



Woolooware Active Transport Link Stage One and Two Update Feb 2023

Shared Path in Denman Ave, Woolooware

Background

In accordance with a Voluntary Planning Agreement (VPA) reached between Council and the Sharks Development Stage 4, Council will construct an active transport link in accordance with Council's adopted Active Transport Strategy that connects the new Woolooware Bay Town Centre with Woolooware Railway Station and Cronulla Mall. This is approximately 2.3kms long over 4 stages. The proposed facility will improve safety for residents that wish to walk or cycle within their local area.

Council has now completed the community engagement stage of the Woolooware Active Transport Link Stage's One and Two. Council has considered all the submissions received appropriately. We are now writing to you to advise you that Council has awarded the contract and works will be commencing on the project over the next few weeks.

Works will start at the northern end of Woolooware Road adjacent the Golf Course and continue along Woolooware Road. The route will continue along the northern side of Denman Ave to the existing pedestrian crossing where pedestrians and cyclists can access Hagger Park and Woolooware Railway Station. Stage two of the shared pathway will continue in an easterly direction along the southern side of Denman Ave to Franklin Rd. Stage three and four continue from Franklin Road to Cronulla Central via Philip Street, Burke Road and Croydon Street.

FAQs

Below is a summary of responses to Frequently Asked Questions that council received during the engagement process. You may also refer to Council's webpage of Council's Key Projects Woollooware Active Transport Link for further information.

"Council's Active Transport Strategy aims to ensure the Sutherland Shire has a safe, connected, accessible active transport network. We are committed to ensure more facilities for active transport (walking and cycling), along with improved public transport, to provide viable alternatives to cars, helping manage increased traffic congestion.

Existing examples

A comprehensive active transport network must include a high percentage of shared pathways within residential streets, particularly those near public transport hubs. There are many examples of shared pathways throughout Sydney and the Sutherland Shire in residential areas with frontages. In the Sutherland Shire this includes (but is not limited to):

- Bate Bay Road, Cronulla
- Elouera Road, Cronulla (Links Ave to Captain Cook Drive)
- Woodlands Road, Taren Point
- Acacia Road, Kirrawee
- Waratah Street, Kirrawee
- Oakwood Street, Sutherland.

Safety and Liability

Under Rule 74 of the Australian Road Rules, it is the responsibility of the driver of any vehicle entering or leaving a road or road related area, to give way to any pedestrian or vehicle (including cyclists) within that road or road related area. This rule applies to all drivers whether the frontage of the property has a footpath, shared pathway or no formal footpath in place.

Alternative Routes and Potential Use of Proposed Shared Pathway

Regarding suggestions to use alternative locations, this would only transfer the same issues to those locations. The proposed route considers the most direct, safest and level route. Notwithstanding, Council wish to advise the following in relation to the potential users of this proposed facility.

Council's provision of shared pathways and a comprehensive off-road active transport network is in response to resident feedback over many years. Residents have advised Council that if more off-road facilities are provided, there is a much greater chance that they will ride and walk, rather than drive. These are Sutherland Shire residents that are not confident enough to ride on the road but would like to ride on off-road pathways. These are the people Council would like to encourage to ride or walk, rather than drive to Woollooware Station. Cyclists that are confident enough to ride on-road are likely to continue to do so and are generally not interested in sharing a pathway with pedestrians.

Car Parking

As with all Railway Stations, on-street parking in surrounding streets is in high demand. This has remained the case for decades. This is part of the justification why Council's focus should be on reducing car dependency in and around town centres, which includes the use of improved active transport infrastructure.

Council's position on reducing car dependency and improving the liveability of the town centres is closely aligned to the NSW Government's recently released Future Transport Strategy 2061.

The availability of parking off street and on street in each area is a matter for residents to consider when purchasing or renting property.

Parking close to driveways

A number of Denman Avenue residents have raised concerns about commuters parking close to driveways. In light of this, Council will investigate installing linemarked parked bays, in consultation with residents. This will be undertaken as a separate project."