



Proudly funded by



Parramatta Road Urban Amenity Improvement Program

Leichhardt and Camperdown Precincts
Public Domain Master Plan

Appendix C3 Supporting Reports Community Engagement Summary

Prepared by Tract Consultants for Inner West Council

Revision 11

09 May 2019

UAIP Leichhardt and Camperdown Precinct

Community Engagement Summary

Project Description

Urban Amenity Improvement Program

Prepared by **Tract Consultants**
for **Inner West Council**

0218-0500-00
27 March 2019

QUALITY ASSURANCE

Quality Assurance Report Card	
Project Name	UAIP - Community Consultation Report_Stage 1 and 2
Document Number	0218-0500-00_R02
Revision (See below)	00
Prepared By	AL
Reviewed By	RB
Approved By	AL
Date of Issue	27 March 2019

Rev No.	Date	Brief Detail on Revisions	Prepared By	Approved By
00	3 October 2018	Draft for Review	Anne Lucas	Julie Lee
01	15 October 2018	Update	Anne Lucas	Julie Lee
02	26 March 2019	Update to include Stage 2 consultation summary	Anne Lucas	Julie Lee

CONTENTS

01	Executive Summary	4
02	Context	7
03	Methodology	8
04	Feedback	10
05	Common Themes	30
A	Appendix On-line survey summary data Stage 1	31

D	Appendix On-street survey summary data Stage 2	
---	--	--

EXECUTIVE SUMMARY

Inner West Council have undertaken a series of engagement activities to gather feedback on future streetscape improvements to areas outlined by the Urban Amenity Improvement Program (UAIP) for Leichhardt and Camperdown precincts. This engagement involved face to face sessions at events and on street, plus an online survey at the "Your Say" Inner West Council web site. Feedback was gathered in two stages.

Stage 1 took place over August and September 2018 and focused upon UAIP streetscape improvements to the streets included in the UAIP Leichhardt and Camperdown precincts. These are Rofe Street, Renwick Street, Norton Street, Petersham Street, Crystal Street, Balmain Road, Catherine Street and Pyrmont Bridge Road. In total 272 people submitted a survey response. 135 people contributed during the face to face consultation events and street surveys with 137 submitting a survey response on-line.

Stage 2 took place over February and March 2019 and focused upon UAIP improvements to pedestrian and cycleway networks in areas through Leichhardt and Camperdown precincts. There were fewer respondents to this Stage, 43 in total; however there were 497 visits to the on-line survey which suggests those interested were satisfied with the information provided.

The scope of the engagement included feedback on walking and cycle patterns throughout the precincts, plus gathered opinion on the value of streetscape elements such as improved paving, more furniture, inclusion of public art, additional street trees and better lighting for pedestrians and cyclists who use the areas. The feedback was generally positive regarding the implementation of streetscape improvements. Overall respondents expressed a desire for:

- better cycle infrastructure
- more trees and planting
- more street furniture such as benches, water fountains, bins
- additional crossing points on Parramatta Road
- the inclusion of street art in the form of wall art, street furniture and lighting. This located in parks, laneways and pathways.

The Stage 1 engagement process included an invitation to express an opinion on what respondents most Love and what they'd like to Change about the areas. When asked "what do you love?" about the area, the overwhelming response was to nominate the people, culture, community, the place. "Inner West Council" was one genuine unsolicited response. When asked "what would you change?", largely these were practical

and reasonable responses. Better lighting, better pedestrian environment, better cycle provision, improve Parramatta Road. The volume of detailed expanded responses offered is notable, as is the fact that most have been generally made with a proactive tone in support of upgrades to streetscape environments. Themes of the comments are summarised in this report and included in full within the appendix sections and make great reading.

Stage 2 respondents were asked to suggest cycle routes that they favour to use as a benchmark, and there were a many extended responses offering some detail as to what makes a good cycleway.

Stakeholder engagement sought feedback from internal Council representatives via workshop sessions. Individualised engagement took place with all the external stakeholders property owners involved/affected by Johnston Creek and Dot Lane projects. This was carried out by Council officers prior to the broader community engagement being launched to inform the land owners of the projects' background, scope, brief and timeline and to gather feedback and note any concerns in order to inform the masterplan as much as possible.

In summary the feedback gathered as part of this engagement process offers strong support to the themes and concepts of the UAIP objectives in these precincts to connect and enrich the areas on either side of Parramatta Road. Particularly supportive of the proposal vision and design principles being creation of holistic plans to consider and promote:

- places for the community;
- equal access, movement corridors;
- the environment;
- public art;
- efficient maintenance; and
- provide value for money.

The feedback gathered here has been used during the masterplan design development to inform the design process. A draft of the masterplan report will be placed on public exhibition mid 2019 for further comment. Feedback gathered from this stage will inform the final UAIP masterplan report.

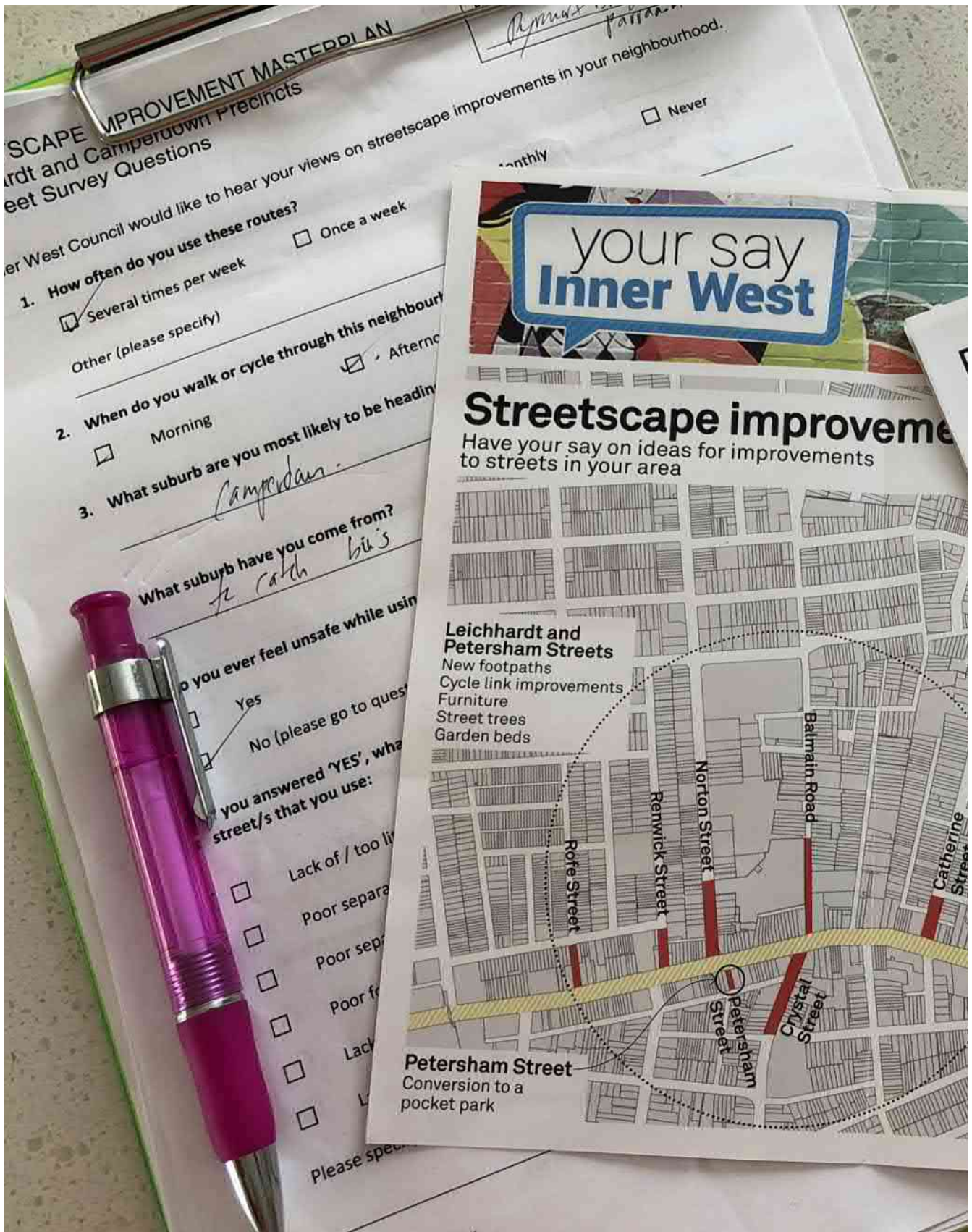


Fig. 1 Stage 1: "Walk and Talk" survey kit



Fig. 2 Precinct Study areas relative to Inner West Council boundary

01 CONTEXT

Introduction

The Urban Amenity Improvement Program (UAIP) is a NSW State Government initiative under the Parramatta Road Corridor Urban Transformation Program. The aim of the program is to provide public domain upgrades to revive areas of urban decay and to help stimulate new development along Parramatta Road.

Masterplan Scope

Areas for improvements have been agreed between Council and the State Government project steering group and form the basis of project scope for the masterplan investigations and design development. These areas are:

Leichhardt Precinct

Public domain improvements to key north south routes perpendicular to Parramatta Road. These are Rofe Street/ Renwick Street/ Norton Street/ Petersham Street/ Crystal Street/ Balmain Road/ Catherine Street. Pedestrian and cycleway connections between Hay Street and Norton Street.

Camperdown Precinct

Public domain improvements and cycle connection to Pyrmont Bridge Road. Pedestrian and cycleway connections between Wigram Road and Parramatta Road along Johnstons Creek.

Community Engagement

This report summarises the community engagement which has been undertaken as part of the analysis process for the masterplan project.

This engagement process allows community interests and values to be assessed with regard to the nature of public domain improvements and the feedback to be gathered on the scope and intent of the proposals.

Undertaking the engagement activities at the early stages of the project provides valuable insight into local needs and preferences, which can be used to guide, inform and support the masterplan design.

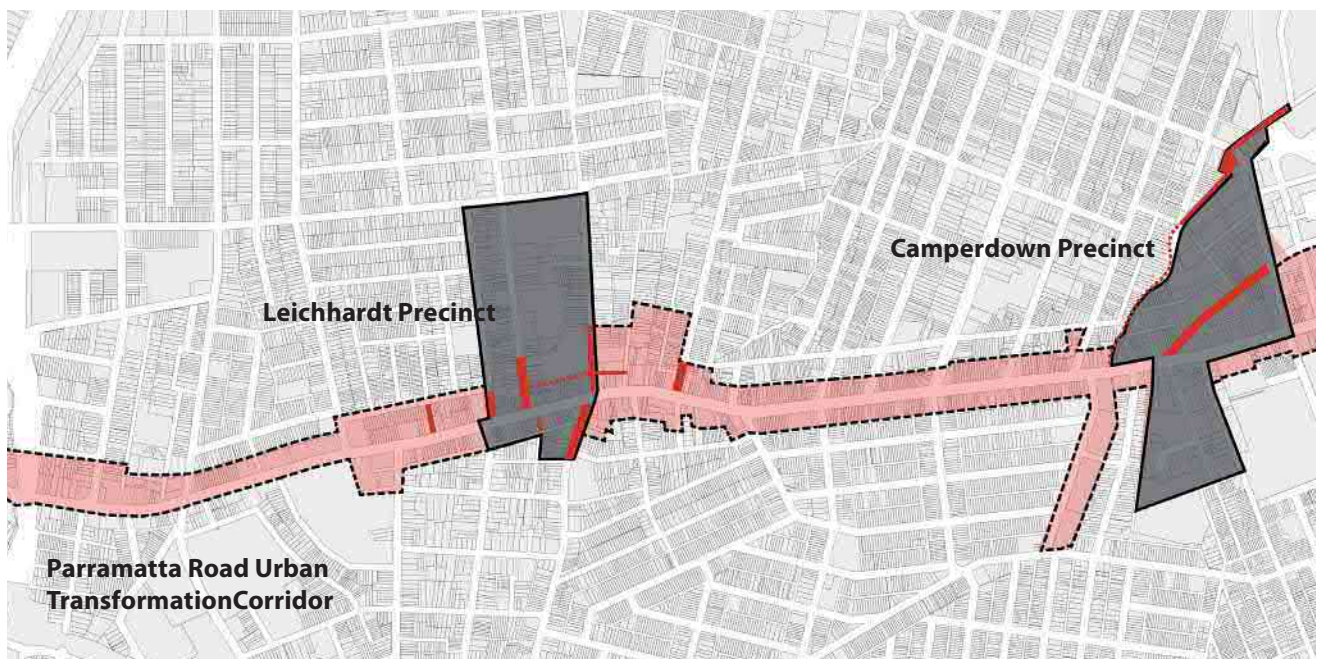


Fig. 3 Location: Leichhardt and Camperdown Precincts

02 METHODOLOGY

What, where and how feedback was sought

The community engagement strategy aimed to be as inclusive and accessible as possible. There has been particular focus on obtaining local feedback from those directly in the vicinity of the project areas, with a broader capture of feedback from community who live, work, travel through the precinct areas.

Advertising and notification

Notification of the project and engagement opportunities was via advertising flyers delivered to 3600 addresses within a 400m radius of the project scope areas. These flyers outlined the project locations, nature of the streetscape works being proposed, ways to find out more information, and opportunities to contribute feedback about the project.

Feedback gathering

This feedback was sought in a number of ways to offer a broad range of opportunities to contribute and using methods to include as wide a sector of the community as possible. This included 2 specific engagement pop-up events, street intercept “walk and talk” surveys and on-line survey.

Engagement Activity: Pop-up event Eco-festival Sunday August 26th 2018

Held at an Inner West Council stall at the festival, between 11.00am and 1.00pm. The stall attracted a number of people attending the festival. This was attended by 3 project representatives who shared project information and assisted with activities.

Engagement Activity: Pop-up event Norton Street Plaza Saturday September 8th 2018

Held at a dedicated project stall on the footpath outside Norton Street Plaza, between 10.00am and 12.00pm. The stall attracted a number of passers-by and shoppers. This was attended by 3 project representatives who shared project information and assisted with activities.

Walk and talk surveys: undertaken between September 7th – 12th 2018 and February 15th - 21st 2019

These were undertaken on 8 occasions across 2 hour sessions at various times of the day and week. This exercise was undertaken by 2 project representatives who collected

responses to survey questions. Locations of the street intercept surveys were at junctions with Parramatta Road and Renwick Street, Railway Street, Norton Street, Crystal Street, Petersham Street, Balmain Road, Catherine Street, Pyrmont Bridge Road, Booth Street, Wigram Road and Chester Street. Local people were invited to “walk and talk” to answer survey questions and share their local knowledge with the project representatives who recorded their responses.

On-line via Inner West Council “Have Your Say” website from August 17 – September 14 and February 15th to March 7th 2019

The web site offered an option to respond to survey questions, share a story about a place, or drop a pin on a map of the project precinct areas.

Stage 1 on-line page had 699 visits during the survey period with 137 surveys submitted, 20 pins dropped on the map with comments and 1 story shared. Visitation to the on-line site had the largest peak on the 15th and 16th of August and then peaked notably after each pop-up event.

Stage 2 on-line page had 497 visits during the survey period with 24 surveys submitted, 6 pins dropped on the map with comments and 1 extended descriptive submission focused on Johnstons Creek opportunities. Visitation to the on-line site had the largest peak over the 20-22nd February which coincided with notification flyer distribution, although the majority of the visits during that time arrived via social media route.

Internal Stakeholder engagement and workshops

A series of internal Council stakeholder workshops were undertaken by the project team. The initial session was an information share presentation to outline the project context, scope and program.

This was followed up with workshop sessions with individual departments and was a dedicated knowledge share session. Staff input was sought regarding project scope, existing site conditions, any operational constraints, opportunities to share expert advice, review of initial masterplan ideas and to gauge a collective Council view on the masterplan direction.

These sessions have the benefit of initiating cross council

communications to ensure that as masterplan designs develop and progress onto next stages of masterplan detail design and implementation, Council internal stakeholders are aware of the project, have had an opportunity to contribute, which will encourage a unified Council approach to implementation of the masterplan.

External Stakeholder engagement and workshops

Council have undertaken engagement with key external stakeholders where proposals interface with private/ state government land owners. The purpose of the engagement was to inform the land owners of the projects' background, scope, brief and timeline and to gather feedback and note any concerns in order to inform the masterplan as much as possible.

Sydney Water have been consulted regarding proposals for Johnstons Creek.

City of Sydney have been consulted on proposals for Wigram Road.

RMS have been consulted regarding proposals for cycle/ share path connection across RMS owned land between Hay Street and Balmain Road.

Sydney Water, City of Sydney and RMS have issued in-principle letters supporting Councils strategy.

Council have engaged with 3 cycle local groups, their feedback has informed the masterplan design. A cycling focused presentation was made on February 28th with follow up meeting with representatives on March 12th.

Council have also undertaken individual engagement with private landowners regarding specific issues which relate to those groups. This engagement with private landowners took place:

- Leichhardt: Dot lane - 4th October - 14th November 2018
- Camperdown: Johnstons Creek - 24th January - 4th March 2019.

At these individual sessions, Council was represented by an officer from Strategic Planning (Public Domain) and an officer from Councils Property Legal team.

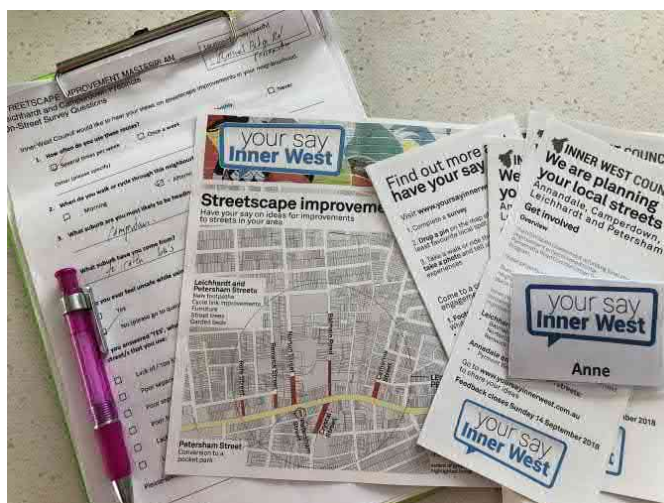


Fig. 4 Survey activity and Engagement events

03 FEEDBACK

Feedback received from the survey questions allow the project to gather an insight on where people are walking and cycling in the neighbourhood, how safe they feel, what do they value and what would they like to see to improve the areas.

The following is a summary of the survey responses received during the consultation periods for Stage 1 and Stage 2.

With each Stage, survey responses from the various events are combined, with data summary from the on-line/ street events available as an appendix to this summary report.

STAGE 1:

Stage 1 took place over August and September 2018 and focused upon UAIP streetscape improvements to the streets included in the UAIP Leichhardt and Camperdown precincts.

These are Rofe Street, Renwick Street, Norton Street, Petersham Street, Crystal Street, Balmain Road, Catherine Street and Pymont Bridge Road.

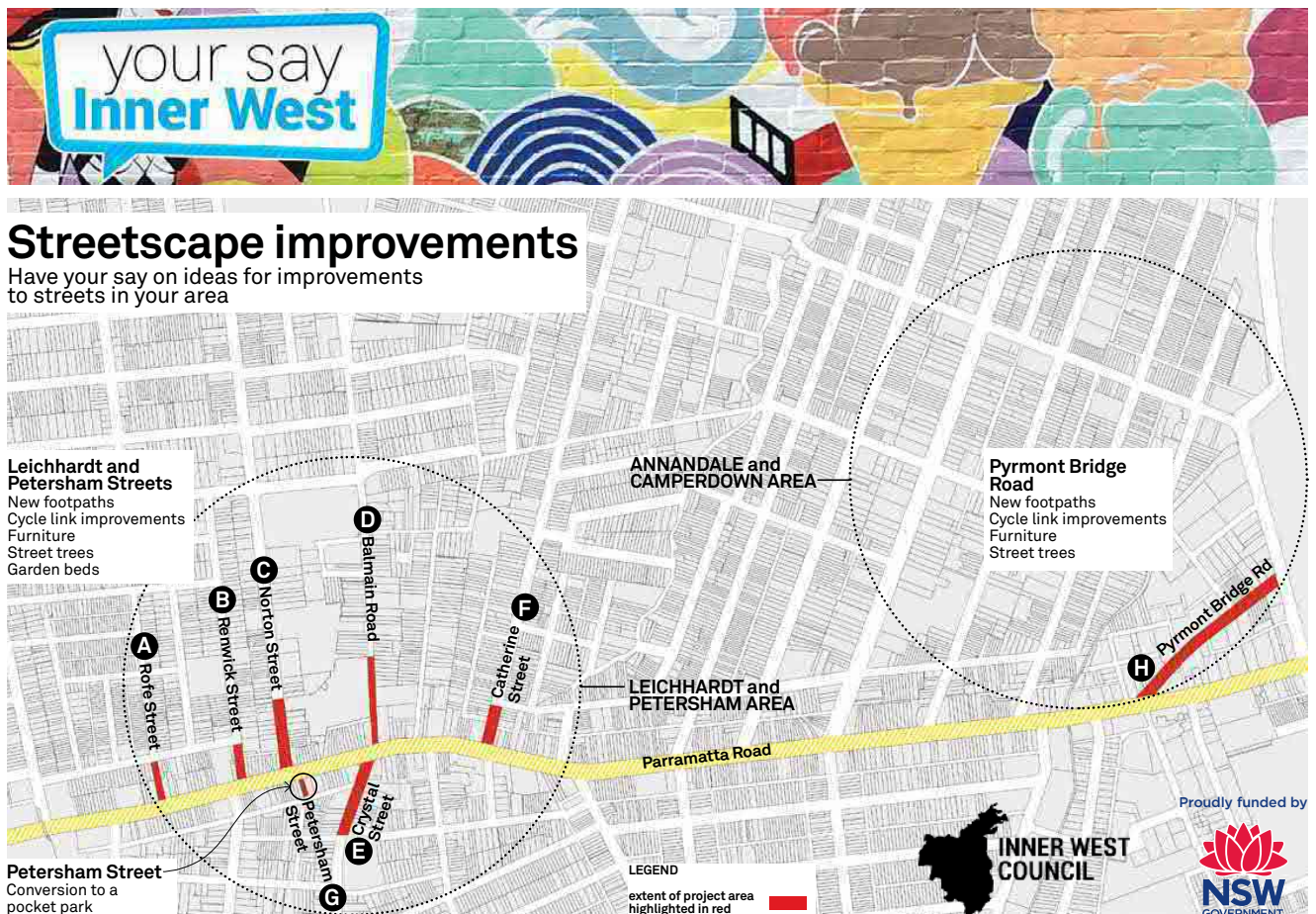


Fig. 5 Stage 1 Notification diagram



Who contributed to this survey?

272 Total responses

50% Surveys completed on-line

30% Street intercept

20% Surveys completed at Pop-ups events

Age

3% 18-24 **10%** 25-35

50% 35-49 **18%** 50-59

13% 60-69 **6%** 70-84

Gender

55% Female **44%** Male **1%** Other

Resides

33% Leichhardt

20% Petersham

10% Camperdown/ Stanmore

7% Annandale

4% Lilyfield/ Dulwich Hill

2% Summer Hill/ Newtown/ Marrickville/ Lewisham/
Forest Lodge / Ryde/ Croydon/ Ashfield

1% Haberfield

<1% Balmain/ Bondi/ Erskineville/ Haberfield/ Glebe/
Lewisham/ Penrith/ Rozelle/ Surry Hills.

How often do you use these routes?

82% Several times per week

11% Once a week

7% Monthly

When do you walk or cycle through this neighbourhood?

82% Morning **11%** Afternoon **7%** Evening / night

Do you ever feel unsafe while using the streets?

70% No

30% Yes

Those that answered '**YES**', were asked to select the elements which make the street feel unsafe? (Multiple selections could be selected)

27% Lack of / too little night lighting

24% Poor separation between traffic and pedestrian areas

18% Poor footpath paving

13% Poor separation between traffic and cycling areas

11% Lack of / not enough pedestrian amenity items
(e.g seats, bins, water stations)

7% Lack of shade



What suburb are you most likely to be heading to via this route?

259 responses to this question, out of the 272 submitted.

- 40%** Leichhardt
- 11%** Petersham
- 10%** City
- 9%** Camperdown
- 7%** Annandale/ Glebe/ Lilyfield
- 2%** Balmain/ Stanmore/ Marrickville/ Dulwich Hill/ Newtown
- 1%** North Sydney / Summer Hill / Rozelle
- <1%** Abbotsford/ Alexandria/ Ashfield/ Bondi/ Central/ Chippendale/ Croydon/ Forest Lodge/ Haberfield/ Haymarket/ Lane Cove/ Lewisham / Mosman/ Paddington/ Parramatta/ Redfern/ Rosebay / Strathfield/ Ultimo

What suburb have you come from?

227 responses to this question, out of the 272 submitted..

- 30%** Leichhardt
- 16%** Petersham
- 9%** Camperdown
- 8%** Stanmore
- 7%** Annandale
- 5%** City
- 4%** Dulwich Hill
- 3%** Lilyfield
- 2%** Summer Hill/ Marrickville/ Newtown
- 1%** Balmain/ Forest Lodge/ Ashfield/ Lewisham/ Surry Hills/ Rozelle/ Ryde
- <1%** Croydon/Erskineville/ Gladesville/ Glebe/ Greenacre/ Haberfield/ Lewisham/ Parramatta/ Redfern/ Strathfield

To complete the survey responses for both on-line and street intercept surveys a **LOVE/ CHANGE** set of questions allowed an option for respondents to highlight their personal opinion and nominate elements which haven't been offered in the survey.

Interestingly there were very few non-responses in this section. Some responses being a simple "everything" to "nothing" quoted as a response to both questions, or a longer response offering detailed views and practical comments about particular areas

What do you love most about this area?

248 responses to this question, out of the 272 submitted surveys. Common themes arising being:

- 90%** Community, the people, culture, friendly
- 16%** Convenience and easy access to local area
- 14%** Shops, cafes and facilities
- 12%** Proximity to city
- 9%** Character and history
- 6%** Walking

If you could change just one thing around these streets, what would it be and why?

254 responses to this question out of the 272 submitted surveys. Common themes arising being:

- 11%** Better pedestrian environment
- 9%** Parramatta Road
- 5%** Better cycle environment
- 4%** Longer crossing times at Parramatta Road crossing points
- 4%** More trees
- 4%** Better lighting



Fig. 6 Engagement event outside Norton Street plaza, Leichhardt



The on-line survey offered further questions to provide a chance to be more specific about some elements:

Could the routes be improved with following?

187 responses to this question, out of the 137 submitted.

(Multiple choices could be selected)

- 25%** including cycle paths and better/ more cycle infrastructure
- 16%** more trees and planting
- 11%** Slowing traffic in these streets
- 11%** public art in key locations
- 10%** new footpaths
- 10%** additional pedestrian crossing points across Parramatta Road
- 7%** more seating areas
- 5%** more garbage bins
- 5%** water fountains

Conversion of Petersham Street to a Pocket Park, what would you like to see?

539 responses to this question, out of the 137 submitted.

(Multiple choices could be selected)

- 21%** more trees and planting
- 18%** including cycle paths and better/ more cycle infrastructure
- 11%** public art in key locations
- 10%** additional pedestrian crossing points across Parramatta Road
- 9%** new footpaths
- 9%** Slowing traffic in these streets
- 8%** water fountains
- 8%** more seating areas
- 6%** more garbage bins

What public art do you value?

268 responses to this question, out of the 137 submitted.
(Multiple choices could be selected)

- 32%** mural
- 29%** street furniture
- 27%** lighting treatment
- 25%** sculpture
- 7%** signage
- 6%** statue or memorial

Where do you like to see public art?

446 responses to this question, out of the 137 submitted.
(Multiple choices could be selected)

- 24%** park
- 22%** walls
- 20%** laneways
- 16%** pedestrian pathways
- 10%** cycleways
- 10%** intersections



Response to specific selections for improvements to

Rofe Street ?

52 responses to this question, out of the 137 submitted.
(Multiple choices could be selected)

- 25%** lack of lighting
- 25%** poor separation between traffic and pedestrian areas
- 18%** poor separation between traffic and cycling areas
- 18%** poor footpath paving
- 11%** lack of pedestrian amenity eg seating, bins
- 3%** lack of shade

Renwick Street ?

57 responses to this question, out of the 137 submitted.
(Multiple choices could be selected)

- 24%** lack of lighting
- 21** poor separation between traffic and pedestrian areas
- 21%** poor separation between traffic and cycling areas
- 14%** lack of pedestrian amenity eg seating, bins
- 12%** poor footpath paving
- 7%** lack of shade

Norton Street ?

56 responses to this question, out of the 137 submitted.
(Multiple choices could be selected)

- 20%** lack of lighting
- 14%%** poor separation between traffic and cycling areas
- 16%** poor footpath paving
- 16%** poor separation between traffic and pedestrian areas
- 12%** lack of pedestrian amenity eg seating, bins
- 10%** lack of shade

Balmain Road ?

90 responses to this question, out of the 137 submitted.
(Multiple choices could be selected)

- 23%** poor separation between traffic and pedestrian areas
- 20%** lack of lighting
- 20%** poor separation between traffic and cycling areas
- 16%** lack of pedestrian amenity eg seating, bins
- 13%** poor footpath paving
- 9%** lack of shade

Crystal Street ?

80 responses to this question, out of the 137 submitted.
(Multiple choices could be selected)

- 22%** poor separation between traffic and cycling areas
- 20%** poor separation between traffic and pedestrian areas
- 16%** lack of lighting
- 15%** lack of pedestrian amenity eg seating, bins
- 14%** poor footpath paving
- 11%** lack of shade

Catherine Street ?

60 responses to this question, out of the 137 submitted.
(Multiple choices could be selected)

- 19%** poor separation between traffic and pedestrian areas
- 16%** lack of lighting
- 15%** lack of pedestrian amenity eg seating, bins
- 13%** lack of shade
- 12%** poor footpath paving



Do you cycle?

135 responses to this question, out of the 137 submitted.

64% Yes **36%** No

For those who answered Yes to cycle. When do you cycle through this neighbourhood?

40% Morning **31%** Afternoon **29%** Evening / night

For those who answered Yes to cycle. Please specific selections for improvements to Pyrmont Bridge Road as a cyclist ?

144 responses to this question, out of the 137 submitted.
(Multiple choices could be selected)

- 31%** separated cycling, pedestrian and traffic
- 21%** street trees
- 17%** wider footpaths
- 12%** public art in key locations
- 8%** water fountains
- 7%** more seating areas
- 4%** more garbage bins

For those who answered Yes to cycle. Where do you currently cycle within the project locations?

119 responses to this question, out of the 137 submitted.
(Multiple choices could be selected)

- 21%** Crystal Street
- 20%** Norton Street
- 20%** Balmain Road
- 19%** Pyrmont Bridge Road
- 13%** Renwick Street
- 7%** Rofe Street

What are the barriers that prevent you from cycling?

236 responses to this question, out of the 137 submitted.
(Multiple choices could be selected)

- 32%** lack of safe routes
- 31%** lack of dedicated cycle paths/ cycle infrastructure
- 19%** don't want to cycle
- 15%** lack of clear routes
- 3%** mobility impairment



Respondents were asked during the pop-up engagement events to select an image which would **inspire** them with regard to future streetscape improvements.

A sticky coloured dot was placed on their chosen image. Numbers of dots have been counted and recorded here.



12 Water Sensitive Urban Design



15 creative lighting



33 contemporary wall art



29 art installation



4 outdoor dining



42 furniture installations



42 permeable landscape finishes



9 colour street furniture



48 clear cycle provision



12 flexible use of space



27 sculptural pavilion



15 trees in plaza spaces



Respondents were asked during the pop-up engagement events to select an image they would like to **change** with regard to future streetscape improvements.

A sticky coloured dot was placed on their chosen image. Numbers of dots have been counted and recorded here.



5 Street clutter



10 Pyrmont Bridge Road environment



5 brick paving



14 confusing signage



6 planting as a barrier



24 empty planters



11 Balmain Road vehicle dominance



6 Crystal Street footpaths



30 Italian Forum Balmain street address



5 Norton Street pedestrian barriers



15 footpath clutter



9 Norton Street pedestrian crossing



Respondents at engagement events were invited to highlight with stickers areas they “love” or would like to “change” and were also encouraged to add a note to the maps with comments.

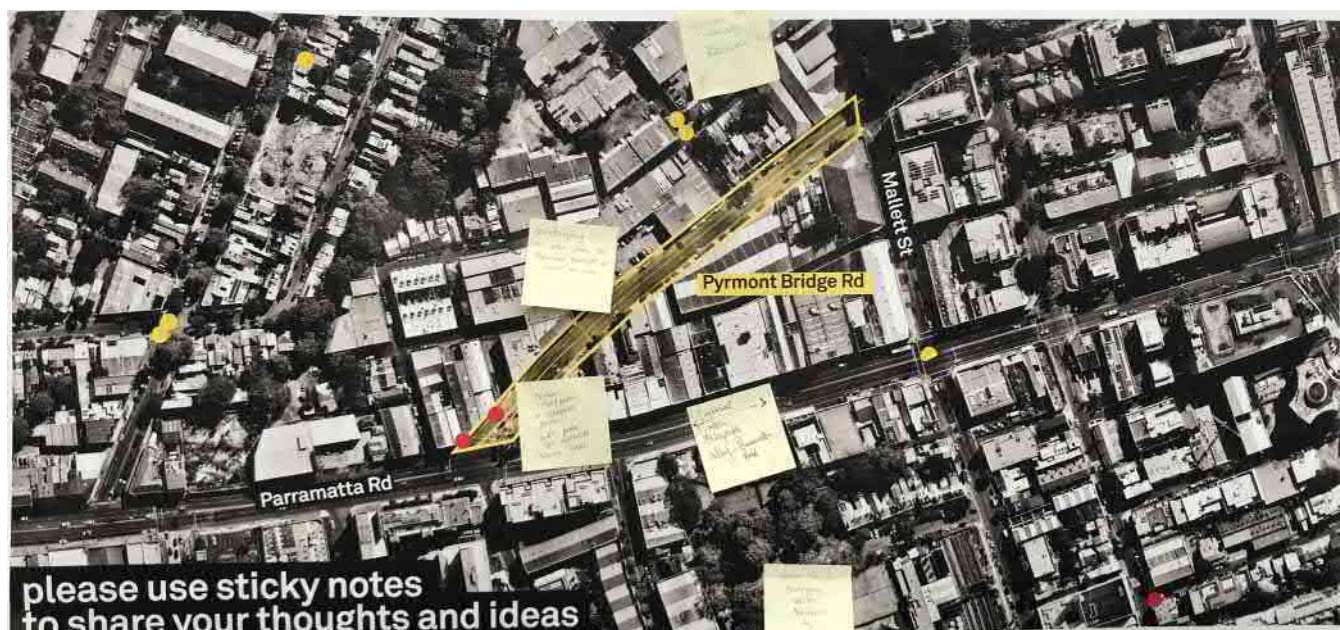
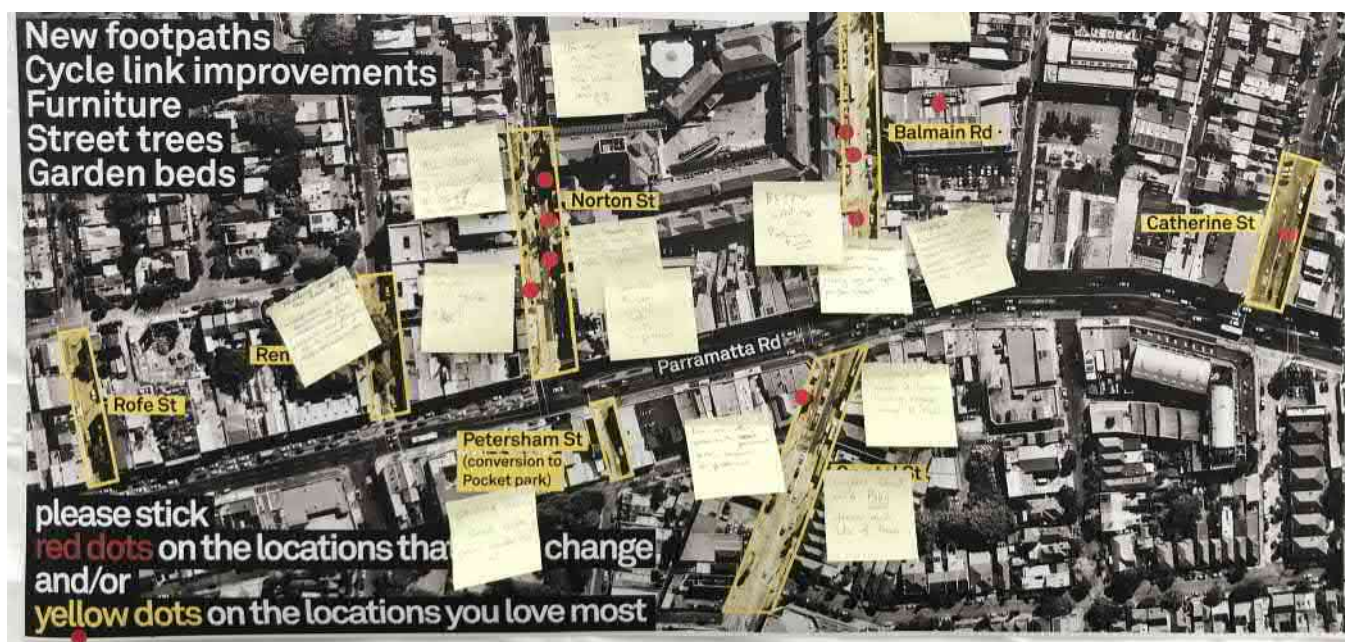


Fig. 7 Consultation boards used for engagement events



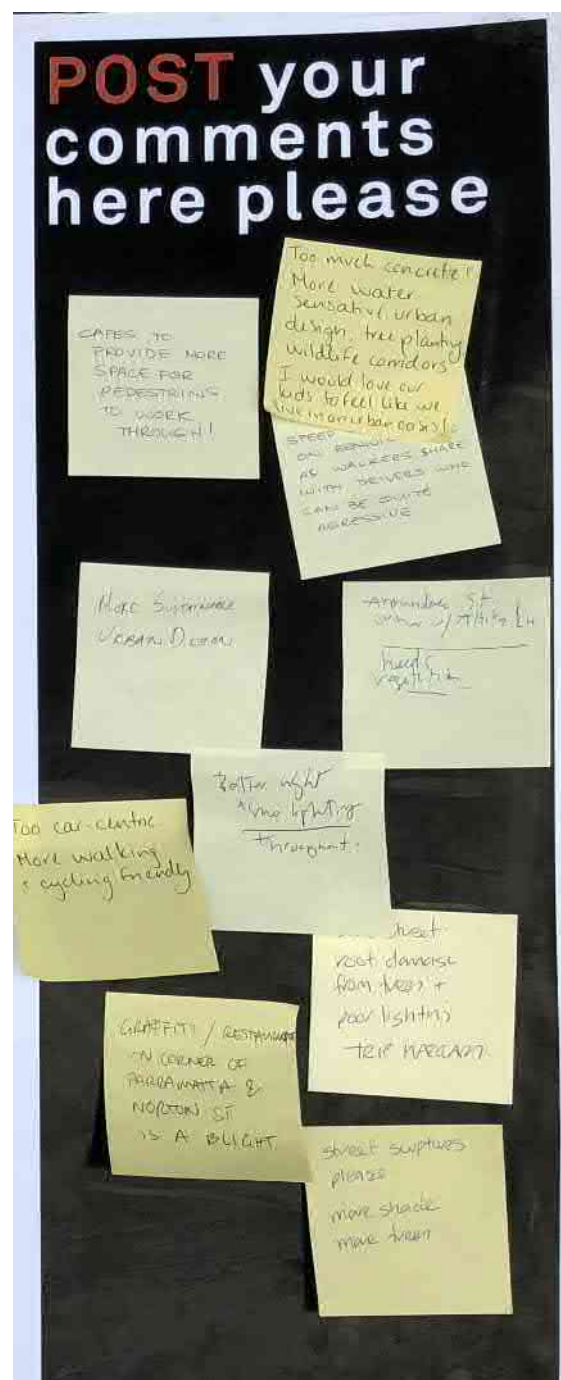
On-line respondents got the opportunity to drop a pin on a map and outline a specific concern regarding that location. 20 pins and comments were inserted by respondents. Some typical examples are:

21 Chester Street	The footpath here is so narrow!! Considering the speed limit along here is 60kmph with 4 lanes of traffic, not exactly a pedestrian friendly area...
97 Pyrmont Bridge	Considering the only alternative option through here would be Parramatta road, this area desperately needs some form of cycling provisions.
66 Pyrmont Bridge Road	This has to be one of the most desolate and oppressive streetscapes in the inner west. Lots of concrete, no shade, no trees for the whole way down from booth street along pyrmont bridge road to parramatta road. Desperately needs trees, shrubbery, shade both on the footpaths and to break up the monotony of the street
78-96 Pyrmont Bridge Road	This is the cycling route many families use to get to the path along the creek to Glebe. Would be good if it was safer to ride along here with kids.
343-345 Parramatta Road	this is a real opportunity to create a better eastern connection to norton street via pathways and cycleway off parramatta road, linking to albion street Currently a miserable back of house area and carpark. The forum intersection and busy Balmain road traffic make it a dreadful space..
Pan Roma Restaurant, 397 Parramatta Rd	Crossing Parramatta Road at this set of lights in order to access Norton Street from Petersham is often hair-raising. My mother and I narrowly escaped being hit (on the footpath!!) during a collision at this set of lights a couple of years ago. More fencing or even an overpass footpath would be great.
16a Norton Street	Norton Street feels like 2 x different high streets and it needs to feel better connected to feel like one. This can be done with wider, modern footpaths and tree lined so it becomes one united area.
3a Norton Street	The buildings through this area make the space look very run down and shabby. Would be great to see some greenery or some art work to help revitalise the look and feel of the street.
Napoli in Bocca, 435 Parramatta Rd	This whole part of Parramatta Road connecting all of the streets is very run down. Empty buildings, rough, run down streets and could do with a face lift to connect everything together.



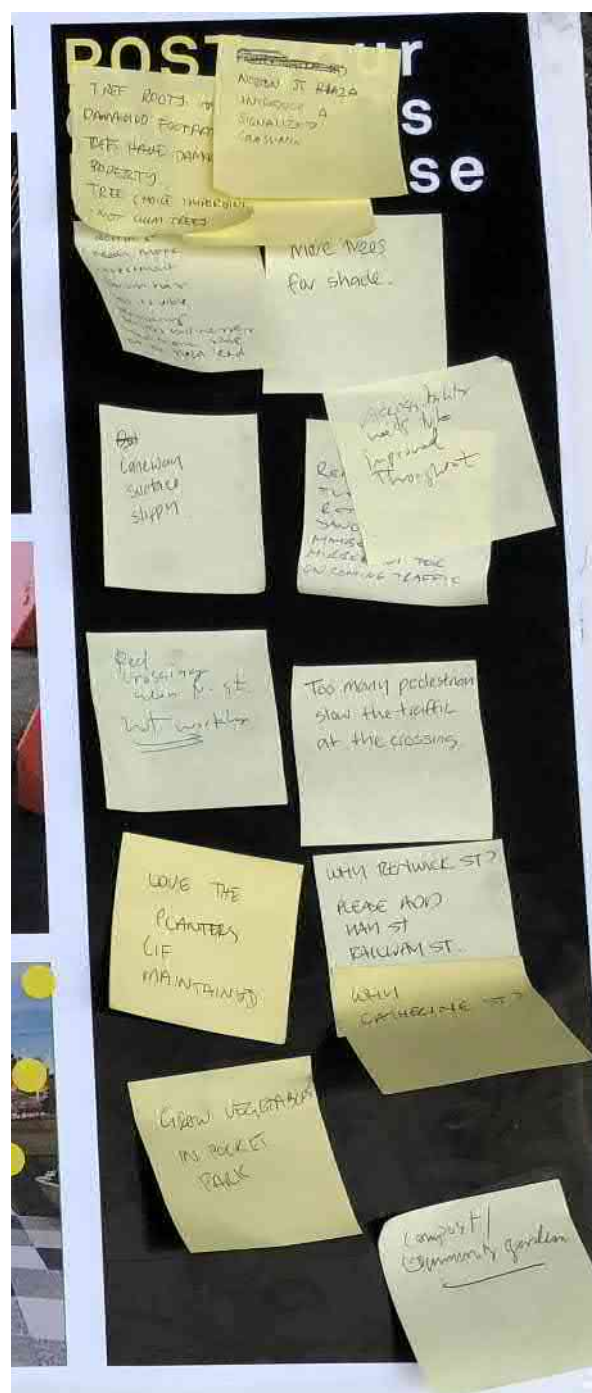
Opportunity was given for extended responses and further comment at engagement events and on-line. Some typical examples of comments received are:

Generally
More street furniture to encourage dwell time and social interaction
Along with street art, I would suggest having some vehicle-free roads (pedestrian and bicycles only) with beautiful streetlights and cobblestones or attractive footpaths.
These routes should be designed so that drivers feel like guests in people places, not the other way around.
You can never go wrong with more trees and plants! The worst part about living in such small spaces and in the city is the lack of nature.
Please give us more greenery!
Traffic moving too fast. Nothing should go over 30 in people places.
The end of Norton St is getting increasingly rough, with poor lighting, closed shops and an uncared for vibe
Harsh environment of balmain Road, concrete and lots of rubbish always in the gutters
Crystal Street has no art. General sense of desolation. Even a late night kebab shop would be an improvement.
Catherin Street - This a wide intersection for a quiet side street, pedestrians would be better served with narrowing of the crossing.
Connect through planting australian hardy tree species to extend the green network and mitigate urban heat island seen so much in this area
Petersham Pocket Park
A small area that is dog friendly, BBQ area for neighbour gatherings, Street library
Seating - there's a lot of elderly residents who walk to Norton Street from Petersham and struggle a bit without somewhere to sit down, so some seating in the park would be great.
If the street is the pocket park, then there should be a link to the little park and the whole square around it should have traffic slowing measures.
It would be great to see something special that embraces clever urban planning and innovation in the park





Art
We need to remember and highlight the history of our suburbs
Any and everywhere!
Public art should not be used to compensate for the danger and ugliness of traffic, roads and buildings.
The rear of the Italian Forum is a perfect spot for a major mural to brighten up an otherwise problematic streetscape.
Public art is always nice especially if you can support local artists.
Some of the work done over the last couple years looks FANTASTIC.
I don't think street art is very important in the areas under review. The areas in this study are too compressed for space for it to be really relevant. I think people would prefer we didn't waste the money on public art in these particular spaces.
Pymont Bridge Road
Footpath on Pymont Bridge road poor, especially on southern side by brewery. Feel unsafe in evenings due to lack of people around.
Pymont Bridge Rd should have bike lanes.
Cycling
If there were safe cycle paths from Crystal St (cnr Stanmore Rd) to the end of Balmain Rd (at least to cnr Marion St), with plenty of bicycle parking stations, I would definitely cycle to Leichhardt more often.
All intersections with lights on Parramatta Rd should have bicycle lights and bike lanes or safe waiting areas, advanced storage boxes, etc.
Balmain Rd could be two way for bikes if widened. Lower speed limits.
Bicycle riders using footpaths along Crystal Street and Parramatta Rd during peak hour - safer for them but not for pedestrians.
Balmain Road near Dot Lane, The Stag, Encourage use of this area by opening up Dot Lane access to Norton Street, turning the RMS car park on Hay Street into a proper park, blocking off Balmain Road at Parramatta Road or turning it into a shared zone.



STAGE 2:

Stage 2 took place over February and March 2019 and focused upon UAIP improvements to pedestrian and cycleway networks in areas through Leichhardt and Camperdown precincts.

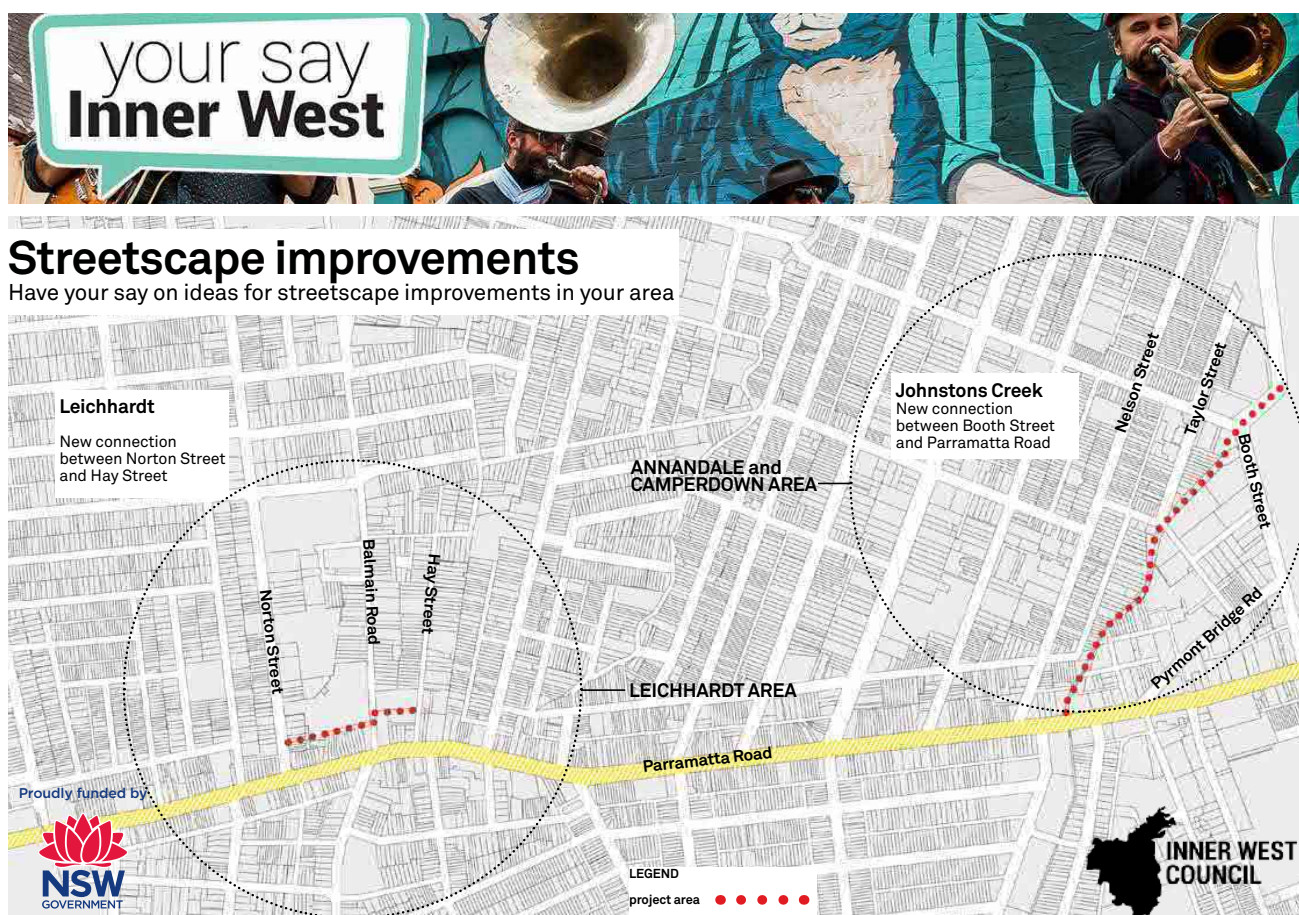


Fig. 8 Stage 2 Notification diagram



Who contributed to this survey?

Total responses **43**

61% Surveys completed on-line

39% Intercept survey

Age

1% 19-24 **20%** 25-34

31% 35-49 **23%** 50-59

1% 60-69 **0** 70-84

Gender

60% Female **40%** Male **0** Other

Resides

48% Annandale

16% Leichhardt

1% Camperdown

1% Lilyfield

1% Stanmore

1% Balmain

1% Rozelle

Do you walk or cycle?

60% Walk **40%** Cycle

How often do you use local routes?

72% Several times/ week **14%** Once/ week **14%** Occasionally

How do you use these routes?

72% Commute **14%** for exercise **14%** other

What suburb are you most likely to be heading to via this route?

43 responses to this question, out of the 43 submitted.

37% Annandale

12% Leichhardt

11% Balmain

11% Rozelle

9% City

9% Glebe

7% Camperdown

1% Lilyfield

1% Pyrmont

1% Summerhill

1% Haberfield

What suburb have you come from?

43 responses to this question, out of the 43 submitted..

34% Annandale

18% Leichhardt

16% Camperdown

11% Balmain

9% Glebe

8% Lilyfield

1% Rozelle

1% City

1% Forest Lodge

1% Stanmore



Would you use a new route between Hay Street and Norton Street if available?

80% Yes 20% No

Would you use a new route between Wigram Road and Parramatta Road along Johnstons Creek if available?

93% Yes 7% No

What are the barriers that prevent you from cycling?

32% lack of safe routes

27% dedicated cycle paths/ cycle infrastructure

1% lack of clear routes

1% don't want to cycle

Are there any cycle and pedestrian shared path networks in the areas that you already use and enjoy?

16 responses to this question, out of the 43 submitted surveys. Common responses arising being:

- Whites Creek, safe from traffic, green zone.
- Hawthorne Canal. Well maintained parkland.
- Bicentennial Park Foreshore - minimal traffic intersections
- Between Wigram Road and Bridge Road
- Greenway
- Bay Run
- Anzac Bridge, Width of path is good
- Booth Street
- Taylor Street to Canal Road
- City West Link behind the sound wall, quick and direct
- Mainly back streets and footpaths as don't feel safe on roads.
- As a pedestrian I generally don't enjoy using a shared path.

On-line respondents got the opportunity to drop a pin on a map and outline a specific concern regarding that location. 6 pins were inserted by respondents. These are:

7A Norton Street, Kollector Cars & Coffee	In view of the \$millions that the State Government has available for active transport, it is disappointing that it, in consultation with the IWC, have not been able to come up with the \$\$ to solve cycle access through the right-of-ways being DP110596, DP193368 and DP431994 together with the Forum loading bay. It can't be that hard!
343-345 Parramatta Road	The Bald Faced Stag hotel and the RMS have recently barricaded off their car parks. Surely the State Government has the \$\$ to remedy this. If new pedestrian/cyclist traffic were funneled into this route then the Stag would benefit from the passing trade
3a Booth Street	Very busy and no crossing here to get to Supabarn
13 Parramatta Road	Not very pedestrian friendly, definitely not enough greenery/shade
2 Albion Street	This is where a cycle route starting at Lord Street, Haberfield, through to Albert Street then to Albion Street Annandale, could join a route extending into Glebe and Ultimo, all on quiet streets.



7 Norton Street, Norton Bakery	<p>This connection is just a fragment of an east-west route connecting Lord Street Haberfield through to Albert St Leichhardt to Albion Street Annandale, all quiet streets.</p> <p>[a] Norton to Balmain Road. Implementing this as a Parramatta Road footpath “dismount section” is hopeless. Novice cyclists can do Parramatta Road on foot already and more able cyclists will simply take the Parramatta Road left hand lane all the way to Catherine Street.</p> <p>Sure, the access through to Dot Lane is a right-of-way covered by three DP numbers (and doubtless serving perhaps 14 lots which back onto them) but the State Government has \$millions in each budget for Active Transport so should be able to make it happen if it wanted to.</p> <p>[b] Balmain Road to Hay Street. It is disappointing to see both the RMS and the Stag suddenly blocking off access through here. Government \$\$ would fix it.</p> <p>Unaddressed is the need to cross Norton Street at Dot Lane. That Norton Street is part of a rat run which bypasses the Battle Bridge -Taverners Hill choke point is most of the problem.</p>
---	---

An extended response was provided by a respondent outlining the following:

Johnstons Creek	<p>Johnstons creek should be upgraded to increase its use as a temporal waterway.</p> <p>Part of the goal should be:</p> <ul style="list-style-type: none"> • reducing flood impact on dwellings from Railway St to Parramatta Road; • increased temporal flow capacity; • naturalisation of capacity to bio filter stormwater; • integration of educational opportunities; • integration of wetlands and natural absorption opportunities <p>This should be included in the masterplanning of the:</p> <ul style="list-style-type: none"> • industrial/commercial on bridge rd from Parramatta Rd to Salisbury rd; • canal connection under Parramatta rd; • possible overland flow and landscaping opportunities at 3-9 cardigan st (between Kilner Lane and Cardigan Place – intersecting with canal) • future redevelopment of 220 parramatta rd and adjoining site • future redevelopment of Mcdonalds and Hospitality site • future masterplan for Horden Place Industrial and connections to green space • future planned redevelopment of Odea reserve • possible landscaping and treatment of Stafford lane to slow water flow • this could be done along the old Johnstons creek line up to the rail line and possibly beyond, relieving some of the flood pressure on the rail underpass and liberty st
------------------------	--

04 COMMON THEMES

Who

The majority of the respondents live in Leichhardt and Annadale are moving through the precinct study areas as part of their daily routines

- commuting
- accessing shops and facilities
- on route to/ from schools and childcare

Stage 1 had an equal number of on-line to on-street respondents, Stage 2 had more on-line respondents. The majority of those being female in both stages.

The most common age of a respondent in both stages was in the 35-49 group.

Improvements of streets

Generally there was strong feedback for improvements to the following:

- new cycle infrastructure and routes;
- more trees and plants;
- slowing of traffic;
- inclusion of public art; and
- new footpaths.

Cycling, support for network upgrade

A high number of respondents on-line confirmed they cycled through the precincts and are supportive of new cycle infrastructure, in particular:

- separation of traffic from pedestrians; and
- separation of traffic from cyclists

There was a strong response to support the Pyrmont Bridge Road proposals to separate cycling from traffic and pedestrians was the most selected item.

The majority of respondents outlined a reason they don't cycle is due to lack of safe routes and lack of dedicated cycle paths.

Use of a new route between Hay Street and Norton Street.

Majority of respondents answered YES they would use this link if it was created.

Use of a new route between Wigram Road and Parramatta Road.

Majority of respondents answered YES they would use this link if it was created.

Conversion of Petersham Street to a pocket park.

There was a strong response to this specific on-line question with the most selected item being:

- inclusion of trees and plants,
- better cycle infrastructure,
- public art; and
- additional crossing point to Parramatta Road

Art

Respondents value art in these precincts.

Most popular selections are:

- murals;
- street furniture
- sculpture; and
- lighting elements.

Most selected locations for art being:

- parks;
- on walls;
- laneways; and
- pathways.

Love - what is valued here

A high number of respondents noted:

- the community, culture, people and friendly nature of the place;
- convenient facilities, shops and cafes;
- being close to the city; and
- character and history of the area.

Change - what would like to be changed

Most comments highlighted:

- a better pedestrian environment;
- improvements to Parramatta Road;
- improvements to the cycle environment;
- extended crossing times at the Parramatta signalised pedestrian crossings;
- more trees; and
- lighting

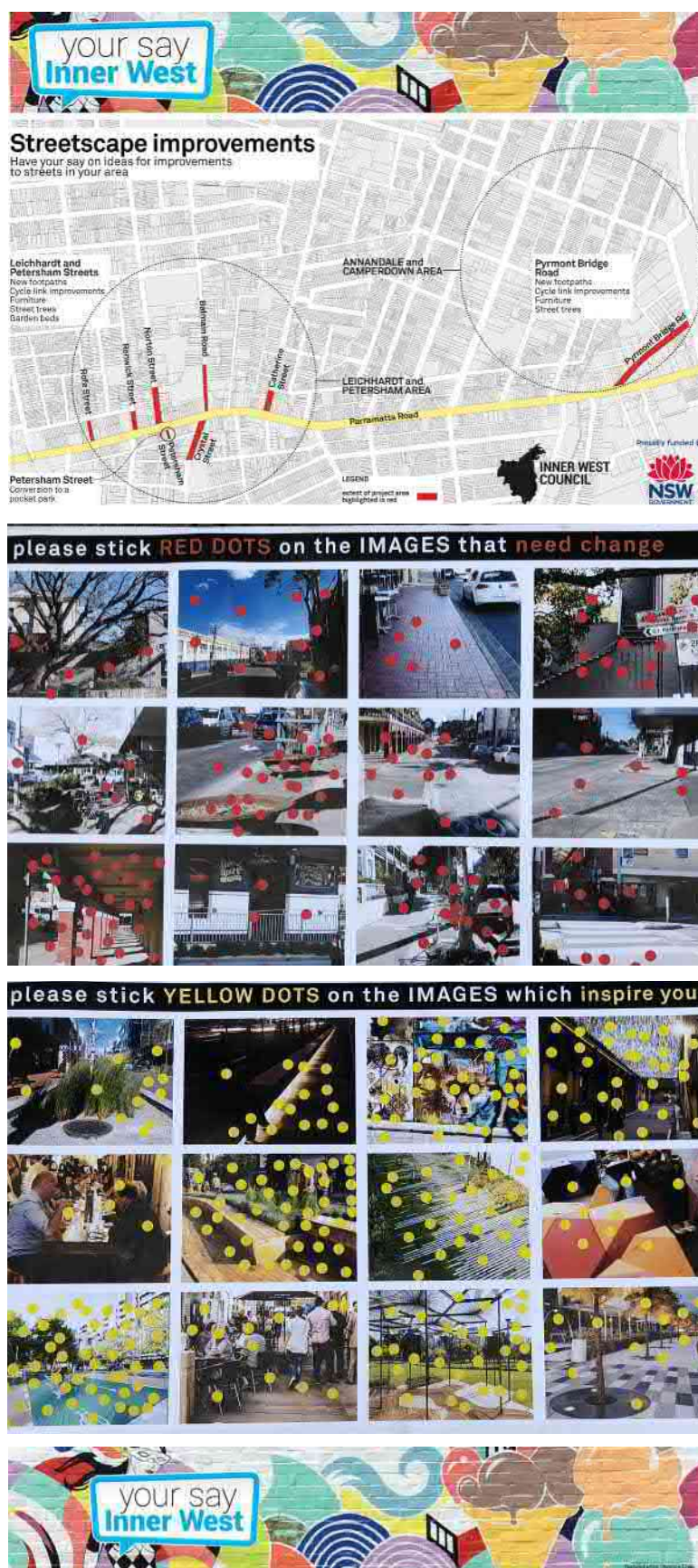


Fig. 9

Notification flyer and “change/ inspire” engagement boards

05 NEXT STEPS

The feedback gathered here has been used during the masterplan design development and review to allow this information to inform the design process which is on-going currently.

A draft of the masterplan report will be placed on public exhibition mid 2019 for further comment. Feedback gathered from this stage will inform the final UAIP masterplan report



Fig. 10 Engagement activity

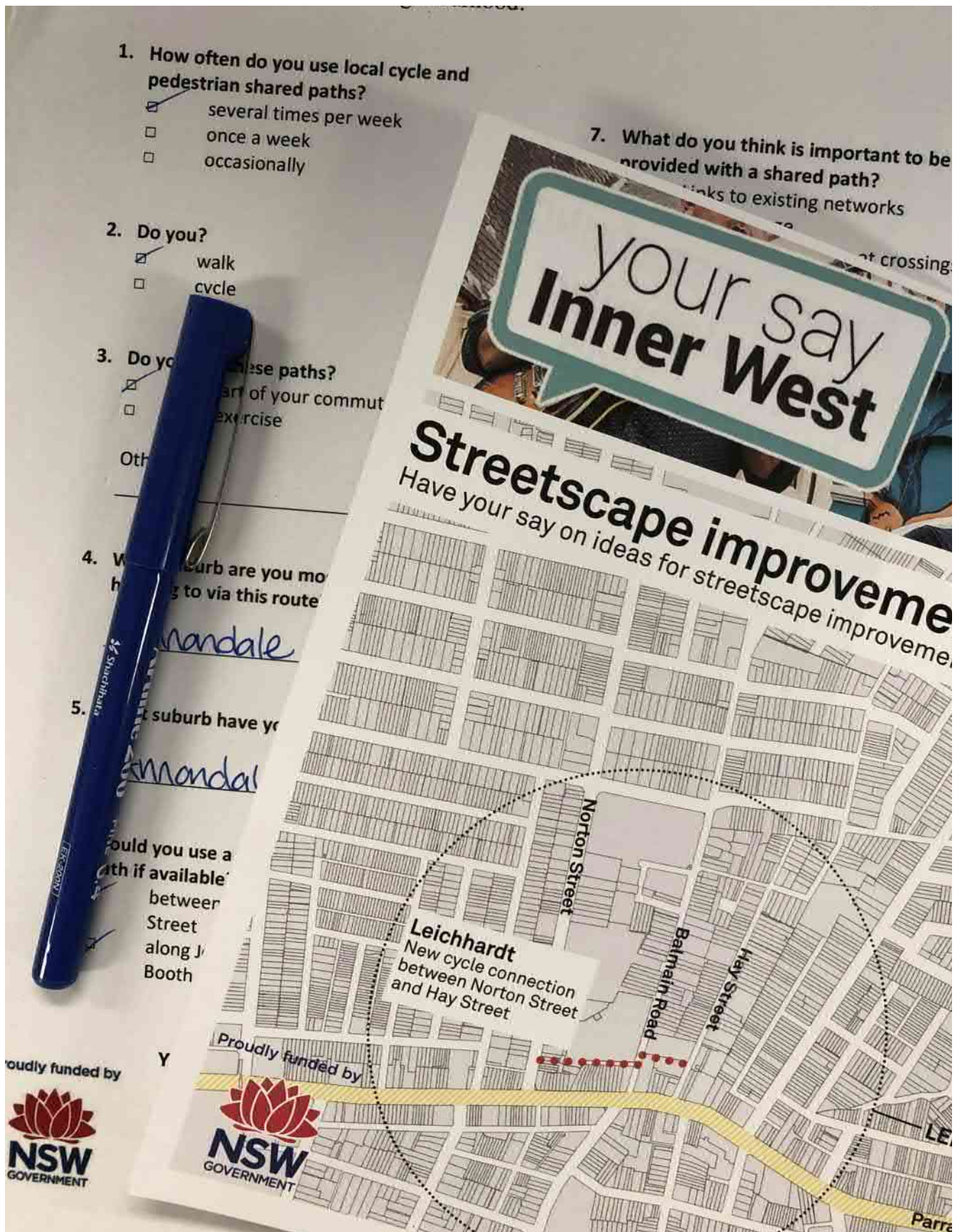


Fig. 11 Stage 2 "Walk and Talk" survey kit

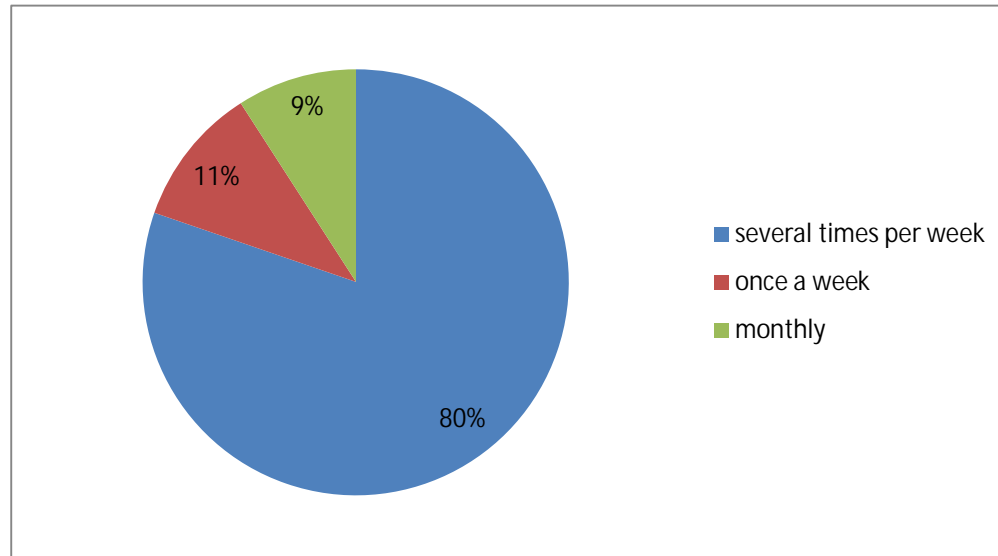
A APPENDIX ON-STREET DATA SUMMARY - STAGE 1

Question 1

How often do you use these routes

several times per week once a week
80%

monthly
11% 9%

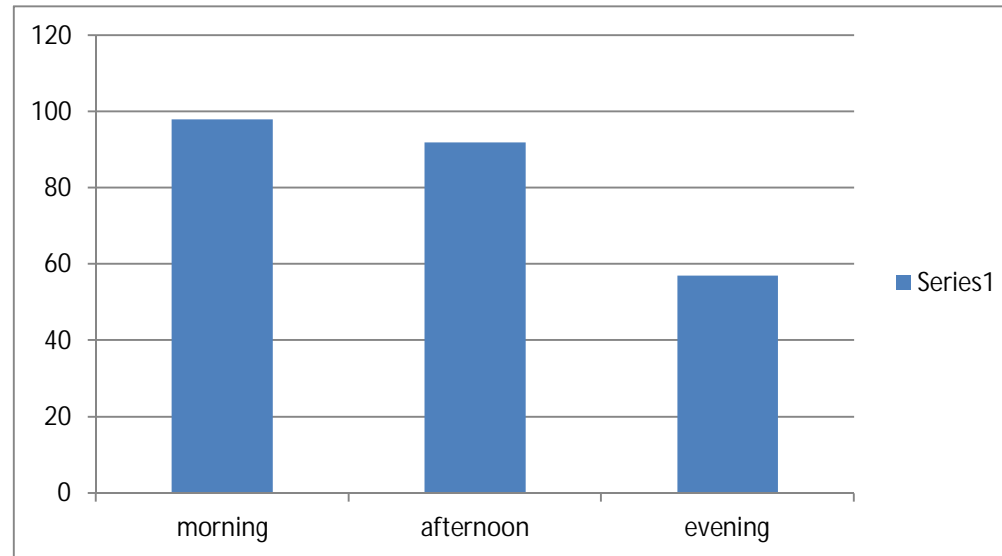


Question 2

When do you walk or cycle through this neighbourhood

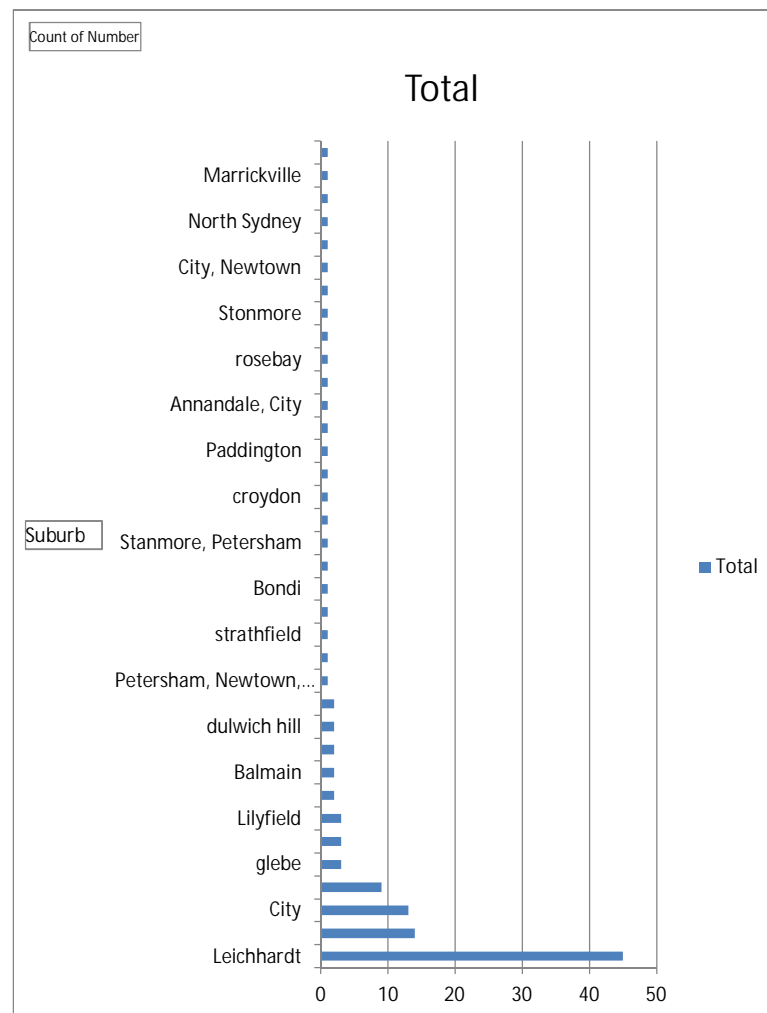
morning afternoon evening

98 92 57



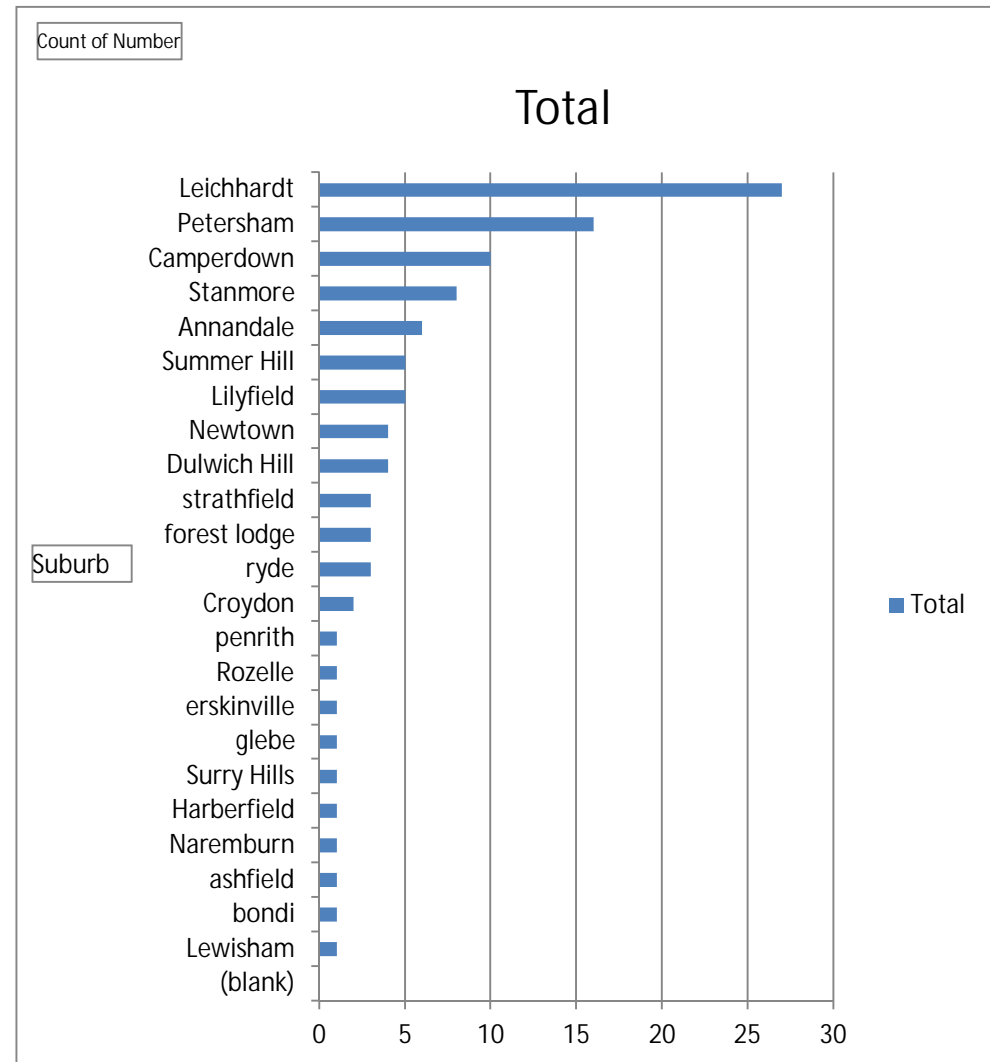
Question 3 - What suburb are most likely to be heading to via this route

Row Labels	Count of Number
Leichhardt	45
Camperdown	14
City	13
petersham	9
glebe	3
Petersham, Leichhardt	3
Lilyfield	3
Annandale	2
Balmain	2
summer hill	2
dulwich hill	2
local school	2
Petersham, Newtown, Alexandria	1
north sydney	1
strathfield	1
Central	1
Bondi	1
forest lodge	1
Stanmore, Petersham	1
Chippendale	1
croydon	1
Balmain, Parramatta	1
Paddington	1
Annandale, Glebe, Leichhardt	1
Annandale, City	1
Lilyfield, Rozelle	1
rosebay	1
tavernhill	1
Stonmore	1
Ultimo	1
City, Newtown	1
Camperdown, Leichhardt	1
North Sydney	1
work vis bus	1
Marrickville	1
Newtown, Petersham	1
Grand Total	124



Question 4 - What suburb have you come from?

Row Labels	Count of Number
(blank)	
Lewisham	1
bondi	1
ashfield	1
Naremburn	1
Harberfield	1
Surry Hills	1
glebe	1
erskinville	1
Rozelle	1
penrith	1
Croydon	2
ryde	3
forest lodge	3
strathfield	3
Dulwich Hill	4
Newtown	4
Lilyfield	5
Summer Hill	5
Annandale	6
Stanmore	8
Camperdown	10
Petersham	16
Leichhardt	27
Grand Total	106



Question 5 a

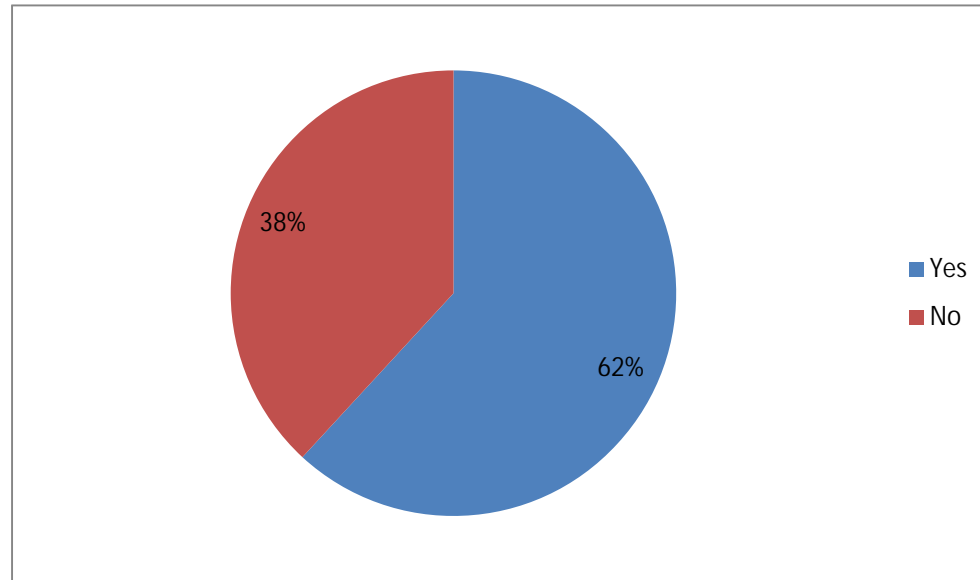
Do you ever feel unsafe using these streets

Yes

No

62%

38%



Question 5b

If yes, which elements make the street feel unsafe

lack of lighting

poor separation between traffic and ped

poor separating between traffic and cycling

poor footpath paving

lack of shade

lack of pedestrian amenity

26%

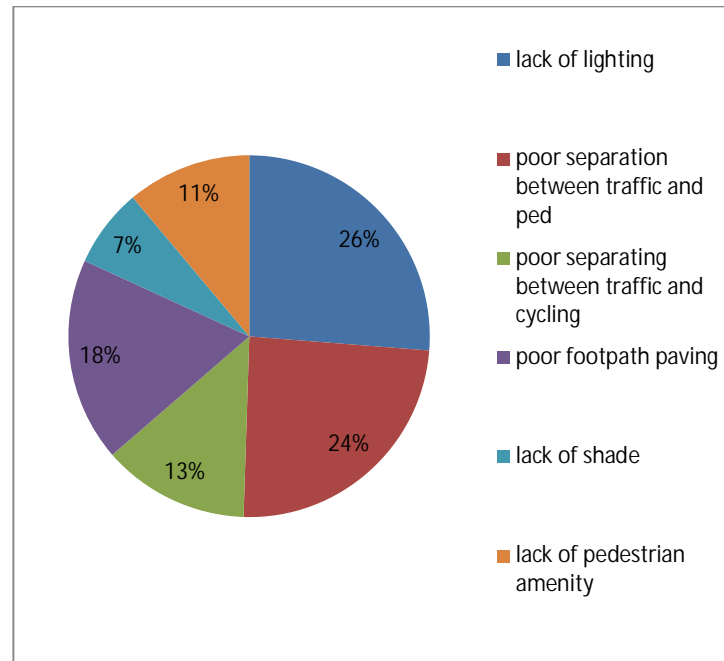
24%

13%

18%

7%

11%



Question 6

How much do you value public art

very much

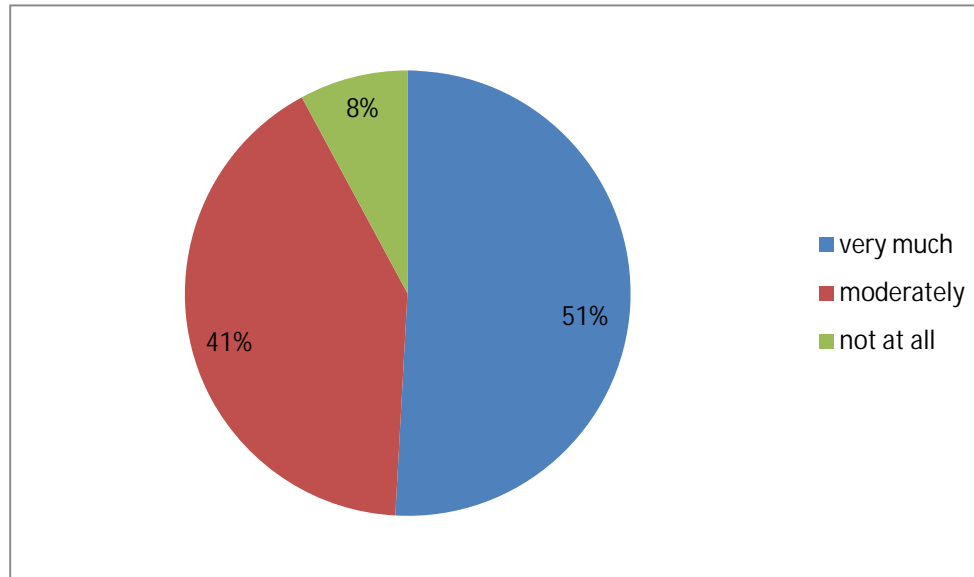
moderately

not at all

51%

41%

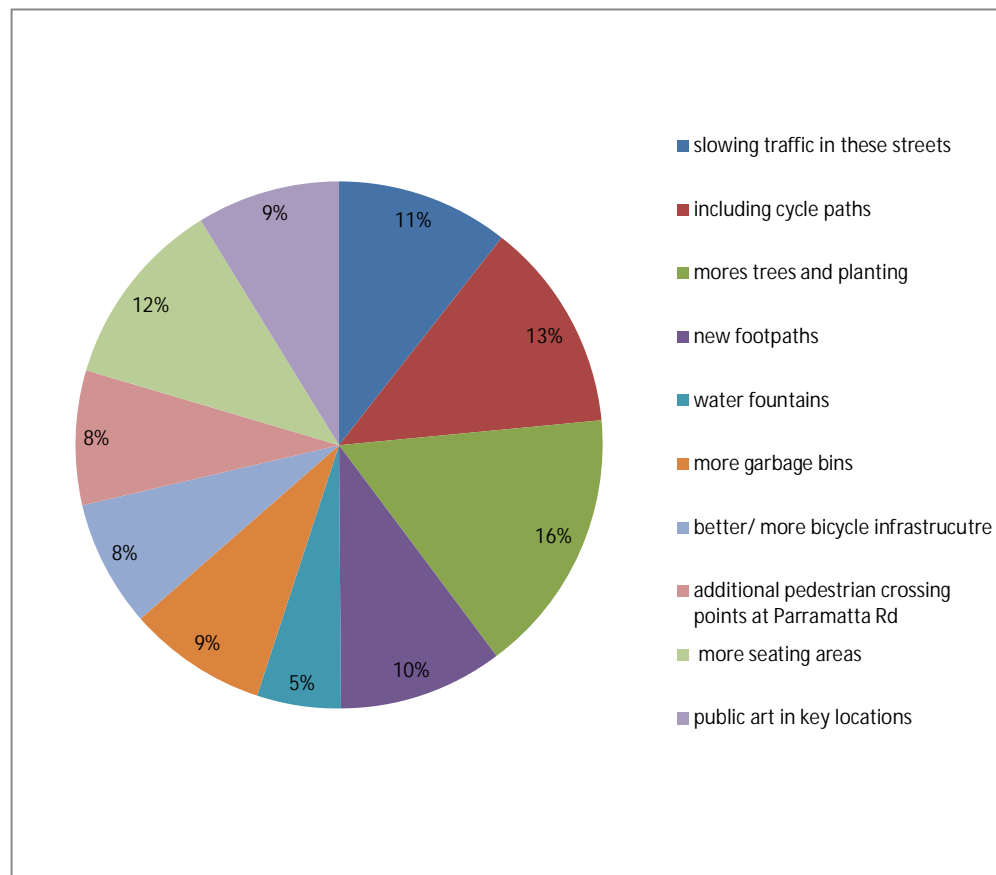
8%



Question 7

Could the routes be improved with any of the following

slowing traffic in these streets	including cycle paths	more trees and planting	new footpaths	water fountains	more garbage bins	better/ more bicycle infrastructure	additional pedestrian crossing points at Parramatta Rd	more seating areas	public art in key locations
11%	13%	16%	10%	5%	9%	8%	8%	12%	9%



Question 8a

What do you LOVE about this area

central location, close to everything the people	circuits for running	everything
great walking routes	places to walk, parks, cafes, outdoor eating	shops and pubs
leafy annadale streets	love the whole place	laneways and arts
climbing gym, brewery, great community	great cafes, shopping and enertainment	people and shops
easy access	the people	people and shops parks and activities
convenient and central	the people	parks and public spaces
convenient access to everything	everything here that you need	shops and cafes
quiet and good parks nearby	Trees and birds	good shops
everything convenient	community feeling	people
easy to get around	community established	conection to city
city walking distance	walkable great community	wal art
friendly	chilled out	pubs
convenient and central	comfortable and safe	good family activities
Restaurants, pubs, near water, parks, dog parks, shopping	There are a lot of pedestrian crossings & good public transport	Italian cultural theme, identity, not too developed, great bookshop, cinema, etc
close to city	library cinema pool great local amenities	Close to the city
proximity to public transport and friendly, good parks,great Council	strong supportive and friendly	Community
Lots of facilities	Good shops	Community
	suburbs on either side of Parramatta road	The area is gritty - Keep it this way
everything close and people friendly	Peaceful Centre	Public Transport/wide streets
close to city	Centrality, diversity	Community
culture	Central to everywhere I need to get to	cafes + friendly atmosphere
community	Convience of everything	Proximity to a lot of things
proximity to the city and supermarkets	Ability to walk at all hours	Community
not much yet	Community, Ethnicity, young & Vibrant	Friendliness
friendly	close to city	West Tigers NRL A Grade
shops	Diversity	café lifestyle,shops
Suburb snd village feels close to the city	Quality of life	Close to city,shopping centres, cinemas, cafes & restaurants
		good coffee
		good community
		parks and kids play areas
		peaceful
		nice streets
		feels safe
		people
		don't know
		Ability to walk/ride to places
		Cosmopolitan People
		Its convinence to other things
		convenience of
		stores/amenities eg. Libraries, doctors, supermarkets
		Culture
		Its vibrancy and friendliness
		Shopping JBHIFI
		Access to Libraries, shops + cafes
		Culture & Walkability
		Local Shops
		Everything is within walking distance
		Laidback, outgoing, historical significance
		Love being in Sydney, like walking
		Nandos
		Location
		Great neighbourhood, self-contained

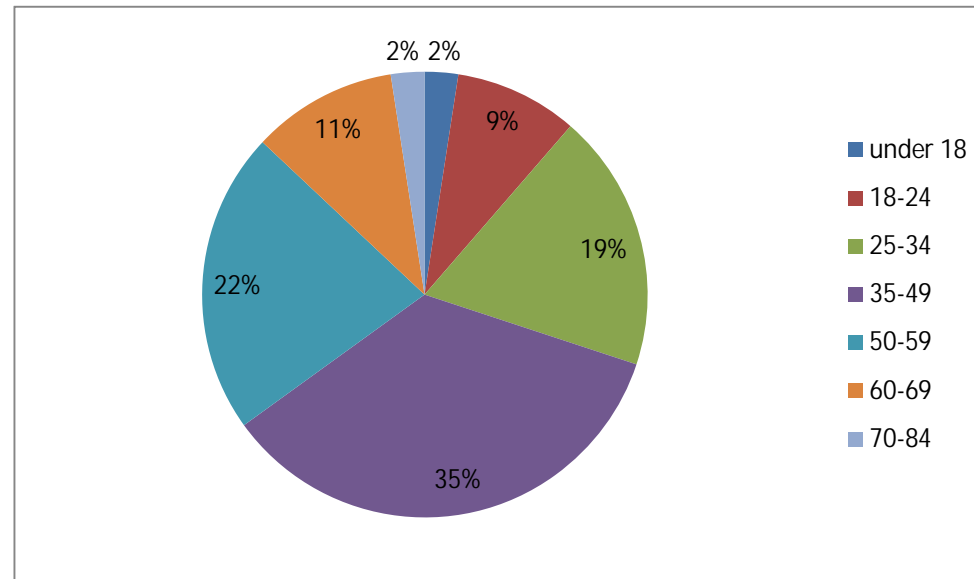
Question 8b

What would you CHANGE about this area?

another crossing point on Booth street nearer bus stops
better pedestrian crossing points with safe ramps
longer time at pedestrian crossings
longer time at pedestrian crossings
ped crossing mid block
longer time to cross
better footpaths and better connections across Parramatta
longer time to cross road at green man
better quicker Parramatta Road crossings
more pram ramps
more crossing points
slower cars. More cycling
Better crossing points at round-a-bouts and T Junctions
Less Traffic
More Pedestrian Crossings
Traffic Calming
Better pavements
Footpaths

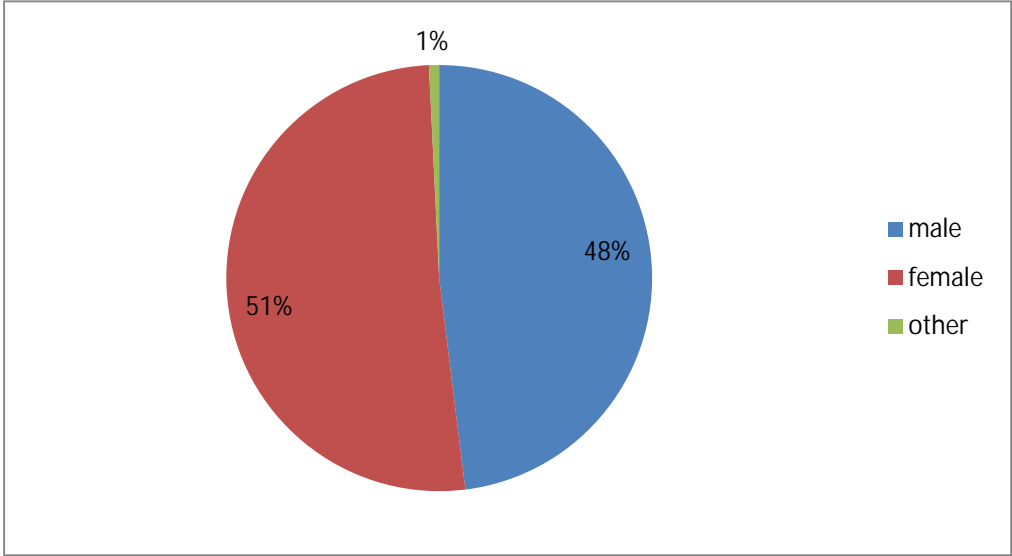
Question 9
Age

under 18	18-24	25-34	35-49	50-59	60-69	70-84
2%	9%	19%	35%	22%	11%	2%



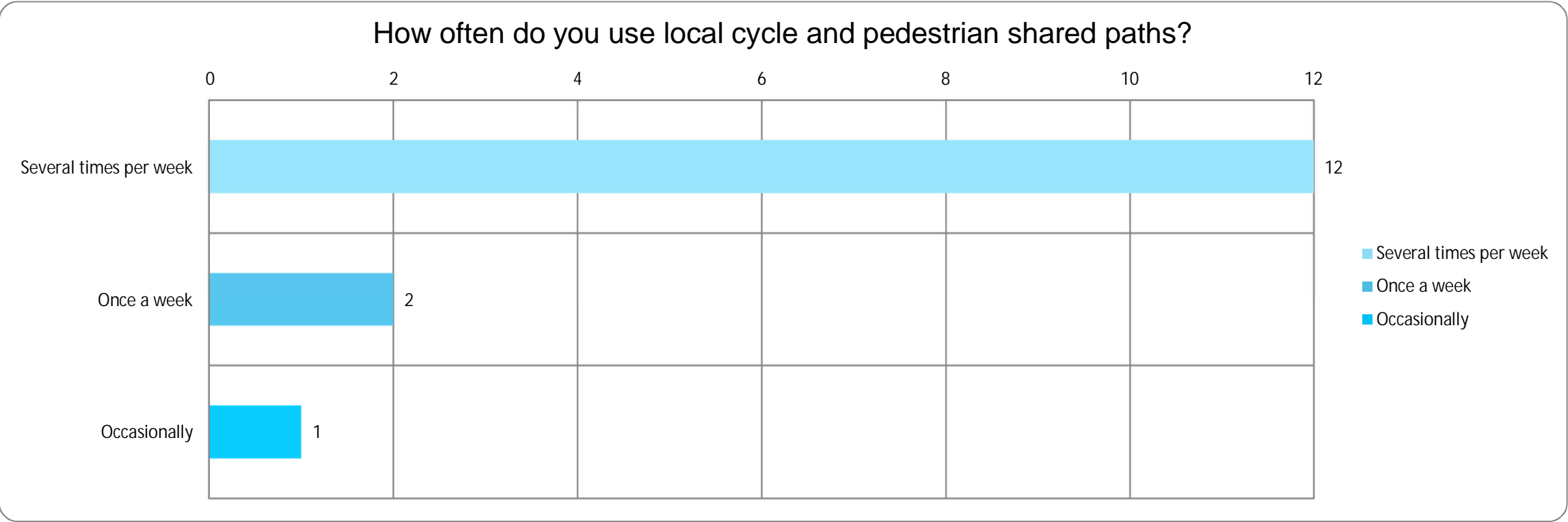
Question 10
Gender

male female other
48% 51% 1%

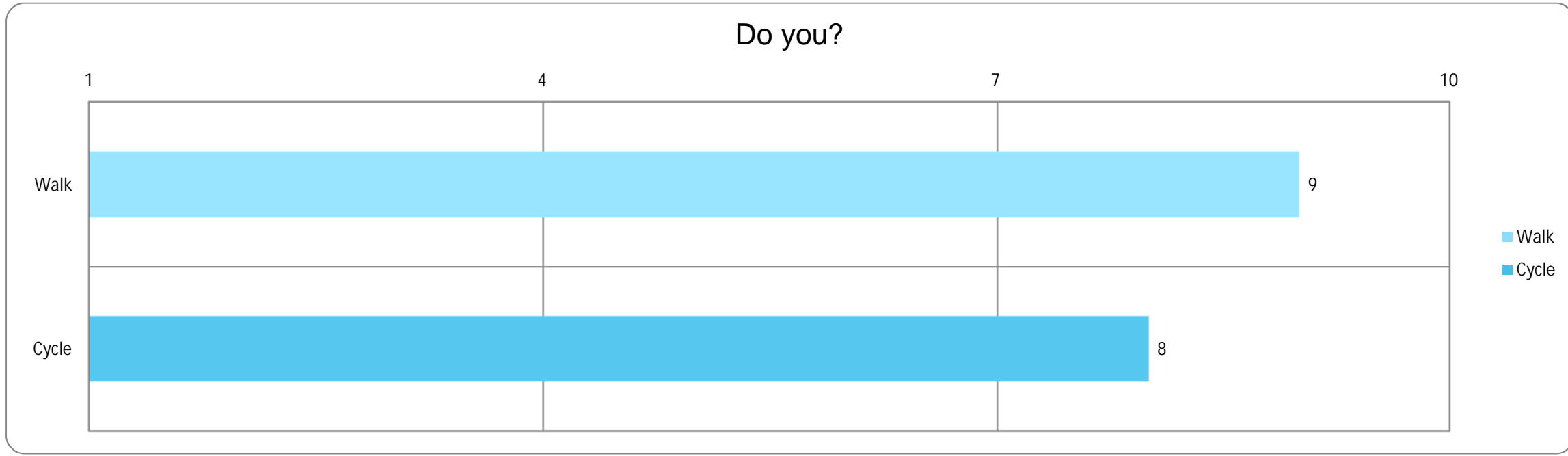


D APPENDIX ON-LINE DATA SUMMARY - STAGE 2

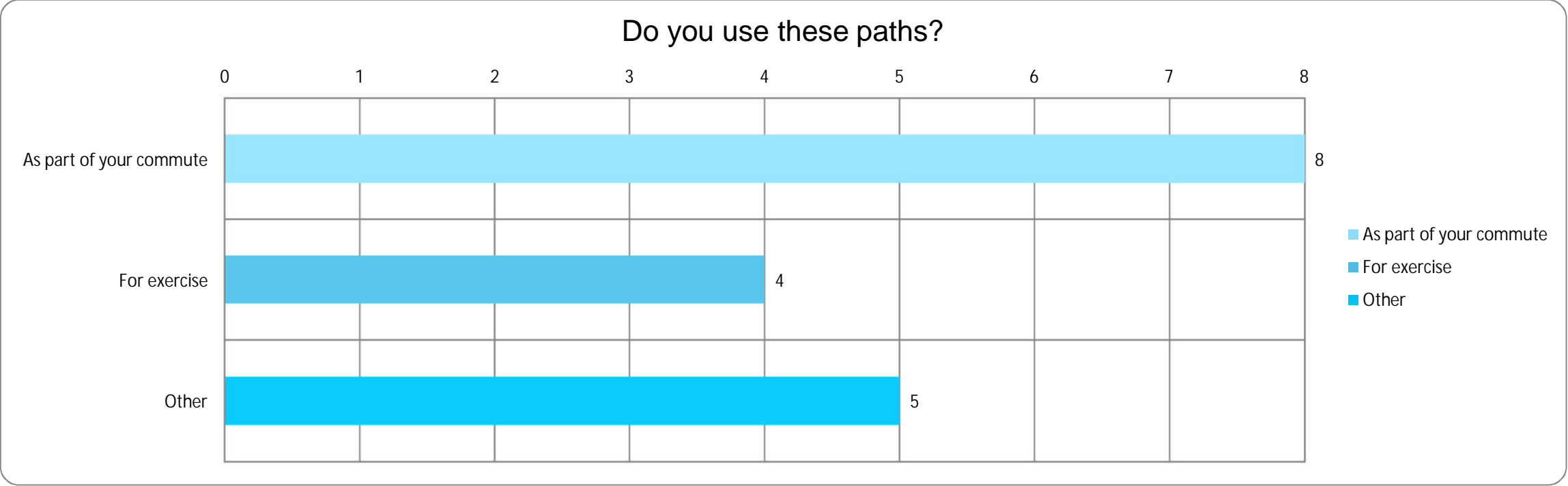
How often do you use local cycle and pedestrian shared paths?	
Several times per week	12
Once a week	2
Occasionally	1



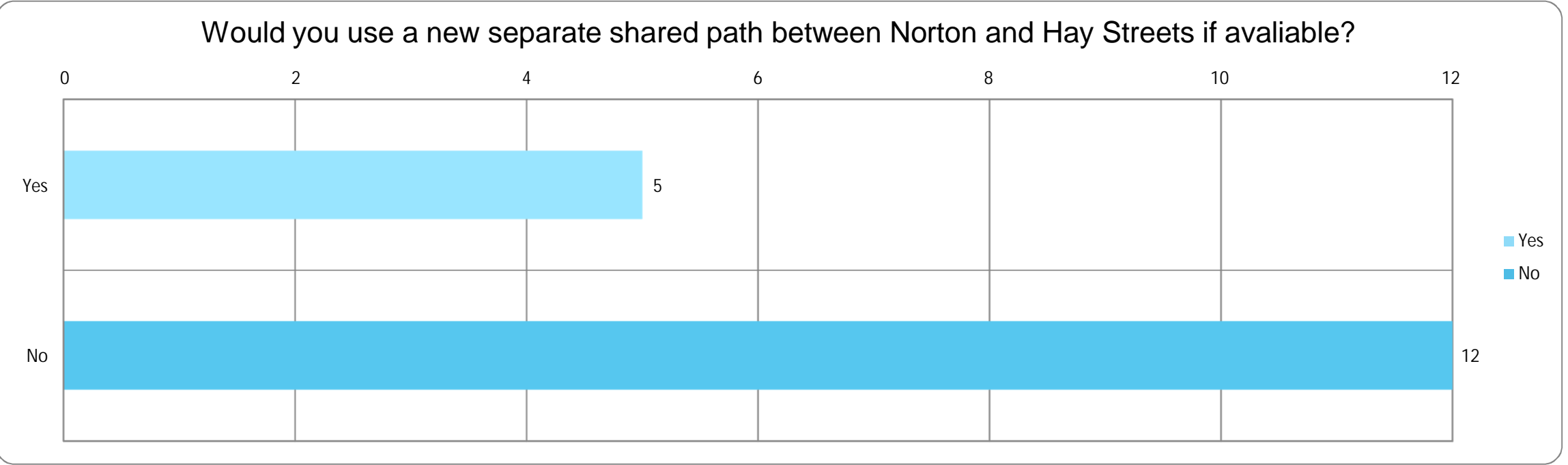
Do you?	
Walk	9
Cycle	8



Do you use these paths?	
As part of your commute	8
For exercise	4
Other	5



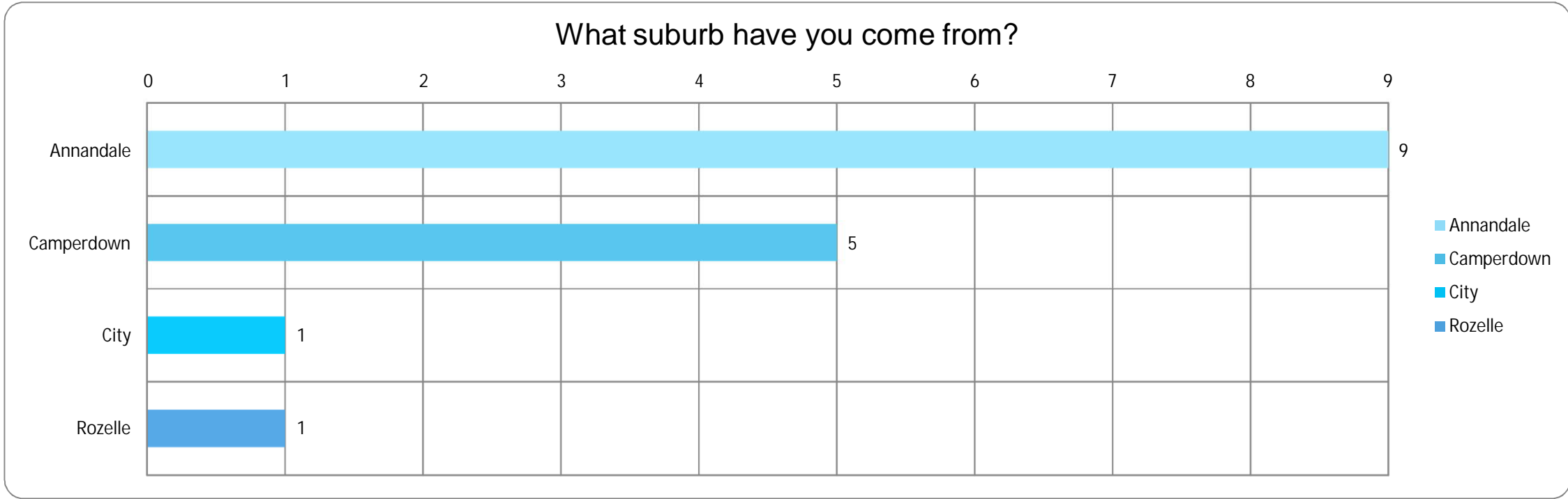
Would you use a new separate shared path between Norton and Hay Streets if available?	
Yes	5
No	12



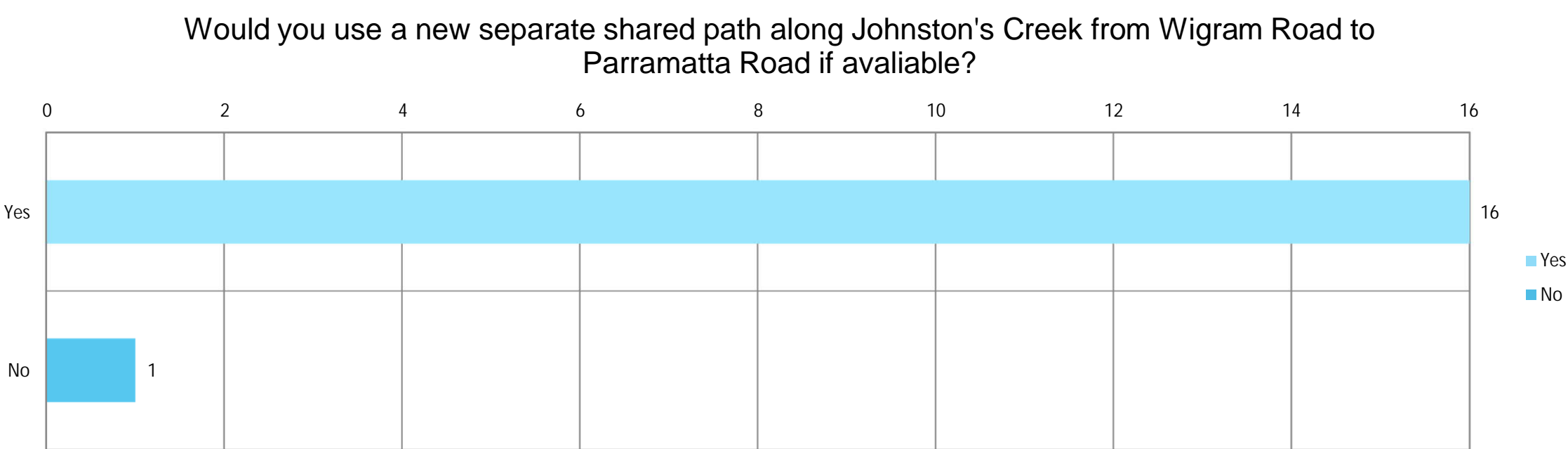
What suburb are you most likely to be heading via this route?	
Annandale	10
Balmain	3
Glebe	1
Lilyfield	1
Rozelle	2



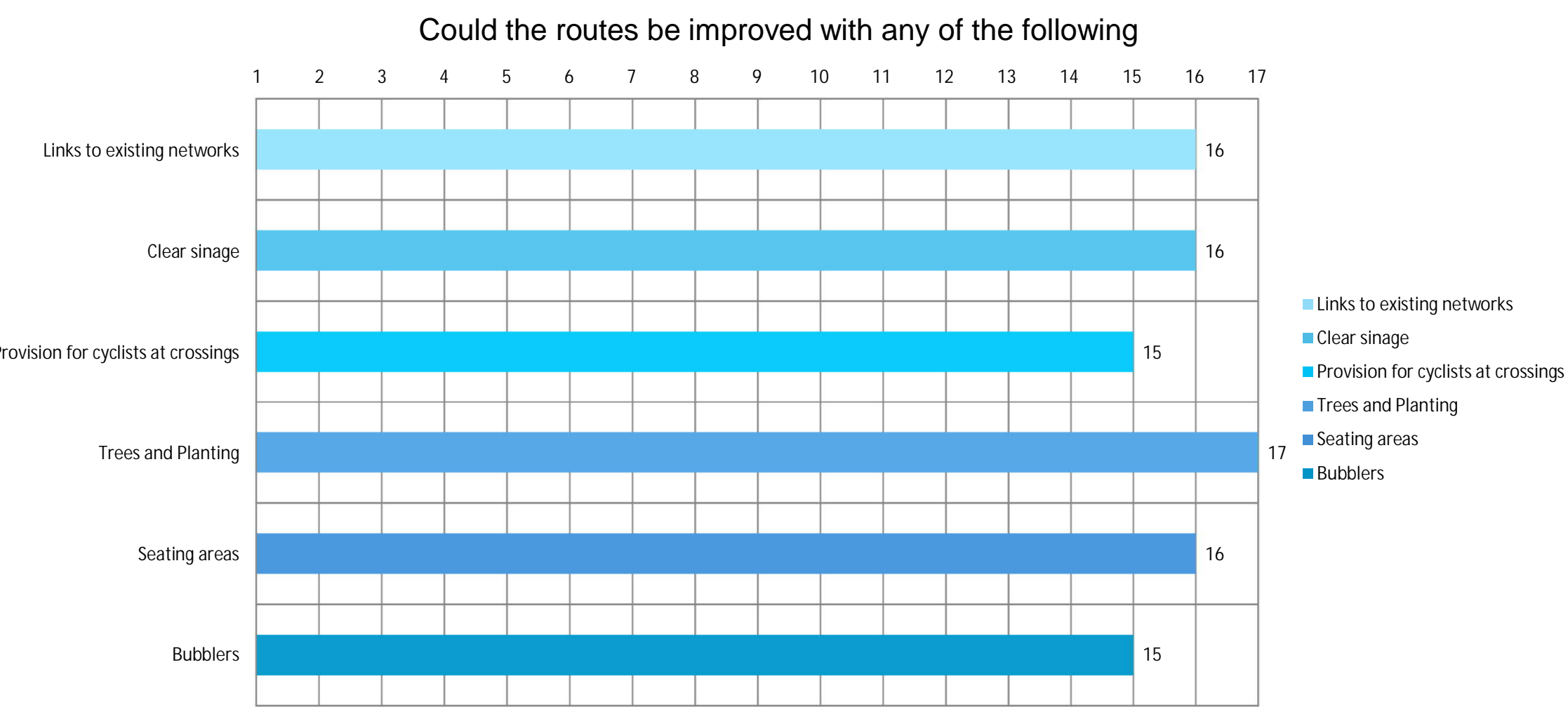
What suburb have you come from?	
Annandale	9
Camperdown	5
City	1
Rozelle	1



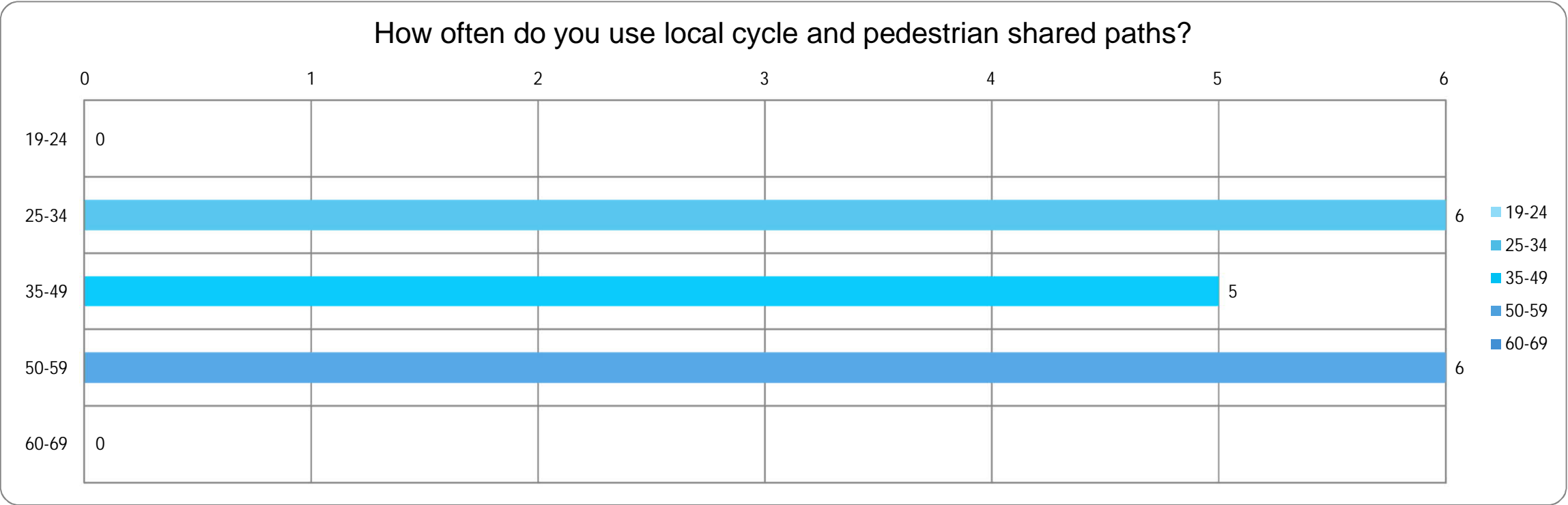
Would you use a new separate shared path along Johnston's Creek from Wigram Road to Parramatta Road if available?	
Yes	16
No	1



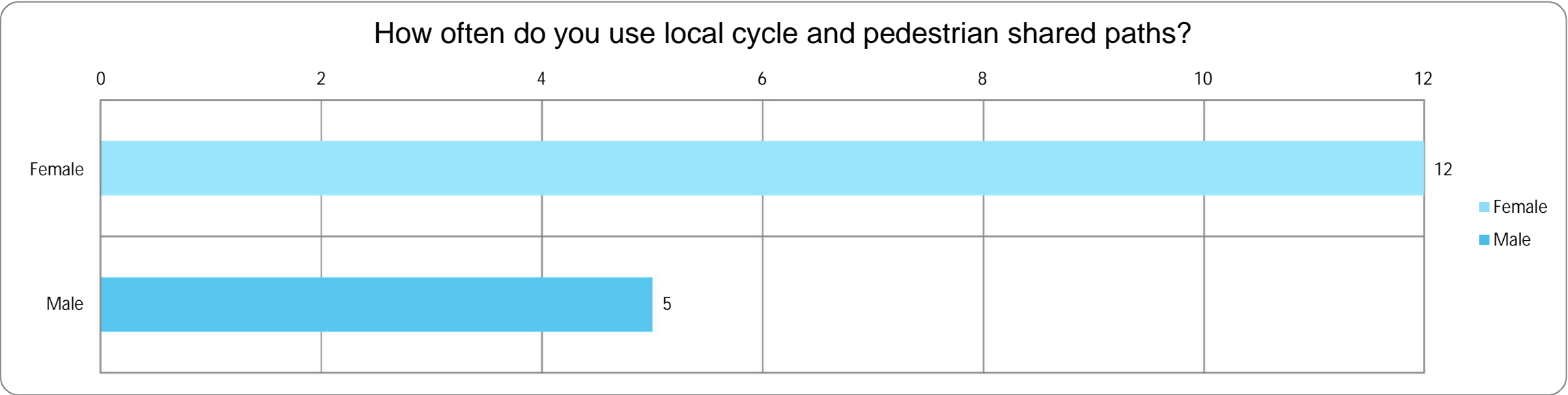
Could the routes be improved with any of the following	
Links to existing networks	16
Clear sinage	16
Provision for cyclists at crossings	15
Trees and Planting	17
Seating areas	16
Bubblers	15



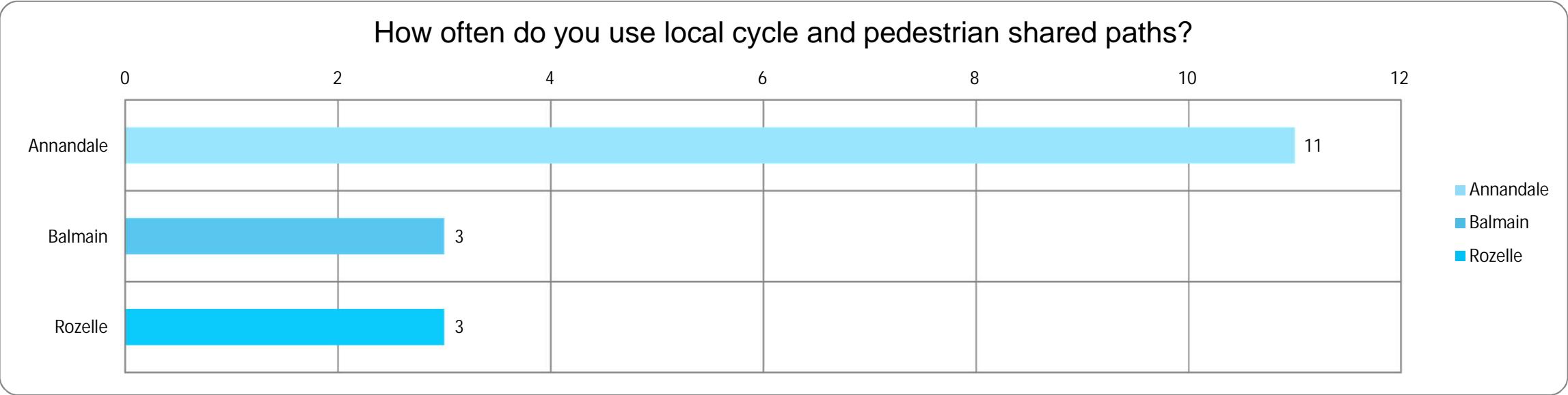
Please select your age group	
19-24	0
25-34	6
35-49	5
50-59	6
60-69	0



Please specify your gender	
Female	12
Male	5

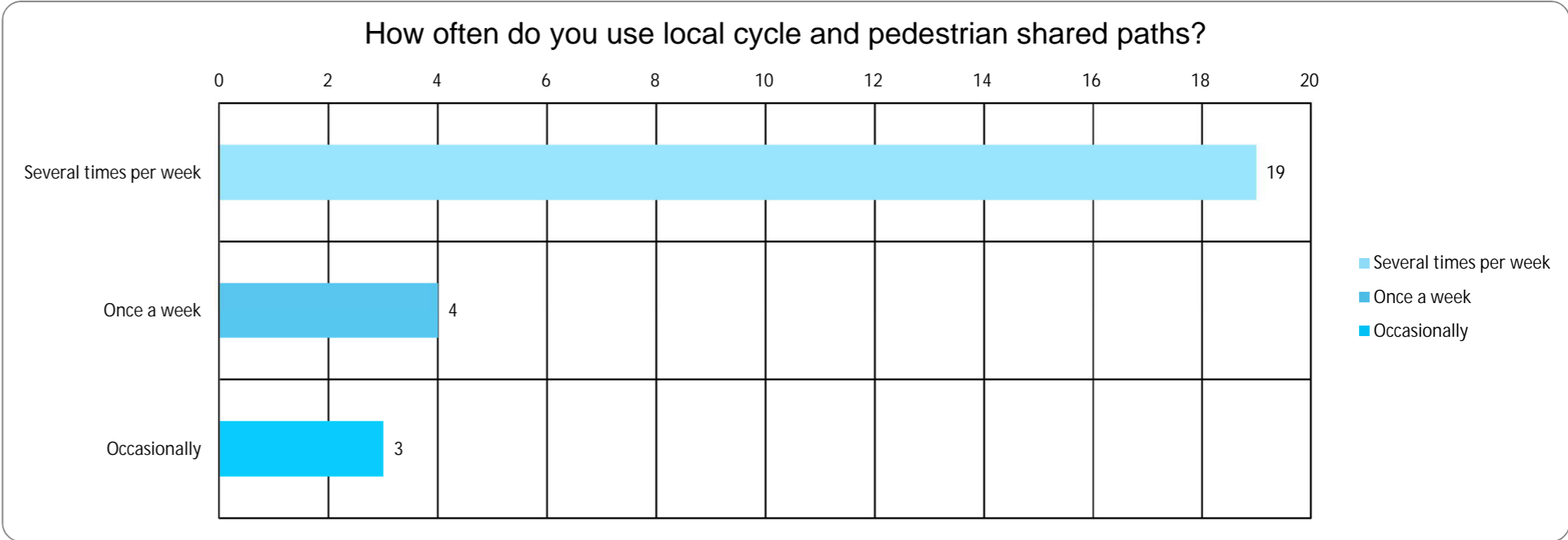


Which suburb do you live in?	
Annandale	11
Balmain	3
Rozelle	3

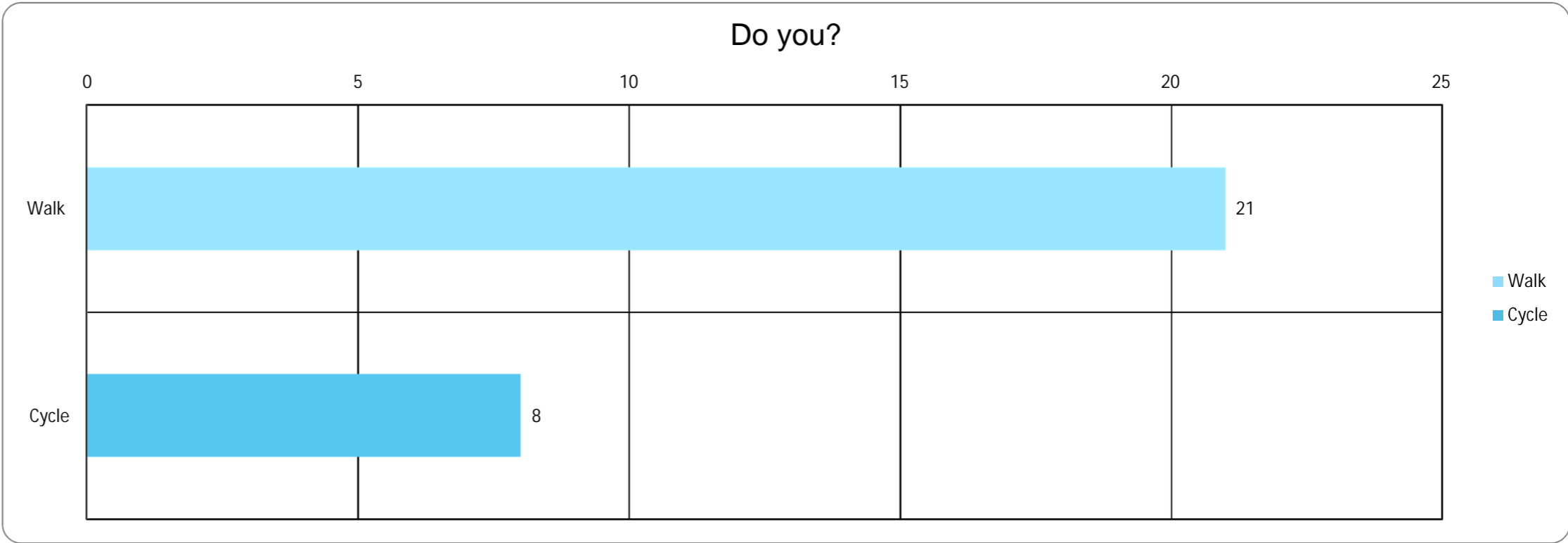


Survey Responses Graph

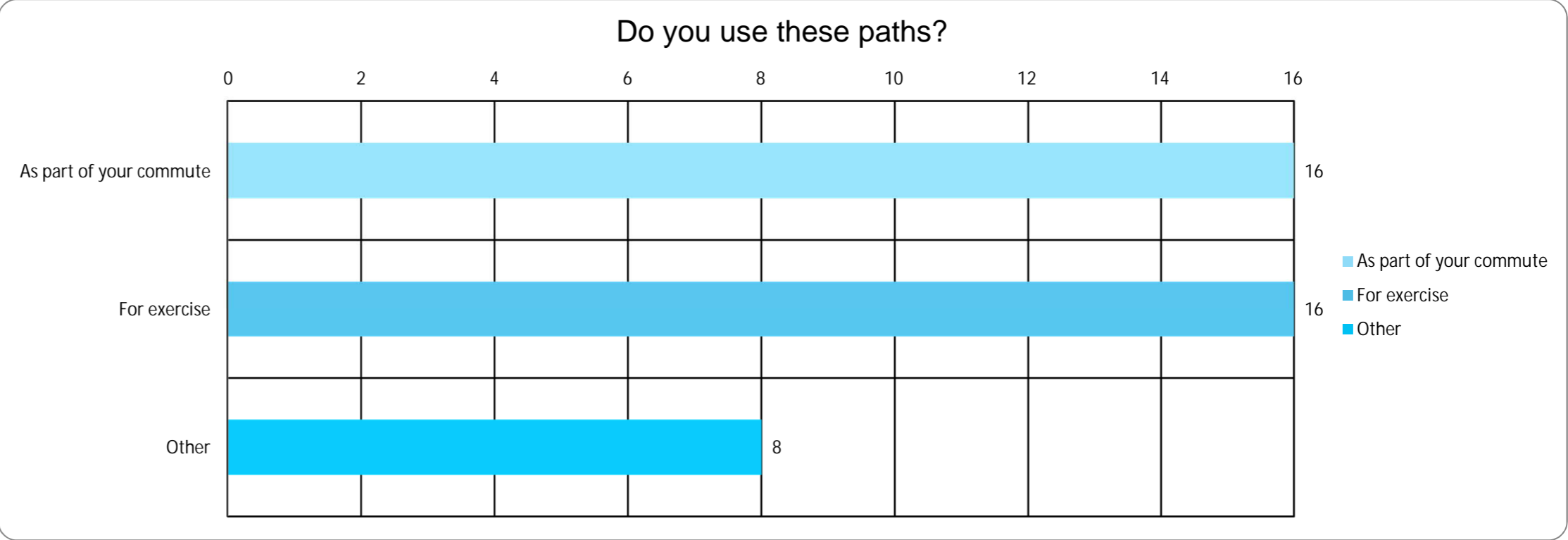
1. How often do you use local cycle and pedestrian shared paths?	
Several times per week	19
Once a week	4
Occasionally	3



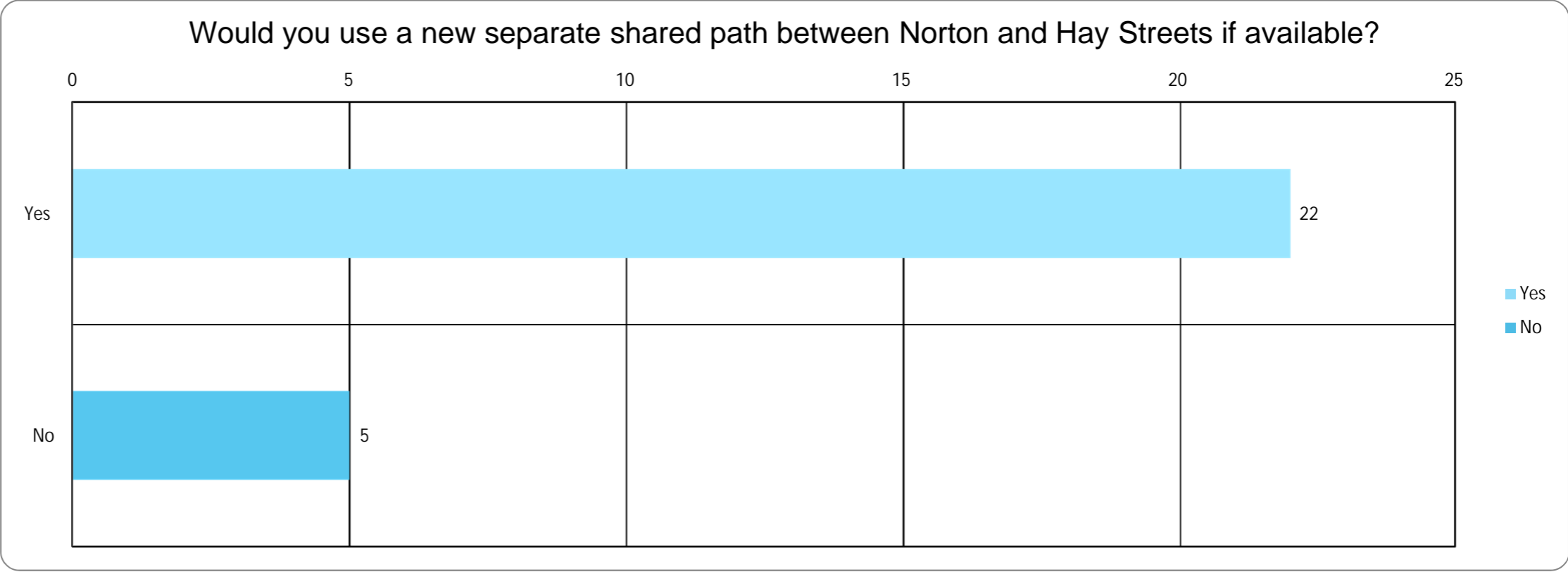
2. Do you?	
Walk	21
Cycle	8



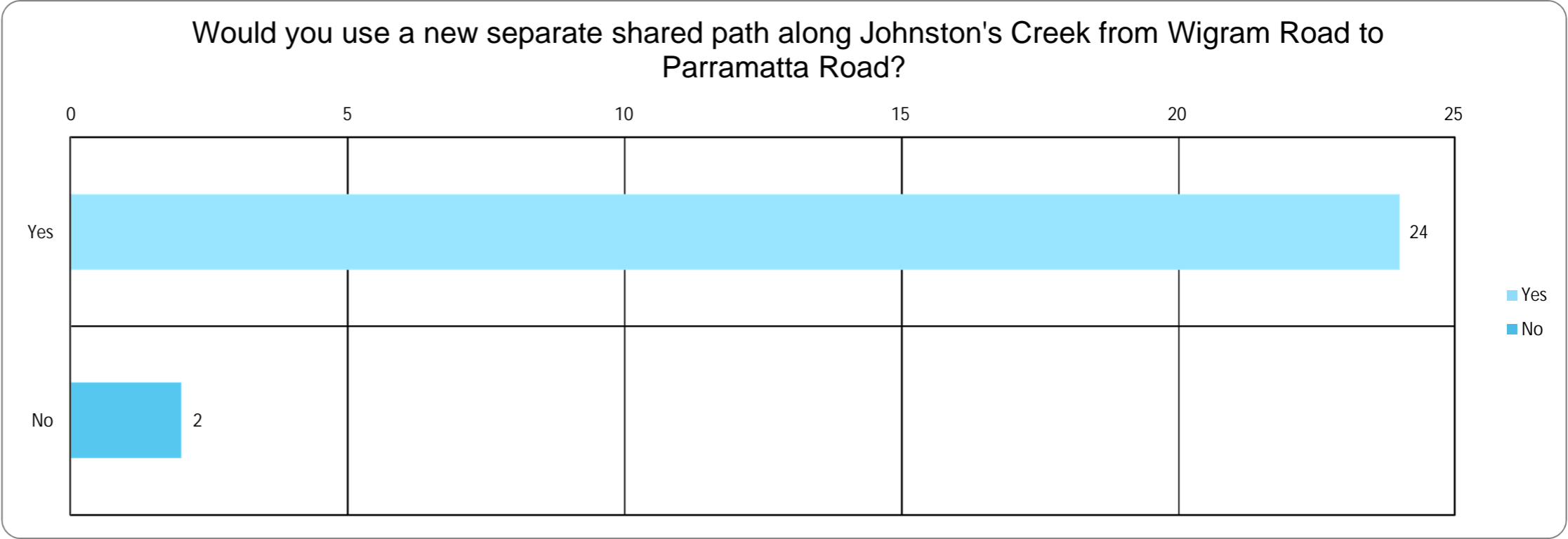
3. Do you use these paths?	
As part of your commute	16
For exercise	16
Other	8



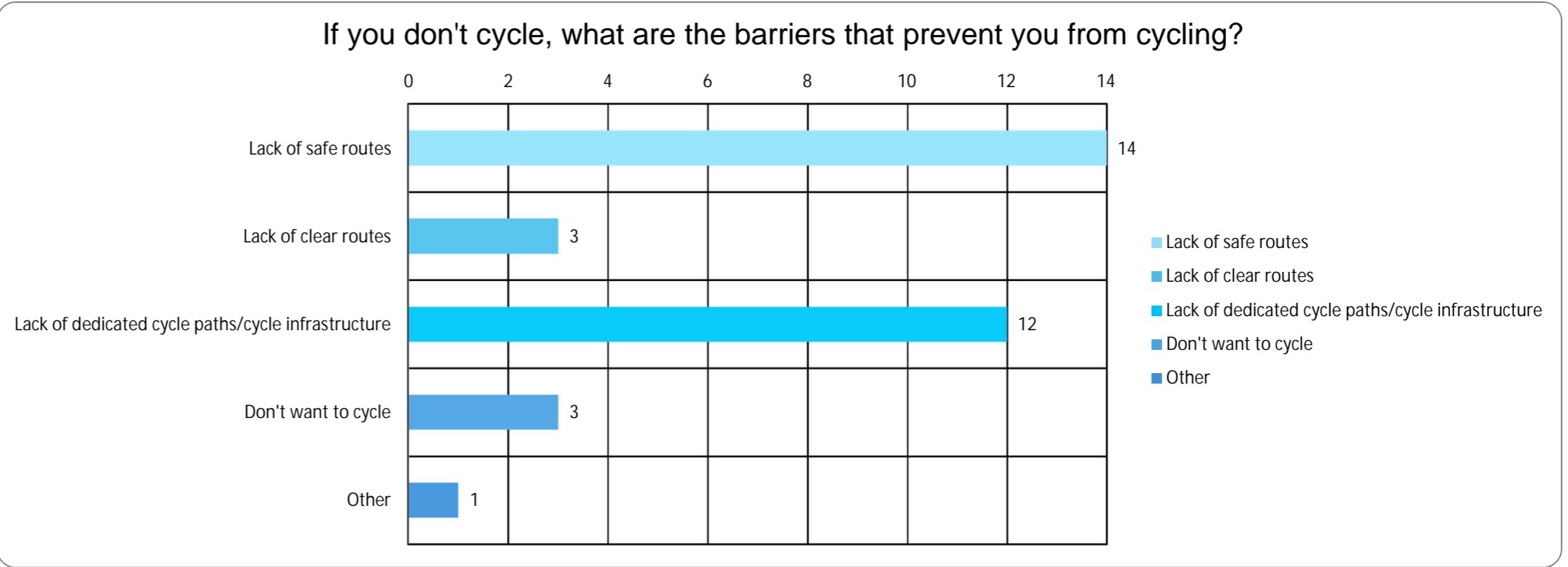
6. Would you use a new separate shared path between Norton and Hay Streets if available?	
Yes	22
No	5



7. Would you use a new separate shared path along Johnston's Creek from Wigram Road to Parramatta	
Yes	24
No	2



9. If you don't cycle, what are the barriers that prevent you from cycling? Select all that apply	
Lack of safe routes	14
Lack of clear routes	3
Lack of dedicated cycle paths/cycle	12
Don't want to cycle	3
Other	1



Which suburb do
you live in?

Annandale 10

Ashfield 1

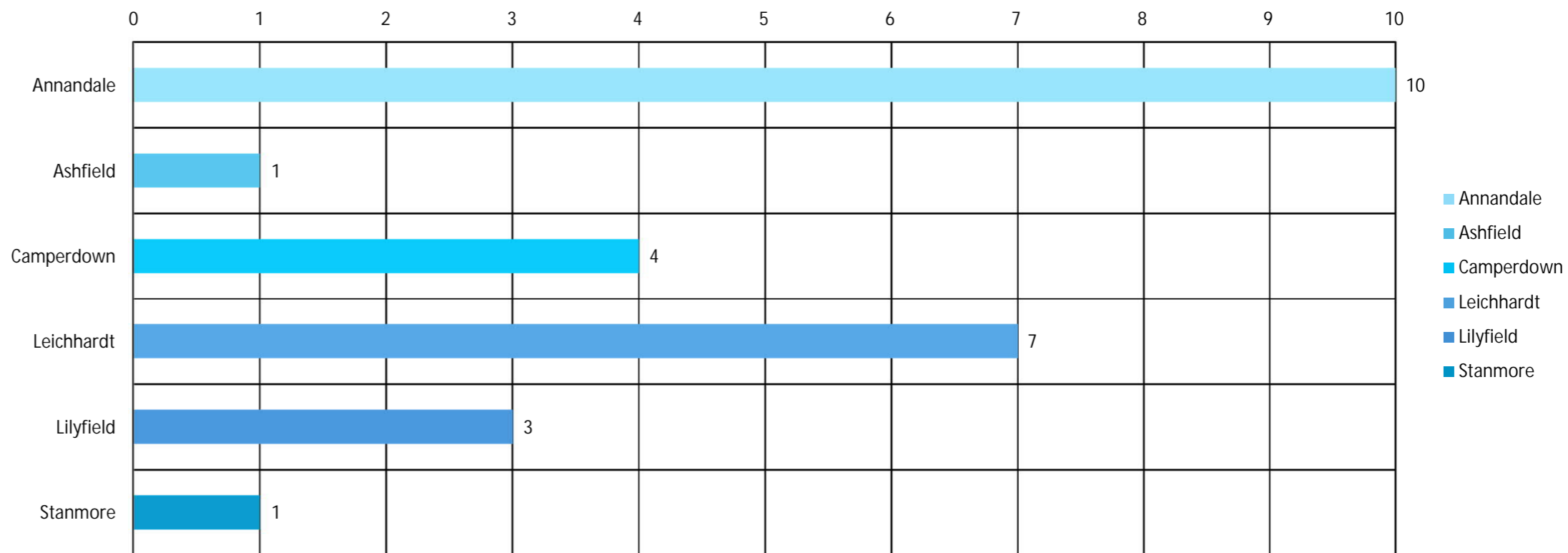
Camperdown 4

Leichhardt 7

Lilyfield 3

Stanmore 1

Which suburb do you live in?



Please select your
age group

19-24 2

25-34 3

35-49 13

50-59 1

60-69 4

Age



Please specify your gender	
Female	14
Male	9

