

Transport for NSW

Sutherland to Cronulla Active Transport Link Consultation Report



Artist's impression - Denman Avenue, near Caringbah Station, subject to detailed design

For more information call 1800 684 490

Email projects@transport.nsw.gov.au or visit transport.nsw.gov.au/SCATL

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Introduction

Purpose of the report

This report has been prepared to summarise the feedback received by Transport for NSW during community consultation to date.

This report provides an overview of:

- consultation activities undertaken
- themes in community feedback
- how feedback was considered
- next steps

Acronyms

SCATL – Sutherland to Cronulla Active Transport Link

ATL – Active Transport Link

The Project – SCATL future stages

Concept design



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Overview

The Sutherland Shire needs better bicycle infrastructure. This project would provide an important link in the existing bicycle network, and would enable pedestrians and bike riders to connect to key destinations like public transport interchanges, schools, hospitals and residential and retail precincts.

SCATL is a **positive investment for the community**, with significant safety improvements, providing a safer alternative to riding bicycles on congested roads in the Sutherland Shire. SCATL would separate riders from the road and traffic for 6.5km, and involves upgrading over 20 side-street crossings.

We have worked to refine an option that would appeal to **families and casual riders**, not just confident, regular cyclists. This means the infrastructure would be suitable for riders of **all ages and abilities**. Research has shown that women and children don't feel safe on paths that are hidden from view. The proposed route maximises opportunities for **increased passive surveillance** by being more visible. More 'eyes on the street' means improved safety.

SCATL would provide **better connections** and **accessibility** for customers to join and leave the path wherever they need to. A route inside the rail corridor

is not a feasible option for a variety of reasons, not just cost. These reasons are discussed on page 7 in this report.

As SCATL progresses through the next stage of design, we will work closely with stakeholders to address key concerns related to **safety, parking** and **tree impacts**. This was a priority focus of the current strategic design and will remain a priority through the next phase of design.

Improved bicycle infrastructure would encourage and support mode-shift, alleviating vehicle congestion on local roads. Currently, only around 300 bike trips per day are made along the proposed project route. In the next 5 years, as a result of SCATL, this number is expected to rise to around **2,500 bike trips per day** and **2,000 pedestrian trips per day**, resulting in better community health outcomes, less carbon emissions from cars on the road, and improved road safety as a whole.



Community members utilising Stage 1 of SCATL, Sutherland to Kirrawee

Benefits of the Active Transport Link

	<p>Current users either share the road with motor vehicles or share the footpath with pedestrians. SCATL would provide a shared path which is fully separated from the road for bike riders and pedestrians. This would improve user convenience, comfort and safety.</p>
	<p>With the increased supply of safe active transport spaces, the community would have new opportunities to participate in more family and leisure activities.</p>
	<p>SCATL would improve the way people move in the local area. It would make local public transport interchanges, small businesses, commercial and recreational areas more accessible. This means the local council can further plan and develop more appealing and interconnected urban areas where people will want to live and work.</p>
	<p>International studies have suggested that areas with active transport links have increased residential property values and retail rents compared with otherwise similar homes in conventional, automobile-dependent communities.</p>
	<p>SCATL would improve streetscape, lighting, open space and encourage more users to move about along the active transport link. This would contribute to reducing crime within the area and make the community safer.</p>
	<p>SCATL would attract visitors to the Sutherland Shire and contribute towards growing the local economy. New active transport users can increase local shops turnover.</p>
	<p>The current internal connections within the local area are inconvenient for non-drivers, drivers without a car and public transport users. SCATL would improve the local connectivity for all users and provide additional travel mode options for non-drivers and public transport users, making it easier to get to local businesses and economic centres.</p>
	<p>SCATL would enable an increased take-up of e-bikes. With the recent technological advancement in battery life and power, the travel range of e-bikes has increased. This means users could travel often and further. It would attract new users who were constrained by the travel range.</p>

How we engaged with you

Engaging with our stakeholders, customers and the community

Transport for NSW values feedback from our stakeholders and the community to help inform the planning approval process and the design of the active transport link.

Community feedback helps us to understand what is important to you.

We consulted with the community and other stakeholders earlier this year to share information about the project and invite your feedback.

Consultation activities included:

- Distribution of 38,000 community notifications to residents and businesses from Sutherland to Cronulla via letterbox drop
- Facebook Live event which has been published on the project webpage
- Two community drop-in sessions at Caringbah and Gymea Bay, where the community was invited to meet with the project team to discuss their ideas or concerns, and provide feedback
- A dedicated web page of information about the project, including an online feedback form on the Transport for NSW website: transport.nsw.gov.au/SCATL
- Geographically targeted Facebook posts with social media users in the Sutherland Shire to share information about the proposal and invite customers to have their say
- E-news to stakeholders subscribed to the SCATL distribution list
- Phone calls to provide individual briefings to businesses along the proposed route
- Signage along the proposed route to inform users of the project and how to have their say

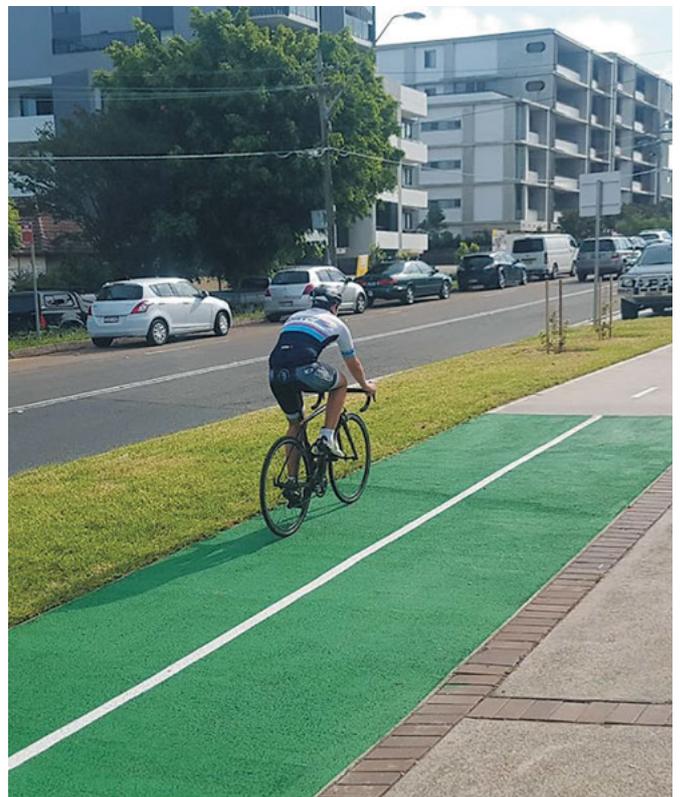
Briefings and discussions with Sutherland Shire Council have been ongoing throughout the planning process.

Transport for NSW will continue to liaise with Council throughout the design and construction phases of the project.

Feedback from the community will also be used to refine the the planning approval documents which will be placed on display for further feedback later this year.

Feedback was invited through a range of channels:

- Online feedback form on our website
- TfNSW's Project Info Line – **1800 684 490**
- TfNSW's project enquiries email address – projects@transport.nsw.gov.au
- Direct conversations through face to face engagement and telephone calls.



A cyclist using Stage 1 of the SCATL path

What you told us

Feedback about SCATL was received from over 500 respondents throughout the consultation process. Themes included:



Alternative routes



Support for the project



Impacts to trees and vegetation



Ambience and user experience



Design, layout and traffic



Safety and security

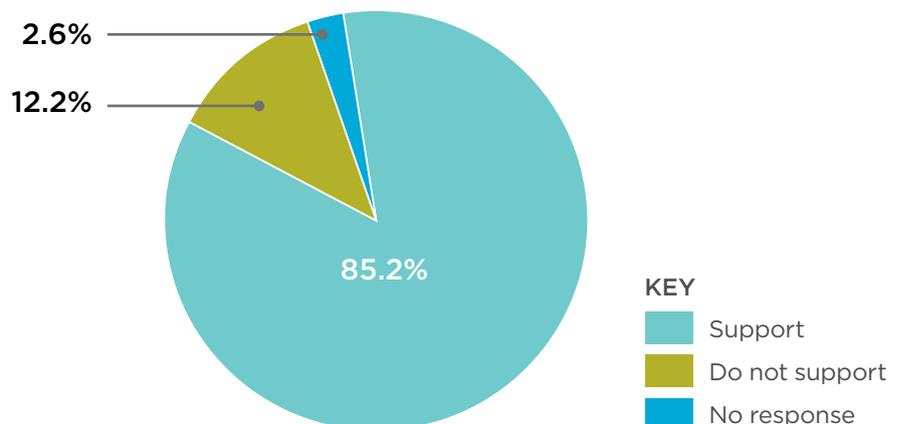


Impacts to parking



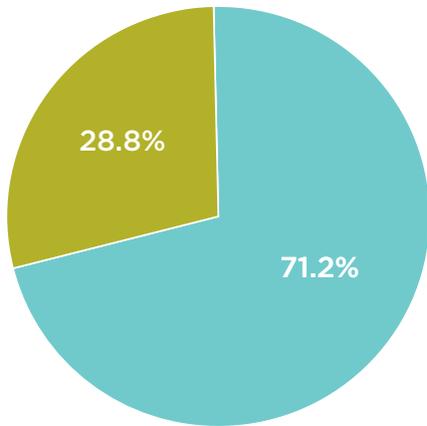
Other transport improvements

More than 85% of survey respondents support the development of active transport links around NSW

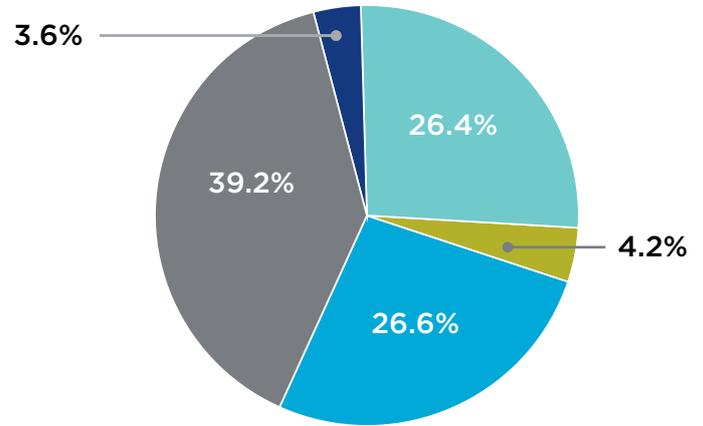


Fast facts from consultation

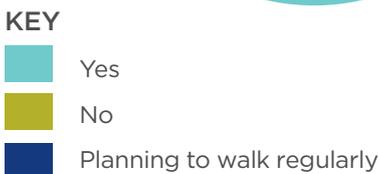
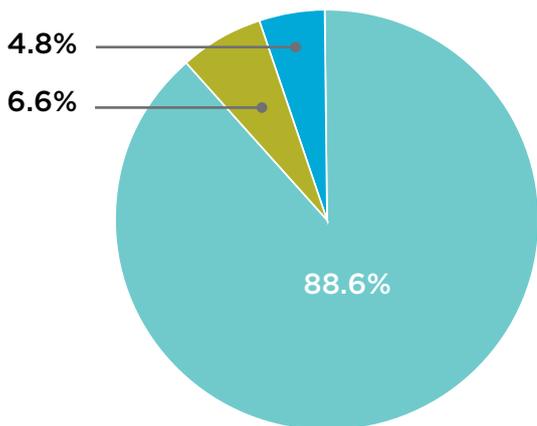
A little over 71% of respondents reported being bike riders.



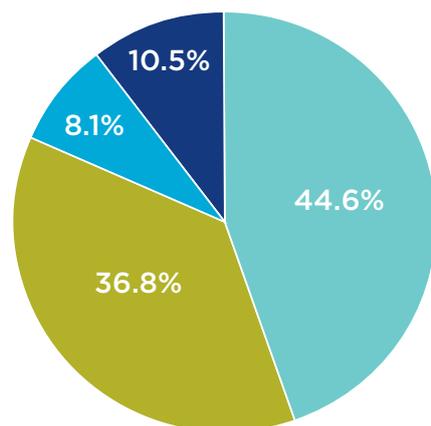
Of those who are bike riders, majority ride a few times a week or more.



Walking forms an important part of respondents' lives, with over 88% of respondents already walking regularly for exercise.



Many respondents have already benefited from using the Stage 1 path between Sutherland and Kirrawee.



Route options and feasibility

We acknowledge that the change of the preferred route from within the rail corridor to outside the rail corridor was unexpected for some community members and stakeholders, and we recognise that there is still a strong desire from the community to construct the active transport link within the rail corridor.

Until this time, the community envisioned a safe, direct path which would make use of under utilised space in the rail corridor, to provide a 'spine' between Sutherland and Cronulla.

While the rail corridor provides a direct link between Sutherland to Cronulla, the inclusion of active transport infrastructure within this corridor turned out to not be a feasible option. It was significantly more complex and costly and was inferior in meeting some key project objectives, for example:

- less connections to key attractors (schools, shops, TAFEs, hospitals etc)
- less accessibility and permeability
- less visibility and security
- significantly more expensive
- less suited to users of all abilities.

Other issues with the rail corridor option include:

- longer and more complicated construction
- higher maintenance costs
- path closure during railway work
- parking loss around stations
- impacts to existing mature trees
- requires significant utility relocations.

Alternatives within the rail corridor are not feasible and therefore this is no longer an option being considered.



Potential road treatment option

Your key concerns

The communities three key areas of concern in relation to the proposed route were **safety, parking and tree impacts.**

These three themes have been a **priority focus of the strategic design, and will remain a key priority through the next phase of the project.**

Safety

You told us: that if the path runs along the road and across busy side streets, driveways and intersections it will be unsafe and you won't use it.

We would like to assure you that user safety is our highest priority and that the path will be designed in accordance with the relevant standards.

The majority of SCATL would be fully separated from the road and located within the footpath area. The path would be set back from the kerb to leave a strip for existing established trees but also power poles and signage.

Small sections of SCATL would need to be 'on-road' where there is not enough room in the footpath. Separation from traffic would be achieved with a raised kerb, and in most cases a parking lane as well. Note that 'on-road' sections would be restricted to local roads, not busy roads such as The Kingsway.

Side roads would be treated with a raised crossing (see picture below) which clearly highlights the path and gives priority to path users.

Paths that cross driveways are commonplace in NSW and motorists are currently required to check and give way to path users including children on bikes. Measures to treat the busiest driveways on SCATL, i.e. at shopping centres etc., will be investigated during detailed design. This may include line-marking and signage to emphasise to drivers that they are crossing an active transport link.

Bike lanes would be painted green at all vehicle interaction points and there would be varying physical barriers between the path and the road network.

The community would be reminded about how to safely use the path, as both a user and a driver, prior to the paths opening.



Potential road treatment option

Your key concerns continued

Parking and traffic

You told us: how important parking is for the community, especially small businesses.

We recognise the importance of parking spaces, especially near small businesses, and are making every effort to reduce impacts on parking spaces along the route.

The latest estimate is that there would be minimal impact to formal parking spaces for the entire route between Kirrawee and Carringbah. Parking changes that are considered would likely be to make room for safe side street crossings, and won't impact shopper parking.

Removal of vehicular traffic lanes won't be required for this project. However there may be a reduction in lane widths and readjustments of median and kerbs to provide space for path construction.

One example is Oak Road at Kirrawee where some minor lane width and median adjustments would provide enough space for a bi-directional bicycle path, alongside the existing footpath, without the need to reduce existing parking capacity.



Artist's impression of the path on Oak Road, Kirrawee, where it is flush with the footpath, and above the road level, subject to detailed design

Your key concerns continued

Trees and vegetation

You told us: that trees are highly valued.

Most existing roads, verges and footpaths along the SCATL route have enough room for the new path without the need to remove trees.

A key objective of the project is to minimise the impact on trees to the greatest extent possible without compromising safety. This can be achieved through localised narrowing of the path, or splitting the path into one direction each way around trees.

We will be working with tree specialists to assess potentially impacted trees and provide advice on what measures can be used to retain them. When the removal of a tree is unavoidable, up to eight replacement trees would be planted in its place (depending on the removed tree's size and maturity). We will work with the community and Council to determine appropriate replanting species and locations.

Connectivity

You told us: that you want the path to be well connected.

The new route provides better connectivity to shops, employment centres and education, sporting and recreational facilities. It also has great connectivity to the existing cycle network.

Onwards towards Cronulla

You told us: that you don't want the path to stop at Gannons Road.

Future stages of SCATL would connect with the existing shared path at Gannons Road that travels towards Captain Cook Drive and then on to Cronulla.

We understand you want the path to continue onwards to central Cronulla. Transport for NSW will continue to work with Sutherland Shire Council, key stakeholders and the community to progress additional connections.



Artist's impression of future stages towards Cronulla. Indicative of the shared path on Kingsway verge, subject to detailed design

Next steps

Detailed design has commenced for the proposed option.

We have continued work on the detailed design for the proposed route and continued consultation with key stakeholders.

We will soon publicly display the Review of Environmental Factors for the proposed route and once again we will invite your feedback. We want to make sure that we deliver an active transport link that is suitable for the community that will use it.

Transport for NSW develops initial concept design options for the project, including identification and consideration of environmental constraints, risks and opportunities



Transport for NSW conducts early engagement with identified stakeholders to obtain preliminary public feedback on the concept design.



We are here

Transport for NSW prepares a Review of Environmental Factors (REF) for public display and invites submissions.



Transport for NSW assesses and responds to feedback and prepares a submissions report/determination report with proposed conditions to minimise environmental impacts



Transport for NSW determines the Proposal.
Conditions of Approval made available on Transport for NSW website.



Construction commences subject to compliance with conditions.

Keeping you up to date

If you would like to receive further information or project updates, please register to join the SCATL distribution list by emailing projects@transport.nsw.gov.au.

For more information

Phone 1800 684 490
Email projects@transport.nsw.gov.au
Visit www.transport.nsw.gov.au/SCATL