# Community Engagement Outcomes Report

# Rozelle Regional Cycleway

## Summary

The community engagement process took place from Monday, 26 August 2019 until Wednesday, 25 September 2019. The process included a letterbox drop, information provided on Council’s Your Say website, drop-in information sessions, Council’s social media pages and a media release.

Information released invited stakeholders to attend two drop-in information sessions as follows:

* Wednesday, 4 September 2019 - 6.30pm to 8.30pm at Leichhardt Oval
* Saturday, 7 September 2019 – 2pm to 4pm at the Hawthorn Canal.

Over the course of the process, 188 responses were received from the community comprising 162 via Your Say Inner West and 26 emails sent directly to Council’s Project Manager.

The engagement included consideration of two components of the Rozelle Regional Cycleway, being:

1. Lilyfield Road Cycleway – seeking feedback on possible options for cycle facility upgrades along Lilyfiled Road
2. Supplementary Routes – seeking feedback on four alternative routes adjacent to Lilyfield Road that avoid the western end of the road due to previously noted concerns over the gradient of that section.

The results generally indicated:

Lilyfield Road

* Approximately 47% of respondents specifically objected to Option B involving making sections of Lilyfield Road one-way
* Approximately 35% of respondents specifically indicated a preference for Option A, an on-road cycle lane on uphill sections and a mixed traffic facility where cyclists share the traffic lanes with vehicles on downhill sections.

Supplementary Routes

* Feedback on the supplementary routes was minimal, with no route heavily favoured, but 6.4% of respondents did favour Route 4, being the route connecting Maliyawul Street to Balmain Road.

## Background

Council has previously developed concept designs and engaged the community on a proposed cycleway upgrade along Lilyfield Road. The results of that engagement indicated very little support for the design proposed. As a result, Council has re-engaged with the community and sought feedback on several different options that are feasible along the road to determine the communities favoured option to progress to future design stages.

In addition, due to feedback about the steepness of Lilyfield Road at the western end, four supplementary routes were developed in collaboration with the local Bicycle User Groups. These were included in the engagement process to determine the community’s preference for an alternative route with more gentle gradients.

## Engagement Methods

The following engagement methods were used:

* Online feedback form on yoursay.innerwest.nsw.gov.au
* Two onsite drop-in sessions
* Letterbox drop to properties
* Workshop with local Bicycle User Groups.

## Promotion

The engagement period was promoted via:

* Your Say Inner West project page and home page
* Letterbox drop
* Social media
* Council’s website
* Media release
* Your Say Inner West Ecofest stall

## Engagement outcomes

Who did we hear from?

188 responses were received for this project. This included 162 responses via Your Say Inner West and 26 responses via email directly to Council’s Project Manager.

Whilst not all respondents indicated their location, most respondents that did were from the local area of Lilyfield, Rozelle and Leichhardt. Responses were also received from residents of Croydon and Ashfield that use the route to commute to and from the Sydney CBD.

What did they say?

Of the 188 responses, the general points were as follows.

Lilyfield Road

* 40 respondents (21%) support the Section 1 proposal without changes, 8 respondents (4%) support the Section 1 proposal in conjunction with a separation kerb and the remaining 75% chose not to comment on this section
* For Section 2, 69 respondents (37%) support Option A, 20 respondents (11%) support Option B and the remaining 52% chose not to comment on this section
* For Section 3, 61 respondents (32%) support Option A, 28 respondents (15%) support Option B and the remaining 53% chose not to comment on this section
* 88 respondents (47%) specifically stated that they were against all options that involved one way sections of Lilyfield Road, the remaining 53% chose not to comment on this issue
* 24 respondents (13%) indicated that all plans were unsuitable and that Lilyfield Road should be left as is, the remaining 87% of respondents chose not to comment on this issue
* 47 respondents (25%) indicated that the proposals should be integrated with the WestConnex works and the proposed parkland, with the remaining 75% choosing not to comment on this issue.

Supplementary Routes

* 4 respondents (2%) prefers supplementary route through light rail tunnel instead of options proposed with 98% choosing not to comment on this issue
* 7 respondents (4%) were supportive of supplementary routes generally, with 96% choosing not to comment on this issue
* 5 respondents (3%) preferred the supplementary routes preferred to Lilyfield Road, with 97% choosing not to comment on this issue
* 8 respondents (4%) supported supplementary route 1, 2 respondents (1%) did not support route 1 whilst the remaining 95% did not comment on this route
* 4 respondents (2%) supported supplementary route 2, 2 respondents (1%) did not support route 2 whilst the remaining 97% did not comment on this route
* 10 respondents (5%) supported supplementary route 3, 1 respondent (1%) did not support route 3 whilst the remaining 94% did not comment on this route
* 12 respondents (6%) supported supplementary route 4, 2 respondents (1%) did not support route 4 whilst the remaining 93% did not comment on this route
* 18 respondents (10%) were against all supplementary routes, with the remaining 90% choosing not to comment on this issue.

It is noted that respondents typically commented on more than one route option in their response.

For Lilyfield Road, the responses were generally in favour of the on-road cycle lane and mixed traffic options. The main issue raised, by 47% (88 respondents), was in total opposition to one way sections of Lilyfield Road.

For the supplementary routes, response numbers were far fewer than those received related to Lilyfield Road. None of the four options were favoured in a majority, with the largest response being from respondents being against all the supplementary routes. In real terms, route 4, connecting Maliyawul Street to Balmain Road, was the preferred supplementary option.

## Next Steps

The next steps in delivering the Rozelle Regional Cycleway will be to take the outcomes of the community engagement process and develop concept designs that incorporate the feedback received. The developed concept designs will then be presented to the community as part of a further engagement process for comment.