians at the entry and exit points of the crossing



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Comment	Location	Sentiment			City of Sydney response
The Stop sign on Cowper Street needs road marking	Cowper Street near Glebe Street	Neutral	13	0	Additional Stop Ahead pavement marking request to be considered by Traffic Operations
The turning areas into Omnibus Lane won't be used properly due to the 90 degree turn required	Mary Ann Street east of Harris Street	Positive	13	0	To be reviewed in detailed design
Synchronise the light phasings for people walking and riding	East of The Goods Line	Positive	12	0	We will raise this request with TfNSW.
Make sure bike counters are installed	Whole project	Positive	12	0	To be included in project.
Improve signage and line marking to make the intersection safer	Intersection of Mountain and Kelly street	Positive	11	0	The proposal will include signs and line marking in accordance with TfNSW guidelines
Build a cycleway on Ultimo Road to connect to George Street	Ultimo Road	Positive	11	0	Out of scope for this project but planned for the very near future.
Support removing the shared path on the south side of Mary Ann Street	Mary Ann Street	Positive	11	1	Noted.
Continue the concrete separator all the way to the lane	Kelly street near Blackwattle Lane	Positive	10	0	The breaks in the separators are necessary to provide access to existing driveways. Cycleways at driveways will be surfaced in green asphalt.
Provide safe cycling connection and parking to Broadway	Bay Street	Positive	9	1	To be considered in future.
Work with IGS to encourage more active transport or public transport travel to school	Whole project	Neutral	8	0	Noted
Ensure green and white paint is properly painted at intersections	Whole project	Positive	7	0	Noted
Paint the cycleway green the whole way	Whole project	Positive	7	3	Green asphalt surfacing of cycleways is only at intersections and at driveways in accordance with TfNSW guidelines.



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Comment	Location	Sentiment			City of Sydney response
Make the cycleways shared with the footpath to provide wide space for everyone	Mary Ann Street	Neutral	7	10	It is better to have a separate cycleway to reduce conflicts with pedestrians.
A one-way bike lane on each side of the road would provide better connections for people riding	Mary Ann Street	Neutral	7	6	The northern side of Mary Ann Street provides safer intersection crossings at both ends. The proposed bi-directional cycleway will only impact kerbside parking on the north side of Mary Ann Street with less parking spaces than on the south side of Mary Ann Street.
Create a shared crossing on Thomas Street	Jones Street	Neutral	7	0	To be reviewed in detailed design
Make a shared path on Wattle Street to access UTS cycling facilities	Wattle between Mary Ann and Thomas streets	Neutral	7	1	To be investigated.
Reduce speed limit to 30km/h	Whole project	Positive	7	0	Speed limits are set and approved by TfNSW. The existing speed limit on Kelly Street, Bay Street and Glebe Street is 40 kph. To be reviewed in detailed design.
The cycleway barrier will restrict bike access north into Jones Street	West of proposed crossing on Mary Ann Street	Neutral	6	0	Bike riders on Mary Ann Street can head north to Jones Street using the ramp at the proposed bicycle crossing.
Build out the kerb at Glebe and Cowper streets to provide protection from vehicles	Glebe Street and Cowper Street	Neutral	6	0	To be investigated.
The street is too steep for a cycleway	Mary Ann Street	Negative	6	19	Separated cycleways provide the benefit of safety to bike riders, particularly on steep uphill sections. Other separated cycleways on steep sections (eg. King Street between Sussex and Kent Streets) operate well.



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Comment	Location	Sentiment			City of Sydney response
Signage, line marking and lighting required to make sure people driving stop at intersections with cycleways	Whole project	Neutral	6	0	Noted
Reduce speed limit to 20km/h	Kelly Street	Positive	6	1	Council favours reduced speed limits in the City. Speed limits are set and approved by TfNSW. Speed limits will be reviewed in detailed design.
The intersection should be a shared zone or needs physical intervention	Systrum Street at Mary Ann Street	Positive	6	0	The proposal includes a stop sign on Systrum Street and green asphalt surfacing of the cycleway at the intersection.
Synchronise the light phasings for people walking and riding	Darling Drive, north of the light rail line	Positive	5	0	We will pass on this request to Transport for NSW, who control traffic signals.
Build a cycleway on Darling Drive	Darling Drive	Positive	5	0	Out of scope for this project but planned for the near future, in collaboration with Place Management NSW who own Darling Drive.
Allow bike usage on Hay Street	Hay Street	Positive	5	0	Outside the scope of this project.
Ensure that the cycleways are suitable for people all abilities	Whole project	Positive	5	0	The proposed cycleway will be designed in accordance with TfNSW bicycle guidelines and to be suitable for people of all abilities.
A continuous footpath treatment is needed across Mountain Lane	Mountain Lane at Kelly Street	Positive	5	0	To be reviewed in detailed design.
A continuous footpath treatment is needed across Bulwara Road	Bulwara Road at Mary Ann Street	Positive	5	0	To be reviewed in detailed design.
Physical intervention is required to slow people driving out of Hackett Street	Hackett Street at Mary Ann Street	Positive	5	0	Hackett Street is one-way northbound. Vehicles can only turn left into Hackett Street from Mary Ann Street, one way sign to be included in the proposal.
The removal of parking spaces will make it hard for residents to park on weekends	Whole project	Negative	4	12	Parking will be available on Mary Ann Street during weekends when the TAFE is closed.



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Comment	Location	Sentiment			City of Sydney response
Separated cycleways connecting to University of Sydney, Broadway and Bridge Road cycleway are needed	Bay Street	Positive	4	0	To be investigated for future works.
Supports reclaiming on street parking spaces	Whole project	Positive	4	1	Noted
Install a bike pump in Mary Ann Street Park	Mary Ann Street	Positive	4	0	To be investigated.
Vulcan Hotel will need space load and allow access for their guests	Corner of Wattle and Mary Ann streets	Neutral	3	5	The existing loading zone on Mary Ann Street outside the hotel is being considered for relocation to Wattle Lane.
Make sure the cycleway is even and potholes repaired	Mary Ann Street east of Harris Street	Positive	3	0	Noted
Ensure sufficient signage out of the Powerhouse Museum	Mary Ann Street east of Harris Street	Positive	3	0	Noted
Resurface the cycleways to improve ride quality	Whole project	Positive	3	0	To be considered in detailed design.
Use wayfinding to make route through pocket park more clear	Jones Street north of Mary Ann Street	Positive	3	0	To be considered in detailed design.
A continuous footpath treatment is needed across Wattle Lane	Wattle Lane at Mary Ann Street	Positive	3	0	To be reviewed in detailed design.
Physical intervention is required to slow people driving out of McKee Street	McKee Street at Mary Ann Street	Positive	3	0	McKee Street is one-way northbound. Vehicles can only turn left into McKee Street from Mary Ann Street
The cycleway should be at the same grade as the footpath or needs physical intervention	Mary Ann Street east of Harris Street	Positive	3	0	The cycleway does have physical separation to provide safety.
The cycleway should be at the same grade as the footpath or needs physical intervention	Kelly Street at Mountain Street	Positive	3	0	Yes, the cycleway is at footpath level across the intersection with Mountain Street.

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Comment	Location	Sentiment			City of Sydney response
The shared crossing is difficult because of the interaction with people walking and riding	East of The Goods Line	Neutral	2	3	The Goods Line and area east of it are under the control of Place Management NSW and beyond the scope of this project.
The cycleway will not be used enough to require the removal of parking spaces	Whole project	Negative	2	29	Use of the cycleway will increase over time. Post construction of cycleways, bike riding has increased 292% on Bowden St, Alexandria and 373% on Castlereagh St.
Create a connection between Darling Drive and Mary Ann Street so people can avoid The Goods Line	Mary Ann Street	Positive	2	0	Out of scope for this project but planned for the near future.
Create more 15 min drop-off zones for parents	Kelly Street	Neutral	2	10	To be reviewed in detailed design.
A continuous footpath treatment is need across Blackwattle Lane	Blackwattle Lane at Kelly Street	Positive	2	0	To be reviewed in detailed design.
Build a cycleway on Glebe Point Road	Glebe Point Road	Positive	2	0	Beyond the scope of this project.
Install signage to remind people riding to give way to people walking	Whole project	Neutral	2	1	To be considered in detailed design.
A cycleway opposite the school will be dangerous	Kelly Street	Negative	1	16	The separated cycleway provides separation of bike riders from vehicular traffic. It may also encourage school children to ride to school. This may lead to a reduction in parents dropping off school children as traffic. Other cycleways near schools (for example on Kent and Bourke Streets) operate well.
Cycleways are underutilised and so more shouldn't be built	Bulwara Road	Negative	1	13	Bike riding has increased significantly on the roads in Kent St, Castlereagh St and Bowden St, Alexandria after completion of cycleways. Transport for NSW research found 70% of Sydneysiders want to ride or would ride more but are stopped by lack of

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Comment	Location	Sentiment			City of Sydney response
					cycleways. A connected and safe bike network addresses the suppressed demand.
The cycleway will be safer on the southern side of the street	Mary Ann Street	Neutral	1	10	The northern side of Mary Ann Street provides safer intersection crossings at both ends.
Minimise construction impacts on the school	Kelly Street	Neutral	1	8	Consultations with the school aimed at minimising impacts to the school will be held prior to construction starting.
There isn't enough parking and private options aren't always possible	Whole project	Negative	1	1	Review of satellite imagery of Kelly and MaryAnn Streets over the past year shows a high level of parking availability almost always.
Relocate the motorbike parking	Mary Ann Street	Neutral	0	0	To be reviewed in the detailed design
Make the turn from Wattle Street on to Mary Ann Street sharper so that it slows down traffic	Wattle Street	Neutral	0	0	To be reviewed in the detailed design
Make the speed limit for people riding 10km/h	Whole project	Negative	0	1	It would not be practical to time-disadvantage a mode of commuting more sustainable and healthy than cars. Limiting the speed of motorised traffic would be a more effective way to achieve pedestrian safety improvements.
Build shared paths instead of cycleways	Whole project	Neutral	0	1	Separated cycleways provide a safer environment for people walking and people riding.

Engagement summary of emailed submissions: – Ideas and issues

Comment	Total people making the comment	Sentiment	CoS response
Support	20	Positive	Noted
Relocate 15 minute drop-off zones for the pre-school. Suggest Bay Street, Mountain Street, etc.	3	Positive	The project team has requested that Traffic Operations progress the change to parking arrangements on the cul-de-sac section of Mountain Street next to the school. This will offset drop-off parking losses related to this project.
Make a shared path on Wattle Street to access UTS cycling facilities	1	Positive	To be investigated.
Ensure the cycleways are physically separated and use raised crossings	1	Positive	The proposed cycleway will have a concrete separator between the cycleway and the traffic lanes. Raising of the marked pedestrian crossing and intersections is being considered in the detailed design.
Continue the project to Broadway	1	Positive	To be investigated in future – out of scope for this project.
Existing arrangement on Kelly is sufficient for safe school drop-offs by bike	1	Positive	The majority of the population (according to Transport for NSW research) wants separation from traffic to feel safe riding, particularly with children in mind.
Cars do not check for bikes at the intersection of Mountain and Kelly streets - signage, line marking and barriers are needed	1	Positive	The area will be sign-posted and line-marked in accordance with TfNSW guidelines.
Synchronise the light phasings at Mary Ann and Harris streets for people walking and riding. This needs to be automated	2	Positive	The proposal will include signal phasings that are synchronised for pedestrians and bike riders. We will request automation from Transport for NSW.
Improve bike access on the Goods Line	2	Positive	The Goods Line is controlled by Place Management NSW. It recently improved the surface of the ramps to make them safer for people riding and walking.
A conventional running cycleway would be safer	1	Positive	The northern side of Mary-Ann Street ensures much safer crossings at both ends of the street, which weighed in favour of not using conventional running in this case.

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Comment	Total people making the comment	Sentiment	CoS response
Concerned about traffic flow on Kelly Street	1	Neutral	The proposal will have no impact to the traffic flows on Kelly Street, which is one-way eastbound between Bay Street and Mountain Street and two-way between Mountain Street and Wattle Street.
Concerned about reduction in loading spaces	1	Neutral	The existing loading zone on Mary Ann Street outside the hotel is being considered for relocation to Wattle Lane.
Enquire on traffic movement and taxi rank changes	1	Neutral	Traffic movement is unchanged by the project. There are no changes to taxi ranks.
Create a bike connection to Jones Street	1	Positive	The project includes bike connections to Jones Street (north and south).
Make all side streets and busier driveways at the same grade as the footpath by creating continuous footpath treatments	1	Positive	To be reviewed in detailed design.
The cycleway will be safer on the southern side of Mary Ann Street	1	Positive	The northern side of Mary-Ann Street ensures much safer crossings at both ends of the street.
Reduce speed limit to 30km/h	1	Positive	The City is in favour of lower speed limits. Speed limit changes can only be approved by TfNSW. This will be reviewed in detailed design.
Move the crossing west of Mary Ann Street to better align with Jones Street north	1	Positive	Reviewed and crossing moved west closer to the existing driveway. Marked crossings cannot be at the driveway servicing TAFE for safety reasons
Expand the scope of the project to provide a safe crossing over Bay Street	1	Positive	To be investigated.

Key stakeholder submissions

TAFE NSW

Thank you for the opportunity to provide feedback on Council's proposed improvements to the cycleway along Mary Ann Street at Ultimo.

TAFE Infrastructure NSW is in support of the current concept to create a designated cycleway on the western side of Mary Ann Street.

The current shared path on the eastern side directly outside the major TAFE NSW Ultimo campus has been problematic since inception from a safety and disability access.

A number of pedestrian related accidents have occurred with the shared path, with some having serious consequences for those involved. The current shared path acts as a barrier for both pedestrians and cycle users with the broader Ultimo education precinct.

The proposed creation of a designated cycleway and crossing, aligned to the Jones Street Mall and accessing The Goods Line, will improve active transport to and through the unique Ultimo Education Precinct, benefitting users of the TAFE NSW Ultimo Campus and UTS.

TAFE Infrastructure NSW does, however, raise the following for consideration in the final design:

- The improved alignment of the proposed crossing with the current "Jones Street Mall" by the relocation of the crossing slightly south of the proposed location. The direct alignment of the crossing and current mall walkway would be more efficient and safer, removing the need for the "dog leg" at each end of the crossing across the footpaths.*
- Replacement of the ride sharing parking space that is currently located on the western side of Mary Ann Street.*
- Note that students, staff and visitors with a disability commonly use the street parking on Mary Ann Street to access the campus. The reduction of total on street parking spaces on Mary Ann Street may impact on this user group. TAFE Infrastructure NSW encourages the Cycle Ways project to consider minimising the impact on this user group in the final design.*
- The campus community has raised safety concerns in relation to the speed of delivery cyclist utilising the Jones Street Mall and that the proposed improvements and crossing will extend this issue further up Jones Street. As the Mall acts as a major pedestrian zone connecting the north and south campus of TAFE NSW Ultimo, TAFE Infrastructure NSW requests the address of this issue through good design, signage, education and other devices as part of the detailed project scope.*

City of Sydney's response:

- The City has reviewed the request to move the cycle crossing further to the south/west. The crossing can be shifted slightly up towards the existing TAFE driveway. The crossing cannot be located in line with the closed section of Jones Street and the TAFE driveway for safety reasons.*
- The City will review the request in consultation with the car share operator and our Traffic Operations team.*
- The existing number of accessible parking spaces will be retained. Accessibility parking along Mary Ann Street is now proposed for realignment to 60-degree angled parking. The accessible parking space at Bulwara is retained. City staff will review this to ensure impacts to the users are minimised.*
- Offsets in the bicycle path alignments can be used to slow down people who ride bicycles, especially at road crossings. The City will review this issue in its design and consider markings and/or signage.*

Bicycle NSW

Thank you for the opportunity to comment on the Glebe to Ultimo cycling and walking improvements.

Bicycle NSW has been the peak bicycle advocacy group in NSW for over forty-five years, and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes that incorporate dedicated paths within both green corridors and the road environment, to provide connections to jobs, schools and services for daily transport and recreation trips. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.

The Glebe to Ultimo walking and cycling improvements are integral to the City of Sydney's bike network and the exciting plans to deliver Tech Central. Bicycle NSW strongly supports the proposed upgrades.

The cycleway will start at the Glebe intersection of Kelly and Bay Streets, follow Kelly Street into Ultimo, turning right at Wattle then continuing along Mary Ann Street where it terminates at the ramp leading up to The Goods Line (Figure 1).

The project includes:

- *Separated cycleways along Kelly and Mary Ann Streets to connect to The Goods Line and an upgrade to the existing cycleway on Wattle Street.*
- *A new pedestrian crossing on Mary Ann Street at Jones Street.*
- *2 new trees at the south-west corner of the Mary Ann and Harris Streets intersection.*
- *The retention of 85 of the 117 existing on-street parking spaces along the route. 32 parking spaces will be removed*

This is a well-chosen active travel corridor which connects workers, students and visitors from the Inner West to Tech Central - a growing hub for learning and innovation that will bring \$3 billion in state investment to attract local and international talent.

A common ingredient that draws people to places is urban walkability and liveability. This is because an effective bike network has strategic economic benefits that reduce sprawl making cities safer and more attractive.

A great investment in Sydney's future

The Queensland Department of Transport estimated that due to health and decongestion, investment in bicycle infrastructure returns \$5 for every dollar spent. According to a UK Government study, other economic benefits of cycling include:

The local economy:

- *Cyclists visit local shops more regularly, spending more than users of most other modes of transport*
- *Per square metre, cycle parking delivers 5 times higher retail spend than the same area of car parking*
- *Public realm improvements, including those that cater for cycling, have been shown to result in increased trade at local businesses; up to 49% in New York City*

Personal benefits:

- *Neighbourhoods with cycle-friendly characteristics – low traffic volumes, walkable, close to off-road cycle paths – are more desirable or have higher property values*
- *Residential property values rise 1% if motor vehicle traffic is reduced by 50%*
- *Children who walk or cycle to school tend to be more attentive and achieve better results*
- *Cycle friendly environments promote more physical activity in later years*

Employment benefits:

- *Facilitation of cycling to work leads to lower staff turnover*

- *Cycling facilities can overcome difficulties in accessing employment opportunities*
- *Cycling reduces absenteeism, boosting productivity: regular cyclists take one less sick day per year*

Public infrastructure benefits:

- *Cycling schemes can achieve more for less, with benefit-to-cost ratios in the in the range of 5:1 to 19:1 – some as high as 35.5:1*

Transport and logistics benefits:

- *Cycle freight offers a competitive advantage in city locations and is cheaper than motorised freight for small payloads over short distances. Cost savings range between 39% and 64% compared to a van-based service. An absence of dedicated cycling infrastructure will slow down buses and HGVs as mode share increases.*
- *Cycling has a lower capital cost than other forms of infrastructure*
- *Cycling can increase the reach of public transport*

Cycle tourism:

- *Cycle tourists on average spend more: around 9% per head per trip*
- *Cycle tourism is influenced by utility mode share: i.e. where cycling is attractive and thus more people cycle, there is a greater propensity for cycle-tourism.*

Contributing to the network

The Glebe to Ultimo cycling and walking improvements will contribute to Sydney's bicycle network and significantly enhance walkability. The pop-ups installed in 2020, intended to help alleviate pressure on public transport during the COVID-19 pandemic, added 10km to the network and contributed to an increase of 40% in rider number from pre-pandemic levels. The most popular pop-up was on Pitt Street from Circular Quay to King Street which quickly attracted 6000 bike trips a week. The City of Sydney's 2021 Active Transport Survey showed that the number of residents who ride regularly has increased from 7% in 2017 to 18% now.

The survey also shows significant improvements in riders' perceptions of safety. 86% felt confident riding on the streets, up from 75% in 2017.

We applaud City of Sydney Council for constructing separated bicycle paths within road corridors rather than the shared paths on footpaths found in many LGAs. Shared paths are not suitable for areas with high pedestrian and cycling activity and will not lead to an acceptable level of amenity and safety for either walkers or riders, with conflict occurring between different users.

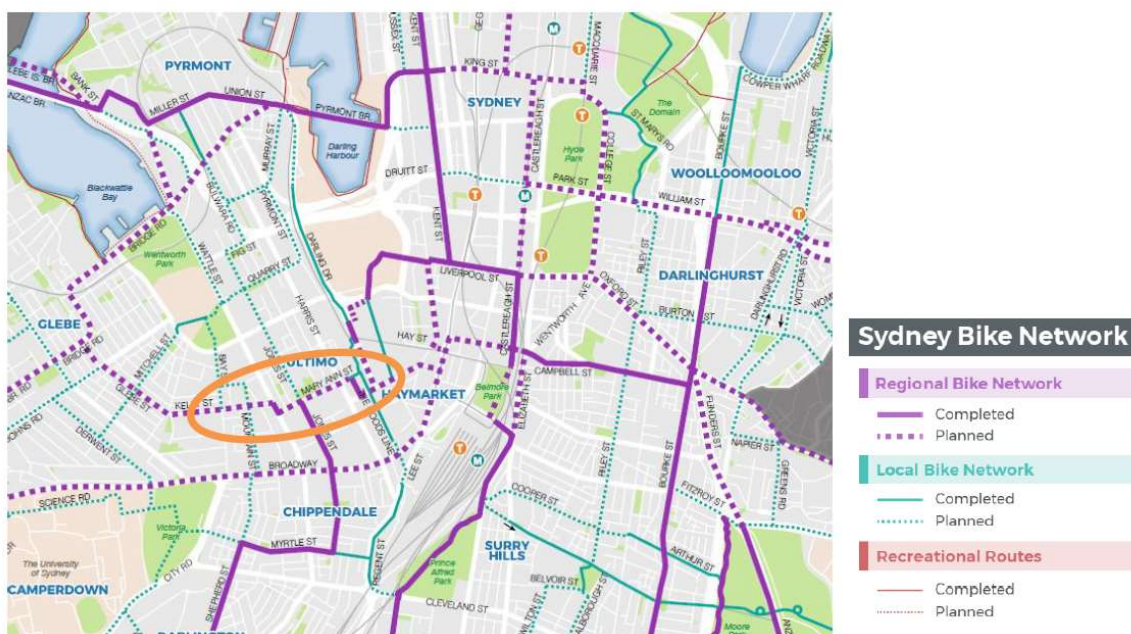


Figure 1: Extract from City of Sydney's future network map showing proposed and completed sections of the Regional Bike Network, updated April 2022. The cycleway on Mary Ann Street will link up to a future cycleway on Ultimo Road as well as providing safe access to the Goods Line.. (Source: City of Sydney Council)

The removal of 32 car parking spaces is supported

Reallocating road space to active modes begins to address the unsustainable and inequitable nature of the current transport system. The road between the kerbs is valuable to active travel and can no longer be the unchallenged domain of private vehicle storage. Wide vehicle lanes and ample parking encourage car travel and unsafe speeds. In order to meet the climate, health and liveability aims set out in **Sustainable Sydney 2030—2050 Continuing the Vision**, projects such as Glebe to Ultimo will deliver quieter, calmer, leafier streets that benefit every resident and visitor in the city's heart.

There are inspiring plans for many more regeneration projects that will return street space to people in order to meet the ten strategic directions of Sustainable Sydney 2030-2050, including Direction 2: a leading environmental performer, Direction 3: Public spaces for all, Direction 4: Design excellence and sustainable development, Direction 5: A city of walking, cycling and public transport and Direction 6: An equitable and inclusive city.

It is essential to provide very high quality walking and cycling environments to maintain global competitiveness and reputation. A target has been set for 90% of trips to work in central Sydney to be by walking, cycling or public transport. Sydney is at a tipping point: there has never been a better time to build infrastructure for bike riding and active transport. As the new Minister for Infrastructure, Cities and Active Transport, Rob Stokes MP, set out in a recent speech, active travel projects that stitch the suburbs together and enable people to get around without a car will be a major focus for the NSW Government. This mission is supported by **Transport for NSW's Road User Space Allocation Policy CP21000**, which establishes a road user hierarchy that considers pedestrians first and private cars last. Multiple environmental and health benefits will flow from increased walking, cycling and public transport use. The streets will be more equitable for Sydney-siders of all ages, incomes and abilities.

Comments and recommendations

- The importance of stakeholder engagement

Bicycle NSW appreciates the time and effort undertaken by the City of Sydney Cycleways team to work with stakeholders along the route and resolve any issues.

- Focus on the delivery of safe intersections

One of the three guiding policy themes at Bicycle NSW is 'Build it for Everyone' and we advocate for infrastructure that is suitable for riders from 8 to 80 years of age to use independently. According to the best practice 'cycling segmentation' model, developed in Portland USA to identify the type and needs of existing and potential bike riders, separated bicycle paths such as that proposed for Glebe to Ultimo encourage 70% of citizens to consider journeys by bike.



Figure 2:
Four general categories of comfort levels
for cycling as transportation.
(Source: North Sydney Council)

It is essential that City of Sydney continues work to develop best-practice intersections that are safe and comfortable for bike riders of all ages and abilities. Designs must be future-proofed and consider the predicted growth in ridership once a completed cycle network is in place, as well as the needs of micro-mobility devices such as cargo bikes and e-scooters.

- ***Prioritise the movement of pedestrians and cyclists***

Traffic light phasing and sensors must favour active modes to encourage more people to walk and cycle. In line with the Road User Space Allocation Policy and other State and local strategies, small delays to vehicle traffic should never prevent the delivery of safer, more efficient and more attractive active transport infrastructure. Pedestrian and bicycle level of service could be optimised with the following features:

- *Detection loops located well in advance of intersections so that lights can change for approaching cyclists, reducing the number of stops needed on a trip through the city.*
- *Instant green on demand for pedestrians and bicycles at mid-block crossings, with induction loop detectors.*
- *Longer crossing times so that pedestrians of all ages and abilities have time to cross safely and without stress.*
- *Automatic green for pedestrians/bicycles at all signalised intersections so there is no need to press a 'beg button'*
- *Raised crossings at unsignalised intersections to slow cars and improve safety.*

- ***Ensure that cycle infrastructure is inclusive***

All types of bikes should be accommodated by the cycling infrastructure, including cargo bikes and tricycles. Again, the width of the paths is critical and it is important to consider turning radii, dropped kerbs, ramps and the design of modal filters to ensure that non-standard bikes not excluded from the network. Cargo bikes will increasingly be used for inner-city deliveries and have huge potential to play a key role in a sustainable transport system. Non-standard bikes such as hand-cycles, recumbents and wheelchair bikes offer disabled people independent mobility but are a rare sight on city streets due to barriers caused by poor urban design. Any measures enabling cycling by disabled people will support a growth in cycling by novice cyclists, children and older people, and improve conditions for those using mobility scooters.

- ***Specific recommendations for this project***

- *Bicycle NSW would like to highlight and support the following feedback from the My Social Pinpoint Survey:*
- *The intersection of Kelly and Bay Streets need to be resolved as part of this project. Lots of cars enter this intersection at speed from Wentworth Park Rd and Broadway, and it's unclear how cyclists approaching from Glebe St will safely get around the roundabout and join the new cycleway on Kelly St.*
- *To reduce danger from motor vehicles, the posted speed limit and design speed should be no more than 30 km/h. It is not safe to have large, heavy vehicles travelling at 40 km/h outside a school. Lower traffic speeds also mean less traffic noise pollution*
- *Solid concrete separators along the cycle path are strongly recommended to prevent vehicle intrusion.*
- *Work with International Grammar School to encourage more active transport or public transport travel to school.*
- *Continuous footpath treatments at all street crossings throughout will improve pedestrian safety and priority, and create a more level surface for wheelchair users. It will also help to slow vehicles before they cross the bicycle path and prompt drivers to take more care.*
- *Please ensure there's clear signage / signalling at street corners and intersections indicating right of way to insure pedestrian and cyclist safety.*
- *Signage must indicate where there are shared path arrangements and to prioritise pedestrian right of way accordingly.*
- *At the intersection on Wattle St, cyclists will bank up during light cycles and require sufficient physical separation from high-speed traffic*

Engagement report

- *A sharper bend is suggested for intersection of Wattle St requiring cars to slow. Install a continuous curb or a raised zebra crossing for additional traffic calming.*
- *Double check that the line of desire for the pedestrian crossing treatment between Bulwarra Rd and McKee Lane is correct. There is conjecture that it will be better positioned on the corner of Jones St.*
- *Change street signage saying no left turn / entry (into Mary Ann street) with an exception for bicycles*

Conclusion

The Glebe to Ultimo is a small but highly strategic section of Sydney's bike network. It is imperative that the highly popular walking and cycling needs for Tech Central are prioritised over a relatively small number of car parking spaces. This will in turn improve the city's safety, amenity and liveability.

Bicycle NSW applauds recent developments in the cycling infrastructure in the City of Sydney and commends Council's ambitions to provide sustainable, equitable transport options for residents and visitors of all ages and abilities. Safe cycling facilities help decongest roads, public transport and parking, don't contribute to environmental pollution and benefit local businesses.

We look forward to riding on the completed Glebe to Ultimo cycleway in the near future!

City of Sydney's response:

- Bike riders approaching the existing roundabout at the Glebe Street/Bay Street/Kelly Street intersection who want to use the proposed cycleway on Kelly Street will need to observe road rules to enter and exit the roundabout.
- The area is a school zone with a 40-kph speed limit during school hours (8 to 9:30am and 2:30 to 4pm) on school days. Both Bay Street and Glebe Street have a speed limit of 40 kph. Speed limits are approved by Transport for NSW. We will review speed limits during the detailed design.
- Concrete separators are proposed in the cycleway's design.
- The need for raised intersection treatments will be reviewed during detailed design.
- The proposed cycleway will have green road-surfacing at intersections to warn motorists of people riding.
- Shared paths are sign-posted and line-marked in accordance with TfNSW guidelines and City of Sydney Shared Path Pavement Markings.
- The extent of the separator between vehicular traffic and bike riders at intersections will be reviewed during detailed design. The right turn movement for vehicular traffic from Wattle Street into Mary Ann Street will be reviewed in the detailed design also.
- The existing desired pedestrian line is more aligned to the existing TAFE driveway. The proposed pedestrian and bike crossing is located to the east and clear of the TAFE driveway. This is in line with the existing eastern footpath on Jones Street. It is unsafe to locate the crossing at the TAFE driveway.
- A sign to permit bike riders on Harris Street to turn left (westbound) into Mary Ann Street which is currently one-way eastbound will be considered during our detailed design.

The Glebe Society

The Glebe Society has over 400 members. We support the creation of the Ultimo to Bay Street bike path as it will provide another route for cycling to and from Glebe. Set out below are our recommendations.

The design of high-quality bike paths needs to address the following principles:

- *The safety and amenity of cyclists,*
- *The safety and amenity of residents and businesses*
- *Good urban design which respects the character of neighbourhoods*

The proposal does seek to balance the interests of residents, pedestrians, drivers and bike riders, for example residents retain a reasonable amount of on street parking.

The final scheme needs to:

1. *Provide residents with special needs, such as the elderly and infirm, with reasonable access to vehicle pick up and drop off. Therefore, there should be provision of vehicle drop off and pick up spaces at regular intervals along the route of the bike-path.*
2. *Provide practical and workable arrangements for removalists when people move house. There are commercial establishments along the route who also have occasions when they need to move in or out so practical and workable arrangements need to be made for them as well.*
3. *Recognise changing patterns of vehicle use. As people give up their cars the way people shop is changing. Increasingly groceries and supplies are being delivered by small trucks or vans. The design of parking needs to facilitate such deliveries.*
4. *Respect the character of the locality in the way the separation of the bike path from the road is managed. It should not be obtrusive. It should also not create impenetrable barriers for people in wheelchairs, strollers and trolleys and trip hazards for walkers.*
5. *Have a 40-kilometre hour speed limit along the route.*

Thank you for providing the opportunity to give feedback. The Society is happy for our submission to be made public.

City of Sydney's response:

Mary Ann Street and adjoining streets generally have parking spaces available. The No Parking zone in Jones Street, north of Mary Ann Street, can be used for dropping off and picking up people. McKee Street has 15-minute parking zones from 8am to 8pm Monday to Friday. Residents with special needs can apply to the City for accessibility parking or for 10-minute interval parking.

Residents in newer apartments will have parking within their apartment block for removalists. For others, parking for removalists is available on Wattle Lane, McKee Lane and Jones Street. On the weekends when TAFE is closed, it will make more parking available along Mary Ann Street.

Parking is already available on Mary Ann Street and adjoining streets for delivery purposes. Creating more parking spaces for deliveries only will further displace existing parking spaces that are needed by residents.

The proposed cycleway, located in the existing parking lane, will not affect pedestrians on the footpath.

Mary Ann Street and Kelly Street already have a speed limit of 40 kph.

Other key stakeholder outcomes

The NSW Taxi Council enquired about changes to access and traffic movements. This project will not close any streets or require vehicular traffic to reroute. The Taxi Council also enquired about any potential impacts on taxi ranks. There are no ranks along the proposed alignment, and therefore no impacts.

City staff met with International Grammar School's representatives on site to discuss this project. The main feedback raised by them related to changes in the existing drop-off and pick-up provisions. The project team is currently working with the City's Traffic Operations team to provide enhanced short-term parking in the surrounding streets.

Appendices

Appendix A: Sydney Your Say webpage

Proposed works & maintenance

Your feedback on a Glebe to Ultimo cycleway

A new cycling connection between Bay Street Glebe and The Goods Line

Under review

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

PUBLIC CONSULTATION PERIOD
10 October 2022 to 7 November 2022

Why we're doing this

This cycling connection will form an important part of our bike network and make getting around safer for people walking and riding.

What we're doing

The project includes separated cycleways along Kelly and Mary Ann streets to connect to The Goods Line and an upgrade to the existing cycleway on Wattle Street.

The project includes a new pedestrian crossing on Mary Ann Street at Jones Street.



There are 2 new trees proposed at the south-west corner of the Mary Ann and Harris streets intersection. There will be no impact to existing trees.

The project will retain 85 of the 117 existing on-street parking spaces along the route. 32 parking spaces will be removed.

Craig Ryan
SENIOR COMMUNITY ENGAGEMENT
COORDINATOR

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 [Glebe to Ultimo cycleway concept design](#) 

PDF - 1.96 MB - Last modified 10 October 2022

How you can give feedback

Consultation closes at 5pm on Monday 7 November 2022.

