

Attachment C

Engagement Report

Engagement Report – O’Dea Avenue Cycleway



Contents

Background	3
Engagement Summary	4
Subjects / Issues Raised in Submissions	6
Appendix	15



Background

The City proposes a cycling connection on O’Dea Avenue in Waterloo.

The project includes:

- a new cycleway on the northern side of O’Dea Avenue between Bourke Street and Gadigal Avenue
- a protected intersection for people riding at O’Dea Avenue and Joynton Avenue that will allow bike riders to bypass the traffic lights
- a new pedestrian crossing at O’Dea Avenue near Joynton Avenue and a “no right turn” from O’Dea Avenue into Joynton Avenue (except for buses)
- a “no left turn” from O’Dea Avenue north into Gadigal Avenue
- relocating the eastbound bus stop for route 348 from outside Kennards Storage on O’Dea Avenue to nearby Bourke Street just north of Elizabeth Street
- removing the eastbound bus stop for route 320 and 392 outside Kennards Storage on O’Dea Avenue – these services remain unaffected and commuters can use alternative stops nearby

No trees will be affected by the proposal. However, the project requires removing 16 time-restricted parking spaces and relocating a car share space.



Engagement Summary

We asked the community for feedback on the concept design

Consultation on the plan ran between 1 May and 29 May 2023 and provided an opportunity for stakeholders and the community to review and comment on the proposed design.

Consultation activities included an online survey and interactive map, two information sessions at East Village, and a letter to residents and businesses.

This report outlines the community engagement activities that took place to support the consultation and summarises the key findings from the consultation.

Purpose of the engagement

The purpose of the engagement was to:

- Get feedback on walking and cycling improvements
 - Find out about access to properties and how people currently use the area
 - Determine if anything had been missed by calling on local knowledge
-

Engagement activities

Sydney Your Say webpage

A Sydney Your Say webpage was created. The page included an interactive map of the proposed design. People could insert their feedback directly onto the map and up-vote and down-vote ideas.

Interactive map

The Sydney Your Say page included a link to an interactive map of the proposed design. The community and stakeholders could insert their feedback directly onto the map and up-vote and down-vote ideas.

Consultation letter

A letter was posted to residents, inviting them to give feedback on the proposal. **4000 letters** were distributed.

Information sessions

Two information sessions were held at East Village where project team were available to discuss the project on-site.

- Tuesday 9 May 4pm to 5:30pm
- Thursday 11 May 8am to 9:30am

Outcomes from the engagement

Feedback was received through the interactive map, an online survey and via email.

- The Sydney Your Say page was visited 1043 times during the consultation period.
- 126 people left a total of 184 comments on our interactive map
- 42 email submissions were received
- 90 people (approx.) attended the information sessions

Subjects / Issues Raised in Submissions

Issues and suggestions raised in email submissions

Comment	Count	CoS Response
Support	8	noted
Opposes the turn ban from O'Dea Avenue on to Joynton Avenue	17	During design the City will undertake additional investigations with Transport for NSW to look at retaining the right turn at Joynton Avenue
Opposes the turn ban from O'Dea Avenue on to Joynton Avenue Suggests a right turn from Lachlan to Gadigal may offset this	1	Vehicles travelling east along O'Dea Avenue can access the precinct by turning right into Gadigal Avenue.
Opposes the turn ban from O'Dea Avenue on to Joynton Avenue Suggests using road reserve and large footpaths instead of the cycleway to avoid the turn ban	1	The proposal reallocates road space, rather than footpaths to prioritise active transport - walking and riding - as well as public transport.
Reinstate right hand turn into Victoria Park Parade to offset impacts of the turn ban from O'Dea Avenue on to Joynton Avenue	1	Vehicles travelling east along O'Dea Avenue can access the precinct by turning right into Gadigal Avenue.
Opposes the project due to the potential traffic congestion	6	Separated cycleways provide a safe and convenient alternative for short trips and allows people to avoid congestion. As cycleways enable more people to ride, congestion caused by too many cars is eased.
Opposes the removal of parking.	5	The proposal reallocates road space to prioritise active transport - walking and riding - as well as public transport. The parking spaces are mostly outside Kennards Self Storage which has off-street parking available.
Notes that there is a school bus that uses the bus stop being relocated	2	We will investigate alternative arrangements.
Provided high level technical suggestions	1	noted and will be reviewed in detailed design stage.
320 Bus stop on O'Dea Avenue could be relocated to Joynton Avenue	1	There is an existing southbound 320 bus stop in Joynton Avenue at Tote Park (just south of O'Dea Avenue).

Engagement Report –
O'Dea Avenue Cycleway

Comment	Count	CoS Response
Concerned about change in conditions impacting bus times	1	The proposal has been developed in collaboration with Transport for NSW. TfNSW have approved the proposal in principle based on the assessment that bus operations will not be negatively impacted.
Concerned about food delivery riders that don't use the cycleways that exist currently and sceptical that they won't use the proposed cycleway	1	By providing a safe alternative to riding on the road this project will reduce the number of people riding on the footpaths and shared paths here.
Continue the connections to Rosebery via Joynton Avenue	1	A cycleway along Joynton Avenue is not part of the planned bike network.
Create an additional 348 bus stop on Bourke Street southbound	1	We will pass on this suggestion to Transport for NSW.
Current and future shared paths and crossings need to be better maintained and clearly marked. Must be clear that people riding must slow down and give way to people walking	1	Noted. Improved line marking and signage will be considered in the detailed design.
Cycleway should be on the other side of O'Dea Avenue	1	We investigated options for the alignment and identified the northern side on balance as the preferred side, based on impact, safety and connections to the existing network.
Cycleways aren't needed in the area	1	This cycleway forms part of the proposed bike network as outlined in the adopted Cycling Strategy and Action Plan. Counts show that the number of bike riders has increased wherever separated cycleways have been constructed.
Doesn't support the shared path at the bus stop east of Joynton Avenue	1	Noted. There is currently insufficient space to provide a separated cycleway past this bus stop. However, future redevelopment east of Sam Sign Street will increase building setbacks and provide the opportunity to improve the bus stop layout.
Make the Joynton Avenue and O'Dea Avenue intersection a scatter crossing	1	We will further investigate the intersection design and phasing during the detailed design.
Money should be spent on security to address rising theft and crime rates	1	This is the responsibility of the NSW Government. <u>Statistics</u> indicate Sydney has exceptionally low theft and crime rates.
Opposes the turn ban from O'Dea Avenue on to Gadigal Avenue	1	Only one residential development (on Tung Hop Street) near Lachlan Street is accessed from this section of Gadigal Avenue. Vehicles travelling east on O'Dea Avenue and wishing to access Tung Hop Street can turn left at South Dowling Street and access Gadigal Avenue via Murray Street or Lachlan Street.
Opposes changes to bus stops	1	While we note there may be further distance to walk for some people using this bus stop, the

Engagement Report –
O’Dea Avenue Cycleway

Comment	Count	CoS Response
		relocation of the east bound bus stop between Joynton Avenue and Bourke Street provides more even spacing between bus stops, enabling more efficient bus operations.
Provide protected intersections	1	We will further develop the intersection design in the detailed design.
Supports new crossing at O’Dea and Joynton avenues	1	Noted
The bus stop east of Joynton Avenue will not be safe for people riding	1	There is currently insufficient space to provide a separated cycleway past this bus stop. However, future redevelopment east of Sam Sing Street will increase building setbacks and provide the opportunity to improve the bus stop layout.
The cycleway would be better without barriers and on a quieter street like Wolseley Grove	1	The project provides a safe connection in the regional bike network, between George and Bourke Street cycleways, and Todman Avenue planned cycleway, to connect to UNSW.
The intersection of Sam Sing Street will be unsafe for people riding	1	We will further develop the intersection design in the detailed design.
Widen the northern footpath on O’Dea Avenue	1	Future redevelopment east of Sam Sign Street will increase building setbacks and provide additional public domain space as per the DCP.

Issues and suggestions raised on the interactive map

Comment	CoS Response	Count	Up	Down
Support for the cycleway project	noted	29	430	104
Opposes the turn ban from O’Dea Avenue on to Joynton Avenue	The turn ban is required to provide priority to buses and allow safe and efficient bus movements through the intersection.	61	558	58
Build a continuous footpath treatment over Sam Sing Street	We will further develop the intersection design in the detailed design.	2	55	1
Build a continuous footpath treatment over the future road between Sam Sing Street and Gadigal Avenue	We will further develop the intersection design in the detailed design.	1	25	0

Engagement Report –
O’Dea Avenue Cycleway

Make this connection over the intersection to Todman Avenue	The section of cycleway between between Gadigal Avenue and South Dowling Street already exists. The section on the other side of South Dowling Street is being planned by Randwick Council.	2	31	0
Build the bus stop with a bypass like Miller Street, separate the footpath from the cycleway	There is currently insufficient space to provide a separated cycleway past this bus stop. However, future redevelopment east of Sam Sing Street will increase building setbacks and provide the opportunity to improve the bus stop layout.	3	61	1
Make the intersection of O’Dea Avenue and Gadigal Avenue a protected intersection	We will further develop the intersection design in the detailed design.	3	39	0
Separate the cycleway from the roadway with a landscaped median	We will consider a planted median in the detailed design where there is sufficient road space available.	1	38	0
Widen the existing pedestrian crossing of Joynton Avenue at O’Dea Avenue	We will further develop the intersection design in the detailed design.	1	30	0
Continue the cycleway along Joynton Avenue	A cycleway along Joynton Avenue is not part of the planned bike network.	1	34	8
Build a continuous footpath treatment over the driveway east of Kennards	Noted. This suggestion will be investigated in the future together with the completion of Sam Sing Street. This is dependent on a future redevelopment of the Kennards Storage site at 40-42 O’Dea Avenue.	1	22	0
Create connections on either side of the proposed cycleway	At the eastern end there is an existing section of cycleway between Gadigal Avenue and South Dowling Street and Randwick Council are planning a cycleway on Todman Avenue. At the western end this project links in with the existing path to the Short, Allen and George Street cycleways.	2	26	1
Remove all of the parking spaces on O’Dea Avenue	The cycleway will take up the parking lane, taking up sixteen parking spaces. One car share space will be moved.	2	23	3

Engagement Report –
O’Dea Avenue Cycleway

The reduction in traffic lanes will cause congestion at Gadigal Avenue	Separated cycleways provide a safe and convenient alternative for short trips and allows people to avoid congestion. As cycleways enable more people to ride, congestion caused by too many cars is eased.	10	51	55
Existing shared path on O’Dea Avenue west is too narrow	The project proposes a separated cycleway to replace the existing shared path.	2	19	1
Upgrade the southern side of the O’Dea Avenue	A public domain upgrade on the southern side of the street will be delivered by the development at 888 Bourke Street.	1	11	1
Prioritise and automate light phasing for people walking and riding	We will further develop the intersection design in the detailed design.	5	54	1
Simplify the transition from Gadigal Avenue into O’Dea Avenue	The connection between Gadigal Avenue and O’Dea Avenue will be further developed in the detailed design.	1	10	0
The left turn ban into Gadigal could push more traffic into Amelia Street	This is considered unlikely as traffic on Amelia Street has to turn left into Hatbox Place and then left again into Gadigal Avenue and back towards O’Dea Avenue.	1	9	0
Create a left turn into Grandstand Parade	People riding westbound on O’Dea cycleway can reach Grandstand Parade by crossing at Gadigal, or continuing to Wolseley Grove.	2	19	10
Remove the slip lane in the south west corner of the South Dowling Street intersection to make pedestrian crossing safer and easier	South Dowling Street is a State Road under the control of TfNSW. Changes to the intersection are not part of this project scope. The City is generally supportive of removing slip lanes.	1	18	7
Bourke Street shared path is insufficient	Changes to the Bourke Street shared path are not part of this project scope. This project will enable people riding to access the cycleway on Gadigal Avenue to go north and avoid using the Bourke Street shared path.	2	16	1
Include physical separators on the bend of O’Dea Avenue	Physical separators will be installed to separate the cycleway and road.	1	11	1

Engagement Report –
O'Dea Avenue Cycleway

Reduce the lanes on the bend of O'Dea Avenue and increase footpath space	The proposed lane arrangements have been developed to ensure bus operations are not negatively impacted.	1	9	5
Opposes the turn ban from Gadigal Avenue on to O'Dea Avenue	Noted The proposal includes a turn ban from O'Dea Avenue (eastbound) into Gadigal Avenue (northbound).	8	64	6
Ensure the ramp of the new crossing at O'Dea Avenue and Joynton Avenue has a wide enough ramp	We will further develop the intersection design in the detailed design	1	7	0
Continue the cycleway along Gadigal Avenue	Gadigal Avenue already has a cycleway north of O'Dea. Upgrade of Gadigal Avenue is not part of this project scope.	2	11	2
Don't move or relocate any bus stops	We are proposing the relocation of the east bound bus stop between Joynton Avenue and Bourke Street to provide more even spacing between bus stops, safe bus top design and efficient bus operations.	6	49	0
Create a shared crossing at Hawksley Street and Short Street	Changes to Hawksley Street and Short Street are not part of this project scope.	2	12	1
Make sure the cycleway lanes are wide enough for cargo bikes	We are proposing a 3m wide bi-directional cycleway (1.5m wide lane in each direction)	2	9	1
Reopen the median strip on Sam Sing Street	Changes to Sam Sing Street are not part of this project scope but will be made in the future in conjunction with the redevelopment of adjacent sites.	1	2	5
Supports the turn ban from O'Dea Avenue on to Joynton Avenue	noted	1	3	17
Make sure the bus stop does not obstruct sight lines	noted	1	5	0
Change traffic signals instead of creating a turn ban from	We will discuss this option with TfNSW during the detailed design.	1	3	0

Engagement Report –
O’Dea Avenue Cycleway

O’Dea on to Gadigal				
Move the remaining bus stop closer to the removed bus stop	Spacing and locations of bus stops will be considered in the detailed design.	1	3	0
Create a shared crossing of O’Dea Avenue at Sam Sing Street or Grandstand Parade	We will investigate during the detailed design	1	2	0
Remove the traffic island to allow access from private driveway at Emerald Park to O’Dea Avenue	Not within the scope of this project.	1	2	0
Concerns about Elizabeth Street if it were to become busier as a result of this project	Elizabeth Street is one of the options drivers can use to access Joynton Avenue	1	4	4
Cycleways should only be on quiet streets	Regional cycleways need to be on streets that connect through to regional destinations.	1	0	4
Don't restrict the 320 bus from turning right	The concept design allows buses to turn right from O’Dea Avenue onto Joynton Avenue.	1	2	0
Buses won't be able to turn left into O’Dea from a single lane	Swept paths will be considered in the design to allow safe movement of vehicles, including buses.	2	1	2
Concern about emergency vehicle access	Noted. Safe emergency vehicle access will be considered in the detailed design.	1	2	1
The cycleway would be better on the southern side of O’Dea Avenue	We investigated options for the alignment and identified the northern side on balance as the preferred side, based on impact, safety and connections to the existing network.	4	7	12
There aren't enough people riding O’Dea Avenue currently to justify the cycleway	This cycleway forms part of the proposed bike network as outlined in the adopted Cycling Strategy and Action Plan. Counts show that the number of bike riders has increased wherever separated cycleways have been constructed.	1	0	1

Engagement Report –
O’Dea Avenue Cycleway

	The existing road conditions are not suitable for most people to feel comfortable to ride.			
Improve the footpath on the west side of Joynton Avenue	Upgrade of Joynton Avenue is not part of this project scope.	2	0	0
Plant more trees on the footpaths and in new medians	Noted. Additional planting and landscaping will be considered in the detailed design subject to budget.	1	3	3
Increase the green time for cars turning left from O’Dea on to the South Dowling Street	Traffic signal changes on South Dowling Street are not part of this project scope.	1	19	22
Improve ramps and paint more clear symbols for the shared path at the south east corner of Gadigal and O’Dea	Noted. Improved line marking and signage will be considered in the detailed design.	1	7	0
Increase the green time for cars turning right from O’Dea on to the South Dowling Street	Traffic signal upgrade on South Dowling Street is not part of this project scope.	1	11	3
Make the eastern lane from O’Dea into Joynton, straight only	We will further develop the intersection design in the detailed design	1	1	0
What evidence is there that a cycleway will be used in this location?	This cycleway forms part of the proposed regional bike network as outlined in the adopted Cycling Strategy and Action Plan. It is a key east-west connection linking residents of Waterloo, Zetland and Alexandria to UNSW. Counts show that the number of bike riders has increased wherever separated cycleways have been constructed.	1	8	0
Restricting right turns into South Dowling Street will impact congestion on O’Dea Avenue	Traffic signal changes on South Dowling Street are not part of this project scope.	1	6	0

Engagement Report –
O’Dea Avenue Cycleway

Engagement Report – O’Dea Avenue Cycleway

Appendix B: letter to community



City of Sydney
Gadigal Country
456 Kent Street
Sydney NSW 2000

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1 May 2023

Proposed cycleway on O’Dea Avenue, Waterloo

We invite your feedback on the proposed design for a new cycleway on O’Dea Avenue in Waterloo.

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

The project includes:

- a new cycleway on the northern side of O’Dea Avenue between Bourke Street and Gadigal Avenue
- a protected intersection for people riding at O’Dea Avenue and Joynton Avenue that will allow them to bypass the traffic lights
- a new pedestrian crossing at O’Dea Avenue near Joynton Avenue
- relocating the eastbound bus stop for route 348 from outside Kennards Storage on O’Dea Avenue to nearby Bourke Street just north of Elizabeth Street
- removing the eastbound bus stop for route 320 and 392 outside Kennards Storage on O’Dea Avenue – these services remain unaffected, and commuters can use alternative stops nearby.

No trees will be affected by the proposal. However, the project requires removing 16 parking spaces and relocating a car share space.

How to give feedback

You can view the documents and provide your feedback by **5pm on Monday 29 May** at sydneyyoursay.com.au.

You are also invited to attend an information session at East Village to learn more about the proposal and speak to the project team.

- Tuesday 9 May, 4pm to 5:30pm
- Thursday 11 May, 8am to 9:30am

These sessions are subject to weather conditions.

If you have any questions about the cycleway, please contact Craig Ryan, Senior Community Engagement Coordinator, on 02 9265 9333 or at sydneycycleways@cityofsydney.nsw.gov.au.

Yours sincerely

A blue ink handwritten signature, appearing to read "Kim Woodbury", written over a horizontal line.

Kim Woodbury
Chief Operating Officer

The City of Sydney acknowledges
the Gadigal of the Eora Nation as the
Traditional Custodians of our local area.