

ATTACHMENT E

ATTACHMENT E

CONSULTATION SUMMARY

ATTACHMENT E

Union Street Cycleway Pymont Consultation summary

Consultation Overview

Public consultation for the Union Street Cycleway project commenced in November 2008, with detailed information and a map placed on public exhibition between 1 November and 6 December 2008.

The purpose of consultation was to provide an overview of the project and invite community feedback on the proposed design. Consultation activities included:

- Distribution of 7,700 project flyers throughout the Pymont area.
- A specific doorknock - undertaken along the proposed project route.
- On-street distribution - conducted over several mornings on Pymont Bridge and at the Union/Murray Street intersection.
- A phone number for a project liaison officer included on all project material - to respond to community enquiries.
- A dedicated project page established on the City's website and a link promoted on all project materials.
- Project information and meeting invitation emailed to community groups from the City's database.
- Information included in City of Sydney's community information materials (Citynews November 2008 to check)
- A public meeting and presentation on Wednesday 12 November 2008 at the Pymont Community Centre - so project staff could provide detailed information and answer specific questions about the project.
- Advertisements in local media to notify members of the public about the public exhibition and community meeting.

Consultation timelines

- 1 November 2008 - Public exhibition commences. Project email, web page established.
- November 2008 - dedicated community liaison and phone number established and ongoing
- 2 November 2008 - Project flyer distributed to 7,700 households.
- 3 -6 November 2008 - Doorknock and onsite meetings with stakeholders along Union and Murray Streets.
- 6 November 2008 - Newspaper advertisement / project notice / community meeting invitation in local media.
- 12 November 2008 - Project presentation / public meeting at the Pymont Community Centre.
- 3 December 2008 - Formal consultation closes.

ATTACHMENT E

Submissions and responses

- In total 93 submissions were received via email, mail or feedback forms during the consultation period.
- Submissions were made by a range of community groups, individuals, commercial businesses, the Sydney Harbour Foreshore Authority and Cycle Advocacy Groups such as Bicycle NSW and Bike Sydney.
- A number of pro forma petitions and collection of 249 signatures were submitted, stating objection to the proposed removal of the right turn from Union Street to Murray Street. And asking Council to reconsider this part of the proposal.
- More than 38 people attended the public consultation meeting on 12 November 2008.

Breakdown of submissions

- 77 submissions were received in support of the project.
- *12 submissions did not state support or opposition to the project generally, but raised queries or issues relating to specific aspects such as project design, alternative / additional routes, removal of the right turn, safety between pedestrians and cyclists or other traffic issues.
- 4 submissions opposed the cycleway project.

*It should be noted that the majority of submissions that raised concern about specific aspects of the project, did not object to cycleway projects

Summary of feedback

- A review of the overall responses shows a high level of support for this project.
- A major benefit mentioned by respondents was the creation of a safer crossing point at the intersection of Pyrmont Bridge, Union Street and Murray Street, which was often mentioned as a cyclist black spot.
- Separating cyclists from vehicle traffic and pedestrians was also seen as a primary benefit of the project.
- A number of submissions, particularly from cyclists raised specific queries or suggestions in relation to additional cycleway facilities, including better integration of the Union Street project with Darling Drive.
- A number of respondents requested consideration of extending the project from Miller Street (opposite Union Square) to Anzac Bridge (to improve the link between Anzac Bridge and Pyrmont Bridge).
- Other areas of high interest, with requests for more information included information or details about the phasing of traffic signals, head start boxes and intersection design at Union Street, Murray Street and Darling Drive.

ATTACHMENT E

- Improvements/ integration with other cycleway facilities was mentioned in the area surrounding Pymont Bridge Road / the Fish Markets and under the Western Distributor flyover.
- Numerous supporters expressed a desire to see the project implemented as soon as possible.

Summary of key themes and project issues

No right turn at Murray Street

In addition to the petitions received, the proposed removal of the right turn for vehicle traffic from Union Street to Murray Street attracted the highest number of objections.

While many respondents did not object to the Union Street Cycleway in principal, a high level of concern was raised about the impact on residents due to the increase of vehicle traffic in Bunn Street.

Commercial car park and hotel operators along Murray Street objected to the removal of the right turn from Union Street to Murray Street, and cited an impact on carpark revenues as well as vehicle access for hotel guests/residents, tourist coach operators and deliveries.

One submission received specifically supported the proposal of prohibiting the right turn.

Pymont Bridge

Safety for both pedestrians and cyclists due to the current conflict on Pymont Bridge was identified by at least 20 respondents and was the second most cited issue. Separation and safe passage for both pedestrians and cyclists in this area was seen as an issue requiring urgent action.

Non compliance of signage and lack of enforcement of cyclists across Pymont Bridge was referred to as a key safety issue, (particularly for pedestrians).

Pedestrian /cycle / and motor vehicle conflict

The Union Street cycleway proposal is seen as providing a greater level of safety by providing dedicated cycle facilities.

However feedback suggests that a general conflict and lack of understanding between cyclists, motorists and pedestrians is still an underlying theme of cycleway projects that will need to be addressed as part of a long term communication and education strategy.

Various submissions mentioned pedestrian safety and rogue cyclists, particularly along Pymont Bridge. Equally cyclists cite motorist behaviour as a major safety issue, with numerous describing regular near misses or accidents caused by inconsiderate motorists.

Other issues

Construction

Concern was noted by a small number of businesses about the impact of disruption during construction of the project.

Shared paths

Shared paths (while not specifically part of this project) were mentioned as a concern especially for older or disabled people.

Outdoor seating

Outdoor seating at the Hotel and restaurants between Pyrmont Bridge Road and Murray Street was seen by some as causing issues although the impact of this issue is likely to be resolved by the proposed design.

Union Square

Better delineation between cyclists and pedestrian was seen by some as requiring an improved design solution in this area.

Consultation summary

From the community feedback it is evident there is strong support for the City of Sydney's cycleway projects. The Union Street Cycleway is generally seen as an important project to provide a safer route through Pyrmont to the CBD and increase the cycling network throughout the City's LGA.

Whilst there is clear support for this project some aspects of the proposed design, including the removal of the right turn from Union Street to Murray Street have raised a considerable level of concern. This is particularly evident amongst residents and businesses directly affected by this proposal.

In addition to the petitions received, a number of submissions objected to the increase in traffic and impact on local residents of Bunn Street. More detailed design options for this area should therefore be considered in detailed design and documentation.

While the project is seen as positive step towards improving the cyclists and pedestrian safety, a sustained education campaign for all road users, including cyclists and motorists and pedestrians will be a broader requirement, if the City is to encourage the use of bicycles as an alternative transport option