

Attachment C

Engagement Report

Engagement Report: Continued Operation and Use of the Moore Park Road and Fitzroy Street Pop-up Cycleways Review of Environmental Factors (REF)

Consultation summary

The City consulted local residents and businesses in surrounding streets. There were 450 letters sent advising that the REF was on exhibition.

The details of the proposal were available on the Sydney Your Say website with feedback able to be provided between 27 February 2023 and 28 March 2023 by mail or email. The website was visited 366 times.

A total of 35 submissions were received, 12 support the retention of the pop up cycle for up to three years and 23 oppose it.

There were submissions from BIKEast, UTS, Venues NSW and Rugby Australia. These submissions included comments that require ongoing stakeholder engagement.

Issues summary

Issue	Addressed in REF section	City of Sydney comment
The cycleway is unsafe	See REF Section 2	<p>The separated cycleway is much safer than the bike lanes on Moore Park Road.</p> <p>Between 2009 and 2019 there were an average of 2.3 crashes per year involving people riding on Moore Park Road bad enough to be reported to police, including a fatality of a bike rider in March 2018. Over those ten years, Moore Park Road was the 9th worst road for bike crashes in our local government area.</p> <p>Following the pop-up cycleway's installation in 2020, our most recent figures (to 30 June 2022) indicate no bike crashes have been reported to the police.</p>
The cycleway is unsafe when events are on at the stadium	See REF Section 6.3.2	The cycleway is closed when events are on at the stadium.
The cycleway is under utilised	See REF Section 3.1	Currently there are around 390 bike trips on the Moore Park Road cycleway each day.
The cycleway has removed parking	See REF Section 3.1 and 6.3	<p>48 parking spaces in front of homes were reallocated to make space for the pop-up cycleway. Of the 66 dwellings, 43 of them have a total of 62 off-street parking spaces.</p> <p>There are still 129 spaces on the northern side of Moore Park Road (105 are 1P permit exempt and 24 are unrestricted), and a further 814 in the neighbouring streets (597 are 1P permit exempt and 112 are unrestricted). We believe there is sufficient parking in the area.</p>
The cycleway has removed access for trades and services	See REF Sections 5.1, 6.3.2 and 6.3.3 – the City sought to partially mitigate this impact by introducing drop off spaces for the child care centre, a disabled	Like other streets with clearways, trades and services are not able to park directly out front.

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	parking space in Poate Road and loading spaces in Poate Lane.	
The overnight parking is insufficient for trades and services	See comment above	Like other streets with clearways, trades and services are not able to park directly out front.
Properties don't have sufficient rear access	See REF Section 6.3.2	Of the 66 dwellings, 43 of them have a total of 62 off-street parking spaces. There are 20 dwellings with parking permits, and sufficient parking nearby (a total of 943 spaces on the other side of Moore Park Road and in nearby streets).
The cycleway has removed emergency vehicles access	See REF Section 6.3.2	Emergency vehicles can, and do, use cycleways.
The bike lanes that were in place prior to the pop-up functioned well	Out of scope of the REF.	The previous bike lanes were unsafe, leading to injury and death.
Cycleway needs to be cleaned more regularly	Out of scope of the REF.	Issue noted
The temp barriers toward the west are unsightly and should be replaced with better barriers (like closer to Centennial Park)	Out of scope of the REF.	The proposal includes replacing the Klemmfix type barriers with more sturdy material like the material used along the section of Moore Park Road between Poate Road and Lang Road.
The pop-up was built by the City of Sydney without notice or consultation	See REF Section 5.1 for details of pre-construction notification and subsequent consultation.	The pop-up was built by Transport for NSW who later handed over the management to the City of Sydney. The City has notified residents of changes to the barriers and reintroduction overnight parking. The City also consulted the community on the previous REF.
People are riding on the footpath	Out of scope of the REF.	People must not ride on the footpath unless they are under 16, accompanying someone under 16, have a medical certificate or a postal worker. The City has education sessions four times a week, runs cycling courses which teach legal and

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		courteous riding and has messages on our map about not riding on the footpath.
People are riding on the road	Out of scope of the REF.	We advocate for people to use the cycleways when they are in place however some people riding may choose to ride on the road and they are legally allowed to do so.
Clarify 4.5 of the REF	See REF Section 4.5 – the continued operation of the pop-up cycleways does not require development consent under Part 4 of the EP&A Act and may be carried out without development consent under Division 17 of the T&I SEPP, subject to an environmental impact assessment (in this instance, in the form of a REF).	The REF follows a process and format established by NSW legislation.
The REF is biased to the benefits of cycleways		The REF follows a process and format established by NSW legislation.
The reduction in speed is not needed, people were compliant with 50km/h. Now the limit is 40km/h, no police presence has meant that people are doing 60km/h	Out of scope of the REF.	The speed limit is a matter for Transport for NSW and enforcement is a matter for NSW Police.
Turning in and out of Poate Road is unsafe	Out of scope of the REF.	There are stop and give way markings to indicate priority.
People riding do not give way when crossing Poate Road	Out of scope of the REF.	There are stop and give way markings to indicate priority.
The cycleway is unsafe for people walking and riding next to the stadium when events are on	Out of scope of the REF.	The cycleway is closed during major events at the stadium.

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The cycleway is unsafe at the driveways to the stadium	Out of scope of the REF.	NSW Centre for Road Safety crash data shows the cycleway is safer than before.
Reduced parking on Moore Park Road has increased parking pressure on Poate Road. People overstay the 1 hour limit and aren't booked but residents who park illegally are booked. There should be resident parking only during events		There are thousands of parking spaces in the Entertainment Quarter. Most of the on-street parking spaces are 1P permit exempt. Residents can request enforcement from the rangers.
Reinstate bus stop on Fitzroy Street	Out of scope of the REF.	The decision to close the bus stop was by Transport for NSW.
The shared path at the western end of Moore Park Road has post and poles that make it unsafe	Out of scope of the REF.	The worst pole, a directional sign that used to be in the middle of the path was moved to the edge. City staff have sent a request to Transport for NSW about relocating the other poles which obstruct the path.
The connection between Moore Park Road and Fitzroy Street is insufficient	Out of scope of the REF.	It is difficult to make improvements due to the major state road intersections.
Many cyclists continue from Fitzroy Street onto the Bourke Street cycleway to the city. There needs to be a "holding box" for cyclists waiting for the traffic lights at this junction.	Out of scope of the REF.	Transport for NSW have agreed to make improvements to the Fitzroy/Bourke intersection to facilitate crossing diagonally here.
The eastern end transition is unsafe. Barrier keeps getting moved and people riding join traffic lane in the wrong direction		The proposal includes replacing the Klemmfix type barriers with more sturdy material as necessary.
The cycleway should extend to Central Station.	Out of scope of the REF.	

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The cycleway connection to Paddington Gates Centennial Park is poor (constricted, high pedestrian traffic, many people walking dogs).	Out of scope of the REF.	Noted. It was not possible to reallocate road space at this location.
Program automatic green for bikes and install advance sensors	Out of scope of the REF.	Not possible within the scope of this temporary project.
Build a raised crossing over Lang Road	Out of scope of the REF.	Not possible within the scope of this temporary project.
Remove the slip lane at Lang Road	Out of scope of the REF.	Not possible within the scope of this temporary project.
Stop people parking in the cycleway outside of the stadium	Out of scope of the REF.	TfNSW close the cycleway during major events at the stadium. At other times, rangers can enforce parking restrictions.
People riding prefer Oxford Street even prior to the proposed cycleway	Out of scope of the REF.	While Oxford Street provides a more direct connection to the city centre, Moore Park is a more direct connection towards the southern part of the city.
The cycleway has removed access for older and young people directly to properties	See REF Section 6.3.2 and 6.3.3	The cycleway provides a safe transport mode for people to young or old to drive, for people with disabilities preventing them from driving, and others in the community.
The cycleway has caused traffic congestion		The cycleway replaced a parking lane. Removing the friction from parking manoeuvres reduces congestion.
The City of Sydney has not responded to community concerns		The City responds to every piece of correspondence. The best way to ensure that a message gets to the right staff member is by emailing, council@cityofsydney.nsw.gov.au You can also find information about contacting Councillors

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The cycleway has removed the option for buses to load and unload at the stadium	See REF Section 6.3.2 and 6.3.3	There are alternative locations for buses to load and unload for the stadium.
Surveys for this project have been biased toward the agenda of the City of Sydney	Out of scope of the REF.	The previous time the REF was exhibited, a survey was available that stated: Please provide your feedback on the REF document. This time submissions were requested by email or post.
Opportunities to speak Committees/Council are limited for residents and advocates/bike groups got more time	Out of scope of the REF.	Committee and Council meetings have guidelines to hear a wide range of views and concerns within the limited time available. There may be instances where Councillors or the meeting chair will ask extra questions of a speaker and so that may mean their time is extended.
The REF does not consider or propose new options		The purpose of the Review of Environmental Factors is to identify environmental impacts of a proposal, which in this case is to retain the pop-up cycleway for longer.
The loading zone on Cook Road has caused traffic jams		The City has investigated and found no significant impact.
The resident parking on the north side is too far for residents to use and has removed the option of commuter parking		There are almost a thousand parking spaces in the area.
Traffic on Moore Park Road is too busy for families to use the cycleway	Out of scope of the REF.	We have seen families using the cycleway.
People driving are unaccustomed to looking for people riding and can't anticipate the speed of the bikes	Out of scope of the REF.	The main location where riding and driving paths cross, at Poate Road, the people riding are required to give way. Drivers must give way at driveways.

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The cycleway is illegal because the legislation/orders have expired	Out of scope of the REF.	Opinion noted
Cannot find parking for the fourth vehicle for the household	Out of scope of the REF.	There are almost a thousand parking spaces in the area.
The cycleway has caused property prices to decrease	Out of scope of the REF.	Opinion noted
The cycleway has impacted access to the childcare centre	See REF Section 6.3.2 and 6.3.3	New drop off spaces for the childcare centre were installed. We're pleased to see that some parents can now access the childcare centre by bike.
The proposed time to wait for Oxford Street cycleway is too long	Out of scope of the REF.	We have asked TfNSW to expedite the delivery of Oxford Street cycleway.
Interaction between people walking and riding at intersections is unsafe		On shared paths people riding must give way to people walking.
Fitzroy Street between Anzac Parade and South Dowling Street is unsafe to use for cars	Out of scope of the REF.	
Fitzroy Street west of South Dowling Street is one way and so the cycleway should be one way too. Unclear where should bikes heading against traffic go	Out of scope of the REF.	The cycleway on Fitzroy Street is two way, so that people riding can travel safely in both directions. At South Dowling they join the shared path section.
Connect Taylor Square to Moore Park Road via Flinders Street	Out of scope of the REF.	We have asked TfNSW to progress a cycleway on Flinders Street.
Don't pursue the Oxford St East Cycleway and make Moore Park Rd the cycleway by creating a shared lane in each direction.	Out of scope of the REF.	Oxford Street is the primary desire line for people riding between Bondi Junction/east and the city centre. Shared lanes would not be safe enough.

Organisation	Issue/comment	Issue addressed in REF section
BIKEast	Fully supports the retention of these important and necessary facilities in the growing City of Sydney bicycle network	See REF Section 5.1
UTS	<p>Restoration of periodic suitable loading access that properly services the University's functions at the sport and education facilities within the Rugby Australia House at Moore Park, while still enabling and encouraging bike and pedestrian active transport. Loading access to large trucks approximately 12 to 20 times per annum; small loading zone provided opposite Moore Park Rd is wholly unsuitable for these loading needs because of the nature and size of materials and equipment being loaded or delivered.</p> <p>The REF is therefore incorrect in stating that the loading needs of Australia Rugby House and the UTS facilities has been mitigated and still fails to address the impact from the removal of roadside access to meet legitimate loading needs as required by Section 5.5 of the Environmental Planning and Assessment Act 1979.</p>	See REF Section 5.1
Venues NSW	<p>with Allianz Stadium fully operational, the cycleway's continued operation results in complications for all stadium users, but particularly patrons requiring universal access. Crucially, it is a barrier to accessible drop-off and pick-up locations along Moore Park Road. The stadium's approved design included primary level access in that area to enable wheelchair users and patrons with accessibility needs to make the most of the venue's DDA-compliant facilities.</p> <p>Safety and other concerns include that the temporary Moore Park Road cycleway:</p> <ul style="list-style-type: none"> • Creates a dangerous crossover between pedestrians, vehicles and cyclists at multiple locations along its length; • Creates a dangerous crossover between pedestrians, vehicles and cyclists before, during and after stadium events when the precinct is at its busiest; • Impedes accessibility for wheelchair patrons who had used Moore Park Road as the principal drop off area and entry point to the stadiums. The alternative drop-off area is in Driver Avenue, several hundred metres further away; • Continues to be used as a cycleway despite closure during stadium events. It is Venues NSW's understanding that vehicles block off access to the cycleway at either end as a part of the precinct transport management plan. Despite this, cyclists join the cycleway at other 	See REF Section 5.1

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	<p>points and transit through the area using it when there are thousands of pedestrians and vehicles in the precinct; Crosses major vehicle entries to the Sydney Cricket Ground and Rugby Australia House, which also houses the University of Technology, Sydney;</p> <ul style="list-style-type: none"> • Impedes emergency service vehicle access to Rugby Australia House; • Increases traffic congestion on Moore Park Road, particularly after stadium events; and • Is used as an unofficial taxi rank after stadium events have concluded because poor upkeep and broken barriers allow vehicle access. <p>There is no investigation of the above accessibility and safety matters in the Draft Review of Environmental Factors.</p> <p>Of concern is the Paddington Lane vehicle access point to the Sydney Cricket Ground. There are dozens of vehicle movements into the SCG precinct each day and many more in the lead-up to and during major events such as concerts, the New Year's Test and major football fixtures at the SCG and Allianz Stadium. The safety risk is heightened given the cycleway is poorly maintained with barriers regularly damaged and shunted out of place by passing vehicles. The risk is further heightened because the cycleway is a dual carriageway.</p>	
Rugby Australia	<p>Safety - The cycleway (and in particular where it intersects with the RA House driveway) is extremely dangerous for cyclists, pedestrians and road users on Moore Park Road, numerous near misses and at least one collision between a car and cyclist. To the extent that any claims are made against RA in relation to any cycleway-related accidents, RA would seek to ensure City of Sydney assumes full liability in respect of such claims.</p> <p>Cessation of cycleway original purpose - the Covid emergency situation has ceased and therefore the cycleway's original purpose is no longer relevant.</p> <p>Disruption of RA operations - regularly require a safe spot for buses to offload and pick up athletes – the cycleway makes this not possible.</p>	See REF Section 5.1