

# Active transport - Shared pathways

## Community information sheet

### What is active transport

Council's Active Transport Strategy ensures that active transport continues to contribute to an active, safe, healthy, liveable, connected and resilient Shire.

Active transport is transport using physical activity. Walking and cycling is the most common, but it can also include using a scooter or skateboard, wheelchair, pushing a pram /stroller and roller skating.

Active transport is integral to how we move from one place to another. Whether it's just to access your car, a bus or train, part of your travel to work, school, shops, or exercising at a park, it's highly likely that some form of active transport will be used.

### What is a shared pathway

A shared pathway allows pedestrians, cyclists, scooters, skateboards, wheelchairs, prams/strollers and roller skating to easily and safely commute for short trips – reducing the need to use a car.

There are many shared pathways across the Sutherland Shire and this will continue to grow as demand increases for active transport, particularly for short trips.

Shared pathways range in width from 2 metres to 3 metres and are concrete like footpaths. Standard footpaths range in width from 1.2 metres to 1.8 metres. Shared pathways include central white line markings and logos to indicate shared use by pedestrians and cyclists.

### Woolooware Bay shared pathway

The Woolooware Bay shared pathway is aimed at addressing increased growth in the Woolooware Bay area and providing our community options for active transport by connecting key areas to public transport. The pathway is part of a Voluntary Planning Agreement (VPA) reached between Council and the Sharks Development Stage 4.

The pathway would connect with the existing shared pathway at Captain Cook Drive, located on the western side of Woolooware Road between Denman Avenue and Captain Cook Drive. The pathway will connect to Woolooware Train Station and then continue along the southern side of Denman Avenue to Franklin Road. The pathway would be concrete and 2 metres wide in front of the residential properties, 500 mm wider than a standard footpath.

The shared pathway is proposed to be extended in future stages, linking Woolooware Bay Town Centre to Cronulla Town Centre over four stages of work. The shared pathway will be approximately 2.3 kms long when completed. It will improve safety for residents that wish to walk or cycle within their local area.

Stages three and four will continue the pathway from Franklin Road to Cronulla Central via Philip Street, Burke Road and Croydon Street, Cronulla.

The proposed route considers the most direct, safest and level route.

## Other shared pathways in Sutherland Shire

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. In the Sutherland Shire this includes (but is not limited to):

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

## Preferred location of shared pathways

Concrete shared pathways are generally constructed offset from 2 metres from the kerb on the most suitable side of the road. The most suitable side of the road is determined by existing cross streets, existing trees and constraints and connections to adjoining infrastructure. Shared pathways are usually constructed in a straight or parallel alignment to the property boundary. The shared pathway along Woolooware Road and Denman Avenue will be constructed 500 mm offset from the front of property boundaries.

In some instances, the shared pathway may need to bend or curve due to existing site constraints. Site constraints include the location of trees, landscaping, topography of the nature strip, power poles, kerb type, surface drainage, above/underground services and the levels of adjoining constructed vehicle crossings (driveway between the kerb and gutter and private property boundary).

## Pedestrian, cyclists and vehicle safety

The safety of our community is our priority.

We understand that a shared pathway can raise safety concerns for our communities. It is important to note, that all motorists are obliged to give way to cyclists and pedestrians when entering or leaving private property. This is no different for a shared pathway.

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.

## Car parking

Council recognises that on-street parking in surrounding streets near train stations is in high demand. This is why Council is increasing active transport to reduce car dependency in and around town centres. 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.

A number of local residents have raised concerns about commuters parking close to driveways. In light of this, Council will investigate installing line marked parked bays, in consultation with residents. This will be done as a separate project to the shared pathway.

## Protecting trees

As part of the design process for new shared pathways and footpaths, Council's Tree Management Officers inspect all trees along the street which may be impacted by the pathway.

Maintaining trees and managing future growth is a priority and considered in the design process. Trees that will need to be removed have either been considered unhealthy or there is no alternate solution to pass the tree.



Any trees that are removed will be replaced according to Council's Urban Tree and Bushland Policy which has a 4:1 replacement ratio. This policy can be found on our website [sutherlandshire.nsw.gov.au](http://sutherlandshire.nsw.gov.au) > Council > Policies and Documents.

## Restoration of impacted driveways

When Council constructs a new footpath the design of the footpath will match the levels of the adjoining driveway.

If an existing driveway has been approved by Council it will not be impacted. It is only if a driveway is unmade, paved gravel or bitumen that a section may need to be removed to match in the adjoining footpath. If modifications are required to be made to match the footpath, like materials will be used at no cost to the owner.

All reinstatement work will be discussed with impacted property owners closer to the construction of the footpath by Council or its contractors.

## When will work start?

The first and second stages of the Woollooware Bay shared pathway, along Woollooware Road and Denman Avenue, will start in late March 2023. The work will take a few months and be completed by June 2023.

You will be contacted before construction of the shared pathway starts.

## More information

For more information please email the project team [watl@ssc.nsw.gov.au](mailto:watl@ssc.nsw.gov.au)