



Ordinary Meeting of Council

28 June 2017

**UNDER SEPARATE COVER
ATTACHMENTS**

Item 9.1

**QUEANBEYAN-PALERANG REGIONAL COUNCIL
ORDINARY MEETING OF COUNCIL**

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Item 9.1 Community Consultation- Bike Path Jerrabomberra Circle and Community Consultation-
Shared Path McEwan Avenue

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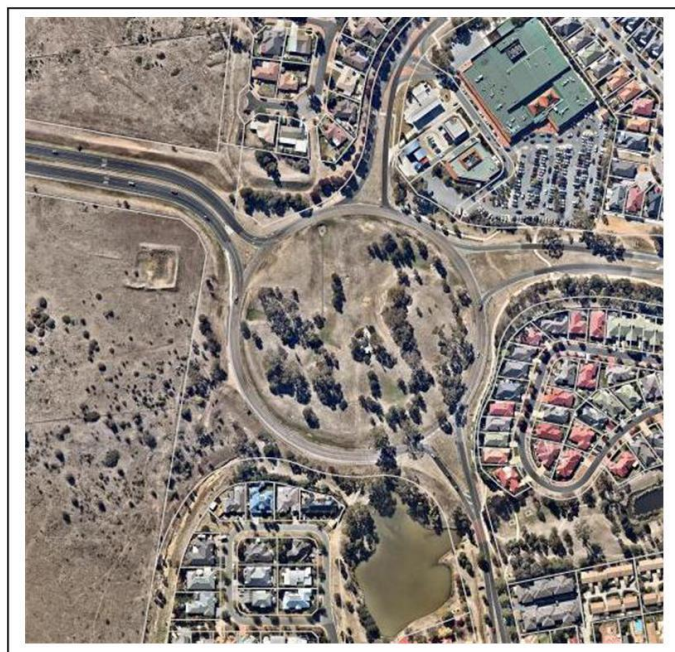
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ITEM 9.1 COMMUNITY CONSULTATION- BIKE PATH JERRABOMBERRA
CIRCLE AND COMMUNITY CONSULTATION- SHARED PATH
MCEWAN AVENUE

ATTACHMENT 1 JERRABOMBERRA CIRCLE CYCLE PATH REPORT



Cycle Paths Jerrabomberra Circle



Ref: SF140110/05-04

Jerrabomberra Circle Cycle Paths

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Jerrabomberra Circle Cycle Paths

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Jerrabomberra Circle Cycle Paths

Background

Jerrabomberra Circle is a major access intersection for vehicles who access residential and commercial infrastructure in Jerrabomberra. Jerrabomberra Circle also provides access for vehicles who are travelling along Edwin Land Parkway and wish to access Lanyon Drive. Jerrabomberra Circle is in close proximity to residential dwellings and commercial infrastructure. An average daily traffic count in 2015 gave a traffic count between Jerrabomberra Parkway and Edwin Land Parkway of 10050 vehicles.

Bicycle infrastructure has been installed previously at the Edwin Land Parkway and the Tomsitt Drive exits however this was never intended to be the final installation of cycle Paths on Jerrabomberra Circle. Off road cycle paths are installed along the westbound side of Edwin Land Parkway and along Jerrabomberra Parkway. A shoulder suitable for bicycles is available along Tomsitt Drive which then connects to bicycle infrastructure on Lanyon Drive.

Community Consultation

In April 2017 community feedback was sought for concept designs of bicycle infrastructure on Jerrabomberra Circle. Feedback was sought through a number of mediums including social media and Council's website. 191 people visited the "Your Voice" web page with 74 people downloading the concept plans that were put on display. A total of 5 submissions were made for feedback. Each submission has been individually reviewed to understand the specific issue being raised. Often more than one respondent raised similar issues. The issues raised in the feedback have been summarised and put together in this report. This report provides responses to general comments provided for each related issue rather than each specific submissions. Due to privacy reasons Council holds those detailed records separately for reference. Submitters can cross-check their issue has been addressed by contacting Council for the relevant detail.

Priorities from feedback.

- Privacy issues for residents (1 submission).
- Ensuring infrastructure is user friendly for cyclists travelling at speed (2 submissions).
- Ensuring Infrastructure minimises risks to security and safety (4 submissions).

Response

Community feedback for the concept showed no opposition to installing the cycle paths. All feedback received were from people who supported the concept of installing this infrastructure. Concerns, however, were included in the feedback received that have been incorporated into the updated design of the cycle paths.

The final cycle path designs were updated to ensure that the feedback was integrated into the designs. The final cycle path designs will allow cyclists to cross Tomsitt drive and will enable cyclists to negotiate less tight turns than the previous path options. The route has been adjusted to provide resident privacy whilst also ensuring that cyclists are separated from vehicles.



Jerrabomberra Circle Cycle Paths

One submission received was concerned about potential for flooding across the cycle path. This issue has been noted however the risk to cyclists during flooding events is less than the risk to cyclists who either use the road or a cycle path along the side of the road. Between 2011 and 2016 66% of vehicle crashes were crashes that potentially may have collided with a cyclist had the cyclist been on a cycle path next to the road or a cyclist on the road. 1 vehicle crash recorded at Jerrabomberra Circle between Tompsitt Drive and Limestone Drive was a rear end crash.

It was also evident from community consultation that the majority of riders who would potentially use this infrastructure are riders who ride frequently on roads and have a good understanding of the risks whilst riding on roads. There was no feedback from cyclists who may ride with family or inexperienced cyclists.

Conclusion

The concept designs for the cycle paths have been updated to accommodate for public consultation feedback. All feedback provided has been noted.

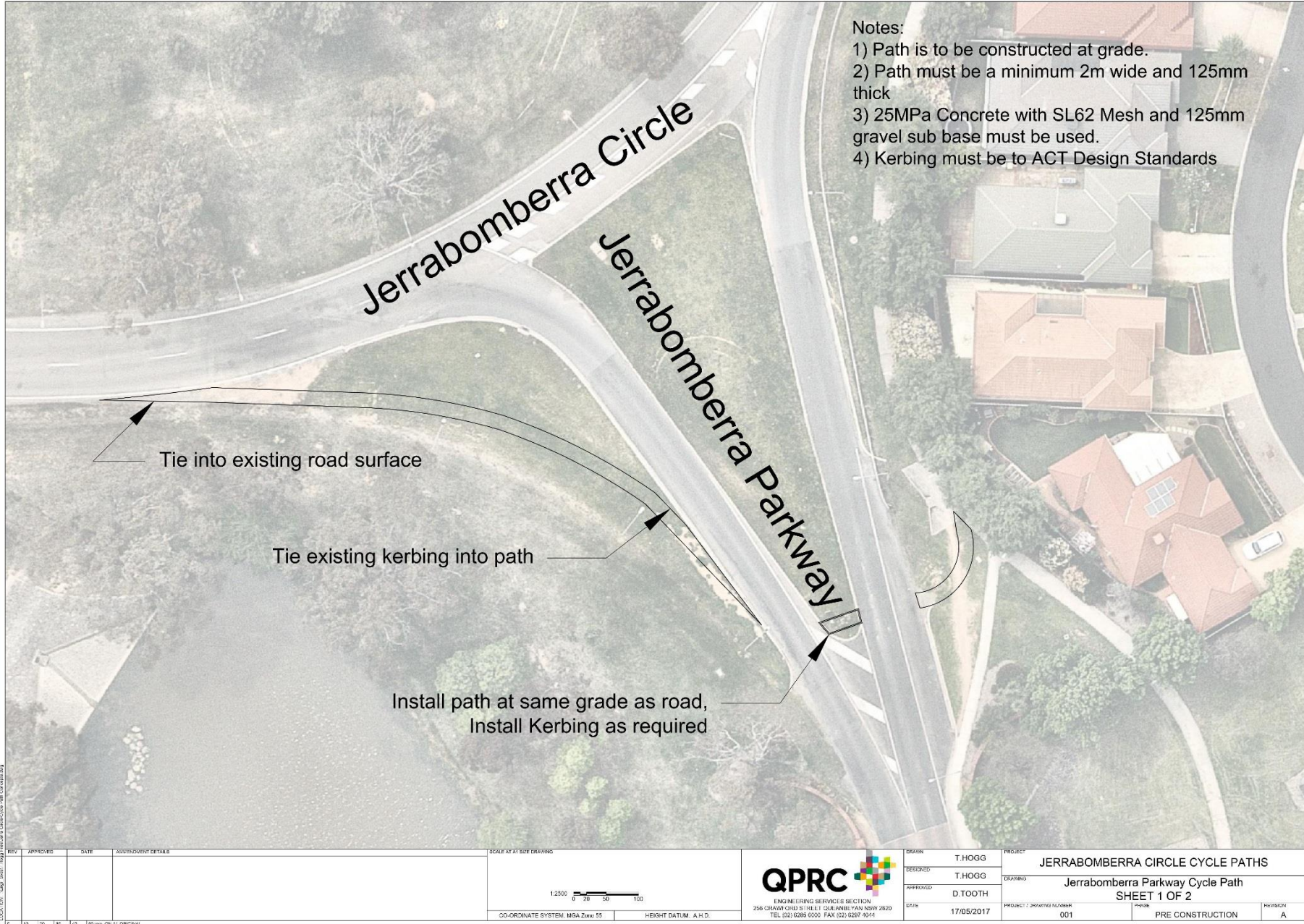
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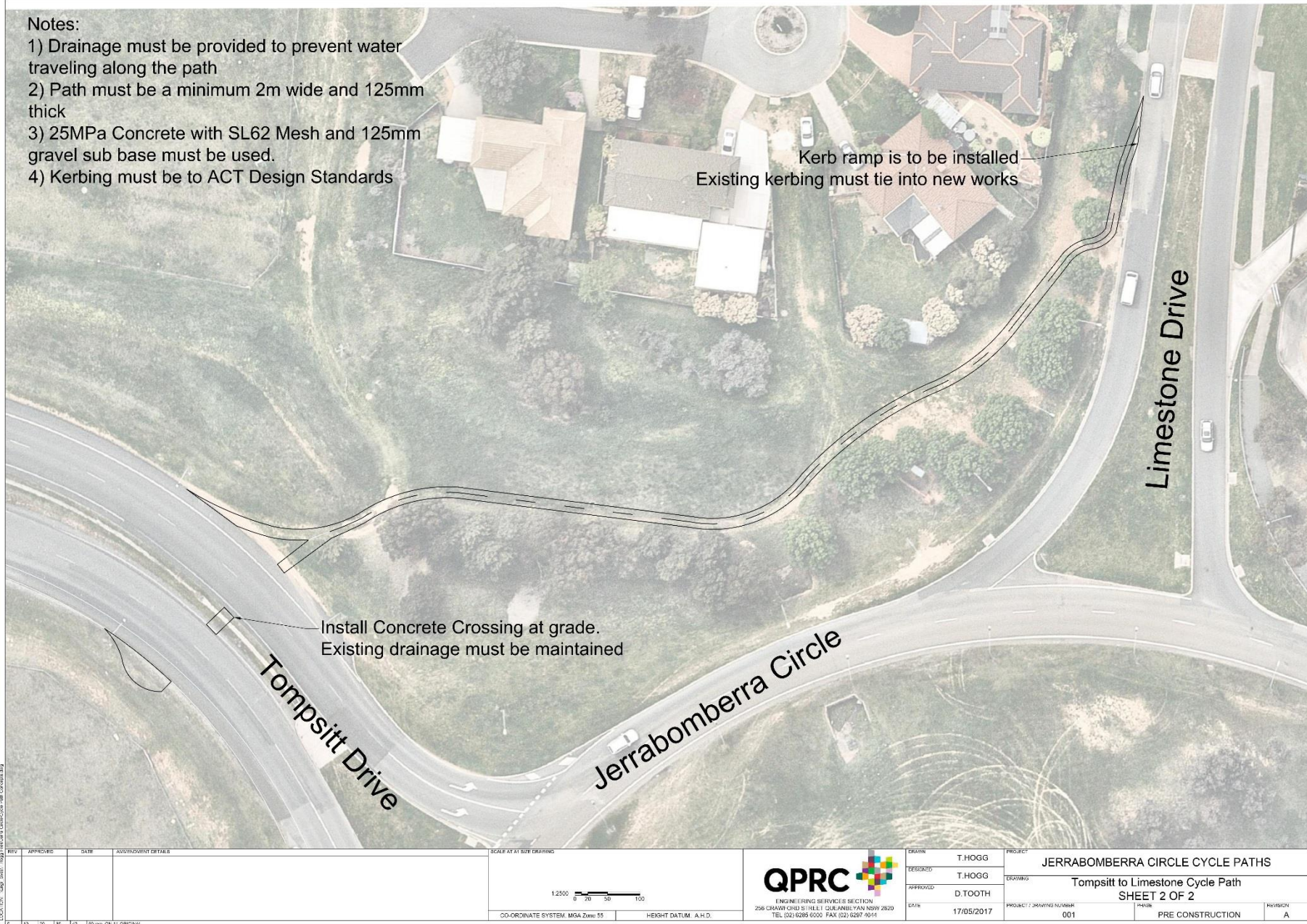
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ATTACHMENT 2 JERRABOMBERRA CIRCLE CYCLE PATH CONCEPT DESIGNS





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ATTACHMENT 3MCEWAN AVE PUBLIC CONSULTATION REPORT



McEwan St Bicycle Path Public Consultation Report



Ref: SF140110/05-05

McEwan Ave Public Consultation

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McEwan Ave Public Consultation

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McEwan Ave Public Consultation

Background

The community have provided feedback in a number of ways to identify that the path crossing at McEwan Avenue is not user friendly for cyclists and poses a safety issue for pedestrians and cyclists. McEwan Avenue provides access from Queanbeyan into Oaks Estate in the ACT. The only other access into Oaks Estate is from Railway Street.

Pedestrians and cyclists are able to use the shared path that runs parallel to the railway line. This path intersects McEwan Avenue just south of the bridge that is over the railway line. Pedestrians and cyclists are then able to use a path that runs along McEwan Avenue to access Henderson Road to the south and Oaks Estate to the north.

Community Consultation

Community consultation was conducted in April 2017. This community consultation was advertised on "Your Voice", social media and dedicated emails were sent to people who had expressed interest prior to community consultation. 133 people visited the consultation on Your Voice and were aware of the consultation, 72 people were considered "informed" as they had downloaded a document, viewed a photo or visited multiple pages.

Seven submissions were received through Your Voice and one submission was received by another source. Each submission was assessed individually to ensure that all relevant feedback was extracted successfully.

Key issues raised:

1. Dogleg from path should be removed.

This is not possible because of the constraints at the location. To the north the railway line cannot be modified, to the south extensive private property would have to be acquired to remove or reduce the dog leg. Consultation with industry providers of guard rails failed to find a suitable safety barrier that would reduce the length of the existing barrier. The option of removing the safety barrier is not possible because it would provide an unacceptable safety risk to motorists who may hit the bridge structure. There are benefits to cyclists who are required to slow down prior to entering the road. This creates a safer option as they are unable to travel at speed onto the road without giving way to vehicles.

2. Cyclists and pedestrians are not using due care when crossing McEwan Ave.

Removing the dog leg from the intersection will only increase cyclists and pedestrians to not use due care. Cyclists and pedestrians who use this intersection can clearly see that they are approaching the intersection. Cyclists and pedestrians are also expected to know that they don't have right of way at this intersection. Sight distances for cyclists and pedestrians who cross McEwan Ave are greater than required once they reach the intersection.

3. No traffic calming measures.

Installation of shared path crossing signs on McEwan Ave allows for vehicles to clearly identify that cyclists and pedestrians may be crossing McEwan Avenue. Installation of line marking has also created a narrower road corridor for motorists as it will encourage safe parking spaces along McEwan Avenue. This will cause motorists to slow down along McEwan Avenue. McEwan Avenue is an approved restricted heavy vehicle route which



McEwan Ave Public Consultation

limits the types of traffic calming measures available to be implemented. In 2015 traffic counts were conducted over 2 weeks which indicated that 85% of vehicles were travelling at 40km/h. 0.43% of vehicles were exceeding the posted speed limit of 50km/h. This information shows that there is no cause for concern with vehicle speeds on McEwan Ave on the NSW side of the railway line. No data was collected within ACT.

4. Suggestion of a pedestrian Crossing.

NSW Roads and Maritime Services have requirements for installing pedestrian crossings. These requirements are not satisfied.

5. Re Route the path under the bridge.

Re-routing the path under the bridge would not have a suitable cost to benefit ratio. Extensive earth works, an extension of the bridge and potential acquisition of land does not make this option a viable option.

6. The path is too narrow.

The Path is limited in width because of the available space. Land acquisition and earthworks would have to be conducted to enable the path to be wider. Extensive analysis was conducted for widening the path with all options found to have excessive expense.

7. Install well-lit cycleway signs.

This option was raised at Local Traffic Committee and through community consultation. The concept design has been updated to reflect these signs. The signs that are proposed to be installed are have high contrast and comply with NSW Roads and Maritime Standards.

8. Install traffic island at the intersection of McEwan Avenue and Henderson Road.

McEwan Avenue is a restricted vehicle access approved road for 25m B-Double Semi trailers. These trucks require adequate turning space to be able to enter McEwan Ave because of their size. It also reduces the options that are available for traffic calming. This heavy vehicle route is subject to change as this route is no longer required by B-Double trucks. If this was to occur other options may become available in future for traffic calming and assisting drivers when they travel along McEwan Ave.

Other issues raised which may be addressed using other avenues.

- ACT Government are not installing traffic calming to the expectations of residents.
- Drug and alcohol addiction is a factor for people who walk/ride/drive along McEwan Avenue.
- Oaks Estate has a high household rate of no-car ownership.
- ACT Traffic rangers are not providing compliance enforcement to the expectations of residents.

McEwan Ave Public Consultation

Options Considered

Queanbeyan-Palerang Regional Council considered a number of options to assist with the improvement of pedestrian and cyclist infrastructure on McEwan Ave. Each option was considered on a case by case basis both individually and as a suite of improvements.

Safety was considered to be superior to convenience. This included safety to all users of the road and path. Cost to benefit was assessed for each option and the design for this intersection updated to accommodate recommended changes.

Conclusion

The concept design for the shared path crossing at McEwan Ave have been updated to accommodate for public consultation feedback. All feedback provided has been noted.

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ATTACHMENT 4MCEWAN AVE CONCEPT DRAWINGS



