

# Frequently Asked Questions: Sutherland to Cronulla Active Transport Link – Kirrawee towards Cronulla

## Background and key points

- The Sutherland to Cronulla Active Transport Link is a dedicated walking and cycling path proposed between Sutherland and Cronulla.
- The proposed Active Transport Link will help make walking and bike riding a more convenient, safer and enjoyable transport option, and improve connections to key destinations between Sutherland and Cronulla.
- Stage 1 which opened in April this year, delivered a 1.3km Active Transport Link between Sutherland and Kirrawee and now the alignment for Stage 2 has been unveiled.
- The Stage 2 route will pick up near Kirrawee Station on Oak Road and continue to Gymea, Miranda, Caringbah and onwards towards Cronulla.
- Stage 2 of the project will be fully funded by the NSW Government.

## Key benefits of the project

- Around 50% of trips in the Sutherland Shire are under 2km when visiting the local shops or visiting friends, doing the school pick up and drop offs, or running errands.
- When travelling to work, only 2.6% of journeys to work between 2.5km and 5km were by walking or riding, while 77% were 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.
- After consideration of potential route options inside and outside the rail corridor, a preferred route has been identified for the next stages of the Active Transport Link.
- The preferred route for Stage 2 of the project will run predominately along the Kingsway, providing more direct links to local facilities and better connectivity to the existing cycling network.
- The preferred route is outside and to the north of the rail corridor and connects key destinations including schools and higher education centres, town centres, hospitals, employment centres, commercial and retail precincts, and parks and recreational facilities.

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## The preferred route for the Active Transport Link

### Why is the preferred route for the Active Transport Link outside the rail corridor?

The preferred option outside the rail corridor has a number of benefits including:

- **More direct connections to key destinations** including schools and higher education centres, town centres, hospitals, employment centres, commercial and retail precincts, and parks and recreational facilities.
- **Ease of access** - meaning customers can join and leave the Active Transport Link as they like, making it a more attractive option for local trips. This also means it is easier to connect to the existing and future cycling network.
- **A more enjoyable journey** - customers can ride along leafy suburban streets to exercise or reach their destination.
- **Increased safety** as customers are more visible to passers-by, other users and the wider community.
- This alignment **places customers closer to shops and services**, which delivers customers directly to local businesses, supporting the local economy.
- **Contributes positively to community enjoyment** by encouraging people to leave their cars at home and use a safe and active alternative.

### Why isn't the Active Transport Link inside the rail corridor?

Transport for NSW considered a range of options for an Active Transport Link inside and outside the rail corridor.

The preferred option outside of the rail corridor has a number of benefits when compared to other options including:

- The preferred route means pedestrians and bike riders would be more visible to other users and the broader community, creating a safer and more welcoming environment to walk and cycle.
- Due to ground topography and space constraints in a live rail environment, the in-corridor option would have fixed entry and exit points. This means that customers would not be able to join and leave the Active Transport Link as they like and may have to travel in the opposite direction to get to an entry point.
- Easier access on and off the Active Transport Link also means it is easier to connect to the existing and future bicycle network.
- The in-corridor option would also require large retaining walls in some areas. Tall privacy fencing for adjacent properties would also be required on the opposite side of the path creating a long, enclosed path.
- For the safety of the community and rail workers, sections of the link would need to be



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closed during trackwork weekends to complete necessary rail maintenance work.

- Due to the infrastructure work required to build an Active Transport Link inside the rail corridor, the option outside the rail corridor is a much more cost effective investment.

## What is the preferred route for the Active Transport Link?

Stage 2 of SCATL is:

- Head north on Oak Road past Kirrawee Station to Flora Street
- Head east on Flora Street and continue onto Bath Road
- Turn right onto Clements Parade and continue onto Hotham Road
- At the intersection of Hotham Road and Kingsway, head east on Kingsway toward Gymea
- Continue along the southern side of Kingsway past Gymea Bay Road to intersection of Sylvania Road
- Cross to northern side of Kingsway at Sylvania Road signals and continue east along Kingsway to Wandella Road
- Head north on Wandella road to Penprase Avenue and continue east
- Continue along Penprase Avenue across Central Road to Kiora Road
- Head south on Kiora Road to Kingsway, cross to southern side and continue east on Kingsway through Miranda
- Continue on Kingsway towards Caringbah Station
- At the intersection of Banksia and Willarong Roads, cross to the eastern side of Kingsway and continue into Denman Avenue
- Head east along Denman Avenue adjacent the rail corridor to Gannons Road intersection where the path joins existing active transport network
- Head north on Gannons Road shared path to Captain Cook Drive
- Head east on Captain Cook Drive shared path to Eloura Road
- Head south on Eloura Road on-road bike lane or pedestrian footpaths to Cronulla town centre at Kingsway and on towards Cronulla via the existing cycle and footpath networks.

## What are some of the key destinations along the route?

- 10 high schools including Gymea Technology High School, Port Hacking High School, Endeavour Sports High School and Caringbah High School
- 16 primary schools including Kirrawee Public School, St Catherine Laboure Catholic Primary School, Miranda Public School, Miranda North Public School and Caringbah North Public School



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- one special education school
- TAFE NSW Gymea
- major employment centres including Sutherland Hospital, President Private Hospital, Kareena Private Hospital, Sutherland Shire Council, Westfield Miranda and Cronulla Mall
- Kirrawee industrial area including South Village and Sutherland Shire Park
- seven town centres including Sutherland, Kirrawee, Gymea, Miranda, Caringbah, Woollooware and Cronulla
- various sporting and recreational facilities such as Gymea Miranda Bowling & Sports Club, Miranda Park, Seymour Shaw Park, Sutherland Shire Centenary Park, Caringbah Bowling & Recreation Club, Glen McGrath Oval, Caringbah YMCA, Caringbah Leisure Centre and Captain Cook Playing Fields

## **What other options were considered?**

Options south of the rail corridor along President Avenue and Karimbla Road were also considered, but were not progressed as they would deliver fewer benefits and be more disruptive to the local community and environment.

The options on the southern side of the rail corridor have numerous major intersections and provided limited connection to the key destinations along the route, with most of the town centres and key attractions located to the north of the rail corridor.

The Kingsway and other roads on the preferred route have more space on wide road verges to accommodate new cycling infrastructure, while options to the south have less space available and would have a greater impact on parking, trees and utilities.

President Avenue in particular has undulating hills and would require substantial tree removal, making the route less attractive.

## Safety

### **Does the preferred option mean I will have to walk and ride on the road next to cars?**

Like Stage 1, the majority of the pedestrian and bicycle path will be off the road.

65% will be a shared path off the road

30% will be a separated pedestrian footpath and a bicycle path on the road in some areas

5% will be shared zone (similar to McCubbins Lane at Sutherland built as part of Stage 1)

Appropriate treatments will be made at intersections, with intersection upgrades and new priority crossings at side streets.

### **The Active Transport Link looks like it crosses my driveway. How can this be safe?**

The path will be designed with the safety of the community as the highest priority, and in accordance with the relevant standards.

The path would be available for pedestrians and cyclists of all ages and capabilities.

Pedestrians, cyclists and motorists will need to be aware of other users and their surroundings to ensure the path is safe, fun and convenient for all to enjoy – just like they do now when walking or riding on a footpath, or using their driveway in a vehicle.

Like Stage 1, a road safety audit will be prepared prior to the path being opened, and any additional mitigation measures recommended as part of the audit implemented.

During construction, there may be temporary impacts to private driveways. Access would be maintained wherever possible, and the project team would work with the property owner to minimise impacts.

## Traffic and Parking

### **Will car parking spaces be impacted?**

There will be some changes to parking as a result of the new Active Transport Link.

Some parking spaces may be impacted on Kiora Road (Miranda), The Kingsway (Caringbah) and Denman Ave (Caringbah).

We understand that parking is important to the community and TfNSW have been asked to ensure the number of spaces potentially impacted be kept to the absolute minimum. The final number of spaces impacted will be finalised during detailed design.

### **Will traffic be affected by the proposed Active Transport Link?**

One of the key objectives of SCATL is to encourage people to get out of their car for short trips and walk or cycle to their destination, reducing local traffic congestion.

Detailed traffic assessments will be completed as part of the planning approval process this year. Any mitigation measures recommended as part of the traffic assessment would be considered during detailed design in consultation with Council and other relevant stakeholders.

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## Next steps

### What are the next steps?

Transport for NSW will invite the community to have their say on the preferred route this year. Feedback from the community will be used to inform the planning approval documents and detailed studies which will be placed on public display later this year.

Community input plays an important part in the successful delivery of a project and we encourage local residents, schools, businesses and the active transport community to provide their feedback.

### When will construction start?

Subject to planning approval and community consultation, construction work would start in late 2021 and be progressively opened from mid-2022.

### Which section will be built first?

A construction program will be developed once a delivery partner is appointed this year. The project team will work closely with the delivery partner to ensure the project is delivered as quickly and efficiently as possible. TfNSW will keep the community informed as the design and program details develop.

### How much will the project cost?

The final cost of the project will be known once the tender process has been completed and a contractor appointed to design and construct the new path.

The project has been fully funded by the NSW Government.



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