

Bourke Street Upgrades



WAVERLEY
COUNCIL



Community Consultation Report

September 2023

Waverley Council acknowledges the Bidjigal, Birrabirragal and Gadigal people, who traditionally occupied the Sydney Coast, and we pay respect to all Aboriginal and Torres Strait Islander Elders both past and present.

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Executive summary

Between 8 August and 5 September 2023, Council sought community feedback on proposed safety upgrades to Bourke Street, Queens Park.

A number of communication methods were used to encourage residents and other members of the Waverley community to visit the dedicated Have Your Say (HYS) webpage that showcased two design options and complete the online survey or provide feedback via email or the onsite HYS pop-up event. The survey gave respondents three options to choose from: Design Option 1, Design Option 2 or Neither Option.

These efforts resulted in 67 surveys completed as well as six emails submitted to the Major Projects inbox, including a detailed submission from BIKEast.

The following report details the engagement methods and outcomes.

Design Option 1 received a higher number of votes than the other options, but there were a number of caveats even among those that preferred this option and respondents who chose the other options made a strong case for their concerns and suggestions, which have been considered in the analysis and conclusion below.

Background

Bourke Street, Queens Park is an important road in Waverley. It runs north - south between Birrell Street and Queens Park Road and forms part of one of six priority bike path routes identified in the Waverley Bike Plan 2013. The 356 bus from Eastgardens to Bondi Junction runs through the street as well as a number of school routes.

At present, Bourke Street operates with bicycle lanes situated within the shoulder lanes between parked cars and travel lanes. This arrangement presents safety concerns, particularly for bike users travelling uphill where they are travelling at considerably lower speeds than cars, trucks, and buses. Separation of bike users from the travel lane is preferred under these circumstances. Further to recent bicycle and pedestrian infrastructure upgrades along Birrell Street and Queens Park Road, it is timely to consider upgrades to Bourke Street which forms a connection between these two streets.

The proposed upgrades will improve the safety of pedestrian and cycling facilities in line with Council's People, Movement and Places Strategy 2017 and the Waverley Bike Plan 2013, resulting in an improved experience for pedestrians, bicycle riders, motorists and public transport users along the street. Two options are being considered for the proposed upgrades with improved intersection treatments to promote pedestrian safety incorporated in both designs.

Expected outcomes

- Additional parking spaces
- Safer pedestrian islands and crossings
- Northbound separated bike path (Option 1) or bike lane (Option 2)
- Greater connectivity with existing bike routes
- Relocation of bus stops to facilitate additional parking spaces
- New trees attracting greater biodiversity and enhancing street appeal
- Improvements to stormwater drainage

Design Option 1

Bike Paths: Inclusion of a new separated bike path along the western (uphill) side of Bourke Street between the kerb and parked cars. Concrete separators will be installed adjacent to the parking lanes to provide a buffer from parked vehicles.

Parking: A net gain of 11 parking spaces.

Bus Stops: Kerb extensions are proposed to be constructed for all three northbound stops and the furthest south and southbound stop. This essentially converts these bus stops to in-lane stops, with the kerb extension alignment matching that of the parking lane. A raised median/platform is provided for bus stop patrons with raised pedestrian crossings allowing safe and non-step access across the bike path from the median to the adjoining footpath.

Design Option 2

Bike Lane: Inclusion of a new bike lane along the western (uphill) side of Bourke Street between the travel lane and parked cars. Line marking will separate the bike lane between the parking lane and travel lane.

Parking: A net gain of 9 parking spaces.

Bus Stops: Three bus stop locations will be relocated. The two northern end bus stops on both western and eastern side of Bourke Street will be relocated approximately 10m and the furthest south southbound bus stop by 12.6m.

Engagement methodology

In accordance with Waverley Council's adapted IAP2 model of engagement, three methods were used to gather community feedback:

1. Online survey through the Have Your Say (HYS) platform
2. Onsite consultation pop-up with Council officers
3. Emails to Waverley Council Acting Senior Project Manager, Major Projects

A number of Council communication channels were used to reach residents and encourage them to visit the HYS page and complete the survey.

Communication method	Overview	Date	Response
HYS monthly e-newsletter	Lead story in the 'open projects' section of the August edition, encouraging recipients to visit the project HYS page and complete the survey.	11 August	4587 people opened the newsletter and subsequently 11 online surveys were completed for the Bourke Street project.
Stakeholder outreach	Emails were sent to Councillors and Precinct Committees	8 August	None
	Emails were sent to BikeEAST, Bicycle NSW and the Bondi & District Chamber of Commerce	15 August	BIKEast submitted detailed feedback via email on 5 September
Notification flyer	250 flyers were delivered to residents of Bourke Street and the surrounding area. The purpose of the flyer was to encourage residents to visit the HYS page, complete the online survey and attend the onsite pop-up event to meet Council officers.	Flyers were delivered on Wednesday 16 August	The flyer drop didn't result in many online surveys being completed and no immediate emails being sent to the Major Project inbox. However, the individuals who attended the onsite pop-up all found out about it via the flyer.
Stories in Waverley Weekly	Stories encouraging readers to visit the project HYS page and complete the survey.	Thursday 10 August	70 link clicks to the HYS page
		Friday 25 August	105 link clicks to the HYS page
Social media posts	Facebook	Sunday August 13	Reach = 1526 7 Likes, 3 Comments, 2 Shares
		Tuesday August 29	Reach = 1069 5 Likes
	Instagram	Wednesday August 23	Reach = 1347 20 Likes
		Tuesday August 29	Reach = 1872 29 Likes

Engagement method	Overview	Date	Response
Have Your Say (HYS) webpage	A dedicated HYS page was built for this consultation. It provided background information on the project, plans for the two proposed designs, a survey, relevant documents and contact details for the Project Manager.	Page went live on 8 August	The page received 425 unique visitors during the consultation period
Online survey	The online survey asked respondents which of the two design options they preferred. If respondents subsequently chose 'Neither Option', there was an opportunity to write comments for the following: Option 1 with changes, Option 2 with changes, general comments on making Bourke Street safer.	8 August – 5 September	67 surveys completed 33 = Option 1 18 = Option 2 16 = Neither Option
Bourke Street onsite drop-in	As of 3.30pm on Wednesday 30 August, Council's Senior Project Manager and Engagement Officer, were onsite near the corner of Bourke Street and Queens Park Road to record feedback and answer questions from residents. They were supposed to be available until 5.30pm but unfortunately it began raining heavily and they had to leave at 4.30pm. The original onsite date of Wednesday 23 August was also affected by poor weather.	Wednesday 30 August	Five individuals and one couple attended the onsite pop-up. Hard copy surveys were completed onsite by council officers and the data manually entered into the online survey the following day
Emails to Project Manager	Five emails (in addition to the BIKEast submission) were sent to the Project Manager during the consultation period via the majorprojects@waverley.nsw.gov.au email.	8 August – 5 September	1 Positive 2 Negative 2 Neutral

Detailed results – Online survey

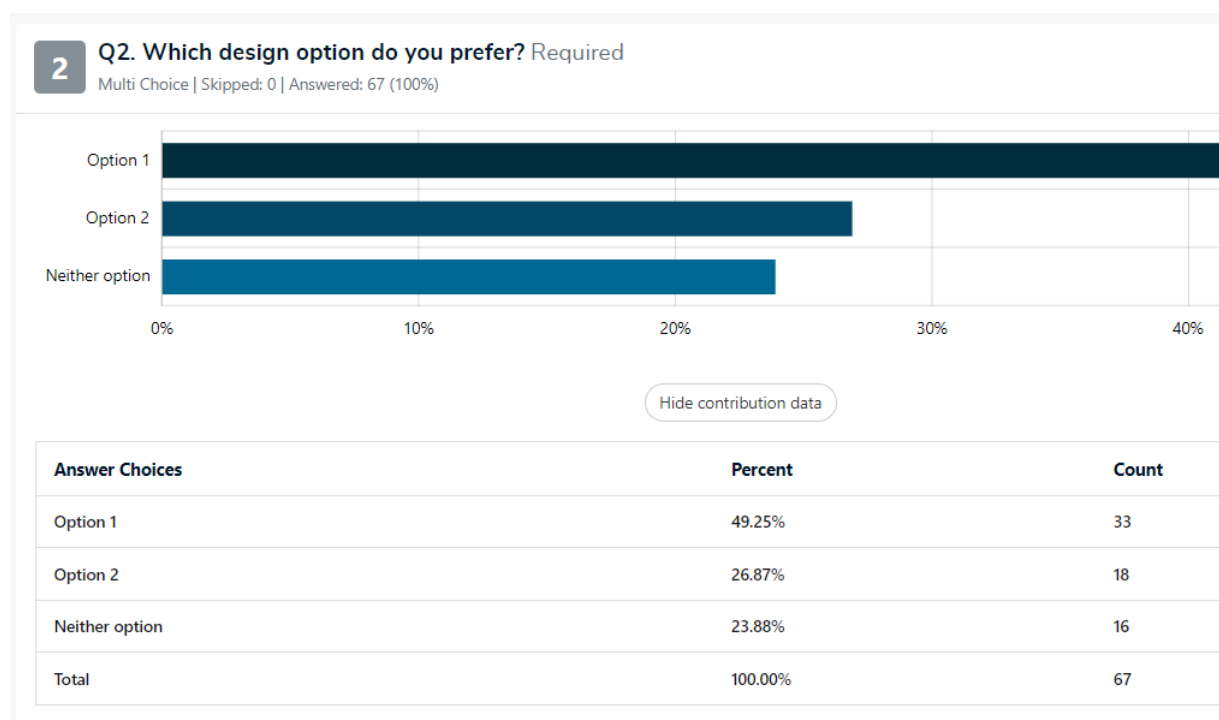
The communication and engagement efforts resulted in 67 surveys being completed. Everyone who completed the survey is a Waverley LGA resident.

Respondents were initially asked their connection to Bourke Street. They could select all that apply to them. The results are below:

1 Q1. What is your connection to Bourke Street, Queens Park? Select all that apply Required		
Multi Choice Skipped: 0 Answered: 67 (100%)		
Answer Choices	Percent	Count
I live on the street	43.28%	29
I work on the street	1.49%	1
I park my motor vehicle on the street	19.40%	13
I walk through the street	43.28%	29
I cycle along the street	46.27%	31
I catch a bus that rides through the street	16.42%	11
I catch a bus that rides through the street	16.42%	11
None of the above, but I live close to the street and may be affected by the construction and/or results of the upgrade	8.96%	6
None of the above, but I live in the Waverley Council area and am interested in these issues	7.46%	5
None of the above	0%	0

Screenshot of survey Question 1 from the Have Your Say platform

Next, respondents were asked which of the proposed design options they prefer.



Screenshot of survey Question 2 from the Have Your Say platform

The results are:

Option 1 = 33

Option 2 = 18

Neither Option = 16

Respondents who selected 'Neither Option' were able to provide comments on whether they would like Option 1 or 2, but with changes. This resulted in some patterns and also very specific advice in regards to improving the safety on Bourke Street.

Almost half the respondents (33 people or 49.25%) selected Option 1, with an additional six people saying they would support it with changes. These changes were primarily to improve bicycle rider and pedestrian safety even further eg. have a separated bicycle path on both sides of Bourke Street, make the separators even wider, stronger intersection treatments at Cuthbert Street for pedestrians.

18 respondents (26.87%) selected Option 2, with an additional person saying they would support this option with changes. The major concern for this group was the narrowing of Bourke Street for buses and other motorists that would result from Option 1 and a strong dislike for the concrete bicycle lane separators that were used in the recent Birrell Street Renewal project.

16 respondents (23.88%) selected Neither Option. As noted above, some of these respondents would support Option 1 or 2, but with changes. Of those who stringently didn't support any change to Bourke Street, they cited a number of reasons, for example that reducing speed on Bourke Street would have a greater safety benefit than adding a separated bicycle lane, whilst others prefer Council to focus on fixing pot holes, adding public garbage bins at the bus stops on Bourke Street and removing the overgrown shrubbery in the centre of the roundabout at Cuthbert Street. Some residents didn't see the benefit in making changes to the current streetscape if barely any bicycle riders used the street anyway.

In addition to this, at the end of the survey, respondents were given an opportunity to make general suggestions for improving the safety on Bourke Street regardless of what option they selected in Question 2. A few people took the opportunity to urge Council to consider improving traffic conditions at the intersection with Queens Park Road, specifically, adding a Give Way sign to stop motorists speeding westward down Queens Park Road from Victoria Street and giving right-of-way to motorists turning right from Bourke Street. They also reinforced requests about garbage bins and keeping the existing greenery in better shape with more regular Council mowing of verges and median strips. Another respondent requested an additional pedestrian island on the northern side of Bourke Street in between the roundabout and Birrell Street.

Option 1 but with changes? Example responses
Option 1 is superior as it is a parking protected bicycle lane and best practice. Option 1 could be improved by: Re-designing the T-intersection (Bourke St and Queens park rd.) into a raised threshold, similar to that Ruthven St and Oxford St in Bondi Junction. Adding fewer parking spaces and planting more street trees. What is the rationale for more street parking?
Option 1, but a pedestrian island is needed on Bourke st to allow kids to safely cross. It's too wide a street still, to not have a pedestrian island. I would also argue that the speed hump is still too far from the intersection too, as cars speed up to get over this, and race to the t-junction, which impacts pedestrian safety. I have kids at St Charles Waverley and Waverley public school, who walk down Birrell st, and it's crossing Bourke st that is the biggest safety risk. All the other changes made so far are working well. Thank you :)
The separated bike path should switch sides at the Cuthbert St roundabout, so it is on the uphill side in both halves of the street.

In the current plans, the bike path is actually on the downhill side of the street between Birrell St and Cuthbert St, while bike rides going uphill have no space at all - not even the tiny shoulder space they currently have.

The roundabout provides the perfect place for this switch, as it is at the top of the hill and both bike paths can simply terminate at the roundabout.

This exact situation is present on Greens Rd in Paddington. It works very well.

I endorse BIKEast's submission on Option 1, which should be improved by making the following changes:

Separation from vehicle traffic should be provided for people riding bikes in both directions

Priority intersection treatments should be provided at Cuthbert St

There needs to be a safe cycling link between Bourke St and Brisbane St

Council should install a pedestrian + cycleway priority crossing linking to the shared path on the southern side of Queens Park Rd.

Option 2 but with changes? 1 response

Option 2 would be preferable by only introducing a painted cycle path (between Parked Vehicles and the roadway) northbound between Queens Park Rd and Cuthbert St roundabout and no other changes.

General comments/suggestions for making Bourke Street safer for all road users – example responses

Reasons for not wanting concrete separators;

(a) it is awkward to get out of a parked car without falling or tripping

(b) street cleaner will not be able to get in between separators

(c) a waste of money when a painted line would suffice

(d) they just look ugly and do nothing to enhance the look of the street

Option 1 is not my preferred option as it will make Bourke Street too narrow just like Birrell street is currently ridiculously narrow following the new upgrades. I am pro-bikes and am a bike rider myself but I feel that the first option pushing cars, busses and trucks too close to the centre of the road is also unsafe and makes roads feel cluttered and congested. I am overwhelmingly in support of option 2. There is also a childcare centre 'Gingerbread' halfway along Bourke Street and I feel like a separated bike path on the curb will have little children stepping out onto it when they get out of their cars which will pose a hazard to bikes. Sticking with Option 2 with the bikes closer to cars ensures that the passengers mostly children can get out of their cars without causing an injury.

Put additional trees and greenery in where you can

I've lived on Bourke Street for 31 years. I support the idea of making the street safer. The unsafe behaviour on our street comes from individual motorists who travel aggressively at great speed between speed bumps and the roundabout and the stop at Queenspark road or vice versa. Your plans are going to make the street narrower and do nothing about such behaviour. A speed camera on the street would substantially change behaviour. Note how respectfully motorists travel down Cleveland street at Sydney Boys / Girls High. Speed bumps have made no impact on the 'hoon' acceleration between the north and south ends of our street. Install a speed camera and Bourke Street will benefit. Thanks for listening.

The safety of passengers and vehicles leaving their driveways needs to be considered particularly with the increase of parking.

I live around the corner on Birrell Street and the new bike paths and increases to parking have made it extremely dangerous for me and my 5 neighbours when exiting our driveway. Visibility is blocked by parked cars and there's no room to turn meaning we have to cross to the other side of the road to make our turns.

This is made worse by the reduction of Birrell Street's road width as cars are driving much closer to the double white lines.

There should be more bins placed on Bourke Street so that members of the public do not use residents' bins for rubbish and for their dogs' poos. It is not pleasant to have bins filled with dog poo stinking out the bin forever.

<p>We pay to have our bin cleaned from time to time, so why should it be used by other people?? Also, something needs to be done on the intersection of Bourke street and Queens park road to make it safer. Approaching Queens Park Road on Bourke street, cars travel far too fast from Queens park road (from left as you approach the intersection).</p>
<ul style="list-style-type: none"> - Drop the goal of increasing parking (on a well located street where most houses have off-street parking) and provide enough space to actually provide an adequate cycling facility. The consultation on the Bicycle Strategy has numerous mentions where people want parking re-allocated to provide proper cycling infrastructure. - Read the Cycleway Design Toolbox and use it (https://www.movementandplace.nsw.gov.au/design-principles/supporting-guides-and-tools/cycleway-design-toolbox-designing-cycling-and-micromobility). It has minimum widths for one- and two-way cycleways as well as intersection designs and a guide for how to choose the right cycling infrastructure for any given street environment. - If you need mixed traffic, you also need traffic calming or traffic diversion to reduce car speeds and volumes. - Remove Option 2, you shouldn't be proposing painted cycling lanes with no protection, that's just dangerous, even that's the current arrangement
<p>Include continuous footpaths at Arnold St and Bourke Ln. Regardless of the level of pedestrian activity, this would at the very least slow down cars entering or exiting Bourke St, which would increase the likelihood that they see bike riders.</p>
<p>I don't like either option. There is no need to change the street, except, can Council add more bicycle graphic stencils on the existing bicycle lane so it is more clearly identified. The concrete bicycle lane separators on Birrell Street are ugly and dangerous. Please don't use them on Bourke Street.</p>
<p>Please remove the shrubbery from the roundabout at Cuthbert Street. It impacts visibility for motorists and pedestrians. I HATE the concrete 'bollards' used as bike lane separators on Birrell Street. They are dangerous and have caused so many problems. Buses don't have enough space to turn into and out of Bourke Street from Birrell. No one uses bikes on Birrell Street or Bourke Street. All the residents on Birrell Street hate the new bike lane. Please do not make Bourke Street narrower.</p>
<p>At a time when climate change threatens everyone's safety, private cars should be discouraged</p>
<p>You can reduce the speed limit near the child care centre and your rangers can enforce parking infringement more rigorously</p>
<p>Extend parking area to include area 22 between Birrell & Cuthbert st. Align parking area with Fitzgerald & Stanley streets on Queens park side of Birrell street. There is not enough parking for area 22 residents</p>
<p>The bus stops are very close together so I support the removal of one of the bus stops on the street in the section from Cuthbert St to Birrell St. There are significant drainage issues on the Western side of Bourke St even with light rain which renders the car parks and any proposed bike paths inaccessible. Option 2 is the preference as there are many families on the street as well as a childcare. Being able to safely unload prams and children directly from the car to the footpath is the safest option, otherwise you would be unloading prams and children into a bike lane or having to cross a busy bike lane and risk injury to little people.</p>

Detailed results – Onsite information session

The initial onsite pop-up scheduled for Wednesday 23 August was unable to proceed due to wet weather. The alternative onsite date of Wednesday 30 August did take place, but only from 3.30 – 4.30pm (instead of 5.30pm) due to heavy rains. However, five individuals and one couple attended the onsite feedback session. They asked questions, raised concerns and shared their suggestions. This feedback was recorded in writing by the Engagement Officer and entered into the online survey the following morning.

Detailed results – Emails

BIKEast submitted their detailed feedback via the Major Projects email on 5 September. They tentatively support design Option 1, but made four recommendations for improving the experience of bicycle riders on Bourke Street, especially less-experienced riders and those travelling between Queens Park and Bondi Junction.

Screenshots of the full BIKEast submission are included in Appendix E below, however, their main recommendations to Council were:

1. Provide separation for bicycle riders in both directions on Bourke Street.
2. Make safety improvements for bicycle riders a priority at the Cuthbert Street intersection.
3. Create a safe cycling link between Bourke St and Brisbane St.
4. Install a pedestrian and cycleway crossing at the end of Bourke Street linking to the Queens Park Rd shared path.

Of the five other residents who wrote emails to Major Projects, three completed the online survey too. To avoid duplication of feedback (the emails and survey answers were similar), their survey submissions were included in the analysis above and the emails will not be detailed here.

Of the remaining two email respondents, one was incredibly supportive of design Option 1, but requested more physical separation of bicycle riders and motor vehicles at the corner of Bourke Street and Queens Park Road to protect riders from vehicles cutting corners when turning left into Bourke Street from Queens Park Road. They also requested that Council consider making Bourke Street a 30km per hour zone to further protect riders and pedestrians.

The last email respondent was not supportive of any change to Bourke Street related to bicycle lanes, as they believe electric bicycle use is becoming more common and these bikes are a danger to people emerging from parked cars.

Detailed Results – Social Media

The social media posts did not elicit much response. As per the table above, they didn't result in many interactions. Of the three Facebook comments from the post of 13 August, none were specifically about the proposed Bourke Street Upgrades. One commenter requested green/red traffic lights at the new pedestrian crossing outside the café at number 59 Birrell Street to make it safer for people crossing at night time.

Conclusion

Many respondents, including a number of Bourke Street residents, articulated an understanding of the need to make streets in Waverley safer for bicycle riders – not only for environmental purposes, but also for reducing traffic congestion in the area. Improving the safety of bicycle riders and making bicycle routes more connected is a necessary part of achieving this goal.

It is recommended that Council proceed with Design Option 1, but where possible, add design elements that take into account respondent suggestions/requests.

Recommendations

Make this report publicly available and progress to a detailed design which considers:

- Avoiding using the concrete bicycle lane separators that were used in the Birrell Street Renewal project.
- Ensuring buses can easily turn into Bourke Street, even if that means not as many new car spaces will result from the project.
- Installing signage for motorists, pedestrians and bicycle riders as possible so each road user knows who has right-of-way at the intersections and roundabout.
- Improving sightlines at the roundabout, including removal of the existing overgrown shrubbery in the middle that obscures vision.
- Adding a pedestrian island on the northern end of Bourke Street between Birrell Street and the Cuthbert Street roundabout, allowing an additional safe crossing point for pedestrians.
- Investigating making Bourke Street a 40km zone.
- Investigating safety improvements at the intersection of Queens Park Road and Bourke Street.
- Adding garbage bins near the bus stops if they cannot be located exactly at the bus stop.
- Adding a bench at the bus stops where none currently exist.

Appendix A – Notification flyer



We're seeking community input to create a safer and more appealing streetscape for residents, bicycle riders, motorists and pedestrians along Bourke Street, Queens Park.

**Meet Council Officers, ask questions and provide feedback at our HAVE YOUR SAY pop-up event:
Wednesday 23 August, 3.30 - 5.30pm
Corner of Bourke Street and Queens Park Road**

In case of wet weather, we'll be at the same place the following week, Wednesday 30 August, 3.30 - 5.30pm.

If you can't make the pop-up, please complete our online survey, open until 5 September at:
haveyoursay.waverley.nsw.gov.au/bourke-street-upgrades

For further information scan the
QR Code or email
majorprojects@waverley.nsw.gov.au



WAVERLEY COUNCIL

Appendix B – Survey questions

You must be logged in to complete the survey.
To LOGIN or JOIN, please go to the top of the [Homepage](#).

Open

BEGIN SURVEY

Q1. What is your connection to Bourke Street, Queens Park? Select all that apply Required

- ☐ I live on the street
- ☐ I work on the street
- ☐ I park my motor vehicle on the street
- ☐ I walk through the street
- ☐ I cycle along the street
- ☐ I catch a bus that rides through the street
- ☐ None of the above, but I live close to the street and may be affected by the construction and/or results of the upgrade
- ☐ None of the above, but I live in the Waverley Council area and am interested in these issues
- ☐ None of the above

Q2. Which design option do you prefer? Required

- ☐ Option 1
- ☐ Option 2
- ☐ Neither option

(OPTIONAL) If you selected Neither, would you prefer Option 1 but with changes? Please let us know what changes you'd like to see

You have 1,000 characters left

(OPTIONAL) If you selected Neither, would you prefer Option 2 but with changes? Please let us know what changes you'd like to see

You have 1,000 characters left

Q3. (OPTIONAL) Do you have any further comments or suggestions on how we can make Bourke Street safer for all road users?

You have 1,000 characters left


Submit

Appendix C – Social media posts

Facebook 13 August

Waverley Council 13 Aug · 🌐

Community consultation is now open for the Bourke Street Upgrades project. We're seeking feedback on how to make Bourke Street, Queens Park, safer and more appealing for residents, motorists, cyclists and pedestrians. Go to our dedicated 'Have Your Say' page to find out more and complete the online survey - open until 5 September bit.ly/3qrXIW8



Boost this post to reach up to 1252 more people daily if you spend AU\$25. **Boost post**


7 3 comments 2 shares

Like Comment Share

Facebook 29 August

Waverley Council 6 d · 🌐

Just one week left to complete the online survey for our proposed upgrades to Bourke Street, Queens Park. Two design options are being considered, both incorporating additional parking spaces and improved intersection treatments to promote pedestrian safety. Click the link to Have Your Say by 5 September: bit.ly/3qrXIW8



Boost this post to reach up to 1252 more people daily if you spend AU\$25. **Boost post**

5 1 comment 1 share

Like Comment Share

Instagram 23 August

waverleycouncil



120 likes

waverleycouncil We're seeking community input on our proposed Bourke Street Upgrades to deliver an improved safety experience for all road users.

Two design options are being considered, both incorporating additional parking spaces and improved intersection treatments to promote pedestrian safety.

Click the link in bio to Have Your Say before the survey closes on 5 September.

Instagram 29 August

waverleycouncil



29 likes

waverleycouncil Just one week left to complete the online survey for our proposed upgrades to Bourke Street, Queens Park. Two design options are being considered, both incorporating additional parking spaces and improved intersection treatments to promote pedestrian safety. Click the link in bio to Have Your Say by 5 September.

Meet Council Officers between 3.30 - 5.30pm tomorrow Wednesday 30 August on the corner of Bourke Street and Queens Park Road to give feedback and ask questions about the project at our on-site Have Your Say pop-up.

Appendix D – e-newsletters

Have Your Say August Update

Council livestreams all Council meetings and meetings of the Finance, Operations and Community Services Committee and the Strategic Planning and Development Committee. The next Council meeting is at 7pm on Tuesday 15 August 2023 and the agenda will be made available [on this page](#).

PROJECTS OPEN FOR COMMUNITY INPUT

- We're seeking community input on our proposed [Bourke Street Upgrades](#) to deliver an improved experience for pedestrians, bike riders and other road users. Two options are being considered for the proposed upgrades with improved intersection treatments to promote pedestrian safety incorporated in both designs. Visit Have Your Say to view the design and complete our feedback survey, by Tuesday 5 September.
- Thank you to those who have already provided feedback on the proposed upgrade of [Miller Street](#), and the many interested residents who came along to our Have Your Say pop up on 26 July. We will also be running an online community information session on Monday 14 August at 7pm. Please visit [Have Your Say](#) for registration details.
- We are keen to hear your feedback about our [Media Policy](#) and [Social Media Policy](#), both in draft form. Please share your thoughts by Sunday 27 August.

10 August Edition of Waverley Weekly e-news



Bourke Street Upgrades Community Consultation

We're seeking community input on our proposed Bourke Street Upgrades to deliver an improved safety experience for all road users.

Two options are being considered for the proposed upgrades and both designs incorporate additional parking spaces and improved intersection treatments to promote pedestrian safety.

Click below to Have Your Say.

MORE

25 August Edition of Waverley Weekly e-news



Have your say on the Bourke Street Upgrades

We want to hear your thoughts on our proposed Bourke Street Upgrades near Queens Park, aimed at improving safety for all road users.

Two design options are being considered, both incorporating additional parking spaces and improved intersection treatments to promote pedestrian safety.

Share your thoughts below.

MORE

Appendix E – BIKEast email submission



Representing the community's interests in getting around safely
on bikes in Sydney's eastern suburbs
www.bikeast.org.au



Comments on Proposed Bourke Street Upgrade

5 September 2023

BIKEast Incorporated
www.bikeast.org.au

Herbert Lam,
Project Manager, Waverley Council
Submitted via majorprojects@waverley.nsw.gov.au

BIKEast is pleased to make a submission on Waverley Council's proposal for upgrades to Bourke Street in Bondi Junction. BIKEast believes providing a safe and connected bike route network will encourage people to take up this form of active travel with its overwhelming individual and community benefits.

General Comments

There is a need for urgent action to facilitate and encourage cycling in Waverley

The proposal represents a necessary step towards facilitating and encouraging more people to use bicycles (instead of motor vehicles) for trips within the Waverley LGA. BIKEast offers its qualified support to the proposals which (subject to our specific comments below) are a modest improvement on current conditions - but do not go far enough to encourage more people in Waverley to ride bikes to get around. The need to do so is evident in the following statements:

- [Council declaring](#) a "Climate and Biodiversity Emergency" in December 2019, with the Mayor "call[ing] on our political leader to do more to urgently address climate change".
- [Transport emissions accounting](#) for 20% of Australia's greenhouse gas emissions, and having risen 14% between 2005 and 2020
- Council resolving on 15 March 2022 (CM/6.1.22.03) to adopt an "ambitious" community greenhouse gas emission target of net zero by 2035.
- Council noting (in September 2022) the "urgency of reducing greenhouse gas emissions" and the potential shortfall in reaching its net zero target, which could be assisted by an (unambitious) 15% reduction in private car trips by 2035.
- [Council's 2017 People, Movement and Places strategy](#) which identifies :
 - half of all trips in Waverley could be made by bike within 10 minutes
 - rates of cycling in Waverley are double that of the Sydney average, with rates in Tamarama and Bronte (served by Birrell Street) almost double that again (on page 10)
 - a transport hierarchy which places pedestrian and bicycle above private vehicles
 - strong community support for separated cycleway projects, which were nominated as the highest transport priority by a large margin (on page 20)
- Council's 2021 [Bike Plan Renewal engagement survey](#) showing that:
 - 69% of respondents feel unsafe riding around Waverley
 - Approximately 72% of the community are "interested but concerned riders" – a significant majority who would benefit most from improved infrastructure.

This information is provided to highlight the stark discrepancy between Council's strategic priorities – which recognise the urgent need to improve conditions for cycling – and its actions, which involve measures that are compromised to minimise any reduction to on-street parking - the least productive use of public land. This approach diminishes public trust and disregards the economic, environmental and health costs associated with perpetuating the status quo (car dependency).



We appreciate Council's efforts in delivering the Bondi Junction cycleway and look forward to the construction of the Curlew St cycleway. However, it is crucial that other routes (such as the route linking Bondi Junction to Queens Park) are upgraded to a sufficient standard to encourage people to ride bikes from their homes to other destinations within the LGA and beyond its borders.

We believe this is a particularly important route because **it links Bondi Junction with the Queens Park sporting fields** that currently generate large volumes of local vehicular traffic and traffic congestion on weekends. Based on the outcome of upgrade projects completed thus far in Glenayr Avenue and Birrell Street, it is difficult to escape the conclusion that Waverley Council is not committed to fully implementing its strategic priorities with respect to transport and sustainability.

Comments on Option 1

BIKEast offers its qualified support for Option 1, subject to the following suggested improvements for consideration:

1. Provide separation in both directions

Option 1 is unlikely to encourage new or less confident people to ride their bikes on Bourke St because it only provides separation in one direction. Bike riders will have to mix with traffic (including buses) and avoid opening car doors when travelling towards Queens Park Rd. The proposed mixed-traffic treatment fails the 70% of community members who would like to ride, but are reluctant to ride in such conditions.

If Council is serious about achieving its strategic goals it must implement a separated cycleway in each direction along Bourke St, either through a bi-directional cycleway or a one way pair. Bourke St is of adequate width to incorporate a bi-directional cycleway, with limited bus movements.

In the interim, as part of implementing Option 1, Council should provide an off-road option for less experienced or confident riders, who cannot be expected to mix with traffic on downhill segments. This can be achieved by including a shared path treatment on the eastern side of Bourke Street. While shared paths represent a suboptimal solution to full separation, they provide an option for less experienced or confident riders who will simply choose not to ride unless offered a safe option separated from traffic, perpetuating the current reliance on motor vehicles for short local trips. Despite the hysteria that often accompanies shared-path proposals:

- Cycling on the footpath is lawful by default throughout Australia, except in Victoria and NSW – it is not a radical proposal.
- Cycling on the footpath in NSW is lawful for children and adults accompanying children – there is no rational basis why less experienced or confident riders (including older members of the community) should not be provided the same options. They pose no additional risk to pedestrians.
- There is no reason why it should not be facilitated as an interim level on a street such as Bourke Street, which does not have high volumes of foot traffic.
- Indeed, shared path treatments operate within Waverley on roads with much higher foot traffic volumes, such as Old South Head Road.

2. Priority intersection treatments at Cuthbert St

Council should consider reducing the footprint of the roundabout at Cuthbert St to enable separation between bicycle and vehicular traffic lane – with vehicles entering the roundabout from Cuthbert St required to give way to bicycles riding along Bourke St in either direction on marked priority intersection crossings.



Alternatively, Council should consider the removal of the roundabout to increase the Bourke Street roadspacs and install bicycle priority crossings across all entrances/exits of Cuthbert Street.



Figure 1 Bicycle priority crossing, Bourke Street Redfern (CoS)

3. Ensuring a safe cycling link between Bourke St and Brisbane St

Council must consider additional treatments and the intersection of Bourke St and Birrell St and on the southern side of Birrell St to enable a safer cycling environment for people riding towards Bondi Junction. With a protected one-way cycleway being installed on the northern side of Birrell St, there is a need for providing a safe option on the southern side - between Bourke St and Brisbane St.

If Council is not willing to remove on-street parking it should upgrade the footpath to enable its use as a shared path. The existing pedestrian crossing of Birrell St at Brisbane St should also be upgraded to include a separated lane for bikes riding towards Bondi Junction on this key local route, see Figure 2.



Figure 2: Proposed bicycle route crossing on Birrell Street between Brisbane and Bourke Streets



4. Install a pedestrian + cycleway crossing linking to Queens Park Rd shared path

Council should consider installing a pedestrian crossing on the eastern leg of the intersection of Bourke St and Queens Park Rd with a bicycle priority crossing adjacent, shown in orange (pedestrian crossing) and blue (bicycle crossing) see Figure 3. Vehicle traffic turning right from Bourke St into Queens Park Rd (and the reverse movement) could be prioritised by installing a Give-way or Stop sign east of the pedestrian and cycle crossings. This would permit a safer connection for the cycleway southbound to access the existing shared path on the southern side of Queens Park Rd (and Queens Park access gate).

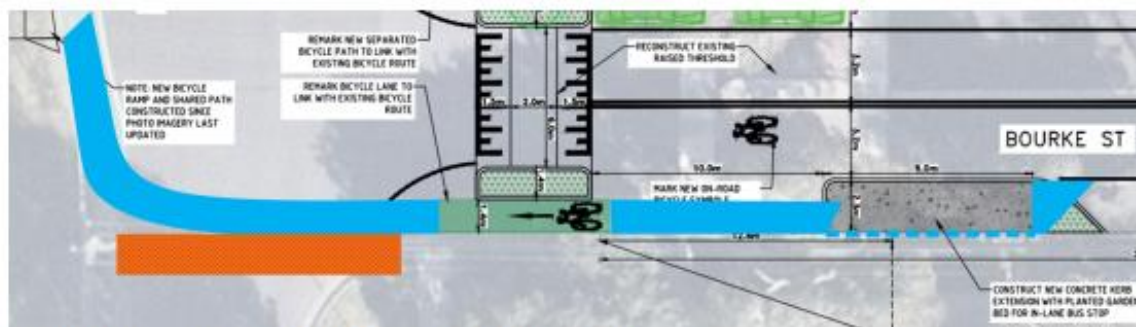


Figure 3: Suggested bicycle route crossing on Queens Park Road

This suggested improvement would also improve safety by reducing the likelihood of incidents occurring due to poor sightline of vehicles travelling west (at up to 50 km/h) over a crest in Queens Park Rd - because vehicles approaching this intersection from the east would be forced to decelerate as they approach the intersection. At present, they are more likely to be accelerating towards this intersection due to the geography of the road.

We are pleased to see Council has incorporated the concept of in-lane bus stops in the Bourke St upgrade. However, we believe the design of the bus stop near the intersection with Queens Park Rd should be modified to incorporate kerb ramps and shared space to enable a protected path for bikes riding towards the intersection. This treatment (as highlighted in blue in the diagram above) would also enable the creation of a garden bed extending from the in-lane bus stop to the garden bed adjacent to the new raised threshold - separating the short (downhill) cycleway from the traffic lane.

Concluding Remarks

Despite our recent experience with Glenayr Ave and Birrell St, BIKEast remains hopeful that the Council will adopt our suggested improvements for the proposed Bourke St upgrade. Our comments are intended to support Council's vision and ensure the Council's street upgrade projects achieve the best outcome for people riding bikes. Thank you for taking the time to review and consider our feedback.

Yours sincerely



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