



MINUTES

The Minutes of the **Sustainable Transport Reference Group Meeting** held in the Ros Crichton Pavilion, 200 Miller Street, North Sydney on Tuesday 5 December 2023.



PRESENT

Councillor Welch in the Chair. Councillor Baker and Councillor Santer.

Staff: Gary Parsons, Director Open Space and Infrastructure
Eoin Cunningham, Manager Traffic and Transport Operations
Max White, Sustainable Transport Project Co-ordinator
Paul Yang, Engineering Project Manager
Peita Rose, Governance Officer (Minutes)

Members: Yaffa Gould, Community Member
Jillian Christie, Milson Precinct
Tony Stanley, Community Member
Carolyn New, Bike North (remote)

Apologies: Louis Thevenin, Community Member
John Meadows, Community Member

1. Confirmation of Minutes

The Minutes of the previous meeting held on 16 May 2023, copies of which had been previously circulated, were taken as read and confirmed.

Moved by Councillor Baker and seconded by Yaffa Gould.

Voting was unanimous.

2. Disclosures of Interest

Nil.

3. Committee Reports

3.1. Workshop - West Street Stage 2 Design

AUTHOR Max White, Sustainable Transport Project Coordinator

- The purpose of this report is to outline the agenda for the West Street Stage 2 design feedback workshop.
- The workshop will seek feedback from the Sustainable Transport Reference Group (STRG) members on the proposed designs for West Street Stage 2 – Cycling, Walking West Street Stage 2 – Cycling, Walking and Streetscape Upgrades are on exhibition from Tuesday 5 December 2023 and Sunday 3 March 2024.
- As a part of consultation, council staff will facilitate a workshop with the STRG members and this report outlines the workshop agenda.
- The workshop will seek feedback from the STRG members on the West Street Stage 2 and discuss potential solutions to identified issues.

Recommending:

- 1. THAT** the agenda for the West Street Stage 2 design workshop be received.

The Motion was moved Councillor Baker and seconded by Yaffa Gould.

Voting was unanimous.

Resolved to recommend:

- 1. THAT** the agenda for the West Street Stage 2 design workshop be received.

Council’s Sustainable Transport Project Co-ordinator advised that Council is looking for input from the community as experts on the design. Council’s strategies and plans for West Street are as follows:

- Integrated cycling strategy
- West Street Priority Route 1, it forms a north south spine link for residents in the north through to Sydney Harbour Bridge and Sydney CBD.

The extent of the Project Stage 1 has recently been completed.

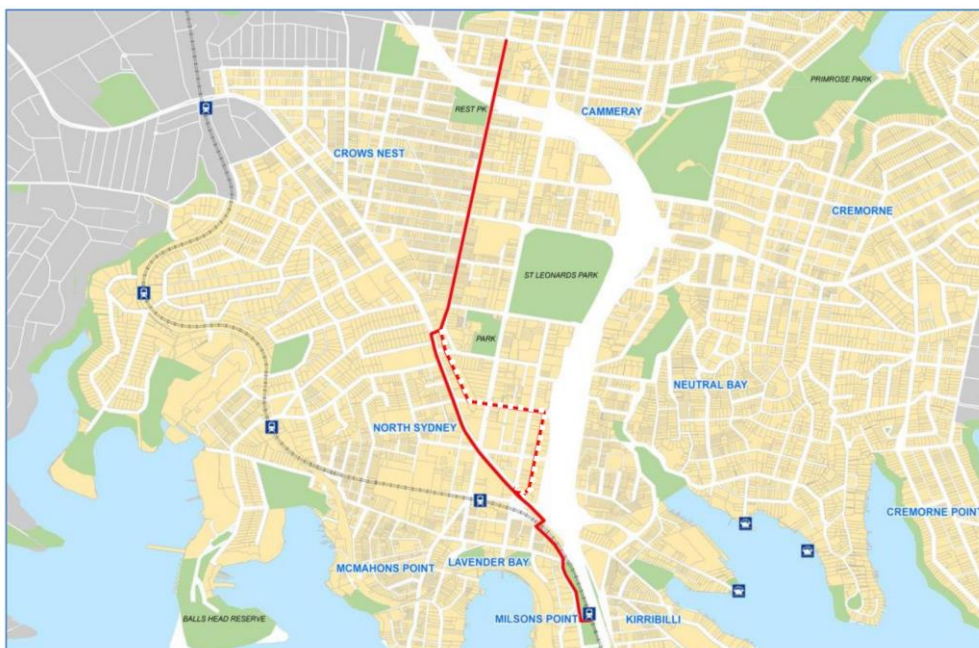
Council’s Sustainable Transport Project Co-ordinator presented to the Reference Group on the West Street Stage 2 Design with the following:

1. Strategic Merit and Outcomes
2. Project Context
3. Key Features
4. Proposed Conditions
5. Community Engagement Activities
6. FAQ
7. Next Steps

The West Street upgrades support the delivery of:

- North Sydney Integrated Cycling Strategy
- North Sydney Transport Strategy
- North Sydney Council Street Tree Strategy
- North Sydney Vision 2040 – Community Strategic Plan
- North Sydney Council Local Strategic Planning Statement (LSPS)

Route 1: Sydney Harbour Bridge to Cammeray via West Street (High Priority)



Project Context

The Blue line is Ridge Street Cycleway, and the green line is Hazelbank shared path. There are six schools along the 200m cycleway.



West Street Space Allocation

The percentage chart is of the actual road allocation.

Road surface travel lane or parking is 66%. The footpath is 34% and with this proposal there will be 2% extra garden beds with 11% new bike paths, and 3% new footpaths.



Key Features

There is a loss of two car parking spaces along the 1.1kms and there will be 29 additional trees.

Tree Coverage



LOSS	GAIN	TOTAL
-1	+30	+29

Parking



LOSS	GAIN	TOTAL
-17	+15	-2

SWOT Analysis

Strengths

Weakness

Opportunity

Threats



After the presentation to the Reference Group those that attended the meeting and online participated in a workshop where a plan of the Design of the West Street Cycleway Stage 2 with different sections of the cycleway were placed over four tables. Each table had a sticky note pad with all the colours as shown above.

Workshop participants were asked to identify threats the design could consider, the strengths of the project, weaknesses, and/or opportunities missed. Stickers were provided to 'up vote' post-it notes to reduce doubling up of comments.

Photos of the completed sections below:

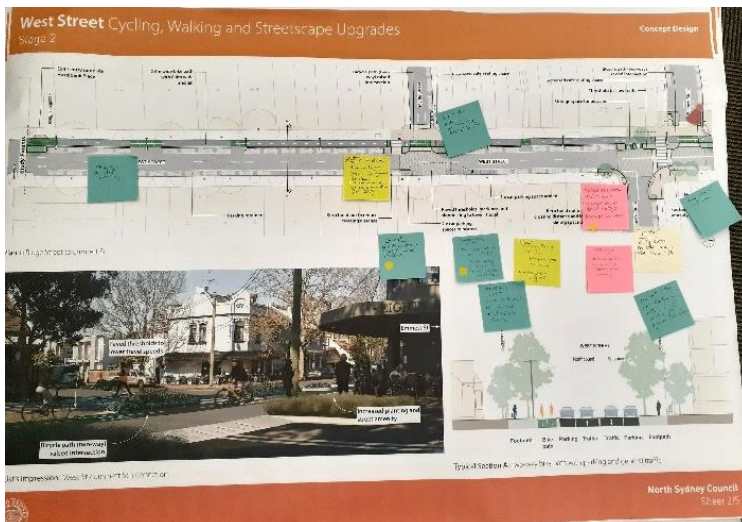


Image 1. West Street, between Ridge Street and Carlow Street

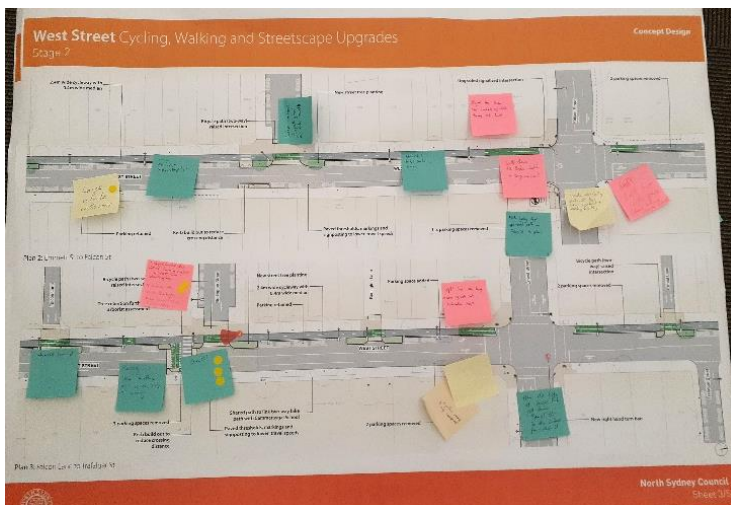


Image 2. West Street, between Emmett Street and Trafalgar Street

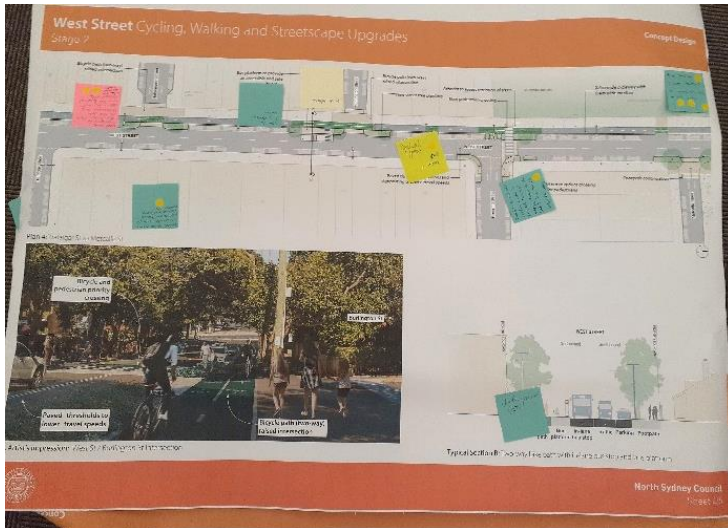


Image 3. West Street, between Trafalgar Street and Metcalfe Street

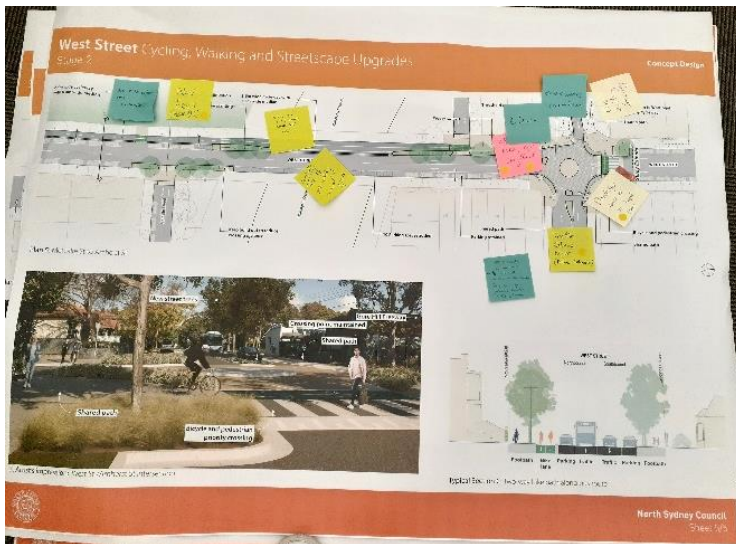



Image 4. West Street, between Metcalfe Street and Amhurst Street

Summary of SWOT

SWOT	Comment Raised	Response
Strengths	<ul style="list-style-type: none"> • Direct and separated cycleway. 	Providing safe, direct and comfortable cycleways is key to encouraging people of all ages to cycle.
	<ul style="list-style-type: none"> • Continuous footpath treatments for prioritised and comfortable walking environment. 	Continuous footpath treatments have been included to improve access and comfort for older adults and people living with the disability.
	<ul style="list-style-type: none"> • Share path on the eastern side of West Street to support cycling school drop off for Cammeraygal High. 	The shared path at this section will enable parents to legally leave the school area once children have been dropped off at school.
	<ul style="list-style-type: none"> • Paving to slow traffic at key intersections 	Pavers at key intersections create a feeling of sharing the space therefore slowing traffic. The pavers also improve the amenity and 'sense of place'.

	<ul style="list-style-type: none"> • Pedestrian crossing at West Street and Burlington Street intersection. 	This crossing was requested by Cammeraygal High School and will improve safe access for students walking and cycling to school.
	<ul style="list-style-type: none"> • Kerb build outs to minimize time of road for pedestrians. 	Kerb build outs improve amenity and minimise the crossing distance for pedestrians.
	<ul style="list-style-type: none"> • Additional outdoor dining good for socializing and mental wellbeing. 	The opportunities for outdoor will activate the area, provide area to connect and support local businesses.
	<ul style="list-style-type: none"> • Reinforcing desire lines for school students (West Street, corner of Carlow Street). 	Noted
	<ul style="list-style-type: none"> • Additional trees. 	Additional tree canopy will cool the streets through additional shade and evaporative cooling.
	<ul style="list-style-type: none"> • Additional car parking on West Street crossing Warringah Freeway. 	Noted
Weaknesses	<ul style="list-style-type: none"> • Sight lines for northbound vehicles on West Street turning into petrol station and Automotive Service at the corner of Falcon Street and Ernest Street. 	Further assessment will be undertaken at these locations to understand sightline concerns
	<ul style="list-style-type: none"> • Sightlines for cars turning right into West Street from Holterman Avenue. This is a rat run for vehicles accessing Crows Nest. 	Further assessment will be undertaken at these locations to understand sightline concerns. Any planting selections at this location will be kept low to maintain sightlines
	<ul style="list-style-type: none"> • Sightlines for vehicles turn out of Burlington Street onto West Street. 	Further assessment will be undertaken at these locations to understand sightline concerns. Any planting selections at this location will be kept low to maintain sightlines
Opportunities	<ul style="list-style-type: none"> • Bike parking, bike repair every 100 metres. 	Bike parking, repair stations and street furniture are not shown on the plans, however, will be installed at key locations along the route.
	<ul style="list-style-type: none"> • Undergrounding power poles. 	The estimated cost to underground powerlines is \$1,000,000 per 100 metres. This would be a considerable additional cost to the cycleway at 1.1 km in length. Undergrounding powerlines is generally reserved for commercial and business areas. West Street does not meet these criteria.

	<ul style="list-style-type: none"> New street lighting and consistency with neighbourhood character. 	Detail design stage will identify lighting and details consistent with local character and the North Sydney Council public domain guide.
	<ul style="list-style-type: none"> Better and safer access to schools via cycling on side streets. Including Rosalind Street access to Anzac School, access to Willoughby and Gore Hill Freeway cycleway. 	<p>Additional speed cushions will be considered where appropriate.</p> <p>Improving connections to Anzac School along Rosalind Street is a longer-term goal. Continuous Footpath Treatments are planned for the intersection of Rosalind Street and Miller Street to slow traffic, which can be delivered in the medium term.</p> <p>Improving connections with the Gore Hill Freeway cycleway are to be developed in conjunction with Transport for NSW.</p>
	<ul style="list-style-type: none"> Speed cushion at the corner of West Street and Amhurst Street (eastern side) 	Further review required; however no immediate issues identified with the addition of speed cushions at this location.
	<ul style="list-style-type: none"> Raised crossing at the intersection of West Street and Amhurst street (western side) 	Transport for NSW does not want to exacerbate queuing at this intersection for vehicles coming off the highway. Further queuing analysis can be conducted to understand the impact of a raised crossing.
Threats	<ul style="list-style-type: none"> Large vehicle collision 	<p>The lane widths will be reduced along West Street, which will slow traffic. The addition of raised crossings will also slow traffic.</p> <p>The lane widths will meet minimum passing distances requirements. Turn path analysis has been conducted to identify any turning/passing issues</p>
	<ul style="list-style-type: none"> Cycleway ending abruptly at Falcon Street and Ernest Street. 	Further assessment required, however additional line marking across the intersection may be possible to maintain cyclist legibility.
	<ul style="list-style-type: none"> Difficulty for southbound cars turning left and queuing at the Falcon Street Intersection. 	The current area for queuing will be maintained, however additional removal of parking may be considered if queuing issues are identified.
	<ul style="list-style-type: none"> Stakeholder management 	Extensive community and stakeholder engagement is planned (see engagement plan on Your Say page).

	<ul style="list-style-type: none"> Potential loss of significant trees 	<p>Arborist will be engaged for further assessment of trees along the route.</p>
	<ul style="list-style-type: none"> Conflict points at beginning of share path on the western side of West Street at Amhurst Street intersection 	<p>Additional treatments to be considered, including 'Honeycomb' line marking, which will slow cyclists as they enter the share Path section. Example below:</p> 
	<ul style="list-style-type: none"> Car exiting freeway a West and Amhurst Street intersection 	<p>Potential raised crossing to be considered at detailed design stage. Further assessment of queuing is required.</p>
	<ul style="list-style-type: none"> Streetscape plantings will need to be kept low to maintain sight lines 	<p>Landscape plans will be developed with low growing plantings.</p>

Questions raised:

Q. Will there be light phasing for cyclists at the traffic lights?

A. Yes, cyclists will have a dedicated phasing signal.

4. General Business

Nil.

5. Closure

The meeting finished at 7:30pm.