

### Sutherland to Cronulla Active Transport Link

#### What is the Sutherland to Cronulla Active Transport Link?

The Sutherland to Cronulla Active Transport Link (SCATL) is a pedestrian and bicycle path between Sutherland and Cronulla to help make walking and bike riding a more convenient, safer and enjoyable transport option for local trips to transport interchanges, schools, hospitals, beaches, and residential and retail precincts.

#### What are the benefits of the SCATL?

The SCATL will allow pedestrians and bicycle riders of all ages, capabilities and experience to walk and ride a bike more safely and quickly to work, school, shops or the station. Currently, around 50 per cent of trips of less than two kilometres in the area are made by car. Providing a practical alternative to the car for short trips would reduce local traffic congestion and also have significant environmental and health benefits.

#### How will the SCATL be delivered?

Due to the complexities of building infrastructure in and around the rail corridor, SCATL will be delivered in stages:

- **Stage 1 Sutherland to Kirrawee** will connect key destinations such as transport interchanges, schools, residential areas and business precincts outside the rail corridor
- **Future stage Kirrawee to Cronulla** will make greater use of the rail corridor while connecting key destinations like transport interchanges, Sutherland Hospital, beaches, parks and recreation areas, and shopping precincts.

#### Why is SCATL being delivered in stages?

Building infrastructure next to an operating train network is complex. There is existing rail infrastructure such as electrical and signalling equipment, bridges and other structures as well as operational issues such as ensuring the safety of pedestrians and bike riders and maintaining access for maintenance staff and safety vehicles that all need to be considered.

Building the SCATL in stages allows us to provide a section of the path to the community sooner, while we are planning for future stages inside the rail corridor.

#### What feedback did Transport for NSW receive?

The community were invited to provide feedback on a Review of Environmental Factors for Stage 1 of the project from Sutherland in October (15 October - 4 November 2018) at community drop-in sessions, through our interactive website and via email.

The community, local businesses, schools and Sutherland Shire Council all provided comments across a wide range of issues.

110 submissions were received with a large number in favour of the proposal. Key themes included:

- Benefit of reduced traffic
- Safer for pedestrians and cyclists

- Connectivity to key destinations
- Minimise construction and noise impacts
- Reduce the number of trees removed
- Minimise parking impacts.

Submissions also asked for continued work on future stages of the SCATL and we will work with Sutherland Shire Council, Roads and Maritime Services and Sydney Trains to continue the planning of Kirrawee to Cronulla.

### What are the benefits of Stage 1 Sutherland to Kirrawee?

The pedestrian and bicycle path will provide connection to key destinations including:

- Sutherland and Kirrawee stations
- Businesses on Eton Street, Old Princes Highway and Oak Road
- Sutherland Public School, St Patricks College, Minerva School and Kirrawee Fauna Place Childcare Centre
- Residential areas
- Pollard Park and Glencoe Street Reserve.



### Why isn't Stage 1 making greater use of the rail corridor?

The proposed route outside the rail corridor provides a direct connection to key destinations including schools, business precincts, transport interchanges and community spaces.

Due to the limited available space and existing rail infrastructure between Sutherland and Kirrawee Stations, building a shared pedestrian and bicycle path is not feasible.

### **Why was President Avenue selected as the preferred route for Stage 1?**

To help determine the best route, criteria included safety, available space to accommodate an off-road cycleway, the steepness of the terrain, potential parking and vegetation impacts, community feedback and how well it connected key destinations including schools, business precincts, transport interchanges and community spaces.

The preferred President Avenue route best addressed the criteria, offering the most width to allow for an off-road separated cycleway on the existing verge, connecting key destinations, as well as minimising parking and vegetation impacts.

For Stage 1 a route within the rail corridor is not practical due to limited available space and existing infrastructure.

A route along Flora Street is not the best outcome as it would result in an increased number of parking spaces lost and more residential driveway crossings. Having the active transport link on Eton Avenue and President Avenue will provide direct connection to key destinations.

### **Why is Stage 1 a combination of separated and shared path?**

The proposed route has been designed to use off-road verges where possible to minimise potential loss of trees, parking and impacts on existing infrastructure.

Along the route sections of the path have been separated for pedestrian and bicycle riders as this provides the highest level of amenity for pedestrians and bike riders.

Due to a lack of available space within the existing verge some sections between Sutherland and Kirrawee will use a shared pedestrian and bike path.

These sections of shared cycling and pedestrian path will be 3.5 metres wide, providing adequate space for everyone.

### **Will there be any changes to traffic conditions to allow the new shared path?**

The following works will be implemented to improve the safety of pedestrians and bicycle riders of all ages and abilities.

- A 10km/h shared zone at McCubbens Lane will be established.
- At Merton and Auburn Streets, Acacia Road and Fauna Place new priority pedestrian and cycle crossings will be installed.
- A pedestrian and cyclist refuge at Glencoe Street.

### **Will car parking be affected?**

Five existing parking spaces on President Avenue (adjacent to Merton Street) will be converted to angle parking to provide 14 parking spaces to partly offset reduced parking on Eton Street. The new spaces will be a short distance to nearby schools and shops.

Approximately 24 parking spaces on Eton Street will be removed to preserve five large mature trees adjacent to Sutherland Public School and to allow the new bike path to be separated from the pedestrian path.

Parking is being removed to ensure the separated cycleway can be built along Eton Street, allow sufficient sight lines for all users and providing an adequate buffer areas around the new pedestrian and bicycle crossings.

The kiss and ride parking on Eton Street will be relocated to Flora Street (adjacent to Sutherland Public School).

Transport for NSW will continue to look at parking along the route in consultation with Sutherland Shire Council during detailed design.



Artist's Impression of Eton Street, Sutherland

### **Will it be possible for passengers to exit a parked car on to the cycle path?**

Yes, you will be able to exit a vehicle from the passenger side when parked next to the path. A concrete kerb will separate the parking and cycle path areas, and the design ensures that vehicle passengers and approaching riders have clear views of each other. We ask that when a passenger exits a vehicle, to look over their shoulder to ensure bike riders are not using the path.

### **Will the path affect driveway access?**

Vehicles will be able to cross the path to enter properties as they do now with the existing footpath. There may be some short term impacts during construction. Traffic control will be in place to assist pedestrians, bicycle riders and motorists during this time. Property owners and tenants will be consulted to arrange work at a convenient time, where possible.

### **Will trees be removed?**

The proposed route has been designed to minimise impact to the trees. An arboriculture impact assessment was undertaken as part of the REF to assess impacts on trees likely to be directly affected by the works due to clearing and trimming to construct the path, or indirectly affected by changes to drainage or works.

The total number of trees removed as part of the project has been reduced from 60 to approximately 22. The trees that are required to be removed are in the construction zone for the new path or cannot be preserved due to poor condition.

A further 19 trees located close to the construction zone may need to be removed and will be assessed by an independent arborist during construction. The assessment will determine if the trees will be preserved.

All trees in Pollard Park will be protected including the Sydney Turpentine Ironbark Forest.

The bike path will remain on the eastern side of the Eton Street roadway to keep five of the six mature trees. The tree on the corner of President Avenue and Eton Street will be removed due to its location in the path of the cycleway, limited space on a tight corner and to ensure adequate sight lines for pedestrians and bike riders.

### **When will the Stage 1 project start and finish?**

Work on Stage 1 is expected to commence in early 2019 and take around a year.

### **Will construction take place during school hours?**

Where possible, we will schedule construction activities adjacent to schools during school holidays or outside school hours to minimise impacts to school activities. We will consult with the schools prior to construction activities taking place.

Standard construction hours are 7am to 6pm Monday to Friday and 8am to 1pm Saturdays. Every effort will be made to minimise any construction impacts to the local community and businesses.

The affected community will be advised of any works scheduled to occur outside of standard construction hours and mitigation measures would be used in accordance with Transport for NSW's Construction Noise Strategy.

We will continue to keep the community informed through regular updates during construction or online at [transport.nsw.gov.au/projects](https://transport.nsw.gov.au/projects). If you would like to speak to the project team you can call 1800 684 490 or email [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)

### **When can we expect to see the plans for Kirrawee to Cronulla?**

We will continue to work with Sutherland Shire Council, Roads and Maritime Services and Sydney Trains to continue the planning of Kirrawee to Cronulla.

The future stage will make greater use of the rail corridor, while still connecting to key destination points. When this work has been completed an additional environmental impact assessment will be undertaken.

### **Contact us**

If you would like to speak with the project team please call **1800 684 490** or email us at **[projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)**.

We will continue to keep the community informed about upcoming activities through regular updates. For more information please visit [transport.nsw.gov.au/projects](https://transport.nsw.gov.au/projects)