

5.3. Road Opening, Left Turn Only restriction and Continuous Footpath Treatments – Young Street, Neutral Bay

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ATTACHMENTS	<ol style="list-style-type: none"> 1. Preferred Concept Design August 2024 [10.13.1 - 19 pages] 2. Public Exhibition and Consultation Summary [10.13.2 - 12 pages] 3. Online Survey submissions [10.13.3 - 30 pages] 4. Free form submissions [10.13.4 - 7 pages]
CSP LINK	<ol style="list-style-type: none"> 1. Our Living Environment <ol style="list-style-type: none"> 1.3 Clean and green places 1.4 Well utilised open space and recreational facilities 2. Our Built Infrastructure <ol style="list-style-type: none"> 2.1 Infrastructure and assets meet diverse community needs 2.2 Vibrant public domains and villages 3. Our Innovative City <ol style="list-style-type: none"> 3.1 Our commercial centres are prosperous and vibrant 3.3 Distinctive sense of place and design excellence 4. Our Social Vitality <ol style="list-style-type: none"> 4.1 North Sydney is connected, inclusive, healthy, and safe

PURPOSE:

This report seeks Traffic Committee endorsement for the partial reopening of Young Street Neutral Bay.

- On 1 December 2023 Council received TfNSW in-principle support for the permanent partial opening of Young Street.
- At its meeting of 11 December 2023, Council resolved to seek community feedback on the concept designs developed for Young Street Plaza. Concept designs were placed on public exhibition from 1 May to 12 June 2024.
- Community consultation for the proposal for the reopening of Young Street to traffic revealed broad support for the concept design.
- General feedback suggestions included greenery, gardens, walkways, shade and seating, along with a desire for the inclusion of native plants, non-slip surfaces, and adequate lighting. All these elements can be incorporated into the further development of the design.

- At its meeting of 28 October 2024, Council endorsed the concept design for upgrade of the Young Street Plaza in Neutral Bay to proceed to detailed design, tender, and construction, pending endorsement from Traffic Committee.
- Following Council's resolution, this report recommends reopening Young Street, Neutral Bay, to southbound traffic between Grosvenor Lane and Military Road. The endorsed concept plan includes continuous footpath treatments across Young Street, one at the intersection of Military Road and one at the intersection of Grosvenor Lane.

RECOMMENDATION:

- 1. THAT** the Committee endorse the reopening of Young Street, Neutral Bay to southbound traffic between Grosvenor Lane and Military Road.
- 2. THAT** the Committee endorse two continuous footpath treatments across Young Street, Neutral Bay, one south of the intersection with Grosvenor Lane and one north of the intersection with Military Road.
- 3. THAT** the Committee endorse the 'Left Only' restriction from Young Street onto Military Road.

Background

At the Council Meeting on 26 April 2022, Council resolved:

- 1. THAT Council reject all tenders for Tender 34/2021 for Young Street Plaza Construction.*
- 2. THAT all Councillors be provided with the Funding Deed and any other correspondence/information.*
- 3. THAT the Mayor meet with Transport for NSW to discuss alternate options within the Military Road corridor including alternative options for Young Street.*
- 4. THAT Young Street be reopened and that the funding for the reopening be sourced from either the existing Transport for NSW funding which funded the temporary closure of Young Street in the first place or from the existing Engineering Budget.*

In August 2022, Council staff engaged with TfNSW representatives to discuss the technical considerations of reopening Young Street, in line with the funding deed's objectives. A concept design was developed for a partial reopening, allowing single-lane access to Military Road, while maintaining a permanently closed, landscaped section of Young Street.

On 1 December 2023, after submitting a Traffic Impact Assessment examining the traffic impact of the proposed reopening, Council received TfNSW's in-principle support for the permanent partial opening of Young Street.

Between 1 May to 12 June 2024, the concept design for the Young Street Plaza and safety improvements for Grosvenor Lane was placed on public exhibition. At its meeting on the 28 October 2024, Council resolved follows:

- 1. THAT Council notes the submissions report for the public exhibition and consultation of the concept designs for the upgrade of the Young Street Plaza in Neutral Bay*
- 2. THAT Council endorses the concept design for upgrade of the Young Street Plaza in Neutral Bay to proceed to detailed design, tender and construction.*
- 3. THAT Council notes that the concept designs for upgrade of the Young Street Plaza will be referred to Council's Access and Inclusion Committee to inform the development of these designs.*
- 4. THAT Council allocate the \$2,749,042 Transport for NSW B-Line grant funding, currently held in external restrictions, to the detailed design, further consultation, tender, and construction of the Young Street Plaza.*
- 5. THAT the design incorporates an automated external defibrillator.*

Report

It is proposed to reopen Young Street, Neutral Bay to one-way southbound traffic only, between Grosvenor Lane and Military Road. A 2.8-metre-wide and 55-meter-long traffic lane is proposed, allowing egress-only access onto Military Road. A 'Left Only' restriction would be implemented requiring drivers travelling from Young Street onto Military Road to turn left. This would align with the existing median island along Military Road, physically requiring the turn.

Continuous footpath treatments are proposed across Young Street, just south of the Grosvenor Lane intersection and just north of Military Road intersection. Under the road rules, a footpath is a road-related area. When entering, or crossing a road-related area from a road, drivers must give way to any pedestrian or other road users in the road-related area. The introduction of a continuous footpath treatment will facilitate the safe movement of pedestrians crossing Young Street when travelling along Grosvenor Lane and Military Road.

The TfNSW Technical Direction for Continuous Footpath Treatments (TDT 2013/05) states that continuous footpath treatments are only applicable for intersections carrying no more than 45 vehicles per hour and the driveway layback is no wider than 7 metres. Young Street south of Grosvenor Lane is proposed to be a 2.8m-wide lane and a low-traffic environment, and as such is expected to comply with technical directions.

Public Exhibition and Consultation Summary

In accordance with Section 116 of the NSW Roads Act (1993), the proposed road reopening was advertised in the *Mosman Daily* on 9 May 2024. No feedback was received in relation to the advertisement.

The concept design for the plaza and safety improvements for Grosvenor Lane was also placed on public exhibition from 1 May to 12 June 2024. The exhibition/consultation process was conducted through the following channels, with key figures and notification methodologies outlined below:

- 1,600 visits to the online feedback form, hosted on North Sydney Council’s YourSay consultation webpage;
- 3,600 notification letters distributed to letterboxes of businesses and residents in Cremorne;
- 200 notification letters mailed out to additional stakeholders;
- online feedback form which yielded 90 responses;
- on-site signage, including a QR code, was installed to promote the consultation webpage and raise awareness;
- promotion via Council e-newsletters;
- posts on Council’s social media channels;
- advertisement in the *Mosman Daily* (Thursday, 9 May 2024, page 5), in compliance with Section 116 of the Roads Act for the road reopening approval process;
- on-site drop-in information sessions held on 10am – 12noon Monday 20 May and 28 May 2024, and 3pm – 5pm Tuesday 28 May 2024, from 3 p.m. to 5 p.m.;
- A Neutral Bay Streetscape Committee meeting was held at Council Chambers on Tuesday, 4 June 2024; and
- a memo was distributed to five nearby precinct committees.

Submissions Received

- 77% of feedback was received from residents with the Cremorne / Neutral Bay area;
- 90 responses to the online feedback form;
- 13 written submissions;
- three submissions from precinct committees; and
- one submission on streetscape feedback via meeting minutes.

The feedback received during this consultation period has been reviewed and will be incorporated into the detailed design stage, where appropriate. Further details on the consultation process, including complete submissions and Council's responses, are included as attachments to this report.

Young Street Plaza Upgrade – Preferred Concept Design

The consultation process demonstrated that the majority of respondents expressed partial or full support for the exhibited option.

Greenery, gardens, walkways, shade, and seating were noted as the most important elements, all of which will be prioritised into the detailed design.

Specific design suggestions, which were not documented in the concept design included native plants, non-slip surfaces, and adequate lighting. These will be further developed and incorporated into the detailed design.

Pedestrian safety was raised as part of the feedback. The concept design proposes continuous footpath treatments at the entry point to the Plaza at Grosvenor Lane and across the Military Road exit. Together with the narrowing of the roadway to accommodate wide footpaths on either side of Young Street, the measures are expected to reduce vehicle speeds and support a safer road environment.

Feedback on Road Reopening / Closure

The road opening / closure of Young Street has been the subject of previous Council resolutions and therefore was not included within the scope of the consultation for the concept designs, however 45 individual submissions and one submission from the Neutral Precinct Committee expressed opposition to the reopening of traffic at Young Street to Military Road.

Traffic Considerations

The following traffic related considerations were raised through the exhibition period.

Plaza Kerb Alignment Feedback

Feedback was received requesting reinforcement of the left-turn only restriction from Grosvenor Lane into Young Street. This proposal will be addressed as part of a separate report which aims to improve pedestrian safety in the Grosvenor Lane Shared Zone, and will inform the final design of the kerb alignment of the intersection at Grosvenor Lane and Young Street.

Shared Zone on Young Street

A Shared Zone between Grosvenor Lane and Military Road is not recommended. According to TfNSW Technical Directions for Shared Zones, dedicated pedestrian facilities provide the safest environment for pedestrians. Shared Zones should only be considered where footpaths are not available, and the current proposal includes footpaths on both sides of the street along with an open plaza space.

Pedestrian Safety Design

The proposed design maintains narrow roadways to slow traffic and includes raised continuous footpath treatments at the start and end of the road. These measures will ensure pedestrian priority at key locations and reduce driver speeds through design elements, rather than relying on regulatory signage or enforcement. The widening of the footpath also allows for improved sight distances and a greater separation between vehicles and pedestrians.

Based on the general support outlined in the community feedback, it is recommended that the Committee endorse the proposal for implementation.

Financial/Resource Implications

Council has been provided funding for the upgrade of Young Street through an agreement with TfNSW. \$2,749,042 is available, which will be sufficient for the completion of the design and construction of these works.

Existing internal resources will be utilised to oversee the completion of the detailed design phase and management of tender, through to construction.

It is estimated that the ongoing costs to maintain and renew the assets with the newly created space will be in the order of \$95,000 per annum, which will need to be sourced through existing budgets.

Legislation

The NSW Roads Act 1993

Public Exhibition and Consultation Summary - Proposed Young Street Plaza Upgrades

This attachment provides a summary of all activities undertaken during the Public Exhibition and Consultation for the Young Street Plaza Upgrade engagement, including detailed survey, freestyle submissions, streetscape committee and drop-in sessions aimed to raise awareness about Council's concept proposal. Additionally, this attachment summarises the feedback received.

1. Online feedback form

The online feedback form, hosted on North Sydney Council's Your Say site, provided the public with a concept design for the plaza, asking if they supported the proposal, together with any other general feedback. 90 submissions were received, the results are collated and summarised below. Analysis was conducted in-house.

1.1. About the respondents

The following table summarises the residency of respondents' relationship to Young Street Plaza. The majority of feedback received was from participants who live in the Neutral Bay and Cremorne area (77%).

Respondents' suburbs	No.
Cammeray	4
Cremorne	31
Cremorne point	1
Crows nest	1
Kurraba Point	1
Mosman	1
Neutral Bay	38
Neutral Bay	6
North Sydney	2
St Leonards	2
Sydney	1
West Pymble	1
Willoughby	1
Total responses	90

Table 1 - Summary of respondents' suburb of residency

1.2. Proposal support

Do you support the proposed design for the plaza?

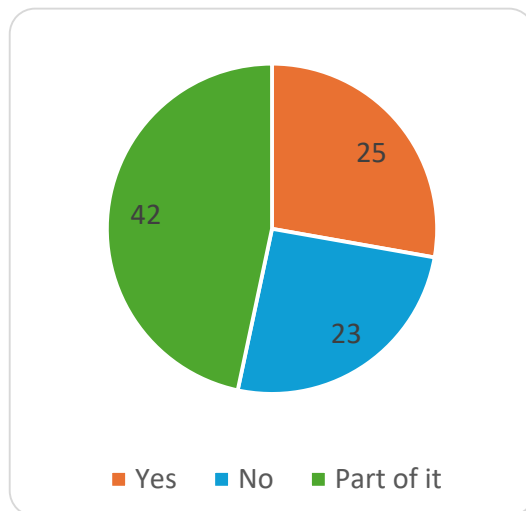


Figure 1 - Young Street Plaza Upgrade concept proposal support

The online survey allowed respondents the opportunity to select one of the following options:

- Yes.
- No.
- Part of it.

47% of respondents selected “Part of it”, 28% selected Yes and 26% opposed to the proposal by selecting No.

1.3. Plaza expected use

What are you most likely to use Young Street Plaza for?

The online survey allowed respondents the opportunity to select from the following options:

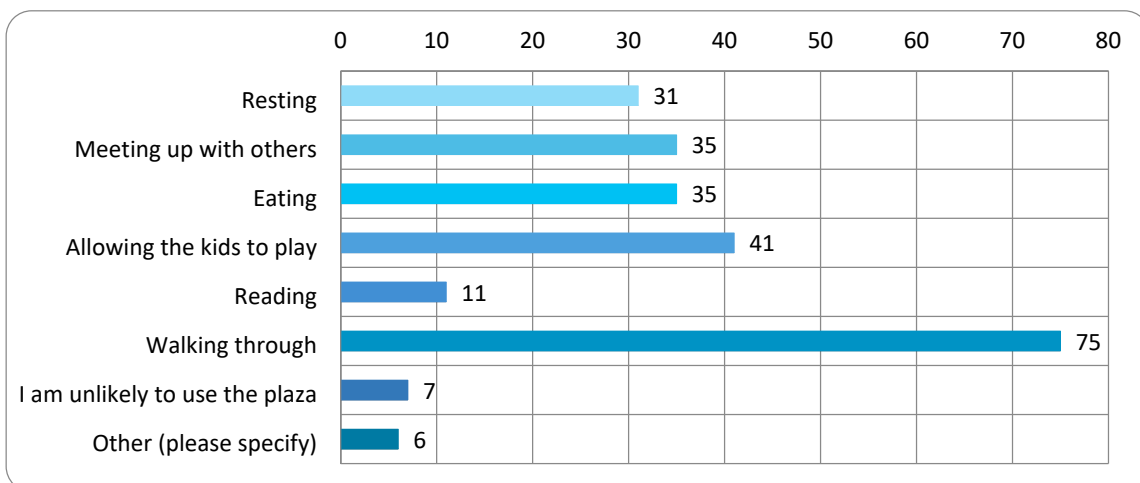


Figure 2 - Young Street Plaza Upgrade most likely to be used for

The survey allowed respondents to select multiple options which saw the following results:

Multiple selections from one person	Times this happened
4+	22
3	25
2	15
1	25
0	3

'Walking through' was the most popular response, indicating that the plaza is a popular transit area. 'Allowing the kids to play' was a popular response, showing that the plaza is favoured among families with children. 'Meeting up with others' and 'Eating' responses suggest that the plaza serves as a social hub. 'Resting' responses indicate that a good number of people use the plaza for relaxation.

A lower number of respondents selected 'Reading' as an activity, indicating that the plaza is less commonly used for this purpose.

A small percentage of people are not interested in using the plaza, with seven respondents selecting 'Unlikely to use the plaza.'

Six respondents selected 'Other.' Of these, two suggested that they would use the plaza to cycle through, two specified that they preferred the space to be open to traffic, one referenced a different project site in the Neutral Bay Area, and one noted that they would like to be able to turn left from Military Road into Young Street.

The responses indicate the area will have high pedestrian traffic and need to be provided with clear pathways for navigation. The space is also perceived as a social and family-oriented space, highlighting the plaza's role as a community gathering spot. The space is also seen as a place for resting with responses suggesting the need to provide seating and shaded areas.

1.4. Plaza expected features

What are the most important features Young St Plaza should have?

The online survey allowed respondents the opportunity to select from the following options:

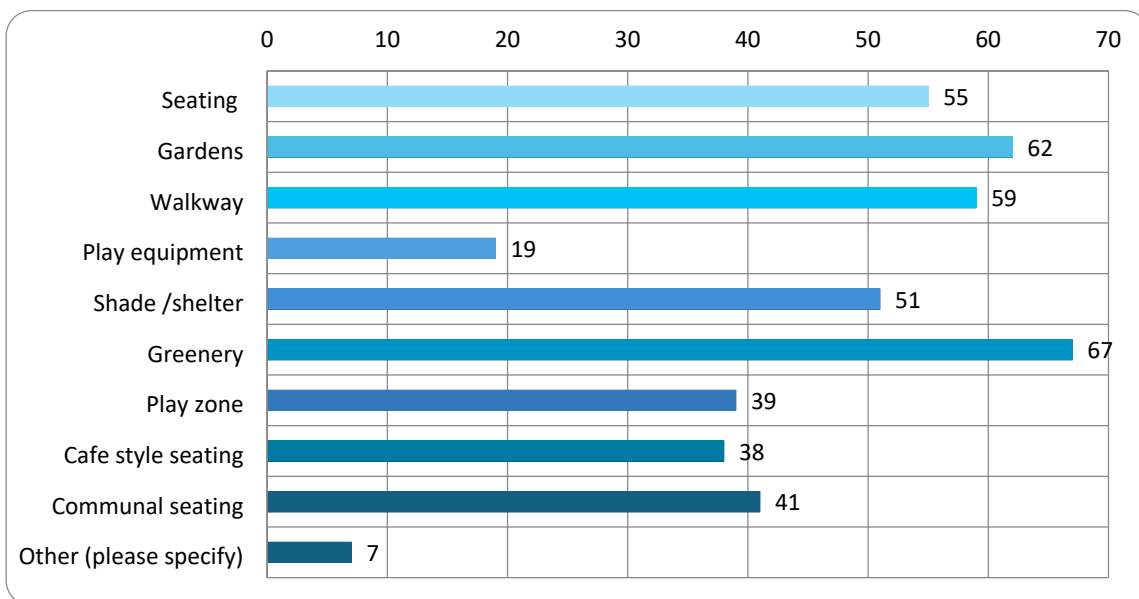


Figure 3 - Young Street Plaza Upgrade expected features

The survey allowed respondents to select multiple options which saw the following results:

Multiple selections from one person	Times this happened
4+	60
3	14
2	6
1	5
0	5

The selections made by the respondents can indicate the important aspects to be considered in the detailed design of the plaza.

Features Selected	Times Selected	Indicate
Greenery	67	a preference for vegetation to enhance the plaza's atmosphere and the preference for green spaces to enhance the plaza's aesthetics and provide natural surroundings.
Gardens	62	
Walkway	59	highlighting the importance of clear pathways throughout the plaza
Seating	55	the need for comfortable and accessible relaxation areas
Shade/shelter	51	protection from sun and weather conditions
Communal seating	41	a preference for areas that facilitate group gatherings and community interactions
Play zone	39	a desire for areas dedicated to recreational activities
Cafe style seating	38	support for spaces that encourage social interaction and dining
Play equipment	19	a need to cater to families with children
Other (please specify)	7	

Seven respondents selected 'Other' and went on to provide additional suggestions and preferences for specific amenities or features that suit their needs

- Four suggested to reinstate the road as before to include road access for two-way traffic.
- One suggested the need for shading and rain protection, sound and dirt barrier, and to not reopen the road to traffic.
- Another believed a cycle path as an important feature for the plaza
- One suggested noise mitigation from Military Road

These responses highlight a diverse range of preferences among respondents for the features they consider important for Young St Plaza. By prioritising elements such as ample seating, gardens, well-defined walkways, and amenities like play equipment and shaded areas, the plaza can cater to various needs and preferences within the community. This collective feedback emphasises the need to create a plaza that supports recreational activities and social interactions, ensuring it serves as a functional and inclusive space for residents.

1.5. Feedback on the proposed concept design option

Respondents were given the chance to respond to the question – "Please provide your feedback on the proposed concept design option." The responses are summarised and analysed below:

1. **Positive Feedback:** Comments such as "It looks good" and expressions of support for enhancing community space were common among the responses. Many respondents appreciated the potential for improved aesthetics and community use, highlighting features like open space, greenery, and seating.
2. **Concerns about Traffic and Safety:** Concerns were raised on safety issues with proposed traffic flow, advocating for clear separation between pedestrian areas and vehicle lanes.
3. **Mixed Opinions on Traffic Access:** There was a split between those supporting and opposing opening Young Street to traffic. Supporters argued for improved access and traffic flow benefits, while opponents cited safety risks, congestion concerns, and the impact on pedestrian-friendly environments.
4. **Specific Design Preferences:** Requests for specific design elements like more greenery, seating, shade, and effective drainage were frequent. Suggestions included native plants, non-slip surfaces, adequate lighting, and designs that cater to diverse community needs, such as families with young children.
5. **Pedestrian Priority:** Feedback comments emphasised prioritising pedestrians over vehicles. Suggestions included maintaining or enhancing the plaza as a car-free zone, ensuring safety from traffic, and promoting a welcoming environment for pedestrians and cyclists.

6. **Critiques of Current and Proposed Designs:** Criticisms of existing setups and concerns about proposed changes were notable. Issues raised included the adequacy of current traffic management, the impact on nearby businesses, and the need for effective signage and traffic calming measures.
7. **Community Engagement and Inclusivity:** Comments highlighted the importance of community input and inclusivity in the design process. Suggestions included ongoing community consultation, accessibility features, and ensuring the space caters to a wide range of ages and abilities.
8. **Environmental and Aesthetic Concerns:** Several comments focused on environmental impacts and aesthetic considerations. Requests included using sustainable materials, minimising noise pollution, incorporating natural elements like trees and native plants, and maintaining cleanliness and attractiveness of the space.
9. **Support for Public Amenities:** Support for amenities like shaded seating, play areas for children, and facilities for community events was expressed. Suggestions included flexible spaces for gatherings, facilities for cultural events, and amenities that encourage social interaction and community cohesion
10. **Calls for Integrated Planning:** Suggestions to integrate the plaza design with broader urban planning initiatives were frequent. Comments included linking the plaza redevelopment with nearby developments, ensuring coherence with future infrastructure plans, and addressing wider traffic management issues in the area.

The received feedback reflects the diverse range of opinions and suggestions expressed by stakeholders, highlighting both support for enhancing community space and specific concerns about traffic, safety, and design details. While the majority is in favour of the proposed design for its potential to improve traffic flow and support local businesses, the consensus leans toward prioritising pedestrian safety.

When analysed separately, the 23 respondents that do not support the plaza as proposed, provided further feedback. The summary of feedback included:

- **Pedestrian Safety and Ambiance:** Some respondents expressed concerns that introducing one-way car traffic could affect the pedestrian friendly nature of the plaza. They emphasised the importance of prioritising pedestrian safety and maintaining the area's current atmosphere.
- **Alternative Access Routes:** A number of respondents suggest exploring other options for accessing Military Road, such as using nearby intersections like Ben Boyd Road, to avoid reintroducing traffic to the plaza.
- **Traffic and Congestion Concerns:** There are concerns about potential traffic congestion and safety hazards at the intersection of Young Street and Military Road. Some suggest modifying traffic flow directions or reconsidering left-turn restrictions on Grosvenor Lane.

- Plaza Usage and Design: Opinions vary on the current use of the plaza. Some believe it is underused and question the need to open Young Street to traffic, while others think it could reduce congestion on Ben Boyd Road and improve local access.
- Opposition to Traffic Reintroduction: Several respondents oppose reopening the plaza to traffic, citing safety concerns for pedestrians and children, potential loss of play areas and mature trees, and possible negative impacts on local cafes.
- Support for Pedestrian-Only Spaces: Some respondents prefer maintaining a car-free zone to create a safe, enjoyable space for pedestrians, especially in higher-density areas.

Additionally, the 42 respondents that supported part of the plaza as proposed provided further feedback and the summary of the feedback included:

- Pedestrian Safety: Concerns were raised about potential safety risks for pedestrians, especially children, if traffic is introduced near the play area. Suggestions include implementing clear safety measures and adequate separation between pedestrian and vehicular zones to mitigate these concerns.
- Traffic Access Considerations: While some support improved access to Military Road, others highlight potential traffic flow challenges, particularly for residents using Grosvenor Lane. Suggestions include adjusting traffic directions to alleviate congestion on nearby roads such as Waters Road and Ben Boyd Road.
- Views on Traffic Flow: There is varied support for the current design's potential to improve local traffic flow and provide better access to businesses on Young Street. Recommendations include optimising traffic directions to better accommodate local traffic patterns and needs.
- Opposition to Vehicle Access: A notable portion of respondents oppose reintroducing cars, preferring a pedestrian-only environment with more greenery and safe play areas for children. Concerns focus on maintaining the current peaceful ambiance and avoiding potential safety hazards associated with vehicle presence.
- Infrastructure and Design Improvements: Suggestions include enhancing drainage capabilities, ensuring clear signage, and implementing effective traffic management measures at intersections. There are also calls for using durable materials suitable for heavy use and weather conditions.
- Community Preferences: Many expressed a strong preference for keeping the plaza car-free, emphasising its role as a community-focused space for relaxation, socialising, and safe recreation for children.

For detailed feedback refer separate attachment called Young Street Plaza Upgrades - Feedback form Consultation Submissions summary.

1.6. Suggestions to Council to make the space great

Respondents were given the chance to respond to the question – “Do you have any other suggestions about how Council can make this public space great?”. 41 respondents provided additional suggestions and their responses are summarised and analysed below:

1. Traffic Management: No cars allowed, promote pedestrian safety (10 mentions).
2. Safety Concerns in Grosvenor Lane: Address driver’s behaviour on the intersection of Grosvenor Lane and Young Street, enforce vehicles stopping and give way to pedestrians (7 mentions).
3. Pedestrian-Friendly Spaces: Prioritise foot traffic, allocate parking for disabled (6 mentions).
4. Improved Amenities: Create vibrant, safe environments with seating and green spaces (5 mentions).
5. Evening Lighting: Enhance lighting for lively evening atmosphere (4 mentions).
6. Integration of Natural Elements: Preserve trees, use greenery and classic-style seating (4 mentions).
7. Innovative Design and Implementation: Creative design proposals prioritising pedestrians (3 mentions).
8. Noise Mitigation: Add sound barriers on Military Road (3 mentions).
9. Mixed-Use and Accessibility: Incorporate mixed-use spaces and terracing (2 mentions).
10. Mixed feedback: Acknowledge polarised opinions (2 mentions).

For detailed feedback refer separate attachment called Young Street Plaza Upgrades - Feedback form Consultation Submissions summary.

2. Neutral Bay Streetscape committee

Council staff held an extraordinary Neutral Bay Streetscape committee meeting at the Council Chambers on 4 June 2024 with eight attendees. The attendees included six members of the Neutral Bay Chamber of Commerce, one resident and one business representative. The highlights and background of the concept design was presented to the attendees, and a discussion was facilitated to collect general feedback. The feedback collected is summarised below:

Concerns were raised about traffic safety when turning left from Young Street onto Military Road, particularly in relation to buses and high-speed traffic coming down from near the Oaks. The importance of addressing these issues due to potential risks was emphasised.

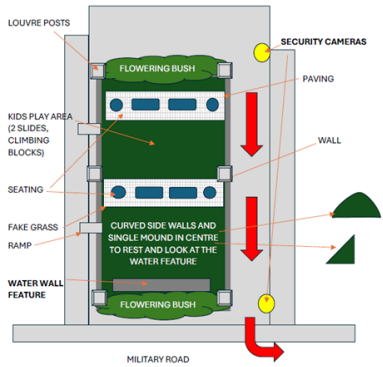
The need to minimise traffic flow through Young Street, given its concentration of cafes, restaurants, and bars, was advocated for. Commendation was given to the effective traffic calming measures in Grosvenor Lane, and the successful integration of restaurants with the Oaks in Grosvenor Street was highlighted, emphasising its vibrant nightlife.

Regarding the proposal, support was expressed for maintaining narrow roads and implementing threshold treatments to ensure a low-speed environment. Interest was expressed in activating public spaces with events like markets and craft beer gatherings. Plans were confirmed by Council's Engineering Project Manager to maintain accessible, ground-

level spaces within the proposal for various activities, including provisions for disability access.

3. Direct mail feedback

Free-form feedback submissions were received via email. The summary of the feedback received in the table below:

Submitter	Summary
<p>Submitter Name withheld</p>	<p>The proposed Young Street plaza design has been deemed boring and unviable. The open plan seating and eating areas with Plane trees are impractical, requiring either tree removal or a louvred roof to ensure usability in all weather and facilitate clean-up of plane trees' toxic VOCs. Without these changes, the project risks being a waste of money. The design needs to be more attractive to tourists. Suggestions include elevating the green area to kerb level to prevent flooding, installing a louvred cover, using good quality synthetic grass for children's play areas, adding a wall water feature with lights to block Military Road noise, and enhancing security with cameras, spotlights, and speakers with nature sounds. Additionally, entry points should be restricted to disabled access only to prevent bike entry. Suggested layout below:</p> 
<p>Submitter name withheld</p>	<p>The feedback on the Young Street Plaza Upgrade proposal includes the following points: the reopening of Young Street to allow traffic flow onto Military Road is supported, with a recommendation to ban large diesel trucks used by Woolworths due to their impact on alfresco living and cyclists.</p> <p>It is suggested that traffic from Grosvenor Lane be permitted to turn left or right into Young Street, considering ongoing discussions about key planning issues, such as partial parking to support ten shops and the Coles redevelopment plan.</p> <p>Concerns about over-development between Grosvenor Street and Square, including Grosvenor Lane, are noted. Traffic surveys show significant flow similar to Grosvenor Street, with 80% turning right into the square.</p> <p>Existing congestion issues on Grosvenor Street are highlighted, where traffic can back up from Ben Boyd Road to the Roundabout, taking up to 20 minutes to enter Military Road. Diverting all Grosvenor Lane traffic to Military Road could worsen congestion.</p> <p>Until final details of the Coles redevelopment and its underground parking are</p>

Submitter	Summary
	<p>known, it is estimated that 300-400 parking bays will be needed, raising concerns about over-development and traffic congestion from four levels of parking.</p> <p>It is suggested that traffic from Grosvenor Lane into Young Street be allowed to turn left or right until future traffic flows and plans are finalised, to maintain the viability of shops in the square and minimise traffic in Grosvenor Street.</p>
Submitter name withheld	<p>Request for the provision of a facility for Commercial Properties facing Young Street to leave their garbage bins. It was understood that the suggestion would be taken "on board." The proposed upgrade is appreciated as the current state is an eyesore.</p> <p>The suggestion was to provide an enclosed structure for commercial bins, similar to those in some strata properties, possibly located between the trees in the proposed plans, or designated areas on both footpaths to avoid becoming an eyesore.</p> <p>An update on the current proposal to address the garbage bin issue is requested.</p>
Caller name withheld	Requested additional information how to make her submission and expressed she opposed to the waste of tax payers money.
Caller name withheld	Complain about the parking in The Coles development and how the effect of the construction will affect the business and property owners.
Caller name withheld	Property owner on Young Street called to request additional information in regards the timing of the project, Council's project manager explained to him and provided a high-level timeline.
Submitter name withheld	The proposal is generally supported, but it is believed that the numerous low-height walls separating areas of the plaza should be reduced or eliminated. These walls create visual and physical barriers, despite their purpose of delineating areas and accommodating level transitions. It is suggested that bermed, mounded, or sloping landscaped areas be used instead, increasing soft landscaping and making the plaza more connected and inviting. This would also reduce construction costs. An exception is the wall flanking Military Road, which should be increased in height to create an effective noise and visual barrier, ensuring the plaza remains a welcoming 'people place' without being dominated by Military Road's noise and sightlines.
Submitter name withheld	"I agree with what the Council has planned for this plaza"
Submitter name withheld	"Please keep Young Street as is. Children can play safely; people stroll knowing no cars will put them at risk. If you open access to cars next to children's play area, where is the safety in that."
Neutral Precinct Minutes 10 Attendees 14 May 2023	<p>Attendees at the Precinct meeting were given the background to the Young Street plaza and were shown the proposed plan for the plaza. The new plans propose to open Young Street to enable cars turning left onto Military Road.</p> <p>After some discussion, including the discussion from residents that Neutral Bay has very little green space and therefore a plaza is a welcome addition to the area, however, the residents expressed concerns about reopening the road to traffic as this would diminish the purpose of the plaza and some concerns were expressed regarding pedestrian safety utilising the plaza.</p>

Submitter	Summary
	<p>It was decided to submit the following motion to Council as feedback on the proposed upgrade:</p> <p>Motion: Residents are in total support for the Young Street Plaza. We are however, not in support of reopening Young Street to cars turning left onto Military Road.</p> <p>The motion was carried unanimously.</p>
<p>Parks Precinct 10 Attendees 15 May 2014</p>	<p>From the meeting minutes - Young St Plaza Proposal and Grosvenor Lane Following discussion, the following motions was proposed by GD:</p> <ol style="list-style-type: none"> I. Parks Precinct supports the proposed upgrade of Young St Plaza on the basis that the left turn only between Grosvenor Lane and Young St is maintained in the proposal and enforced to the extent that physical barriers such as bollards are installed to prevent any circumvention of the Left turn only. The motion was seconded by ES and carried unanimously. II. Parks Precinct urge the North Sydney Council to use funds allocated to the Young St Plaza upgrade to modify the Grosvenor Lane pedestrian shared zone to minimise the comingling of pedestrians and vehicles. For the avoidance of doubt this means: <ol style="list-style-type: none"> a. Removing the choke points that funnel pedestrians into the path of vehicles b. Redesigning the lane to ensure it is both wheelchair and pram accessible c. Installing a pedestrian crosswalk on the footpath at the intersection of Young St and Grosvenor Lane. <p>The motion was seconded by ES and carried unanimously.</p> <p>Chair will note Precinct comments on Your Say. Residents are encouraged to comment individually. The proposal is open for comment on the North Sydney Council website until 12th June (https://yoursay.northsydney.nsw.gov.au/young-st-plaza-upgrade/surveys/young-street-plaza-upgrades).</p>
<p>Brightmore Precinct 17 Attendees 12 June 2024</p>	<p>From the meeting minutes. Precinct viewed and discussed the plans on exhibition. It was noted the kerb was to be redesigned to direct traffic to turn left into Young Street from Grosvenor Lane. One Precinct member was concerned this would direct traffic onto Grosvenor Street, but other Precinct members supported this change. Cr Spenceley advised TfNSW would not support fully reopening Young Street or allowing vehicles to turn left off Military Road into Young Street as this would slow the B-Line bus service. Precinct agreed to take two straw polls, the first including the option of fully reopening Young Street so that Precinct members could express their preference for this, and the second excluding that option on the basis that it would not be possible. In each poll there were two abstentions.</p> <p>Straw Poll 1</p> <ul style="list-style-type: none"> • Full reopening of Young St: 5 votes • One lane traffic as per exhibited plan: 5 votes

Submitter	Summary
	<ul style="list-style-type: none"> • Fully closed, plaza only 7 votes <p>Straw Poll 2</p> <ul style="list-style-type: none"> • One lane traffic as per exhibited plan: 9 votes • Fully closed, plaza only 8 votes
Submitter name withheld	<p>The proposed upgrade has been noted. The Young Street Plaza, as initially implemented, is considered an eyesore and a waste of resources. The proposal for traffic to turn left from Young Street into Military Road is seen as illogical, as it would confront buses stopping ahead and increase accident risks. It would also force construction trucks to use the congested Grosvenor Street. It is suggested that traffic turn left from Military Road into Young Street instead. Appreciation is expressed for the opportunity to provide feedback.</p>
SoCal Neutral Bay	<p>Strong support for the proposed Young Street Plaza Upgrade has been expressed on behalf of SoCal, Neutral Bay. As a local business, it is believed that this upgrade is crucial for revitalising the area. The road closure has added to the hospitality industry's challenges, reflecting neglect and necessitating action to rejuvenate Young Street.</p> <p>Since 2020, there has been active engagement with the local council to advocate for changes that improve infrastructure and attract foot traffic. A vibrant Young Street Plaza is seen as beneficial for all businesses along this thoroughfare.</p> <p>The upgrade is expected to create a more welcoming environment, enhance the area's appeal, and foster economic growth and community spirit. It should also alleviate some hardships faced by the hospitality industry, providing a much-needed boost to recovering businesses.</p> <p>In conclusion, the Young Street Plaza Upgrade is urged to be prioritised as a crucial step towards the neighbourhood's rejuvenation. Support and collaboration with the council are offered to ensure the success of this endeavour.</p>

Table 2 - Summary of Free form Submissions during Public exhibition

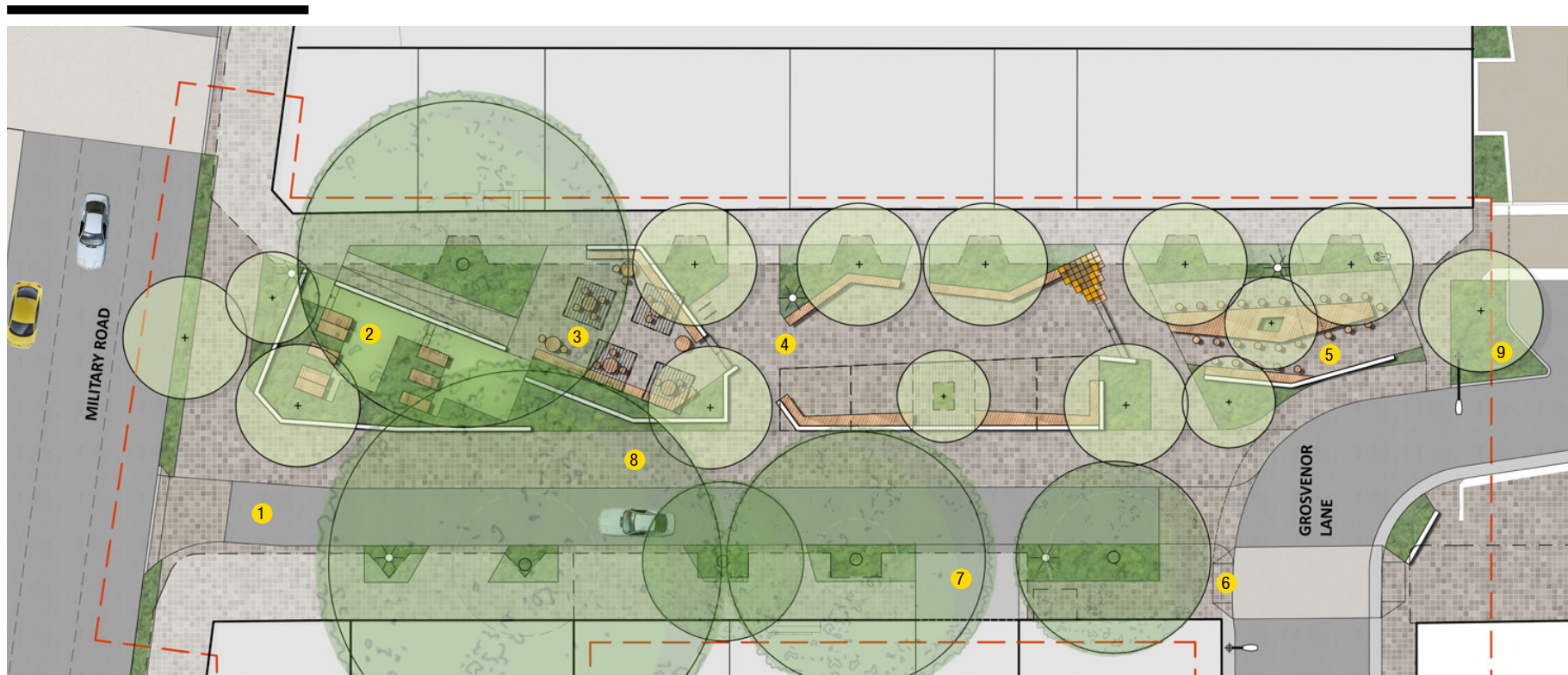
4. Drop-in Information Session

Council staff met community members in a casual environment. The summary of the feedback collected is listed below:

- Majority of the attendees supported the proposal for the plaza.
- Suggestions were made to keep the road closed, while others would prefer the road to be returned to full road access with on-street parking.
- Emphasis on the need for maintenance planning, including regular cleaning of plaza features.
- General support for more greenery and softscape
- Concerns were raised in regard to the safety of Grosvenor Lane Shared zone, and heavy traffic in other streets in the surrounding area.
- Some community members came to the drop-in session to raise concerns about the future plans on the Coles site and Grosvenor Lane public parking.



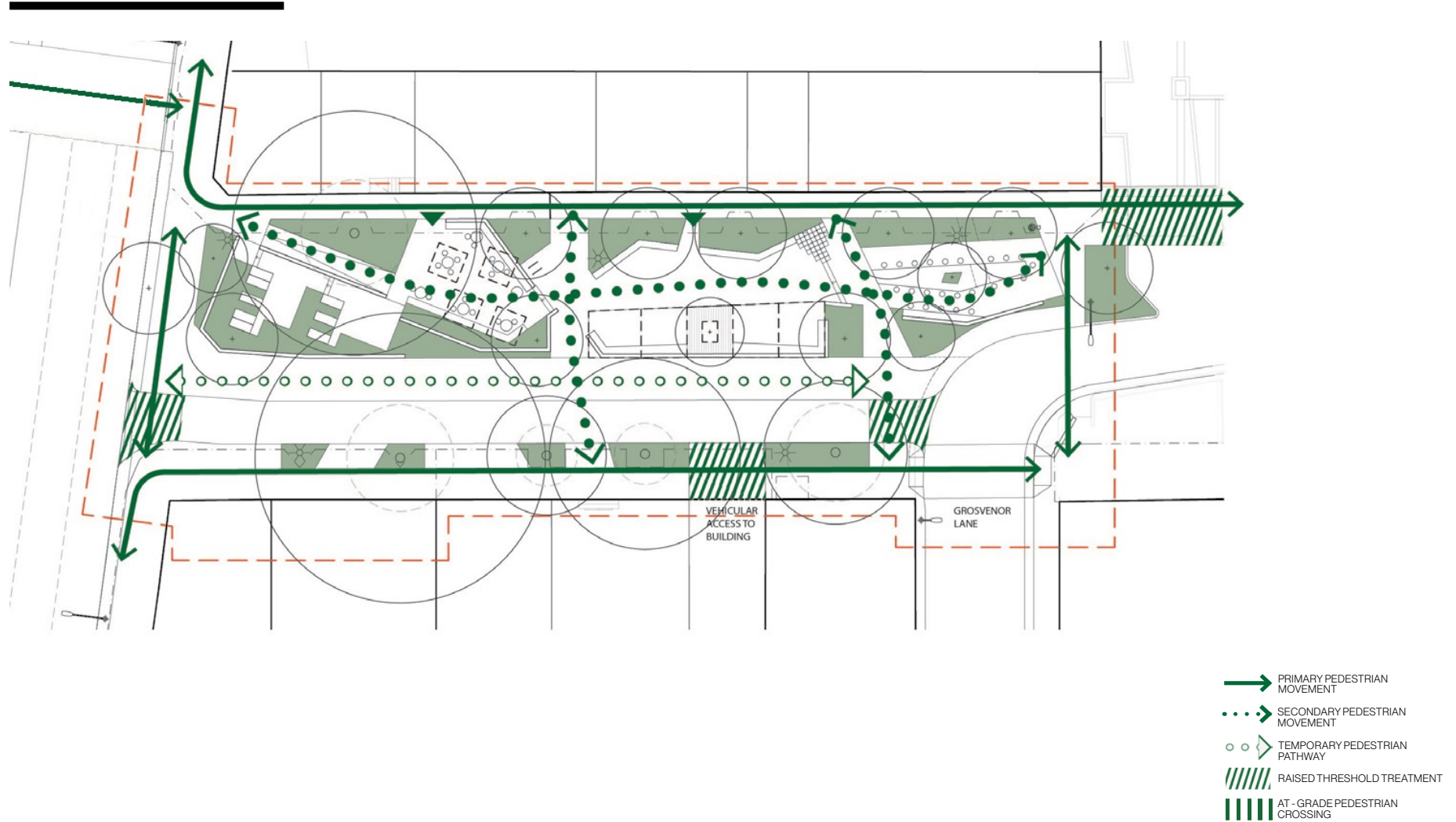
CONCEPT PLAN



- | | | | | | |
|--|--|--|---|---|-----------------------|
| <p>1 One way car lane 2.8 metre width. Threshold paving at either end.</p> <p>Tiered lounging seating under shade of trees well defined by walling and planting to create adequate buffer to Military Rd while responding to existing levels. Opportunity to use walling for signage.</p> | <p>2 Cafe style seating area anchored by existing tree and enclosed in planting. Opportunity for smart furniture and umbrellas - fixed.</p> | <p>3 Seating Zone - various types of seating from lounging decks to conventional seats with portions of space under shelter to maximise use in all weather Opportunity within the space for contained urban play element (uneven steps blocks align with level change/step.</p> <p>4 The Communal "long lunch" area - features communal tables at two levels for high and lower seating options defined by canopy trees, planting and walling.</p> | <p>5 Eastern side of Young St maintained as pedestrian thoroughfare with existing trees retained and increased planting at ground level. Eastern kerblines</p> <p>6 Existing drive to 3 Young Street to remain</p> <p>7 Temporary pedestrian path to accommodate future bike path, pending concept design and community consultation</p> | <p>8 Plaza kerb alignment to reinforce Left turn only from Grosvenor Lane into Young street - this is being proposed to address pedestrians safety in Grosvenor lane shared zone (subject to Council's separate endorsement)</p> | <p>Scale 1:200@A3</p> |
|--|--|--|---|---|-----------------------|

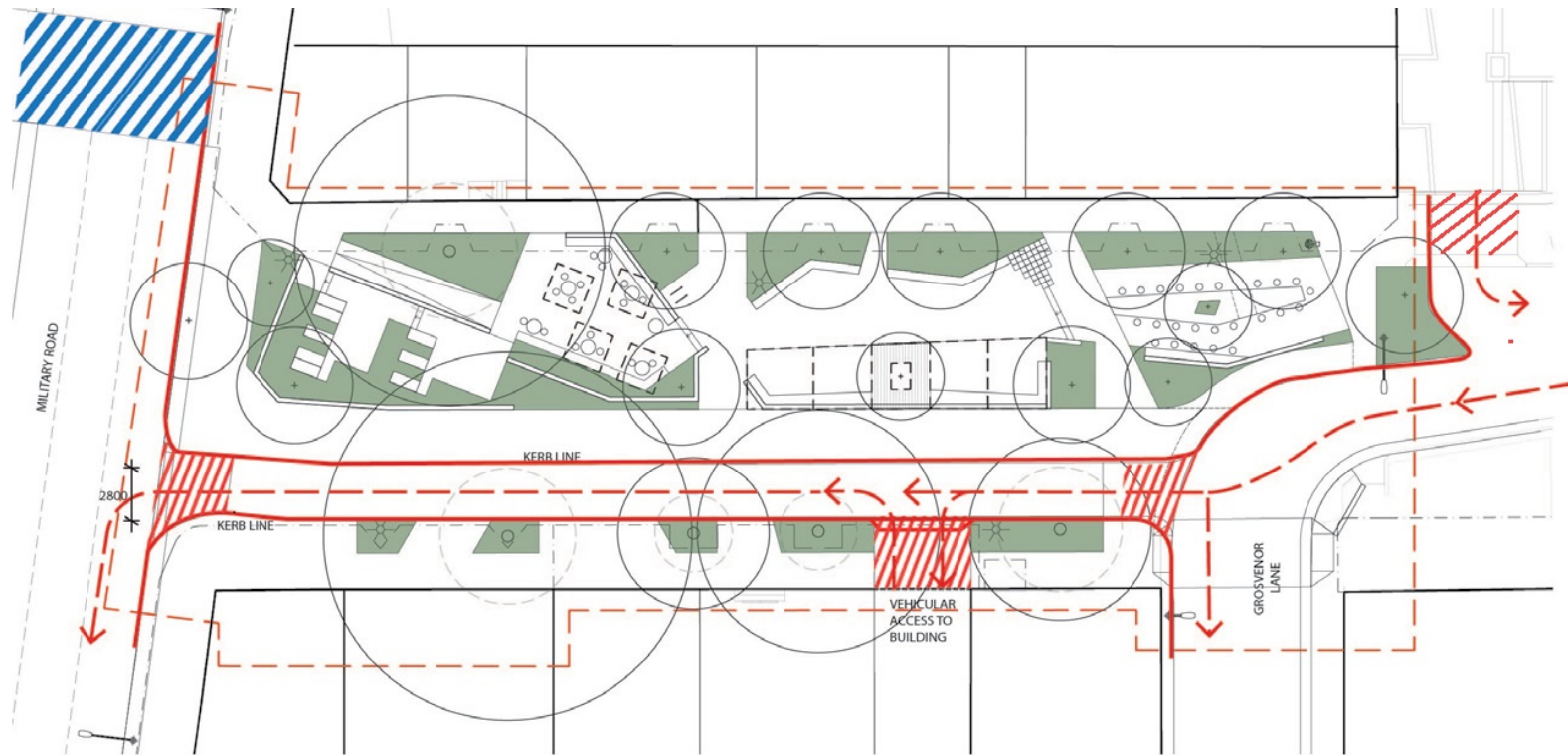


PEDESTRIAN MOVEMENTS





VEHICULAR MOVEMENTS



- PROPOSED KERB LINE
- VEHICULAR MOVEMENT
- RAISED THRESHOLD TREATMENT
- SIGNALISED CROSSING



SWEPT PATHS

