

## **10.4. West Street Cycling, Walking and Streetscape Upgrades Stage 1 - Consultation Outcomes**

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### **ATTACHMENTS:**

1. Attachment A Summary of Submissions West Street Stage 1 [**10.4.1** - 53 pages]
2. Attachment B Submission Response West Street Stage 1 [**10.4.2** - 6 pages]
3. Attachment C Interactive Map Comments [**10.4.3** - 4 pages]

### **PURPOSE:**

This report provides detail of the community consultation outcomes on the proposed West Street Cycling, Walking and Streetscape Upgrades - Stage 1 project.

### **EXECUTIVE SUMMARY:**

West Street Cycling, Walking and Streetscape Upgrades - Stage 1 (West Street Stage 1) will provide cycling, walking and streetscape upgrades along West Street between the Pacific Highway and Ridge Street, North Sydney. This project progresses the completion of the 'Priority Route 1' cycleway, outlined in Council's North Sydney Integrated Cycling Strategy (2014).

Public exhibition of the proposed concept plans took place from 4 October to 14 November 2022 (42 days). A total of 92 submissions were received, in summary:

- 83 (90%) indicated support for the project, 8 (9%) opposed the project, 1 (1%) were neutral.
- 50 (54%) of submissions came from residents/businesses within the North Sydney LGA. Of these submissions, 42 (84%) supported the project, 7 (14%) opposed the project and 1 (2%) were neutral.
- 10 comments were made on the interactive map from 7 participants.

There is no loss of parking associated with this project.

This report recommends that Council proceeds to tender and construction stage for the project, which will be subject to approval from the North Sydney Council Traffic Committee. Approval from the North Sydney Traffic Committee will be undertaken in early 2023, with construction due to commence in May 2023.

### **FINANCIAL IMPLICATIONS:**

The total estimated project cost is \$850,000 with \$800,000 (94.12%) from state funding and a \$50,000 (5.88%) Council contribution. Council has received an \$800,000 grant under the NSW Government's Get NSW Active Program 2022/23 for this project. The project funding that Council has received needs to be committed this financial year. \$50,000 of Council's money was allocated from the 2022/23 'Bike Facilities' budget towards the project.

The project is scheduled to commence construction this financial year.

**RECOMMENDATION:**

- 1. THAT** Council notes the outcome of the community consultation undertaken for this project (West Street Cycleway - Stage 1).
- 2. THAT** Council proceeds to tender and construction documentation stage for West Street Cycleway - Stage 1.
- 3. THAT** the final detailed design for the project be subject to approval of the North Sydney Traffic Committee.

## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
  - 2.2 Vibrant public domains and villages
  - 2.3 Prioritise sustainable and active transport
  - 2.4 Efficient traffic mobility and parking

## 4. Our Social Vitality

- 4.1 North Sydney is connected, inclusive, healthy and safe

## BACKGROUND

Council's North Sydney Integrated Cycling Strategy (2014) aims to deliver a cycling network accessible to people of all ages and cycling abilities and to enable more people in the community to choose cycling for day-to-day transport needs, particularly for short trips of between 2-5km. This project forms part of the Strategy's Route 1: Sydney Harbour Bridge to Cammeray via West Street.

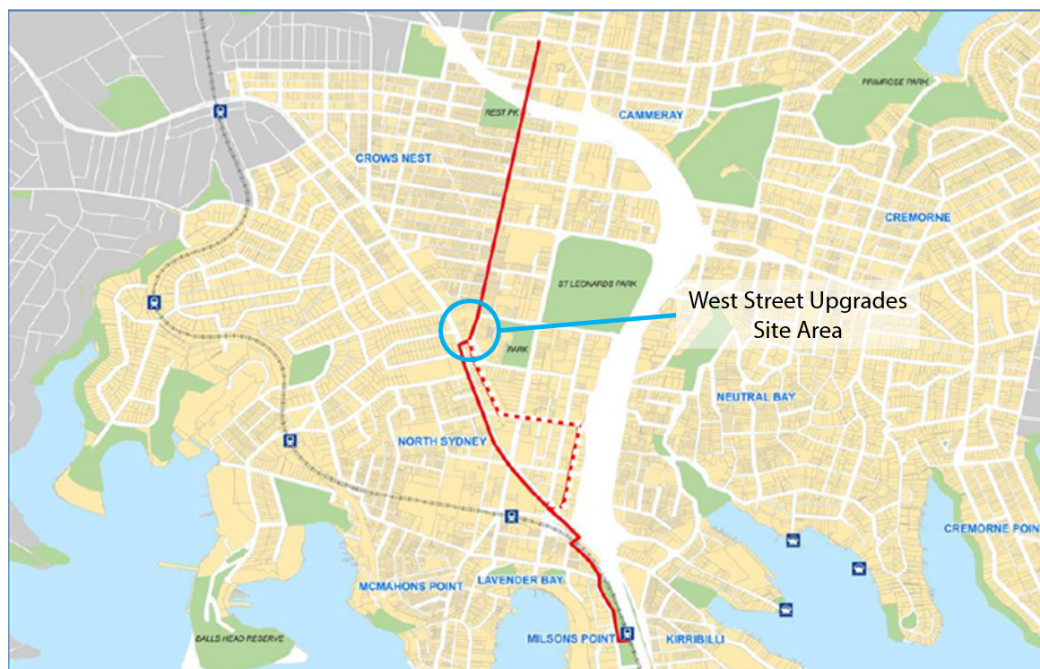


Figure 1. Route 1: Sydney Harbour Bridge to Cammeray via West Street in red.

The NSW Government Future Transport 2056 sets a vision that walking and cycling become the most convenient option for short, everyday trips around centres and local areas, supported by a safe road environment and appropriate infrastructure. Transport for NSW (TfNSW) has also identified North Sydney to St Leonards as a 'priority route' in the Eastern Harbour City Strategic Cycleway Corridors Strategy.

## Infrastructure and Demand

Separated cycling paths and improved walking facilities have shown to increase active transport trips across the North Sydney LGA. Increasing walking and cycling is an opportunity

to minimise the need for highway and road expansions, which are costly and consume larger areas of land.

Building transport infrastructure such as highways, roads, cycleways, or footpaths, will lead to more people using that transport mode. This is called **'induced demand'** and is commonly observed with road projects<sup>1,1</sup>. Freeway expansion is intended to increase road capacity however reduced congestion makes car travel more desirable encouraging more people to drive and returning congestion to previous levels. Further expansion is then required - at the expense of residents, parking, and trees.

Walking and cycling infrastructure take up considerably less space, less cost and has a greater capacity than roads and highways. Walking and cycling infrastructure also cause 'induced demand', however the implications are healthier communities, safer streets and more efficient use of space.

The graph below highlights the growth in use on the Ernest Street Cycle Path since completion and exemplifies induced demand for cycling caused by safer infrastructure.

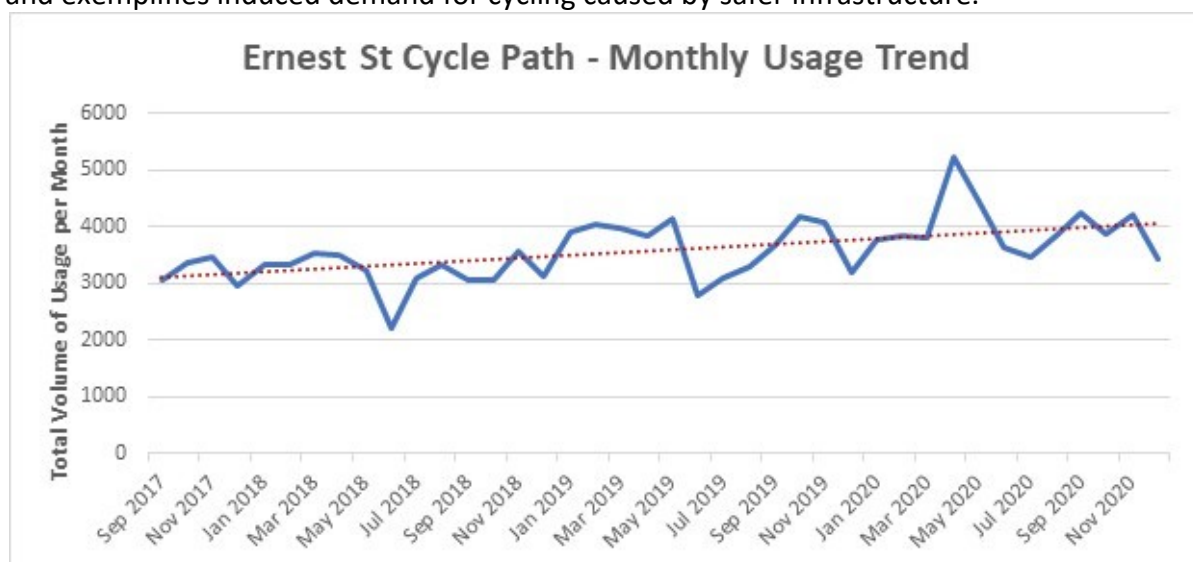


Figure 2. Earnest Street Cycle path - Monthly Usage Tend from 2017 to 2020

## Councillor Reporting

A Councillor Briefing was held on 20 September 2022 to provide an overview of the project scope and detail the community engagement activities planned for the proposed consultation.

A report taken to 26 September 2022 Council meeting (Item 8.10. Design and Consultation Report for West Street Walking Cycling and Streetscape Upgrade - Stage 1) recommended

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<sup>1</sup> Beck. M., & Bliemer. M. (2015). Do more roads really mean less congestion for commuters? The Conversation. <https://theconversation.com/do-more-roads-really-mean-less-congestion-for-commuters-39508>

that Council place the final designs for West Street Stage 1 on public exhibition and consultation outcomes be reported back to Council. Council resolved:

1. THAT the final concept design for West Street Stage 1 cycleway and associated streetscape works be placed on public exhibition for a period of 42 days from 4 October to 14 November 2022.
2. THAT at the end of the public exhibition period, a further report be prepared for Council detailing the outcomes of consultation and incorporating a preferred final design for Stage of the West Street cycleway that considers the feedback received from the community consultation.
3. THAT Council prioritise and progress the concept designs of stages 2 & 3 of the West Street cycleway and associated streetscape works while implementing stage 1.

## CONSULTATION REQUIREMENTS

Community engagement has occurred in accordance with Council's *Community Engagement Protocol*. The detail of this report provides the outcomes from the engagement for Council to consider prior to adoption.

## DETAIL

West Street Stage 1 will deliver upgrades to cycling and walking infrastructure as well as streetscape improvements. It is located along West Street, North Sydney, between Pacific Highway and Ridge Street.



Figure 3. Existing cycleway along Ridge Street in blue, shared path along Hazelbank Place in green, West Street Stage 2 in dashed red, future priority route links in dashed purple and West Street Stage 1 in solid red line

### 1. Project Scope

The West Street Stage 1 upgrades and related outcomes includes:

#### 1.1 Cycling upgrades and outcomes

- Construction of 100m off-road - separated bi-directional cycleway between Church Street and Ridge Street
- a direct connection into the Ridge Street Bi-Directional separated cycleway provides better connectivity for cyclists who use Church Street in a shared-on-road environment.
- narrowing of road width to accommodate cycleway.
- 



*Figure 4 & 5. separated bi-directional cycle paths improve safety for cyclists, and encourages a wider variety of people to cycle*

## 1.2 Walking upgrades and outcomes

- Improved pedestrian amenity and accessibility with new continuous footpath treatments at the intersection of Church Street/West Street,
- Pedestrian and bicycle crossing at the intersection of Church Street and West Street
- 



*Figure 6. proposed continuous footpath make walking easier, especially for older adults and people using a wheelchair*

## 1.3 Streetscape upgrades and outcomes

- enhancement of existing landscaped verges with the introduction of new garden beds including “Raingardens”.
- upgraded signage and line marking
- removal of one (1) tree and the additional planting of six (6) extra street trees along West Street
- no loss of parking.
- 



Figure 7. Streetscape improvements include raingardens which reduce pollutants entering waterways

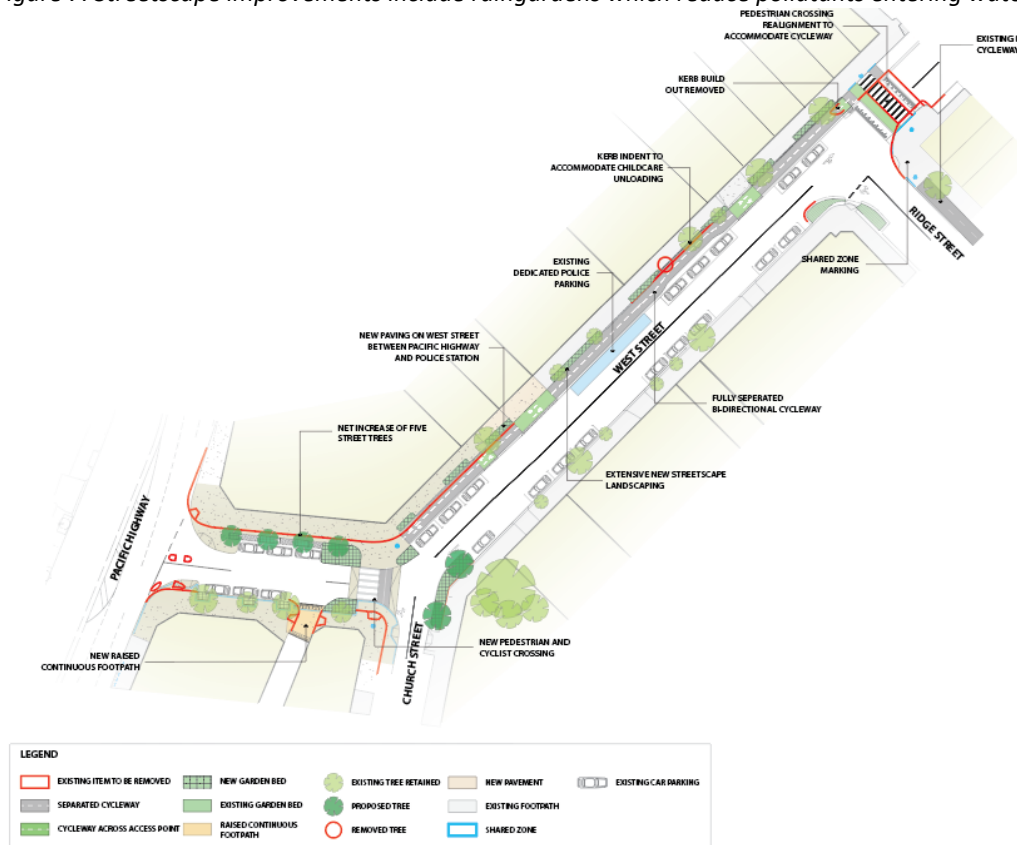


Figure 8. Layout plan showing key project features



Figure 9. Artist impression of West Street Stage 1

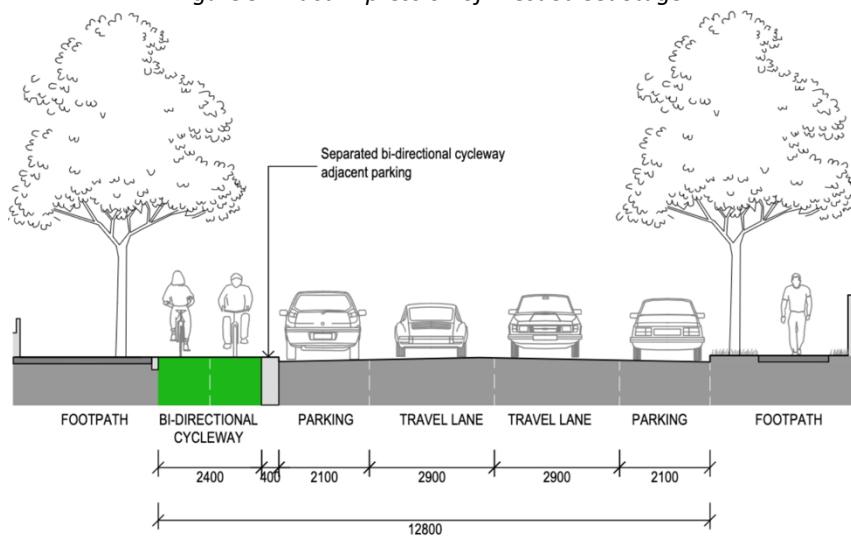


Figure 10. Typical cross section

## 2. Public Exhibition

The 42-day public exhibition period was held 4 October to 14 November 2022 during which time effort was made to ensure widespread stakeholder awareness of the opportunity to provide feedback on the plan during the public exhibition period. A total of 92 submissions were received.

### 2.1 Inform Reach

The following summary details the methods used to generate widespread awareness of the proposal and the level of participation/reach.

- *North Sydney Your Say webpage* - over 1,400-page views, including 100 'engaged' participants that contributed feedback, 618 'informed' participants that viewed the consultation materials provided and 1,066 'aware' participants that visited the page at least once.
- *Interactive Map* - 7 participants contributed 10 pins to the interactive map.
- *Direct Letter* - sent to 840 properties in the surrounding area.

- *Online Information Session* - cancelled due to low registration/interest. Registered participants were contacted via phone to discuss the project one-on-one with staff.
- *Social Media* - a post was made on Facebook, which received a paid boost, and on Instagram.
  - Facebook post 1, 11 October 2022 (paid boost) - 26,917 impressions, 14,605 post reach, 1903 post engagement, 81 reactions, 80 comments, 581 link clicks, 1,157 other clicks and 4 shares.
  - Instagram post, 11 October 2022 - 1,174 impressions, 1,066 reach, 19 likes, 2 comments
  - Twitter post, 11 November 2022 - 225 impressions, 17 engagements, 5 link clicks, 1 profile visits.
  - Facebook post 2 (reminder), 16 November 2022 - 1,610 impressions, 1,470 people reached, 224 post engagements, 5 reactions, 14 likes, 2 comments, 31 link clicks, 104 other clicks and 1 share.
- *Council E-Newsletter* - stats for October and November 2023:
  - October - 1,371 subscribers, opened by 56.3%, 60 link clicks
  - November - 1,381 subscribers, opened by 50.76%, 10 link clicks
- *Site Walkthrough* - there were nine registrations for the on-site walkthrough and five attendees on the day. A reminder email was sent to participants, however, poor weather may have impacted attendance.
- *Precincts E-news* - stats for dates within the exhibition period:
  - 7 to 13 October 2022 - 161 subscribers, opened by 47.50%, 2 link clicks
  - 21 to 27 October 2022 - 161 subscribers, opened by 45.28%, 2 link clicks
  - 28 October to 3 November 2022 - 158 subscribers, opened by 46.20%, 2 link clicks)
  - 11 to 17 November 2022 - 158 subscribers, opened by 44.87%, 1 link click)
- *Precinct Committee Memo* - promoted to all Precinct Committees; three Precinct Committees promoted the project (opportunity to have a say) via their meeting invite flyer, distributed to a collective of 3,970 residences.
- *Northside Produce Markets Stall* - two Council Staff members ran a stall at the markets and spoke to market attendees. Flyers and hard copy submissions forms were distributed. Two A1 posters of the project area were displayed, and attendees were encouraged to pin their thoughts on the board. Two comments were made.



Figures 11 & 12. North Sydney Council Staff attended Northside Produce Market to promote/discuss the West Street Stage 1 designs.

## 2.2 Submissions

There was a total of 92 submissions received including 89 online submissions and 3 written submissions,

Of these, 83 submissions (90%) indicated support for the project, 8 submissions (9%) opposed the project, 1 submission (1%) was neutral.

Community Sentiment For West Street Stage 1

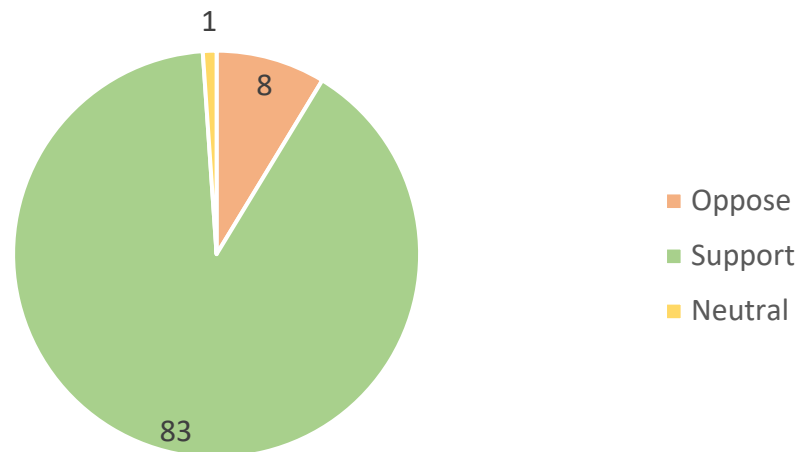


Figure 14. overall community sentiments for West Street Stage 1

Of the total submissions, 50 (54%) came from residents/businesses within the North Sydney LGA. Of these submissions, 42 (84%) supported the project, 7 (14%) opposed the project and 1 (2%) were neutral.

Sentiment By North Sydney Lga

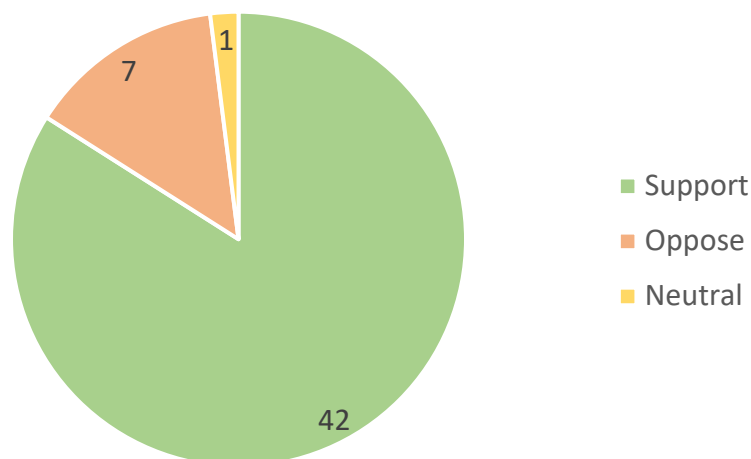
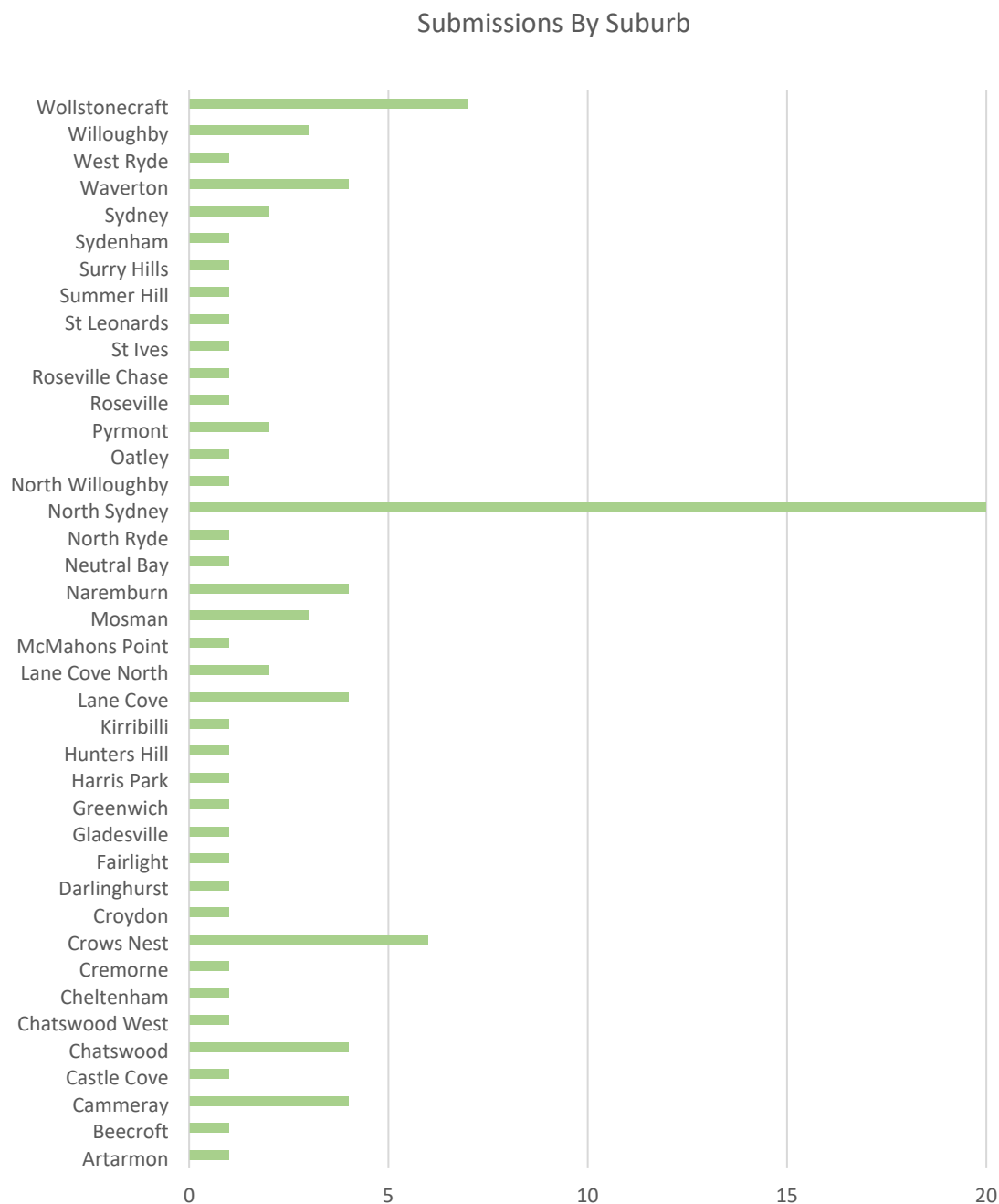


Figure 15. Respondent by North Sydney LGA

The suburb with the most amount of submission was North Sydney (20), followed by Wollstonecraft (7) and Crows Nest (6). Waverton, Naremburn, Lane Cove and Chatswood had 4 submissions each.



*Figure 15. submissions received by suburb*

### 2.2.1 Key Themes and Issues

The following section outlines the analysis of submissions and provides a response to community suggestions. The below word cloud generated from the submissions highlights common words and themes. The word cloud reflects the high level of support received from submissions such as ‘safe’, ‘support’, ‘safer’ and ‘good’.



## 2.3 Interactive Map

The community were able to submit comments via an online interactive map on the YourSay website and replicated at the information stall at the Northside Produce Markets by sticking pins on the same map. There was a total of 10 pins submitted from 7 participants. See Table 1 for summary of submissions and response and Attachment C Interactive Map Comments.

**Table 1. Map Comment Summary and Response**

Comment Summary	Response
The entire length of cycleway should be painted green for clear marking	To consider at construction stage.
The cycleway should have a larger buffer zone for separation with parked cars or painted warnings for parked cars.	The cycleway has a planned buffer zone that meets minimum requirements. Council to investigate additional painted warnings as referenced in the comment
Comment suggests the cycleway is not compliant with the Cycleway Design Toolbox standards.	The Cycleway Design Toolbox suggests a minimum size for a bi-directional cycleway as 2.4 metres wide. West Street Stage 1 is compliant with this standard.
Request for a pedestrian crossing on Ridge Street at the West Street intersection	Council staff to consider merits and apply for grant funding for future project construction.

## 3. Conclusion

Community feedback indicates strong support for West Street Stage 1 design. The proposed route is consistent with Council's Integrated Cycling Strategy (2014) and deliver a key section of 'Priority Route 1' project as well as anticipated improvements to the broader walking and cycling network.

There was a minority of submissions opposed to the design mainly around the impact on pedestrian and private vehicle safety and slowing traffic. A high majority of submissions stated the upgrades would deliver safety improvements for cyclists and pedestrians, and these road users are considered a priority in the road user hierarchy.

It is recommended that Council proceed with this project, inclusive of the adjustments noted above and subject to confirmation of the TfNSW funding component, and that detail design documentation for tender and construction purposes commence this financial year. Council is to note that the final detail designs for the project will require approval from the North Sydney Council Traffic Committee.

## 4. Timeline

The following diagram outlines the work progressed to date and the next steps in the project implementation.



## ATTACHMENT A

### West Street Cycling, Walking and Streetscape Upgrades, Stage 1 Summary of submissions received during public exhibition period 4 October to 14 November 2022

The following criteria are used to analyse all submissions received, and to determine whether or not the plan would be amended:

1. The West Street Cycling, Walking and Streetscape Upgrades, Stage 1 **would be** amended if issues raised in the submission:
  - a provided additional information of relevance.
  - b indicated or clarified a change in government legislation, design standards, Council's commitment or management policy.
  - c proposed strategies that would better achieve or assist with Council's objectives.
  - d was an alternate viewpoint received on the topic and is considered a better option than that proposed or;
  - e indicated omissions, inaccuracies or a lack of clarity.
2. The West Street Cycling, Walking and Streetscape Upgrades, Stage 1 **would not be** amended if the issues raised in the submission:
  - a addressed issues beyond the scope of the proposal.
  - b was already in the proposal or will be considered during the development of a subordinate plan (prepared by Council).
  - c offered an open statement, or no change was sought.
  - d clearly supported the proposal.
  - e was an alternate viewpoint received on the topic but the recommendation was still considered the best option.
  - f was based on incorrect information.
  - g contributed options that are not possible (generally due to some aspect of existing legislation or government policy) or; involved details that are not appropriate or necessary for inclusion in a document aimed at providing a strategic community direction over the long term.

Name and address withheld (use this to copy and paste below as necessary, then delete)

West Street Cycling, Walking and Streetscape Upgrades – Stage 1 SUBMISSIONS SUMMARY (4 October to 14 November 2022)						
No.	Name	Issue / Theme	Key Points Raised	Submission	Action	Sentiment
1	Adam Wilson	safety	<ul style="list-style-type: none"> <li>Will provide a safe route for commuters</li> </ul>	I support the proposed stage 1 cycle path. I commute to work into the Sydney CBD & the construction of a dedicated cycle path is important to provide a safe route for people to commute into the city.	2d	Support
2	Adrian Muir	safety	<ul style="list-style-type: none"> <li>Safety concerns for cyclists at West St Intersection at Falcon and Ernest Street</li> </ul>	The new cycleway looks good, even if it is only a short length. However, urgent action is needed for cyclists near the intersections of West St and Ernest St and West St and Falcon St. During peak hour both of these spots are extremely dangerous for cyclists. Motorists seem little bothered about squeezing cyclists out and ignoring their presence at the intersections.	2d, 2a	Support
3.	Alan Johnson	disconnecte d network	<ul style="list-style-type: none"> <li>Cycle path should be on eastern side of West Street</li> <li>Cycleway network should be better connected – Pacific High intersection traffic lights.</li> <li>Supports completion of stages 2 and 3</li> </ul>	<p>I cycle in Ridge St most days but can't see any use for this cycle way. It doesn't link with any cycle route, it dumps you at pacific highway. How would you cross the highway to get onto it.</p> <p>It must continue to the roundabout on west st to Warringah freeway to be of any use as that would be a useful connection out to lane cove/chatswood.</p> <p>Save the money until you have enough to do a proper job otherwise it will just be more unused infrastructure that annoys motorists.</p> <p>It's in the wrong side if the road.</p>	2a, 2e	Oppose

West Street Cycling, Walking and Streetscape Upgrades – Stage 1 SUBMISSIONS SUMMARY (4 October to 14 November 2022)						
No.	Name	Issue / Theme	Key Points Raised	Submission	Action	Sentiment
4.	Alexandra Stanley	inclusivity, health and wellbeing	<ul style="list-style-type: none"> <li>Riding on road with cars causes health issues</li> <li>Cycleways increase feelings of safety and encourage young people to cycle and parents to cycle with children</li> </ul>	Please build the cycleway at West Street. I like riding with my dad to Childcare. I don't like being near cars because they are scary and make me cough.	2d	Support
5.	Alison Pryor	safety, disconnected network, disconnected network	<ul style="list-style-type: none"> <li>Cycleway will encourage less confident riders</li> <li>Council should connect the network to further improve safety</li> </ul>	<p>I support the construction of the bi-directional separated cycleway on this section of West St - obviously it will be more functional when the other sections (stage 2 &amp; 3 are designed and constructed - hopefully the design work can be completed while stage one is being constructed. I am an cycling instructor running programs in lower north shore - often working with less confident adults wanting to cycle for transport and recreation. Cycling routes that include riding on road in mixed traffic - particularly where there is consistent vehicle usage such as on West Street are a barrier to a more diverse population taking up cycling a local or commuting transport option.</p> <p>It will make a major difference to the safe and connected routes in North Sydney when the full section of West St cycle route is completed.</p>	2d	Support

West Street Cycling, Walking and Streetscape Upgrades – Stage 1 SUBMISSIONS SUMMARY (4 October to 14 November 2022)						
No.	Name	Issue / Theme	Key Points Raised	Submission	Action	Sentiment
6.	Alister Sharp		<ul style="list-style-type: none"> <li>General support for project</li> </ul>	<p>I support the proposal for a two-direction cycle path on the North side of West St, as indicated in the drawing 'Concept_Plan_-_West_Street_Cycling__Walking_and_Streetscape_Upgrade'.</p> <p>I note that the text box 'Fully separated bidirectional cycleway' on this drawing indicates the cycleway is to be on the South side of West St, and assume this is an error.</p>	2d	Support
7.	Andrew Elliston		<ul style="list-style-type: none"> <li>Suggests better connections to Pacific Highway cycleway</li> </ul>	<p>This is a positive move and would become more valuable if this were in time be extended to a shared path from the Pacific Hwy traffic lights on McLaren St (and on that side of the street) to the pedestrian crossing at Church St, then optionally a shared path or cycleway up to the new proposed West St cycleway. (Currently McLaren St is awkward and clumsy for cyclists heading to Church St. from the Pacific Hwy pedestrian lights).</p>	2a, 2d	Support
8.	Andrew Nelson	disconnecte d network	<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> </ul>	<p>I support the proposed Stage 1 works on West St, and also look forward to approval and completion of stages 2 and 3. For many years I used West St as part of my daily ride from Chatswood to the City, and it is good to see this important link road being improved.</p>	2a, 2d	Support
9.	Anthony Moriarty	Inclusivity	<ul style="list-style-type: none"> <li>General support for project</li> <li>Supports completion of stages 2 and 3</li> <li>Supports cycleway to encourage young people to cycle</li> </ul>	<p>Fantastic! Would love to cycle more safely down the whole of West St with my kids and this is a great start</p>	2d	Support

West Street Cycling, Walking and Streetscape Upgrades – Stage 1 SUBMISSIONS SUMMARY (4 October to 14 November 2022)						
No.	Name	Issue / Theme	Key Points Raised	Submission	Action	Sentiment
10.	Benita Dwyer	disconnecte d network, safety	<ul style="list-style-type: none"> <li>• Safety concerns for cyclists at West St Intersection at Falcon and Ernest Street</li> <li>• Supports completion of stages 2 and 3</li> </ul>	Currently North Sydney is not pedestrian or bike friendly, it's still far too focused around car travel. I am all for this bike lane – bike lanes in North Sydney are overdue they are the missing connection between Flat Rock Gully to North Sydney (and the bridge) – riding a bike down West Street from Naremburn is extremely dangerous near both the the Falcon Street and Ernest Street intersections. I cannot wait until the whole infrastructure is completed.	2a, 2d	Support
11.	Blair	traffic, streetscape, safety	<ul style="list-style-type: none"> <li>• Supports completion of stages 2 and 3</li> <li>• Connect Burnt Bridge Creek and Pacific Highway Cycleway</li> <li>• Ensure cycleway surface is smooth</li> <li>• Remove parking for additional garden beds</li> </ul>	<p>I strongly support the upgrades to West St, and would like to see upgrades to the rest of West St prioritised, ideally with construction commencing after the completion of Stage 1. I believe that this project is a strong step towards finishing the route connecting Burnt Bridge Creek to the Harbour Bridge, with benefits in reducing traffic and making our streets more liveable.</p> <p>Please fast-track construction of the rest of the cycleway to the Harbour Bridge so that it can be completed by the time the bridge cycleway ramp opens. This would make cycling an attractive option for tens of thousands of people as there would be a safe route connecting to the city from Chatswood.</p> <p>With regards to construction of the cycleway, please ensure the surface is smoother than the one used on the Ridge St cycleway. Although it is asphalt, when it was constructed it was not properly smoothed and therefore makes for a relatively bumpy ride.</p> <p>I believe the addition of more greenery is great. I would not mind if a few more car parks were removed to further widen the cycleway in key points and add more garden beds to reduce surface run-off of water.</p>	1c, 2a, 2d	Support

West Street Cycling, Walking and Streetscape Upgrades – Stage 1 SUBMISSIONS SUMMARY (4 October to 14 November 2022)						
No.	Name	Issue / Theme	Key Points Raised	Submission	Action	Sentiment
12.	Cameron Blyth	disconnecte d network, traffic, safety	<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> </ul>	<p>Looks great! I really hope stages 2 &amp; 3 follow quickly. Ridge St to Amherst St is a vital and popular connection to North Sydney and the CBD but it is currently unsafe.</p> <p>There are a lot of schools in the area and it would be great for parents and students to be able to ride safely to and from school, reducing congestion and making the area more pleasant.</p> <p>This is a great first step by Council and I hope there is much more to come.</p>	2a, 2d	Support
13.	Carla Lynam	safety, disconnecte d network	<ul style="list-style-type: none"> <li>Should prioritise other area of the network that are less safe - for example areas closer to the Harbour Bridge</li> </ul>	<p>Active transport in North Sydney is dismally lacking and this is a good start. However this section of West St is currently the only part I feel safe enough to ride my bike on the road as traffic volume is low. It would be better to concentrate efforts on another part or improve a section of active transport corridor closer to harbour bridge.</p> <p>North Sydney really needs to modernise and improve active transport. It needs to be continuous too. It is great that Zoe Baker is at the helm to improve this after the last mayor failed</p>	2a, 2d	Support
14.	Cecilia Shanahan	Traffic, parking	<ul style="list-style-type: none"> <li>Cyclists do not use existing Ridge Street Cycleway (ride on road)</li> <li>Cycleway will make road narrower and cause parking issues</li> </ul>	<p>Whilst I appreciate the effort by Council to increase cycleway, I would like to point out that the existing cycle path on Ridge St rarely, if at all, gets used. Cyclists continue to ride on the road and the cycleway just seems like. Complete waste not to mention making the actual road narrower and causing traffic and parking issues.</p>	2e	Oppose

West Street Cycling, Walking and Streetscape Upgrades – Stage 1 SUBMISSIONS SUMMARY (4 October to 14 November 2022)						
No.	Name	Issue / Theme	Key Points Raised	Submission	Action	Sentiment
15.	Chris	Traffic	<ul style="list-style-type: none"> <li>Narrowing lanes will slow traffic on a neighbourhood street</li> </ul>	Creating a dedicated cycleway along west street corridor will help connect a missing piece of the larger cycling network between the city and northern Sydney. This upgrade is a huge welcome and will be a great benefit to traffic and cyclists from broad areas of Sydney.	2d	Support
16.	Chris	Disconnected network	<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> <li>A cycleway on West Street will connect an important piece of the network</li> </ul>	The proposal looks good and seems to be an improvement to the existing infrastructure without a loss or restriction to current traffic conditions beyond encouraging drivers to go slower due to the narrowing of the lanes, which is also a good thing.	2d	Support
17.	Chris	Disconnected network	<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> </ul>	I highly support the proposal including the bi-directional cycleway. This is an excellent direction to support beginner and inexperienced and commuter cyclists in the locality in across the North Shore region who commute to the city and back. Please accelerate the construction of bi-directional cycleway up along West Street as soon as practically possible.	2d	Support
18.	Cori	Safety	<ul style="list-style-type: none"> <li>Supports separated cycleway</li> <li>Connect to Pacific Highway Cycleway</li> </ul>	I strongly support a separated cycle way, not just a bike picture on the side of the road. Separated physically is important for bike safety. I don't ride the route often as it is dangerous, however if separated I will use it more. Also needs more infrastructure past west street and through north Sydney going towards Milsons point, this often feels like a death trap	2a, 2d	Support

West Street Cycling, Walking and Streetscape Upgrades – Stage 1 SUBMISSIONS SUMMARY (4 October to 14 November 2022)						
No.	Name	Issue / Theme	Key Points Raised	Submission	Action	Sentiment
19.	Darren Beatty	Safety	<ul style="list-style-type: none"> <li>Concerned that the cycleway will cause issues with reversing out of driveway.</li> </ul>	<p>Resident concerns pertaining to 81 West Street, Crows Nest:</p> <ul style="list-style-type: none"> <li>- we have driveway</li> <li>- we have to reverse into incoming traffic across two proposed lanes (cycle + south bound traffic on West Street)</li> <li>- we will be unable to rotate our car sufficiently and therefore will also need to cross into north bound traffic on West Street</li> <li>- the distance between the proposed bike path and our front boundary makes reversing out impossible and extremely dangerous</li> <li>- we have a huge tree which creates a massive blind spot (unable to see oncoming cyclists)</li> <li>- bikes are silent and often with no lights at night</li> <li>- no physical way to detect bikes oncoming</li> <li>- street lights are on the western side of West Street and hence no lighting to help detect bikes at night</li> <li>- loss of street side parking for local community</li> <li>- no detail on separation of traffic and bike lanes</li> <li>- no detail on how the above risks will adequately mitigated</li> </ul> <p>All of these same concerns have been raised previously and with no response or adequate mitigation to these risks provided by Council.</p>	2a	Oppose

West Street Cycling, Walking and Streetscape Upgrades – Stage 1 SUBMISSIONS SUMMARY (4 October to 14 November 2022)						
No.	Name	Issue / Theme	Key Points Raised	Submission	Action	Sentiment
				We look forward to hearing from you as concerned residents as we would not like to see an accident occur due to poor planning by Council and in full knowledge of the above (major) issues.		

West Street Cycling, Walking and Streetscape Upgrades – Stage 1 SUBMISSIONS SUMMARY (4 October to 14 November 2022)						
No.	Name	Issue / Theme	Key Points Raised	Submission	Action	Sentiment
20.	David Watt	Traffic, safety, inclusivity	<ul style="list-style-type: none"> <li>Negative impacts of Western Harbour Tunnel</li> <li>Supports additional pedestrian crossings, 10km per hour speed zones and road narrowing landscaping to reduce vehicles using West Street as 'rat-run'</li> <li>Support 40km/hr per hour areas in high pedestrian areas to slow traffic and improve safety</li> </ul>	<p>I am very supportive of the proposed cycling, walking and streetscape upgrade. I have been following various proposals for a West Street cycleway for some years and have been disappointed to see the lack of progress. West Street is heavily used by cyclists, but I do not consider that it is safe for them under the current arrangements. A cycleway between Ridge Street and Pacific Highway would be a good, albeit modest, start.</p> <p>From a longer-term perspective, West Street is coming under considerable pressure from a variety of sources. The school building programs of schools such as Marist College, Wenona and Monte are leading to significant increases in an already robust education sector. Unfortunately, many of the additional students will be dropped off and picked up by motor vehicle notwithstanding the world-class public transport infrastructure we will enjoy once the metro opens, which will complement existing rail, bus and ferry options. Our streets are already grid-locked between 8.30 and 9.00AM and from 2.30 to 3.30PM, and this will only get worse. I am often unable to use the right of way to the back of my property at these times because of the gridlock. As I prefer to walk anyway, it's not a big issue for me, but not everyone is so fortunate. Traffic calming measures such as those on Ridge Street and those proposed for West Street are essential signals that pedestrians and cyclists must come first as the alternative means injuries and fatalities. Although modest, the traffic calming measures proposed will make a difference. I believe that they already are on Ridge Street, which would otherwise be a dangerous place for school children to walk.</p> <p>Even more significant is the impact of the Western Harbour Tunnel once completed. The entire focus of that project is to streamline the</p>	2a, 2b, 2d	Support

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				<p>operation of the Warringah Freeway, thereby allowing the government to boast about faster transit times between major centres, at the expense of local communities, and of North Sydney in particular. Entry to and egress from the tunnels and freeways will be more restrictive than is currently the case, resulting in a substantial increase in congestion on Berry Street and, in particular, its Pacific Highway feeders. Even the project's highly questionable Environmental Impact Statement confirms that that will be the case. As frustration builds on the Pacific Highway, drivers will, as drivers do, seek 'rat runs' that might enable them to save a minute or two. West Street, which was never designed with high volume traffic in mind, will become a 'rat run' for drivers seeking a route to Pacific Highway that will reduce waiting time. As a consequence, anything that can be done on West Street to slow things down, for example shared pedestrian/cycle zones in 10km per hour areas, additional pedestrian/cycle crossings, road-narrowing gardens and drop-off areas, could make a substantial difference, although I'd suggest that such measures will be required for the entire length of West Street between Amherst Street, Cammeray and Pacific Highway to make a real difference.</p> <p>Reducing the speed limit to 40 kms per hour as in high-pedestrian areas would be another helpful measure for West Street. This is something which as an active member and office bearer of Hayberry Precinct, I often raised at Combined Precinct meetings. The high-pedestrian zones in North Sydney do not always coincide with the streets with the highest number of pedestrians. Miller and West Streets see thousands of school children every day, inside and outside the school zone periods, walking to take advantage of local</p>		

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				<p>facilities such as St Leonards Park. North Sydney Demonstration school is a significant case in point. The children cross Pacific Highway, West Street and Miller Street on their walk to and from the park, and they would be well served if the area was designated a high-pedestrian zone and the speed limit capped at 40 kms. In fact, driving on Ridge Street between West and Miller Streets at 40 km per hour would, in my view, be dangerous at any time of the day. There are pedestrians and bicycles popping out from many places, and it's only truly safe when the traffic is at a crawl. Emerging from or entering a private car space or right of way on Ridge Street requires significant patience and care because the driver's view is always impeded, and parents often allow their children to run ahead or use what they assume will be a safe cycleway. A slight miscalculation by a driver could be fatal. This area is, without doubt, one which would benefit enormously from additional road-calming measures that would send a very clear message regarding the primacy of active transport and a 'safety-first' approach.</p>		

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21.	Diana Di Marino	Safety, traffic	<ul style="list-style-type: none"> <li>• Cyclists use the road instead of Ridge Street cycleway</li> <li>• Cyclists, pedestrian, and vehicle conflicts</li> <li>• Cycleway will make road too narrow</li> </ul>	<p>While in theory this may seem a good idea, it is a total waste of money. The bike lane on Ridge St took over a year to build and then had to be redone because of imperfections/defects. It had a cost blow out and several years later, most bike riders still refuse to use it. I sit in Ridge Street almost every day and watch bike riders use the road instead. They don't like the paths (lack of level platform, size, etc). I've been yelled at by bike riders using the road as I drove too slow, or took too much time while reverse park. Pedestrians have been knocked over by the riders while crossing the pedestrian crossing in front of St Marys/Marist due to confusion over who has right of way and I've been sworn at when I remind riders to use the bike path that was built for them.</p> <p>The separate bike lane makes the road itself too narrow. The area is heavily used by construction trucks and buses as well as domestic vehicles. It does not make it easy for these vehicles to cross paths easily or without incidents. Several side mirrors have been hit.</p> <p>Trying to enter and exit buildings driveways by vehicle is also very hard as you can't see the riders on the path especially when vehicles are parked on the street and blocking your view. Exiting onto the road is also very hard due to the narrowness of the road, as you need to turn onto the opposite side of the road.</p> <p>While most of the above is workable, the fact that 1 in 25 bike riders (I've day there and counted on several occasions) still ride on the road and refuse to use the bike lane, making it all a waste of money</p>	2e	Oppose

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No.	Name	Issue / Theme	Key Points Raised	Submission	Action	Sentiment
22.	Dr Julie Elsworth	Disconnect network	<ul style="list-style-type: none"> <li>Supports completion of West Street and connecting to Naremburn</li> </ul>	I support the West St Cycleway and would like it to go all the way to Naremburn	2d	Support
23.	Elizabeth Abbey	Safety, inclusivity	<ul style="list-style-type: none"> <li>Removal of refuge island at corner of West Street and Pacific Highway will cause safety issues for pedestrians</li> </ul>	The crossing oasis on west st at pacific highway is an important safety feature for children making their way to school and commuters getting to the bus stop in front of the pub. This removal will create a dangerous crossing experience for walkers at peak traffic times.	1c	Oppose
24.	Estelle Blair	Disconnect network	<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> <li>Council should work with TfNSW to construct Pacific Highway Cycleway</li> <li>Reconsider narrowing footpath and cycleway in front of childcare centre and removing the tree, and instead remove parking.</li> </ul>	<p>I strongly support this cycleway, and strongly support the sentiment that stages two and three are fast tracked. These stages provide the much-needed connection to Flat Rock Gully, as well as Naremburn cycleway. I encourage North Sydney Council to work with TfNSW to deliver the Pacific Highway cycleway, and to connect this to the stage one section.</p> <p>In regard to the 'walking' section of this plan, it would be preferable if NSC would reconsider narrowing the footpath and cycleway in front of the childcare centre. This would allow the tree to remain. Existing parking can be found nearby.</p>	2a, 2d, 2e	Support
25.	Euan Russell		<ul style="list-style-type: none"> <li>General support</li> </ul>	Support this submission and the extension of more dedicated cycle routes within North Sydney	2d	Support

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26.	Name and address withheld	Disconnect network	<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> </ul>	I fully support implementation of these upgrades for cyclists and pedestrians. It is a good initiative to start filling in the gaps in cycling network of North Sydney along the major cycling routes. It would be great to see North Sydney council continuing further extension of this cycleway along the West Street.	2d	Support
27.	Eva		<ul style="list-style-type: none"> <li>Consider a waiting bay for cyclists to enter Pacific Highway</li> </ul>	The option should consider safe waiting bay for cyclist waiting to enter Pacific Highway (to get to SHB) or Church Lane (to get to Miller St) which is the most used by cyclist. At the usual day the shared path will be too busy to use by cyclist with a lot of the traffic conflict with pedestrians. Current option shows additional kerbing at left down corner at intersection with Pacific Highway which usually is used by cyclist to wait off the traffic before entering Pacific Highway. If the cyclist is expected to cross West Street at Church Lane location is there an expectation to continue through on shared use path to Church Lane and not use Pacific Highway? Which is weird as there is a lot of cyclist traffic actually at Pacific Highway instead (food deliveries, cyclist getting to SHB).	2e, 1c	Support
28.	Fabio Neira	Disconnect network	<ul style="list-style-type: none"> <li>General support</li> </ul>	Great to extend fully separated cycleways in North Sydney. Hope to see more being done.	2d	Support

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29.	Franc Vaccher	Traffic	<ul style="list-style-type: none"> <li>Suggests additional traffic calming at Church Street and West Street intersection</li> <li>Relocate Give Way signage from Church Street to West Street</li> </ul>	I support the proposal to add a separated bike lane along West St. Some additional consideration of the intersection at Church/West St with regards to whether the current arrangement of the Give Way on Church St will be relocated to West St and installation of a raised section/traffic calming device for the pedestrian/cycle crossing.	2b	Support
30.	Gabriel George Abou Tooma		<ul style="list-style-type: none"> <li>General support</li> </ul>	I support the changes proposed for west street.	2d	Support
31.	Gaby Debreceeny		<ul style="list-style-type: none"> <li>Supports trees and pram ramps</li> <li>Supports no loss of parking</li> </ul>	Looks like a great plan for improving this area. Well done all! Glad to see more trees and the pram ramps being added and that we're not losing any parking spaces :)	2d	Support
32.	Geoffrey Gould	Safety	<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> </ul>	The design should dramatically improve the safety of Cyclists (and pedestrians) in this exposed area of Southern West St. Of course, the plan does not extend far enough, and the extension of the cycle path Northwards along West St needs to follow as soon as possible.	2a, 2d	Support

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33.	Name and address withheld	Safety, environment and sustainability, traffic, inclusivity	<ul style="list-style-type: none"> <li>Cycleway will encourage greater uptake in cycling and improve the environment</li> <li>Supports completion of stages 2 and 3</li> </ul>	I support the west street cycleway. For environmental reasons, we're trying to reduce the amount of driving we do but because I'm a beginner rider, I feel much more comfortable on cycleways than on the road. I also feel much more comfortable if my children are using cycleways to get around too. Please build the other stages of this cycleway at the same time because that will make it safe to get to flat rock gully and the sports fields there.	2a, 2d	Support
34.	Graham J Hall		<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> </ul>	I fully support the proposed cycling path, and strongly encourage the council to proceed as quickly as possible with stage 2 and 3	2a, 2d	Support
35.	Hallie Robins	Safety, health and wellbeing, environment and sustainability	<ul style="list-style-type: none"> <li>Cycleway will encourage people to cycle more and improve their health and the environment</li> </ul>	I am a 20 y/o woman who enjoys bike riding for leisure and transport although frequently don't out of my concerns around sharing the road with heavy metal vehicles, I believe implementing bike tracks will help people who share my concerns to gain the confidence to use a bike more often - improving their health, and the environment.	2d	Support
36.	HS	Traffic, inclusivity	<ul style="list-style-type: none"> <li>Suggests low usage of existing cycleway on Ridge Street</li> <li>Narrower streets cause issues with traffic and parking, especially during school drop-off</li> </ul>	I seldom see people using cycleway on Ridge street. Making cycleway only squeeze the car driving space and parking space especially problematic school pick/drop time. I sometimes walk on cycleway to avoid a big dog walking in the middle of pavement. Hope Council conduct assessment of the cycleway on Ridge street to find the need for adding cycle way on West street.	2e	Oppose

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37.	Ian Appleby	Disconnect network	<ul style="list-style-type: none"> <li>• Link to Harbour Bridge</li> <li>• Better links are required before existing cyclists will use the cycleway</li> <li>• Further consultation with commuters or cyclists</li> </ul>	<p>Is it part of a bigger master plan of connected bike paths?</p> <p>London has 7 cycle super highways with a total length of 40mins where as Sydney builds a patchwork of 200m that don't connect and then at the end of that 200m you have to stop and cross at a pedestrian crossing.</p> <p>It's very unambitious and won't be used by all cyclists because it's so short. Does it link up to the harbour bridge cycle path? Cyclists need a long connected bike paths to encourage more people to cycle. It won't encourage new people to cycle because it's so short. Existing cyclists who are used to cycling on the road wont use it because it will take longer having to use two pedestrian crossing at the start and finish. Come on North Sydney try and do something that's actually going to make a difference.</p> <p>Get Chris Boardman to come and consult you.</p> <p>Have you consulted with any commuters or cyclists about what they need?</p>	2a, 2d	Support
38.	James Hansen	Disconnect network	<ul style="list-style-type: none"> <li>• Supports completion of stages 2 and 3</li> </ul>	<p>I fully support the stage 1 design, however the length of cycleway is too small to make a meaningful benefit to the transport network. I hope stage 2 is far more extensive. This piecemeal approach will only attract more NIMBY anger at each stage, require more consultation and design changes, and waste taxpayers money. We'll never build a sustainable transport system with this approach.</p>	2d	Support

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39.	James Mullan	Safety, disconnected network, traffic	<ul style="list-style-type: none"> <li>Cycling network should be better connected</li> </ul>	This is an excellent link connecting a very dangerous stretch on the bike map. Often our bike network doesn't link up leaving bikes on the roads, clogging traffic and creating less safe conditions for cyclists.	2d	Support
40.	Jane Greenop		<ul style="list-style-type: none"> <li>General support</li> </ul>	I support this concept	2d	Support
41.	Jason Dong	Safety,	<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> <li>Continue cycleway development on Pacific Highway and Warringah Freeway (Amhurst Street Roundabout)</li> </ul>	I support the project. However, much more needs to be done very soon to make the area friendly for residents and commuters. First, a separated cycleway connection must be made from the northern end of the proposed cycleway to the Warringah Freeway cycleway at Amhurst Street. Second, a separated cycleway connection must be made from the southern end of the proposed cycleway to the shared path along the Pacific Highway at Blue Street. Without these connections, usage of Stage 1 will not reflect true demand for cycling facilities in North Sydney, and North Sydney will remain a notable omission from the growing Sydney cycleway map.	2a, 2d	Support

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42.	Jennifer Lang	Traffic, inclusivity	<ul style="list-style-type: none"> <li>• Supports completion of stages 2 and 3</li> <li>• improve connection to Pacific Highway,</li> <li>• Proposes Traffic lights at West Street and Pacific Highway intersection</li> </ul>	<p>I welcome the Council's continuation of improving cycling infrastructure in North Sydney. While this is a small piece of infrastructure, it is a very important link between the existing Ridge st cycleway and the Church Lane route south to Berry St (for bike riders going south to the Harbour Bridge).</p> <p>Right now North Sydney Council has very poor protected bike riding infrastructure compared with all of its neighbouring council areas, which leads to more people driving and more congestion on the roads, particular at school drop off and pick up times. If the bike riding infrastructure was safe, many school students would be able to independently ride their bikes to school rather than being dropped off by cars leading to massive traffic problems.</p> <p>I encourage the Council to continue as soon as possible with Stages 2 and 3 of the West St cycleway to enable a network of bicycle infrastructure in North Sydney.</p> <p>With respect to this specific proposal, I am supportive of the overall proposal, but it is not clear to me how the cycleway connects with the existing Church Lane route, in a way that is safe for both bike riders and pedestrians. It is also not clear to me how the route connects with the Pacific Highway for riders who are coming. I hope that the Council and the Traffic Committee will consider the connections for bike riders coming North in the way that the traffic lights on the Pacific Highway and West St are configured so that bike riders can safely cross the Highway into West St.</p> <p>Overall, I am very supportive of the continuing improvements in safe pathways for people riding bikes in North Sydney. Improvements in</p>	2a, 2d	Support

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				bike riding will increase bike ridership and reduce the number of cars in our wonderful Council area.  Thanks very much to the Council for continuing with this improvement to West St.		
43.	Jeremy McManus		<ul style="list-style-type: none"> <li>General support</li> </ul>	Yes to more cycleways in north Sydney.	2d	Support
44.	John	Disconnecte d network	<ul style="list-style-type: none"> <li>Supports connecting the cycling network</li> </ul>	I support this proposed work as a first important step towards the improvement of links and public safety	2d	Support
45.	John Broughton		<ul style="list-style-type: none"> <li>General support</li> </ul>	Looks good, sooner we get a linked up cycle route the better	2d	Support
46.	John Kelman	Safety	<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> </ul>	<p>I fully support the final concept design for the West Street Cycling, Walking and Streetscape Upgrades, and in particular the 100m of segregated cycleway between Pacific Highway and Ridge St. As a Willoughby resident, I frequently cycle along West St in both directions, using it as a link between Willoughby/Cammeray and the Harbour Bridge for access to the city. The cycleway will make West St both safer and more appropriate for a wider range of cyclists.</p> <p>I would also like to express my support for progressing the rest of West Street Cycleway (Stages 2 and 3) as quickly as possible. When combined with the planned Pacific Highway bike path from Mowbray Rd to St Leonards, and the grade separated access from the Naremburn Cycleway to West Street, The West St cycleway will provide an effective and safe route for cyclists from Chatswood through to North Sydney, and on to the city.</p>	2a, 2d,	Support

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47.	john martin	Environment and sustainability	<ul style="list-style-type: none"> <li>Supports net gain in trees</li> <li>Supports completion of stages 2 and 3</li> </ul>	As a bicycle user, I am in general supportive of new cycling infrastructure. I use West Street regularly and would be in support of the proposed bi-di proposal. Although it is for a short distance only, it's a good start and I hope will be extended in due course. I am pleased to see there is a net gain in tree planting, especially given the wholesale removal of trees taking place due to the major roadworks being undertaken elsewhere in the LGA.	2d	Support
48.	Jonathan Wood	Disconnected network	<ul style="list-style-type: none"> <li>Supports additional cycleways around North Sydney LGA</li> </ul>	I thoroughly agree with separated cycleways. This one is very short. NS council should be providing them all over the municipality.	2a, 2d	Support
49.	Justine Morris	Inclusivity	<ul style="list-style-type: none"> <li>Requests the design be pram and child friendly</li> </ul>	Please make pram and child friendly	2b	Support
50.	Ken	Safety	<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> <li>Pedestrian safety improvements with additional pedestrian crossing</li> </ul>	<p>Great to see West Street Stage 1 taking shape. Can't wait to see all the stages complete, especially the section between Falcon st and Amherst due to higher traffic volumes.</p> <p>The new crossing at the southern end of Stage 1 will be great as well, as it was always a little difficult trying to head north.</p> <p>Will be great when this is done. Thanks!</p>	2a, 2d	Support
51.	Kerry Tipton		<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> </ul>	I am in favour of the West Street cycleway - excellent start to upgrading cycle links in North Sydney.	2a, 2b	Support

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52.	Kim Ryan	Safety	<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> </ul>	I regularly cycle on West St and this project is very much needed. It would make the route safer for all cyclists, Only concern is that stage 1 is on such a small scale. Could you consider doing more than just around 100 meters for the initial phase?	2a, 2b	Support
53.	Laura Jennifer Cunningham	Disconnected network	<ul style="list-style-type: none"> <li>Work with TfNSW to construct Pacific Highway cycleway</li> <li>Connected network required</li> </ul>	I cycle through North Sydney a lot. Stage 1 is a good start, but we need progress on the rest of West Street Cycleway as quickly as possible. We also urgently need a separate bike path along the Pacific Highway and to work with TfNSW to make that happen.	2a, 2d	Support
54.	Laura Larumbe	Safety	<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> <li>Construct Pacific Highway Cycleway (from Harbour Bridge to Epping Road at Artarmon), and further along to Bobbin Head).</li> </ul>	I fully support the West St cycleway, and hope this is only the start. There is so much more that could be done to encourage safe cycling, like a bike lane connecting the Harbour Bridge with the Epping Rd cycleway at Artarmon (along Pacific Hwy), and further along Pacific Hwy to Bobbin Head Rd.	2a, 2b	Support
55.	Lizzie	Traffic, safety	<ul style="list-style-type: none"> <li>General support</li> </ul>	sounds excellent! North Sydney is quite car-centric and having provisions to make it safer for pedestrians and cyclists is paramount for the future of our neighbourhoods.	2d	Support

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56.	Name and address withheld	Disconnect network	<ul style="list-style-type: none"> <li>Connected network required to encourage cyclists to use the cycle path</li> </ul>	Unless there is a connected cycleway throughout North Sydney then adding small patches like this is a waste of resources. Regular cyclists wil just keep using the road and casual cyclists will go to other areas for cycling and continue to use cars for transport due to the lack or a connected cycleway.	2e	Oppose
57.	Name and address withheld	Safety, inclusivity	<ul style="list-style-type: none"> <li>General support</li> </ul>	I think this is great. It means kids can safely cycle to school.	2d	Support
58.	Madeleine Stewart	Streetscape , traffic	<ul style="list-style-type: none"> <li>Supports pedestrian crossing, wider footpaths, and cycle lanes</li> </ul>	Love all measures that will make West st better for cyclists and pedestrians. This is a minor back street that is over-used by cars and should be made better and more "walkable" - anything such as more pedestrian crossings, wider foothpaths, more cycle lanes etc would be great for this area. Less cars!	2d	Support
59.	Mark Hansen		<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> </ul>	I support the west st cycleway, please build it asap, including proceeding immediately with stage 2 and 3.	2a, 2d	Support

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60.	Mark Whitworth	Safety, traffic, health and wellbeing	<ul style="list-style-type: none"> <li>Supports bike path indent for childcare drop-off</li> <li>Suggests a treatment or change in angle for kerb ramps at driveways to slow cars a reduce potential collisions.</li> </ul>	<p>I am writing to provide my full support to this project. After many years of using this route for my bike commute, the enhancements will make it a safer place to ride, quieter to live (reduced traffic speeds from calming).</p> <p>With regards to the indent at the drop off at the preschool I think this is a great compromise as it gives the space for people opening car doors or waiting to cross if there is bike traffic. I have seen this work very well in Amsterdam and I have attached a picture of an example with the widened shoulder next to a parked car. For reference this is Olympiaplein in Amsterdam which have multiple sports fields and is very busy with both bikes and car drop offs for games and training. This makes it much easier for everyone and it is perfectly safe. I have shared this as I believe there may be some concerns from the childcare who have insufficient experience with these designs to be informed that they are very normal and safe.</p> <p>My only other feedback is to suggest a treatment or a change in the angle of attack of the kerb ramps at the driveway crossovers. One of the most important features of good bike infrastructure design is the inclusion of physical devices to force cars to slow when crossing bike paths. With the general lack of awareness of experience amongst drivers dealing with crossing bike lanes, I think the inclusion of such designs will help protect users and encourage more people to use it.</p> <p>Thank you North Sydney Council</p>	1c, 2d	Support

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61.	Name and address withheld	Safety	<ul style="list-style-type: none"> <li>Proposes clear markings on pedestrian/cyclist crossings to indicate that pedestrians/cyclists have priority over cars.</li> </ul>	<p>Support the proposal, with the following caveat. Council should implement the crossing at Ridge St as a Dutch style crossing where the bike lanes continue across the roadway (marked with paint, and zebra crossings for pedestrians over the cycle lanes.</p> <p>This provides a clear priority of pedestrians, then bicycles, then cars, which should be the hierarchy that all governments should be aiming for in the first instance.</p>	2b, 2d	Support
62.	Maureen Ayre	Safety, inclusivity	<ul style="list-style-type: none"> <li>Concern about childcare drop-off and collusion with cyclists</li> </ul>	I think this is a great proposal, but just wondering if having a Day Car Drop off onto the Cycle path is a good idea. Kids and cyclists could get caught out with kids getting out of the vehicle straight into the path of cyclists.	2c, 2d	Support
63.	Meryl Hare	Disconnected network	<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> <li>Supports better connected cycling network</li> </ul>	Please increase the cycleway along West St and connect it to other meaningful cycleways	2a	Support
64.	Nam Vu		<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> </ul>	I think it is a fantastic idea. Whilst stage 1 appears small, I think it would work best once Stage 2 and Stage 3 is implemented and that is when you will find a lot more users.	2a, 2d	Support
65.	Nash Train		<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> </ul>	Very good to see active transport infrastructure being built. Stage 1 looks good. I strongly request for Stage 2 & 3 to be completed as soon as possible too.	2a, 2d	Support

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66.	Ollie	Safety, health and wellbeing	<ul style="list-style-type: none"> <li>Bike lock/parking on the corner of Union Hotel</li> <li>Supports completion of stages 2 and 3</li> <li>Supports better connected cycling network</li> </ul>	<p>I am really pleased with the design for stage one. Overall, the plan looks like a step in the right direction and will make visiting and commenting through North Sydney a safer and more pleasant experience.</p> <p>If possible, it would be excellent to see the inclusion of a bike lock rail near the Union Hotel to encourage people to ride for dinners and lunches.</p> <p>I am impressed by the inclusion of improvements to existing traffic calming infrastructure set to make West St a safer and more livable space for people.</p> <p>I encourage the council to proceed with concept design and crack on with stages two and three.</p> <p>Additionally, I encourage the council to continue to invest in separated cycle infrastructure throughout North Sydney and down to the Harbour Bridge.</p>	1c	Support
67.	Oskar	Safety, health and wellbeing	<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> <li>Supports better connected cycling network</li> </ul>	<p>I support the proposed cycleway. However, the cycleway is too short and should continue into neighbouring streets. For example, all of West Street should have a separated cycle path, not just part of it. Council must reduce private car use and promote walking and cycling as only those modes of transport are safe, healthy and make our city a liveable and pleasant space.</p>	2a, 2d	Support
68.	Paul Kilpinen		<ul style="list-style-type: none"> <li>General support</li> </ul>	Looks good, the more separated cycleways the better.	2d	Support

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No.	Name	Issue / Theme	Key Points Raised	Submission	Action	Sentiment
69.	Pauline Evans		<ul style="list-style-type: none"> <li>General support</li> </ul>	I fully support the proposed West St cycle path	2d	Support
70.	Pauline Su		<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> </ul>	I support Council proceeding immediately with concepts for Stage 2 and 3 and fund / seek funding to build a bike path along West Street ASAP.	2a, 2d	Support
71.	Peter Thomson		<ul style="list-style-type: none"> <li>General support</li> </ul>	Looks good	2d	Support
72.	Pim Peters	Parking	<ul style="list-style-type: none"> <li>Increase cycling infrastructure generally and remove parking if required.</li> </ul>	<p>I live and cycle in the area and support the bike lane design.</p> <p>I am also in favour of more cycling infrastructure generally and have no problem with a reduction in parking space.</p> <p>I'm particularly the needs cycling lanes on either side.</p>	2d, 2e	Support

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No.	Name	Issue / Theme	Key Points Raised	Submission	Action	Sentiment
73.	R Bradshaw	Safety, traffic, ridership	<ul style="list-style-type: none"> <li>Narrowing of lanes is dangerous</li> <li>Upstand kerb is dangerous for older adults</li> <li>Low demand for cycleway (Ridge Street low use)</li> <li>On-road bike facilities preferred (line marking)</li> <li>Pedestrian crossing is unsafe unless traffic signals installed</li> </ul>	<p>Cycleway Submission for proposal from Ridge Street to Pacific Highway along West Street, North Sydney:</p> <p>I strongly object to the proposed design in its current form, for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The narrowing of car/truck lanes in West Street are unacceptable and very dangerous (as is now experienced in the road section along Ridge Street adjacent to St Leonards Park between Elliott and Walker Streets).</li> <li>2. The design of a separate cycleway with an upstand kerb is totally unacceptable as it is a trip hazard and prevents disabled and older people from safely entering and exiting their car after parking. It is also not appropriate where the police have to urgently enter and exit their cars.</li> <li>3. The past historical numbers of persons using bikes compared to the lower figure today (and the trend is still downward!) does not justify a separate cycleway. As a local resident walking the area on any day I will only see one or two persons using a bike! Such an expenditure is not economic sense and the funds would be more appropriately spent on assisting the current health care problem and wages for front line health workers.</li> <li>4. A cycle lane could be continuously painted in white on the existing bitumen road surface for extremely less cost and allow emergency vehicles, trucks, buses more safe road width when actually required.</li> <li>5. A pedestrian crossing proposed at the ROAD BEND in West Street at the Hotel is also an unsafe location unless it has traffic lights installed operated by a pedestrian button.</li> </ol>	2e	Oppose

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				I must insist that you take these issues into serious consultation and redesign the cycleway.....if you can prove that it is actually needed!		
74.	Ric Simes	Safety	<ul style="list-style-type: none"> <li>Concern for potential collisions on cycleway at driveways. Suggests calming measures such as partial barriers and signage informing cyclists to slow at driveways.</li> </ul>	<p>The proposed dual cycle way along West St (including all stages being proposed) brings with it the need to manage the interaction between cars, bicycles and pedestrians. In particular, while there are calming measures for motor vehicles along West, there also need to be ones for cyclists. There are quite a few driveways - including ours - where visibility is not great and there is the not infrequent risk of accidents already. This arises in part because some (not all) cyclists try to race along West St leaving limited scope to avoid surprises. The issue will become more pronounced with the cycle path becoming two way on the western side of the road.</p> <p>To help ameliorate the risks, please instigate some calming measures - perhaps a combination of partial barriers and signs to encourage riders to ride slowly along this part of the route. This may be obvious to riders near the police station but it will be even more important along the rest of West St.</p>	1c	Support
75.	Richard Ames	Safety	<ul style="list-style-type: none"> <li>Requests improvement to pedestrian safety at Pacific Highway and West Street junction.</li> </ul>	<p>Thank you for the current cycling infrastructure. I support your intention to upgrade West street to be safer and more friendly to cyclists.... It would be particularly appreciated if the crossing of the Pacific highway could be made safer and more expeditious.</p> <p>Thank you.</p>	1c	Support

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No.	Name	Issue / Theme	Key Points Raised	Submission	Action	Sentiment
76.	Robert Mueller	Parking	<ul style="list-style-type: none"> <li>Remove parking space on West Street at Hazelbank Place to improve pedestrian/cyclist connection.</li> </ul>	I fully support this investment. I would like the addition of better connectivity with Hazelbank Pl. Removing the singular car space that is closest to the pedestrian crossing. This would allow for a greater turning circle out and into the lane providing greater visibility.	2e	Support
77.	Roger Pottie		<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> </ul>	Strongly support this proposal and further construction of shared pathway along West Street.	2a, 2d	Support
78.	Rosanna L		General support	I support the cycleway	2d	Support
79.	Sarah Bickford	Disconnect network	Supports completion of stages 2 and 3 Pacific Highway Cycleway	Complete support! This little section of West Street is a brilliant first step towards a separated cycleway through North Sydney. We have been waiting a long time and really look forward to this section being constructed. Please get on the Stages 2 and 3 as soon as possible so we can get to Cammeray safely. The separated cycleway along the Pacific Highway from Alfred Street to West Street is also very important. In conjunction with the Harbour Bridge ramp, this cycleway will encourage many more people to travel by bike to Sydney's CBD and beyond. Thank you North Sydney Council!	2a, 2d	Support

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80.	Stephen Herborn		<ul style="list-style-type: none"> <li>Cyclists riding south on West Street (on the left-hand side of the road) are unlikely to use the cyclepath for this small section</li> <li>Supports completion of stages 2 and 3</li> </ul>	<p>As a daily cycle commuter I am extremely supportive of initiatives to improve the abysmal state of the cycle connection through North Sydney, however the proposed plan has a few potential usability issues:</p> <p>1. It implies that cyclists travelling down West St from the north (on the correct, left side of the road) would need to then cross over to the other side just for a short stretch. In reality they will not do this. Cyclists will ignore the path and continue on the road until Church Ln, turn there and cut through to Berry St.</p> <p>2. Cyclists travelling from the South generally enter West street via Ridge street, so would not necessarily end up using this section of cycle path, which is ironic given it is on the correct side of the road relative to their direction of travel.</p> <p>Before committing to this project I would encourage council planners to spend a few days studying the routes that commuter cyclists actually take when traversing north Sydney, noting north and south are not necessarily the same routes, and confirming it makes sense. It might make more sense to put the proposed cycle path on the other side of the road. If council concludes that this project is still a wise investment then this could only really make sense if there is a broader intention to create a single, contiguous cycle path all the way through north Sydney. A continued patchwork approach is likely to result in a sequence of unconnected sections that don't get used.</p>	2e	Support
81.	Susan Clear		<ul style="list-style-type: none"> <li>General support</li> </ul>	support this, and acknowledge this is a good start!	2d	Support

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82.	Thomas Dunsford		<ul style="list-style-type: none"> <li>General support</li> </ul>	I am writing to support this proposal.	2d	Support

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83.	Name and address withheld	Health and wellbeing, environment and sustainability, inclusivity, safety	<ul style="list-style-type: none"> <li>Road User Space Allocation Policy and Procedure does not support the reduction in footpath space and removal of tree to accommodate the indent for childcare unloading. Parking should be removed at this location as minority of parents drive their children to the centre and extensive parking capacity in the area.</li> <li>Retaining parking at this location exposes children to pollutants and causing ill health.</li> <li>Avoid adverse impacts on road safety for all road users including a focus on vulnerable</li> </ul>	<p>I support the West Street Cycleway. This has been missing, critical infrastructure for many decades now. North Sydney Council also needs to fast track Stages 2 &amp; 3 which are the most critical sections to link to Flat Rock Gully and Naremburn Cycleway. I request the council to work closely with Transport NSW to achieve a cycleway along the Pacific Hwy that will link this Stage 1 to North Sydney CBD and the upcoming Sydney Harbour Bridge cycleway ramp at Milsons Point. While I prefer a cycle boulevard or cycleways on either side of the road, if the cycleway must be a bidirectional cycleway on one side of the road, I support the cycleway being on the western side of West Street because this provides access to the various other routes into Crows Nest like Hayberry St, Burlington St and Huntington St. The only connection on the eastern side is Ridge Street and that already has a crossing there.</p> <p>The current design proposal looks to maintain car parking spaces in front of the Goodstart West Street Childcare Centre – apparently to encourage parents to drive their children to Childcare. I'm a parent that uses Goodstart West Street Childcare Centre and I do all the pickup and drop offs. The centre services around 60 children each day and the vast majority walk, scoot or cycle to the day care centre. Only a small minority are driven and use the 3-4 parking spots out the front for drop off/pick up. The positions of these car parking spots mean that all the young children walking and riding to and from the centre must pass in close proximity to exhaust fumes from cars that are starting or idling during pick-up/drop-off. There is a growing body of evidence that exposure to exhaust pollution is a cause for numerous long term health impacts including respiratory diseases and exposure at a young age is particularly detrimental.</p>	2d, 2e	Support

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			<p>road users, particularly when considering re-routing heavy vehicles or public transport</p> <ul style="list-style-type: none"> <li>• Avoid loss of allocation of space for walking, cycling</li> <li>• Avoid loss of trees, green space and other amenities</li> <li>• Preference for uni-directional cycleway (bike lane on either side of the road)</li> </ul>	<p>Goodstart Childcare Centre already has 2 off-street car spaces between the Goodstart Childcare Centre building and the Police Station available for parents to use for drop off but are rarely used because it's more convenient to park on the street. Additionally, the Ridge Street multistorey council car park that offers free parking for 90min per day is just 200m away – less of a walk than most of the people who are already walking their children to Childcare. Rather than compressing the footpath and cycleway near the day care entrance which will increase the danger for pedestrians, cyclists and people using cars, just to facilitate car parking for a select few in front of the Childcare Centre building and encouraging behaviour that is already degrading the health of the majority of children who are not being transported by car, it would be far better to remove the 4 street parking spaces altogether.</p> <p>Encouraging the small number of families who choose to drive to the Childcare Centre to use either the off-street parking next to the building or the 90min free Ridge Street council car park + 200m walk, will provide safety and health benefits for everyone that uses the Childcare Centre and importantly, help to establish a routine for all children to learn to transport themselves to and from school.</p> <p>Since the 2018 community workshop was held, Transport NSW have implemented a new policy for road user space allocation. The policy and procedure document links are below:</p> <p><a href="https://www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf">https://www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf</a></p> <p><a href="https://www.transport.nsw.gov.au/system/files/media/documents/2022/road-user-space-allocation-procedure.pdf">https://www.transport.nsw.gov.au/system/files/media/documents/2022/road-user-space-allocation-procedure.pdf</a></p>		

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				<p>The proposed design which includes the removal of a tree and narrowing of the footpath and cycleway to preserve private car parking spaces in front of the Childcare Centre is in breach of this policy.</p> <p>The policy specifically lists the following outcomes to be avoided which are currently being breached by this design to maintain private parking spaces:</p> <ul style="list-style-type: none"> <li>• Avoid adverse impacts on road safety for all road users including a focus on vulnerable road users, particularly when considering re-routing heavy vehicles or public transport</li> <li>• Avoid loss of allocation of space for walking, cycling</li> <li>• Avoid loss of trees, green space and other amenities</li> </ul> <p>The Road Space Allocation Procedure document even includes an example that is practically identical to the scenario on West Street outside the Childcare Centre indicating that private vehicle parking spaces should be reduced – particularly with off-street parking spaces already available just meters away and at a parking station 200m away:</p> <p>Example 2: A road is currently one lane in each direction with on-street parking, but the desired function of the road is as a connection for short trips to a local centre. If there is only sufficient space for walking (2), separated cycling (3) and a bus route (4), then reduce the number of private vehicle parking spaces provided on that street and, if necessary, look for other parking opportunities off-street or nearby.</p> <p>##IMAGE##</p>		

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84.	Tully Adams		<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> </ul>	The plan is good, have you considered continuing the cycle lane all the way down west Street, allowing for better access to crows nest and cammeray.	2a, 2d	Support
85.	Vicki	Safety	<ul style="list-style-type: none"> <li>Supports completion of stages 2 and 3</li> </ul>	Please complete stage 2-3. Stage 1 is dismal. Stage 2-3 will allow for people to safely use active transport methods like cycling instead of driving their car a kilometre from home.	2a, 2d	Support
86.	Vickie Choy		<ul style="list-style-type: none"> <li>General support</li> </ul>	I support this cycleway	2d	Support
87.	Wendy Jannings		<ul style="list-style-type: none"> <li>General support</li> <li>Supports completion of stages 2 and 3</li> </ul>	I support Stage 1 of the West St cycleway . I also support Council proceeding immediately with concepts for Stage 2 and 3 and fund / seek funding to build a bike path along West Street	2a, 2d	Support
88.	Yaffa Gould	Streetscape	<ul style="list-style-type: none"> <li>General support</li> </ul>	Extending access through to St Leonard park, along Riley St, is a positive addition to the network. I look forward to the completion along West St.	2d	Support

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89.	Bicycle NSW	Safety, inclusivity, streetscape, traffic	<ul style="list-style-type: none"> <li>reconfigure Pacific Highway as a urban boulevard with separated cycleway</li> <li>Expedite the completion of stages 2 and 3</li> <li>Reduce speeds to 30km/hr on West Street and other local roads</li> <li>Ensure cycleway is inclusive and accommodates riders of all ages and abilities – Cargo bikes, tricycles</li> <li>Additional landscape beds between car parking spaces (map provided)</li> </ul>	<p>Thank you for the opportunity to provide feedback on the plans for West Street, North Sydney.</p> <p>Bicycle NSW has been the peak bicycle advocacy group in NSW for forty-seven years, and has more than 30 affiliated local Bicycle User Groups. Our mission is to ‘create a better environment for all bicycle riders’, and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes that incorporate dedicated paths within both green corridors and the road environment, to provide connections to jobs, schools and services for daily transport and recreation trips. Bike riding provides a healthy, congestion-reducing, low-carbon form of travel that is quiet, efficient and attractive for all ages with the correct infrastructure design.</p> <p>We strongly support the proposal to construct a separated cycleway on West Street.</p> <p>The new cycleway will deliver the small section of Priority Route 1: Sydney Harbour Bridge to Cammeray identified in the 2014 North Sydney Integrated Cycling Strategy shown in Figure 1. It is an excellent first step for a long-awaited project to create a safe route from the Harbour Bridge to North Shore suburbs.</p> <p>The project includes 100m of segregated bi-directional bicycle path between Pacific Highway and Ridge St, six new street trees and landscaped raingardens, new raised pedestrian and cycling crossing at the junctions of Ridge Street and Church St and a continuous footpath across the intersection of West Street and Church Lane.</p>	1c, 2a, 2d	Support

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				<p>The West Street Stage 1 cycleway provides a direct connection into the Ridge Street bi-directional separated bicycle path which was completed by Council in 2019 and improves safety for cyclists who use the shared on-road routes on Church Lane and Church Street.</p> <p>The Bicycle NSW Build it for Everyone policy pillar sets a standard that bicycle infrastructure should be fit for eight year old children or elders to ride on. We are delighted that the proposals comply with our recommendations for set out in our June 2022 submission to the draft Community Strategic Plan:</p> <ul style="list-style-type: none"> <li>- The cycleway is designed to comply with the current best practice set out in the 2021 Cycleway Design Toolbox and the 2017 Austroads Cycling Aspects of Austroads Guide (AP-G88-17).</li> <li>- The bi-directional bicycle path separates bike riders from vehicles and pedestrians</li> <li>- The upgraded public realm and new landscaping will improve amenity and pedestrian safety.</li> <li>- Additional trees will augment the tree canopy in North Sydney, essential is urban heat intensifies due to the changing climate.</li> <li>- Speed limits will be reduced, with narrower lanes and raised crossings and intersections further helping to calm traffic.</li> <li>- Pedestrians and cyclists are prioritised at the intersections with raised crossings that slow cars and incorporate a cycle crossing so people riding bikes are not required to dismount.</li> </ul> <p>It is important to re-iterate the benefits of segregated bi-directional bicycle paths over shared paths:</p>		

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				<ul style="list-style-type: none"> <li>- People riding bikes are separated from pedestrians and vehicles, reducing conflict.</li> <li>- Street trees and green verges are not impacted.</li> <li>- The narrower vehicle lanes will slow traffic, reducing noise and improving safety for all road users.</li> <li>- No additional asphalt is required, reducing issues with urban heat and stormwater.</li> <li>- Sufficient space is created to enable a significant modal shift to active transport.</li> <li>- New landscaping and important pedestrian safety features such as kerb extensions can be incorporated into the buffers and the parking lanes.</li> <li>- The cycle paths can be prioritised over driveways and minor road intersections.</li> <li>- Motorists exiting driveways have a better sightline to approaching cyclists, improving safety.</li> <li>- Dedicated bicycle paths are proven to entice new riders of all ages and abilities</li> </ul> <p>##MAP##</p> <p>Strategic importance:</p> <p>There are currently nearly 79,100 residents in the North Sydney local government area and the population is expected to grow by 14% to around 89,900 by 2041iii, placing increasing demands an already</p>		

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				<p>stressed transport network. The roads are jammed with cars and buses are overflowing.</p> <p>North Sydney is a collection of vibrant ‘15-minute neighbourhoods’ where all daily destinations could be accessed by an easy walk or bike ride. The built form is compact and population density is very high at 64.0 people/hectareiv, compared to 3.9 people/hectare across Greater Sydneyv. This is reflected in a higher-than-average proportion of trips by walking and cycling (12% of journeys to work, compared with 4.8% for metropolitan Sydney) and lower car ownership 1.2 per household (1.7 for Greater Sydney)vi.</p> <p>Despite this, far too much of road network is dedicated to the movement and storage of private vehicles, creating a hostile environment for people walking and cycling, with dangerous intersections, narrow footpaths, fast-moving noisy traffic and long distances between crossings. North Sydney remains a very difficult area to traverse safely by bicycle. Bike North, a large and active Bicycle User Group, has worked hard over many years to advocate for better conditions for active travel. While some improvements have been made, the Council has failed to prioritise safe infrastructure for walking and cycling.</p> <p>The priority routes (Figure 1) promised by the 2014 North Sydney Integrated Cycling Strategyvii are mostly still lines on the map. Some effort has been made to provide a safe and comfortable route to the Mosman border. The protected bike path on Merlin, Ernest, Park, Sutherland and Young Streets is a great facility but it remains unconnected to North Sydney CBD and is therefore underutilised.</p>		

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				<p>The North Sydney Community Strategic Plan 2018-2028<sup>viii</sup> identified that improved walking and cycling connections are a key priority for the community. Feedback from the community consistently indicates that many more people would walk and cycle when safer, more convenient and more attractive routes are available. During the engagement process for the review of the 2018 CSP in late 2021, 64% of respondents felt that ‘supporting sustainable transport’ was of highest priority<sup>ix</sup>. Cycling and public transport demand is growing at a significantly higher rate than private vehicle travel demand<sup>x</sup> in North Sydney.</p> <p>High-quality cycling and walking facilities would contribute to all five directions set out in the new Community Strategic Plan, Vision 2040<sup>xi</sup>: Direction Two: Our Built Infrastructure sets out that North Sydney’s “infrastructure follows sustainable design principles and meets the needs of our growing population. Our community prioritises walking, cycling and public transport and people of all ages are comfortable riding in the area.” Strategies under Direction Two include:</p> <ul style="list-style-type: none"> <li>- Incentivise use of sustainable and innovative public transport</li> <li>- Provide infrastructure to support sustainable, innovative and active transport</li> <li>- Provide a connected walking and cycling network for people of all ages and abilities</li> </ul> <p>Bicycle NSW recognises that the historic urban fabric, enhanced by steep topography and waterways but severed by major road and rail lines that bring heavy through traffic, complicates the delivery of cycling infrastructure. Although faced with similar constraints, the</p>		

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				<p>City of Sydney has rolled out some fantastic new separated bicycle paths in recent years. The residents of North Sydney now see and use best practice infrastructure as part of their daily trips and the call for improved facilities north of the Harbour Bridge gets louder. It is hoped that the new generation of North Sydney Councillors and staff, who understand how active travel can decarbonise transport, improve public health and ensure future liveability, will supercharge the roll-out of safe, protected active transport infrastructure.</p> <p>There has never been a better time to build infrastructure for bike riding and active transport. As the Minister for Infrastructure, Cities and Active Transport, Rob Stokes MP, set out in a recent speech<sup>xii</sup>, walking and cycling projects that stitch the suburbs together and enable people of all ages and abilities to get around without a car can be more sustainable than megaprojects. He stressed that the NSW Government will focus on completing missing links in the active transport network. Such smaller projects have big benefits, and not only for reducing pollution and congestion. Active mobility improves public health, activates high streets, helps build social connections and addresses inequality.</p> <p>Such ambitions are bolstered by the Road User Space Allocation Policy CP21000<sup>xiii</sup>, published by Transport for NSW in early 2021. This policy establishes a road user hierarchy that considers pedestrians first and private cars last, and provides local and State governments with a powerful lever to prioritise road space for active transport.</p> <p>The reconfiguration of streets to provide more space for walking and cycling does not only achieve transport objectives. Projects such as West Street are significant urban design proposals with a vision to</p>		

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				<p>deliver quieter, calmer, leafier streets that benefit every resident and visitor.</p> <p>Bicycle infrastructure has a low cost per km, offering better value than road projects and supporting Councils' financial sustainability. Over 100km of bike paths can be delivered for the cost of 1km of new road<sup>xiv</sup>. Studies have shown that 70% of people in NSW either ride a bike now or would start to ride if safe infrastructure was provided<sup>xv</sup>.</p> <p>The latest, and most exciting, document to be published by Transport for NSW under the direction of Minister Stokes is the Eastern Harbour City Strategic Cycleway Corridors<sup>xvi</sup>. 30 strategic corridors have been identified for eastern Sydney, making up approximately 250 km of cycle network (Figure 2). The corridors will connect key centres and major points of interest. Exact routes will be subject to detailed design and collaboration with councils and the community.</p> <p>Five 'immediate opportunities' have been identified that can be progressed quickly to fill important gaps in the network and enable more people to ride safely for everyday trips. The North Sydney Connection, linking Milsons Point, North Sydney CBD and St Leonards to support forecast growth to the Sydney Harbour Bridge, is listed as one of these top five priorities for the NSW Government.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> <li>- Reconfigure the Pacific Highway as an urban boulevard with separate+G91d bicycle paths.</li> </ul>		

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				<p>Having identified the North Sydney Connection as a priority route, the NSW Government has a mandate to deliver a wide, safe and comfortable bicycle path between the Harbour Bridge ramp and St Leonards. Several possible routes could be investigated for the North Sydney Connection but a protected bicycle path within the road environment on the Pacific Highway between the Alfred Street underpass and West Street is an important element of most options. Reallocating road space for+G91 dedicated cycling infrastructure, wider footpaths and more trees would not only provide a direct, level and useful cycling route; it would also deliver a vastly better urban environment that will allow North Sydney to thrive in the future.</p> <p>Similar work is being undertaken by Transport for NSW at Sydney Park Junction. The proposals will see driving lanes reduces from 6 to 4, speed limits lowered to 40km/h, new separated bicycle paths, widened pavements and new landscaping. This project provides exciting evidence that the city can move forward from decades of car domination and sets a precedent for better place outcomes throughout Sydney. Changing the dial on how we measure the success of a movement corridor will have huge implications for reimagining arterial roads.</p> <p>Bicycle NSW wrote a detailed submission in October 2021 to support the upgrades at Sydney Park Junction.</p> <p>- Deliver West Street Stage 2 and 3 as soon as possible.</p> <p>On 26 September 2022, Council resolved to progress the concept designs of Stages 2 and 3 while implementing Stage 1. The continuation of West Street cycleway to Cammeray is critical to</p>		

West Street Cycling, Walking and Streetscape Upgrades – Stage 1 SUBMISSIONS SUMMARY (4 October to 14 November 2022)						
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				<p>plans to finally link the Harbour Bridge to the shared path that runs alongside the Gore Hill Freeway from Merrenburn Avenue to Lane Cove, Epping Road and beyond. The connection from West Street to the start of the Gore Hill SUP is more difficult but should be delivered as part of the major road infrastructure projects underway in the area, as required by the Providing for Walking and Cycling in Transport Projects Policy CP21001xvii</p> <p>- Reduce speed limits to 30km/h on West Street and other local roads in North Sydney CBD</p> <p>30 km/h has been shown as an optimal speed limit to allow people driving and cycling to share the road safelyxviii and is becoming a standard speed limit in many parts of the world. All single lane roads in Spain have been under a 30km/h limit since May 2021 and 30% of UK residents live in 20mph areasxix.</p> <p>Lower speed limits are an important building block for Vision Zero, an approach to road safety that was launched in Sweden in 1994 with the simple premise that no loss of life is acceptable. The Vision Zero approach has been highly successful and has spread to many other countries. The key policies include prioritizing low urban speed limits, pedestrian zones, physical separation between bicycle and car traffic, data-based traffic enforcement and behaviour-change educationxx.</p> <p>- Ensure the cycleway is inclusive and accommodates riders of all ages and abilities</p> <p>All types of bikes should be accommodated by the cycling infrastructure, including cargo bikes and tricycles. Again, the width of the paths is critical and it is important to consider turning radius,</p>		

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				<p>dropped kerbs, ramps and the design of modal filters to ensure that non-standard bikes not excluded from the network. Cargo bikes will increasingly be used for deliveries and have huge potential to play a key role in a sustainable transport system. Non-standard bikes such as hand-cycles, recumbents and wheelchair bikes offer disabled people independent mobility but are a rare sight on urban streets due to barriers caused by poor urban design. Any measures enabling cycling by disabled people will support a growth in cycling by novice cyclists, children and older people, and improve conditions for those using mobility scootersxxi.</p> <p>- Consider more landscaped beds between car parking spaces.</p> <p>The new landscaped rain gardens are limited to the main intersection where they will reduce kerb radii, slow turning cars improve safety for pedestrians and cyclists. There is scope to introduce more landscaped beds on either side of the driveways, to contain the parking spaces and provide additional amenity and storm water retention. Some possible locations are marked in Figure 3. The inset image shows high-quality landscaping installed by North Sydney Council at Sutherland Street in Neutral Bay.</p> <p>##MAP##</p> <p>Conclusion:</p> <p>New active transport infrastructure will deliver innumerable benefits to the residents and workers of North Sydney. Improved walking and cycling facilities will contribute to connected and liveable communities, increase resilience to climate change and reduce carbon emissions. Creating safe and attractive routes to workplaces, schools, reserves and recreation facilities will foster healthy lifestyles</p>		

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No.	Name	Issue / Theme	Key Points Raised	Submission	Action	Sentiment
				<p>and ensure equitable access to economic opportunities for people of all ages, incomes and abilities.</p> <p>Major infrastructure projects are underway in North Sydney and it is essential that the Council leverages maximum benefit from the upheaval and devastation caused by road and tunnel construction. The Warringah Freeway Upgrade project is required to review active transport infrastructure within at least 500m of the Warringah Freeway corridor in consultation with the councils, Bicycle NSW and Bike North. Capacity constraints or missing links will be identified, reported to the Planning Secretary for approval and implemented as part of the construction contract. The Western Harbour Tunnel will offer similar opportunities to ensure that active transport links are provided.</p> <p>After 4 decades of advocacy, the north ramp to the Harbour Bridge cycleway is undergoing detailed design. Transport for NSW has committed to the project and forecasts a steep rise in ridership in the North Sydney area, including many bike riders of all ages and abilities who have long been excluded from crossing the Harbour Bridge. It will be more important than ever to provide safe cycling infrastructure across the LGA to meet the needs of all the workers, visitors and residents travelling by bike.</p> <p>Bicycle NSW looks forward to working with North Sydney Council to progress the delivery of its integrated cycle network. Please reach out with any questions or help needed. If requested, we would be delighted to assist with advocating for new bicycle infrastructure through our connections with politicians, Transport for NSW and neighbouring metropolitan councils.</p>		

West Street Cycling, Walking and Streetscape Upgrades – Stage 1 SUBMISSIONS SUMMARY (4 October to 14 November 2022)						
No.	Name	Issue / Theme	Key Points Raised	Submission	Action	Sentiment
90.	Bike North	Streetscape , safety, disconnected network	<ul style="list-style-type: none"> <li>• If footpath and cycleway are at grade, gardens beds required along full extent of cycleway to minimise pedestrian cyclist conflict (driveways crossing excluded)</li> <li>• Select plants that are not fast growing or spread outwards to minimise maintenance and conflicts with cyclists</li> <li>• Ridge Street Cycleway to be directly connected to the shared path through St Leonards Park.</li> <li>• Upgrade crossing for cyclists at intersection of McClaren Street and Church Lane</li> <li>• Prioritise Pacific Highway Cycleway</li> </ul>	<p>Bike North is delighted to see consultation on the proposed separated bike path on West Street as this is part of our top priority cycling route; a route that is urgently needed to be completed from the Sydney Harbour Bridge Cycleway to the high quality bike path which ends at Naremburn. We fully support a separated bike path on West Street. This has become more urgent as traffic has increased significantly on this road. Your residents need this whole route completed as quickly as possible, so they have a safe , convenient and direct route to enable them to choose this sustainable and healthy form of transport which is most suitable for trips under 5km.</p> <p>Bike North is a volunteer run bicycle user group, with more than 500 members, and is affiliated with Bicycle New South Wales. We work with North Sydney Council and others in northern Sydney, towards creating a bicycling friendly environment for all who want to use a bike for transport or recreation in northern Sydney.</p> <p>We are disappointed that Council has chosen to only exhibit a design for a short section of West Street as Council has been working on the design for many years. We do note with pleasure that Council has secured funding to build this section and that at the Council meeting on 26 September, the prioritisation and progress of Stages 2 and 3 at the same time as Stage 1 is constructed was approved. We urge Council to commence Stage 1 construction and Stage 2 and 3 design as quickly as possible. We further urge council to apply for Get NSW Active funding this year, to construct the remainder of the West Street Cycleway.</p>	1c, 2a, 2d	Support

West Street Cycling, Walking and Streetscape Upgrades – Stage 1 SUBMISSIONS SUMMARY (4 October to 14 November 2022)						
No.	Name	Issue / Theme	Key Points Raised	Submission	Action	Sentiment
			and connection to Sydney Harbour Bridge ramp <ul style="list-style-type: none"> <li>Prioritise bike and pedestrian path from West Street to the Naremburn Cycleway</li> </ul>	<p>The design on exhibition is still fairly conceptual so as cycling stakeholders, we would appreciate further consultation as the design progresses. From the artistic impression it does appear that the bike path is intended to be at the same level as the footpath, rather than a step down. This can result in pedestrians straying into the bike spaces and therefore places an imperative for the 'artistic impression' garden bed regularly separating the footpath from the bike path for the full extent, except of course where there are driveways and other crossings. While the garden beds and trees are attractive and sustainable additions to the design, choice of plants and trees is critical. The plants in the garden bed should not be fast growers that spread outwards into the bike path space and similarly trees should not have branches that grow out low down that obtrude into the bike path space. Regular maintenance especially during early growth will be imperative.</p> <p>We note that this completed section of the West Street Cycleway will connect to the Ridge Street Cycleway. This is a positive step in integrating that cycleway into the North Sydney bike network. We do however, recommend that the Ridge Street Cycleway be directly connected to the shared path through St Leonards Park. This would create better connectivity to the eastern separated cycleway towards Young Street.</p> <p>We similarly note that until a Pacific Highway separated bike path is in place this small section of West Street Cycleway connects to the laneway route along Church Lane and Angelo Street. The crossing of McClaren Street is extremely sub-standard and we recommend that this be upgraded to a standard crossing.</p>		

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				<p>It is wonderful to see plans finally progress for the West Street Cycleway but this is still just one stage of this priority bike route connecting the Sydney Harbour Bridge Cycleway to the extensive network of bike paths that commence at Naremburn. We urge North Sydney Council to work with Transport for NSW to complete the whole route. In particular:</p> <ul style="list-style-type: none"> <li>- To connect the West Street Cycleway proposals to the Sydney Harbour Bridge Cycleway, in particular with a separate bike path along the Pacific Highway between Arthur Street and West Street. Without this path, everyday riders will find it almost impossible to use a bike for transport through North Sydney CBD.</li> <li>- To provide a grade separated bike and pedestrian path from West Street to the Naremburn Cycleway which currently ends in the middle of the Warringah Freeway.</li> </ul> <p>Again, we applaud Council's action in progressing this important project and thank council for the opportunity to comment on project details.</p>		

West Street Cycling, Walking and Streetscape Upgrades – Stage 1 SUBMISSIONS SUMMARY (4 October to 14 November 2022)						
No.	Name	Issue / Theme	Key Points Raised	Submission	Action	Sentiment
91.	Georgina Harricks	Safety	<ul style="list-style-type: none"> <li>• Pedestrian crossing/safety facilities at Pacific Highway and West Street intersection</li> <li>• Pedestrian Crossing or refuge over Church Street at the intersection with West Street</li> </ul>	<p>We were with you on Thursday at the Walkthrough regarding the area of interest to us and other residents regarding pedestrian safety at the top of Church St junction with West Street.</p> <p>A few things have come to my mind since this meeting.</p> <p>Multiple pedestrians on the eastern side of Pacific Highway. walk in both directions - to the north and to the south. There is a pedestrian refuge in the middle of West St. here.</p> <p>We are wondering at the logic of placing a zebra cross so close to this present un-zebra-ed natural crossing?</p> <p>By nature pedestrians cross all the side streets entering Pac. Highway in a straight line for speed and convenience.</p> <p>Have you taken this aspect into consideration?</p> <p>If you were thinking of diverting these pedestrians from the end of West St. to the new Union Hotel zebra crossing the only way you could possibly insist on this would be to erect railings around the two corners of Pacific Highway/West St. I suggest this is not going to happen. If railings are not to be used and the present crossing left as it is then we will have two crossings within a matter of metres from each other - one unmarked - at the end of West on Pacific Highway and the new proposed Union Hotel zebra.</p> <p>And yet the most dangerous bend where West Street flows into Church St. is left unaddressed other than a supposed calming traffic flow flower bed RATHER than an aid to safe crossing for pedestrians.</p> <p>We were very shocked and frustrated to hear that the forgoing of one or two parking spaces is out of the question compared to the safety</p>	1c, 2b	Neutral

West Street Cycling, Walking and Streetscape Upgrades – Stage 1 SUBMISSIONS SUMMARY (4 October to 14 November 2022)						
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				<p>of pedestrians. When all this money is fed into cycle tracks and we are trying to encourage vehicles to stay out of the CBD area this decision seems without logic.</p> <p>With your plan for a 'flower bed' on the bend of West St at junction with Church St. would there be the possibility of a pedestrian refuge at the top of Church St.?</p> <p>We would seriously like to press for a zebra crossing at the top of Church Street as a matter of extreme urgency despite the argument about decreasing parking spaces. This seems to be a far more important crossing point than Union Hotel to top of Church Street in the vicinity of another crossing already used.</p> <p>I would like to bring to your attention an email I sent to the previous Mayor regarding many concerns we had at that time and still have.</p>		
92	Robert White		<ul style="list-style-type: none"> <li>General support</li> </ul>	<i>Stakeholder submission had not attached and was contacted for additional information - General support</i>	2d	Support

## Attachment B Submission Response

<b>Theme and Summary</b>	<b>Community Suggestion</b>	<b>Response</b>
<u>West Street Stages 2 and 3</u> 36 (39%) submissions requested completion of stages 2 and 3 of West Street. This was unprompted from the consultation questions.	Expedite completion of West Street Stage 2 and 3.	At a Council meeting on 26 September 2022, Council resolved to prioritise and progress the design and construction of West Street stage 2 and 3.
<u>North Sydney Cycleway Network</u> 19 (21%) submissions raised issues with the current status of the North Sydney cycleway network (disconnected network). Comments included <ul style="list-style-type: none"> <li>• support expanding and connecting the North Sydney cycleway network</li> <li>• opposed the 'piece meal' approach to cycleway construction</li> </ul>	Deliver the Pacific Highway Cycleway.	Council continues advocate for and work with Transport for NSW on the delivery of the Pacific Highway cycleway.
	Connect West Street cycleway to Naremburn.	Council has committed to delivery of West Street Stage 2 and 3 and is advocating to Transport for NSW for better connections between West Street and Naremburn.
	Construct the entire network instead of small sections.	Financial and logistical constraints make delivery of the entire network difficult. Council is committed to delivery of the priority network as outlined in the North Sydney Integrated Cycling Strategy.
<u>Safety</u> 36 (40%) submissions raised safety as a theme. Comments included: <ul style="list-style-type: none"> <li>• cyclist separation from traffic would</li> </ul>	Retain pedestrian refuge at West Street and Pacific Highway intersection.	Due to kerb realignments at the Pacific Highway intersection, the distance required to cross the road has been reduced, minimising the need for a refuge. The designs will be reviewed to assess the need for a refuge and potential reinstatement.

<b>Theme and Summary</b>	<b>Community Suggestion</b>	<b>Response</b>
<p><i>improve safety for cyclists</i></p> <ul style="list-style-type: none"> <li><i>narrower lanes would slow traffic on neighborhood streets</i></li> <li><i>concern about potential collisions and issues reversing from driveway due to narrower traffic lanes</i></li> <li><i>safety improvements for pedestrian crossing</i></li> <li><i>potential collisions at childcare drop-off</i></li> </ul>	Partial barriers, change in angle of kerb ramp and/or signage at driveways to reduce potential collisions.	Driveway entrances/exits will be differentiated by use of green cycleway colouring. Additional painted signage will be considered.  Installing physical barriers on the cycleway is not desirable due to potential trip hazards.
	Ensure cycleway surface is smooth.	To consider at construction stage.
	Additional pedestrian crossing at West and Church Street.	Council staff to consider merits and apply for grant funding for future project construction.
	Clear markings on pedestrian / cyclist crossings to indicate that pedestrians/ cyclists have priority over cars.	To consider at construction stage.
<p><u>Inclusivity</u></p> <p>7 (8%) submissions raised inclusivity as a theme. Comments included:</p> <ul style="list-style-type: none"> <li><i>off-road cycleway will encourage people of all ages to cycle, including young people, older adults, and parents with children.</i></li> </ul>	<i>Additional seating along the cycleway for older adults to rest.</i>	<i>Appropriate locations to be identified for construction stage.</i>
	<i>Bike lock/parking on the corner West Street and Pacific highway (next to Union Hotel).</i>	<i>To be installed during or following construction.</i>

<b>Theme and Summary</b>	<b>Community Suggestion</b>	<b>Response</b>
<ul style="list-style-type: none"> <li><i>narrower streets can cause issues with school-drop off</i></li> <li><i>Upstand kerb is dangerous for older adults</i></li> </ul>	<i>Consider a waiting bay for cyclists to enter Pacific Highway.</i>	<i>To be considered in future design of Pacific Highway Cycleway</i>
	<i>Remove existing kerb to minimise obstacles for older adults/wheelchair access.</i>	<i>Majority of existing kerb will be demolished. Where kerb is retained, consider additional ramps to allow easier access for older adults and wheelchair access.</i>
<p><u>Health and Wellbeing</u></p> <p><i>4 (4%) submissions raised health and wellbeing as a theme. Comments included:</i></p> <ul style="list-style-type: none"> <li><i>the project will improve the livability of the area</i></li> <li><i>encouraging cycling and walking will improve overall health</i></li> <li><i>cycling on the road increases exposure to air pollution, which is shown to negatively impact health</i></li> </ul>		
<p><u>Traffic</u></p> <p><i>15 (16%) submissions raised traffic as a theme. Comments included:</i></p> <ul style="list-style-type: none"> <li><i>improving walking and cycling facilities improve walkability and cyclability, and reduces traffic congestion and car-</i></li> </ul>	<p>Reduce speed to 30km/hour or 10km/hour on West Street and surrounding area.</p>	<p>West Street is a priority proposed 40km/hr street, outlined in the North Sydney Council 40km/hr and 10km/hr Shared Zone Masterplan and Action Plan. Expedite delivery of the 40km/hr zone after construction of project.</p> <p>30km/hr and 10km/hr speed zones to be considered as part of future work.</p>

<b>Theme and Summary</b>	<b>Community Suggestion</b>	<b>Response</b>
<p><i>dependency</i></p> <ul style="list-style-type: none"> <li>• <i>support interventions such as traffic lane narrowing to calm traffic speeds</i></li> <li>• <i>concern that cyclist use the road instead of the Ridge Street Cycleway</i></li> <li>• <i>existing low usage of Ridge Street bike path</i></li> </ul>	New traffic light at the intersection of Pacific Highway and West Street	To be considered in future design of Pacific Highway Cycleway
	Relocate 'Give Way' signage from Church Street to West Street.	To consider at construction stage.
	Education campaign at the open of the cycleway to encourage cyclist to use the cycleway.	Develop suitable education campaign with Road Safety Coordinator.
	On-road bike facilities as preferred option.	On-road bicycle facilities were considered in the West Street Design Report. The report found that on-road facilities offered limited improvement in cycling amenity. With the existing level of traffic per day and the travel speed, bicycle lanes should be provided.
	Uni-directional cycle path (cycle path on either side of road).	West Street Design Report considered uni-directional cycle path for West Street. The option scored lower than a bi-directional cycleway when scored on a transport planning matrix.  This option would also result in significant changes to traffic conditions for the local area.
	Bike path on eastern side of West Street.	The West Street Design Report considered a bi-directional cycleway on the West and East side of

<b>Theme and Summary</b>	<b>Community Suggestion</b>	<b>Response</b>
		West Street, between Pacific Highway and Ridge Street. To ensure consistency with future desired treatments for West Street Stages 2 and 3, a Bi-directional cycleway on the West side was chosen.
<u><b>Parking</b></u> 4 (4%) submissions raised parking as a theme. Comments included: <ul style="list-style-type: none"> <li>• increase cycling infrastructure generally and remove parking if required</li> <li>• support for no loss of parking associated with the design</li> <li>• concern that narrower lanes will making parking more difficult</li> </ul>	Remove parking space on West Street at Hazelbank Place to improve pedestrian/cyclist connection.	This section of West Street is outside the scope of Stage 1. To be considered for West Street Stage 2 and 3 designs.
	Remove parking so the child-care indent is not required, and sidewalk and tree does not need to be removed. (cited RMS Road User Space Allocation Policy and Procedure).	The child-care indent is intended to reduce collisions between people that choose to drive for child-care drop off and cyclists. Although there will be a minor loss of footpath to accommodate this feature, the Road User Space Allocation Policy and Procedure should be viewed holistically. Overall, West Street Stage 1 significantly reallocates space to walking and cycling. This is an acceptable compromise considering the broader context.
<u><b>Environment and Sustainability</b></u> 3 (3%) submissions raised environment and sustainability as a theme. Comments		

<b>Theme and Summary</b>	<b>Community Suggestion</b>	<b>Response</b>
<p><i>included:</i></p> <ul style="list-style-type: none"> <li>• Cycleway will encourage greater uptake in cycling improving the environment</li> <li>• Support for the net increase in trees</li> </ul>		
<p><u>Streetscape Improvements</u></p> <p>4 (4%) submissions raised streetscape improvements as a theme. Comments included:</p> <ul style="list-style-type: none"> <li>• support for pram and child friendly facilities</li> </ul>	Additional landscape beds between car parking spaces.	Consult with design team to assess suitability and areas with low impact on existing design.
	Gardens beds along the full extent of cycleway to minimise pedestrian cyclist conflict (driveways and crossings excluded).	Consult with design team to assess suitability and areas with low impact on existing design.
	Select slow growing plants that do not spread outwards to minimise maintenance and conflicts with cyclists.	Selection of plantings will consider these criteria.

## Attachment C Interactive Map Comments

No.	Author	Map Comment	Issue/Theme	Response
1	Polymouth	<p>The driveway entrance to 28 West st is quite steep. Currently cars exiting (which drive on the *right*) have to creep up to the footpath to watch for (slow moving) pedestrians. There is *no* way we can make this exit safely with (fast) bikes coming from our right - there is a concrete wall there. I wouldn't even trust a mirror in that situation as drivers won't be able to judge speed or distance of the approaching bike.</p> <p>Any new bike lane should be on the east side of West St, just as it should have been on the *south* side of Ridge St - commuting cyclists do not use the Ridge St bike lane, preferring to ride in the traffic (or on the wrong side of Ridge St).</p>	Cycleway should be on the East side of West Street to avoid conflict between cyclist and cars reversing out of driveway	<p>Driveway entrances/exits will be differentiated by use of green cycleway colouring. Additional painted signage will be considered.</p> <p>Installing physical barriers on the cycleway is not desirable due to potential trip hazards.</p>
2	Toby	Zebra crossing - Please make sure this is a well-lit crossing, with a very obvious green painted section for bikes. Cars have a habit of blowing through assuming the bike does not have the right to use them. As found out in Bondi Junction	Well-lit crossing and clear priority for pedestrians and cyclists	Noted, staff to review design to ensure appropriate lighting and line marking at crossings.
3	Toby	Can the entire length of the cycle lane be GREEN! all over Sydney this is a huge issue. Pedestrians walk in the lane not knowing its a bike lane, drivers park in the unpainted sections claiming they didn't know and garbage bins are placed in the unpainted sections. this token effort of just painting intersections isn't enough! Sydney residents still are not use to interacting with bikes in there own separated lanes. Make these lanes stand out!	Length of cycleway green	To consider at construction stage.
4	Toby	if cars are going to be parked along the edge of the cycle lane car dooring is an issue (regardless of cars facing the oncoming bikes) unless there is a buffer zone big enough or as a last resort some type of waning along the parking edge. This	Larger buffer zone or painted warning for parked cars	The cycleway has a planned buffer zone that meets minimum requirements. Council to investigate additional painted

		<p>Painted warning has been added on a new bike lane in Alexandria</p>		<p>warnings as referenced in the comment</p>
5	Ian	<p>Given the large number of local residents who store their personal vehicles on the street, surely the "best" solution to making cycling safer and more accessible for all users is to impose a 10 km/h or 15 km/h shared user speed zone through this area.</p> <p>The same could be done along Ridge Street between West and Miller streets.</p>	<p>10-15km/hr speed limit on West Street</p>	<p>West Street is a priority proposed 40km/hr street, outlined in the North Sydney Council 40km/hr and 10km/hr Shared Zone Masterplan and Action Plan. Expedite delivery of the 40km/hr zone after construction of project. 30km/hr and 10km/hr speed zones to be considered as part of future work.</p>
6	Narelle	<p>Love the consideration to the parents with car doors - kerb indent - very helpful (Northside Market Pin)</p>	<p>Support child-care indent</p>	<p>Noted</p>
7	B	<p>I think this project and its design are both great. Please work on continuing the cycleway the rest of the way down West Street as soon as possible. Please also prioritise connecting to the harbour bridge with a protected cycleway.</p>	<p>Progress West Street stage 2 and 3</p>	<p>Noted</p>
8	David	<p>The Transport for NSW Cycleway Design Toolbox says that the target should be for a 3.0m wide cycleway but it can be as low as 2.0m in low volume areas. Austroad specifies a minimum of 1.5m This cycleway is being built with a width of 1.2m in each direction which is not compliant. There is an even narrower section just south of Ridge st next to the parked cars. The cycleway is also effectively narrowed near the parked cars further south thanks to the door zone.</p> <p>As the only north-south cycleway in the area, it is not likely to be a low volume cycleway and should be built to accommodate larger volumes.</p> <p>The design toolbox specifies a buffer zone of 1.0m between the cycleway and parked cars, but this cycleway has been designed with a 0.4m buffer zone which is also not adequate.</p>	<p>Suggest non-compliance with cycleway design toolbox</p>	<p>The Cycleway Design Toolbox suggests a minimum size for a bi-directional cycleway as 2.4 metres wide. West Street Stage 1 is compliant with this standard.</p>

		<p>Narrowing the two travel lanes to 2.5m each would allow for 1.5m cycle lanes and a 0.6m buffer zone. This would still be well above the Austroads minimum width of 8.0m for a bi-directional residential access street with parking on both sides.</p> <p>Please consider redesigning the cycleway so that it is safe to use, or if not that, at least improving it to the minimum applicable standards.</p>		
9	David	<p>The representative diagram shows dropped kerbs for access to driveways.</p> <p>Instead, these should be designed as continuous footways / cycleways so that the drivers must go up and over the cycleway rather than cyclists dropping down to the level of the road.</p> <p>The two advantages of this are that drivers are made more aware that they need to give way and that cyclists will not have to go through the large puddles that inevitably form in driveway entrances with dropped kerbs.</p> <p>There will be a lot more cyclists using the cycleway than drivers entering the car park, and it is appropriate that we prioritise the comfort of cyclists in this case.</p>	Remove drop-kerbs at driveways	To consider at construction stage.
10	John	<p>Crossing Ridge Street (just outside the jewelry store) is fraught with danger. This crossing is a feeder to and from the zebra crossing across West St. This is also a major thoroughfare for North Sydney Dem and Monte kids.</p> <p>Can Ridge St also get a zebra crossing?</p>	Pedestrian crossing at Ridge Street	Council staff to consider merits and apply for grant funding for future project construction.

		<p>If not, can we get a pedestrian island across Ridge St ?</p> <p>If not, can we get a roundabout / traffic lights at the intersection of west and Ridge Streets ?</p>		
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