# **Responses to feedback**

## What we've heard

We've had a detailed look at people's concerns and suggestions for the proposed Wheels to Wings cycleway design. Please check out how we've addressed these in our updated design for each section of the cycleway. We're keen to hear what you think of our proposed changes.

## Parking



We're proposing to remove approximately 40 per cent of the onstreet parking along the route, but this varies from block to block. We've retained as many on-street car parks in key business areas as possible.

Following feedback, we've retained 18 more on-street car parks along the route, as well as improving pedestrian crossing points to make it safer and easier to cross the road and access parking.

## What you've said

"Car parking for residents and businesses along the way will be reduced, affecting income and making access for less mobile people harder, both when using the businesses and when visiting houses."

"I am concerned about the impact on local business especially in regard to parking given the wide demographic and diverse range of users (seniors, children, hospital patients, children with special needs etc)."



## Property access

In some areas we're proposing to make more space between one cycleway separator and the next so people can enter and exit their driveways easily.

The on-street parking is set back around driveways to allow better visibility for cyclists and drivers. The new traffic signals will also create some gaps in the traffic flow, making it easier for people to get out of driveways.

There is not enough space for parking outside every property. We've aimed to provide parking within a short distance of all properties for visitors and deliveries.

When the cycleway is completed we'll send an information leaflet to residents and businesses about things such as where to put your rubbish bins on kerbside collection day.

## What you've said

"Reducing them to one lane on each side would make it impossible for Harewood Road residents to leave their properties, particularly at the busier times of the day for vehicle traffic."

"Exiting a driveway for residents will require some skill – they will have a three metre wide 'pathway' to cross and avoid pedestrians and cyclists – both entering and exiting their properties. Harewood Rd will be one lane so all traffic would be held up for a person to get into their property whilst they are giving way to others?"

"In the area with a predominance of elderly what consideration has been given to restrictions for so many who depend on home help, medical and/or social and family

# Cost

This project includes benefits for the whole community. Approximately 30 per cent of the project cost can be attributed to components that aren't purely for cycling, these include:

- New signalised intersections at Harewood/Gardiners/Breens and Wooldridge/Harewood.
- Turning arrows at the Greers Road intersection to improve safety for all road users.
- Improvement to crossings over Harewood Road and side streets to make it easier and safer for pedestrians.
- Streetscape improvements, such as planting, seating and paving
- Road, footpath and pipe renewals.

## What you've said

"We think it is a huge waste of rate and tax payer funds."

"Honestly can we please attend to the basics before wasting even more money on luxuries?"

"Typically, rhetoric portrayed in media suggests that cycleways may cost a lot for little economic return. The reality is that cycleways and thus - induced demand of cycling have been shown internationally to have far greater economic benefits than driving. A study cited by then Australian Deputy Prime Minister Antony Albanese found that: "The economy benefits by more than \$21 every time a person cycles 20 minutes to work and back and \$8.50

each time a person walks 20 minutes to and from work".

"Bishopdale has a high percentage of elderly... Every time I have used a shared pathway cyclists believe they have the right of way and as a pedestrian I have had to jump out of they way or risk being hit... Our elderly will be the ones to suffer"







Proposed signalised crossing points at Matsons Avenue, the Bishopdale roundabout, Nunweek Boulevard and Harewood School will make it safer and easier for pedestrians in the area.

New pedestrian refuges on Harewood Road and kerb buildouts on side roads make it easier and safer to cross roads.

## What you've said

"I agree with the slower speeds and the lights as it is always a very dangerous area for children."



## Safety - Cyclists



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Some cyclists have told us they feel unsafe when cycling on Harewood Road. The new cycleway concept is designed to be safe and easy to use for people of all ages and abilities.

## What you've said

"I did cycle the eastern end more for a time a couple of years ago when my partner worked at the Airport Business Park and at times found this to be scary despite being a confident cyclist, mostly due to close passes from cars when taking the lane past parked

"Until recently I cycled to and from work on Harewood Road, however I have largely stopped cycling to work due to the increasing volume of traffic and dodgy intersections on the road. I have been cut off several times on the Gardiners/Breens intersection (including by buses) and need to frequently check behind when cycling on the dual carriageway part of Harewood Road it is barely wide enough for a parked vehicle and 2 lanes of traffic let alone trying to squeeze a bicycle in beside parked vehicles and traffic flow."



### **Safety - Drivers**



We've made turning easier at Greers Road and Wooldridge Road with new and improved traffic signals, and we've also widened U-turn pockets. The overall changes we're proposing with the preferred design means traffic will naturally go at slower speeds, making it safer for everyone to travel around the neighbourhood.

## What you've said

"Harewood Rd is currently too wide. This encourages drivers to travel too quickly, sometimes as high as 70km/h in a residential area. Narrowing the road will make drivers travel at a more reasonable speed."

"Current vehicles needing to reverse direction along the current dual lanes of Harewood Road use the turning bays but it is common to slow or block the right hand lane especially if there is more than one turning vehicle or head on traffic is of such a volume that restricts turning."

"Upgrade Greers Rd intersection - YES!! MAKE SURE THERE IS A PERMANENT, LONG LASTING TURNING ARROW IN ALL DIRECTIONS! It is currently appalling, and turning traffic backs up - at many times of the day, not just rush hour - it infringes on the straight ahead lanes and turns through red lights. Without this change, the intersection remains congested and unsafe for everyone, including pedestrians."

## **Safety - Intersections**



We're adding traffic signals at the Harewood/Gardiners/Breens intersection, and the Harewood/Wooldridge. We're also upgrading the Harewood/Greers intersection to make it safer for pedestrians to cross, and easier for right-turning vehicles.

## What you've said

"...I also think you need to control traffic at Wooldridge Road (lights?)."

"Totally agree with the lights at the Breens Rd/ Harewood Rd intersection as it is soo dangerous trying to cross over."