

8.4. Ernest Street Active Transport and Streetscape Improvements Consultation Outcomes

AUTHOR: Lindsay Menday, Sustainable Transport Project Co-ordinator

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS: Nil

PURPOSE:

This report details the outcomes of community consultation on proposed upgrades to walking and cycling paths alongside Ernest Street, Cammeray, between Anzac Avenue and Cammeray Avenue. Based on the high level of support received, this report recommends that the project be constructed.

EXECUTIVE SUMMARY:

This report details the outcomes of community consultation on proposed upgrades to walking and cycling paths alongside Ernest Street, Cammeray, between Anzac Avenue and Cammeray Avenue.

The proposal is to construct dedicated walking and cycling paths (and ancillary works) in place of an existing shared path. The project will improve walking and cycling connections to Anzac Park Primary School, extend the existing network of separated cycle paths recently constructed in the area and contribute to public domain outcomes.

Consultation on the project ran from 8 February 2021 to 24 February 2021 and indicated a high level of community support for the project. 82 % of the 33 submissions received in response supported the project and 12% opposed the project. Most frequently, submissions provided broad support for walking and cycling upgrades in general, and/or specific support for improving walking and cycling connection to ANZAC Park Primary School and separation of walking and cycling paths in place of the existing shared path.

Parking provision and the number of vehicle lanes on Ernest Street are not be changed under the scheme.

The project has a grant offer from TfNSW to fund 50% of the total estimated project value.

Given the project is anticipated to deliver positive outcomes for walking, cycling and public domain, will have little discernible impact on other road users, and that feedback indicates a high level of community support, this report recommends construction of the project.

FINANCIAL IMPLICATIONS:

TfNSW have made an offer to Council for a 50% funding contribution of \$176,750 of the total estimated value of the project which is \$353,500. At the time of writing, the agreement is still being drafted by TfNSW. Councils' contribution of \$176,750 will be allocated from this financial year's budget available in the Bike Strategy Priority Items cost centre.

Finalisation of the Funding Agreement between TfNSW and Council is imminent.

RECOMMENDATION:

1. THAT the Ernest Street Active Transport Upgrades (between Anzac Avenue and Cammeray Avenue) be constructed subject to the finalisation of the Funding Agreement between TfNSW and Council and concurrence from the North Sydney Traffic Committee via Delegated Authority and

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

- 2. Our Built Infrastructure
- 2.3 Sustainable transport is encouraged
- 2.4 Improved traffic and parking management

BACKGROUND

In 2014 Council adopted the North Sydney Integrated Cycling Strategy ('Cycling Strategy'). A key aim stated in the Strategy was deliver a cycling network accessible to people of all ages and cycling abilities, to enable more people in the community to choose cycling for day to day transport needs. This aim is reflected in policy at a State Government level, with Future Transport 2056 setting 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.

The Cycling Strategy also sets out a commitment that all cycling projects give equal consideration to the provision of walking and public domain improvements as part of the project design and delivery in recognition that these three elements of public infrastructure have the potential to complement and enhance the function of the others.

In locations nearby where similar projects have been delivered, there have been continual and significant growth in cycling trips following implementation. The graphs below show growth in use on the Ernest Street Cycle Path since completion. Notably, since the Covid pandemic, weekend use of the cycling paths has increased approximately 125%.

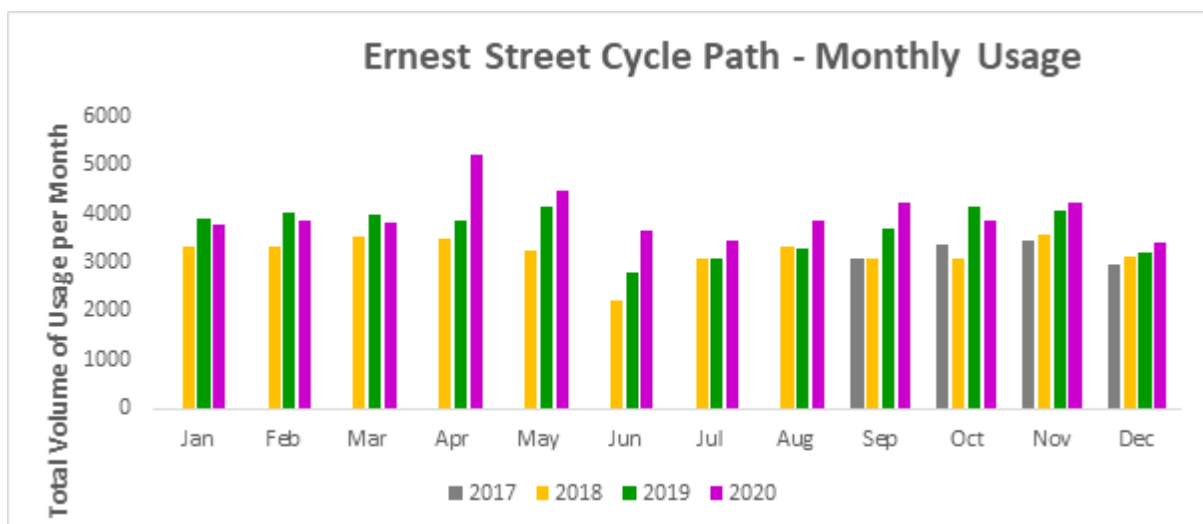


Figure 1. Ernest Street Cycle Path Usage

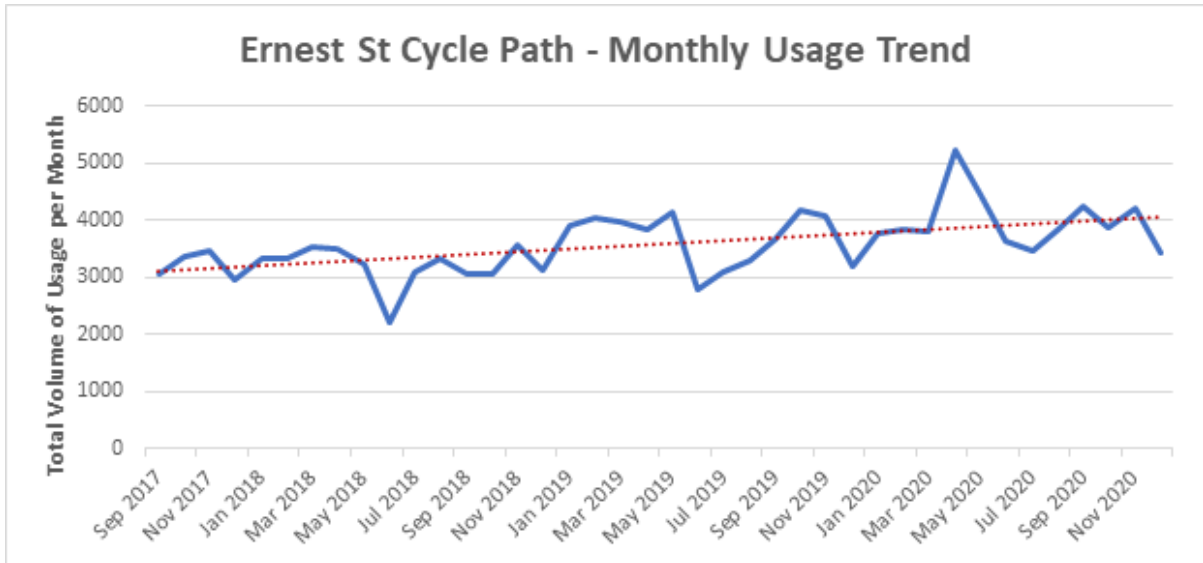


Figure 2. Ernest Street Cycle Path Usage Trends

Recent policy releases from the NSW State Government have increased policy support and guidance towards the implementation of separated cycling paths as the appropriate infrastructure response for enabling cycling. The Cycleway Design Toolbox recently released by TfNSW provides guidance on which infrastructure types to use in different road setting. It identifies separated bike paths as the only treatment appropriate for access in a setting such as Ernest Street (Figure 3 below).

Priority routes

Street typology (Movement and Place)	Civic space	Local street	Main street	Main road
Motor vehicle speed	≤10 km/h	≤30 km/h	≤50 km/h	>50 km/h
Motor vehicles / day	n/a	≤2,000	>2,000	n/a
Bicycle path (One and two-way)				
Quietway				
Shared path (Low pedestrian activity and low cross-cycleway movement)				
Shared path (High pedestrian activity or high cross-cycleway movement)				
Shared zone				

Required for priority routes
 Suitable, but not preferred for priority routes

Figure 3. Extract from Cycleway Design Toolbox (guidance on infrastructure types)

CONSULTATION REQUIREMENTS

Community engagement was undertaken in accordance with Council’s Community Engagement Protocol.

DETAIL

The Ernest Street active Transport upgrade plan proposes upgrades to walking and cycling access on the north side on Ernest Street, Cammeray, between Anzac Avenue and Cammeray Avenue.

The figure below shows the extent of the project and relationship with the broader walking and cycling network.

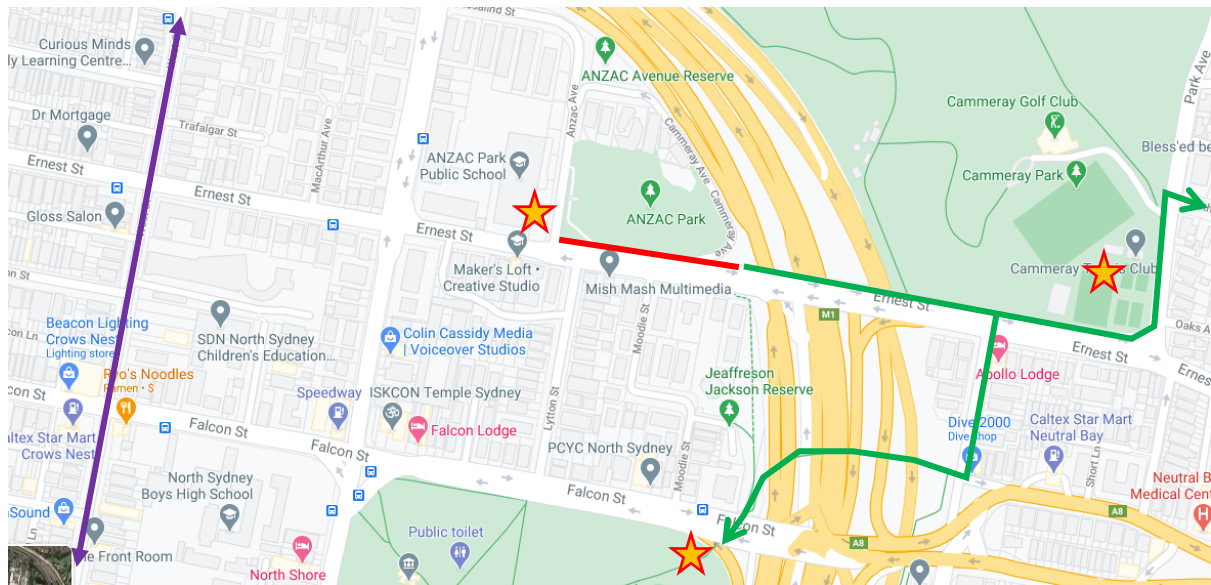






Figure 1. Project location

-  Pedestrian destination points
-  Project scope
-  Existing Cycle Network
-  Regional Cycling connection under investigation

The existing path adjacent to Anzac Park is a ‘shared path’ that can be used by both people walking and cycling. The changes proposed to this path include:

- construction of a new dedicated bi-directional cycling path parallel to the existing path, so that the shared path can revert to footpath only use. The new cycling path would be fully separated from motor vehicle areas, designed as accessible to people of all ages and cycling abilities consistent with the aims for cycling set out in Council policy documents, and form part of the existing/planned local and regional cycle network. Separated cycling paths are the only treatment/infrastructure type identified as appropriate for a main road setting (such as Ernest Street) in the Cycleway Design Toolbox published by TfNSW
- construction of a new raised crossing (at footpath level) over Cammeray Road (subject to endorsement by the North Sydney Traffic Committee)
- renewal of sections of the existing concrete path
- installation of new garden beds alongside sections of the path.

Parking will remain on both sides of the street and parking restrictions unchanged.

The project has been designed to complement walking and cycling upgrades planned by the NSW State Government on the Ernest Street Bridge over the Warringah freeway, which would in turn result in a continuous connection to the recently completed foot and cycle paths on Ernest Street east of the Warringah Freeway (from the intersection with Merlin Street).

Below provides an image of the current conditions on Ernest Street and an artist's impression of the completed project. A copy of the consultation plan describing key features of the proposal is provided on the following page.



Figure 2. Existing and proposed views of Ernest Street

ERNEST STREET

ACTIVE TRANSPORT AND STREETScape IMPROVEMENTS

THE PROJECT

Council is seeking community feedback on a proposal to upgrade walking and cycling paths on the north side of Ernest Street between Anzac Avenue and Cammeray Avenue.

The project would deliver a new cycle path on the northern side of Ernest Street, (allowing the existing path currently shared by pedestrians and bikes to revert to pedestrian only use), a new pedestrian crossing over Cammeray Avenue and additional landscaping. It is designed to complement the works recently completed at the intersection between Ernest Street and Anzac Avenue.

"HAVE YOUR SAY"

You can provide feedback via the following options:

ON-LINE <https://yoursay.northsydney.nsw.gov.au/ernest-active>

WRITTEN: North Sydney Council
PO Box 12
North Sydney NSW 2059

EMAIL yoursay@northsydney.nsw.gov.au

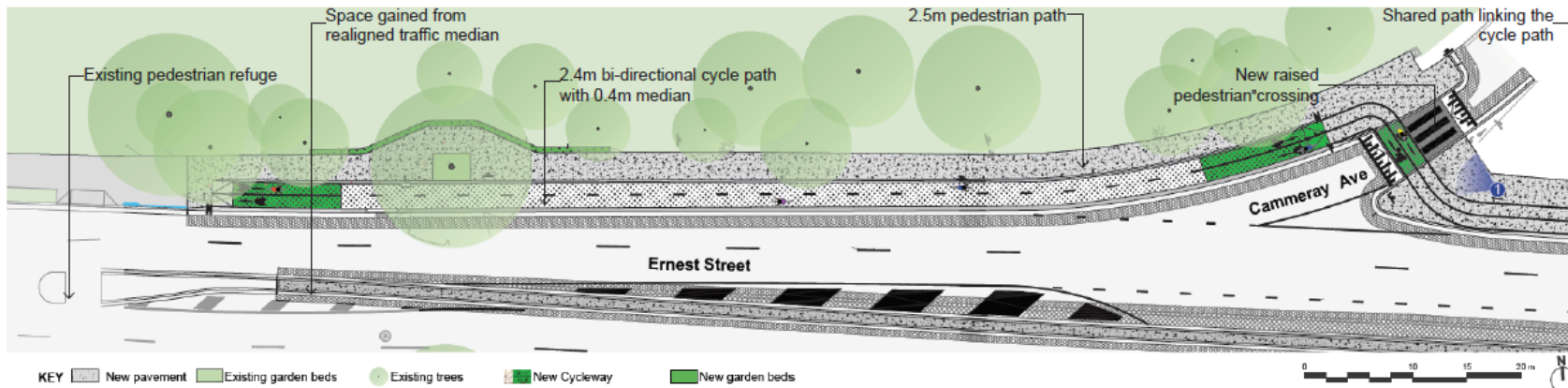
PROJECT FEATURES



- New raised pedestrian and cycle crossing at Cammeray Ave.
- Increased separation between pedestrian and vehicle areas along a key connection to Anzac Park Primary School.

- 115m of new 2.4m separated cycleway providing safe access along Ernest St.

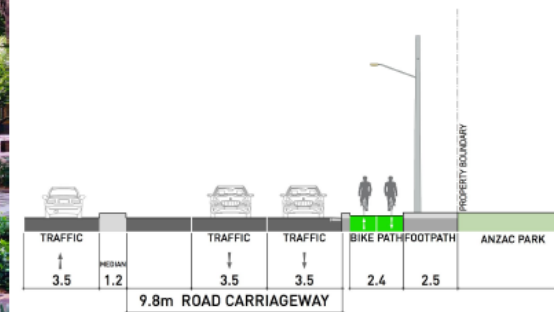
- Retention of existing street trees
- New and renewed paving and footpaths
- Additional landscaping



Perspective 1: Artist's impression of Ernest Street Active Transport Project



Figure 1: Raised pedestrian crossing, Bourke Street, Sydney.



Typical section: Ernest Street Bidirectional cycleway

Figure 3. Consultation plan

Consultation on the project ran from 8 February 2021 to 24 February 2021 and included the following engagement activities:

- Direct mail out to 332 properties in the area immediately surrounding the project area
- Upload of key documents to Council’s *Have Your Say* page
- Social media posts (including a boost to increase visibility within geographic area directly impacted by the proposal). This resulted in 273 views of the Facebook post
- Memorandum to Registry Precinct and presentation of the project at precinct committee meeting on 24 February 2021
- Direct contact to Anzac Primary Public School and P&C representatives.

A total of 33 submissions were received in response. Those making submissions primarily identified as ‘residents’ (22) followed by ‘members of the school community’ (5).

The vast majority (82%) of submissions offered support for the project. 12% opposed the project and the remaining 6% offered comments or suggestions for changes. These results are summarised in the graph below.

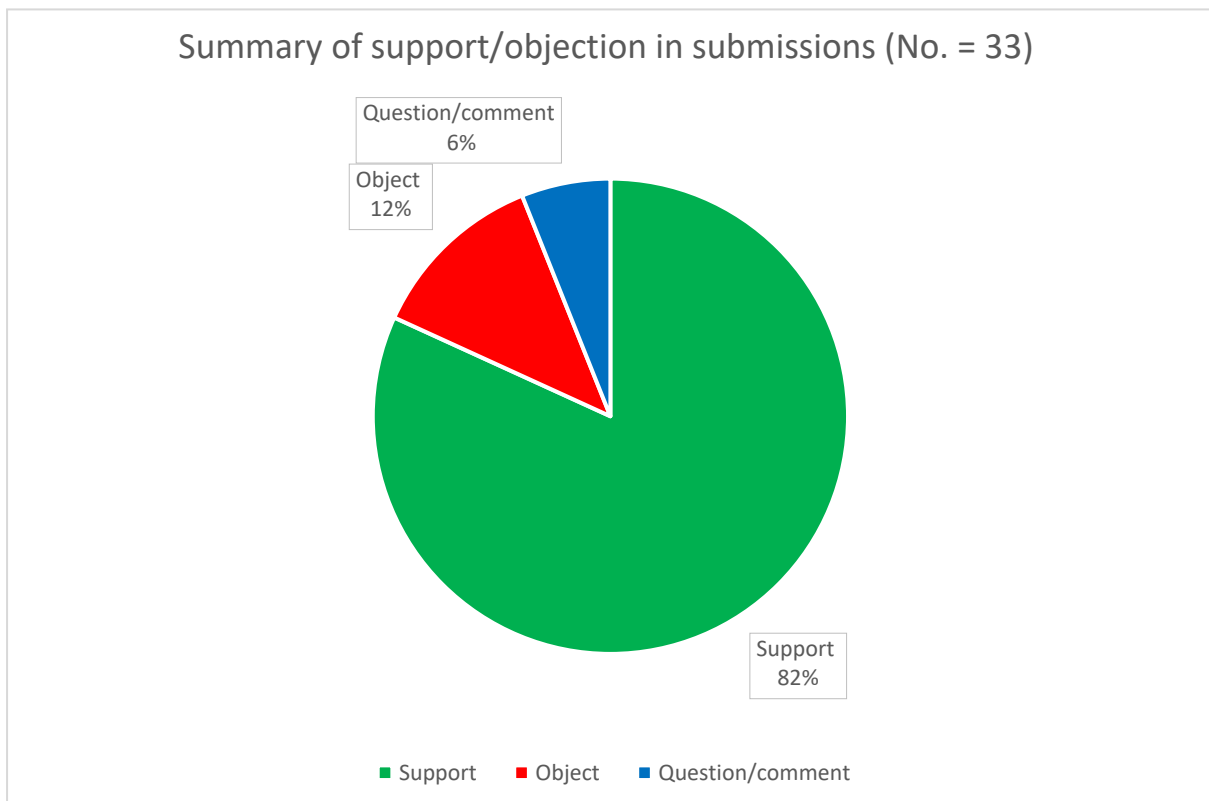


Figure 4. Summary of submissions

Most frequently, submissions provided broad support for walking and cycling upgrades in general, and/or specific support for improving walking and cycling connection to ANZAC Park Primary School and separation of walking and cycling paths in place of the existing shared path., examples included:

I support this proposal. While small, it creates the next link for younger and inexperienced riders along Ernest St and helps connect up with ANZAC Park Primary School

I support the current project. I am a parent of a student of Anzac park Public School and we have used the footpath on our daily commute to school both walking and riding for the last 4 years while living in Cammeray. A separate cycleway separating foot traffic to bike traffic would be a great addition to Anzac Park.

Thank you for the opportunity to comment. I commend the council for continuing this well used cycle way to the school

I am middle aged, non sporty and relatively new to cycling regularly and it has changed my life and transportation methods. Providing Safe cycling infrastructure like this encourages more people like me to start cycling more and keeps cars off the road.

I totally support having a separate cycle path from pedestrians. While leaving in Cammeray, we have been walking and cycling to our daughter's school (APPS) for the past 4 years and it was always stressful to walk her and her friends while always checking if there was bicycles behind us. I would have thought with the new separate cycleway further north on Ernest street, this part of the road should also follow on including on the bridge above the Hwy. This will also make it safer to cross Cammeray Avenue for people walking or cycling.

Looks great! Any improvement to the cycling infrastructure in North Sydney is welcomed

Looks like it fills in a small but important gap in the network. I fully support to proposal

The following table provides a more detailed summary of the key themes made in support and opposition to the proposal. Full versions of submissions are provided in the appendix to this report.

Key themes in supporting submissions	Key themes in opposing submissions
<ul style="list-style-type: none"> • Paths will make it easier/more attractive for people to walk/cycle in the area • Project will improve walking and cycling access to ANZAC primary school and enable students and parents to walk/cycle to school • Separation between people walking and cycling (rather than a shared path) is a positive outcome in terms of safety and amenity 	<ul style="list-style-type: none"> • perception that existing nearby cycle paths are not well used and therefore that investment is not justified • concern that the proposal may be unsafe for people walking

- | | |
|--|--|
| <ul style="list-style-type: none"> • Providing infrastructure that enables more people to walk and cycling will reduce traffic congestion | |
|--|--|

A further comment common in supporting submissions was that while the addition of this part of cycle network is welcomed, there is also a need to keep expanding the separated cycle paths network.

The below provides further comment on the key concerns raised in opposing submissions:

- Use of existing paths – Counts on nearby cycle paths indicate that use has been growing steadily and significantly since construction was completed and that immediate jumps in participation data occurred each time an additional section was completed.
- Value for money – The project is being part funded by TfNSW under the Active Transport Grants Program. This is a competitive grants program that runs statewide, and which Council must demonstrate project value as part of the application process. TfNSW have provided feedback that at a citywide level, investment in cycling projects is showing strong positive Benefit Cost Ratio outcomes.
- Safety – The designs have been prepared with reference to/consistency with key road design (e.g. Austroads) and best practice (e.g. Cycleway design toolbox).

Harrison Precinct included a request in the minutes of its meetings for the project to include an extension of a footpath alongside Cammeray Road as no path is currently provided, meaning that people with prams or who feel unable to walk on the grass are using the road for walking access. This request has been forwarded to relevant departments for further consideration and costing.

Around one third of submissions also made design comments/suggestions which will be considered as part of a final design review process for the project.

Summary and Conclusion

Consultation indicated a high level of support for the proposed improvements to walking and cycling paths on the north side of Ernest Street between Anzac Avenue and Cammeray Avenue. The proposed paths are consistent with Council’s transport policy documents and are anticipated to improve access to the ANZAC Park Primary School and the broader walking and cycling network. Accordingly, this report recommends that the project be constructed.

Appendix –Submissions

Submission	Support/ Oppose	Comment
<p>1. I support this proposal. While small, it creates the next link for younger and inexperienced riders along Ernest St and helps connect up with ANZAC Park Primary School. Please continue working so that it is also safe to cycle along Ernest St from Crows Nest because it is gridlock every morning with cars who are driving their kids <1km to ANZAC Park Primary School and also build the safe cycling link down West St to allow connection to Flat Rock Gully.</p>	Support	
<p>2. I would like to know if there will be any changes to southern side of Ernest Street as part of this improvement. Also I have been told by several cyclists that the green painted paving is very slippery when it rains so they rarely use the designated cycle paths.</p>	Question	Lane line marking changes and minor adjustments to the central median are required to construct the proposed works on the north side. No other changes are proposed on the south side of Ernest Street
<p>3. I support the current project. I am a parent of a student of Anzac park Public School and we have used the footpath on our daily commute to school both walking and riding for the last 4 years while living in Cammeray. A separate cycleway separating foot traffic to bike traffic would be a great addition to Anzac Park.</p>	Support	
<p>4. A much needed extension to the current section adjoining tennis courts on Ernest St. I ride this way a lot, current path is tricky with the detour around the big tree.</p>	Support	
<p>5. I recommend and support this proposal.</p> <p>It will directly encourage and direct riding traffic to the junior primary school, the same to the community gardens, and similarly allow bidirectional bike traffic to the recreational spaces of Cammeray golf course, tennis courts and soccer field; and green park recreational spaces as well.</p> <p>After sundown the present path is dangerous with inadequate lighting bringing cyclists into conflict with pedestrians. The grade of the hill encourages cycling speed and the pedestrians are dimly lit.</p>	Support	

<p>This path could also encourage safer cycling to the Crows Nest town centre.</p>		
<p>6. Thank you for the opportunity to comment. I commend the council for continuing this well used cycle way to the school. It gives children a safer path to ride to school, lessens car drop offs and therefore congestion outside the school. With cycle ways its important that they allow you to ride a reasonable distance, my ride is through St Leonards Park and on through to Grasmere via Sutherland, my end point is usually Chowder Bay, its great having part of the ride on dedicated cycle ways, to see it being extended along Ernest to the school makes it even more usable.</p>	<p>Support</p>	
<p>7. Thank you, I applaud your work to making it safe for all people getting around, separating the conflicts of cars, pedestrians and cyclists so that there is a safe path for each. I have two concerns with the current design: There is a dangerous light pole in the middle of the path, exactly between the cycleway and the footpath. It would be ideal to eliminate this. Secondly the line of sight is broken due to the long curved off ramp from Ernest Street onto the sideroad. The bike and foot path should not diverge, it should stay straight parallel with Ernest Street with good line of sight. The road is not an on ramp to the highway but rather a quiet private street, it shouldn't require a speed ramp in, it should be sharpened and made more of a T intersection, slowing the vehicles down and ensuring all users can see each other.</p> <p>Lastly I want to call out for you to spend just one morning at the intersection of Ernest street, Lytton street and Anzac street during a weekday school morning. The sharp narrowing of the road, the lack of turning lanes, the constant beeping of cars as pedestrians and cyclists try and navigate this intersection is calling out for a rethink. Ernest Street should be narrowed to one lane in each direction, making a distinction between the four lane highway overpass and the suburban street. Vehicles speed down hill from both directions and continually exceed the 50kmh speed limit, and take little care at the crossing. The parked cars and the sharp narrowing of the road, as well as lack of turning lanes create huge conflicts. Perhaps a raised crossing at both Lytton and Anzac street could help calm the traffic and elevate pedestrians and cyclists so that cars are slowed and there is less conflict. The current hierarchy is dangerous with large trucks rat running through Lytton street. Council vehicles should be forbidden from accessing the side street and should</p>	<p>Support</p>	

<p>access the depot from Ernest Street only. I strongly believe that the roads and intersections should be fixed before the Western Harbour Tunnel construction trucks start rolling through to keep everyone safe. The cycle path should continue and connect up to West Street, if not Crows Nest. 100m is great but it is a long way from being a safe network. Keep making it better for everyone.</p>		
<p>8. Thank you for adding to this very important part of Cycling infrastructure in North Sydney. I regularly ride here, and it also gets a lot of pedestrian use, so I think it will make a difference to the amenity of both cyclists and pedestrians.</p>	Support	
<p>9. improving the cycle way along Ernest street is a fantastic idea and well needed for cyclists. It would be great if the council looked into extending the cycle way so that it spans Ernest street</p>	Support	
<p>10. Although minor I feel this is a good change to the location.</p> <p>With regards to cyclists, can I suggest that perhaps some kind of gap be created on miller St at Rosalind St (i.e. a refuge island). With the resurfacing of Rosalind St between Miller and West St. I'm thinking this is a good way to link up Ernest with West St.</p> <p>Although I'm guessing there is a better chance of having the footpath up to the nearby lights, to the freeway exit, as shared footpath (to get across Miller St)?</p>	Support	
<p>11. A small step in the right direction toward better active transport connections on the north side of the bridge. As a frequent visitor to the area I commend the initiative. I am a new cyclist who has recently taken it up because of COVID. I always appreciate when there are quality dedicated pathways in place.</p>	Support	
<p>12. Looks great! Any improvement to the cycling infrastructure in North Sydney is welcomed. More people on bikes means fewer cars on the streets.</p>	Support	
<p>13. Thanks for working towards adding to the cycling infrastructure that is sorely lacking in North Sydney. Here's a photo of how dangerous this intersection is, and the need for a north/south crossing as well, the short crossing is inadequate at slowing vehicles down that zoom down the hill from neutral bay, as well as zoom down the hill from crows nest. The parking spaces that take up half a lane result in cars weaving around before being able to turn, whilst many vehicles exceed 50kms/h. Note how the skid marks from turning trucks clearly</p>	Support	

go over the lanes. There should be a ban on heavy vehicles using Lytton Street and there should be traffic calming measures put in place on Ernest Street.		
14. Excellent. This is long overdue and should have been funded by RMS at the time of construction of the school. It would also make sense if the facility was extended over the Ernest Street bridge, on which the lanes are too wide and too much space is wasted to "paint".	Support	
15. I support this proposal as long as parking and general road traffic (for cars) is unchanged. Thanks.	Support	
16. Looks like it fills in a small but important gap in the network. I fully support to proposal.	Support	
17. I would endorse changes to the current pedestrian/cycle path arrangement to improve pedestrian safety. The path section that covers the overpass is unsafe for pedestrians, particularly the number of primary school children using that path. A physical barrier (fencing or similar) separating the high traffic flow on Ernest St and the pedestrian footpath is necessary from a safety perspective.	Support	
18. I wholeheartedly support upgrading and widening this cycleway and creating new ones. This can only encourage more human-powered transportation and fitness.	Support	
19. I totally support having a separate cycle path from pedestrians. While leaving in Cammeray, we have been walking and cycling to our daughter's school (APPS) for the past 4 years and it was always stressful to walk her and her friends while always checking if there was bicycles behind us. I would have thought with the new separate cycleway further north on Ernest street, this part of the road should also follow on including on the bridge above the Hwy. This will also make it safer to cross Cammeray Avenue for people walking or cycling.	Support	
20. I am happening this proposal. It will be safer for all. Thanks	Support	
21. No more cycle ways. I've seen so many times the cycle way on Merlin St not being used and I have stopped counting the number of times nearly being hit by cars that fly around the corner. You need to put the speed bump BRFORE the pedestrian crossing to make the cars slow down!	Object	

22. This is a good initiative. The more we can separate cyclists from cars the safer the cyclists will be and more people are likely to use bikes rather than cars which will improve the local environment.	Support	
23. Please do not construct another white elephant and remove parking spaces on Cammeray Av. Bike riders just use the road lanes cycling on paths is too dangerous.	Object	
24. My kids go to ANZAC Park in the area. I used to live in Cammeray. The section discussed has a high volume of pedestrian and children. Adding a bike lane could put the parents and kids at risk. . there are also talks of making the ANZAC park a site for the new beach link, so any new developments in the area would be impacted at a later date due to the truck movement in the area and potential changes to the freeway. it would be a waste of tax payers money to install a solution now that will be impacted in a few years by other changes.	Object	
25. I live opposite the proposed upgrades. I walk this part of Ernest street frequently. I rarely , in fact very rarely see it used by cyclists. I do not oppose the improvement to the crossing at Cammeray Ave. However, reconstruction of the lower part in Ernest street for a cycleway is a complete waste of ratepayers money. It will rarely be used by cyclists and will be an eyesore. leave the gardens (which are looking good)and footpath as they are.	Object	
26. I strongly support the proposed upgrades to the walking and cycling paths on the north side on Ernest St, from Anzac Ave to Cammeray Avenue. A safe network of cycling paths, particularly those that provide access to local schools, will play a significant role in encouraging young people to choose active personal transport, with ongoing benefits to personal health & well being, and associated reductions in carbon emissions from local transport. I commend the council for undertaking this upgrade.	Support	
27. As a regular cyclist and frequent user of this route I fully support the proposed upgrade	Support	
28. I am in favour of the proposal as it will make the area safer and more usable for pedestrians and cyclists.	Support	

<p>29. I support the proposal. Please continue these important works to link cycling routes and enable active transport including by school age riders.</p>		
<p>30. in reviewing the proposed cycling infrastructure included in the above, I am excited to see it and wholeheartedly endorse the proposal. I look forward to seeing it delivered.</p>	Support	
<p>31. Bike North supports this project and thank you for the opportunity to comment on the proposed Ernest Street Active Transport and Streetscape Work. We further congratulate North Sydney Council on their success in achieving funding for this project and others under the Active Transport Grants Program.</p> <p>Bike North is a volunteer run bicycle user group, with membership of over 500, 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>Bike North supports the proposal to upgrade the existing shared path between the Ernest Street bridge and Anzac Avenue, Cammeray to provide a separate cycleway, returning the shared path to pedestrian only use. We also support the raised bike and pedestrian crossing of Cammeray Avenue and recommend further approach treatments and/or reduced speed limits to reduce traffic speed at this minor road intersection.</p> <p>Bike North recognises the importance of this short link to support walking and cycling to the Anzac Park Public School on the corner of Ernest Street and Anzac Avenue, and its value in connecting to the high quality between St Leonards Park and Young Street Cremorne.</p>	Support	
<p>32. I fully agree with the proposal to upgrade the existing shared path to a new separated cycleway along Ernest St, with the existing shared path reverting to pedestrian use. As a cyclist, safety is my main concern. Separating pedestrians/runners with/without leashed dogs, strollers and the like from cyclists is a safety issue, a good initiative and good use of funds</p>	Support	
<p>33. Precinct suggested that an extension of the pedestrian footpath along the top of Anzac Park along Cammeray Avenue would be welcomed as currently there is no paving and it is necessary to walk along the rough terrain of the Park or in the middle of the</p>	Feedback /request for	This request has been forwarded to relevant departments for further

<p>road both alternatives are dangerous. Council's Sustainable Traffic Officer agreed to look at this.</p> <p>Precinct were concerned at the timing to be a waste of public money for this work to be carried out which will then be destroyed by the WHT works, despite TfNSW's promise to reinstate all infrastructure.</p>	<p>change of scope</p>	<p>consideration and costing.</p>
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