

## **8.16. Kirribilli to Cremorne, Walking Cycling and Streetscape Upgrades**

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**ENDORSED BY:** Duncan Mitchell, Director Engineering and Property Services

### **ATTACHMENTS:**

1. Concept Plan - as exhibited [8.16.1 - 5 pages]
2. Submissions Summary - Collated [8.16.2 - 129 pages]

### **PURPOSE:**

This report provides detail of outcomes of consultation on the proposed Kirribilli to Cremorne Walking, Cycling, and Streetscape Upgrades project.

### **EXECUTIVE SUMMARY:**

The Kirribilli to Cremorne Walking, Cycling, and Streetscape Upgrade project aims to improve the walking network, cycling network, and public domain along the project corridor. The project comprises five separate sections designed to function as standalone but complementary projects.

The project incorporates pedestrian network improvements identified in Council's *LATM Action Plans* and which respond to walking access and safety issues identified by the community.

The Kirribilli to Cremorne Walking, Cycling and Streetscape Upgrade Project (herein referred to as Route 3) is an integral part of the *North Sydney Integrated Cycling Strategy*, adopted in 2014 and referred to as Route 3 in the Strategy, one of the five (5) 'Priority Routes' adopted by Council.

The five (5) 'Priority Routes' in the Strategy aim to deliver an integrated cycling network that provides connections throughout the North Sydney LGA that enable people of all ages and cycling abilities to choose cycling as a transport option. Over 7km of high-quality cycling connections have been delivered under the Strategy, and since 2015 Council has received over \$5.3 million from the State Government to implement cycling infrastructure and complementary pedestrian network improvements.

In August 2020, Council received three (3) grant offers from TfNSW for the construction of Active Transport projects in the 2020/21 financial year. The grant offers were for three active transport projects that form parts of Council's adopted Strategy and the five (5) priority routes. Route 3 was one of the projects identified to be funded.

The total grant funding offered from TfNSW was for \$3,457,450 for all three (3) projects.

On 30 November 2020, Council resolved to provisionally accept the grant offer from TfNSW subject to the outcomes of community consultation on the three projects.

Route 3 has a grant offer component of \$2,728,500, from the total \$3,457,450, that has been offered by TfNSW under the Walking and Cycling Program.

In accordance with the resolution of Council in November 2020 community consultation was conducted. The community engagement period ran from 17 May to 14 June 2021, a period of 29 days. 190 submissions were received. Levels of support and objection varied along the project area. Objection to the project was concentrated in the Kirribilli area, with higher levels of support outside of this area. The key issues raised in submissions are summarised below.

- Objection to the Kirribilli section of the project - 80 submissions
- Support for the project overall - 57 submissions
- Support for one or more of the proposed works in the project section along Kurraba Road (between Clark Road and Ben Boyd Road)

It is also recognised that the current proposal from TfNSW for a cycleway ramp that comes off the north side of the Sydney Harbour Bridge is still unresolved. Route 3 carries cycle traffic that also uses the harbour bridge cycle path and would be impacted by decisions around this proposal.

In response to community feedback, and in the context of the currently unresolved cycleway link from the northern end of the Sydney Harbour Bridge, this report recommends that Council determine its position on how to proceed with the Kirribilli to Cremorne Walking, Cycling and Streetscape Upgrade Project (Route 3) and acceptance of the \$ 2,728,500 grant offer from TfNSW.

#### **FINANCIAL IMPLICATIONS:**

The project currently has a grant offer for \$2,728,500 from TfNSW under its Walking and Cycling Program, which provides 100% funding for this project with no requirement for any contributions from Council. Funds under this grant are required to be spent by 30 June 2022.

#### **RECOMMENDATION:**

**1. THAT** Council determines a position on whether to proceed with the project based on the results of the community consultation.

**2. THAT** should Council resolve not to proceed with the project as proposed, that a request be put to TfNSW to re-allocate the funds to pedestrian and traffic network improvements identified in Council's LATM Action Plans (Refer Table 1 in this report).

## LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

1. Our Living Environment
  - 1.2 North Sydney is sustainable and resilient.
  
2. Our Built Infrastructure
  - 2.2 Vibrant centres, public domain, villages and streetscapes
  - 2.3 Sustainable transport is encouraged.
  - 2.4 Improved traffic and parking management
  
4. Our Social Vitality
  - 4.1 North Sydney is connected, inclusive, healthy and safe

## BACKGROUND

In August 2020, North Sydney Council received three grant offers from TfNSW for the construction of three Active Transport projects in the 2020/21 financial year. The grant offers were for three (3) projects that formed part of Council's adopted 2014 Strategy and the five (5) priority routes). The Kirribilli to Cremorne Walking, Cycling and Streetscape Upgrade Project (Route 3) was one of the projects identified to be funded.

The total grant funding being offered from TfNSW was for \$3,457,450 for all three projects. Route 3 has a grant offer component of \$2,728,500 from the total \$3,457,450.

On 30 November 2020, Council resolved the following in relation to accepting the grant offer from TfNSW under the Walking and Cycling Program (Min No. 194):

1. *THAT Council provisionally accept the grant offer from TfNSW for construction of Active Transport projects in 'Ernest Street', 'Young Street' and 'Route 3', subject to agreement from TfNSW that the construction phase of the projects is subject to the outcomes of community consultation on the projects.*
2. *THAT Council request 25% of the grant value be provided at project acceptance to assist with the costs of consultation and finalisation of the designs for all three routes.*
3. *THAT Council request TfNSW fully fund Route 3 - Kirribilli to Cremorne due to the impacts that COVID-19 is having on Council's revenues and its ability to fund its Capital Works Program*
4. *THAT Council include in the provisional acceptance letter to TfNSW a request for project delivery to carry over into the 2021/22 Financial Year given the scale of the projects and limitations on consultation throughout 2020.*
5. *THAT consultation on all three projects commence in December 2020 and run to February 2021 with reporting provided to the first Council meeting following the completion of consultation.*



*6. THAT should Council resolve to proceed with the projects, that approval/concurrence from the North Sydney Traffic Committee be sought under delegation to the Manager Traffic and Transport Operations.*

This report provides details of the Route 3 consultation outcomes, one of the three projects referred to in the resolution.

A Councillor briefing was held on 21 June 2021 to provide an overview of the project details and consultation outcomes.

### **North Sydney Integrated Cycling Strategy (2014)**

Council adopted the *North Sydney Integrated Cycling Strategy* in 2014. The Strategy proposes the delivery of five ‘Priority Routes’ that will provide key connections in a network that spans North Sydney LGA and enables people of all ages and cycling abilities to choose cycling as a transport option. Route 3 which is the subject of this report is an integral part of this Strategy, one of the five ‘Priority Routes’ adopted by Council.

Priority Routes are those identified as having the greatest potential to enable more people, of all ages and cycling abilities, to choose cycling as a day-to-day transport option and thus improve overall road and public transport network efficiency.

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.

To date over 7km of high-quality cycling infrastructure has been delivered under the Strategy, predominantly through grant funding received from the State government. Since 2015, Council has received \$5,375,698 in State Government funding under the Walking and Cycling Program to implement the 2014 Strategy and associated pedestrian and walking network projects. This does not include the current funding offer from TfNSW, which is for a further \$3,457,450 under the TfNSW Walking and Cycling Program.

Route 3 from the North Sydney Integrated Cycling Strategy falls within the scope of the Kirribilli to Cremorne Walking, Cycling and Streetscape Upgrade project. Significant work has been completed on the other cycle routes from the Strategy, leaving Route 3 as the primary route (that falls on Council owned roads) yet to be completed.

A map showing the project area and relationship to the broader cycling network is below. Refer to figure 1.

It is anticipated that Route 3 will also be identified as a high priority route in the Sydney wide network at the release of TfNSW Principle Bike Network (PBN) in the near future.

The 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.

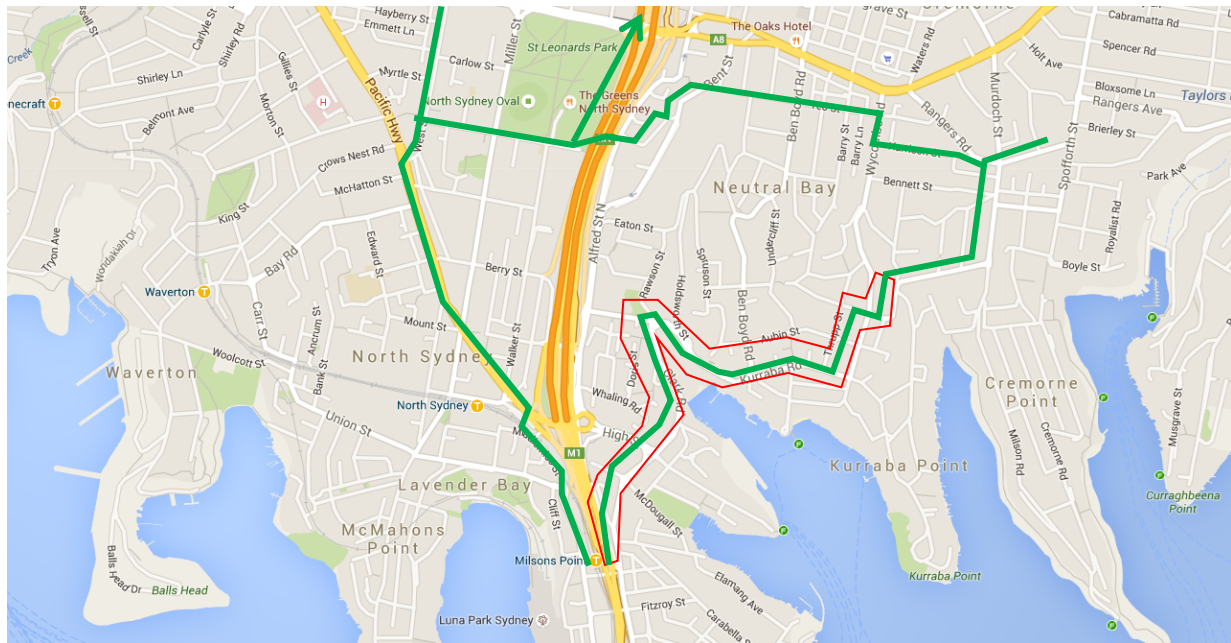


Figure 1. Location of project and its relationship to the priority cycle network

-  Project Area
-  Priority Cycle Network

## Kirribilli to Cremorne Walking, Cycling and Streetscape Upgrade Concept Plans

The concept plans were prepared by WSP Australia Pty Ltd as a high-level concept design for the purposes of community consultation. They were developed with the following key aims:

1. improve the walking network, cycling network, and public domain, and ensure that each complement and enhances the function of the other; and
2. deliver walking and cycling improvements with minimal or positive impact to other transport modes and parking.

The project proposes separated bike paths in area where cycling speeds are substantially lower than general traffic, to improve rider safety and enable more people to ride, and to make it easier for drivers to pass slow moving bikes. The route already carries high cycling volumes and has been identified by TfNSW as a priority route in the Sydney network. The primary trade-off in adding cycle paths would be a reduction of lane

widths, however all lanes proposed would meet or exceed contemporary road safety and access requirements.

The design brief required that the consultant identify opportunities for improved pedestrian facilities and to increase separation between people walking, cycling and driving, particularly in areas where potential for conflict between these groups was highest.

There are existing pedestrian facilities within the project area which are inconsistent with contemporary safety and design standards. This includes traffic control signals which are missing pedestrian crossing facilities on some approaches, and pedestrian crossing facilities that are narrower than required under contemporary standards. Given the busy setting, these existing conditions present a high risk for pedestrians. The concept design prepared as part of the “Route 3” consultation proposes to upgrade pedestrian infrastructure to address ‘missing links’ and improve pedestrian safety and ‘walkability’ (Figures 2 to 7 provide examples).

Council’s LATM Action Plans similarly identify a need for improved walking infrastructure along the project corridor. These plans were developed with reference to consultation feedback – including community feedback regarding concerns around existing pedestrian access and safety. The LATM action plans can be accessed at [https://www.northsydney.nsw.gov.au/Transport\\_Parking/Transport\\_Strategy/North\\_Sydney\\_Traffic\\_Parking\\_Schemes](https://www.northsydney.nsw.gov.au/Transport_Parking/Transport_Strategy/North_Sydney_Traffic_Parking_Schemes).



*Figure 2. Existing pedestrian access on Kurraba Road*



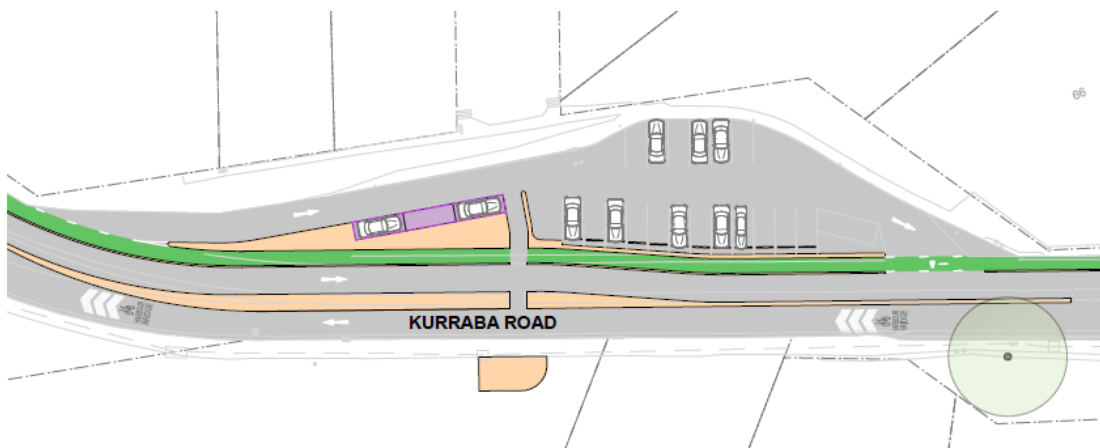


Figure 3. Plan showing proposed pedestrian refuge over Kurraba Road



Figure 4. Example of pedestrian refuge to current standards/. A similar level of pedestrian protection is proposed for Kurraba Road



Figure 5. Missing pedestrian crossing facilities at the intersection between Ben Boyd Road and Kurraba Road



Figure 6. Aerial phot of the intersection between Ben Boyd Road and Kurraba Road showing the location of missing pedestrian crossing legs.

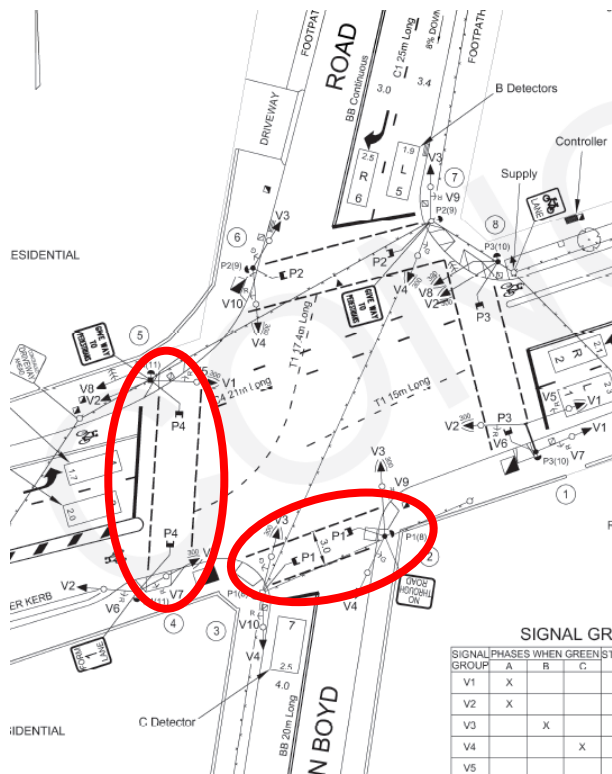


Figure 7. Draft plan for update of intersection between Ben Boyd Road and Kurraba Road showing the location of new pedestrian crossing legs.



## Proposal Overview

The key objectives for the Kirribilli, Cremorne, Walking Cycling and Streetscape Upgrade project are:

- reduced vehicle speeds
- improved pedestrian safety and accessibility
- better separation between pedestrians, bikes and road areas
- cycle facilities that are accessible to more people and enable more transport trips by bike.
- expanded and improved footpaths, public space, and landscaped areas

The project was divided in five distinct of sections along the project area that would form the basis of separate construction stages should the project proceed. Further detail on each of these is provided below.



Figure 8. Overview of project area showing project stages

### ***A. Broughton Street and Clark Road (Ennis Road to High Street)***

Key features proposed for this section in the concept design are listed below.

- *amendments to traffic control signals at the intersection of Broughton Road and Ennis Road to include a cycle crossing signal separate to motor vehicles.*
- *amendments to traffic control signals at the intersection of Clark Road and High Street including:*

- *removal of the existing 'slip' lane from Clark Road to High Street – proposed to improve pedestrian safety while still allowing the intersection to operate effectively – and repurposing of this area as public space, footpath, and landscaping.*
- *dedicated cycle lane on the northbound approach to the intersection, to separate riders and motor vehicles.*
- *removal of the right turn eastbound into High Street from Clark Road, and right turn northbound into Clark Road from High Street, to reduce congestion at the intersection during peak times.*
- *southbound (uphill) separated cycle path on Broughton Street from Willoughby Street to Ennis Road.*
- *a new bus stop platform at the existing stop at Willoughby Street.*
- *new garden beds, landscaping, and footpath upgrades.*

Anticipated Improvements	Anticipated Impacts
<ul style="list-style-type: none"> <li>✓ reduced vehicle speeds</li> <li>✓ better separation between pedestrians, cyclists, and motor vehicles</li> <li>✓ more accessible cycling facilities</li> <li>✓ expanded and improved footpaths, public space, and landscaped areas</li> </ul>	<ul style="list-style-type: none"> <li>● one car parking space removed on Broughton Street.</li> <li>●</li> </ul>



*Figure 9. Separated cycle path and bus platform using a similar layout to that initially proposed on Broughton Street.*

### ***B. Clark Road (High Street to Kurraba Road)***

Key features proposed for this section in the concept design are listed below:



- a new roundabout at the intersection of Kurraba Road and Clark Road, to simplify the intersection, improve pedestrian access and expand public space (identified in the LATM Action Plan Zone 6 T.26 medium term projects)
- potential 40kph speed limit (subject to TfNSW approval).
- southbound (uphill) separated cycle path on Clark Road from Kurraba Road to High Street.
- consolidation of bus stops. Existing vehicle lanes would all be retained.
- 31 car spaces on Clark Road between Adderstone Avenue and Margaret Street made available full time due to the removal of morning clearway conditions. This is possible due to improved intersection efficiency once changes are made to traffic control signals at Clark Road and High Street.
- sections of new garden beds, landscaping, and footpath upgrades

Anticipated Improvements	Anticipated Impacts
<ul style="list-style-type: none"> <li>✓ reduced vehicle speeds and improved road safety</li> <li>✓ 31 parking spaces on Clark Road gained in the morning peak.</li> <li>✓ simplified intersection of Clark Road and Kurraba Road</li> <li>✓ improved bus stop with additional circulation space and shelter</li> <li>✓ reduced queue lengths/wait times at the intersection of Clark Road and High Street</li> <li>✓ better separation between pedestrians, cyclists and motor vehicles</li> <li>✓ more accessible cycling facilities</li> <li>✓ expanded and improved footpaths, public space, and landscaped areas</li> </ul>	<ul style="list-style-type: none"> <li>• none identified.</li> </ul>



Figure 10. Example separated 'uphill' cycle path.





*Figure 11. Artist's impression of proposed southbound cycle path/lane on Clark Road*

### ***C. Kurraba Road (Clark Road to Ben Boyd Road)***

Key features proposed for this section in the concept design are listed below:

- amendments to existing traffic control signals at the intersection of Kurraba Road and Ben Boyd Road, including:
  - addition of pedestrian crossing signals on the west and south sides of the intersection to comply with current standards.
  - dedicated cycle lane on the eastbound approach to the intersection, to separate riders and motor vehicles.
- new pedestrian refuge on Kurraba Road next to the car parking below Spruson Street. (This would require the removal of two- three car parking spaces). Identified in the LATM Action Plan Zone 6 T.52 short term priority.
- eastbound (uphill) separated cycle path on Kurraba Road to improve rider safety on the steep topography and eliminate ‘pinch points.
- realignment of vehicle lanes and a new median on Kurraba Road. This would extend past the intersection with Holdsworth Street and the existing right turn bays would be removed. Safety issues with existing movements have been identified in Council’s LATM Action Plan Item T.49 (long term planning)
- a potential elevated viewing platform alongside Anderson Park and adjacent to the existing footpath, providing views towards Sydney Harbour.
- new garden beds, landscaping, and footpath upgrades.

Anticipated Improvements	Anticipated Impacts
<ul style="list-style-type: none"> <li>✓ improved rider safety on the steep topography and eliminated ‘pinch points.</li> <li>✓ reduced vehicle speeds</li> <li>✓ better separation between pedestrians, cyclists and motor vehicles</li> <li>✓ more accessible cycling facilities</li> <li>✓ expanded and improved footpaths, public space, and landscaped areas</li> </ul>	<ul style="list-style-type: none"> <li>• it will no longer be possible to turn right out of/into Holdsworth Street at the intersection with Kurraba Road (left in/out will remain possible) and these trips will divert to Ben Boyd Road or Rawson Street. (As hourly usage of this turning movement is low, improved vehicle and cycle safety on Kurraba Road has been given priority in the design).</li> <li>• Two to three car parking spaces will be removed from the car parking area located below Spruson Street, to allow for the construction compliant of pedestrian access.</li> </ul>



Figure 12. Artist's impressions of Kurraba Road

**D. Kurraba Road (Ben Boyd Road to Wycombe Road)**

Key features proposed for this section in the concept design are listed below:

- two raised flat top thresholds (‘speed humps’) to reduce traffic speeds.
- eastbound separated cycle path on Kurraba Road from Ben Boyd Road to Wycombe Road.
- relocation to two car parking spaces and net gain of six new car parking spaces.
- new garden beds, landscaping, and footpath upgrades.



(An alternative layout for cycle access – where a painted on-road cycle lane is provided rather than a path – is also shown on the concept plans. This would improve cycling access and safety over existing conditions, although be significantly less effective than a separated path in enabling more people to ride. It would also provide less scope to include public domain improvements.)

Anticipated Improvements	Anticipated Impacts
<ul style="list-style-type: none"> <li>✓ a net gain of six car parking spaces</li> <li>✓ reduced vehicle speeds</li> <li>✓ better separation between pedestrians, cyclists and motor vehicles</li> <li>✓ more accessible cycling facilities</li> <li>✓ expanded and improved footpaths, public space, and landscaped areas</li> </ul>	<ul style="list-style-type: none"> <li>• narrowed lanes in sections of the route will reduce the space available to exit parked cars, although will still comply with guidelines and standards.</li> <li>• two car parking spaces relocated from the north to the south side of Kurraba Road (note: there is a net gain of six car parking spaces in this section of the project).</li> </ul>



Figure 13. Example of raised flat top threshold.

#### ***E. Wycombe Road and Harriette Street (Kurraba Road to Harriette Street)***

Key features proposed for this section in the concept design are listed below, with those no longer recommended for implementation/proposed for redesign shown crossed out:

- two raised flat top thresholds ('speed humps') to reduce traffic speeds.
- northbound (uphill) separated cycle path on Wycombe Road from Kurraba Road to Harriette Street to separate cycle and vehicle traffic, improving safety and addressing crash history.

- removal of a bus stop on Wycombe Road (near Kurraba Road). Data indicates usage of this stop is low and alternatives are available 125m and 215m from the stop. This area would be repurposed as car parking.
- new garden beds, landscaping, and footpath upgrades.

(An alternative layout for cycle access – where a painted on-road cycle lane is provided rather than a path – is also shown on the concept plans. This would improve cycling access and safety over existing conditions, although be significantly less effective than a separated path in enabling more people to ride. It would also provide less scope to include public domain improvements.)

Anticipated Improvements	Anticipated Impacts
<ul style="list-style-type: none"> <li>✓ reduced vehicle speeds</li> <li>✓ better separation between pedestrians, cyclists and motor vehicles</li> <li>✓ improved rider safety on the steep topography and eliminate ‘pinch points.</li> <li>✓ more accessible cycling facilities</li> <li>✓ expanded and improved footpaths, public space, and landscaped areas</li> </ul>	<ul style="list-style-type: none"> <li>• narrowed lanes in sections of the route will reduce the space available to exit parked cars, although will still comply with guidelines and standards.</li> <li>• a net reduction of five car parking spaces on Wycombe Road, noting that there is potential to reduce this if an option which provides less separation for riders is used.</li> </ul>

Key features proposed on Harriette Street for this section in the concept design are listed below:

- new pedestrian refuge at the intersection with Wycombe Road.
- a raised flat top threshold (‘speed hump’) to reduce traffic speeds.
- eastbound separated cycle path on Harriette Street from the intersection with Wycombe Road. People cycling would re-join general traffic on the section of Harriette Street leading to Bannerman Street.
- revised median island layout, intended to reduce vehicle speeds on approach and at the intersection between Harriette Street and Wycombe Road.

Anticipated Improvements	Anticipated Impacts
<ul style="list-style-type: none"> <li>✓ improved pedestrian access at the intersection of Harriette Street and Wycombe Road</li> <li>✓ reduced vehicle speeds</li> <li>✓ better separation between pedestrians, cyclists and motor vehicles</li> <li>✓ more accessible cycling facilities</li> <li>✓ expanded and improved footpaths, public space, and landscaped areas</li> </ul>	<ul style="list-style-type: none"> <li>• none identified.</li> </ul>

## CONSULTATION REQUIREMENTS

Community consultation was undertaken in accordance with Council's Community Engagement Protocol. Consultation on the project took place from Monday 17 May to Monday 14 June 2021, a period of 29 days.

## DETAIL

The following provides a summary of the methods were used to generate widespread awareness of the proposal and the level of participation/reach:

- web page - over 1.3K page views during the exhibition period, including:
  - 279 downloads of the plans for overall route and sections.
  - 115 downloads of the fact sheet for overall route and sections.
  - 63 downloads of the notification letter; and
  - 58 downloads of FAQs.
- direct letter - to approximately 2,600 properties along the route.
- advertisement published in the Mosman Daily, 20 May 2021 - advising of upcoming information sessions and including QR code direct to dedicated Your Say project page.
- Online information sessions:
  - 25 May 2021 - General Overview, 25 registered, 24 attendees, 283 views on You Tube (as at the time of preparing this report)
  - 9 June 2021 - Q&A Session, 24 registered, 22 attendees, 25 views on YouTube (at the time of preparing this report)
- Council's E-newsletters including monthly Council E-news and weekly Precincts E-news.
- memorandum to Precinct Committees.
- posts on Council's social media accounts - in summary the two Facebook posts reached over 15K people, one Instagram post reached over 1,003 people, one Twitter post reached over 250 people.
  - Facebook post 1, 19 May 2021 (paid boost) - 6,790 people reached, 683 post clicks, 32 likes, 33 comments and 4 shares.
  - Facebook post 2, 4 June 2021 (paid boost) - 8,541 people reached, 694 post clicks, 14 likes, 11 comments and 3 shares.
  - Twitter post, 4 June 2021 - 268 people reached, 268 impressions, 1 engagement, 1 link click.
  - Instagram, 4 June 2021 - 1,003 impressions, 961 reach, 21 likes, 2 comments.

The above statistics demonstrate a high level of stakeholder awareness of the engagement opportunity.

Levels of feedback and support/objection varied along the project corridor. Figure 14 provides detail on the number of submissions made on each section of the project and Figure 21 summarises levels of support provided for each section.

Given the geographical scope of the project, submissions were not considered ‘project wide’ if they only discussed one of the project stages, with these being counted as a submission made on that project stage. Similarly, any submission that did comment on more than one project section, (even if that submission was made under the title of a specific project section) was counted as a ‘project wide’ submission. This ensured that no submissions were double counted, for e.g., if a submission supported Wycombe Road and Clark Road, it was counted under ‘whole project’ only, not also under Wycombe Road and Clark Road - so as to ensure that each person submitting on the project was only countered once. Submissions posted under Clark Road which dealt with the approach to the intersection between Clark Road and High Street, were considered under the ‘Kirribilli’ section, given that these changes predominantly impact on that community and given that very few submissions were otherwise made on this project section.

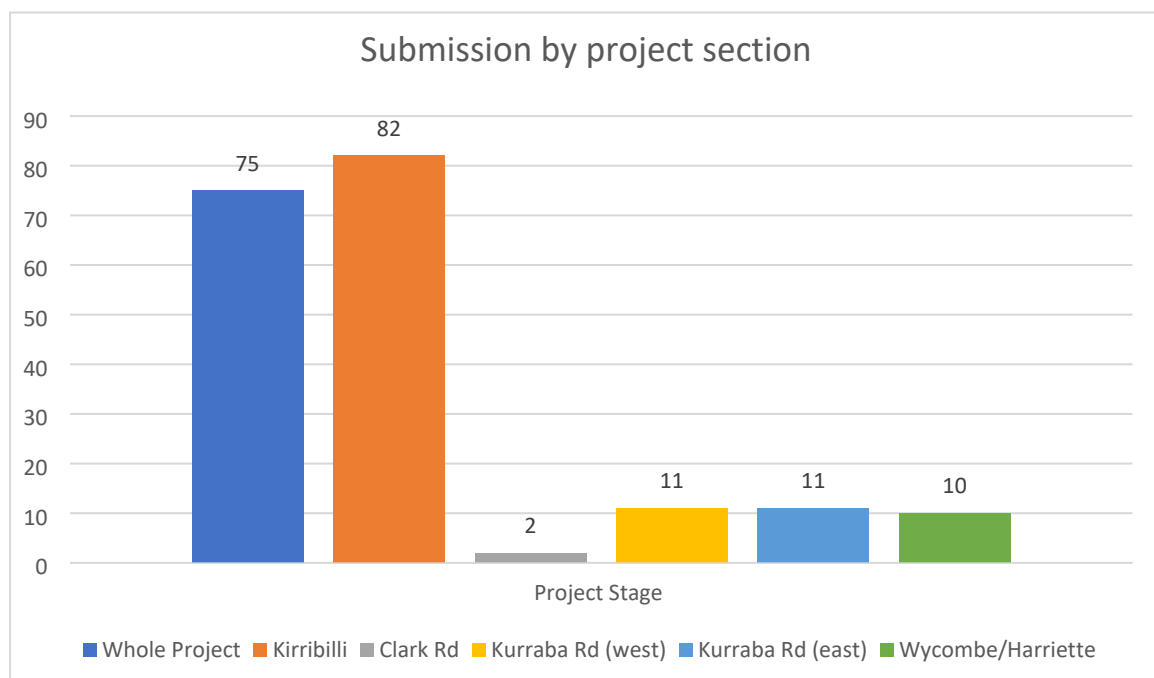


Figure 14 Submissions received for each project section.

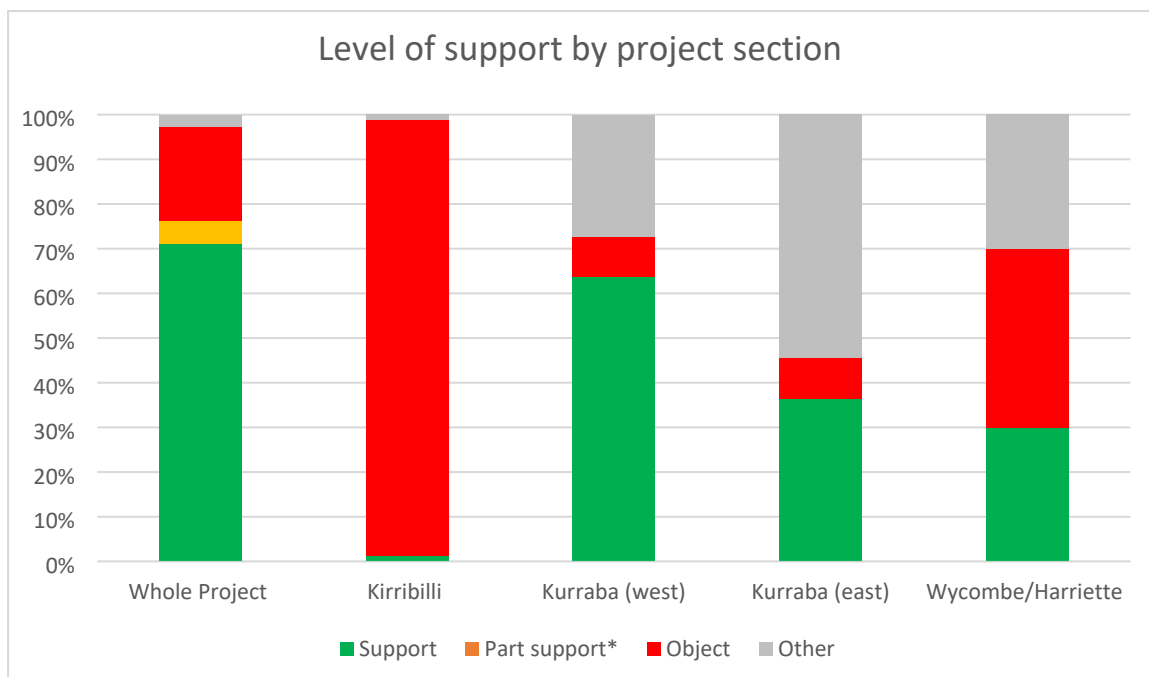


Figure 15. Level of support for each project section. \*There were submissions objecting to the Kirribilli section which still identified the roundabout at the intersection between Kurraba Road and Clarke Street as a positive outcome – these were classified as objecting and not part support as they were predominantly submissions opposing the Kirribilli section of the project.

The above graph indicates that concern and objection to the project was heavily concentrated in the Kirribilli section.

The charts further indicate that outside of the Kirribilli section of the project there is general support and lower levels of objection, and that objection was generally linked to specific design aspects or localised outcomes rather than the project overall.

Key issues raised in submissions were:

- Support for the project in general
- Support for safer/more accessible cycling connections
- Support for the implementation of the roundabout at the intersection between Clark Road and Kurraba Road
- Objection to the project overall
- Objection to parking impacts in Wycombe Road (a revised option which mitigates this concern is likely possible)

The following section of this report provides examples of submission content. Firstly, for submissions received on the project as a whole, and then for each of the separate project stages.

## Project-wide submissions

75 submissions were made commenting on the project overall. Figure 16 provides an overview of the general level of support- project wide.

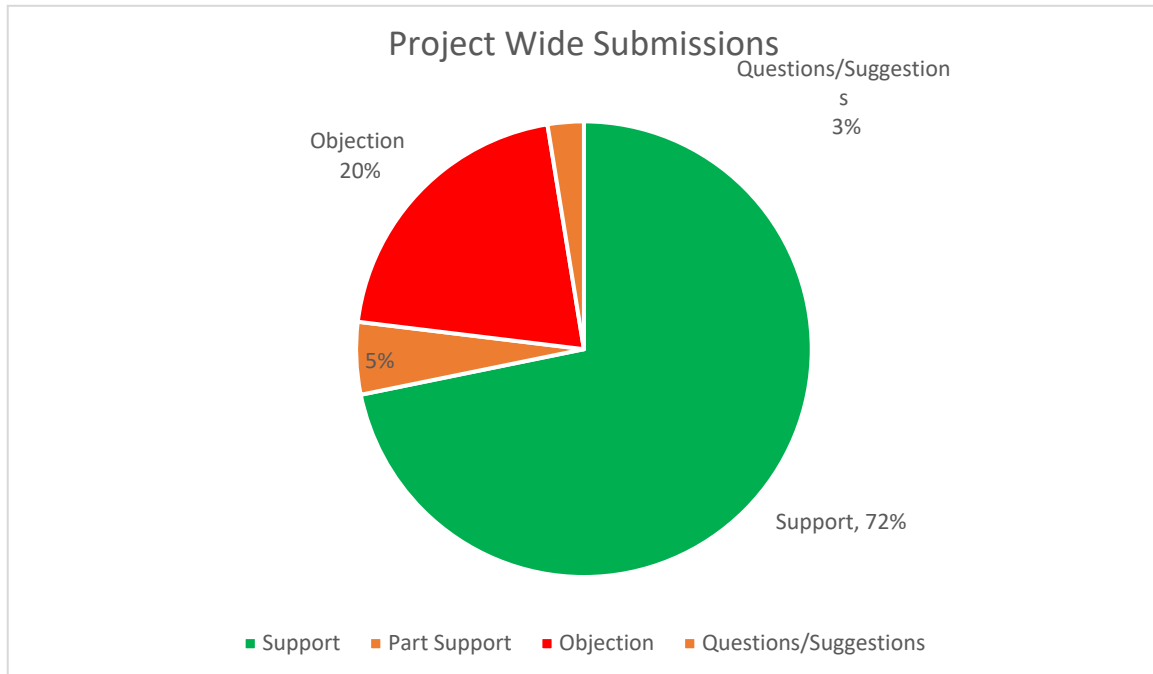


Figure 16. Level of support in project wide submissions

Key areas of feedback included:

- General support for the project/cycling facilities for example:

*I think this is an excellent proposal and one that will improve the safety for pedestrians and cyclists and improve the streetscape for all. The balance of safety, accessibility and parking has clearly been considered.*

*Wow, that looks like a really well thought out proposal. I like that the focus is on the uphill separation, as opposed to the downhill, where it is often best when travelling as a commuter to work, to filter with the cars.*

- General objection to the project/provision of cycling facilities, for example:

*I think that the road is too narrow to accommodate a bike track, it is such a busy road without the bike track, it will be even worse if it is more narrow.*

*bikes are a pain this is high volume traffic in mornings will make it worse if car lanes are lost.*



## A. Broughton Street and Clark Road (Ennis Road to High Street)

83 submissions were made on this section of the project. Figure 17 provides an overview of the level of support. Submissions relating to the approach to the Clark Road High Street intersection were included in this section.

Community feedback to this stage of the project highlighted strong opposition to two elements of the design, the implementation of cycle lanes on Broughton Street and the changes to the signalised intersection between Clark Street and High Street. Notably a significant proportion of the feedback related directly to an alternative option ('Option B') for the section of the project on Broughton Street between McDougall Street and Willoughby Street. Further discussion of each issue is below.

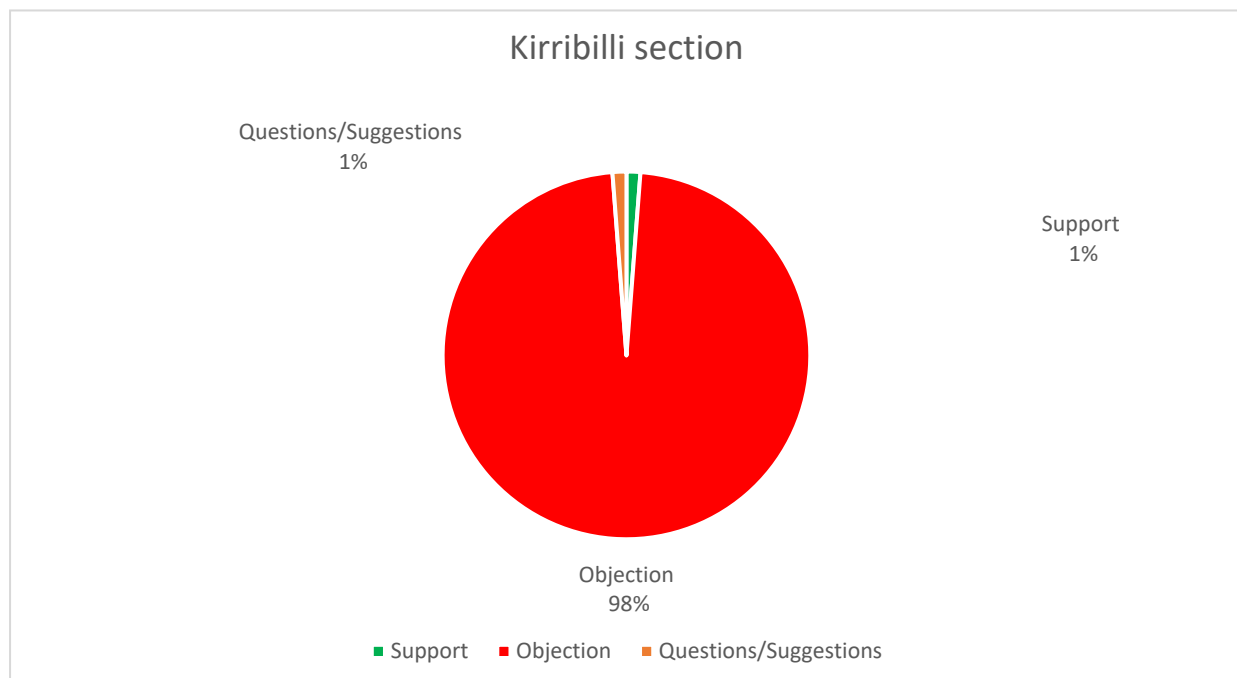


Figure 17. Level of support in Kirribilli submissions

Key areas of feedback included:

- Objection to the proposed bike path/lanes on Broughton Street. For example:

*Option B for relocating parking to the other side of Broughton Street is just ridiculous.*

*A cycle lane, as proposed in Option B will only make this situation worse. Should the proposal proceed then Option A must be implemented. Option B requires residents to park on the western side of Broughton where there is limited access to a very narrow and often slippery footpath which make it very difficult for*

*passengers to get in and out of vehicles. Option B also requires residents to cross an often-busy Broughton St to get to and from their homes.*

- Objection to the removal of slip lanes and turn restrictions at the intersection between Clark Road and High Street, for e.g.:

*I strongly oppose the removal of turn options from the High Street and Clark Road intersections.*

*I live in Broughton, I think the removal of the slip lane from Clark to high street is a mistake... please don't get me wrong I am in support of this cycle and walkway, maybe a shared section on Clark to Cremorne is a better option than closing the slip way.*

*Keep right hand turn from High into Clark*

- Objection to the removal of clearways, for example:

*Council is proposing the removal of clearway restrictions on Clark Road. This is a heavily trafficked route during the morning peak period and could result in queueing at the proposed Clark Road/Kurraba Road roundabout. Traffic modelling should be undertaken to illustrate the impact of this proposed change.*

- Impact on access to residential areas HMAS Platypus/increased traffic on alternative routes, for e.g.:

*As a non-resident but a frequent user of High Street and HMAS Platypus, specifically turning left from Clark Road, I believe the plan to remove the left-hand turn into High Street is absolutely nonsensical. The proposal for cars to travel to Broughton Street to then travel up to High Street is bonkers.*

*The Harbour Trust objects to the proposal to prohibit left/right turns from Clark Road, east into High Street, as it will negatively impact access to Sub Base Platypus for workers and visitors.*

- Concern that changes to the intersection of Clark Road and High Street will cause congestion, for e.g.:

*With traffic movements controlled by traffic lights, there is potential for vehicles to queue back onto the Clark Road/McDougall Street roundabout, particularly during the morning peak period. The changes proposed at High Street and the removal of the slip lane will result in increased congestion at the new Clark Road/McDougall Street roundabout.*

Further information regarding key issues raised is provided below:

- Broughton Street - Two options were provided for Broughton Street. Option A prioritises the preservation of parking on the eastern side of the street (and would maintain the existing parking arrangements between McDougall Street and Willoughby Street), Option B a dedicated cycle lane. Two options were included facilitate community feedback around each.

Option A was considered most likely to be consistent with community expectations around parking provision. Option B was included as an alternative to allow community feedback on both and to indicate what trade-offs would be required to separate vehicle and cycle traffic in this section of the project. Community feedback confirmed this to be the case.

- Clark Road and High Street intersection (removal of slip lane and turning restrictions) – Changes were proposed at the intersection of Clark Road and High Street to improve pedestrian and cycling safety and access at the intersection. While the existing slip lane at the intersection likely improves vehicle capacity, the trade-off is likely to be higher vehicle speeds on Clark Street northbound between McDougall Street and High Street and through the pedestrian crossing area and associated increase in risks for pedestrians.
- AM Clearway restrictions/congestion - Network modelling indicates that the clearways are not needed for network capacity reasons if improvements are made to the intersection of Clark Road and High Street – allowing the current restrictions on parking to be removed and opening up 31 new parking spaces in the am peak. Modelling of the intersection performance indicates that the intersection will have sufficient capacity to operate within a range typical of the network. The proposed changes would likely improve intersection queueing/wait times. This change would be subject to TfNSW approval.  
Note: some respondents interpreted the removal of clearway conditions to mean that a lane would be removed from Clark Road. **This is not the case.** Both lanes would remain albeit narrower than existing.

### **Kurraba Road (Clark Road to Ben Boyd Road)**

11 submissions were made that related only to this section of the project. Figure 18 provides an overview of the level of support.

The proposed works along this section of the route received generally high levels of support and low levels of objection, with the latter primarily consisting of requests or comments on how the design could be amended.

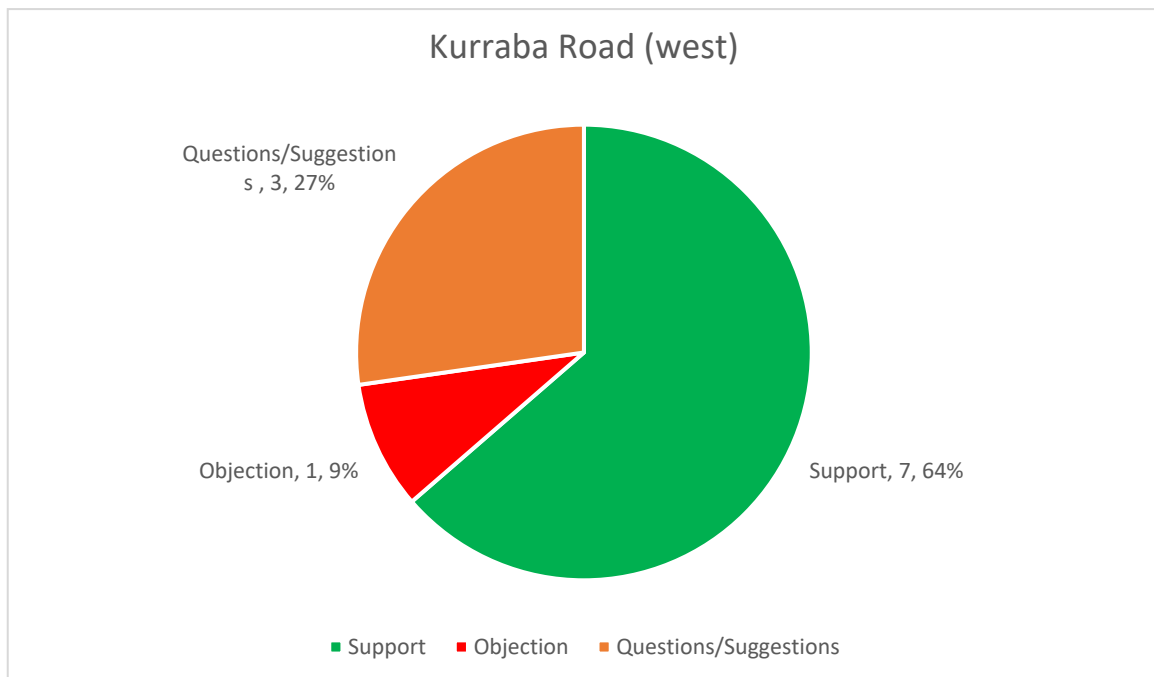


Figure 18. Level of support in Kurraba Road (west) submissions

Key areas of feedback included:

- Support for the cycle path (note: the cycle path in this part of the proposal was seen as considered to have merit even in some submissions that objected to bike paths more broadly), for e.g.:

*Great initiative this will be so much better for cyclists. We are both cyclists and drivers, we live on Holdsworth St, and this will make a big difference for the uphill cycling sections.*

*Really excited about this overall change as this is not a nice section to cycle up currently! (Holdsworth Street resident)*

*Excellent plan. This area is currently dangerous for cyclist. Especially travelling east bound on Kurraba Rd up to Ben Boyd Rd. The narrow shoulder disappears, the hill gets steeper, and you are stuck in a left turning lane, hard to travel straight across this intersection. It's basically a no-go zone for me now, would love to see these improvements for cycling.*

- Support for a roundabout at the intersection between Clark Road and Kurraba Road

*The roundabout at Clark/Kurraba/Rawson is an excellent idea as this is a dangerous through way.*

*the creation of a roundabout at the Kurraba/Clark intersection will be a great improvement.*

*I love the rest of the plans you have and would personally vote for option A at the corner of Clark and Kurraba to add the roundabout.*

*The new roundabout at Clark Road/Kurraba Road is a good idea.*

There were also a small number of requests (between 1 and 3) for:

- Turns to be retained in and out of Holdsworth Street (noting that in other submissions the turn removal was supported, for example, “*As a Holdsworth Street resident, I fully acknowledge and support the slight inconvenience of no longer being able to turn right from Kurraba into Holdsworth (but the ease at being able to make a U-turn at the roundabout makes up for this) and support the removal of the right turn from Holdsworth into Kurraba Road as a sensible choice, as the right turn is difficult to negotiate due to the limited visibility.*”)
- Additional pedestrian facilities at the intersection between Holdsworth Street and Kurraba Road.
- Pedestrian crossings to be installed as part of the proposed roundabout.

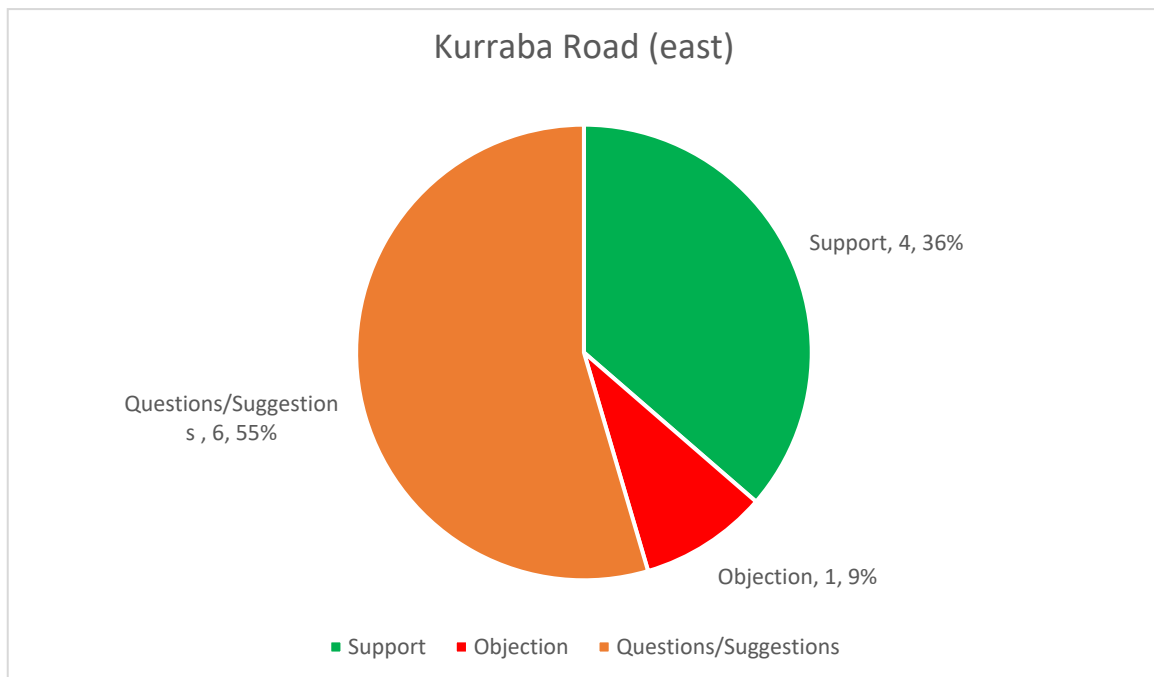
The need to separate eastbound riders from motorised traffic on this section of Kurraba Road was also identified by members of the community in consultation for Council’s LATM Action plans.

### **Kurraba Road (Ben Boyd Road to Wycombe Road)**

11 submissions were made that related only to this section of the project. Submissions raised in relation to this part of the project were either in support or objected to a specific design detail.

These works would result in the creation of 5-6 additional car parking spaces.

Figure 19 provides an overview of the level of support.



*Figure 19. Level of support in Kurraba Road (east) submissions*

Key areas of feedback included:

- Support for the cycle path/preference for the separated option, for example:

*We are supportive of Option A for Kurraba Road between Ben Boyd Road and Wycombe Road, as believe this is the safer option for cyclists.*

*Can Option A be constructed as a separated one-way bike path?*

### **Wycombe Road/Harriette Street (Kurraba Road to Harriette Street)**

10 submissions were made commenting on this section of the project. Figure 20 provides an overview of the level of support.

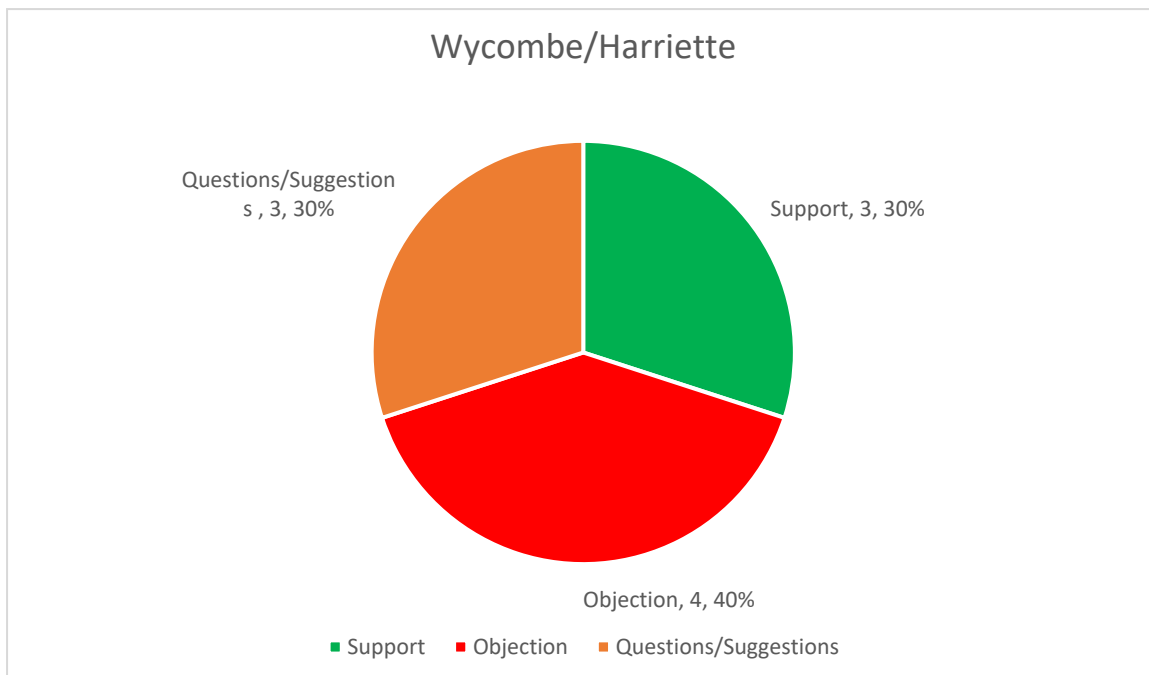


Figure 20. Level of support in Wycombe/Harriette submissions

Key areas of feedback included:

- View that too many thresholds (‘speed humps’) had been proposed, for example:

*If the benefit is to slow traffic before an intersection, then just put a speed hump on the approach side of the road, not both sides.*

*I am in support of the desired outcomes to increase pedestrian and cyclist safety and reduce vehicle speeds, but I do not believe that the introduction of flat top thresholds (speed humps) is the correct way to achieve this... Perhaps alternative approaches such as narrower lanes or pinch points would be more effective, or limiting the speed humps to the downhill lane rather than both?*

- Concern over impact on parking, for example:

*I do not support the reduction of 5 car park spaces on Wycombe Road and recommend an alternate option be pursued.*

*There are hardly any parks on Wycombe Road as it is. not all apartments have parking and it’s ridiculous to remove an entire side of the road worth of parking when we struggle to get one as it is.*

Note: Cycle crashes are reported in crash statistics on this section of Route 3 are available at

<https://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/index.html>

## Funding for pedestrian facilities within project area

This report includes a recommendation that, should Council resolve not to proceed with the project, a request be made to TfNSW to reallocate the funding towards the implementation of pedestrian network improvements identified within the project area. A table of these projects that may be delivered if TfNSW agrees to re-allocate the funding is provided below.

**Table 1. List of pedestrian network improvements identified in Council's LATM Action Plans within the project area.**

<b>Project</b>	<b>LATM Action</b>	<b>Cost estimate</b>
1. Kurraba Road and Clarke Road (intersection)	Redesign intersection to improve pedestrian safety and intersection operation	\$ 500,000
2. Kurraba Road (at Spruson Street car park)	Redesign pedestrian refuge	\$ 100,000
3. Ben Boyd Road and Kurraba Road intersection	Install missing pedestrian crossing points	\$ 300, 000
4. Harriette Street and Wycombe Road	Redesign intersection to improve pedestrian accessibility and reduce vehicle speeds	\$ 400,000
Total		\$1,300,000

## Summary and Recommendations

This report provides detail of the consultation outcomes on the Kirribilli to Cremorne Walking, Cycling and Streetscape Upgrade project. The project was originally identified in the North Sydney Integrated Cycling Strategy adopted by Council in 2014 and is referred to as “Route 3”.

The Kirribilli to Cremorne Walking, Cycling and Streetscape Upgrade Project (Route 3) currently has a grant offer component of \$ 2,728,500 from a total of \$3,457,450 from the TfNSW Walking and Cycling Program.

In response to community feedback, and in the context of the current unresolved cycleway link from the northern end of the Sydney Harbour Bridge, this report recommends that Council determine its position on how to proceed with the Kirribilli



to Cremorne Walking, Cycling and Streetscape Upgrade Project and acceptance of the \$ 2,728,500 grant offer from TfNSW under the Walking and Cycling Program.

In addition, this report also recommends that if Council resolves not to proceed with the project, that a request be put to TfNSW to re-allocate the funds to the pedestrian and traffic improvements that formed part of the project and that received majority community support.

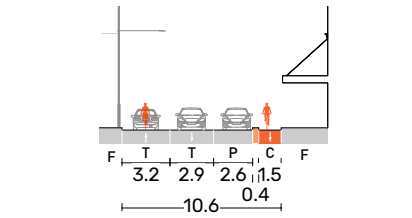
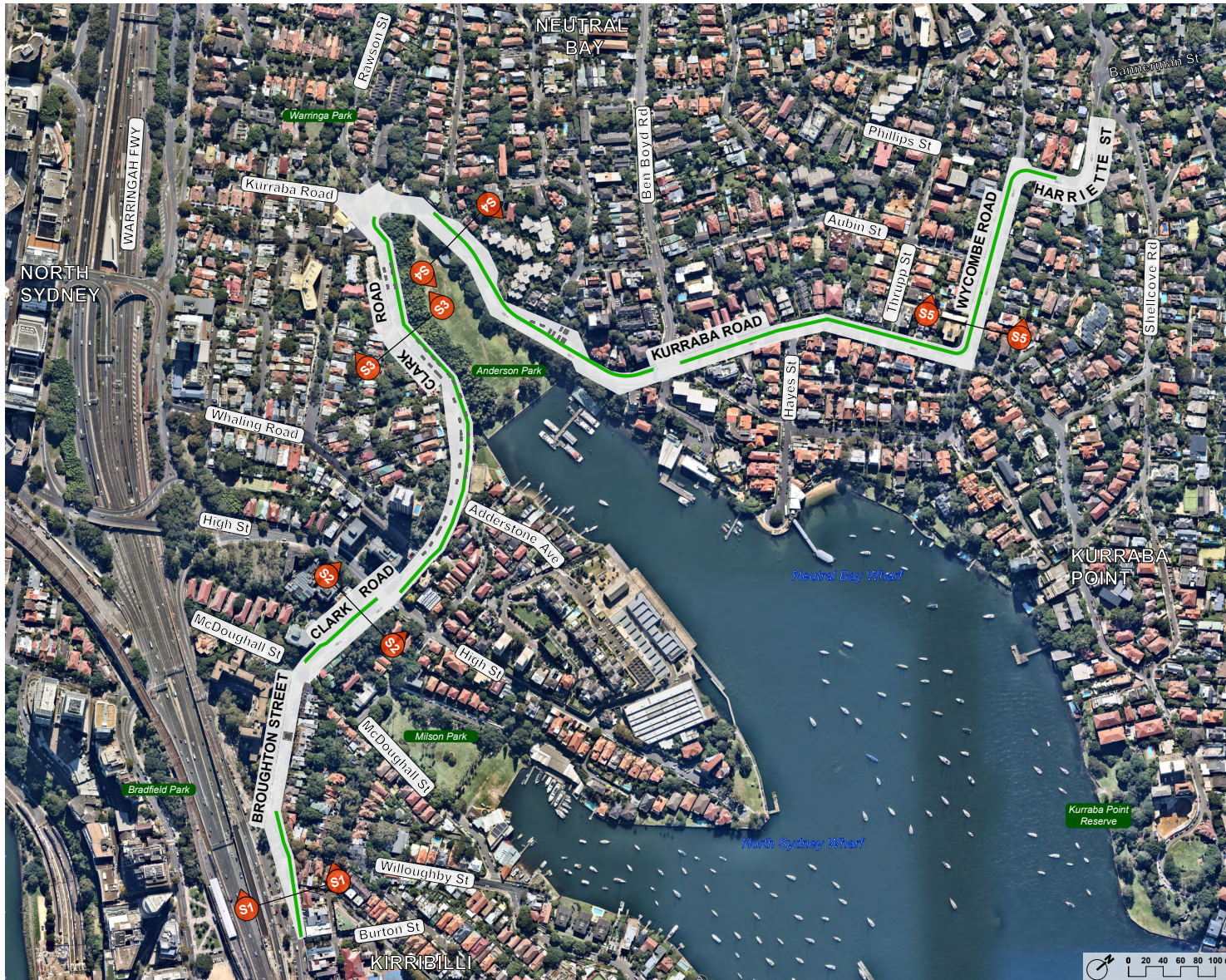
Refer to Table 1 in this report for details of potential pedestrian network improvements that could be considered and funded as standalone projects if TfNSW agree to re-allocate the funding

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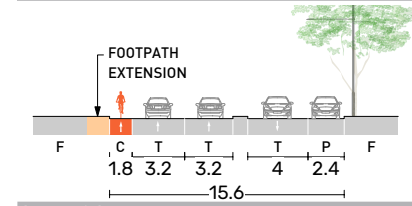




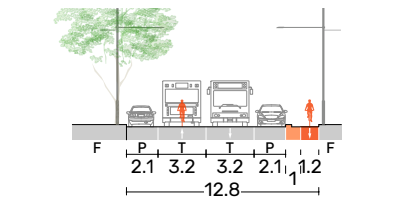
# KIRRIBILLI TO CREMORNE WALKING, CYCLING AND STREETScape UPGRADE



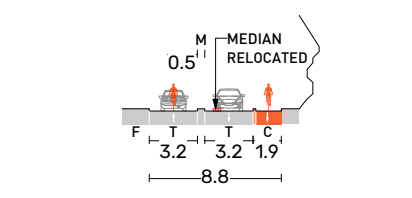
Section 1) Broughton Street Bike Path



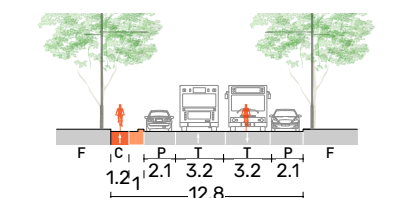
Section 2) Clark Road Bike Lane



Section 3) Clark Road Bike Path



Section 4) Kurraba Road Bike Path



Section 5) Wycombe Road Bike Path

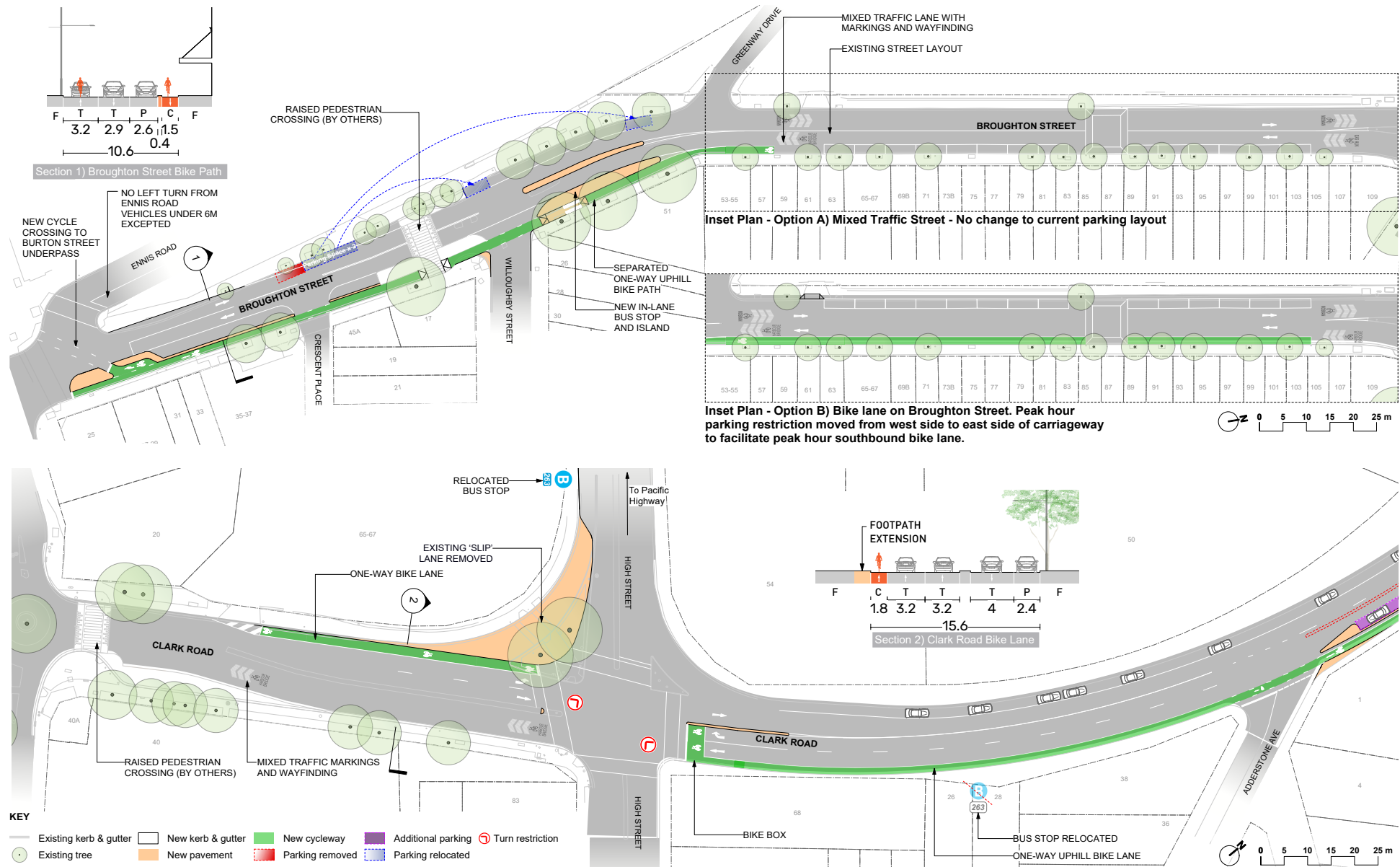


## KIRRIBILLI TO CREMORNE WALKING, CYCLING AND STREETScape UPGRADE - HAVE YOUR SAY!

You can provide feedback until 11.59pm, Monday 14 June 2021 via: Online: <https://yoursay.northsydney.nsw.gov.au/kirribilli-cremorne-walk-cycle> • Post: North Sydney Council, PO Box 12, North Sydney NSW 2059  
 • Email: Attention: Lindsay Menday & your say@northsydney.nsw.gov.au. For more information call (02) 9336 8251 or email [yoursay@northsydney.nsw.gov.au](mailto:yoursay@northsydney.nsw.gov.au)



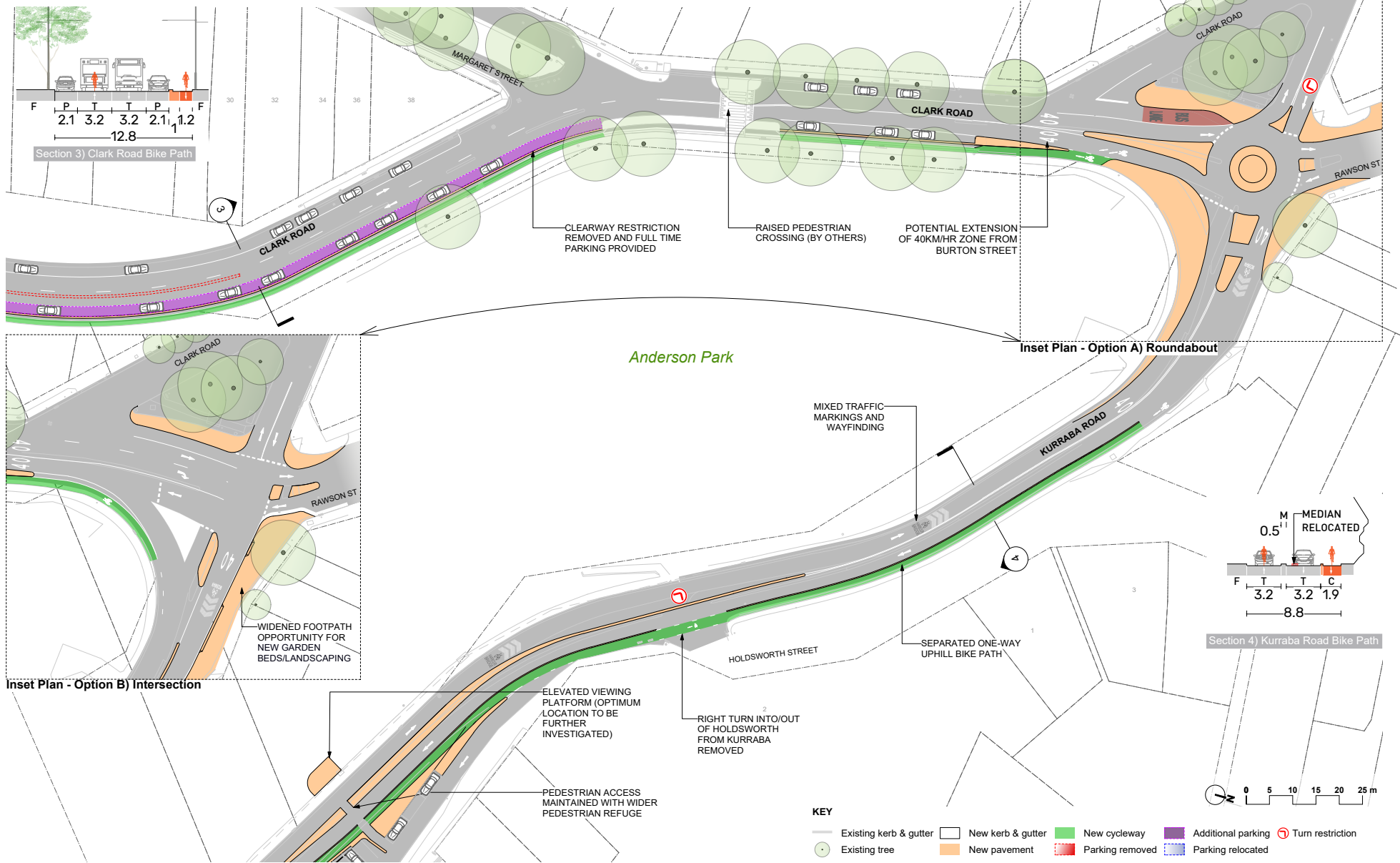
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## KIRRIBILLI TO CREMORNE WALKING, CYCLING AND STREETScape UPGRADE - HAVE YOUR SAY!

# KIRRIBILLI TO CREMORNE WALKING, CYCLING AND STREETScape UPGRADE

Attachment 8.16.1



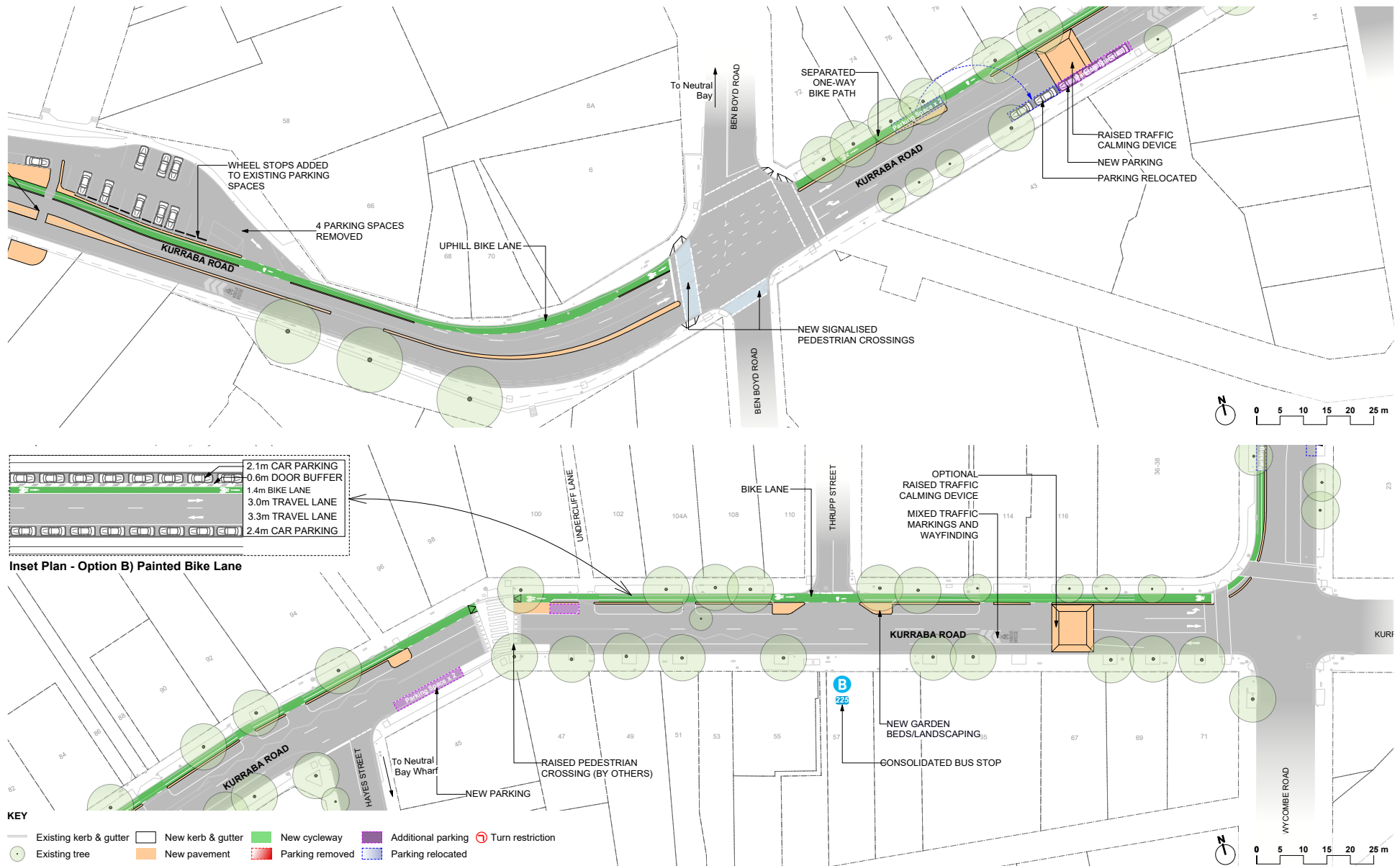
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 • Email: Attention: Lindsay Menday at [yoursay@northsydney.nsw.gov.au](mailto:yoursay@northsydney.nsw.gov.au) For more information call (02) 9336 8251 or email [yoursay@northsydney.nsw.gov.au](mailto:yoursay@northsydney.nsw.gov.au)

Sheet 3 of 5

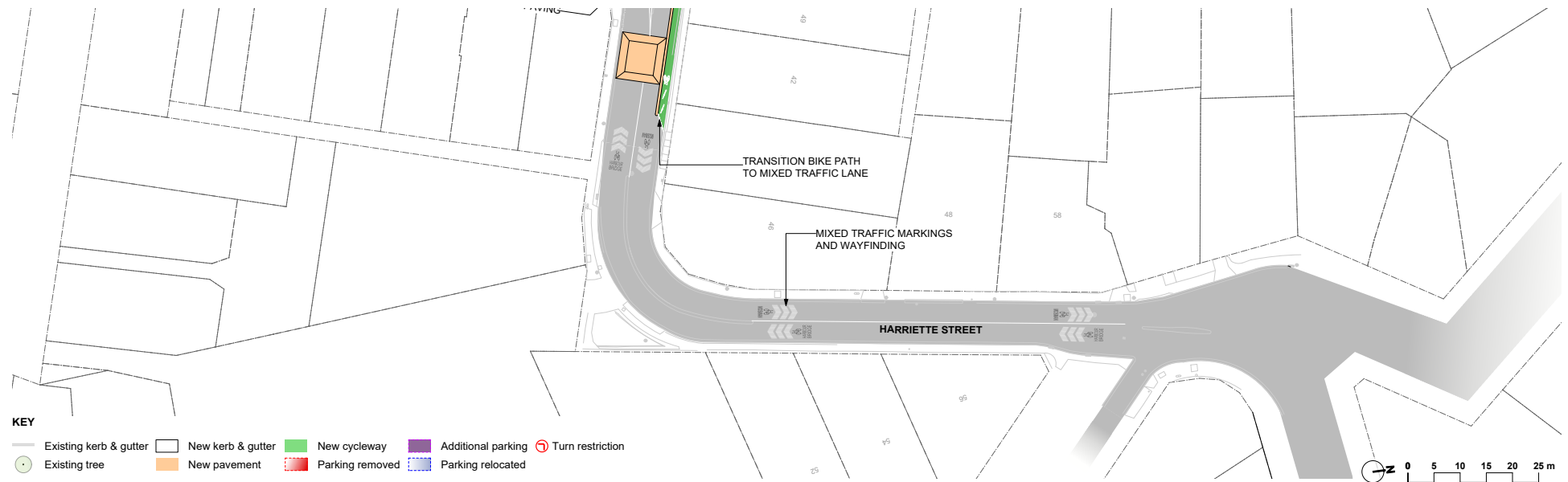
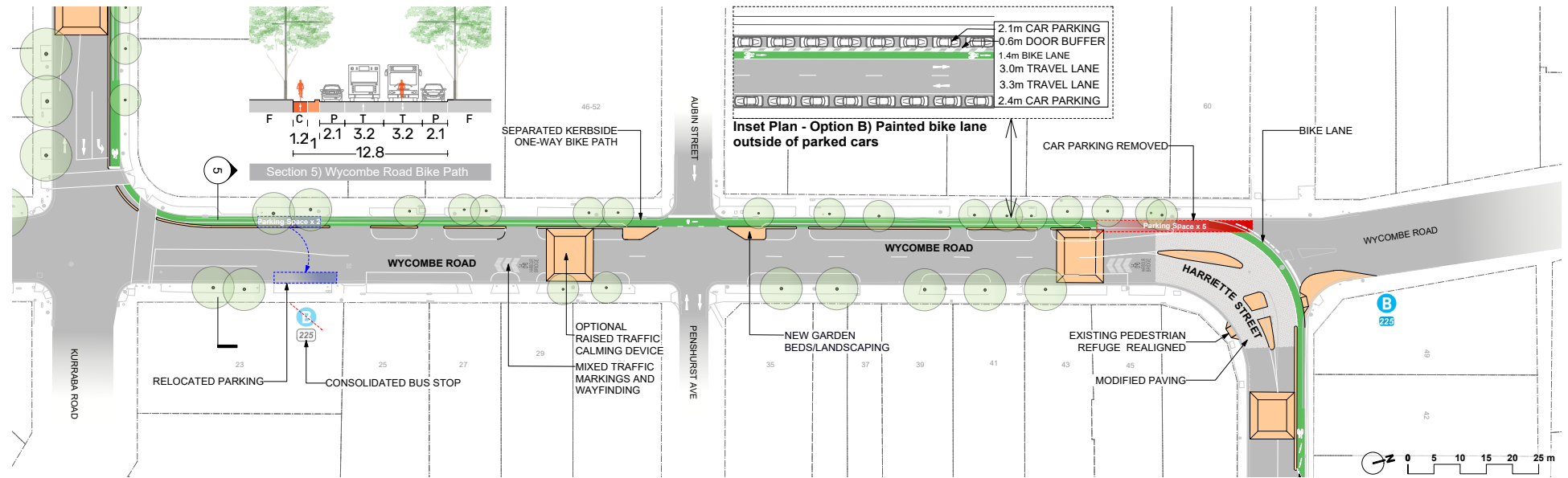
Page 33 of 164  
MAY 2021

# KIRRIBILLI TO CREMORNE WALKING, CYCLING AND STREETSCAPE UPGRADE



## KIRRIBILLI TO CREMORNE WALKING, CYCLING AND STREETSCAPE UPGRADE - HAVE YOUR SAY!

# KIRRIBILLI TO CREMORNE WALKING, CYCLING AND STREETScape UPGRADE



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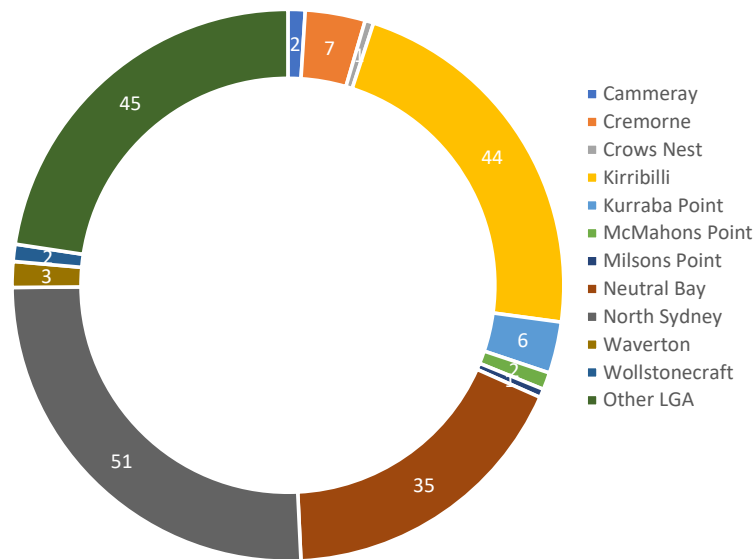
## Kirribilli to Cremorne Cycling and Streetscape Upgrade - Submissions Summary (prepared June 2021)

Feedback on the proposal was sought via various formats:

- written submissions (email/letter) - refer to APPENDIX A (x 119)
- online feedback form (hosted via Your Say North Sydney) - refer to APPENDIX B (x 81)
- Precinct Committees - minutes extract (x 3)

The following graph (and table) details the submissions by submitter location, with the majority of submissions coming from within the North Sydney LGA, and 22% from outside the LGA.

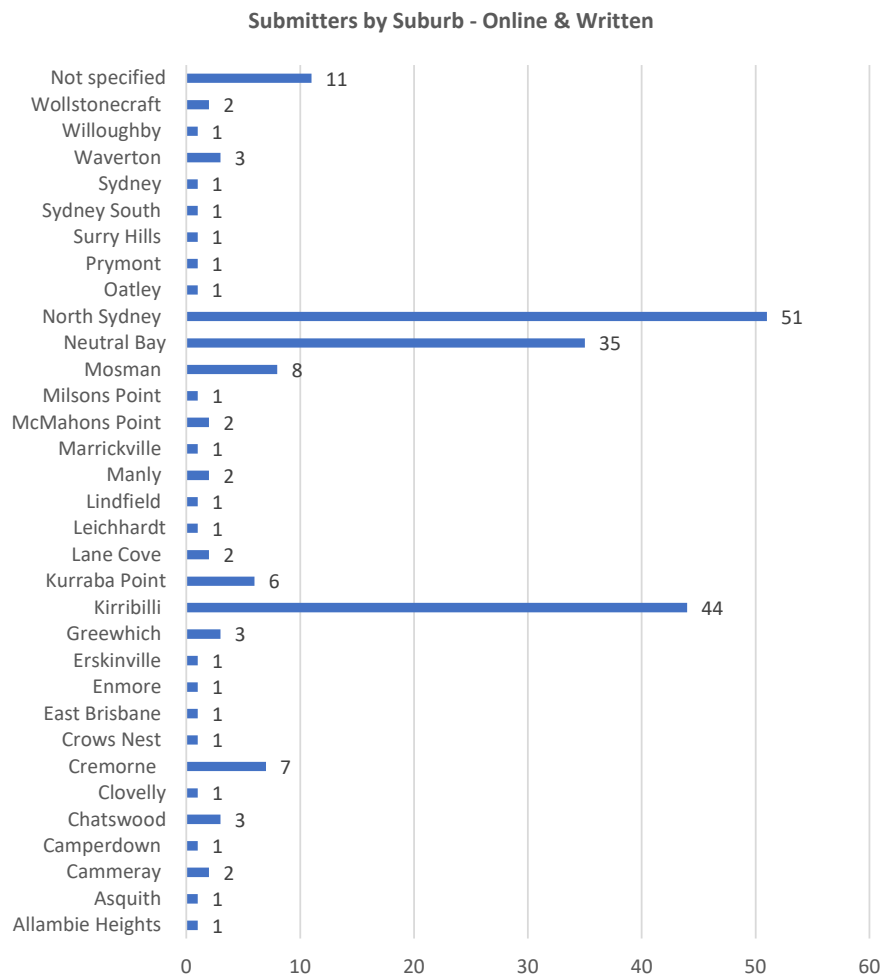
**Submissions by Suburb - Online & Written**



Suburb	Total	Written	Online
Cammeray	2	2	0
Cremorne	7	6	1
Crows Nest	1	1	0
Kirribilli	44	16	28
Kurraba Point	6	1	5
McMahons Point	2	2	0
Milsons Point	1	1	0
Neutral Bay	35	27	8
North Sydney	51	22	29
Waverton	3	3	0
Wollstonecraft	2	2	0
Other LGA	45	36	9
<b>TOTAL</b>	<b>199</b>	<b>80</b>	<b>119</b>



The following graph (and table) details the submissions by submitter location - detailing those from outside the LGA:



Suburb	Total	Written	Online
Allambie Heights	1	0	1
Asquith	1	0	1
Camperdown	1	0	1
Chatswood	3	1	2
Clovelly	1	0	1
East Brisbane	1	0	1
Enmore	1	0	1
Erskinvile	1	0	1
Greewhich	3	1	2
Lane Cove	2	0	2
Leichhardt	1	0	1
Lindfield	1	0	1
Manly	2	0	2
Marrickville	1	0	1
Mosman	8	2	6
Oatley	1	0	1
Prymont	1	0	1
Surry Hills	1	0	1
Sydney South	1	0	1
Sydney	1	1	0
Willoughby	1	0	1
Not specified	11	4	7
<b>TOTAL</b>	<b>45</b>	<b>9</b>	<b>36</b>

Legend:

Whole Project	Broughton St and Clark Rd (Ennis Rd to High St): Section 1	Clark Rd (High St to Kurraba Rd): Section 2	Kurraba Rd (Clark Rd to Ben Boyd Rd): Section 3	Kurraba Rd (Ben Boyd Rd to Wycombe Rd): Section 4	Harriette St (Wycombe Rd to Bannerman St): Section 5
WP	A	B	C	D	E

### Appendix A. Online submission feedback via emails/letters

The following table collates the online submissions received on the proposal.

No.	Submitter Name and Address	Submission - Key Points Raised	Section
1	Joshua Lopez 25 Harriette St KURRABA POINT	Is it possible to convert the existing Giveway sign to a Stop sign on the corner of Wycombe Road and Harriette St. Alternatively, include a Raised Traffic Calming Device before the Giveway sign adjacent to the B225 bus stop on the corner of Harriette St Wycombe Road. Either option will discourage drivers from driving straight through the Giveway sign and causing a potential accident. As a resident on Harriette St, I see a lot of vehicles ignoring the Giveway sign making that section of the road quite dangerous for both cyclists and oncoming traffic.	E
2	Richard McMahon 4 McDougall St KIRRIBILLI	I strongly oppose these suggested changes. In particular: <ul style="list-style-type: none"> <li>- I strongly oppose the removal of the slip lane from Clark Road to High street. This change is entirely counter to the NSW Government's plans for High Street (with the bridge works intended to make it easier to get into/out of Kirribilli). Turning left from Broughton Street to High Street is a key way to exit Kirribilli and this makes doing so substantially more difficult for traffic with negligible to no benefits to pedestrians or cyclists</li> <li>- I strongly oppose the removal of turn options from the High Street and Clark Road intersections. These are likely to be very burdensome for some cohorts of residents - e.g. those on High Street on the part of North Sydney immediately north of High Street. They would need to proceed through two sets of traffic lights (once the High Street widening works are considered) to exit North Sydney and even then would not be doing so on as significant a road as Clark Road.</li> <li>- The diversion of traffic that currently turns right from Clark Road to enter High Street through McDougall Street and Hipwood street would be a real problem. Both of those streets are small and not well suited to that kind of traffic. Additionally, removing turn options means more traffic would do a u-turn at the Broughton Road and McDougall Street roundabout, further slowing what is already a busy intersection (and then causing those cars to wait at the lights a second time as you propose to remove the left turn slip lane).</li> <li>- I suggest that the new bus stop at Willoughby street is a waste of money once you consider how infrequent the bus is along Broughton Street</li> </ul>	A

		The status quo would be superior than this. You could consider adding the proposed northbound cycle lane on Broughton Street if there is space, but if not I would suggest no changes if it means the highly detrimental changes you have proposed.	
3	Maree Sarsfield 12A Holdsworth St NEUTRAL BAY	Residents of Holdsworth Street need to cross Kurraba Road to walk to Neutral Bay ferry. Will there be a pedestrian refuge at the end of Holdsworth Street? The one below Spruson Street is not an option for Holdsworth street residents as there is no footpath on that side of the road and the road itself is very close to the hill so you cannot safely squeeze past. As a senior citizen who walks to Neutral Bay ferry very regularly the access across Kurraba Road will be very dangerous once the right hand turn lanes are abolished as at present these can be used as a safe haven to get across the traffic travelling both ways. Please give consideration to installing a pedestrian refuge at the end of Holdsworth Street. The roundabout at Clark/Kurraba/Rawson is an excellent idea as this is a dangerous through way. I hope better pedestrian access to bus stops and shops will also be considered here. Thank you.	C
4	Lucy Carroll 107A High St KIRRIBILLI	Annoying for residents of High St, the roundabout at bottom of Clark rd will create a bottle neck and slow traffic immensely. Cyclists are objectively annoying enough as it is, why give them more freedom?	C
5	Susanne Warlich 112 Kurraba Rd NEUTRAL BAY	I would highly welcome a more cycling friendly lower north shore and think this is a great proposal that I happily support.	WP
6	Peter Hunt 8 McDougall St KIRRIBILLI	This Project need a lot more thought. These roads are already terrible to drive and need work, with this making it worse. An additional 5 speed humps in a few kms is ridiculous and this is on top of the two extra that have just been installed in Kirribilli and one on Kurraba Rs. If the purpose is to slow people for an intersection only place the speed hump on the approaching traffic site would be a start to make the proposal make sense. As a Kirribilli resident this will cause a traffic nightmare at the intersection of Broughton Street and Ennis Road and cutting off the slip lane at the intersection of Clark Rd and High St will cause more traffic issues than it solves. Once again this council is acting anti car. The existing extra vehicle lane at the intersection of Ennis Road and Broughton Street is vital in keeping traffic flowing due to traffic turning onto Ennis Rd from the north to pick up and drop off at the station. Blocking this lane which allows vehicles to go around those turning into Ennis from Broughton St (north of the intersection) will cause traffic chaos. During peak times the only way to turn onto Ennis Rd from Broughton St is to wait for the lights to change, meaning cutting the second lane off in this area and not giving a turning light will mean traffic will build up dramatically in peak times and essentially cause traffic chaos. The small strip of bike path along Clark Rd between McDougall St and High St should be removed to allow the slip lane from Clark Rd onto High St to remain in place. This stretch of road is relatively flat and not steep enough to warrant blocking the slip lane. This slip lane allows free flowing traffic out of Kirribilli. Making all vehicles heading out of Kirribilli to use the traffic lights will require longer light timings for this direction and therefore cause significant additional issues with traffic coming at all other sides of the intersection including the significant backlog of traffic which already exists for traffic approaching the	A

		<p>intersection for the north heading from Clark Rd to High St at peak hour. The bike lane could simply be just after the slip lane. Blocking people heading south on High St is also not ok! This will block access to the Ferry hub at the end of High St. See answer to 6. Based on the drawing provided I think it would make sense to extend the slip lane around the Karratha Rd and Clark Rd intersection for cyclists heading towards Kirribilli and remove their requirement to enter the intersection. This will improve safety for cyclists.</p> <p>Keeping the slip lane for vehicles heading to Kirribilli will also reduce stress in this intersection and have environmental benefits through less noise from breaking and less pollutants from breaking and accelerating vehicles.</p> <p>Two speed humps in addition to the raised pedestrian crossing is too much. This is a main road through the suburbs and people can't speed already because it's a bad road so adding more obstacles is not a good solution. It will unnecessarily cause more brake noise for residents, more pollution and more wear and tear on vehicles without significant benefit. It will also cause more cars to divert to Military Road which is already way too congested.</p>	
7	James Cehak 1/16 McDougall St KIRIBILLI	<p>Overall, I think the entire scheme is on the wrong road. if you have ever cycled this stretch it is very hard going. my choice would be to direct cyclists to Miller St. however Military Rd is very busy. maybe we utilise Miller St, then Military Rd to the cycle/walk bridge then divert to a back street along yeo street. I live in Broughton St, I think the removal of the slip lane from Clark Rd to High St is a mistake. it would create a bottle neck and create gridlock in my lovely area. this slip way allows for a quick release of vehicles to North Sydney, the bridge on ramp and is used a lot more frequently then you might think. One other thing. High St/Alfred St/bridge on ramp pedestrian crossings are very dangerous. cars speeding, not stopping or slowing down is a regular occurrence and I fear one day someone will get killed. I walk this route everyday and everyday someone does not stop. nearly hits me or has to been flagged down to stop. more visibility, maybe lit signage or more policing of this area needs to be undertaken. Please don't get me wrong I am in support of this cycle and walk way, maybe a shared section on Clarke Rd to Cremorne is a better option than closing the slip way. Thank you for making some wonderful changes to the area.</p>	A
8	Emma Harrison 46 Harriette St NEUTRAL BAY	<p>The proposed new 'speed hump' on Harriette St to ensure it is slightly after the stairs (closer to #44) to allow pedestrians a safer option to cross due to the stairs</p>	E
9	Jon Lesquereux 70b High St NORTH SYDNEY	<p>I strongly object to many parts of this proposal.</p> <p>Firstly the project seeks to have minimal adverse impact on other modes of transport. It risks causing havoc to motorists who rely upon the Mosman 'rat-run' to the City. Movement of traffic looks to be compromised for very little benefit to cyclists and pedestrians. Roads are at capacity and the proposed restrictions (like de-laning Clark Road) will make matters worse</p> <p>Secondly, to what extent do these proposals respond to the Western harbour Tunnel &amp; Beaches impacts? In my view it is pretty much pointless making such a significant investment now, only to find that the consequences of this larger project require a completely different strategy.</p> <p>Thirdly, in my view, overall the project smacks of Council having more money than sense. The only areas that really needs</p>	WP, A

		<p>addressing is the Clark Road, Kurraba Road junction which is a nightmare and the installation of some safety provisions for cyclists on hilly sections. Specifically:          Option B for relocating parking to the other side of Broughton Street is just ridiculous. One of the reasons this road sort of works at the moment is that people don't have cause to cross it. With cars on the western side of the street there would be inconvenience to home owners on the eastern side of Broughton Street, but more importantly, a huge increase in safety issues with people needing to cross the road to get their car. It is simply not true to claim that this proposal B would improve safety on the street. It is a little surprising that Council would even consider this option          Removing the slip road from Clark to the northern motorway is similarly nonsensical. Surely the goal is to relieve pressure on the Clark Road / High Street junction? This will simply mean that all traffic that would ordinarily not enter the junction when heading for the bridge will now have to do so???</p> <p>The 30 metres or so of bike lane created to the western side of Broughton just before the junction with Clark is totally unnecessary. It really is the path to nowhere and creates safety issues with more road crossings required. In addition, in order to create about 30 metres of bike lane which doesn't go anywhere, the slip road is removed. I would love to understand the rationale for this          Proposal to prohibit right turn out of Clark Road will force traffic up the upper part of Hipwood to join Adderstone Avenue and then right on to Clark Road. These roads and the junction are not equipped to take this traffic. I am not aware of any alternative route as Hipwood lower is one way.          The Clark Road/High Street has been identified by Council as likely to be severely negatively impacted by the western harbour Beaches &amp; Tunnel project. No part of the proposal appears to address this          The proposal to prohibit right turn from Clark into High Street will force traffic down McDougall and up the lower section of Hipwood. Again these roads and the environment is not suited to high levels of traffic. Why would you look to move traffic away from a well established through-route to residential back streets? Really? The same outcome could be achieved by better light phasing at the the Clark Road/High Street junction          I don't understand why you would remove the clearway restriction on Clarke Road before the junction with Margaret Street. This is an unnecessary waste of money as there is enough space on the eastern side of Clark Road to create a cycle Lane without doing this. Alternatively there could be a shared path/cycleway. The junction of Anderson &amp; Kurraba is one of the worst and most dangerous I have seen. I would be investing more time, effort and money ensuring that a good solution is found.</p>	
10	Name and address withheld	<p>These projects focused on handing over limitless public resources to the cycling lobby are totally unacceptable. Cyclists are a tiny minority within the community, but are well funded and very aggressive activists for their own interests. Nowhere does the Council make provision for protecting pedestrians, especially the elderly, frail and disabled who need to walk to exercise, but are terrified by reckless cyclists speeding down pathways in contravention of the Road Rules which specifically prohibit this. When collision occur, cyclists are always "hit and run" - fleeing the scene and remaining totally unaccountable. These incidents can be fatal for those mentioned. Yet the Council continues with its covert ageism, treating the elderly as</p>	WP

		expendable and their lives as being of no value. The Council will find out to its cost how the people and their extended families feel in the coming elections.	
11	Rob West Fortunate Investments Pty Ltd 31-33 Broughton St KIRRIBILLI	I own a number of retail shops in Broughton Street. Having considered Council proposal I make the following comments. Unfortunately retail properties require regular deliveries, this proposal seems to be ignorant of this reality. From my understanding this proposal caters for a cycle track directly in front of the shops along Broughton Street where customers & delivery vans usually park. In this instance Council could relocate this track on the other side of the road which does not affect privately owned property. I'm confident the housing commission will be less affected by this proposal. Being aware of Council obsession with heritage development requirements, this proposal seems somewhat hypocritical to cater to the less than 1% cyclists living in this suburb. I agree with Council's assumption that vehicle speeds will be reduced, by the addition of 'Tank traps' aka ambulance humps! that's bound to save lives? Over many years, not sure this was ever a problem in this location. For validation of my concerns look no further than the woke City of Sydney. Are you also proposing rainbow coloured 'tank traps' & some extra flagpoles for the traditional owners flags?	A
12	John Cons 177 Pacific Hwy NORTH SYDNEY	I support the new cycle path proposal.	WP
13	David Coates 75 Belgrave St CREMORNE	Making the stretch from the bottom of Kurraba Rd to Milsons Point station, in both directions, safer for cyclists and in turn motorists, would be a godsend. I want to ride my bike from my house in Cremorne to the city where I work, but don't feel comfortable/confident on Miller Street at any time of the day. This would be a wonderful addition to the increasing bike paths around the lower north shore.	A, B
14	Marcel Keller 23/6-18 Poplar St SURRY HILLS	I occasionally ride from the Harbour Bridge to Middle Head, and I find the stretch addressed in this proposal the most daunting part, in particular the uphill stretch on Kurraba Road. I therefore fully support the proposal.	WP
15	Name and address withheld NEUTRAL BAY	I think this is an excellent proposal and one that will improve the safety for pedestrians and cyclists and improve the streetscape for all. The balance of safety, accessibility and parking has clearly been considered. I am in support of the desired outcomes to increase pedestrian and cyclist safety and reduce vehicle speeds, but I do not believe that the introduction of flat top thresholds (speed humps) is the correct way to achieve this. My experience of living in London, where speed humps are very common, is that they lead to increased speeds between them, increased noise and air pollution due to the acceleration of vehicles when they have been cleared, and no real benefit in safety. Perhaps alternative approaches such as narrower lanes or pinch points would be more effective, or limiting the speed humps to the downhill lane rather than both? Identical to Section 4 above, I am in support of the desired outcomes to increase pedestrian and cyclist safety and reduce vehicle speeds, but I do not believe that the introduction of flat top thresholds (speed humps) is the correct way to achieve	WP, C

		<p>this. My experience of living in London, where speed humps are very common, is that they lead to increased speeds between them, increased noise and air pollution due to the acceleration of vehicles when they have been cleared, and no real benefit in safety. Perhaps alternative approaches such as narrower lanes or pinch points would be more effective, or limiting the speed humps to the downhill lane rather than both?</p>	
16	<p>Alison Parker 36 Wycombe Rd NEUTRAL BAY</p>	<p>I think the replacement of the existing confusing junction at Kurraba Road and Clark Road with a roundabout makes eminent sense, though I am a little confused about the no left-turn from Kurraba into Rawson, forcing vehicles to circle the entire roundabout to make that turn. The proposal to create a separated cycle lane uphill along Kurraba Road is fantastic news, having seen so many near-misses at the point where the road narrows at the junction of Holdsworth Street. As a Holdsworth Street resident, I fully acknowledge and support the slight inconvenience of no longer being able to turn right from Kurraba into Holdsworth (but the ease at being able to make a U-turn at the roundabout makes up for this) and support the removal of the right turn from Holdsworth into Kurraba Road as a sensible choice, as the right turn is difficult to negotiate due to the limited visibility.</p> <p>There are hardly any parks on Wycombe Road as it is. not all apartments have parking and it's ridiculous to remove an entire side of the road worth of parking when we struggle to get one as it is. Let alone ever have anyone visit. It also goes right across my driveway which is already a hazard due to the corner it's on.</p>	C
17	<p>Heather Manning Bike Leichhardt (Leichhardt BUG) 91 Floss St LEICHHARDT</p>	<p>I am very much in favour of this upgrade but not so keen when small garden beds or so called traffic calming beds intrude onto the road way this always pushes cyclists back onto the road or cars try and beat the cyclists through these parts and cyclist stop or run the risk.</p>	WP
18	<p>Steve Morgan 12 Bent St NEUTRAL BAY</p>	<p>As a regular cyclist on this route I welcome the planned investment and improved safety.</p>	WP
19	<p>Alexis Kaless 2 Lloyd Ave CREMORNE</p>	<p>Wow, that looks like a really well thought out proposal. I like that the focus is on the uphill separation, as opposed to the downhill, where it is often best when travelling as a commuter to work, to filter with the cars. Thanks for the work on this.</p>	WP
20	<p>Mr Grant R Kepler 204 West St CROWS NEST</p>	<p>I strongly support the rollout of this route and encourage NSC to properly develop the network across the LGA. There's an excellent opportunity to build a proper pedestrian friendly roundabout at the intersection of Clark and Kurraba that seems to have been missed with these plans. Elements of this should include the ability to safely cross Kurraba Road north-south to the east of the roundabout.</p>	WP

21	Robert Dickson 47 Aubin St NEUTRAL BAY	I would like to commend council on the proposal and believe it is a good idea. However as a home owner in Aubin St a narrow one way residential street I am concerned this may cause more traffic as people try to avoid the speed humps. As part of the council's due diligence can you please confirm you will conduct traffic counting before and after the changes to Kurraba Road along Aubin St? Can you also confirm your plan if there is increased traffic along Aubin St such as making the section of Aubin St one way from Wycombe Road to Thrupp St which would stop access to Wycombe Road.	WP , D, A
22	Tom Robson 2/3-5 Hipwood St KIRIBILLI	Strongly disagree with the removal of the right turn from High Street into Clark Road when heading west. We make this turn almost daily. Having to turn left and go around the roundabout with an additional set of lights will be a nightmare especially in peak times. I also don't understand why to remove the slip lane from Clark Road to High street. In the morning this is going to create huge congestion that backs up into Kirribilli village. Already there is an issue in the morning.	A
23	Mark Hansen 66/149-197 Pyrmont St PYRMONT	Supportive; I ride this to Cremorne and it's really harrowing going uphill. Would really appreciate separated bits on the uphill.	WP
24	Karen 106 High St NORTH SYDNEY	Keep right hand turn from High into Clark. Diverting traffic down McDougall will put too much pressure on that street that is a short cut path for lots of pedestrians. Bikes are a pain. This is high volume traffic in mornings will make it worse if car lanes are lost.	A
25	Ben Brazier 2/26 Holdsworth St NEUTRAL BAY	Great initiative this will be so much better for cyclists. We are both cyclists and drivers, we live on Holdsworth St and this will make a big difference for the uphill cycling sections. However I have a suggestion for your consideration around retaining the right turn for cars and cyclists out of Holdsworth St onto Kurraba Rd. I have attached a diagram. I think this would be a safe option, which would allow those from Holdsworth St to head directly towards the bridge/North Sydney. Without this I think this will force people to do a difficult 3 point turn on Holdsworth St, or to turn left having to go a significant distance up Kurraba Rd/Ben Boyd Rd in the wrong direction looking for a place to turn around. Please do consider or let me know if I am missing how you expect the proposed solution to work.	C
26	Debbie Stagg 104 Kurraba Rd NEUTRAL BAY	I think that the road is too narrow to accommodate a bike track, it is such a busy road without the bike track, it will be even worse if it is more narrow. There is so much pressure on the available parking as it is, I am sure we will lose more spaces if the bike track goes ahead. You say that we will gain 6 spaces but I can't see where abouts we can fit 6 extra cars. Happy with the roundabout at the Clark and Kurraba intersection but not the bike track. There is not enough space on the road.	WP , C
27	Mike & Michel Da Silva 55 Kurraba Rd NEUTRAL BAY	My wife and I are property owners. We've looked over the Council's Streetscape upgrades document and have a concern regarding our property, the only property with off-street parking on the south side of Kurraba Road (see attached ref). The addition of a new bicycle lane on the north side of Kurraba Road, will lessen the width of the road, making it necessary to back	D



		our vehicle onto the other side of the road, to be able to exit our property, safely. What is an additional concern is it looks like the bicycle lane is already being constructed. (see attached ref) We therefore object to the addition of the new bicycle lane opposite our property and the reduction of the width of Kurraba Road.	
28	Richard Johnson 471 Kiara Cl NORTH SYDNEY	The proposed changes to the turn lanes at the corner of Clark Rd and High Street will cause a number of major problems for those living in on the peninsular to the east of Clark Rd. 1. Channeling traffic down McDougall St and Hipwood St from the roundabout will cause major disturbances to those living in those 2 narrow streets due to an enormous increase in vehicle movements, for residents coming from Neutral Bay or Kirribilli. 2. Those residents wishing to access Clark Rd from the east end of High Street will add to the already impossibly congested peak hour traffic heading south to the McDougall St roundabout in peak hour. It will be almost impossible to exit High St east. You will be forcing motorists to attempt to exit the north end of Hipwood via a stop sign onto a busy Clark Rd. Madness!!!! 3. Removing the slip lane from Clark Rd to High St heading North will increase the congestion from the above roundabout in peak hour. 4. Making peak hour driving for motorists so difficult to satisfy a relatively small number of cyclists is utter madness. Council needs to rethink these proposed changes. 5. I live in Kiara Close so I won't have the traffic going past my door like those who live in McDougall and Lower Hipwood but I will be severely impacted by these proposed changes to the turn lanes at Clark and High.	A
29	Philip Murray 43/1 Kiara Cl NORTH SYDNEY	Any project needs to get the objectives complete so the various work items can be assessed against them. On your presentation and elsewhere, stating objectives, I think you need to add one which is that of improving traffic flow at the High St/Clark Rd junction. It is the only justification for some of the changes. I suggest that getting that junction right is a very important aspect of the project and am not sure that despite the detail provided it is quite sufficient to assess the plan. Here are my concerns: - traffic heading northeast on High St filters quite well into one lane after crossing Clark St. It is not clear if that layout is to be retained or whether High St will be narrowed at that point, which would affect traffic flow at peak times. - I am not sure about the advantages of removing the separate slip lane but was nevertheless rather disappointed that in your presentation you seem to roll over as soon as you got an objection. If you think removing it is a good idea then surely you should be prepared to argue your case. People whingeing is not the same as valid objections, in other words. - removing the bus stop before High St. is a bit annoying as need to wait while the bus goes round the lights and then have to walk back across the same lights. You will not that this change is one without a justification unless improved traffic flow is an objective, placing it above pedestrian convenience in this case. - removing the left turn from Clark St into High St forcing traffic via McDougall and Hipwood is going to be very annoying for all lora residents as it does create quite a detour and will be very annoying when traffic jams between High St and McDougall. Another change where the justification is not covered expect by the unstated objective of improving traffic flow. It also	A

		suggests that the right turn from Clark into High St is going to be possible from both lanes. This will be further annoying for residents southwest of Clark when both lanes jam instead of just the right hand lane.	
30	Peter Fitzmaurice 15/1 Kiara Cl NORTH SYDNEY	<p>Establishing a safe cyclist path on a road network that was clearly never designed for this purpose, and in an area with hilly terrain - is a challenging task. In my opinion, the published design does not meet its stated objective. It would appear that when travelling from Kirribilli, the chosen route moves from the RHS of the road at Ennis Road to the LHS at MacDougall Street, back to the RHS at High Street, back to the LHS at Kurraba Road -- with no explanation as to how these transitions will occur. This seems completely impractical.</p> <p>I am also concerned that the proposed changes may clash with future road network changes required by Transport for NSW as they undertake major Freeway Upgrade work over the next several years. The planning document is silent on whether there has been any coordination between state and local government on this project.</p> <p>It is stated that removing the right turn eastbound into High Street from Clark Road "will reduce congestion at the intersection during peak times". I find this to be a dubious assertion. Even if it were true at peak times, why remove this capability outside of peak times.</p> <p>The correction published on 20 May 2021 states that "The turn that would instead be restricted is the left turn form Clark Road (south bound) into High Street." I find it hard to believe that restricting a left turn can be justified. In my opinion, this is a completely unnecessary action.</p>	A
31	Matthew 36 Wycombe Rd NEUTRAL BAY	I think the new proposed upgrade between Milsons Point and Harriette street is a fantastic idea. As a resident of Wycombe road, there has been an increase of traffic speed and noise pollution, north bound on Wycombe and west bound on Kurraba. This has certainly made it extremely unsafe for young families and children in the area. Something urgently needs to be done otherwise, there is no doubt an accident will occur. Please improve the safety in the area of this rat run.	WP, D
32	Jono Walsh 2/4 Ben Boyd Rd NEUTRAL BAY	Overall the project has good merit, along the route there is quite a degree of dilapidation on the footpaths...missing timber rails, hand rails that need painting...the lighting on th3 stairs into Anderson Park still needs fixing. I am concerned by the proposal to install new crossings on the south and west sides of the Ben Boyd intersection...the current crossing on the east side work's ok...but the audio indicators for blind users are a real problem, if this was replicated to the other sided it would be a real disservice to the user's intended to support... when it's green for a prolonged time the audio does not indicate this...also, the audio runs throughout the night, disturbing residents...it should be time or sensor based... Also the footpath on south west corner of Ben Boyd needs replacing.	WP
33	Stephen Grenville 34 Elamang Ave KIRIBILLI	Taking the cycleway through Broughton Street would be a serious error. The street is narrow (currently a tight squeeze for the many buses and trucks), the parking is vital for the residents, and services (garbage in particular) would be seriously disrupted. The intersection of Broughton with Ennis and Burton is already complex and crowded, and needs to be simplified, rather than made busier, in the Kirribilli Village Plan. The better solution is to take the cycleway from the Burton St tunnel along Ennis Rd, through the narrow gap between Greenway and the bridge (which could be made 'bikes-only'), then either down McDougall	A

		to Clark or, better still, continue to High St, then down High to Clark. There should be no changes to the High/Clark intersection. Taking away the slip-road from Clark to High would seriously complicate traffic through the lights. This should be combined with a lift/travellator onto the bridge, rather than the totally undesirable options now under consideration.	
34	Information Session Chat held 25 May 2021	'Comments from Information Session chat: - Really concerned about this proposal regarding safety of both cyclists and cars. My experience with bike riders on this section usually do not indicate their intentions and hence a couple of accidents on the intersection of Wycombe and Harriette streets. Especially concerned on Clark Road which is currently quite narrow and cannot accommodate cars and cyclists. - Residents have plenty of evidence and experience of how dangerous Broughton Street is to cross. Speeding is a continued problem in spite of the supposed traffic calming measures recently implemented. Many of us have young children, dogs, elderly parents to care for. It is treacherous getting in and out of cars at the moment and even worse from the other side of the street from our houses. We dread to think what might happen if our parking is moved to the other side of the street. It is heartening to hear that that the plans are not a 'fait accompli'.	
35	Angus Richards 72/1 Kiara Cl NORTH SYDNEY	The proposed changes to the High Street/Clark Road intersection should be rethought. They give no consideration whatsoever to the amenity of car-using North Sydney Council ratepayers living in High Street, Hipwood Street and Kiara Close. Indeed local area ratepayers seem to get no benefits at all from the changes - yet presumably they are the ones who will contribute to the cost of the work through their council rates. The supporting analysis has given no consideration to The Sydney Harbour Federation Trust's plans for transforming Sub-Base Platypus into a "cultural and commercial precinct" as described in the Trust's media releases. What effect might this have on traffic through the High Street / Clark Road intersection? Has the Trust been consulted about these plans? The intolerable consequences of the proposal are the turning restrictions on car traffic at the High Street/Clark Road intersection; ie that it will no longer be possible to turn right from Clark Road into High Street heading north, no longer possible to turn right from High Street into Clark Road heading west. Does the removal of the 'slip' lane from Clark Road to High Street imply that a left turn from Clark Road to High Street heading south will not be permitted? Another egregious omission from the proposal is any consideration of the inherent limitations of McDougall Street, limitations which are exacerbated by pedestrian behaviour during the jacaranda flowering season. Presumably with the encouragement of North Sydney Council, two-way, but essentially one-way, McDougall street virtually becomes a pedestrian mall each November. McDougall Street as presently configured is totally unable to cope with the traffic that will be funnelled into it because of the proposed turning restrictions at the High Street/Clark Road intersection. Both McDougall Street and Hipwood Street are narrow streets that are unsuited to increased traffic volumes. If Council proceeds with the proposed turning restrictions at the High Street/Clark Road intersection, then at the very least no parking should be permitted in Hipwood Street between High Street and McDougall Street, and in McDougall Street between Hipwood Street and Broughton Street.	A

36	Maitland Wheeler 49/1 Kiara Cl NORTH SYDNEY	<p>The extra traffic that is being redirected to McDougall Street from High Street due to no right and left turn restrictions is going to create significant problems at the McDougall Street roundabout. It will mean an increase of traffic which will impact elderly residents in James Milson Village trying to cross the road at the new pedestrian crossing.</p> <p>As a resident of Kiara Close, it will be almost impossible to exit High Street easily. As the lights are calibrated now, every direction has easy and safe movement across the intersection and there is never a problem. The only choke point is traffic heading into Kirribilli on Clark Road before the roundabout at McDougall Street and this is where the Council are now going to channel all traffic from High Street. It doesn't make any sense whatsoever.</p> <p>I agree with the relocation of the 263 bus stop. The raised pedestrian crossing in Clark Road below Margaret Street is a very necessary safety addition and the creation of a roundabout at the Kurraba/Clark intersection will be a great improvement.</p> <p>I can't understand why you are planning to remove the peak hour clearway on Clark Road however, as this is a very necessary measure to keep the peak hour traffic flowing. It isn't mentioned either if these parking spaces will be time limited or not.</p> <p>It is very hard to see how the cycle path will work effectively along these narrow roads, and will be more dangerous for cyclists with all the crossing of roads that seem to have to be executed. The cyclists won't keep crossing over, they'll just stay in the traffic flow, which has never been a problem. Maybe a separate cycleway up Kurraba Road to Ben Boyd Road which is an uphill cycle would be beneficial, but I can't see how the rest of the cycle route will be effective.</p> <p>McDougall Street is too narrow to cope with all this extra traffic safely, especially as all trucks and delivery vehicles will now have to use this point of access too. During jacaranda time it will only exacerbate an already terrible traffic problem.</p> <p>The slip road from Clark Road to High Street works very well now and helps with traffic flow, as vehicles do not need to stop at the traffic lights.</p>	A
37	Peter Collett 17/1 Kiara Cl NORTH SYDNEY	<ol style="list-style-type: none"> <li>1. Removal of slip lane from Clark to High St will increase congestion at this intersection with traffic banking up to obstruct the roundabout at Clark and MacDougall St</li> <li>2. No right turn from Clark to High St will force traffic accessing High St to use MacDougall and Hipwood St's. Hipwood St is narrow and the intersection with High St has poor access and visibility making it more dangerous with increased traffic.</li> <li>3. No Left turn from Clark to High St will force traffic accessing High St to use MacDougall and Hipwood St's. Hipwood St is narrow and the intersection with High St has poor access and visibility making it more dangerous for the increased traffic.</li> <li>4. Forcing all traffic from Clark Rd to access High St via the roundabout at MacDougall St will make it more dangerous for pedestrians and cyclists on Clark Rd to cross MacDougall St.</li> </ol>	A
38	Robert Dolk 9a Royalist Rd MOSMAN	<p>The footpath on the south/eastern side of Clark St near the High St intersection is very narrow and dangerous. Pedestrians are further impeded on this path by telegraph poles. Single file pedestrian traffic only is possible and any passing is difficult without straying/stumbling onto the road. Space constraint is recognised. If the footpath cannot be widened please remove the telegraph poles on this section of pathway and install a fence along the footpath so that you cannot fall off the footpath when trying to pass another pedestrian coming the other way.</p>	A

39	Nicholas Bulla 30/1 Kiara Cl NORTH SYDNEY	<p>We are writing to express our concerns/objections.</p> <p>We are residents of Iora Apartments - has 81 residential units and has approximately 200 residents. The apartments are accessed from Hipwood Street off High Street. The Council is proposing to make significant changes to the road design at the High Street/Clark Road intersection. These changes will make it difficult for residents of the Iora to access their homes and will also make it confusing and difficult for other users such as visitors and delivery vehicles.</p> <p>Whilst we have concerns for the overall proposal, specifically our concern is focused on the proposed restriction to turn left from Clark Road into High Street. This restriction will be detrimental to our daily lives. We use the left turn from Clark Road to go into Kiara Close on a regular basis as we have close family that live in the northern beaches.</p> <p>Because of this, vehicles accessing properties in High Street, Kiara Close and Hipwood Street will be required to use the roundabout at the intersection of Clark Road, Broughton Street and McDougall Street, then travel along McDougall Street, turn left into Hipwood Street to access High Street and Kiara Close.</p> <p>The Hipwood and High Street intersection is dangerous with extremely poor visibility travelling north/east on Hipwood to cross or turn into High Street. In addition, vehicles travelling south along High Street frequently make illegal U-turns at this intersection to access the Cahill Expressway lanes on the Sydney Harbour Bridge.</p> <p>To further highlight this issue, just recently when there was work done on the road at the intersection of McDougall Street and Clark Road the impact on traffic across all the key streets around Kiara Close was very severe. This would be replicated under this proposal on a daily basis.</p> <p>In conclusion, we oppose this proposal. It contains significant changes to local traffic movements which we believe have not been adequately considered. It will add to road congestion and make it more difficult to navigate the local area. We ask Council to withdraw the proposal.</p>	A
40	Casandra Camman 1 Kiara Cl NORTH SYDNEY	<p>I am in favour of smartening our streetscape and making our roads safer for both cyclists and pedestrians. Cyclists have their own dangerous set of rules, choosing to ride on either the road or a footpath. However, as a resident in Kiara Close, I strongly object to the changes suggested at the High Street and Clark Road in North Sydney. This area is already a huge bottleneck during peak periods and the proposal would only add to the problem.</p>	WP, A
41	Anthony Borger 109 Broughton St KIRRIBILLI	<p>Following are my comments and objections to the proposals as outlined in the Council letter and the on-line presentation.</p> <p>As a general comment/criticism, I am surprised that this proposal does not appear to link into the long-term plans for cyclists to gain easier access to the Harbour Bridge. If the cyclists' access to Harbour Bridge is to be on the western side of the Bridge then a route that brings cyclists to Middlemiss Street would seem more appropriate.</p> <p>I will limit my specific comments/objections to the section of the proposal from Ennis Road to the Clark Road and High Street intersection. I note that the letter states "...A parallel aim is that walking and cycling improvements are delivered with minimal or positive impact to other transport modes and parking."; the draft proposal does not appear to realise this stated aim. My concerns are:</p> <ul style="list-style-type: none"> <li>• The special bike crossing at the Broughton St and Ennis Road intersection will add a layer of complexity and danger to an already busy intersection. Milsons Point station and the nearby schools generate a large amount of pedestrian traffic which</li> </ul>	A

		<p>will now be in conflict with cyclists as well as the current vehicular traffic.</p> <ul style="list-style-type: none"> <li>• Broughton St is narrow from Willoughby St to McDougall St; so narrow that buses and other large vehicles cannot pass each other. A cycle lane, as proposed in Option B will only make this situation worse. Should the proposal proceed then Option A must be implemented. Option B requires residents to park on the western side of Broughton where there is limited access to a very narrow and often slippery footpath which make it very difficult for passengers to get in and out of vehicles. Option B also requires residents to cross an often busy Broughton St to get to and from their homes.</li> <li>• The removal of the slip-lane at the High St and Clark Rd intersection will hinder traffic flow in Clark Rd. Much of the traffic heading north in Clark Rd uses the slip-lane to turn left into High St and then onto the Harbour Bridge or North Sydney. My own brief survey on 31/5/2021 revealed that close to 70% of the northbound traffic in Clark Rd used the slip-lane (from 7:45am to 8:00am 110 of 158 vehicles used the slip-lane and from 8:10am to 8:20am 112 of 169 vehicles used the slip-lane). If this volume of traffic is forced to wait for the lights to turn left then there will be a long queue that will stretch south beyond the roundabout at McDougall St thus causing congestion well south of the High St intersection. The slip-lane must be maintained.</li> <li>• The turn restrictions at the High St and Clark Rd intersection will cause increased traffic in Hipwood St as vehicles access High St. Hipwood St is narrow and at the western end of Milsons Park which is not fenced. Children and dogs often play and exercise on Milsons Park – any extra traffic in this area creates a safety concern as well as the issue of traffic congestion. I ask that Council rethink elements of this proposal and then reissue the amended proposal to all residents in the affected areas - not just the residents along the proposed route but also to residents in nearby streets who will be impacted by the traffic changes.</li> </ul>	
42	Garry Webb 58 Murdoch St CREMORNE	<p>Part 1 - Concerns Page 6, Harriette Street (Wycombe Road to Bannerman Street) There are serious problems with the existing intersections at both ends of Harriette St – ie Harriette/Wycombe and Harriette/Bannerman, particularly regarding eastbound traffic. In both cases, motorists tend to treat the intersection as a bend in the road rather than an intersection; that is, many do not indicate a right turn, and they fail to obey the law that requires them give way to pedestrians crossing the road they are entering. In both cases, even with the existing pedestrian refuge, motorists rarely, if ever, give way to pedestrians. Due to the road alignment and markings, these problems are far more pronounced at the Bannerman St end.</p> <p>The proposal is to make some changes to the Harriette/Wycombe intersection, and to do nothing to the Harriette/Bannerman intersection.</p> <p>I appreciate that the proposed introduction of a cycle lane and the other proposed changes (including the introduction of a pedestrian refuge) may slow traffic down slightly. However, I believe they will do nothing to alleviate the existing problems.</p> <p>Part 2 - Clarifications, Errors, etc Page 3, Broughton Street and Clark Road The wording of this text (under the second dot point) is confusing</p> <p>Perhaps it could be re-worded as ‘for eastbound traffic in Clark Road, removal of the right turn (southbound) into High Street, and removal of the right turn from northbound in High Street into Clark Road, to reduce...’ The wording has confused the person writing the Anticipated Impacts: the word ‘north’ in the impacts statement should be replaced by ‘south’, and the</p>	E, A



		<p>word 'west' should be replaced by 'east' (see below). The first one, in particular, is a serious error, which will mislead and alarm readers.</p> <p>Page 5 - Clark Road (High Street to Kurraba Road The removal of the left turn from into Rawson Street from eastbound in Kurraba Road (ie as shown on the plan – see below) has been omitted from the Anticipated Impacts column.</p>	
43	Colin Jacobson 37 McDougall St KIRIBILLI	<p>Going south - there will be no LHT into High St from Clark, coming from Andersen Park. High St will have to be accessed via McDougall and Hipwood St.</p> <p>McDougall is already congested during school peak times, and adding further traffic will considerably worsen this congestion. Particularly during the Jacaranda flowering time in Oct/Nov, when McDougall is already impassable at times.</p> <p>Traffic using this detour would include High St residents, drop-offs at the ferry wharf, and Platypus office workers and visitors (what is the capacity of the Platypus parking garage?). There could be periods when Hipwood is backed up, causing McDougall traffic to back up into Clark St with flow-on problems.</p> <p>I wonder whether this proposal has been thoroughly tested, and whether alternative options are available.</p>	A
44	Emily Chapple 20 Rocklands Rd WOLLSTONECRAFT	<p>As a non-resident but a frequent user of High Street and HMAS Platypus, specifically turning left from Clark Road, I believe the plan to remove the left-hand turn into High Street is absolutely nonsensical. The proposal for cars to travel to Broughton street to then travel up to High Street is bonkers, to travel through Broughton Street on any day (you have the school drop offs and pick up traffic, those who use the Milsons Point Train Station, as well as Jacaranda Season) is an absolute pain, but the plan to direct additional traffic to use Broughton Street, (which is already a tight street to begin with) , will cause significant more bottlenecks and issues for all drivers. This bottleneck will then result in additional traffic jams on Clarke Road, which has already seen a significant increase in car frequency/usage over the last couple of years. Please consider also the residents that live above HMAS Platypus and those that work there - this plan makes it ultimately impossible for these individuals to access on a daily basis.</p>	A
45	Russell Debney 133 High St NORTH SYDNEY	<p>The proposed turn restrictions into and out of the eastern extent of High Street at Clark Road needs clarification and further consideration. The restoration of the slip lane for traffic from Kirribilli is sensible. And, if correct, the right turn from High Street to head north on Clark Road towards Neutral Bay (now clarified) is also essential to avoid congestion at the McDougall Street roundabout and a second set of lights to negotiate to get there. We do however object to restricting the left turn at Clark Road into High Street. While it is true that there can be delays due to pedestrians crossing High Street, these are short-lived since the timing of the lights nearly always allows prompt clearance of the delays. By forcing traffic to get to High Street via McDougall Street and Hipwood Street, the problem is transferred first to the McDougall Street roundabout (pedestrians still need to cross McDougall Street there) and then traffic to High Street has to negotiate the narrow section of McDougall Street down to Hipwood Street where there is barely room for cars heading in opposite directions to pass, especially at school pick-up and drop-off times (which is the real problem in this part of North Sydney and Kirribilli). Finally, faced with a difficult right hand, handbrake, turn at the top of very steep Hipwood Street, traffic is faced with an almost blind corner and potential collisions from traffic dropping down and heading west through that intersection. The noise of revved up engines and</p>	A

		squealing tyres at take-off will be a real nuisance to residents at that intersection faced with much increased additional traffic. All the more so when Platypus Sub Base generates the increased traffic into the eastern end of High Street that has been predicted (can you imagine what that will be like if there is a function at Patypus?). The traffic flow problem at the left turn from Clark Road into High Street is overstated and, on the balance of safety and convenience, the restrictions should not be imposed. If change must occur, Council should consider (1) opening up the left tun into Hipwood Street from Clark Road into Hipwood Street for High Street residents (not that the residents of that part of Hipwood Street would be too happy with that); or (2) installing a left turn arrow into High Street from Clark Road to clear the few cars turning left before the pedestrians get the green walk signal.	
46	Stephen Carbery 502/39 McLaren St NORTH SYDNEY	My main concern about spending money on cycleways is that to date the Council has spent significant sums on these, for example Ridge Street. There have been no statistics published as to the number of users of these current cycle paths. My own experience in walking in Ridge Street is that there are few users of the cycle paths and most cyclists still ride down the street. Before any commitment to further expenditure on cycle ways is made there should be an analysis of the use of the current ones in place. Using that analysis the Council can ensure that the building of this proposed cycleway is justifiable for both social and economic reasons.	WP
47	Afshin Shahriari 85 Birchgrove Cres UNSPECIFIED SUBURB	I fully support the proposals. There needs to be better walking and cycling provision in this area between Kirribilli and Cremorne. I fully encourage all actions to encourage active transport - so that people have the option to travel by foot/bike or to walk cycle for leisure. The more pedestrians and cyclist the better - more pedestrians leads to safer streets, rather than deserted streets with cars zooming past.	WP
48	Giselle Radulovic 108 Kurraba Rd NEUTRAL BAY	I do not support the proposed plan for a bike path. I propose you consider the alternate option of a painted bike lane. Parking is at a premium on Kurraba Road for residents that don't have off street parking. Reducing the width of the car park spaces may comply with regulations but in reality the car spaces will become much narrower and more difficult to park in. I do not support the reduction of 5 car park spaces on Wycombe Road and recommend an alternate option be pursued	WP, E
49	Man Yan Chen 15 Waverton Ave WAVERTON	We are owners and residents of the North Sydney LGA. Thank you for your letter requesting feedback on the proposed the Kirribilli to Cremorne walking, cycling and streetscape upgrades. We strongly oppose the Option B parking change outlined in the proposal given the substantial detrimental impacts on residents of Broughton Street. Locating parking for residents across the busy Broughton Street creates safety hazards for residents crossing the street - especially now there will be bicycle traffic as well as vehicle traffic. Option A is a much more considerate approach. We also implore Council to consider alternatives other than removing the slip road on the eastern side of Clarke Road as this will likely cause congestion in the long term. With the amount of increased residential and commercial supply in North Sydney from recent rezoning and DA approvals, and the Council's recent plans to promote the McDougall Street's lavender theme, more visitors will inevitably be attracted to Milson Park, Kirribilli village and Bradfield Park. The turn from Clarke Road onto High Street being the main access from Kirribilli to North Sydney and Sydney CBD, will require faster vehicle speeds to handle	A

		the increased traffic in order to prevent congestion along Broughton Street and Clarke Road.	
50	Stephen Cahill 72 Carabella St KIRRIBILLI	<p>My concerns primarily relate to the proposal for the intersection of Clark Rd and High St. The proposal seems to lack a full understanding of traffic flows in this location.</p> <p>Removal of the slip lane turning left into High St from Clark Rd would be a serious error. At all times, but especially in peak hours, substantial numbers of vehicles use this lane to access freely both the Bridge and the northbound lanes of the Warringah Expressway (via North Sydney CBD). Requiring all of this traffic to negotiate the traffic lights would cause traffic to queue back through the McDougall St roundabout and up along Broughton St for a considerable distance. This would secondarily impair southbound traffic using the roundabout to access McDougall St West and the entrance to the James Milson Village. This would be further compounded (under the proposal) by traffic unable to turn right from High St to Clark Rd (going north), which will also be forced to negotiate the roundabout.</p> <p>If the slip lane is retained, that section of one-way cycle path appears to be untenable.</p> <p>In addition: The portion of cycleway crossing Crescent Place will add to the complexity and risk at this point where turning cars already create traffic flow obstructions due to waits for pedestrians and for vehicles which stop illegally in the No Stopping zone at that site.</p> <p>The proposed cycle crossing at the Ennis Street intersection is likely to worsen cyclist-pedestrian conflicts on the Burton Street tunnel side. At present, despite signage requiring cyclists to dismount to cross the footpath, many simply ride across the site, which is typically congested with pedestrians, including those accessing the existing pedestrian crossing.</p> <p>The removal of clearway restrictions in Clark Rd between Margaret St and High Street, in order to facilitate the adjacent southbound cycle lane, will significantly add to traffic congestion, especially in the mornings. The current presence of 2 lanes allows better separation of traffic turning right/west at High St from traffic travelling on to Broughton St and Kirribilli.</p> <p>I have been a cyclist as well as a driver for much of my adult life, and accept the need to improve cyclist access to the northern end of the Bridge. However, the current proposal appears to have significant flaws. Increasing vehicular congestion is unlikely to assist in creating a better or safer bike route.</p> <p>Finally, the "walking" part of the title of the proposal is misleading. Although noting slight widening of the eastern side Broughton Rd footpath, there is really nothing in this proposal which significantly improves amenity for pedestrians.</p>	A
51	Ben Farrow 3/167 High St NORTH SYDNEY	<p>As a resident of High street, it's going to be particularly irritating and inefficient to not be able to turn right onto Clark Road. That's the most common route we travel to Neutral Bay amenities.</p> <p>The inability to turn right from Clark Road into High Street would also, I expect, cause significant congestion on Hipwood Street, which is narrow and one way. Please reconsider these restrictions.</p>	A
52	Robin Dyke 121 High St NORTH SYDNEY	[marks ups on diagram]	WP, A

53	Susanna Greenwood 901 30 Glen St MILSONS POINT	I do not support the proposal and ask that it be withdrawn. I live in Milsons Point but use Broughton St, Clark Rd and High St in my day to day travels by car. I was disappointed that the residents of Milsons Point were not informed of the proposed upgrades as it impacts both Kirribilli and Milsons Point residents. I do not understand the reasoning for the removal of the slipway. This is a very good way to keep the traffic moving. The intersection at Clark and High St works very well. Your solution will have traffic doubling back to use the roundabout and also using the very narrow Hipwood St. It seems like traffic madness to me. The alteration to parking on Broughton St is also hard to understand. At the moment the residents can park on the same side as their homes. You are asking them to cross a very busy road and also to remember to move their cars. Once again I fail to see how this is an improvement. I don't understand the reasoning behind the diagonal crossing for cyclists on the corner of Broughton and Ennis Streets. This section of Clark Rd from High St to Adderstone Ave is not wide enough to have a cycleway and two lanes of traffic.	A
54	Andrew Cochrane 64 Wycombe Rd NEUTRAL BAY	Losing 5 car spaces on Wycombe Road at the corner with Harriette Street is absolute madness when the council insists on granting DA approvals for residential developments which consistently increase the number of vehicles in the adjacent area, plus now the upcoming expansion of the Lansdowne Gardens. It is almost impossible for residents to find parking during the day especially with free parking all day meaning city commuters also use the limited spaces. If spaces are to be lost then please at least consider a 2P or 4P on Wycombe Road up to the junction with Raymond Road to give residents (many with young children) some chance of finding a space near their homes. The constant granting of redevelopments imply very little thought is going into the impact on traffic and parking in the area.	E
55	EU 44 Harriette NEUTRAL BAY	Worried about loss of street parking. Many units in this area have no other parking option. It's already very tight with parking and worry that it will become worse.	WP
56	Fiona Campbell PO Box A849 SYDNEY SOUTH	I strongly support more, safe, bike network connections, to make it possible and attractive for more people to choose to use healthy transport.	WP
57	Matthew Keightley- Sawdon 13/6-12 Pacific St MANLY	Much needed segregated cycling and pedestrian infrastructure. Morning and evening commute times are dangerous for any not in large motorised vehicles. This will help even out the flow of large motorised traffic along this area.	WP
58	Ben Scobie 473 Willoughby Rd	I think it is excellent that the council is looking to improve the cycling infrastructure. It is crucial we get more people on bikes so we have less traffic, more space on the roads and a healthier lifestyle for the whole city. It is crucial we create and fill in the	WP

	WILLOUGHBY	missing links to Sydney's cycling network - it is not enough of an argument that "no one uses it" when there are holes in the network everywhere. Thank you for looking to address this!	
59	Suyin 6/69 Northcote St EAST BRISBANE	Absolutely love safer routes and infrastructure for cycling, for all abilities not just young men on road bikes. The easier and safer the access the more people will ride. Thank you so much for creating more of this!	WP
60	Jeremy McManus 60 Helen St LANE COVE	Totally for this project. Safer routes for bike riders.	WP
61	John Robinson 56 Ben Boyd Rd NEUTRAL BAY	I strongly support this project. This route has a lot of cycle traffic (including me) and is continuous traffic conflict. The current state of the route is dangerous and has to be a major impediment to cycle uptake. Really appreciative of the effort now. I rate it significantly more important than the bridge steps.	WP
62	Timothy Brodie 35/1 Kiara Cl NORTH SYDNEY	<p>Removal of the right hand turn into High Street from Clark Road will not assist with the traffic flow northbound across the High St intersection. In 15 years, as a local resident who drives and walks across this intersection daily, even in peak hour, at time of writing, I see only a single vehicle wishing to turn right at any time on the current RH arrow. The current volume of northbound traffic out of Kirribilli seems to slip effortlessly into a single lane towards Anderson Park.</p> <p>Removing the clearway in the a.m around Anderson Park is ridiculous. 2 lanes to one lane , one cannot understand the reasoning. Vehicles turning left into High St on a green light is minimal and from observing over 15 years experience does not disrupt city bound or Kirribilli bound traffic. The ability to turn left into High St southbound must be maintained. Consideration should be given to opening Hipwood St at Adderston Ave to two way traffic if it is planned that the LH turn into High St be scrapped.</p> <p>To force High St east bound traffic down to the McDougall St to turn left then into Hipwood St would cause chaos especially with regard to the narrowness of McDougall St. Larger commercial vehicles servicing building construction sites and on going activities at Sub Base Platypus, would have no option but to negotiate three 90deg turns causing hold ups and delays in these narrow streets.</p> <p>The removal of the slip lane from Clark Road, westbound up High St to the Harbour Bridge and North Sydney is reckless. I can imagine the queues of vehicles incl large commercial rigs banking back to Kirribilli waiting to turn left on a green light into High Street west would become intolerable.</p> <p>For residents and workers living and working on the High St east peninsular, the planned change will result in north bound traffic having to turn into McDougall St at the roundabout, then left into Hipwood St having causing further conflict in McDougall St and additional traffic noise as it proceeds uphill to High St.</p>	A

63	Susan Levy 1 Kiara Cl NORTH SYDNEY	<p>Thank you for allowing public submissions for this proposed project. I would like to outline some of my concerns and thoughts.</p> <ol style="list-style-type: none"> <li>1. I access my home from High St and Hipwood St. If there is no left turn from Clark Rd going east into High St and you are sending traffic to McDougall St (which is an extremely narrow street and is basically only one way traffic at the best of times) and then along the very narrow Hipwood Street and then across High St (where it is difficult to see anyway because of the gradient of the road), the traffic build up will be immense. We have seen this already when you were doing work at the roundabout on the corner of Clark and McDougall. The traffic was banked back to the roundabout constantly. Could you not put a left hand turn arrow for cars coming from Clark turning into High St while there is a green light for cars in High St going west? Even though this wouldn't clear all cars, it could clear some. Also with the upgrading of HMAS Platypus, more vehicle traffic will be headed our way.</li> <li>2. Removal of the slipway at the High St lights - So the proposal to remove this slipway does not make any sense. You will be putting the majority of the traffic that wants to get onto the bridge or head into North Sydney CBD, into queuing around the roundabout with the cars already in the roundabout who are heading along McDougall or Broughton...it only takes one car going back around to block this access. This traffic becomes particularly heavy when it is school drop off and pick up time. Has there been any evidence of pedestrians being knocked over on this slipway pedestrian crossing?? Normally cars are driving fairly slowly along here. You have just put in a raised pedestrian walkway that slows the traffic.</li> <li>3. The proposed bike path - We are rate paying residents here. Have you considered taking bikes on a safer path along Kurraba Rd from the new (and excellent idea) roundabout, up the beginning section of Kurraba Rd to Alfred St and then take them through Arthur St and then along to the bridge.</li> <li>4. New access for bikes to the bridge - Have you considered maybe a covered traveller that bikes could go on up the incline. This would enable people to either ride up it or get off and hold their bike while the traveller moved them to the top (or bottom) I know this isn't included in this scope of work, but the other ideas are not at all suitable for anyone.</li> <li>5. Kurraba Rd Section 3 - Consider the need to manage pedestrian safety on Rawson St in the upgrade of Clark Rd/ Kurraba Rd intersection. The problem is that cars come off Clark Rd onto Rawson St very quickly and dangerously. Rawson St has no pedestrian crossing to ameliorate the problem.</li> <li>6. Kurraba Rd Section 4 - Pedestrian access on the north side of Kurraba Rd, from Rawson St to Ben Boyd Rd is very hazardous. Would it not be better if the plans allowed for pedestrian access on this route, in addition to the proposed bike path.</li> </ol>	A
64	Vickie Choy 10/22A Crows Nest Rd WAVERTON	I support this project.	WP
65	John McNeil 1G/12 Denison St CAMPERDOWN	I strongly support this vital link for bicycling, traffic mitigation, carbon avoidance and quality of life improvement. Let's all pedal more!	WP



66	Garry Robinson 34 Winchester Rd CLOVELLY	I have made a cycle map of all the decent bike paths and quiet streets in Sydney. I have been thru the Kirribilli designated cycle roads and they are not very safe. So that area of Sydney is not on my popular map. Make it safe for ordinary adult cyclists. Better make it separated infrastructure for cyclists like the paths around Cammeray Golf Course and Sutherland St.	WP
67	James Robertson 23 Simmons St ENMORE	Fully supportive of this initiative to make it safer for people riding bikes - thanks!	WP
68	Lesley Sommerville 75 Benelong Rd CREMORNE	<p>GENERAL TRAFFIC</p> <ol style="list-style-type: none"> <li>1. As there is no public bus to North Sydney Ferry (due to the narrowness of the street???), many people “drive and drop off”.</li> <li>2. Hipwood is a narrow street, one way from Bradley Ave to High St. This will be used by residents to access their homes and numerous heavy vehicles (garbage trucks, delivery vehicles for HMAS Platypus) and is entirely inappropriate as a main thoroughfare.</li> <li>3. With plans to develop HMAS Platypus with restaurants, cafes, bars, offices, entertainment spaces etc, there will be increased vehicle movements, many of them trucks, needing to access High St</li> </ol> <p>NO LEFT TURN FROM CLARK INTO HIGH WESTBOUND</p> <ol style="list-style-type: none"> <li>1. The main part of the reasoning is to “reduce the delay on vehicles travelling towards Kirribilli, which will in turn reduce congestion at the intersection”. Instead, there will be MORE vehicles at the intersection of Clark/Broughton and McDougall, as vehicles now have to use this route (McDougall, back up Hipwood and into High). As there is No Right Turn From Clark Into High Eastbound, this intersection will also be carrying that traffic.</li> <li>2. Forcing more vehicles past James Milson Village Retirement Village/Nursing Home, outside of which NSC has recently constructed a raised pedestrian crossing, well utilised by their aged residents</li> <li>3. More vehicles will turn from Clark Rd into Adderstone Ave, and then ignore the NO ENTRY sign at Hipwood Street (this already happens, but will be more frequent).</li> </ol> <p>NO RIGHT TURN FROM CLARK INTO HIGH EASTBOUND - See Point 1 above in No Left Turn From Clark Into High Westbound. Same argument applies.</p> <p>REMOVAL OF A.M. PEAK PARKING RESTRICTIONS IN CLARK ROAD - If you want to improve traffic flow through the intersection, why remove the parking restrictions?????</p> <p>WESTERN HARBOUR TUNNEL - The roundabout at the top of High Street at the freeway is a “Construction Support Site” for many years, and people will avoid using High Street southbound.</p> <p>JACARANDA TIME IN MCDUGALL STREET - NSC has identified that pedestrian and vehicle traffic in McDougall Street is a huge</p>	WP

		problem in jacaranda time, and is developing “a Traffic Management Plan for the next Jacaranda festival period making McDougall Street one way during this time”. How will a busy one-way McDougall Street, full of tourists (some lying in the middle of the road to take photos) operate with the increased number of vehicles using it due to turning restrictions at High Street?	
69	Lian Gan 1 Winston St ASQUITH	I would like to support the upgrade so that I can cycle/walk safer and will do these activities more often.	WP
70	Rosalie Bittar 19 DeVilliers Ave CHATSWOOD	I strongly support the whole cycleway. The provision of all cycleways is a progressive step. the benefits are well known and need not be repeated here.	WP
71	Matt 1a The Crescent CHATSWOOD	I like having more cycle lanes and would like to see more car parks removed in favour of cycle lanes. Public land should not be used for the storage of private cars.	WP
72	Greg Johnson 403/2 Langley Ave CREMORNE	Having been a local resident who has walked this route a number of times, I can attest it is in need of safety and other improvements. I am supportive of this work.	WP
73	Jeremy Martin 13 Wolger Rd MOSMAN	I am very concerned about the proposals and I believe the removal of one lane of south bound will lead to increased congestion and traffic in the whole area up to and including Cremorne. Traffic is already very heavy in the mornings in this area and the removal of a lane will lead to increased congestion. If the Council wants to have a bike lane heading south then I suggest they remove one lane of northbound of Clark Road. I understand the desire to increase cycleways but this needs to be balanced against the already heavy traffic and expected increase.	WP
74	Liz Gill 2 Albert St GREENWICH	This bike route is a very popular route in particular with experienced bike riders who use it as a route to the eastern side of the Harbour Bridge Cycleway, but it’s very hilly and highly trafficked. Planning needs to occur to address this and improve the safety of this route for all levels of bike users particularly as the uptake of electric bikes continues to grow. In fact at the moment there is no other good alternative route that doesn’t involve steps. The key purpose of the proposed cycling upgrades must be to improve safety particularly when riding uphill. Further I am aware that there is significant resident concern on the Broughton Road section which should be the subject of further stakeholder workshopping on that area. However, I fully support an immediate focus on improving hillier sections of this route such a Kurraba Road. These are truly warranted and should not be delayed.	WP

75	Naomi Conaty 62 Shellcove Rd NEUTRAL BAY	I fully support this initiative as I am a local resident living on this section of road. I would feel much safer riding my bike on a bike path. I also support the raised sections of road for traffic calming purposes. I would also support another pedestrian crossing on Bannerman street near Shellcove Rd. A lot of people cross here coming down from NB junction towards Cremorne Point Reserve and Kuraba Point. At the moment there is a traffic island and it is inadequate and unsafe.	WP
76	Mark Ivanhoe 11 Buena Vista Ave MOSMAN	Removing the AM weekday parking restriction on Clark road and converting the roadway into permanent parking is an appalling proposal. It will cause an enormous backlog of traffic in the a.m. peak, this will be exacerbated if there is a traffic problem either on the harbour bridge or in Kirribilli and in this case all motorists will be impacted regardless of their destination. You don't have to be a traffic flow expert to know what enormously adverse effect on traffic this would have on a weekday morning.	B
77	Neal 24 Cammeray Ave CAMMERAY	This route is really hilly with lots of cars. The difference in speed between bike and cars is huge, particularly uphill. The number of cars that attempt to overtake, due to impatience, creates a danger to other cars but more so for vulnerable road users like cyclists. And even though cars cross double whites to overtake a cyclist they are supposed to do it safely...not on blind corners or by trying to squeeze between me and oncoming traffic. This is so dangerous. I'd actually encourage cyclists to ride two abreast, as legally allowed, along this route to discourage drivers from attempting to overtake. A separated bike lane would solve this issue and reduce conflict between different road users. There's no other route through here so it'd be great to see it work for all stakeholders.	WP
78	Name and address withheld	See below comments on sections of the proposed bike path. I would like to firstly say that I appreciate the intent by Council to make our roads safer and to try and find solutions for all residents in the North Sydney LGA.  Broughton Street and Clark Road: I strongly object to the proposed bike path on Broughton Street and Clark Roads. Broughton Street in particular is a narrow street that barely has enough room to accommodate parked cars and cars traveling in opposite directions. Buses use the road as well and when there is a bus traveling on the road or even a large SUV, there is barely room to drive the cars safely. I use this part of the road regularly; the other day I was traveling from Kirribilli to Neutral Bay. Cars were parked on the right hand side of the road, while the left side of the road was a clearway. What I observed was that all cars traveling from Neutral Bay (on the side where all the parked cars were) to Kirribilli their wheels were over the middle double white lines. To me it looks like the car lane is quite narrow. So, given the narrow road, the addition of a bike lane, in an already narrow road, will increase traffic congestion on a major thoroughfare, and increase risks to the cyclists and to car drivers. Additionally, the proposal is suggesting traffic changes at the junction of Clark Road and High Street. I strongly object to the proposed changes as these changes will increase traffic in suburban streets, and reduce access to the major access point on and off the bridge. I would like to add that this intersection will become even more congested as the Warringah freeway upgrade progresses. Council should consider the implications of changing traffic conditions on a major thoroughfare and what it would mean for the residents in Kirribilli and Neutral Bay in terms of traffic congestion and lengthy delays in accessing the bridge and possibly tunnels.	WP, C, D

		<p>Clark Road to Kurraba Road: The proposed new roundabout at the intersection of Kurraba and Clark Roads, is a good option to simplify the intersection. I strongly object to the proposed bike path. Again it is a major thoroughfare and quite narrow. Adding a bike path and reducing the width of the car lanes will increase congestion and have increase safety concerns for cyclists and cars. Given that the proposal is suggesting traffic changes at the intersection of High Street and Clark Road, traffic flow on Clark Road will be much slower as traffic. It is not clear how queue lengths/wait times will be decreased at the intersection as cars will have to use suburban secondary streets?</p> <p>Kurraba Road to Ben Boyd Road: I strongly object to the proposed bike path on this section of the road. Council is not proposing to cut rock faces either on Clark Road or Kurraba Roads to widen the roads. Kurraba Road leading up to Ben Boyd Road is steep and narrow. Buses use this route as well. Narrower car lanes to accommodate a bicycle path will increase rather than decrease the safety for bikes and cars. In closing, I would suggest that Council looks to introduce bike lanes in roads that not narrow major thoroughfares. Such attempts are going to increase traffic congestion (which is already bad in the area) and increase risks for both cars and cyclists.</p>	
79	Ann Cameron 48 Bower St MANLY	<p>Having owned our property at 5/144 High St, North Sydney since the early 1970's I am very familiar with the area and its more recent transformation with the redevelopment of the sub-marine base. The issues with the proposal are as follows:</p> <ul style="list-style-type: none"> <li>• We (nor our managing agent) have received any formal notification of this proposal from the Council</li> <li>• The traffic implications have not been adequately addressed. Actual traffic modelling results have not been made available but to the informed observer the proposal will cause traffic chaos.</li> <li>• No consideration has been given to the impact of the sub-marine base redevelopment, the increase in large construction vehicles in the short to medium term and increased traffic generation when completed.</li> <li>• The deletion of the slip lane onto the Bridge is madness. It works perfectly well and, if removed, the traffic build up on Clark Rd west would extend to the roundabout and beyond</li> <li>• The increased traffic on the narrow Broughton St both due to the no right turn from High St into Clark Rd and vice versa has not been addressed</li> <li>• Any increase in traffic at the Hipwood/Adderston/Clark Rd intersection is unacceptable. Hipwood St is very narrow and turning right onto Clark Rd is dangerous at the best of times due to the speed with which the traffic is travelling and poor visibility when attempting to cross onto Clark Rd. The proposed 24 hour parking on the southern side together with the cycleway will further compromise safety.</li> </ul>	A
80	Brendan 33 Fitzroy St	<p>I would not like to see the slipway at the intersection of Clark Road and High Street removed. The removal would make the traffic worse. Additionally, the morning right hand turn off high street into Clark Road needs to be improved as the traffic is very bad. also please do not install any more raised pedestrian crossings.</p>	A

81	Peter McLucas 12-14 Merlin St NEUTRAL BAY	<p>In general, I support separation of vehicles, cyclists and pedestrians. My challenge and feedback is: The project and the pitch appears misaligned and for this reason I can't support it as it is currently presented.</p> <p>Potential demand (heat map) shows west section of LGA would ride more yet the project is far east only!</p> <p>Cycle lanes have been presented as AM and PM flow of cyclists and uphill path downhill share with vehicles. This could be justified if catering for commuter cyclists. Yet, the research showed sharing roads is the deterrent for 48% of considerers. A part cycle path doesn't overcome that at all!</p> <p>If in fact the project is to encourage local cycling trips? AM/PM peak flow of cyclists would be commuters not LGA riders. If so change the project brief, consider the community that would take up commuting on their bike and plan the project for 5-20k trippers.</p> <p>Spit to Cremorne to North Ryde cycle way/paths are awesome. Why isn't a LGA bike plan considering more 'back road' utilisation than converting main roads infrastructure? There are plenty of one way, closed to vehicle commuter roads perfect for this Not considered in this project. This also avoids fuelling car VS cyclists that will come before, during and forever as seen in all other LGA's.</p> <p>Will commuter cyclists use the pathways? What is research from other LGA's? If commuter cyclists are not happy with paths or council doesn't maintain (like existing Clark road path section always full of vegetation. Cars will have cyclists on the road not using paths and just more frustration.</p> <p>Objective of project was pedestrians. What group and flow is expected to benefit from the project? That could be a bigger representation of the community and no research. No data. No commute plans showing the beautiful, safe, run/walk commute that many of the community do, undertake and expect.</p> <p>Finally roadwork around this area has been endless. Build, then complaints, damage due to poor design, rebuild... With work undertaken during peak and with road crews closing lanes and lollypopping traffic without any long term view or impact awareness. Often I suspect done by contractors without council consultation.</p> <p>In conclusion I cannot see enough detail from the current proposal to support a project plan that delivers and is aligned to your set project objectives. I object to the current plan asking for more information and a redo with the community setting the objectives and consulted on a project that gets close to meeting them.</p>	WP
82	David Lizzio Allens 19 Dalton Rd MOSMAN	<p>This section envisages reducing a large section of Clark Road permanently from two lanes travelling towards the city, to one lane. Currently, in peak periods, there are two lanes from the point of the pedestrian crossing, heading towards the city and into Milsons point. These two lanes have been essential for Clark Road to come even close to coping with the volume of traffic in the morning. Permanent parking, causing a reduction to one lane, will be disastrous for traffic build up and will not represent an overall improvement. Parking should remain available ONLY in off peak periods.</p> <p>This section envisages reducing a large section of Clark Road permanently from two lanes travelling towards the city, to one lane. Currently, in peak periods, there are two lanes from the point of the pedestrian crossing, heading towards the city and into Milsons point. These two lanes have been essential for Clark Road to come even close to coping with the volume of traffic in the morning. Permanent parking, causing a reduction to one lane, will be disastrous for traffic build up and will not</p>	A

		represent an overall improvement. Parking should remain available ONLY in off peak periods.	
83	Lucy Messara 2 Burran Ave MOSMAN	The impact this will have on the flow of traffic will be huge and very detrimental. The cyclists and cars work perfectly well together at the moment and this will only provide complexity and greatly slow traffic times.	WP
84	Dominic 8 Elizabeth Pde LANE COVE	More bike paths make Sydney more accessible, less congested and have so many health benefits for the public. I believe that taking bikes off the road and moving them into their own lane only serves to benefit both motorists and those who like to ride bikes.	WP
85	Lorna Hall 5E/22 Ross St WAVERTON	I am very concerned about the gradient on Kurraba Road leading to Ben Boyd Road corner. I understand funding cannot be made available to reduce this gradient but am concerned at having to stop at the intersection while a left turn light operates for cars. I see this as being extremely dangerous, maybe not for the higher grade commuter cyclists but for the rest of us, it is dangerous. I think it will prevent me from using the route. for my proposed alternative. I also understand the section around the Wycombe Road, and into Wycombe Road is of considerable concern to local residents who report this area is extremely busy, and likely to become more so with proposed building works around Landsdowne Gardens and surrounds. Is it possible to address my concerns at Sections 5 & 6 to divert the cyclists from the Ben Boyd corner, up Ben Boyd road, right into Aubin Street - making it a shared road/cyclists to Wycombe Street?	C,E
86	Gemma Cook 40 Carabella St KIRIBILLI	As a Kirribilli resident, I am strongly against this project because it is for the benefit of cyclist outside the area and not for the local community. The traffic in Kirribilli is very heavy and slow at times with narrow roads, but these changes for cyclists make traffic much worse for our area. Deleting the slip road at the high street intersection is just mad. This slip road greatly assists with traffic flow. In the morning, at approximately 8.30am, traffic is usually at a standstill on Broughton Street, from the tunnel at Kirribilli all the way to the slip road. Without the slip road it will be significantly worse. I'm truly shock and horrified that the slip road will be deleted for cyclists benefit. It's extremely upsetting to be frank. Cyclists are generally not ever travelling away from Kirribilli at this time of day - rather they are heading to the city. Removing the slip road priorities a couple of cyclists over thousands of motorists. For residents or people wishing to access high street from Clark road, being unable to turn into high street is nonsensical. Obviously it is to protect cyclists but it means directing traffic down McDougal Street which is currently only able to be driven one car at a time because it is so narrow with cars parked either side. This again will seriously effect the traffic flow and pedestrian safely in what is already a difficult narrow area. Kirribilli will really suffer as a result of the cycleway. I'm really disappointed this has been proposed in the first place.	A



87	Anna Holman 1/10 Hayes St NEUTRAL BAY	We oppose the restriction from high street (west) right hand turn as this will send right hand turning traffic into Hipwood and Adderstone creating new bottle necks with long delays as Adderstone is not controlled by traffic lights. These neighbourhood roads are not designed to manage additional traffic congestion and will create a big issue for residents in both streets.	A
88	Ann & Rodney Thomas 11/1 Kiara Cl NORTH SYDNEY	We as residents of Kiara close are not in favour at all of any proposed changes to the current traffic position as it will significantly isolate our area.	A
89	Name and address withheld	<p>I have lived in North Sydney for 22 years, since 1999. I travel along all the affected streets daily and frequently each day. Some small number of the proposed changes may have some benefits to the local community, particularly pedestrians and cyclists.</p> <p>Traffic calming and safety - Aspects of the proposed changes that include installing raised sections or speed humps on local roads is an appropriate and useful measure to slow traffic down further in this high density area, especially in Kirribilli. Added pedestrian traffic islands where no crossings are within a reasonable distance can provide benefit to pedestrians.</p> <p>Footpath upgrades - These will be beneficial for pedestrians if they remove the uneven surfaces due to patch up works done over many years.</p> <p>However, I strongly oppose most of the changes based on the following reasons showing that the stated key and parallel aims of the project will not be met.</p> <p>Negative impacts outweigh community benefits - This project will have a major detrimental and negative impact on North Sydney constituents and appears to be ill-conceived in haste to make use of some government funding. To say this a response to community demand is not borne out by local knowledge and lived experience as evidenced by the volume of objections from widespread representatives of the community, who are the Council's constituents, as opposed to a small effective cyclist lobby group. Over the last 22 years there has been minimal increase in cyclists using the proposed streets. Motorists and cyclists share the current roads under review with very brief sections of uphill unpassable sections largely without incident. There are relatively few cyclists daily using the recently installed cycle paths. The majority of changes will benefit a comparative handful of cyclists and the significant majority of road users, that is motorists, including public transport, private and commercial vehicles will have their journey times significantly increased and road and parking access severely limited. Bus stops being moved and removed is not advantageous for public transport users.</p> <p>Reduced Pedestrian Safety - Pedestrian safety in Kirribilli and Milsons Point around the Milsons Point train station is compromised by taking cyclists through this area to join Broughton St via the Burton St underpass leading to increased danger, especially to the elderly in particular the partially NS Council James Milson's Village residents, staff and visitors, local school children and Greenway residents who tend to walk and use public transport and the shopping precinct. Channelling SHB cyclists via the Burton St underpass shows a uniformed lack of understanding and consideration for the safety of residents and the high pedestrian nature of this Kirribilli village area.</p> <p>Worsening traffic congestion and journey times - The roads subject to these proposed changes have always been a major alternative route to Military Road (recently designated as having the worst traffic in Sydney Metropolitan area) for local</p>	A

		<p>residents, buses and motorists heading north, east, west and south. Indeed High Street is a major access on and off the Sydney Harbour Bridge, for Bradfield Highway and Cahill Expressway, as well as Pacific Highway and Gore Hill / Warringah freeways. If traffic studies were done extensively it would be evident that the proposed changes would have a significant impact on residents and motorists travelling this route due to the increasingly heavy traffic congestion on Military Rd and the alternate Ourimbah Rd route, especially during peak periods.</p> <p>Impeded traffic flow - Any narrowing of existing lanes is completely unfeasible due to roads already being narrow with no room for expansion. Removing the slip lane onto High St and any left or right turns and directing increased traffic onto more narrow local roads such as MacDougall and northern Hipwood which are essentially single lane with drivers pulling over to allow passage is not an improvement. The current Broughton St MacDougall roundabout cannot accommodate additional traffic. Recent Council sanctioned expansion of the private schools in Kirribilli brings significant numbers of vehicles morning and afternoon. When recent road works diverted traffic along MacDougall, Hipwood and High Street, there were significant delays and difficulties for motorists navigating this inappropriate route. Regular train replacements by buses during track work does not appear to have been considered. They turn left comfortable on current slip road. The existing pedestrian crossing is highly visible to approaching traffic and so no added safety can be claimed.</p> <p>Photographic examples provided of designated cycle lanes are of much lower density areas with wider streets accommodating multiple lanes.</p> <p>Cyclist Safety - Motorists having to cross cycle ways to turn left or right is dangerous and should be avoided for safety reasons. Removal of parking for residents increases danger to cyclists with the opening of car doors.</p> <p>The whole point is to provide improvements, yet there is little no on improvement in the majority of the upgrade proposal. Alternatives: Provide a through passage from SHB to link with other major roads such as Warringah freeway that have room to accommodate a cycle path. Use the funds to explore more successful free flowing options. Find an alternative to diverting cyclists through the high density pedestrian villages of Kirribilli and Milsons Point. Continue painting white cyclist signs on the shared roads to alert drivers attention and support the laws regarding vehicle proximity to cyclists. Spend this valuable funding resource on alternative options. These funds should be used for broader NS community advantage.</p> <p>Thank you for the opportunity to have my say on the proposal as a whole and its parts. I look forward to NS Council responding to its community in this matter. Many of us have been very distressed at the prospect of some of the proposed changes.</p>	
90	Elaine Wziontek Wziontek Consulting 81/1 Kiara Cl NORTH SYDNEY	I object to this overall plan of encouraging more cyclists into Kirribilli Village and especially object to the left hand turn into High Street from Clarke Rd being stopped. If this option was denied there would be more cars going down to the roundabout and up into narrow McDougall into Hipwood for those residents of who live in High Street and Kiara Close. I also object to the right hand turn being denied into Clarke but I understand this was an error.	A
91	Kerrie Chambers 2 Hipwood St KIRIBILLI	I am a keen bike rider, a pedestrian, a local driver and a resident of Hipwood St. I love the facilities and amenities of my local area and am always very keen on improvements to my local neighbourhood. I well understand the tension and challenges in retro- fitting to the area modern facilities such as cycle ways. These upgrades are essential and in keeping with contemporary	WP, A

		<p>needs and demands. I am also mindful of competing interests and needs - in this case improving pedestrians amenities, adding to the many cycle ways, ensuring the precious few car spaces are maintained and keeping Kirribilli the special village that it is.</p> <p>I ask the council to consider the impact of 3 aspects of section 3 that are troubling me. These are the reduction of car spaces - if only 1. I am lucky enough to have a car space and so won't feel the impact of this reduction. Parking is precious in the area as all who live her will know. There are many residents who for whatever reason need their cars. There are many more residents with cars than bikes and so do think the Council should reconsider its recommendation to reduce the car spaces. My significant concern arises from the proposal to redirect traffic off Clark Rd through MacDougall St and Hipwood St. I invite any council member to come down to this area during the peak hour school drop off morning and afternoon or any time on the weekends. Both streets are very narrow and demand a one way drive through. The 2 streets already struggle with the volume of traffic each day and it would be difficult to see how more traffic can be safely managed. I do not see anywhere in the information produced the exact extent of the increase in traffic volume. The recommendation that traffic be redirected through these 2 streets in my view demonstrates a lack of knowledge about the local area and the already significant pressures on the 2 roads. I remain unconvinced the improved cycleways justify the significant detracting of the local amenities by reason. I am in favour of leaving the right turn from Clark into High St heading north should remain. My final concern is the removal of the existing slip lane from Clark into High St. This is a really useful traffic flow and does keep traffic moving out of the narrow streets of Kirribilli efficiently.</p> <p>Finally I was pleased to read Mayor Gibson's concerns about the impact of the State Govt proposed exit ramp to the Harbour Bridge cycle way (SMH 4 May 2021) I note the Mayor also highlights the uniqueness of the Kirribilli area. I share her concerns about short term fixes to a</p> <p>Long term transport problem. North Sydney Council we can do better and can be seen a visionary council. In doing so please consider the balance between cycleways, pedestrians and residents.</p>	
92	Zoe 6 Ben Boyd Rd NEUTRAL BAY	<p>From a pedestrian perspective at night Anderson Park is inadequately lit to walk through. The alternative is to walk along Clark Road instead if cutting through the park. Unfortunately Clark Road (the side adjacent to Anderson Park) is poorly lit as well, especially on the bend of Clark and Kurraba Roads. As a female pedestrian walking home from work in the evening when it is often dark (especially in winter), I do don't feel safe.</p> <p>There is absolutely no reference to lighting in this section of the proposal, it refers to 'improve pedestrian access' but makes no reference to pedestrian safety.</p> <p>I urge you to review the pedestrian lighting for this project prior to commencing this upgrade.</p> <p>With the addition of pedestrian crossings on the west and south sides of the intersection, it is imperative that the green traffic light coming down from Ben Boyd Road is extended. In the morning a large number of cars turn right onto Kurraba Road from Ben Boyd and if they have to wait for pedestrians to cross on the western side, it will affect the traffic flow and traffic will build up on Ben Boyd Road.</p>	B, C

93	Martin Choy 389a Alfred St N NEUTRAL BAY	I am for this project. While these routes would be handy for commuter cyclists, however, I question whether it would be better building links which go through less hilly areas i.e. heading towards West St via Yeo St. Which would also service the neutral bay public school. Potentially link up with west once the express way works are done and the multiple other schools in the area. It seems this route caters to the more serious riders, who may in fact prefer to stick to the road. Having partially protected routes means that commuter/social cyclists still have to deal with road traffic, which is the exactly the reason why many cyclists do not ride. It seems to me that the infrastructure is typical of much of North Sydney's cycling infrastructure in that it is deliberately crippled to discourage new cyclists.	WP
94	Name and address withheld NORTH SYDNEY	<p>Having owned and resided [in] North Sydney for the last 12 years, we are very supportive of upgrading the cycling and pedestrian facilities in the local area. We are increasingly using our bikes as a main mode of transport for our family, however we find local traffic and roads very dangerous. We generally use a mix of footpaths and quiet backroads as we do not feel safe cycling on the road with cars, especially when our child is with us. Any improvements that can be made to local cycling infrastructure would be warmly welcomed and encourage us to increase the frequency in which we choose to cycle rather than drive.</p> <p>We have concerns about increased levels of local traffic due to a higher number of people using the backroads to avoid congestion on Military Road and tolls when the Western Harbour and Northern Beaches tunnels and feeders into these are completed. Without having access to the Traffic Impact Assessment Reports during this consultation phase, it is difficult to gain any level of reassurance that these risks have been factored into future traffic and congestion scenarios (that are used to underpin the designs that are being proposed).</p> <ul style="list-style-type: none"> <li>• We strongly disagree with the removal of the left hand turn slip lane from Clark Rd going west up High St towards Nth Sydney CBD and support the designers working on an improved slip lane solution as alluded to in one of the presentations. This junction is a major pinch point for traffic during peak periods, and removal of the slip lane will significantly increase congestion north and southbound on Clark Road.</li> <li>• We strongly support having a dedicated cycle path between the Harbour Bridge/Milsons Point Station and Clark Road, however neither design for Broughton Street (Option A or Option B) seems to be appropriate. Option A does not address the issue at hand (increasing safety for cyclists/reducing traffic congestion from cyclists) and Option B would have significant adverse impacts on local residents along Broughton Street given that none of these residences have off-street parking.</li> <li>• We understand that the current width of Ennis Lane makes it unsuitable for use as a cycle lane at present, however it would be good to understand if utilising this option (and expanding the width) could be further investigated as it appears to offer the best solution, and completely negates any negative impacts on Broughton Street. Cyclists could then be directed up High Street or MacDougall Street.</li> <li>• Alternatively, if the Ennis Lane option is not viable, we would be supportive of the installation of a dual way cycle lane down the western side of Broughton Street towards Clark Road. This option would enable the permanent parking on the eastern side of Broughton Street to remain as is.</li> <li>• If Option A or Option B were to go ahead, we would support the installation of a dedicated cycle lane on the eastern side of Clark Road running from the High Street/Clark Road intersection down to Broughton Street - there appears to be ample space</li> </ul>	WP, A, C, D, E

	<p>for this (but depends where the bike lines are installed on the connecting roads).</p> <ul style="list-style-type: none"> <li>• We support changing the phasing of the traffic lights at High Street/Clark Road intersection, specifically to allow more vehicles travelling southbound on Clark Road to flow up High Street or down Clark Road towards Milsons Point (with the ultimate aim being to reduce southbound congestion on Clark Road between High Street and Kurraba Road, particularly vehicles heading towards North Sydney/City).</li> <li>• We do not support the removal of the clearway restriction on Clark Road and replacement with full time parking (between Margaret St and Adderstone Avenue). We feel that this is not needed and will significantly impact traffic congestion on Clark Road and Kurraba Road during peak periods (please see comment below re. usage of unlimited/permanent parking by non-local residents on the western side of Clark Road between High Street and Adderstone Avenue). We are particularly concerned about this option going ahead without any changes to the traffic light phasing and/or turning restrictions at the Clark Road/High Street intersection as was originally proposed by the Council at the start of the consultation phase but seemed to change during the information sessions held online. We are supportive of maintaining the current clearway during peak periods (i.e. 6:30am-9:30am).</li> <li>• One option that we would like to see considered would be a dual way cycle lane on the western side of Broughton Street and Clark Roads - we are conscious that this would entail permanently removing the clearway/parking on the western side of Broughton Street, and the permanent parking on the western side of Clark Road (from High St down past Adderstone Avenue to Margaret Street) and are also unsure what the design would look like between Margaret Street and the Clark Road/Kurraba St intersection. We note that in the 12 years of living on Clark Road, the main users of the unmetered/untimed parking on this section of Clark Road, generally seem to be commuters who do not reside in the area (you can often see other Council parking permit stickers in their windows) and/or people who park their cars for extended periods of time (i.e. months at a time) and/or people dumping cars. From our observation, that section of parking is generally only at 30-50% occupancy on the weekends (including overnight), leading one to presume that it is mostly used by commuters on weekdays. Therefore, we do not believe that there is a need for increased permanent parking spots along Clark Road. We reiterate that we are supportive of maintaining the current clearway during peak periods (i.e. 6:30am-9:30am).</li> <li>• We strongly support the construction of a roundabout at the intersection of Clark Road and Kurraba Road as have witnessed many accidents there over the years, however we are concerned that the current design may have significant adverse impacts on city bound traffic levels on Kurraba Road and exacerbate local congestion especially during peak hours. If there is an option to maintain the slip road turning left from Kurraba Road into Clark Road (in addition to construction of a roundabout) that enables traffic flow to continue (with the potential impact being the removal of 1-2 carspots on the eastern side of Clark Rd to accommodate a longer distance before merging into a single lane with cars entering from the roundabout), we would be very supportive of this.</li> <li>• We are unsure why cars will not be allowed to turn left from Kurraba Road into Rawson Street - it would be appreciated if this could be addressed in any further community engagement please.</li> <li>• We are supportive of the installation of a pedestrian crossing on Kurraba Rd at the northern end of Anderson Park/to the east of the proposed roundabout at Clark Road/Kurraba Road.</li> <li>• We also strongly support the installation of a dedicated cycle lane going uphill on Kurraba Road and the installation of</li> </ul>	
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		<p>pedestrian signals at the Ben Boyd Road/Kurraba Road intersection.</p> <ul style="list-style-type: none"> <li>• We are also supportive of the construction of additional pedestrian facilities (i.e. a footpath) when turning left out of Holdsworthy Street, heading up Kurraba Road towards Ben Boyd Road.</li> <li>• We do not believe that there is a need for a viewing platform above Anderson Park opposite the carpark on Kurraba Road. This seems like a waste of money as it is not on the main tourist walk path that follows the southern foreshore path at Anderson Park and would probably not be utilised by local residents.</li> <li>• We are supportive of Option A for Kurraba Road between Ben Boyd Road and Wycombe Road, as believe this is the safer option for cyclists.</li> </ul> <p>We support Option A on Wycombe Street, and are very supportive of the removal of the parking spaces on Wycombe Road to improve the safety for cyclists. We are also supportive of introducing timed parking restriction on Wycombe Road and nearby streets to alleviate current parking pressures for local residents.</p>	
95	Jillian Christie 119 Carabella St KIRRIBILLI	<p>This Submission objects to the proposal for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Lack of timing for true consultation with the community. According to the NSC meeting of 30 November 2020, the plan was to be consulted to the community in February 2021, with time for changes prior to confirmation by 30.6.2021 for assured funding from TfNSW. This item was not on the Sustainable Transport Reference Group meeting of 3 May 2021 for discussion amongst interested parties, and this meeting was held only 14 days prior to the date of the letter to residents along Broughton St.</li> <li>2. Lack of consultation with the broader community, as only a few residents were informed, and not the precincts, nor all the residents within the High St or Kirribilli peninsulas, nor the three schools of over 2,400 students, plus 400+ teachers, being Loreto, St. Aloysius Senior and Junior schools - with two junior schools of over 600 students - come parents in cars for drop off and collection; James Milson Village (JMV) of over 200 residents, plus visitors daily; nor to the businesses in Kirribilli who will be impacted.</li> <li>3. This proposal of sections of bike lane on the 'uphill' sections only, with cyclists riding, with the traffic on all downhill sections, does not meet the needs of providing "separated dual bike paths for all types of riders", as mothers and children will not partake of this.</li> <li>4. Closing the Slip road onto High St from Clark Rd, is madness. Has NSC done the necessary traffic studies? Which will show that approximately 70% of the traffic along Clark Rd uses the slip lane. If removed, it will cause bank up of traffic which will impede access and egress from JMV.</li> <li>5. No RHT into High St, nor No LHT into High St. From Clark will add additional journey time for all residents living on that High St peninsula, as well as for all the people to visit SubBase Platypus; and thus increase the impact of additional traffic movements along Hipwood, a one way street, to be able to access High St etc.</li> <li>6. Broughton St bike path section in front of houses is not appropriate, with the street parking moving to the western side, making residents park on the opposite side of the road from their homes will make it more hazardous for them to cross the road, put out their waste etc. An alternative is to make the Western side footpath a shared uphill zone for cyclists and pedestrians.</li> </ol>	A, C

		<p>7. Broughton Street from Greenway Drive, prior to Willoughby, with the Bus lane out in the traffic lane, will impede the traffic flow along Broughton St., for not much gain.</p> <p>8. Has council done the traffic studies for the bus (both in service and out of service) movements along Broughton St, along with truck movements as well as cars. They should also note if these movements are for the local area, or through traffic.</p> <p>9. Has council done the necessary surveying, to ensure that Broughton St has sufficient width for the superimposition of bike lanes over existing carriageways, without impacting on the parking and Loading Zones, as the community has been assured will not be removed.</p> <p>10. The Bike crossing point at Ennis Road Broughton St intersection, will impede the through traffic at these lights, as Broughton St is down to one lane, with people turning Right into Ennis Road, especially as the "Parking" for Kirribilli is to be within Ennis Road under the Kirribilli Masterplan, and not under the Burton St. tunnel.</p> <p>11. The only positive in this plan in the Roundabout proposed at Clark, Kurraba, and Rawson Streets, being road works, which doesn't really fit under the overall heading for this project – Walking, Cycling, or Streetscape upgrade.</p> <p>12. This proposal does nothing to improve the walking, nor Streetscape. It impinges upon the parking and driving access to residents homes Etc.</p> <p>For all of the above, this should be rejected outrightly. Council should take the comments from residents and other stakeholders, to inform new design options. Then consult widely with all stakeholders and elements of the Kirribilli Community.</p>	
96	Amanda Willings 2/10 Hayes St NEUTRAL BAY	<p>Improving cyclist safety also reduces stress for drivers. These roads are narrow and drivers often get stuck behind cyclists and unable to pass them. It is also difficult to see cyclists and almost impossible to see them at night. As a driver I am frequently stressed about hitting a cyclist that is difficult to see.</p> <ul style="list-style-type: none"> <li>• Addition of new roundabout is an improvement as this is a dangerous intersection</li> <li>• Uphill cycle path is a benefit to drivers because they slow down traffic making it dangerous for cyclist safety driving behind them</li> <li>• Addition of pedestrian crossing signals is an improvement for pedestrian safety</li> <li>• Eastbound uphill separated cycle path on Kurraba road improves cycle safety and reduces stress for drivers who have to drive slowly behind or alongside cyclists. Night vision also increases driver stress as it is difficult to see cyclists and compromises cyclist safety. However, this part of Kurraba road is not very wide.</li> <li>• Net gain of 6 parking spaces is desirable as parking spaces are insufficient in this location</li> <li>• Painted on-road cycle lane will improve cyclist safety. A cycle lane also reduces driver stress and makes it easier for drivers when passing cyclists.</li> </ul>	WP, C, D
97	Yaffa Gould 1507/225 Pacific Hwy NORTH SYDNEY	<p>This plan will improve the safety of all involved, walkers, cyclists and public domain. I highly commend the council for putting this plan forward.</p>	WP



98	Christopher Standen 177 Mitchell Rd ERSKINVILLE	I support the proposal. I often cycle along this route with my 3 year old daughter, e.g. to the zoo. It is currently very unpleasant sharing the streets with impatient motorists.	WP
99	Tony Stanley 42-44 Sinclair St WOLLSTONECRAFT	I support the whole project overall. The key improvements to safety along the very hilly and busy Kurraba Rd (section 3 and 4) should be implementable with minimum impact on the residents who don't like cycling. I understand there are some community concerns around Broughton Street. It's probably worthwhile revisiting this particular area further. At the moment, I can't safely take my family the ~3km from our home in Wollstonecraft to visit their uncle and auntie in Neutral Bay without using the car and taking away parking, let alone the environmental impact. In many other enlightened cities around the world, this would be done by bicycle and without any parental supervision even needed for kids over 12. It's ridiculous that we've allowed our neighbourhoods to become so hostile to our children that need and have the right to transport themselves safely.	WP, C, D
100	Christopher Pash business at 56 Aubin St NEUTRAL BAY	The project appears to be to the benefit of cyclists to and from Mosman and surrounding areas and to the detriment of local residents whose access to services - in and out of Kirribilli and to the Harbour Bridge and North Sydney - is further restricted. The project plan (which makes of virtue of pedestrian access) also doesn't make a convincing case for the benefit of pedestrians. There are none (no material change to walkways). No case is made on the adequacy of the current infrastructure for cyclists, vehicles and pedestrians.  The intersection of Clark Road and High Street will become a choke point, with traffic encouraged onto side streets (McDougall and Hipwood) and restricted access to North Sydney and the Harbour Bridge. Vehicles travelling from the north along Clark will have to wait for cyclists (at the head of traffic in a cycle box) before gaining access to High Street and the Harbour Bridge. This current choke point will worsen - a build up of vehicles waiting for light to change - under this plan. And stopping turns into High Street (toward the Sub Base development) will push traffic into Clark/Broughton and then left into McDougall and again into Hipwood, adding to the build up of traffic already trying to get into Kirribilli.	WP, A
101	Lee Rushton 56 Aubin St NEUTRAL BAY	please see uploaded document for the outline of the major negative impacts In a place to comment as a resident who lives and has lived locally in the identified impacted area for nearly 30 years; currently Aubin Street, Neutral Bay and previously Broughton Street, Kirribilli. Have been navigating the traffic into and out of the local area throughout this time. In summary proposed changes will negatively impact: <ul style="list-style-type: none"> <li>• access of local residents to transport (ferry and train), local parks, the local post office, shopping, services and workplaces in Kirribilli.</li> <li>• the facility to travel in a timely manner to work and services outside the local area.</li> <li>• The current traffic delays will be increased by reduction of lanes, removal of turning facility at intersections and removal of clearway.</li> </ul> The area identified for a cycle path may be best suited to a less traffic dense streetscape and one which is not a pivotal access area for residents and non-residents alike.	WP

102	Graeme Rowland 9/84 Kurraba Rd NEUTRAL BAY	I am responding particularly to the raised traffic device between Ben Boyd Road and Hayes Street Neutral Bay. By the draft plans, the raised traffic device is positioned on the driveways of numbers 82 and 84 Kurraba Road, thus making it more difficult to access and exit from the properties safely. When looking at the streetscape of the area, there are several other options that are within 50 metres either side of the proposed location where there are no driveways, these locations are opposite numbers 74/76 and 88. The slight change to the plan in the fore mentioned area will not impact on local residents entering or exiting their properties, or impact on the number of parking spaces.	D
103	Garry Armsworth 24 Westbourne Rd LINDFIELD	Excellent project. I fully support it.	WP
104	Ian Meller 2 Albert St GREENICH	I fully support this link upgrade. Safe access along this route is much needed. As a cyclist I will not use it currently due to conflict/proximity to traffic.	WP
105	John West 39 Spit Rd MOSMAN	We need a safe bike path from the harbour bridge to the north shore	WP
106	Lesley Symons 41-45 Sutherland St CREMORNE	I believe this is essential work to improve in particular the safety and use for walkers and cyclists. Our roads and areas are too vehicle dominant and not safe for these other groups. Encouraging walking and cycling also reduces vehicles on the roads thus improving air quality and the health of those choosing to be active. I want all of this done.	WP
107	Roisin Kelly OUTSIDE NORTH SYDNEY LGA	I don't live in the LGA but I'll visit if it's safer to cycle. I currently avoid north of the SHB because it's so intimidating to cycle there. Please make it safer to ride a bicycle.	WP
108	John Hawkins 13 Anzio Ave ALLAMBIE HEIGHTS	I am strongly supporting of this project. It addresses major safety issues with this route that discourage riders who are not members of the fast and fearless cohort. For example, on wet days when I use my mountain bike due to its wider tyres and disc brakes, I am too afraid to use Clark Rd inbound to the city because of the heavy traffic and the likelihood of being side-swiped with my wider handlebars. Separated facilities on the uphill where I am sometimes slower than the motor traffic will make me feel safer and more likely to ride than drive. While further consultation is required on detailed design with the local community, this forms a vital missing link for active	WP, A

		transport users threading through to work in North Sydney and the CBD from Mosman and the Northern Beaches LGAs, and will help encourage mode shift from motor vehicles to active transport, reducing GHG emissions and particulates from brakes and tyres for better air quality for residents, and create streets that are less car-dominated and more people-friendly. I am particularly supportive of the road diet being implemented along Clark Rd. This will discourage rat-running and encourage a reduction in private motor vehicle traffic through this corridor, and lead to mode shift to either public transport or active transport. #streetsareforpeople	
109	Alexander Holmes 318/21 Grosvenor St	I commute home from work daily on this road. This section of my ride is the most dangerous due to the speed differential between cars and cyclists on the uphill section before Ben Boyd Road. Adding a bike lane will significantly reduce the potential for cyclist and car collisions. I welcome this change and hope you take into account the significant benefits that this project would bring in terms of the safety of cyclists when considering whether to proceed.	WP, C
110	Andrew Beniac 57 McDougall St KIRIBILLI	I am against the overall project which has no regard to those who are residents of these areas who will be inconvenienced. Example 1 McDougall St in November with Jacarandas. 2 A large proportion of the traffic volume and issues is school drop offs and pickups!	WP, A
111	Monique 7/8-10 Schwebel St MARRICKVILLE	Cycling is my main mode of transport and I ride all over Sydney. I experienced some of the worst driver aggression cycling this route that I have ever experienced, including a large truck illegally overtaking me as I was going up hill. The truck pulled out across double lines into oncoming traffic at the crest of a hill with no visibility. It almost caused a major multi vehicle accident. I will never forget the look on the driver's face in the opposite lane as the truck charged towards her on the wrong side of the road. As a cyclist and the most vulnerable road user in that situation, it was absolutely terrifying. And completely unnecessary. I really look forward to seeing more safe cycling and active transport solutions all across Sydney. I now ride a cargo bike with a large box on the front. My baby rides in the box, strapped into a car seat. The bike is almost 2 meters long and very heavy. It has electric assist but the motor is capped at 25km per hour so it is difficult to share the road with other fast moving vehicles. As a cargo bike user, carrying children, it is really important to have large turning circles, smooth transitions between footpaths and roads that are not too steep and don't require turning at the same time as changing levels. On a large heavy bike, it is very difficult to navigate steep and/or narrow drop curbs, especially when having to turn at the same time. It is also difficult to press a pedestrian crossing button to be able to cross a road. Wide bike paths are essential, for ease of turning but also to ensure visibility of bikes travelling in either direction and safe passing, especially for wider cargo bikes carrying children.  All cyclists, and especially cargo bike riders, need level ground, wide ramp access, wide turning circles, large areas for bike parking, and smooth surfaces as rough surfaces are very difficult with a heavy bike that does not have suspension.	WP, C
112	Jenny Pett 2-4 East Crescent St	This project supports a much needed cycling connection in our community. It will help encourage active transport, and encourage people to use alternative means to cars helping prevent road congestion. It will also ensure that cyclists are able to use the route safely without hindering car drivers.	WP

	MCPMAHONS POINT		
113	Daniel Mueller 4/32 Wonoona Pde OATLEY	I support this project. Improvements to the active transport network helps everyone (cyclists, drivers, walkers alike).	WP
114	Name and address withheld MCPMAHONS POINT	<p>There are two particularly dangerous intersections along Route 3 of Council's Integrated Cycling Strategy. Both are noted in GTA Consultants' report as requiring linemarking to improve delineation for right turning cyclists. The kerbside bike lane near Thrupp Street (Option A?) should be safer than the painted bike lane (Option B). Can Option A be constructed as a separated one-way bike path?</p> <p>Cyclists turning right from Wycombe Road into Harriette Street have to cross three streams of traffic (traffic continuing north along Wycombe Road, which presumably has right of way over all traffic, traffic turning right from Harriette Street, which is on the right of the turning cyclists, and traffic continuing south along Wycombe Road, which unambiguously has to give way to all traffic). A green painted bike lane will create priority expectations that conflict with the first two traffic streams. Very few riders will give a right-hand turn indication. Cyclists turning right from Harriette Street into Bannermann Street then face a similar situation as previously, but with the benefit of lower traffic volumes into and out of Shellcove Road. The route should be redesigned to avoid both of these intersections. The project aims to separate bike riders from motor vehicles where the speed difference between the two is significant, but is unable to do so on Harriette Street due to its width. A safer alternative would be to continue the route along Wycombe Road to Bennett Street.</p>	D,E
115	Christian Bova 40 Carabella St KIRRIBILLI	The closure of the slip road from Clarke Road to High Street will severely impact travel from Kirribilli to the City and North Sydney. There is no good reason to close the slip road. I travel this route every day, sometimes twice a day and pedestrian safety is not an issue - the crossing works well. Further cyclists can easily utilise the slipway and there is no need for the proposed one-way bike lane.	A
116	Martha Everingham 1/38 Hipwood St NORTH SYDNEY	<p>I have serious concerns and objections to this proposed plan and do not support it at all. Regarding section 1, there are already significant traffic issues in the High St/Clark Rd intersection and into Broughton Street, particularly at morning peak hour and also at school times (am and pm) due to the number of schools in Milsons Point. Creation of a cycle path on Broughton Street will cause further traffic problems in what is already a narrow roadway for 2 lanes of traffic (north + south), and create pedestrian safety issues especially for the elderly residents of James Milson Aged Care Facility who negotiate Clark Rd to access the shop, as well as residents of Broughton Street. Removal of the slip lane will cause traffic build-up, further impacting residents of James Milson, as well as backing up into Kirribilli.</p> <p>Changes to the High Street intersection are also a major concern. The proposal has clearly failed to take into any consideration the safety, convenience, concerns or access of the residents of Adderstone Avenue, Hipwood Street, Kiara Close, High Street, or McDougall Street, all of whom will be significantly impacted by the proposed changes. Residents of these streets will have increased difficulty accessing their properties if the left-hand turn into High Street from Clark Road is restricted, and</p>	A

		<p>McDougall and Hipwood Streets will become a major traffic and pedestrian issue. Forcing drivers coming down Clark Rd to travel further to McDougall Street, turn at the roundabout (increasing pedestrian danger) and then turn into Hipwood St is ridiculous. Already McDougall St is narrow, busy and frequently difficult to navigate especially when there are performances at the Ensemble, during jacaranda season, and on weekends. The park and sailing club further increase traffic congestion in McDougall + Hipwood Streets, and the proposal to send further traffic down these streets is dangerous for pedestrians, park users, children, animals, and drivers, as well as being inconsiderate to residents. The area will also be further impacted by proposed developments at HMAS Platypus, contributing to more local traffic problems, resident frustration and safety issues.</p> <p>In addition, the Adderstone Ave end of Hipwood Street is currently a one-way street between Clark Rd and Kiara Close. There is a No Entry sign at the corner, but every day, many cars still enter Hipwood Street illegally from Clark Rd, frequently fast. This is very dangerous as there is a blind bend outside 32 Hipwood St which prevents drivers of on-coming cars from seeing each other. The proposed restriction on turning into High Street from Clark Rd will cause impatient drivers who do not want to continue to McDougall St to illegally enter Hipwood Street, causing significant risk of a head-on collision, as well as danger to pedestrians on Hipwood Street.</p> <p>I do not support the proposed changes to this area either. Clark Rd is the major feeder road onto the Harbour Bridge and also up to North Sydney. It is already at full capacity many times throughout the day, especially at peak hour. The reduction of traffic in Clark Rd to one lane and the removal of morning clearway conditions will cause significant delays in accessing the Cahill Expressway and the Pacific Highway.</p> <p>Also, the removal of the bus stop in Clark Rd after Adderstone Avenue will cause significant inconvenience, especially to residents of Adderstone Ave, Hipwood St, and Kiara Close, including the need to navigate a confusing intersection to access the bus stop in High St, increasing the risk of pedestrian accidents with cyclists and cars.</p>	
117	Name and address withheld NEUTRAL BAY	<p>This is a well frequented cycle path. It's a great idea to try and improve the safety for cyclists. I ride this route both directions frequently and have some comments on specific changes as per below.</p> <p>Section 1 - Option B would be preferable. It can be quite dangerous cycling up that hill at the moment.</p> <p>Section 2 - I don't think you've done a great job here. Quite a few concerns:</p> <p>On the northbound route, the most dangerous part is merging into one lane once you've gone through the high street intersection. Your plans don't address that safety issue at all at the moment. I think the only solution to that would be to remove car spaces, however I suspect that isn't palatable. Overall, this isn't a super unsafe part of the ride and cars and bikes tend to be able to merge safely into the one lane, and because it is downhill there isn't a big speed differential.</p> <p>Removing the slip lane from Clark Rd to High St seems like a bad idea for limited cyclist benefit. That little uphill from the McDougall St roundabout to High St is quite safe as there are two lanes. No need for a cycle lane here, and removing the slip lane will cause cars to turn through the cycle lane to get up towards the Harbour Bridge/North Sydney anyway.</p> <p>The location you have "relocated" the 263 bus stop to is where there is already an existing 263 bus stop. I would just remove this stop, not many people use it anyway.</p> <p>The added turn restrictions for traffic turning onto High St from Clark Rd will cause frustration to some residents. If those</p>	WP, A, C, D, E

		<p>turns can be safely accommodated at the same time as the bike lane, I think that would be preferable.</p> <p>The uphill one way bike lane going South is critical. This is unsafe at the moment. Good idea on this!</p> <p>Section 3 - 40kmh zone is unnecessary. 50kmh is perfectly fine. Option B is preferable. The current traffic flow prioritises the flow with the most volume of cars (Clark Rd to Kurraba Rd and vice versa). A roundabout would ruin that flow and cause unnecessary congestion up Kurraba Rd. Also the turn restriction for Option A would be inconvenient for many residents. The improved curbs in Option B will also make it much safer for pedestrians to cross in these areas. The proposed bike lanes are really important and will improve safety.</p> <p>Section 4 - The proposed bike lanes are really important and will improve safety. Ensure pedestrian access is maintained as noted between Holdsworth St and Ben Boyd Rd. This is used by many many people. Consider using this project to extend the pedestrian footpath along the northern side of Kurraba Rd in the bottom left corner of Sheet 3 (near the carpark). Currently, people walk along the footpath heading east, but it runs out for ~10m approaching Holdsworth St. So people just walk on the road here which is dangerous. If you can figure out a way to accommodate the cycle path and a footpath it would be ideal.</p> <p>2 x raised traffic calming devices between Ben Boyd Rd and Wycombe Rd not necessary. Cars and bikes don't have traffic issues coming through this section.</p> <p>Section 5 - 3 x raised traffic calming devices between Ben Boyd Rd and Wycombe Rd not necessary. Will slow down cars, create noise, pollution, and not help keep cyclists safe.</p>	
118	Name and address withheld NEUTRAL BAY	<p>Section 3 - I object to the blocking off of the right hand turns from and into Holdsworth St. Holdsworth street is already congested and single lane (despite being two way) due to its narrowness. This proposal will direct all traffic back up to Montpellier St then along Rawson St just to get back on to Kurraba Road - an unnecessarily long diversion. It's stated that the reason is traffic and cyclist safety. To my knowledge the greatest number of accidents and close calls at the Holdsworth/Kurraba intersection have been between cars coming down Holdsworth turning left on to Kurraba and not seeing pedestrians crossing over Holdsworth whilst walking along Kurraba. If safety is an issue - a compromise could be a no-right turn at peak morning and evening traffic times but please don't close off the right hand turns permanently - at other times of the day and weekends people can safely turn right. If you aim to improve safety - add a traffic calming/slowing measure on the downhill from Ben Boyd to Holdsworth; that is where cars pick up speed. I also object to the removal of 4 parking spaces from the Spruson car park. Many parking spots on Holdsworth street have been removed in the past 10 years due to people adding driveways. Holdsworth St residents don't all have their own parking spaces/garages and often have to use this overflow car park.</p>	A, C
119	Name and address withheld CAMMERAY	<p>Overall project - Excellent plan. This area is currently dangerous for cyclist. Especially travelling east bound on Kurraba Rd up to Ben Boyd Rd. The narrow should disappears, the hill gets steeper and you are stuck in a left turning lane, hard to travel straight across this intersection. It's basically a no go zone for me know, would love to see these improvements for cycling. I don't own a car so rely on good bike paths.</p>	WP, C

Legend:

Whole Project	Broughton St and Clark Rd (Ennis Rd to High St): Section 1	Clark Rd (High St to Kurraba Rd): Section 2	Kurraba Rd (Clark Rd to Ben Boyd Rd): Section 3	Kurraba Rd (Ben Boyd Rd to Wycombe Rd): Section 4	Harriette St (Wycombe Rd to Bannerman St): Section 5
WP	A	B	C	D	E

### Appendix B. Written submission feedback via emails/letters

The following table collates the written submissions received on the proposal.

No.	Submitter Name and Address	Submission - Key Points Raised	Section
1	Strata Plan 30509 48-52 Wycombe Rd NEUTRAL BAY	<p>On behalf of the owners in the 8 townhouse complex at 48-52 Wycombe Road Neutral Bay, which is located on the south western corner of Wycombe Road and Aubin Street. I confirm that the only vehicular access to our property is via Wycombe Road. There are 15 car spaces on site located at basement level.</p> <p>Proposed traffic calming devices - We note from the documents received from council that an optional raised traffic calming device is proposed to be constructed in Wycombe Road directly outside our property at Nos. 48-52. Whilst we understand that traffic calming devices are being considered to reduce traffic speed of cars and motor bikes accelerating up Wycombe Rd from the intersection at Kurraba Road, we would prefer to see the proposed traffic calming device located further south of our driveway in order to reduce the speed of cars travelling up Wycombe Rd at a position closer to the Kurraba Road Intersection, and thereby to allow safer access in and out of our driveway.</p> <p>Existing car parking in Wycombe Road - There are currently three on street parking spaces outside our property in Wycombe Road. We request council to ensure that these spaces are not removed.</p> <p>We advise council that a 'no stopping' sign was erected at the Aubin St intersection approximately twelve months ago to prevent vehicles parking too close to the intersection.</p> <p>We would be grateful, if it does not compromise road safety, for council to consider relocating the 'no stopping' sign slightly further north to increase the space available for the existing three car spaces, and to thereby provide additional clearance and a safer turning path at our driveway as we enter Wycombe Road.</p>	E
2	Colin Whybourne KURRABA POINT	<p>We live at 43 Wycombe Road, opposite Landsdowne Gardens nursing home. As was noted in your video conference this nursing home has been approved for expansion which will triple its size, demolishing 2 residences and renovating another in the block from Aubin Street to the existing facility (58A). This development is due to start in July 2021 (and last 2 years by the conclusion of renovations at the existing nursing home site) It will involve excavation of rock for a basement over the three blocks (as yet an unquantified volume) with trucks entering and leaving from a drive in Wycombe road to turn left up the hill - significantly</p>	E



No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>slowing traffic as the fully laden trucks climb up the hill. Note: that in a meeting last week the representatives of Landsdowne Gardens were unaware of the proposed bikeway.</p> <p>Wycombe road is already a parking nightmare with tradesmen and visitors and staff at the nursing home occupying parking spots from 7.00am weekdays forcing residents to sometimes park up the hill past the intersection with Harriette Street. (have you done any parking surveys on this? Do we need resident parking/restricted parking hours?)</p> <p>Your proposal to eliminate parking on the uphill in Wycombe road appears to ignore the current situation and is guaranteed to exacerbate it significantly once the nursing home redevelopment begins with work a works zone in operation from 7.00 am (and indeed following completion with increased parking pressure on weekends from staff and visitors - there is very limited offstreet parking proposed in the development) .</p> <p>While we acknowledge the pressures on living within North Sydney a better solution to routing bike traffic up Wycombe would appear to be through the quieter streets (e.g. up Ben Boyd, right into Aubin, up Thrupp street meeting up with Wycombe above Harriette Street - a route already followed by some cyclists). I would also appreciate your assessment of the numbers of cyclists using the proposed route up Wycombe (and the time, interval of and date of your survey) as I would not rate it as that significant. Furthermore, the cyclists that do use Wycombe road appear to be more in packs (peloton) moving at speed on the Wycombe Road downhill, a situation that is not going to work well with the 2 proposed speed humps on this section.</p> <p>Therefore, a worst case scenario for us is an uphill bike lane on the outside of parked cars with parking retained and increased - versus our preference for a rerouted uphill bike lane in adjacent streets.</p> <p>Can you respond to further questions:  Why are you removing parking in Wycombe on the corner turning into Harriette Street?  Why remove pedestrian island in Wycombe prior to meeting Harriette Street (not marked as being removed) but you are restricting road width at the corner?</p>	
3	Sally Marks 7/1 Kiara Close NORTH SYDNEY	<p>I strongly oppose the Kirribilli to Cremorne Walking, Cycling and Streetscape upgrades:</p> <p>The potential negative impacts on Kirribilli traffic are not an improvement and will cause traffic stress and high volumes in surrounding narrow suburban streets:</p> <ul style="list-style-type: none"> <li>- "removal of the right turn eastbound not High Street from Clark Rd and right turn northbound into Clark Road from High Street will cause congestion now at the roundabout at McDoughal Street</li> <li>- "it will no longer be possible to turn right rom Clark Rd into High street heading north and those wanting access High Street in this direction will need to divert via McDoughall Street and Hipwood Street. This will result in extra traffic and congestion in Hipwood Street.</li> <li>- "traffic will turn left in to Hipwwod from Clarke Rd to access High Stree as there will be no left turn at High Street and Clarke Rd again great congestion in a small narrow street.</li> </ul> <p>Bus stop on Broughton at Willoughby to be with the traffic lande, as bike lane along eastern side Broughton St To Ennis Rd.</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>Bikes to have own crossing at intersection of Broughton &amp; Ennis Str traffic lights, which will take out the through traffic lane if cars turning R into Ennis Rd.</p> <p>The streets in Kirribilli already are narrow and congested with through traffic “rat runs” from two large schools nearby. The proposed changes will not help this.</p> <p>I oppose the cycleways and traffic changes in this area.</p>	
4	<p>Chris Reilly PO Box 1623 NORTH SYDNEY</p>	<p>Further to previous comments which will doubtless be dismissed as unPC it might be worth putting a ‘legal’ analysis. Misleading and deceptive conduct, reckless endangerment. Misleading and deceptive.</p> <p>This proposal has absolutely nothing to do with facilitating walking.</p> <p>Our daughter spent more than a decade walking from Redlands (the start of this ‘upgrade’) to Kirribilli. Never did she chose the route of this proposal. There are two obvious reasons for this. The proposed route is far too long and circuitous. It is unpleasant, be the chose car traffic route. There are literally dozens of far more pleasant alternatives utilising pedestrian stairs and transiting parks, reserves and very low traffic streets, many of them dead ends for cars.</p> <p>The claim that this proposal has anything to do with facilitating ‘walking’ is a fraud.</p> <p>Who would walk around the outside of say Andersen Park with all the traffic when you can simply walk across the harbour front path? No one.</p> <p>Reckless endangerment.</p> <p>The Council has pursued a unrelenting policy of promoting conflict between bicycle riders and car traffic.</p> <p>The area is littered with examples.</p> <p>The junction of Lavender St and Harbour View Crescent has been narrowed to the point where it forces downhill cyclists into the road space occupied by cars.</p> <p>The same is true of Arthur St South. Despite there being a parallel cycle-way the council encourages bicycle use of the road.</p> <p>More recently council has eliminated the ability for cars to pass cyclists on Clark Rd between High St and MacDougall St, thus ensuring cars are trapped behind slow hill climbing cyclists.</p> <p>Bottom Line: This is an ideologically driven proposal of no benefit to the majority of local ratepayers, irrelevant to walkers and simply promotes further conflict between cyclists and car users. It is the epitome of a council that has rejected any level of accountability to those who fund it.</p>	WP
5	<p>Kathy Bates NORTH SYDNEY</p>	<p>I have lived at my present address in Adderstone Avenue, North Sydney for over 44 years and have lived in Neutral Bay prior to that. During that time, I have raised children, gone to work, the children have gone local schools and we have supported the council. We have worked to retain local parks, fought against the forced Council mergers and have been active supporters of our community. This plan to give precedence to bicycle riders passing through the North Sydney area is an assault on the residents.</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>This area already caters to thousands of workers, school children and their parents, commuters and tourists. We all live very close and try to share very narrow, very busy roads with all. When the children come to/from the schools or make their way to the parks for sport we all share - footpaths, roads and train stations. To push for a reduction in the available space and allocate sole use of lanes to increase the cycle traffic is counterproductive. When this area provides so much public transport- ferry, rail and bus - and we are in the process of adding several stations for the Metro, light rail system it would seem we already provide so many options for travel.</p> <p>The proposed cycle crossing from Broughton Street to the Burton Street underpass will be the funnel neck for a vastly increased volume of cycle traffic. It is already an uncomfortable place where cars, pedestrians and cyclists must mix. This is particularly difficult - even dangerous - when school children in long streams from Loretto and Aloysius move to and from Milsons Point Station. Any plan for this area should concentrate on reducing the volume of cycle traffic, not increasing it. There have been so many near-misses with bicycles coming through the Burton St tunnel not wanting to wait at the light and so crossed at an angle through the moving traffic.</p> <p>A new bus stop in Broughton Street a few metres north of the intersection, will ensure a heavy build- up of traffic behind. There will be no room to pass a bus stopped at this position. Traffic will have no choice other than to wait in a queue until the bus is ready to move on. A similar situation would arise with garbage trucks. A dedicated bicycle lane could not operate here even without the bus stop. It would seem the proposal means any bus travellers would need to pass through the cycle lane to use the bus.</p> <p>A bicycle lane on the eastern side of Broughton Street is unthinkable. Broughton Street is not wide enough for a cycle lane and two lanes of vehicular traffic in any event, but to move vehicular parking from the east side (with houses) to the west side (with the Greenway cliff) is potentially lethal. The houses on Broughton Street have no off-street parking and depend on on-street parking. To compel these residents to take children and groceries out of their cars on the Greenway cliff side and then to cross to their houses over two lanes of traffic and a bicycle lane (will the bicycle riders have to give way ?) will result in a fatality. Removing the slip road on High Street which allows easy access for traffic moving from Kirribilli onto the Cahill Expressway is a retrograde step and can only cause further traffic delays at the lights at the intersection of High Street and Clark Road. The pedestrian crossing is raised and is readily visible to approaching traffic. It is not a danger. As a pedestrian I cross this regularly without a problem.</p> <p>Clark Road between Kurraba Road and High Street is not wide enough to have a cycle way plus two lanes of traffic. Currently there are two lanes heading up the hill on Clark Road each morning and then that is reduced to one lane after the peak hour to allow for parking. At the traffic lights at High St, one lane takes traffic right (to the Bridge, North Sydney CBD or the Pacific Highway. The other lane goes straight ahead into Kirribilli and from there into Milsons Point. Residents of the units at the intersection of Clark Road and Adderstone Avenue would be unable to use the Clark Road driveway access to their garages. I am having difficulty visualising how Clark Road can accommodate increased parking; a lane dedicated to cyclists and move all the traffic that it currently carries. The proposed cycle box across both lanes at the intersection of Clark Road and High Street will simply ensure that every vehicle travelling towards the Bridge or towards Kirribilli is trapped behind cyclists jostling to</p>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>access the bicycle lane on the Kirribilli side. Perhaps, the adjustment you refer to the traffic lights there and in other places will in fact be to allow the cyclists to have their green light while the traffic waits for a second green light.</p> <p>McDougall Street and Hipwood Street are much too narrow to carry the increased volume of traffic that would be pushed onto them. McDougall Street is already unnavigable in the Jacaranda season and will become even more dangerous than it already is. All parking in both these streets would have to be removed to give two-way traffic. There is no off-street parking for many of the local residents who depend upon on street parking to access their homes. If the right turn into High St from Broughton St is abolished there is no access for the homes in High St, Adderstone Ave or Iora Close - all are dead-ends. Residents will be forced through McDougall St and then Hipwood St, which is mostly one-way, crossing High St. Halfway down Hipwood St is the Platypus Station, which has received further funding, after further construction work, to upgrade the facilities and increase the numbers enjoying the area.</p>	
6	Graham Bates Adderstone Ave NORTH SYDNEY	<p>I have lived at my present address for 44 years and have lived in the Kirribilli-Neutral Bay area for 52 years in total. During that time I and my wife have gone to work, raised our children, escorted them to and from local schools and to and from sporting fixtures, supported local candidates at council, state and federal elections, campaigned against changes to parks and against Council mergers and generally lived what we hope are productive lives as part of the local community which we value so much. I believe, in consequence of that long experience, that I have an understanding of what is involved in - and what the likely consequences are - of the current proposals. In short, I believe they are disastrous. My reasons for coming to this view are set out in the rest of this letter.</p> <ol style="list-style-type: none"> <li>1. The proposed cycle crossing from Broughton Street to the Burton Street underpass will be the funnel neck for a vastly increased volume of cycle traffic. It is already an uncomfortable place where cars, pedestrians and cyclists must mix. It is particularly difficult - even dangerous - when school children in long streams from Loretto and Aloysius move to and from Milsons Point Station. Any plan for this area should concentrate on reducing the volume of cycle traffic, not increasing it.</li> <li>2. The intersection of Willoughby Street with Broughton Street is narrow and difficult. Visibility is poor for cars approaching the intersection from Willoughby Street. The introduction of a dedicated bicycle path which traffic entering or leaving Willoughby Street in either direction must cross, and the addition of a pedestrian crossing at the foot of the steps from Ennis Road plus a new in-lane bus stop and island in Broughton Street a few metres north of the intersection, will add enormously to the difficulty of negotiating this intersection safely, particularly since the increased volume of bicycle traffic in the proposed dedicated cycle lane will ensure heavy build-up of traffic behind vehicles attempting to navigate this already congested corner. There will be no room to pass a bus stopped at this position. Traffic will have no choice other than to wait in a queue until the bus is ready to move on. A similar situation would arise with garbage trucks.</li> <li>3. A bicycle lane on the eastern side of Broughton Street is unthinkable. Broughton Street is not wide enough for a cycle lane and two lanes of vehicular traffic in any event, but to move vehicular parking from the east side (with houses) to the west side (with the Greenway cliff) is potentially lethal. The houses on Broughton Street have no off-street parking and depend on on-street parking. To compel these residents to take children and groceries out of their cars on the Greenway cliff side and then</li> </ol>	A, B

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>to cross to their houses over two lanes of traffic and a bicycle lane (and where are they to do that?) is to create a death trap.</p> <p>4. Removing the slip road on High Street which allows easy access for traffic moving from Kirribilli onto the Cahill Expressway is a retrograde step and can only cause further traffic delays at the lights at the intersection of High Street and Clark Road. The pedestrian crossing is raised and is readily visible to approaching traffic. It is not a danger. My dog and I negotiate it without distress on a regular basis.</p> <p>5. Clark Road between Kurraba Road and High Street is not wide enough to have a cycle way plus two lanes of traffic. The congestion caused would be appalling. Residents of the units at the intersection of Clark Road and Adderstone Avenue would be unable to use the Clark Road driveway access to their garages.</p> <p>6. The proposed cycle box at the intersection of Clark Road and High Street will simply ensure that every vehicle travelling towards the Bridge or towards Kirribilli is trapped behind cyclists jostling to access the bicycle lane on the Kirribilli side.</p> <p>7. McDougall Street and Hipwood Street are much too narrow to carry the increased volume of traffic that would be pushed onto them. McDougall Street is already unnavigable in the Jacaranda season and will become even more dangerous than it already is. All parking in both these streets will have to be removed to give traffic any chance at all. There is no off-street parking for many of the local residents who depend upon on street parking to access their homes.</p> <p>I urge the Council in the strongest terms possible to reject these proposals outright.</p>	
7	Nalini Chelliah 59 Broughton St KIRRIBILLI	<p>I am a long-term resident. I work in childcare and aged care and also hold a Masters Degree in Environmental Science from Imperial College in London. I have been involved in EIA studies in Sydney on major highways.</p> <p>Having studied the proposals I note that they would have a deleterious impact on my and my families living conditions. We are a three-generation family home. We have brought up our five children all born in Sydney, in this our home in Broughton Street over the last 31 years. The current status quo parking arrangements has enabled us to effectively manage our living on a busy street and care for my 98 year old mother in law.</p> <p>The changes proposed will impede access to our home and make it very difficult for us to manage our day to day living. I am well aware of the issues with regards to lack of impacted community wide consultation on the project and also the numerous material impacts on the residents.</p> <p>These matters have been documented and provided to council by others in the community and also by my husband as such it serves no purpose to reiterate them here. This project should be abandoned and other viable alternatives properly canvassed and explored.</p>	A
8	Lavan Chelliah 59 Broughton St KIRRIBILLI	<p>I have lived in 59 Broughton Street, Kirribilli all my life. I am a 4<sup>th</sup> year student of Law and Finance at UNSW. I have studied the proposal put forth by North Sydney Council and RTA with regards to the cycle way and clearway on the eastern side of Broughton Street, parking on the Western side of Boughton Street, changes on high street and Hipwood Street etc.</p> <p>Our household is a three-generation household with my grandmother of 98 years and my parents who are also seniors</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>The current arrangements on Broughton Street between McDougall and Willoughby Streets have served our family and the residents well over the last few decades.</p> <p>The need to fix what is not broken is puzzling and a waste of taxpayer funds.</p> <p>Every resident on the street I am sure has as it stands has been fined for parking infringements incurred not out of intent but simply as a result of memory failure.</p> <p>At a practical level the for the residents to have to park on the Western side and cross a busy road will only lead to injury and death of residents.</p> <p>Taking into consideration the strong objections put forward by the community and the project proceeds, I would recommend that councilors voting in favour seek legal advice as to their potential future liabilities, the same also goes for officers involved in the process that put forward the project. I am sure there will be cause for litigation against council, councilors and officers for civil and criminal action in the event of what is, situations that have been advised of and ignored to its detriment.</p> <p>As it stands the parking arrangements on the Eastern side next tour home, facilitate my grandmothers' access to our home and enable us to care for her in our family home. The changes proposed will make it very difficult for us to do so.</p> <p>A whole range of activities will be debilitated including, garbage collection, deliveries to the homes, crossing the road etc. The proposals will exacerbate the traffic congestion on Broughton and adjoining streets.</p> <p>Kirribilli has two schools, the congestion at the school start and end times together with peak hours are already material, the proposals will only increase the congestion and make residents' life intolerable.</p> <p>With regards to the priorities espoused being firstly pedestrians and cyclists etc, the proposal certainly does not enhance the pedestrian's well-being and with regards to enabling the welfare of cyclists there are better options available that involve access via shared pedestrian cyclist pathways on the Western side of Broughton Street or alternatively the use if the pathway at the top McDougall Street adjoining Ennis Road.</p> <p>Having considered the issues as they impact our community and my family, I have no doubt that the proposals have no merit whatsoever and should be withdrawn immediately.</p>	
9	Christopher McLelland 24 Winslow St KIRRIBILLI	<p>I am closely familiar with the area having lived and worked in Kirribilli for over 30 years and presided over Milson Precinct committee for a number of these. What I have deduced from all this is that it is evident the current proposal, though well progressed in its detail, is insufficiently considered, because:</p> <ol style="list-style-type: none"> <li>1. It has been based on inadequate and outdated survey information,</li> <li>2. It has not taken sufficient account of changing patterns of transport use in the locality, larger vehicle sizes etc since the last relevant surveys were conducted, (e.g. contrast the continuing steep linear upward projection of cycle usage in the NSICS forecast in 2013 and the actual flat-lining and subsequent decline since then as recorded in TfNSW and City of Sydney surveys between then and the present)</li> </ol>	WP

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>3. It has not explored the broader possibilities that would better fulfil the NSC's strategy of encouraging a broader spectrum of cyclists in a safer environment e.g. using Ennis Rd and its connection to High St in lieu of a southbound cycle lane in Broughton St.</p> <p>4. It has not taken advantage of the opportunity to gain detailed local knowledge by prior canvassing of residents and business owners who would be affected.</p> <p>5. It appears to fail taking into account simply observable conditions and phenomena along the proposed route that should inform any proposal at concept stage</p> <p>6. It is not sufficiently well co-ordinated with TfNSW's and its own proposals which are still under development</p> <p>7. Its inputs are solely by means of statistical algorithms and take no account of natural human behaviour or habits</p> <p>8. It is in no way evident that cost/benefit has been a consideration</p> <p><i>As a consequence, the proposal will create more traffic conflicts and delays and create dangerous conditions where none currently exist or the risk is comparatively minimal. While the current circumstances for cyclists are not ideal, it would appear that the highly invasive and disruptive measures proposed are out of proportion to the needs to be addressed. As a consequence, progressing this proposal (either option) is premature until:</i></p> <ol style="list-style-type: none"> <li>1. More relevant and current survey information is obtained, particularly actual, real time data on the key intersections where changes are being proposed (High/Clark, Broughton/MacDougall, Broughton/Willoughby and Broughton/Ennis). I have sought survey data from Council on these intersections, but only Broughton/ Ennis has been conducted (latest 2016).</li> <li>2. The broader Kirribilli/High St community is advised, and feedback sought.</li> <li>3. Road and footpath dimensions and conditions confirmed by actual measurement and assessment rather than surmised.</li> <li>4. Natural desire lines and connection points, particularly for pedestrians, are better understood.</li> <li>5. Traffic projections are updated in the light of: <ul style="list-style-type: none"> <li>• the implications of the northern beaches connex,</li> <li>• the additional harbour crossing and</li> <li>• the more lasting implications to commuter travel as a result of changed workplace arrangements brought about by Covid-19 and its continuing through subsequent variants. It must also take account of the need to retain parking for residences with the increase in numbers of households working from a home base.</li> </ul> </li> </ol> <p>Though these will inevitably be unable to be definitive, some consideration must be given to these factors and weighed against current conjectures or lack of them. (And to a more minor extent Council's own proposed local road closures).</p> <p>Specific comments on the proposal are:</p> <ol style="list-style-type: none"> <li>1. Broughton/Burton/Ennis junction</li> </ol> <p>Currently: As the focal point of the village, this is an extremely congested intersection providing pedestrian access between the larger Kirribilli area and the train station, taxi rank, Alfred St bus terminals, Milsons Point, the Olympic Pool and other recreational facilities and people walking across the bridge.</p>	



No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<ul style="list-style-type: none"> <li>• At present, this junction operates as well under the circumstances as can be expected given the intensification of bus traffic due largely to Olympic Drive and the Fitzroy underpass being used as bus layovers and turnaround at peak times.</li> </ul> <p>Proposal:</p> <ul style="list-style-type: none"> <li>• Reducing the north bound traffic to 1 lane at the intersection will mean that vehicles turning into Ennis Road (for drop-off, shopping on the Ennis Rd strip, accessing Greenway, taxis and RMS vehicles) will stop all southbound traffic. At present, the tail back due to buses can extend almost back to Willoughby St. in pm traffic.</li> <li>• Introducing an exclusive crossing for southbound cyclists aiming to access the bridge seems disproportionate and unduly disruptive to vehicles trying to access Ennis Rd given that the current situation is only an issue for cyclists during the am peak hour.</li> </ul> <p>Alternative: Other solutions such as Ennis Road and the footpath link to High Street should be investigated. This is currently used as a shared pedestrian/cycling zone, involving less level change and shallower gradients than the equivalent Clark Rd/ Broughton Street option. While cycleway widths are currently not ideal, adjustments are feasible and the cost of these and the savings on disruption would merit pursuing this option. Since the problem is essentially only during am peak. Pedestrian and cycle studies will need to be undertaken and some management markings may be required.</p> <p>2. Broughton/Willoughby Junction</p> <p>Currently: Widely used by pedestrians following two significant natural desire lines crossing to the foot of Ennis Rd steps leading up to taxi rank, station and shops, and linking through to Milsons Point:</p> <ul style="list-style-type: none"> <li>• Broughton St east side pavement, downhill of Willoughby St junction, used by people from the High St area and the bus stop. Crossing occurs at a point where northbound and southbound vehicular and cycle traffic can be clearly seen.</li> <li>• Willoughby St south side used by people from the careening cove area, residents, theatregoers and park users. Crossing is at a point where there is a pedestrian refuge and crossing can be safely negotiated; timed for when traffic is turning left into Willoughby St and when northbound traffic is stopped at the lights. A second pedestrian crossing so close to the Ennis Rd crossing will unnecessarily add to vehicular disruption.</li> </ul> <p>Proposal</p> <ul style="list-style-type: none"> <li>• Inserting a pedestrian crossing uphill of this unrelated to any desire line in lieu of the present refuges is dangerous. Both sets of pedestrians will have to continue on uphill to reach the crossing and come back down on the West side to reach the foot of the stairs. The practical reality is that this crossing will not be used, with people taking their chances to cross the entire width of the street in their habitual place.</li> <li>• Locating the pedestrian crossing here, so close to the Ennis Rd crossing will in itself be unsafe. Large buses, which at present back up to this point, will obscure pedestrians to northbound vehicles and cyclists (who tend to ride downhill at speed)</li> <li>• Northbound traffic turning right into Willoughby will also stop the following vehicles back over the crossing, exacerbating the risk of cyclist/pedestrian accidents.</li> </ul>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<ul style="list-style-type: none"> <li>• This turn will become more prevalent with the closure of Burton Street to Broughton St.</li> <li>• Southbound cyclists will be inclined to use the crossing to get to the western pavement, virtually unused by pedestrians (other than accessing parked cars, that are to be moved under this proposal) and continue up and across Ennis Road and into the tunnel without the need to dismount.</li> <li>• Eliminating the pull in bus stop, requiring buses to set down in the single southbound lane will add further to creating blind spots and disrupting traffic.</li> </ul> <p>Alternative: Maintain status quo or improve refuges at their present locations.</p> <p>3. Broughton/McDougall/Clark</p> <p>Currently: Traffic flows appeared to be working well until the recent modification works to the NE corner of the intersection were undertaken. The limited width of McDougall St meant slower traffic that checked pedestrian / vehicle conflict. The recent creation of a pinch point and difficult left turn at this corner will serve to disrupt traffic at this point.</p> <p>Proposal</p> <ul style="list-style-type: none"> <li>• Directing traffic into the quieter streets intentionally and as an inadvertent repercussion of changing conditions at other intersections will put unnecessary further pressure on this intersection and add to the amount of traffic either side of it in Clark Rd and Broughton St.</li> <li>• It will force more vehicular traffic into McDougall and Hipwood St's. McDougall St. is already a narrow and difficult street to negotiate with a lot of pedestrians (tourist and local) having to cross it in transit between Milson Park, the High St peninsular, ferries and the Kirribilli shops, train and buses.</li> <li>• The location of a pedestrian crossing immediately on the north side of the roundabout in conjunction with proposed cycleway modifications is dangerous. Southbound cyclists, having to cross both lower High St and Clark Rd south to reach the cycle lane will have to cross back using this pedestrian crossing and McDougall St to link up with the uphill Broughton St cycle lane. Were southbound cyclists to use this lane, they would use the momentum gained downhill to cross the pedestrian crossing without dismounting and across McDougall St without stopping so as to expend the least energy on the uphill Broughton St. leg. This would constitute a distinct danger to the elderly residents of Milson Village for whom, presumably, it is primarily intended.</li> <li>• Concentrating more southbound traffic onto the roundabout, together with increased traffic from McDougall St which will have limited vision of the crossing from their respective entry points and thus add to the congestion.</li> </ul> <p>Alternative: impacts of recent changes at this roundabout will need to be assessed before cycleway modifications south from High Street are implemented.</p> <p>4. Clark Rd/High St</p> <p>Currently: appears to be functioning adequately, if not well, given the constraints of the amount and nature of traffic having to use the local narrow local streets.</p>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>The current slip lane from Clark Rd northbound towards North Sydney and the Harbour Bridge is particularly effective and relieves congestion. The current raised pedestrian crossing traversing it is well lit and short and appears to be wholly safe to users.</p> <p>Proposal</p> <ul style="list-style-type: none"> <li>• Eliminating the slip lane which handles the majority of citybound and North Shore traffic, forcing all left turning traffic to wait at lights and negotiate an unnecessarily tight turn.</li> <li>• By preventing direct L hand turn into High Street from southbound traffic and R from High Street towards Neutral Bay/ Mosman and points north will add to the congestion considerably more pressure on the roundabout and force traffic to travel further: Access to High St from Neutral Bay/ Mosman and Cremorne and the Spit direction will have to travel further along Clark Rd, negotiate additional pedestrian and bike crossings to enter McDougall St and go along Hipwood St with a R turn into High St where visibility is less clear.</li> </ul> <p>Alternative:</p> <ul style="list-style-type: none"> <li>• Maintain current slip road for Kirribilli traffic heading across harbour and to other major highway networks</li> <li>• Maintain existing turning arrangements into lower High Street.</li> <li>• Consider broader cycleway options that are less disruptive and pose less danger.</li> </ul>	
10	Margaret Stoneman 24 Winslow St KIRRIBILLI	<p>My comments focus on proposed changes along the route between the end of Anderson Park and Ennis Rd. Council's notification letter (learned of only via the grapevine) states two aims:  <i>A "... to improve the walking network, the cycling network and the public domain..."</i> and  <i>B "A parallel aim is that walking and cycling are delivered with minimal or positive impacts to other transport modes and parking."</i></p> <p>The Project "Fact Sheet" provides scant detail as to how the second aim is achieved (apart from addressing parking). The few impacts on other transport modes it does address are neither minimal nor positive. Major adverse impacts are ignored, and the issue of safety seems myopically viewed from the perspective of cyclists only. Public domain changes between High St and Ennis Rd, both recent and proposed, are disruptive to transport flows and introduce new hazards for pedestrians and vehicles. It seems especially perverse to narrow the vehicle lane at precisely the point where traffic movements must increase. Proposed restrictions on turns at the light controlled High St intersection will force more traffic through the newly constrained McDougall St roundabout and into narrower side streets - assuming the vehicle can even negotiate the turn (e.g. boat trailers for the 18 footers).</p> <p>Breakdown in consultation process - There is only one street providing direct access to the entire Kirribilli peninsula - that is Clark Rd, which becomes Broughton St. The sole alternative way in is indirect, via Alfred St South in Milsons Point. Every road user in the suburb is impacted by any proposed change to the configuration of these streets - not only those actually living on them. That includes the 66% of households owning cars. Council notified only a fractional percentage of those affected by this proposal and, it seems, few if any directly impacted businesses. The only access to our home is via Broughton St and we were</p>	A,B

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>not notified - about this or any of the other changes directly affecting our access and usage as drivers or pedestrians over the past two years.</p> <p>Departure from Council decision - The report put to Council last November recommended progressing three transport projects to put forward for community consultation. The report summarised the proposed works for the Kirribilli to Cremorne Route 3 project on a map (labelled Figure 11). Between the end of Anderson Park and the intersection of Broughton St and Ennis Rd this depicted only:</p> <ol style="list-style-type: none"> <li>a) a mixed traffic cycle route;</li> <li>b) upgrade of Anderson Park pedestrian crossing;</li> <li>c) traffic control signals updated to resolve missing pedestrian facility at Clark Rd/High St intersection (the bike lane is added in Kurraba Rd ); and</li> <li>d) a new pedestrian crossing at the McDougall St/Clark Rd/Broughton St roundabout.</li> </ol> <p>Elaborating on Route 3, Table 4 in the report depicted advanced concepts for the Kurraba/Ben Boyd intersection and the Kurraba/Wycombe intersection and associated bicycle paths. But there were only indeterminate references to “reconfiguring” the Clark Rd/High St intersection.</p> <p>Mission creep: There has been a great deal of subsequent mission creep from what Council voted on in November 2020, including the introduction of:</p> <ol style="list-style-type: none"> <li>1) a ~2m wide bicycle lane for half the length of Broughton St covered by this scheme;</li> <li>2) a diagonalish, dedicated bicycle crossing through the middle of the Ennis Rd/Broughton St intersection, where pedestrian movements are at times intense;</li> <li>3) a new pedestrian crossing maybe 60 metres below this but above the natural pedestrian desire line to the foot of the steps to Ennis Rd;</li> <li>4) removal of the pull-in for the bus stop, adding a second island to do so;</li> <li>5) removal of the southbound lane allowing vehicles to proceed along Broughton St past any vehicle waiting to turn right into Ennis Rd;</li> <li>6) removal of the slip lane on the northbound approach to High St and adding a bike lane;</li> <li>7) introduction of a bicycle lane on the southbound approach to High St, including the removing the Clearway in Clark Rd.</li> </ol> <p>Adverse safety and traffic consequences - The new proposals arising out of the mission creep identified above will lead to major disruption, added congestion in traffic flows and significant safety hazards along Broughton St and Clark Rd. For instance:</p> <ol style="list-style-type: none"> <li>1 Broughton St is not wide enough to accommodate the proposed separate bike lane, (which extends twice as far as the Notification “Fact Sheet” states). The regular damage to the pedestrian refuge and keep left sign proves this fact. [diagram provided] Would introduce bike/loading zone and bike/pedestrian safety conflicts. Safety: No account seems to have been taken of the conflict with deliveries for businesses located between Willoughby and Ennis Rd. Deliverers unloading boxes of wine, kegs etc for the Kirribilli pub would now have to negotiate the trip hazard of the bike lane</li> </ol>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>kerb and then the cyclists. The Botanist appears to be left with nowhere to unload deliveries, its current unloading zone having been gazzumped by a combination of the proposed pedestrian crossing and bike lane, plus landscaping.</p> <ol style="list-style-type: none"> <li>2 An additional lights phase at Ennis Rd for a dedicated bike crossing will impede traffic. Safety: A separate crossing is also likely to tempt riders to then cut across the footpath into the Burton St tunnel without dismounting creating a conflict with pedestrians. Much safer to have cyclists dismount and use the pedestrian crossing given that they have to dismount anyway on the western side.</li> <li>3 Safety: Locating a new pedestrian crossing uphill from the Willoughby St intersection ignores the pedestrian desire line to the foot of the steps to Ennis Rd. Few are likely to deviate uphill and then back again. But bikes might use it as a shortcut. Before the refuge was introduced, most pedestrians going to or from the steps from the northern part of Broughton St, crossed diagonally to the traffic island, cutting the corner with their backs to the traffic. If the crossing is moved away from where people want to go, they will simply revert to past bad habits.</li> <li>4 Moving the bus stop out into the traffic lane will disrupt traffic and create a dangerous blind spot for northbound traffic. Safety: Such a move will almost certainly revive/multiply pedestrians' bad habits, with the added danger that they will pop out from behind a bus, when northbound cars can't see, let alone the cyclists who sprint down the street much faster than other vehicles.</li> <li>5 Perhaps the most disruptive change for all other users is the removal of the kerbside lane where currently the majority of vehicles can continue southbound past others turning right into Ennis Rd. This would cause major tailbacks as, typically, only one vehicle can get around per light phase. Safety: With so much traffic building up, vehicles are likely to try to squeeze through "ahead of" the change to the pedestrian light. The exit from Ennis Rd may also be disrupted. A recipe for trouble, even without factoring in the diagonalish bike crossing.</li> <li>6 Removing the slip lane at the Clark Rd/High St intersection would create a significant bottleneck as traffic turning left would now have to join the tail of those turning right from Clark Rd into a single lane. The adverse impact on traffic flows would ricochet back along the south and westbound traffic coming up Clark Rd from Anderson Park. Traffic would inevitable back up and block the exit from James Milson Village.</li> <li>7 The problem identified in (6) would be further compounded by the proposed removal of the Clearway and reintroducing 24 hour parking and adding a bike lane along Clark Rd north of High St.</li> </ol> <p>Data base for analysis limited and superseded - We have asked Council for the data from actual traffic surveys, essential to developing a project like this. The only information available from Council within the submission period is traffic flow data on one February day in 2016. This covers the Ennis Rd/Broughton St intersection but unfortunately not the Clark Rd/High St intersection that is equally crucial for Kirribilli and was identified for change in the November 2020 report.</p> <p>The Council organised bicycle counts at key locations envisaged in the <i>North Sydney Integrated Cycling Strategy of 2014</i> adopted by Council do not appear to have eventuated. But there is more recent data on cycle movements available for the Sydney Harbour Bridge (SHB) from Transport for NSW (TfNSW) and City of Sydney.</p>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>The TfNSW data show that cycle movements over the SHB peaked in 2013 at annual average 1,932 a day. Since then these have fallen by around 200 a day (averaged out), before Covid 19. The timing of Council's Cycle Strategy is thus predicated on unrealised projections based on what transpired to be the high point. Bicycle usage had plateaued well before the advent of Covid 19, which itself has led to a probably structural shift in work habits. [graph provided]</p> <p>At the only available data point, one day in February 2016, at most &lt;25% of the annual daily average SHB cycle movements were via Broughton St. And February is the month of peak cycling movements in the year - hence unrepresentative. This is not a sufficient basis on which to radically rework the traffic priorities in the heart of Kirribilli Village and its principal access route. Particularly in a way that prioritises bicycle movements over all other transport modes.</p> <p>Alternative separated Cycle path - It is hard to understand why Council would go to such great expense and disruption when there is a much safer alternative. One that is properly separated for most of its length and likely to align more closely with Council's desire to encourage the "interested but concerned" cohort of cyclists. A route well away from excessive bus traffic and without steep climbs.</p> <p>Why not create a dedicated 2-way cycleway along Ennis Rd - a wide dead end street – continuing through the walkway leading across the top of the dead end part of McDougall St. This links through to the barely used High St Reserve, where a new path could continue around the contour at grade emerging near the bus stop in High St.</p>	
11	John Gelagin 47 Gore St GREENWICH	I have children at school in Kirribilli (Loreto and St Aloysius) and have become aware of these proposals. I strongly support efforts to encourage Sydney residents to walk and cycle around Sydney so am very much in favour of these proposals.	WP
12	Diana Kwan 6/140 High St NORTH SYDNEY	<p>I have the following objections relating to the proposed banning of access to High St from Clark Rd.</p> <ol style="list-style-type: none"> <li>1. Banning of left hand turn from Clark Rd to High St;</li> <li>2. Banning of right hand turn from High St. into Clark Rd.</li> </ol> <p>The proposed ban would:</p> <ol style="list-style-type: none"> <li>a) increase the traffic to that portion of Clark Rd between High St and the roundabout at the junction of Clark Rd, McDougall St and Broughton St. This would lead to increased congestion at the roundabout, particularly at the end of the school day. This roundabout is too big for buses to negotiate it easily. I have seen buses having to go forward and backwards in order to go around the roundabout.</li> <li>b) put increased traffic pressure on Hipwood St which is narrow, with houses situated next to the side of the footpath, as well as spoiling the tranquil atmosphere of Milson Park Playground.</li> <li>c) for walkers and cyclists going from Clark Rd to Broughton St, any benefit that may be derived from cars not being able to turn left and right from Clark Rd will be outweighed by the heavier traffic flow that would need to turn from Clark Rd into McDougall St to access Hipwood St, should the right hand and left hand turns from Clark Rd to High St be banned.</li> </ol>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
13	Judy Davis 3/18a Hipwood St KIRRIBILLI	<p>I have serious concerns regarding this proposal and do not support it. I do ask that the current proposal be withdrawn, revised and re-issued to all residents and businesses in the local area, because all residents will be impacted, not just immediate residents. Importantly, James Milson Village, Loreto School and Aloysius School need to be notified as the proposal will hugely affect the parent bodies of those schools.</p> <p>My reasons are as follows:</p> <ol style="list-style-type: none"> <li>1. The plan and written explanation contradict each other.</li> <li>2. The proposal increases rather than alleviates current vehicular/cyclist/pedestrian conflicts.</li> <li>3. The proposed diagonal crossing for cyclists at the intersection of Broughton, Burton and Ennis Rd will create more havoc and danger than is currently there for an already messy intersection used by many young school children and commuters and residents.</li> <li>4. The proposed 'In-Lane bus stop and island' will force buses to stop in the middle of the street! This will stop south-bound street traffic and require bus passengers to cross into a bike path whilst alighting from or getting on the bus. Obviously not a safe idea.</li> <li>5. This corner, at Willoughby St, immediately after the proposed in-lane bus stop, is busy at school pickup and drop off time and is already of safety concern because it is too narrow for easy two way traffic flow.</li> <li>6. The proposed cycle path to cross Willoughby St would require removing trees to even up the roadway and to stop tree debris from being a problem for the cyclists. This would be undesirable for the streetscape and green level of our neighbourhood.</li> <li>7. Broughton St between McDougall and Greenway Drive is narrow and already a traffic hazard. Changing the pm clear way side from the western side of the street to the eastern side is completely unsound, as residents would be forced to cross a busy congested street to access their homes. I can only see accidents happening regularly with pedestrians and vehicles. I'm sure that is not desirable.</li> <li>8. Furthermore residents needing to park on that western side of Broughton St would need to access Broughton St from Willoughby St or further into Kirribilli. This is crazy as most traffic comes from the North Sydney/Cremorne and Neutral Bay direction. In my view another reason not to change the clear way side.</li> </ol> <p>I believe council and Transport NSW should look at a bigger picture for cyclists into the future. We definitely will be having more cyclists using the bridge going forward. Why not return to the plan put forward back in 2009, with a dedicated shared bicycle/pedestrian pathway sloping gradually from the St Leonard's Park area to North Sydney and the bridge? This would be able to keep many cyclists safe and off the streets of Kirribilli, which unfortunately is becoming increasingly congested.</p>	
14	Mark Newton 6/66 Kurraba Rd NEUTRAL BAY	<p>First of all, I would like to thank you for the excellent presentation of the proposed upgrade works: the documents mailed were clear and concise. My comments relate to the proposed works in Kurraba Rd between Clark Rd and Ben Boyd Rd</p> <ol style="list-style-type: none"> <li>1. I welcome the proposed upgrades particularly the option of creating a roundabout at Kurraba Rd/High St - A roundabout will make it so much safer to be able to cross this intersection, - A roundabout would provide easier access for residents travelling west along Kurraba Rd to do a U turn at the roundabout and drive towards Ben Boyd Rd to</li> </ol>	WP

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>enter our driveway at 66 Kurraba Rd as a right hand turn into the driveway is not possible due to the median strip in Kurraba Rd. This would also enable residents who previously turned right from Kurraba Rd into Holdsworth St to perform the same manoeuvre to turn left into Holdsworth St.</p> <ol style="list-style-type: none"> <li>2. The bus stop at the western side of Clark Rd outside the shops is not shown. If this is to be relocated, please provide the current heritage style bus shelter.</li> <li>3. There is currently no footpath on the north eastern side of Kurraba Rd east of Holdsworth St and is dangerous for pedestrians walking on the road at this blind bend. The alternative involves crossing Kurraba Rd twice When the right hand turn is deleted at Holdsworth St, Kurraba Rd is of sufficient width to create a footpath as well as a bike path-Refer to photos.</li> <li>4. Pedestrian refuge at Kurraba Rd carpark area: Is it possible to create some low level landscaping at the northern end of the refuge instead of paving. Additionally could the refuge in the centre of the road incorporate a tapered concrete median/bollard protection to provide safer pedestrian refuge. Highlighted paving at the refuge would also enhance pedestrian safety.</li> <li>5. The existing pedestrian footpath east of 66 Kurraba Rd is narrow, uneven and has a marked cross fall to the road -refer to photos. This footpath needs to be reconfigured to provide better cross fall and width, particularly for strollers etc.</li> <li>6. The additional signalised pedestrian crossings at the Kurraba Rd /Ben Boyd Rd traffic controlled intersection are most welcome and long overdue. The timing of the walk cycle needs to be increased so that pedestrians are able to cross Kurraba Rd and activate the signals to cross Ben Boyd Rd (northern side) without having to wait for a full traffic cycle to cross which is the current situation,</li> <li>7. The 40 km/hr speed limit is supported particularly with number of cyclists using Kurraba Rd at peak hours</li> </ol> <p>My last comment is these improvements will be most welcome.</p>	
15	Dr AnneMarie Clements Environmental and Botanical Consultants PO Box 1623 NORTH SYDNEY	<p>The proposal is directing bike, car and pedestrian traffic onto a busy road network - an unpleasant experience for all. It ignores the opportunities to improve local walking paths and bike paths through Anderson and Milsons Parks and the suburban roads. Limiting the ability to turn at intersection of Clark and High Streets will lead to:</p> <ul style="list-style-type: none"> <li>• even more congestion at McDougall Street roundabout; and</li> <li>• increase vehicle traffic on the steep Hippwood Street with poor visibility at the intersection of High and Hippwood Streets.</li> </ul> <p>This is not likely to reduce traffic congestion but increase exposure to car fumes for pedestrians and cyclists.</p>	WP
16	Janelle Fisher 5/1 Kiara Cl NORTH SYDNEY	<p>Thanks for the opportunity to provide feedback. I object to the proposals to prevent right turns from Clark Road into High Street and to prevent right turns from High Street into Clark Road. McDougall and Hipwood Streets are narrow. They will become congested, as will the roundabout at McDougall.</p>	A



No.	Submitter Name and Address	Submission - Key Points Raised	Section
17	Yvonne and Gerard van Rijswijk 69 Broughton St KIRRIBILLI	<ol style="list-style-type: none"> <li>1. This proposal is opposed by our family</li> <li>2. The consultation has been quite limited - many of the people affected have not been included - all Kirribilli and Milsons Point residents use Broughton St as one of only two access roads to this area. They have not been included, neither have business owners, nor parents of children attending schools in the area. The validity of the consultation process is therefore questionable.</li> <li>3. Kirribilli/Milsons Point traffic is currently very congested, but the area copes reasonably well, given current traffic volumes.</li> <li>4. The proposal claims that to improve walking, cycling and traffic - however it does not appear to achieve that objective for a variety of reasons.</li> <li>5. Transport for NSW estimates that currently some 2000 cyclists use the Harbour Bridge daily. These access the bridge through an already congested area. Kirribilli/Milsons Point was never designed for this level of traffic. Given the increased emphasis on cycling and the advent of electric bicycles, the volume of cycling traffic will increase substantially over the coming years. It makes no sense to try to channel this increasing volume of bicycle traffic through already congested Broughton street.</li> <li>6. Appended are two plans that divert this bicycle traffic to existing bicycle infrastructure that moves this traffic away from Broughton St, either to Ennis Rd or to Alfred St, and links it up to the Harbour Bridge and the proposed NSW Government access upgrade.</li> <li>7. Details of the proposed plan that are unworkable include the following: <ol style="list-style-type: none"> <li>a. The cycle crossing to the Burton St underpass will add to traffic delay and pedestrian risk - noter that currently cyclists appear to be able to navigate this area quite successfully by moving to the centre of the road and turning from there. Further, the proposed holding bay and cycling path eliminate one traffic lane which, during peak times allows straight through traffic to pass traffic turning into Ennis Rd.</li> <li>b. The proposed uphill bicycle path between Willoughby St and Ennis Rd will have a major impact on business in that area, hampering access and deliveries.</li> <li>c. The bicycle path crossing Willoughby St will reduce car access to that street. It is used extensively by parents dropping off and collecting children attending Loretto school. Given the volume of that traffic, it would present a significant hazard to cyclists.</li> <li>d. The proposed in-lane bus stop just before Willoughby St will dramatically impede traffic. Every time a bus stops there all traffic will bank up behind it. During morning and afternoon peaks traffic will build up all the way up Kurraba Rd.</li> <li>e. The proposed bicycle path along Broughton St between McDougal St and Willoughby St (Option B) would represent a major downgrade of amenity for residents in that street, obliterating parking and making access more dangerous. It should be noted here that a bicycle path along this part of the street was never part of the</li> </ol> </li> </ol>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>North Sydney Integrated Cycling Strategy – nor were the proposed paths further down Broughton St. It would have been recognised by planners that the impact on traffic and amenity would be disproportionate.</p> <p>f. The proposed one lane bike path between James Milson Village and High Street appears to serve no useful purpose. Cyclists have no difficulty with traffic there as the road is wide enough to accommodate both cars and bikes.</p> <p>g. The proposal to remove the slip lane at the corner of High St has no merit. A large proportion of the traffic leaving Clarke Rd at this point use the slip lane to access High St on their way to North Sydney or the Bridge. Closing this slip lane will result in massive traffic disruption.</p> <p>h. The proposal to prohibit a right turn from Clarke Rd to High St (brought about by the desire to put a cycle path neat JMV and closing the slip lane) makes little sense. There are many residents that need access to High St and they will have to be diverted to otherwise quiet streets in the area.</p> <p>i. The proposed bicycle lane between Adderstone Ave and High St and associated infrastructure at High St serves little purpose. Cyclists have no difficulty coping with the traffic there. The proposal has two disbenefits - one, it is linked to a proposed ban on left turns into High St (see above) and, two, it will cause dramatic delays to traffic travelling to Broughton St or turning right into High St.</p> <p>8. What to above demonstrates is that we will need a better solution to bicycle traffic than that proposed here - one that diverts the increasing volume of cycling traffic away from an already congested area. The opportunity exist to link bicycle paths to existing and proposed infrastructure.</p> <p>9. Whilst the objective of the proposal is greater safety for cyclists and pedestrians it should be noted that the only cycling related death in the area has been an elderly pedestrian killed by an electric cyclist. No data appears to support the supposed risk to cyclists in the area, whilst it is clear that the area has many elderly residents who would have great difficulty as pedestrians crossing the various proposed cycling paths.</p> <p>10. All of the proposed bicycle paths have the effect of reducing space for car traffic in an already congested traffic area.</p> <p>OPPORTUNITY</p> <p>11. One of the proposals in the current plan is for an upgrade to the intersection between Kurraba Rd and Clarke Rd. An opportunity exists here to use this expansive area as the site for an interchange which would enable parents who want to drop off children to schools in the area to transfer them to mini-busses or autonomous vehicles for transport to school. Parents then do not need to enter the Kirribilli/Milsons Point area, greatly relieving traffic congestion during peak times.</p> <p>It appears that this plan has a number of issues and errors that would have been picked up in a thorough and detailed traffic study. It is not fit for purpose and should be rejected.</p>	
18	Debra Blair 91 Broughton St	In my original submission I failed to include the proposal for a new pavement for the 'new cycle crossing to Burton Street underpass'. This would obstruct vehicles heading south from passing cars turning right into Ennis Road. This is a well used right	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
	KIRRIBILLI	hand turn for taxis, people dropping off passengers to the train station and delivery vehicles. This proposal would create a bank up of traffic at this location.	
19	Penny Ross 95 Broughton St KIRRIBILLI	<p>I am a resident of Kirribilli. My first reaction to reading this proposal and the fact that it is referred to as an “upgrade” is disbelief. It is full of inaccuracies, and most of the proposals, if implemented, would be highly dangerous, have a detrimental impact on quality of life and be disruptive to all - residents, pedestrians, cyclists and motorists.</p> <p>I will number these proposals and my objections starting with that which will impact me most.</p> <p>1. Option B: Bike lane on Broughton Street between McDougall and Willoughby Sts. If implemented, residents, their visitors or those attempting to access these properties, will have to negotiate two lanes of heavy traffic (including buses and trucks) and a cycle way just to make it to their properties. When you factor in age, agility, carrying heavy parcels etc the situation becomes even more life threatening.</p> <ul style="list-style-type: none"> <li>• Stating that only one car space will be lost is incorrect - there will in fact be a loss of five.</li> <li>• Passengers in cars that park on the western side, in the section closer to McDougall St, will either not be able to open their door because of the impeding rock wall or be faced with stepping into slippery sludge which constantly seeps from Greenway.</li> <li>• Residents will have to either move their cars last thing at night or 5.30am to accommodate the proposed cycle way. In order to move one’s car from the eastern to western side of the street, will involve a lengthy drive through Kirribilli to do so legally or a dangerous, illegal U-turn somewhere nearby.</li> <li>• Garbage collection would become a nightmare. Bins are placed outside each residence on the path next to the proposed cycleway.</li> <li>• Who would give way to whom? Cyclists or garbage collectors?</li> </ul> <p>2. Proposed cycleway in Clarke Rd from car entrance of James Milson Village to High St lights. Why on earth? The incline there is so slight, it does not warrant a cycleway. And the subsequence of this, namely the removal of the slip lane into High St, would be a diabolical disaster. This slip way relieves traffic pressure: those turning up High Street towards North Sydney or the Bridge can be separated from cars heading towards Neutral Bay. If this slip lane is removed, traffic will be banked up into Kirribilli Village and beyond and any emergency access to James Milson Village will be denied.</p> <ul style="list-style-type: none"> <li>• Also, by removing this slip lane and making vehicles do a hard left turn into High St would be nigh impossible for larger vehicles especially buses.</li> </ul> <p>3. By removing right hand turn into High St (east) and removing left hand turn from High St into Clarke Rd, McDougall and Hipwood Sts would be severely impacted by the increase in traffic. Residents of these streets are unaware of this as they have not been informed of this proposal.</p> <p>4. Cycle way across Willoughby St, at the Broughton St end. This is a very busy and dangerous intersection before any attempts to put in a cycleway. That, together with the proposed new in lane bus stop and island (just short of Willoughby St) will be the</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>making of an accident waiting to happen. Cars will swerve around the bus which will have to stop in the middle of the road (there is no room for bus stop and island), and make a turn into Willoughby St, collecting a cyclist on the way.</p> <ul style="list-style-type: none"> <li>Also I gather Council proposes to put in a pedestrian crossing in Broughton St, near The Botanist enabling pedestrians to access steps up to Ennis Rd. Will cyclists have to stop for pedestrians? If so they will be stranded at this very busy intersection of Broughton and Willoughby Sts.</li> </ul> <p>5. Special cycle crossing in Broughton St near Woolworths. Cyclists accessing the Bridge will cross diagonally across Broughton St at this intersection. At am peak hour this crossing is packed with commuters, school students and residents. Cyclist would have to weave their way through this highly congested area and certainly won't be popular with the pedestrian traffic waiting to cross the road.</p> <p>These proposed plans cannot be taken up. They will cause great harm to all, including cyclists. They have been ill conceived - one wonders if those responsible even bothered to come in person into the area to see at first-hand what they were proposing and to see if the ideas were even feasible. I doubt it.</p> <p>To even suggest that this proposal is an upgrade for walking or street scape is duplicitous and I doubt even beneficial for cyclists. Where in these plans are walkways or streetscape enhanced or even mentioned?</p> <p>There are so many other options which could be considered for cycle ways, options that are safer for cyclists and which don't have such a profound affect on residents.</p> <p>If Council plans to offer further proposals, may I suggest all residents, business owners and schools in Kirribilli be notified as all will be affected. Don't just limit your letters to just a few. If you do not receive much feedback from your letter it is because the vast majority in Kirribilli have no idea of your proposal.</p>	
		<p>Yet another major flaw to this proposal has been brought to my attention - at the intersection of Broughton and Ennis Roads. At present, vehicles turning right into Ennis Rd from Broughton, don't impede traffic on Broughton St which is going straight ahead. With the proposed cycle way and new pavement at that intersection, the vehicle lane would be reduced to one. This would cause a major bank up of vehicles down Broughton St, waiting for the vehicular traffic into Ennis Rd to make their right hand turn. Those making a turn into Ennis have to wait for a break in the traffic flowing west down Broughton St. At peak hour particularly this bank up of traffic would be incredibly significant, blocking traffic at Willoughby, all the way down Broughton. Major mayhem!</p>	
20	Tanya Evans 85 Broughton St KIRRIBILLI	<p>I am writing to express my objections to the proposal to change the walking, cycling and streetscape between Kirribilli and Cremorne.</p> <p>The stated aim of the Proposal is to improve the walking network, cycling network and public domain of the affected areas, delivering walking and cycling improvements with little impact to other transport modes and parking. I fail to see how this can be achieved using this proposal.</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>I am a house owner living at 85 Broughton Street and a ratepayer. I am a keen runner, active dog-walker of my 3-year-old Labrador, and co-parent of three children aged 5 to 17. Suffice it to say, that I use our local streets a lot. My focus in this letter speaks to my objections to the proposal to change Broughton Street but I am also passionate about improving my local area and hope to encourage everyone to be more active and use their cars less.</p> <p>I moved to this area from Mosman 2 years ago and feel very blessed to live here. However, Broughton Street is undoubtedly the most dangerous road I have lived on (and I lived in South London for many years before moving to Sydney in 2008). Cars and buses speed down the street and it is risky entering and exiting vehicles parked on either side of the street. Car parking access is crucial close to the house when I have 3 children, a dog and elderly in-laws to bring in and out of the house frequently. Please do not take away our kerbside parking. This would be a disaster. Moreover, the pavement alongside our houses is in a truly terrible condition and has to accommodate residents, many walkers, and runners travelling to and from the city over the bridge. We all have to stop and let people pass frequently. Can I suggest that many more walkers and runners need to be accommodated than cyclists in this area, yet the proposal makes no mention of this. I have no idea why the cycle way seems to have such prominence in detriment to residents, walkers and runners in the Council's plans.</p> <p>Broughton Street is one of the busiest roads in Kirribilli with regards to pedestrian and motor traffic. At school times, all the roads coming in and out of Kirribilli are jammed with cars and buses. This Proposal does not recognise this fact. Nor is there any evidence that proper assessment of road, pavement and crossing use has been undertaken before this proposal was designed. If the safest possible route is to be provided for cyclists, can I suggest that the solution is not along Broughton Street but along Ennis Road, behind the Greenway Estate? There is already a cyclist and runners' path that needs to be better signposted for all. Much better planning, greater consideration shown to ratepaying residents, and other non-car transport is required in future proposals if the Council's stated objective is to be achieved. This proposal seems rushed and ill-thought through which would be a disaster for the area.</p>	
21	Geraldine Gibson 60 Willoughby St KIRRIBILLI	<p>My first question to you is why was I not included in the letterbox drop (along with numerous other residents of Kirribilli, parts of North Sydney and Milsons Point, some of whom no doubt remain ignorant) as to the proposed Kirribilli to Cremorne Cycling &amp; Streetscape upgrades consultation?</p> <p>For the following reasons I do not support this proposal and I ask that it be revised and re-issued and that all residents, businesses and schools are notified of your plans.</p> <ul style="list-style-type: none"> <li>• The proposal does not alleviate any vehicle, cyclist or pedestrian issues.</li> <li>• The proposed diagonal crossing for cyclists at the intersection of Broughton Street/Ennis Road will force cyclists into an already congested area where pedestrians, school children and train and bus commuters are waiting to use the crossing.</li> <li>• The proposed pedestrian crossing at Willoughby Street (near the steps from Ennis Road) will cross the cycle path causing issues for both cyclists and pedestrians.</li> </ul>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<ul style="list-style-type: none"> <li>• The In-lane bus stop and island in Broughton Street will force buses to stop in the middle of the street and play havoc with south bound traffic.</li> <li>• The proposed cycle path parallel to the bus stop heading south across Willoughby Street, which is already busy for buses, residents and school traffic.</li> <li>• The proposed cycle path crossing on Willoughby Street is a complete “no brainer” for cyclists.</li> <li>• The proposed Option ‘B’ on Broughton Street between Greenway Drive/McDougall Street is unsuitable for the reasons listed.</li> <li>• Moving the clearway on the western side to the eastern side creates an extremely dangerous position for the residents. This is a very busy traffic route for buses, trucks and cars not to mention pedestrians including young children and the elderly. There will also be a major impact on vehicle parking and cars being side-swiped by buses and trucks.</li> <li>• The proposed cycleway northbound on Clark Road is not a good idea as it will impact the use of the driveway into James Milson Village and the proposed removal of the slipway to accommodate the cycleway will result in traffic build-up with flow on delays past James Milson Village entrance back into Kirribilli Village. This slipway does allow traffic to flow and there is already a safe and well lit raised pedestrian crossing.</li> <li>• The 4 way traffic lights at Clark Road/High Street works well and I see no reason to remove the easterly RHT into High Street.</li> <li>• The proposed removal of the south bound LHT east into High Street to accommodate a south bound .12 cycle way will force traffic into surrounding streets such as McDougall Street and Hipwood Street which are both quite narrow.</li> <li>• The proposed removal of a north bound RHT from High Street into Clark Road is not necessary if the 4-way traffic lights remain as they currently are.</li> <li>• The section of Clark Road from Adderstone Avenue to High Street is definitely not wide enough to have a .14 cycleway including 2 lanes of traffic.</li> </ul> <p>I am really concerned that this poorly thought out proposal has been issued to a few households when the whole of Kirribilli, Milsons Point and parts of North Sydney will be adversely impacted.</p> <p>This proposal in its current form needs to be withdrawn, revised and re-issued to all residents, businesses and schools in Kirribilli, Milsons Point and parts of North Sydney.</p>	
22	Megan Sjoquist	<p>The proposal to upgrade the walking and streetscape areas are a very good idea. The walkers in the area of North Sydney in which my husband and I live next to Sub Base Platypus, have increased enormously since it opened to the public. It attracts both local residents and from many other Sydney suburbs.</p> <p>However, we don't believe putting cycle lanes in Sections 1,2,3,4 or 5 is a good idea as it would only make the traffic more congested than it is already on weekdays just to accommodate a few weekend recreational cyclists, most of whom will not be residents or ratepayers.</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>Specific comments for Section 1. Broughton St and Clark Rd (Ennis Rd to High St)</p> <ul style="list-style-type: none"> <li>a) Objection to cycle crossing signal separate to motor vehicles at intersection of Broughton St and Ennis Rd as this will take out the through traffic lane if cars are turning right at Ennis Rd.</li> <li>b) Objection to amendments to traffic control signals at the intersection of Clark Rd and High St.</li> <li>c) Objection to removal of existing slip lane from Clark Rd to High St as this would mean all traffic currently using this slip lane would be added to the Clark Rd lights at High St and would stretch back to Kirribilli for a considerable distance. This slip lane is in constant use on both weekdays and weekends, as I see the cars approach from there as I drive up High St. As a sometime user of the crossing as a pedestrian, I can vouch for the drivers' awareness of the pedestrian crossing.</li> <li>d) Objection to a dedicated cycle lane on Northbound approach to the intersection of Clark Rd and High St as there is hardly enough room for the cars at the present moment.</li> <li>e) Objection to making a No Left Turn into High St from Clark Rd. This will deprive residents who live in Hipwood St, Kiara Close and High St from a daily ready access to their homes.</li> </ul>	
23	James Nettleton 93 Broughton St KIRRIBILLI	<ul style="list-style-type: none"> <li>• This Consultation document was received by me in my letterbox of 21 May 2021. The one suggested online Information session was conducted on the 25 May 2021 - 2 working days' notice. With a further 2-3 weeks allowed for responses to be received for this Consultation document.</li> <li>• This Consultation document has many errors and inconsistencies. This was further evidenced by the supposed information session held on the 25 May. It was evident that the 2 people from Council conducting this session had not either been along this section on a bicycle, and really were not very familiar with the area at all.</li> <li>• I also find it strange that the Mayor and Councillors could allow such a Consultation document to be released to residents and rate payers with so little notice as to the broader area of consultation, and intentions for this very busy section of road.</li> <li>• In addition to this, the Council chose to only put this Consultation document in the letterboxes of some residents in Broughton Street are High Street, even though this document potentially effects any resident, pedestrian, bike rider or motorist in the Kirribilli area.</li> <li>• As a ratepayer, I do find it appalling that we can be taken for granted by the very people we elected to represent us on Council.</li> <li>• I also find it appalling that some of those who could potentially be most effected by this Consultation document have also been excluded from receiving it. I refer to the James Milson Village on Clark Road, the 2 Schools within Kirribilli, as well as the residents of Greenway. In addition to this the Precinct committee for this Ward within Kirribilli were also not advised or informed.</li> <li>• The Precinct Committee then received many requests to add this to the many items they discuss at their monthly meetings, and low and behold a record number of Kirribilli Residents attended this meeting on 3 June 2021.</li> </ul>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<ul style="list-style-type: none"> <li>• I was surprised to hear the Mayor addressing the Precinct Group, and almost dismissively saying these Proposed changes would not happen. Well, they may not. However, we were also advised that the NSW State Government had given the Council the money for this Consultation, as well as money to make this happen. So, I must assume that “something” will occur, whether Council or residents like it or not.</li> <li>• In respect to the actual content of this document, and as a resident of Broughton Street, I am just amazed at what has been proposed. I also find it interesting that there are very few quantitative statistics in relation to every aspect of this proposal.</li> <li>• This Proposed Consultation document from Cremorne to Kirribilli is stated as being in respect to: Walking, Cycling and Streetscape Upgrades. Yes, maybe a little bit of Streetscape, but essentially it’s all about Bicycle activity in this area. Forget Pedestrians and Walking, they are ignored. If there had been some Statistical analysis to show the actual Bicycle, Pedestrian and Vehicle movements on all of these streets in Cremorne, Neutral Bay, North Sydney and Kirribilli, I feel this proposal would not havoccurred. Clark Road and Broughton Streets are one of only 2 ways of entering Kirribilli. Whilst there are few houses in Kirribilli, there are many units, and the actual number of residents is well over 5,000. The number of vehicles owned and used by these residents is also high. Peak Hours in School times means we do have a much larger volume of vehicular movements within this area.</li> <li>• We do have some cyclists in Kirribilli, but most come through from other Council areas of the North Shore.</li> <li>• Whilst the suggested 2 Options for Broughton Street appear ineffectual, and the suggested changes to the Clark Road section in front of the James Milson Village also appear to be totally ineffectual and really not well thought through or monitored in respect to Cyclists, Pedestrians or Motorists.</li> <li>• I therefore believe this Consultation document to be totally ineffectual, and should be withdrawn and reconsidered.</li> <li>• I believe there has not been adequate Resident, Cyclist, Pedestrian and broader Community (Schools/JMV/Greenway) input and consultation.</li> </ul>	
24	Anne Pickles 6/5 Holdsworth St NEUTRAL BAY	<p>I support the project’s aim of improving the walking network, cycling network and public domain. I support the separation, wherever possible, of pedestrians and cyclists from motor vehicles.</p> <p>As I am neither a driver nor a cyclist, my submission is from the point of view of a pedestrian.</p> <p>Section 1: Broughton Street and Clark Road (Ennis Road to High Street)</p> <p>In relation to the proposals for Section 1, I would like to suggest the addition of a pedestrian crossing at the intersection of Willoughby Road and Broughton Street. This is a difficult crossing for pedestrians because of the blind corner on Broughton Street north of Willoughby Road.</p> <p>Section 2: Clark Road (High Street to Kurraba Road)</p> <p>Raised pedestrian crossing</p> <p>I support the proposal for a raised pedestrian crossing across Clark Road between Margaret Street and Kurraba Road.</p> <p>Intersection of Kurraba Road and Clark Road</p>	WP, C, D, E



No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>I support improvements to the intersection of Kurraba Road and Clark Road. Of the two options presented, I prefer Option A, the installation of a roundabout, which would considerably simplify the intersection for motor vehicles.</p> <p>However, I do not think that either Option A or Option B as currently proposed will significantly improve pedestrian safety. It is my experience that drivers negotiating roundabouts pay almost no attention to pedestrians.</p> <p>This area is a community hub, containing as it does Anderson Park, with its sports fields used day and night for children's sports and off-leash dog exercise, Warringa Park, which has a children's playground and is an off-leash dog park, the shops and cafes on Clark Road and bus stops at Clark Road and Rawson Street. These amenities generate lots of pedestrian traffic at this intersection, including children of all ages. Pedestrian safety should be a priority at this intersection.</p> <p>It is my opinion that the only way to ensure pedestrian safety at this intersection is to install traffic lights including pedestrian crossing signals on all sides of the intersection.</p> <p>Failing this, there should be, at least:</p> <ul style="list-style-type: none"> <li>• A marked pedestrian crossing at the intersection of Rawson Street and Kurraba Road</li> <li>• A marked pedestrian crossing from the eastern Rawson Street/Kurraba Road corner to Anderson Park.</li> </ul> <p>Clark Road shops and Kurraba Road adjacent to Warringa Park</p> <p>In addition, I suggest that the triangular area in front of the Clark Road shops and adjacent to Warringa Park should be a Shared Zone for pedestrians and traffic, giving pedestrians right of way [see diagram].</p> <p>This would improve safety for pedestrians accessing the bus stop, public telephone, shops, cafes and Warringa Park.</p> <p>The Shared Zone should have modified paving to indicate the change in road use and the presence of pedestrians.</p> <p>Section 3: Kurraba Road (Clark Road to Ben Boyd Road) Holdsworth Street to Ben Boyd Road</p> <p>I note that the proposal includes a cycle path from the intersection of Holdsworth Street and Kurraba Road to the car parking below Spruson Street.</p> <p>There is currently no footpath from the intersection of Holdsworth Street and Kurraba Road to the car parking below Spruson Street. The footpath ends at the western side of Holdsworth Street.</p> <p>Pedestrian commuters walking to and from Holdsworth Street to Milsons Point Station via Anderson Park or to the Neutral Bay Ferry Wharf via Kurraba Road have to either:</p> <ul style="list-style-type: none"> <li>• cross Kurraba Road at the intersection with Holdsworth Street (using the right turn bays as a pedestrian refuge), or</li> <li>• walk in the unformed gutter round the blind corner between Holdsworth Street and the car parking below Spruson Street (most pedestrians prefer to cross the road).</li> </ul> <p>I recommend providing both a footpath and a cycle path from Holdsworth Street to the car parking below Spruson Street. If it is not possible to provide both a footpath and a cycle path the footpath should take priority. Cyclists can use the road; pedestrians cannot.</p> <p>There should then be a safe route for pedestrians across the car parking below Spruson Street to the pedestrian refuge in Kurraba Road and the footpath from 66 Kurraba Road to Ben Boyd Road.</p>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>If the right turn bays at the intersection of Holdsworth Street and Kurraba Road are removed and a solid median strip installed in that area, the stormwater drain at the bottom of Holdsworth Street (pictured) needs to be reengineered.</p> <p>The camber of the roadway in Holdsworth Street currently directs the stormwater from Holdsworth Street past this drain and across both lanes of Kurraba Road. A solid median strip across Kurraba Road will increase the water hazard on the eastbound lane of Kurraba Road.</p> <p>Pedestrian refuge below Spruson Street</p> <p>I support the upgrade of the pedestrian refuge in Kurraba Road below Spruson Street.</p> <p>Intersection of Kurraba Road and Ben Boyd Road</p> <p>I support the installation of pedestrian crossing signals on the west and south sides of the intersection.</p> <p>I recommend at the same time installing a right turn arrow signal for vehicles turning right from Kurraba Road into Ben Boyd Road.</p> <p>Section 5: Harriette Street (Wycombe Road to Bannerman Street)</p> <p>Intersection of Wycombe Road and Harriette Street</p> <p>While I support the upgrade of the pedestrian refuge at the intersection of Harriette Street and Wycombe Road, I think this provides only minimal additional safety for pedestrians.</p> <p>The best way to provide safety for pedestrians at this intersection, given the blind corner in Harriette Street and the speed of the traffic approaching this intersection, would be to provide traffic lights with pedestrian crossing signals.</p> <p>Failing that, there should be pedestrian refuges on all sides of this intersection, including the south side of the intersection, which has better sight lines for pedestrians around the blind corner in Harriette Street than the east side of the intersection.</p>	
25	Jane Owen & Anthony Tomas 77 Broughton St KIRRIBILLI	<p>We are residents of Broughton Street in Kirribilli and we have reviewed the information provided to us on this plan and attended an information session held in May.</p> <p>It is of course desirable to enhance cycling safety and cycling path availability. However, the plan does not provide for any integration with the Sydney Harbour Bridge Cycleway, or really achieve any safety for cyclists through Kirribilli. A larger investment may be required to consider this as an integrated strategy, but it is a wise and long term approach. In peak hour the majority of cyclists are heading to the CBD over the bridge - if the plan was to divert them out of Kirribilli and onto the new Sydney Harbour Bridge Cycleway that would enhance their safety and the movement of traffic through Broughton Street.</p> <p>Alternatively, no consideration appears to have been given to diverting cyclists up West MacDougall Street and onto the little used Ennis Road. The walkway adjacent to Greenway is not often used but connects directly to Ennis Road. A raised cycle path there (akin to the one which runs on North Alfred Street onto the bridge to North Sydney could be an ideal and safe solution.</p> <p>There are many options which could be explored which would prevent this being a bandaid approach which provides no real enhanced usability or safety on a narrow and busy street which is the main approach into Kirribilli.</p> <p>We are vehemently opposed to the "Option B" plan for the Broughton Street plan from MacDougall to Willoughby Streets. That plan inconveniences residents by seemingly removing any permanent parking adjacent to their houses, in a an area where there</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>is already a very limited supply of parking (Area 2). Council has previous reports prepared on the number of permits in area 2 issues v available parking spots.</p> <p>The change of the clearway from the west to the east side of the street for AM is a proposal which provides no effective increase in traffic ability of the street but inconveniences the residents dramatically.</p> <p>In respect of the other proposed changes around the High St and Clark Road intersection, those changes are poorly thought out. To remove the slip road turning west into High Street and divert traffic around Hipwood Street is creating a new and worse traffic problem for local residents.</p>	
26	Peter & Regina Hatten 57/1 Kiara Cl NORTH SYDNEY	<p>While applauding the concept of establishing a safe cycle path, we do not believe this plan, if enacted, would even provide that. Further it will bring about traffic chaos to the areas near High Street. The plan appears to show no understanding of the residential and traffic requirements of this area and will maroon those residents east of Clark Road. This can be clearly demonstrated by the recent experience of traffic gridlock during the just completed footpath changes at McDougall Street. During that work traffic was directed down McDougall Street and up Hipwood street in the same way as shown on this plan and as a result it was impossible for the residents East of Clarke Road to go anywhere during the school. Pickup and drop off period. Dealing with the individual areas of the plan.</p> <ol style="list-style-type: none"> <li>1. Both Clarke Road and Broughton Street area already narrow, and traffic has difficult flowing in both directions. The imposition of a cycleway will further decrease the width of the roads.</li> <li>2. The cycleway is shown on the Eastern side of Clark Road until High Street, then on its western side before switching back to the east on Broughton Street. This will necessitate 2 areas for bicycle to cross over, in addition to a third when they need to reach the Harbour Bridge Cycle Way. In my opinion this will increase the likelihood of collisions. A better solution, in my opinion would be for cyclist to be directed through Ennis Lane and Ennis Street</li> <li>3. The removal of the slip road will mean traffic bound for the Cahill Expressway will need to go either around the McDougall St roundabout, down McDougall and then up Hipwood before entering High Street or make extreme hard left turns at High Street. McDougall street already has issues with congestion caused by its narrowness. These changes will create even more chaos during the annual Jacaranda blossoming.</li> <li>4. The removal of the right turn from Clark Road to High Street will again force traffic wishing to go north into the McDougall roundabout creating even more congestion at that point. The only alternate would be to attempt right hand turns at the northern end of Hipwood and Adderstone Streets. This is an extremely dangerous manoeuvre at any time and basically impossible during peak hours.</li> <li>5. The concept of installing a roundabout at the corner of Clark Road and Kurraba Road and the creation of a raised pedestrian crossing in Clark Road are excellent ideas.</li> </ol> <p>We would urge the Council to carry out further discussions with the Community and undertake a full traffic survey of the area and then create a plan which will benefit drivers, cyclists, and the residents of the area.</p>	A, C

No.	Submitter Name and Address	Submission - Key Points Raised	Section
27	Cooma Chelliah 59 Broughton St KIRRIBILLI	<p>I am a long term resident (31 years) of Kirribilli. I also note my household consists of 8 voters ranging in age from 18 to 98. I am amazed at the deficiencies in the processes, conceptual thinking, community consultation, management and structured planning of the proposals put forward for the above project.</p> <p>Having considered the issues as they impact our community and my family, I have no doubt that the proposals have no merit whatsoever and should be withdrawn immediately.</p> <p>I also note that the proponents and designers of the proposal within the decision-making process in Council and RTA have questions to answer.</p> <p>The diabolical waste of tax payers money is unconscionable. Budgets and timing in relation to end of year spend requirements do not constitute valid reasons to significantly debilitate our living environment.</p> <p>1. Consultative Process - Deficiency: The consultative process was limited to the residents of sections of Broughton Street, a careful impact assessment would reveal that the proposals has a significant impact on the whole of Kirribilli residents, and I would surmise other users of the roads from a wider community.</p> <p>In designing a proposal such as this, town planning guidelines should dictate proper community impact assessment is done, the question is what community impact assessment was done, may we have a copy of such distributed to the residents and general community in Kirribilli.</p> <p>If no such assessment was done who is responsible and what was the precise decision making process, half-baked community consultation does not substitute for proper community impact assessment, community consultation being a step in the process.</p> <p>Rectification Process: The proposals as they stand should be abandoned, community wide consultation with detailed impact assessment is required and alternative viable proposals canvassed and actioned. The Claytons options of A &amp; B don't stand scrutiny.</p> <p>2. Personal Impact</p> <ol style="list-style-type: none"> <li>a) The creation of a clearway on the side where our homes's are located means that we have to cross a busy road to get to our homes. In my home there are 4 residents who could be categorized as seniors included is my 98 year old mother who has lived in our home for all of the 31 years, consider how this human being is going to cross the road.</li> <li>b) I note that the overwhelming majority of this stretch of the Broughton Street are seniors and as the years pass will be seriously further impacted by the proposals.</li> <li>c) As the situation exists today, we struggle to discharge our shopping for lack of parking adjacent to the homes, to remove them and create a clearway and bicycle path is beyond comprehension.</li> </ol> <p>3. Residents and Community impact and comments</p> <ol style="list-style-type: none"> <li>A. The plan and written explanations are contradictory.</li> <li>B. The proposal exacerbates rather than alleviates vehicular/cyclist/pedestrian conflicts.</li> <li>C. The proposed diagonal crossing for cyclists on the corner of Broughton and Ennis will force cyclists to negotiate a very congested area where pedestrians will be waiting to use the crossing, commuters heading to the train and school children.</li> </ol>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>D. There is a proposed traffic calming/pedestrian crossing south of Willoughby (adjacent to steps from Ennis Road) effectively crossing the cycle path, causing conflict for pedestrians and cyclists.</p> <p>E. The proposed 'In-Lane bus stop and island' will effectively force buses to stop in the middle of the street and block south-bound Broughton Street traffic. As it stands now, the bus pulls into the available space adjacent to the foot path, allowing traffic to flow.</p> <p>F. The proposed cycle-path parallel to the bus stop heading south will cross Willoughby Street, a very busy corner for east bound buses, residents and school traffic. Willoughby Street has parking on both sides of the street and doesn't allow two cars/bus from opposite directions to pass in the vicinity of Winslow Street. Therefore, traffic already slows in this area, same conflict on Willoughby from Carabella to Elamang Avenue.</p> <p>G. The proposed cycle-path crossing Willoughby would be hazardous. This part of Broughton has very mature plane trees, dropping twigs and leaves which would also be dangerous for cyclists on this section of the cycle-path.</p> <p>H. The proposed 'Option B' on Broughton between Greenway Drive and McDougall is totally unsuitable for the following reasons:</p> <ul style="list-style-type: none"> <li>a) Moving the clearway from the western side to the eastern side of the street adjacent to the Homes creates a very dangerous situation for residents. We have elderly residents, children and pets having to negotiate crossing to access their homes on the eastern side - a heavy traffic route for buses, trucks and cars. There already exists a serious ongoing problem of side swiping of parked cars by wider vehicles such as trucks and buses using this very narrow street.</li> <li>b) If the proposal for option B is adopted, we would lose 5 car spaces rather than the 1 car space 'impact' suggested. The western side of the street houses an Electrical Sub Station, which has a mandatory reserved 2 car space directly in front of it, that leaves 15 car spaces. The northern end of the western side has a raised pathway and stone wall and no footpath, just a 300m curb that is mossy and continuously wet. Passengers cannot easily exit a car. The eastern side accommodates 20 spaces. There is a daily struggle for residents to park on this section of Broughton Street, as it also services Greenway Social Housing. The removal of five 24 hour spaces would cause mayhem when it comes to parking, and overflow would heavily impact the surround streets.</li> <li>c) 75 Broughton St, road width is 10.200 and in front of 89 Broughton it reduces to 9.700 not the 10.600 stated in the 'Section' provided in this proposal taken from a wider part of Broughton, south of Willoughby St.</li> <li>d) This section of street is narrow and heavily used as a preferred bus route to a bus lay over on Olympic Drive. Buses travelling north and south cannot pass in this street. According to The Bus Infrastructure Guidelines a minimum lane width should be 3.2m.</li> <li>e) An 'AM' clearway on the eastern side would conflict with garbage collection.</li> <li>f) Residents would not be able to access their homes safely and would be continuously moving their cars.</li> </ul>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>g) Residents having to park on this side of the street, if returning from anywhere other than Milsons Point, would have to go east on Willoughby, do illegal turns to access Broughton or go up through the village to find a way back onto Broughton Street.</p> <p>4. Other Proposed Changes</p> <p>a) The proposed cycle-way northbound on Clark is pointless as cyclists are already on a downhill road with momentum. It will inhibit driveway into James Milson Village. The proposal to remove the slipway to accommodate a cycleway onto High St, will cause a traffic bank up, impacting James Milson Access and flowing back to the village.</p> <p>b) This slipway allows traffic to flow. The pedestrian crossing is already a raised platform with lighting above. I haven't heard about accidents at this crossing and use it myself.</p> <p>c) The four-way traffic light system on Clark and High St, works well in my opinion. It is safe for drivers, pedestrians and cyclists therefore I see no need to remove the easterly RHT into High Street.</p> <p>d) The proposed removal of south bound LHT east into High St, to accommodate a south bound cycle-way forces traffic into McDougall and Hipwood Streets, again narrow roads where cars hesitate to pass each other. Some of the residents on the northern side of High St, between Clark Road and Hipwood would not be able to access their driveways easily.</p> <p>e) The proposed removal of a north bound RHT from High St, into Clark Road is unnecessary if the four-way traffic light system remains the same.</p> <p>f) This section of Clark Road from Adderstone Avenue to High Street is not wide enough to have a cycleway plus 2 lanes of traffic.</p> <p>In conclusion I believe the proposals in total should be scrapped and alternative options of which there are many be considered with proper impact assessments and extensive community consultations undertaken. This cannot be undertaken in haste.</p>	
28	Simon Scott Griffith 97 Broughton St KIRIBILLI	<p>Like many of my Kirribilli neighbours, I have struggled to understand the purpose of the "Proposed Kirribilli to Cremorne Walking, Cycling and Streetscape Upgrades" if its purpose was in fact to do with "Walking, Cycling and Streetscape". No doubt you have heard the various arguments for and against the proposal ad infinitum. So rather than take up more of your valuable time, I have kept my response to the proposal to just one page. It's therefore a summary but I'm hoping you will actually read it as it summarizes the views of not just my family but of my neighbours as well.</p> <p>I note that it is a struggle to understand the purpose of the proposal and that is probably because it was a rushed job and it's now become clear that very few residents were actually consulted before it was written. I include in "residents" the affected schools, the local businesses and in particular the aged folk who reside in this suburb at Greenway and James Milson (I am sure there are others).</p> <p>I love the buzz of this wonderful suburb and I hope to spend many years residing here.</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>i) A hastily prepared proposal? It was an excellent idea to seek to improve the amenities of Broughton Street and the Kirribilli Village and to seek to improve the safety of its pedestrians, cyclists and motorists but this will require a much better plan than the current proposal. Reading between the lines gives one the distinct impression this was a case of “here’s \$x million dollars to spend but it must be spent before the EOFY”.</p> <p>ii) Who Knew? Symptomatic of this haste was no notice to, or discussion, with affected residents. Talking beforehand to residents who live with current congestion issues <i>might have avoided many of the flaws of the proposal</i>. Residents that I met with were amazed that the proposal had not been made known to all residents of Kirribilli, nor to the local schools nor the local aged care facilities and businesses. <i>Yet we know all these groups will be affected</i>.</p> <p>iii) The proposal is entitled “Walking, Cycling and Streetscape Upgrade” but there is a lack of detail of <i>any proposed upgrades for walking and the streetscape</i>! Call a ‘spade a spade’ - this was all about cycling and how best to get the cyclists through Kirribilli onto (and off) the Harbour Bridge during peak hour..</p> <p>iv) What’s the Objective? If the Council is serious about providing the safest possible route for cyclists to access the Harbour Bridge, it should investigate options other than Broughton Street. Everyone who knows the area knows that Broughton Street is the busiest street in Kirribilli! Q. <i>why bring cyclists along one of the busiest and narrowest streets in the area?</i></p> <p>v) What’s the Alternative(s)? Fortunately there are other options which need to be discussed e.g.</p> <ol style="list-style-type: none"> <li>a. having cyclists turn right (west) at High Street and either crossing the Pacific Highway to access the western side of the Bridge, or</li> <li>b. accessing the park which is adjacent to High Street to access the laneway which connects with Ennis Road.</li> <li>c. Alternatively, cyclists could go left (west) along McDougall Street and access the laneway which connects with Ennis Road. These are much safer options.</li> </ol> <p>Summary: “unwelcome congestion and chaos?” In summary, greater care, consideration and deliberation was required if the original objective is to be achieved. The proposal, if implemented, would create unwelcome congestion and chaos and, unfortunately, does not demonstrate how it will achieve any improvement to the public domain.</p>	
29	David and Jann Hughes 70c High St NORTH SYDNEY	<p>We acknowledge that there is a need to make cycling safer but we are not supportive of the proposal to reduce existing roadway width to basically substitute with a separated bike lane. This is not making it safer for bicycles cars trucks and busses. I think that the separation methods proposed while maintaining both the overall road width and car parking is not practical from either a cyclist or car drivers perspective, poorly designed and capital intensive both for initial construction and long term maintenance.</p> <p>Recent example of poor cycle way design by Council - A recent example of how Council’s engineering consultants designed a very poor traffic outcome for the perceived benefits of cyclists was the roundabout at Bannerman and Murdoch Sts, Cremorne. As a memory jogger the roundabout has had to have been rebuilt twice because no allowance was made for the bus turning</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>circle, the east bound concrete cyclist traffic island in bannerman St still extends into the path of vehicles and forces trucks to have to cross the double white lines to turn left uphill and the black traffic calming speed humps in Bannerman had to be removed. The damage to the concrete demonstrates how many vehicles have hit it and it remains very dangerous at night.</p> <p>Comments on current proposal - I am a civil engineer and family who are bike riders, have lived in High St North Sydney for 12 years. High St is getting a lot more use since we moved here due to increasing amenity at the end of High St. Heavy vehicles have use High St as Hipwood St is not an option for delivery vehicles. Vehicle traffic numbers are building due to the opening up of HMAS Platypus for commercial and recreational use as well as access to numerous apartments and North Sydney ferry wharf. The intersection of Clarke Rd and High St is significantly and detrimentally impacted by this proposal.</p> <p>Slip lane from Clarke Rd into High St - The left turn slip lane takes a high volume of traffic from Clarke Rd during the day and at peak periods which merges well with traffic travelling north up High St. To remove this slip lane (to prevent cyclists having to cross it) will funnel this traffic flow travelling from Kirribilli north east bound toward Anderson Park and will cause traffic chaos backing up to the McDougall St roundabout. Retaining the slip land enables pedestrians crossing c High St to the north west to continue to function while east bound traffic continues to flow. If the slip lane is removed, then the left turning traffic would be held up while pedestrians cross High St. Consideration could be given to providing a bike refuge at the traffic lights heading towards Anderson park.</p> <p>Alternatively make much greater use of Ennis Rd. Create cycleway from Clarke Rd/High St intersection, up High Street, veer left near bus stop through the park and connect to Ennis Road. Thereby removing cyclists from narrow Broughton St and roundabout.</p> <p>No right turn into High St from Clark Rd - Currently this signalised intersection is safe and works well. The number of cars heading towards Kirribilli that would be disadvantaged is small as the bulk of the traffic is turning right into High St to head to the Pacific Highway or the Harbour Bridge. From observation the increased traffic flow of the right turn arrow for 15 seconds will allow 8 cars extra to cross this intersection if the RT arrow is removed. The reduction in the loss of a safe right turn arrow is not be logical or intuitive for "out of area" visitors and for locals will be very detrimental. Funnelling all entering traffic for High St into McDougall St then into Hipwood St from all directions is a very poor traffic outcome and of no local community benefit. Hipwood and McDougall are side streets and are too narrow. Safety is reduced for children in and around Milson Park especially during the day when the parking constraints are at a maximum in McDougall and Hipwood Sts make this proposed alternative unviable.</p> <p>No left turn into High St from Clark Rd - This proposal will again have very little benefit for cars travelling south west in the direction of Kirribilli. Yes the proposed bike lane will need to be crossed by cars turning left but that situation exists now. Cyclist takes off when the light goes green, and cars wait for the pedestrians to cross if any before they turn left. The width of the current traffic lanes together with a new 1.5m wide uphill bike lane at this intersection seems very narrow to fit in unless the footpath is removed or land acquisition occurs. Council has just reinforced the Armco safety railing at this intersection as well. This too seems a waste of money for no benefit.</p>	



No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>Narrowing of Clark Rd from Anderson Park to High St - The proposal to add a 1.5m wide bike lane uphill in Clarke Rd while allowing cars to park adjacent to Anderson park will lead to extensive traffic congestion. Delays to vehicles using Clark Rd as an alternative to a congested Military Rd to get onto the bridge or continue to north Sydney CBD will be exacerbated. This will be a recipe for disaster.</p> <p>Narrowing of Clark Rd and Broughton St for bike lane - Again a vehicle separated bike lane of 1.5m wide on an existing narrow and busy road/roundabout (especially with buses and trucks) is non sensical. Where will the extra 1.5m cycle lane width come from? This is a highly trafficked area already with an aged care facility and dense social housing - surely the safety of the elderly residents and many special needs residents is paramount when these proposed modifications will greatly increase the volume of traffic especially at the McDougall St roundabout.</p> <p>To finish these cycleway works are proposed to be done while the works will occur to High St nearer to North Sydney as early works for the Western Sydney harbour crossing and the North Sydney ferry wharf is being upgraded.</p> <p>It is suggested that Council should provide a green painted bike lane as a trial if minimum lane widths are preserved and monitor the traffic build up first that occurs before launching into this massive capital expenditure program and like the bannerman intersection just hoping that it works. Further consideration to turning bicycles around the High St/Clark Rd intersection onto a dedicated bike path either up High St to connecting with Ennis Rd via the park/laneway or via McDougall St and onto Ennis Rd.</p> <p>We strongly object to the proposal for major construction works to solve the cyclist separation issue from Wycombe Rd to Milsons Point Shops. The proposal changes along Clark Rd and affecting High St will be very detrimental to everyone. We trust this objection is seriously considered and the proposed restrictions around this intersection are not implemented. [attachments]</p>	
30	John Wyndham 5 Little Alfred St NORTH SYDNEY	<p>I have two objections to the proposal, concerning inadequate pedestrian infrastructure and redundant new paving:</p> <p>Pedestrian infrastructure - The “anticipated project wide improvements” are said to include “better separation between pedestrian and road areas” and “better separation between bikes and vehicles”. However, at least in the area near where I live, no upgrades to pedestrian infrastructure are apparent in the proposal. To the contrary, there seems to be no mention of separation of bikes and pedestrians and in fact in several locations, including Broughton Street east side between Ennis Road and Greenway Drive, Clark Road east side between High Street and Kurraba Road, and Kurraba Road north side between Rawson Street and Ben Boyd Road the planned bike paths seem to be on existing pedestrian footpaths. The current Austroads guides recommend a maximum speed of 15 km/h for shared pedestrian-bicycle pathways, but it can be observed that on shared paths most cyclists greatly exceed this speed, with potentially dangerous consequences for pedestrians. Their different dynamics require separation of bikes from motor vehicles, and a similar consideration requires separation of pedestrians from bikes.</p> <p>Paving - The existing Clark and Kurraba Roads intersection has an enormous amount of superfluous asphalt paving. While I like the proposed roundabout, which would improve the vehicular operation of the intersection and reduce the amount of asphalt,</p>	WP, C

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		the proposal shows it replaced with some other sort of "paving", which seems redundant. It would be better to have some sort of soft landscaping - say ground cover.	
31	Richard Sutherland	Against Cycle way proposal Section 1 Broughton and Clark - That section of road is already narrow and congested at most times of the day. As a major throughfare into the area any reduction or impediment to traffic flow on the road would be a major detriment to the area. Suggest checking traffic flow on that road more closely first.	A
32	Warren & Jenny Colman 2/10-12 Ben Boyd Rd NEUTRAL BAY	<p>We refer to the Broughton Street and Clark Road key features and the proposed removal of the existing "slip" lane from Clark Road to High Street.</p> <p>The slip lane allows vehicles from Kirribilli to readily gain access to the Harbour Bridge or North Sydney without having to wait at the traffic lights with other vehicles seeking to continue down Clark Road. Eliminating the slip road will result in greatly increased traffic banking up in Clark Road in peak periods, increased traffic noise and inconvenience for residents of the James Milson Retirement Village as well as the drivers concerned.</p> <p>The existing zebra crossing across the slip road can be safely used by pedestrians. Is pedestrian safety really an issue here? Clearly, more new garden beds are not necessary. If the proliferation of garden beds in Ben Boyd Road is anything to go by the Council does not have enough ground staff to maintain them: plants die or are left to grow wild obscuring the view of drivers. In some places they eliminate scarce parking spaces.</p> <p>Speaking of car spaces, can parking restrictions please be implemented on lower Ben Boyd Road? For some time now parking has been difficult during week days, no doubt due to many commuters taking advantage of the unrestricted parking. It is often impossible for tradesmen and guests to find nearby parking. In just the last few days, Sydney Water contractors have been unable to access a leaking water pipe under the road because a vehicle was parked (for over 72 hours) above the critical location thereby resulting in the loss of no doubt hundreds of litres of water. Surely a 2 hours parking limit for non-residents during week days is the answer.</p>	A
33	Christopher Smith Willoughby St KIRRIBILLI	<p>I consider this proposal to be flawed, and likely to increase traffic delays along the designated bike path. I note that Council is using "consultants" who have no lived experience of traffic management in this congested area. Traffic flows in the Morning and Afternoon School peak must be closely examined by the consultants. Traffic in Kirribilli is already over reasonable capacity at these times with extensive delays.</p> <p>It would be helpful to understand the facts about vehicle and bike counts currently using this roadway, and of any traffic incidents involving cyclists as background, so as to justify the proposal. The proposal has the elements of "we must do this to encourage cycling" without any supporting facts about vehicle and cycle movements. This investment should not be done unless there is clear justification.</p>	WP

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>To include "walkway" in the title is a misnomer. This is entirely for the benefit of cyclists, and particularly those living beyond Harriette Street. Regardless of the proposal there should be street signs informing cyclists of the risk of this route. "This route is narrow and poses personal injury risk - cycle at your own risk".</p> <p>I understand that part of the rationale is for traffic "calming" - ie slowing down the speed of vehicles through this area. This could be achieved by implementing a 40 kph zone regardless of the bike path proposal. Why has the proposed 40kph zone on Broughton Street yet to be implemented? This is overdue.</p> <p>Comments on Specific elements:</p> <p><u>Bike lane Broughton Street between Macdougall and Willoughby Streets</u> - The proposed bike lane is being implemented in the narrowest section of Broughton Street leading into Kirribilli village. This is only practical if there is no parking on the West side of Broughton Street along the rock wall. What will be the impact on parking spaces?</p> <p><u>Major Concern: Slip Lane at High Street</u> - Loss of the Left Hand turn on Clark Road heading North on High Street will be a very significant disruption to Kirribilli residents. I use this "slip lane" at least 5 times per week. Delays at the lights for 30 seconds on each occasion will be the equivalent of using 2 hours of my time each year. There are 5000 Kirribilli residents who will be impacted by this proposal, with estimated impact of 10,000 hours of human capacity equivalent to 6 FTE. Simply unacceptable given that there is no benefit for the cyclists. The existing traffic island could be narrowed to provide space for north bound cyclists waiting for traffic lights to change.</p> <p>You advise that there is the opportunity in your proposal to manage the loss of this slip lane by using improved traffic signal operation. I ask why not introduce better signalling regardless of this proposal?</p> <p><u>High Street Access</u> - The restriction on Left and Right Turns out of High Street (West Bound) will increase congestion on Hipwood Street, and may require Hipwood street to be made a two way street by eliminating kerbside parking.</p> <p><u>Potential Positive Benefit: Anderson Park at Holdsworth Street</u> - The photo in your presentation shows the bike path on the north side of Kurraba at Holdsworth Street. The diagram shows the bike path on the South side of Kurraba. What is the proposal? The rock face at Holdsworth Street is a dangerous "pinch point" for traffic and cyclists. Putting the bike path on the southern side of Kurraba Road solves this problem. Does it have the consequence of loss of footpath width? The footpath could be routed through Anderson Park to the staircase leading up to Ben Boyd Road. Your consultants need to put more thought into this element of the plan....</p> <p><u>Integration with proposed new Cycle ramp and Northern Beaches road tunnel</u> - Please consider how this proposal integrates with the proposed cycle ramp at Milsons Point station. The proposed ramp does not integrate well with this proposal, whilst the spiral has no particular consequence. Please consider any impact of works on the northern beaches tunnel work with increased traffic flow along the route of this proposed cycle way.</p>	
34	Daryl Dixon 14 Adderstone Ave NORTH SYDNEY	This Submission has been prepared following earlier correspondence on 25 May and later telephone and email discussions with Mr. Menday and information gathered by the attendance at the Q&A session on Wednesday 9 May. At the session the panel told attendees that the paper circulated was a scoping study and the recommendation to Council to proceed would depend	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>upon the reaction to the proposal. This is not a proper basis to proceed because the proposal does not provide correct information on what is involved with the changes particularly re the proposed new bike lane from Anderson Park to the Corner of High Street.</p> <p>The information provided in the proposal hides the real explanation why this is the last or nearly the last of the 10l high priority bike lanes to be constructed. The circulated Proposal shows on Sheet 2 a cross section of the proposed Clark Road bike lane up to High Street with a footpath extension and 1 1.8 metre lane plus 2 3.2 metre car lanes presumably at the intersection where the footpath is at its widest. At no point is there any mention or indication that to achieve these lane widths totalling 7.2 metres the median strip will have to be shifted in several areas particularly between the first and second light poles down from the corner by at least 1 metre.</p> <p>Consider the following data obtained with the assistance of a builder. At the corner of Adderstone Avenue where the road is near its widest, the distance from the edge of the gutter to the edge of the median strip is 6.7 metres. To achieve widths of the lanes as shown in the proposal the median strip would have to be moved out by at least a metre even if the width of the lanes is reduced.</p> <p>Even more concerning is the situation at the first light pole down from the intersection where the footpath is not even wide enough for two people to pass comfortably. The distance between the gutter and median strip is only 5.7 metres. This can be seen if your consultants used actual figures not data based on aerial pictures. Currently when cars are waiting in this section for the lights to change, there is not room for bikes to sneak through the stalled cars especially when a bus or commercial truck is in the queue.</p> <p>As one resident told me, the proposal as submitted is a recipe for disaster. It is a farce to even show footpath extension in the documents circulated when the footpath between the second and first light poles is so narrow.</p> <p>I wonder if the proposal sent out to comment was designed to avoid informing Council and the community of the very substantial costs and difficulty that would be involved in achieving the outcomes shown in your drawings.</p> <p>The lack of professionalism and glossing over of difficult issues is further highlighted by the obviously silly proposal (apparently now abandoned) to remove the slip lane from Kirribilli up to the bridge and North Sydney. In the information session, it was said that the change was proposed to improve pedestrian safety. And ducks could fly. To get to the bridge and North Sydney, cars would have to wait at the lights and turn left across the proposed new bike lane and existing pedestrian crossing, an even more dangerous situation for pedestrians and bikes than the current arrangement.</p> <p>The accompanying description of the impact did not even mention this fact or the major slowing of traffic using the slip lane. Even more alarming, the professionalism of the consultants must be questioned when on the diagonally opposite corner is the proposal to prohibit left hand turns into High Street because of the proposed new bike lane. This restriction puts significantly more pressure on McDougall and Hipwood Streets and might be justified during morning peak hours on weekdays. Even on Spit Road which is much busier the left turn into Stanton Street is only during peak hours.</p> <p>In terms of non-disclosure to the public, the proposal to remove the morning clearway from Anderson Park up to Adderstone Avenue presumably is motivated by the objective to remove the all day free parking after 9;30 am which is fiercely contested</p>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>for every weekday. By removing the clearway, at peak times it will create the same traffic mess as currently exists in the top section of High Street to the right hand turn at Clark Road to Kirribilli. The parked cars prevent use of the slip lane from High Street to Clark Road once the halted traffic reaches the parked cars, in that case even clogging up the roundabout at the top of High street. Surely if there is to be two lanes and a bike lane up from Anderson Park to High Street, the clearway is still needed to ensure that the inside lane can be used even when traffic is banked up significantly as it is often . Presumably the plan designers have not been present when access to the bridge is clogged. And just who are they benefitting by not retaining the clearway in peak hours. There is ample resident parking on the opposite side of the street.</p> <p>Can I suggest to the Council that if they wish to proceed with the bike lane up to High Street, they recognise the difficulties involved and not gloss over them to the public. Additional consultation is required based on a workable and accurate plan which clearly reveals what physical changes are required to achieve lane widths shown in the consultation paper. And remember a large number of pedestrians use the very narrow footpath which in the section up to the corner from the second light pole down.</p>	
35	Tim Galvin	<p>It may be bright to:</p> <ul style="list-style-type: none"> <li>• advise us of the minimum width of the road for traffic, the minimum width of separation from cyclists and what truck, bus width etc. use Clark and Kurraba Roads and minimum width of the cycle track or psychopath;</li> <li>• temporarily "mark" the actual road for driving on with width indicators, so that residents can understand the width of the road in Kurraba Rd after the proposed changes. With building construction increasing in the area and the width of oversized vehicles, this may be an issue;</li> <li>• advise any intention to mark the cycle track with a direction flow as there may be "blind bends".</li> </ul> <p>I urge you to consider the width of this section of the road and consider whether an additional bike lane can comfortably be accommodated.</p> <p>I like the professionalism of Council attempts to look after the safety of cyclists.</p>	WP, E
		<p>If you are to prevent right hand turns out of High Street Westbound into Clark towards Cremorne and Kurraba Points you need to consider allowing traffic to drive to a roundabout at Alfred Street North (near Whaling Rd and Ennis Lane), so they can execute a change in direction to Neutral Bay wharf and Kurraba Point. I understand that less traffic will be using that roundabout as traffic coming off the bridge after 30 June will be directed to Mount Street.</p>	A
		<p>I wish to bring to your attention that the Southbound bus stop in Wycombe Road outside 23 Wycombe should be retained. It's partner bus stop at Cnr Lower Wycombe Rd and Kurraba (Northbound up the hill) is popular. The bus stop serves all residents of Kurraba Point who do not use ferries from Kurraba Point wharf, especially those alighting with shopping from Military Rd.</p>	E

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>Alternatively the bus stop could be moved from 57 Kurraba Road to outside 69 Kurraba Road (just beyond the present bus stop, but now after the Westbound turn into Kurraba Rd) to provide easier access to Kurraba Point. Bus stops at intersections provide patronage.</p> <p>You are probably correct to note that Northbound passengers on 225 bus are more than Southbound, but its "pensioner" usage is high - post shopping on Military Road.</p> <p>The density of people living in Kurraba Point is increasing, so the bus stop usage is likely slowly to be increasing.</p> <p>I would now add that if you are going to measure the Opal card at or outside 23 Wycombe Road you should also obtain the "tap offs" at 55/57 Kurraba Road. I never get off at 55 Kurraba Road, so I would not know its comparative use, but it serves a much smaller number of locations.</p>	
36	Marty Spencer	<p>Thanks for the opportunity to comment on the above project. I am a recent resident in the area having moved into High Street in Late April this year. I have three questions/comments to make in relation to the proposed changes.</p> <ol style="list-style-type: none"> <li>1. The proposal states an intention to remove "the right turn eastbound into High Street from Clark Road, and right turn northbound into Clark Road from High Street, to reduce congestion at the intersection during peak times." Can you please explain how forcing High Street, Kiara Close, Hopwood Street and Bradley Avenue residents to turn left on Clark Road, proceed to the roundabout and MacDougall Street then return to the same intersection will reduce congestion? All High Street residents will have to go through the intersection twice! The intersection functions very smoothly at all times, including peak hour so any change to the status quo is nonsensical.</li> <li>2. Why spend, presumably hundreds of thousands of dollars on upgrading the McDougall Street roundabout to improve safety then push hundreds more cars through the same roundabout? This will have an added impact on Northbound traffic on Broughton street, which will bank up they are forced to give way to traffic on the roundabout, who have right of way.</li> <li>3. There is no mention of the access from Adderston Avenue onto Clark Road. This is already exceedingly perilous and will become more so if negotiating a cycleway as well.</li> <li>4. Do the proposed changes take into account the impact of the Platypus Sub Base renewal project? This well doubtless bring heavy vehicles to the precinct during construction and more traffic afterwards, placing further pressure on the urban infrastructure.</li> <li>5. None of the proposed changes attempt to slow the speed of cyclists down Broughton Street, most of whom coast down the hill at high speed, barely pausing before entering the roundabout at McDougall. This is a serious issue which has not been addressed by the recent work on the roundabout. If this project is about cyclist safety, it will do something to address this serious issue.</li> </ol> <p>Of all these concerns, I am most concerned by the removal of the capacity to turn right from High Street, north onto Clark Road. This is a key access road to the medical and shopping districts of Neutral Bay and Cremorne and forcing residents East of Clark</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		Road into alternatives that make little sense is not in the best interest of the community. I am all for cycle lanes but please get them right, for all road users.	
37	Strata Plan 9768 144 High St NORTH SYDNEY	<p>Provide feedback to the Council on the proposed Kirribilli to Cremorne walking, cycling and streetscape upgrades (17 May 2021) and specifically, on the changes to vehicle access to High Street. We would firstly like to advise that our building has received no notifications of this proposal in any form, and our Property Management Company, Real Property Services, who would normally also be sent these notifications from the Council have advised us they have not received any either. We were advised re this proposal by another apartment building in the area.</p> <p>The Owners' Corporation strongly objects to the proposal as displayed by the Council.</p> <p>1. Issues of Concern - "Streetscape upgrade" is a term normally referring to footpaths and landscaping. Consequently, many residents do not realise the major impacts this proposal will have on the local road network and access to homes, as the proposal blocks off key entry and exit points as well as significantly altering parking arrangements. We request an extension to the comment period and a re-titling of the document to more accurately reflect the true impact on the community, such as "changed traffic conditions...." or "major local road redesign ..."</p> <p>2. Traffic Management Impacts - The project fact sheet and the project diagram (e.g. sheet 2 of 5) are confusing and ambiguous and suggest different conflicting proposals. Diagram Sheet 2 of 5 indicates that the left turn movement from Clark Road (in a south east direction) is banned. If this is intended vehicles accessing properties in High Street (south), Kiara Close and Hipwood Street will be required to use the roundabout at the intersection of Clark Road/Broughton Street/McDougall Street, then travel along McDougall Street, turn left into Hipwood Street to access High Street and Kiara Close.</p> <p>However, the fact sheet states that the right turn from High Street into Clark Road is removed and that <i>"it will no longer be possible to turn right from High Street into Clark Road heading west."</i> This statement is incorrect as it is not possible if a right turn is made to be travelling west. We suggest the intent is to say "turning north east" into Clark Road.</p> <p>The fact sheet goes on to say that <i>"those wanting to access Clark Road (from High Street)...will need to divert by turning left and then proceeding via the roundabout at McDougall Street"...(then to travel in a north east direction towards Neutral Bay).</i></p> <p><i>In addition, the right turn movement from Clark Road into High Street is banned under this proposal, forcing motorists to divert via McDougall and Hipwood Streets to access High Street and Kiara Close.</i></p> <p>Council needs to clarify what it is planning to do at the intersection of High Street and Clark Road and to identify clearly which traffic movements are allowed and which prohibited. The proposal needs to be reissued to the community for clarification. Irrespective of what is proposed, more vehicle congestion will occur at the McDougall Street roundabout.</p> <p>Moreover, more vehicles will attempt to access Clark Road via the Hipwood/Adderstone Ave/Clark Road intersection. This intersection is dangerous with poor sight distance for motorist turning into Clark Road. It is also likely that more vehicles will turn from Clark Road into Adderstone Avenue/Hipwood Street and then ignore the No Entry sign at Hipwood Street. This already happens, but under this proposal is likely to be more frequent.</p>	A, C

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>Also, the Hipwood/High Street intersection is dangerous with very poor sight distance travelling north/east on Hipwood to cross or turn into High Street. In addition, vehicles travelling south along High Street frequently make an illegal u-turn at this intersection to access the Cahill Expressway lanes on the Sydney Harbour Bridge.</p> <p>McDougall Street (south/east) is very narrow, and it is not possible for vehicles travelling in opposite directions to pass. During the morning and afternoon peak periods, particularly during school drop off and pick up times, the roads in this area are congested. This proposal will create more congestion in this area, with the possibility of vehicles queueing at the Clark Road/Broughton/McDougall street roundabout. This additional congestion will increase the safety risks for nearby residents, particularly those living in the James Milson Village Retirement/Nursing home located on Clark Road/McDougall Street.</p> <p>More traffic will be forced to use McDougall Street and the McDougall Street roundabout under this proposal. However, the fact sheet contains no information on how Council intends to manage traffic and pedestrians during jacaranda time in McDougall Street when thousands of visitors line the street over a period of about one month. The Council's Sustainable Transport Reference Group (16/11/2020) acknowledged that <i>"pedestrian and vehicle traffic in McDougall Street is a huge problem in jacaranda time and is developing a Traffic Management Plan for the next Jacaranda festival period making McDougall Street one way during this time"</i>.</p> <p>This suggests that the different arms of Council are not working together to produce acceptable outcomes for the ratepayers of North Sydney.</p> <p>The impact of this proposal on the local community is that there will be significant changes to traffic movements in the precinct affected by this proposal. The fact sheet contains no evidence that these impacts have been considered properly or modelled by Council.</p> <p>3. Current Traffic - The Council should include in the revised proposal the results of any traffic modelling undertaken to illustrate the impact of changes to traffic movements in the area affected by this proposal. (See section below "Traffic modelling") High Street is home to over 300 buildings, a combination of homes and apartment blocks, most have cars, who all will be affected by the proposed changes to the vehicle access to High Street. The street is also busy with cars coming/going to the playground and BBQ areas at Kesterton Park; ferry drop-offs and pick-ups; fishermen; Sub-base Platypus tenants and visitors; delivery trucks; garbage trucks etc In addition, residents of neighbouring streets, such as Kiara Close all access their properties through High Street. The Iora Apartments alone consists of 200+ residents (the majority of whom have cars) all of whom will be affected by this proposal.</p> <p>4. Access to Sub Base Platypus - The Sydney Harbour Federation Trust (The Trust) has spent millions of dollars upgrading and opening up for public use the former defence site located on High Street and Kiara Close. Access to the site will be impacted because of the changes to traffic movements into High Street from Clark Road and Broughton Street. A proposal is currently being developed by the Trust to upgrade the former Torpedo Factory located on High Street and provide for on-site parking for visitors. The developments at Sub Base Platypus need to be considered as part of the evaluation of Council's scheme, as it will</p>	



No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>be made more complicated by Council's proposed scheme. We understand that the Trust has not been consulted as part of this proposal. This is an oversight by Council and needs to be corrected.</p> <p>5. Access to North Sydney Ferry Wharf - As there is no bus service to the North Sydney Ferry Wharf many users are driven to the wharf and dropped off/picked up. Most of these are locals so will be impacted by the road changes proposed by Council and will add to traffic congestion on McDougall and Hipwood Streets.</p> <p>6. Removal of the "Slip Lane" at High Street Traffic Lights - Council is proposing the removal of the slip lane from Clark Road to High Street to access the Cahill Expressway and North Sydney. Vehicle movements will be controlled by the traffic lights at Clark Road/High Street. [See Sheet 2 of 5] With traffic movements controlled by traffic lights, there is potential for vehicles to queue back onto the Clark Road/McDougall Street roundabout, particularly during the morning peak period. The changes proposed at High Street and the removal of the slip lane will result in increased congestion at the new Clark Road/McDougall Street roundabout. Traffic modelling needs to be undertaken regarding the impacts of the changes to traffic movements and the additional traffic forced to use the roundabout.</p> <p>7. Removal of Clearway Restrictions on Clark Road - Council is proposing the removal of clearway restrictions on Clark Road. This is a heavily trafficked route during the morning peak period and could result in queueing at the proposed Clark Road/Kurraba Road roundabout. Traffic modelling should be undertaken to illustrate the impact of this proposed change.</p> <p>8. Traffic Modelling - In this proposal, Council is making significant changes to traffic arrangements in the Kirribilli and Cremorne precincts, including changes to turning movements for vehicles, changes to parking arrangements and the addition of a new round about at Clark Road/Kurraba Road.</p> <p>As a consequence, we would expect Council to undertake detailed traffic modelling of the proposal to identify the impact on traffic movements, particularly during the peak periods. The community should be able to see the results of this traffic modelling to fully understand the impact on their neighbourhoods. We ask that Council make the results of the traffic modelling available to the community to inspect. However, if Council has not undertaken detailed traffic modelling, we ask the Council do the required work before a decision is made to change traffic movements.</p> <p>9. Alternative Bike Route - The proposal under consideration by Council needs to be reconsidered with other cycling route options investigated and reported back to the community. The current proposal places bike lanes in an already congested road network. An alternative option is to provide a bike path via the junction of Kurraba Road and Alfred Street North Sydney. Transport for NSW is currently redeveloping the intersection of Alfred Street and High Street as part of the Warringah Freeway upgrade. A bike lane could be incorporated as part of this work and would redirect cyclist to the less congested roads on the western side of Kirribilli/Milsons Point to access the Sydney Harbour Bridge cycle path. The cycle lanes as proposed by Council along Clark Road and Broughton Street would not be required if this option was selected.</p>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>The Kirribilli shopping area is already heavily congested with vehicles and pedestrians, particularly school children during the morning peak. Relocating cyclists to an alternative route away from the Kirribilli shopping precinct would provide a safer option for both pedestrians, cyclists and motorists.</p> <p>10. Conclusion - Rockcliff Mansions at 144 High Street North Sydney opposes this proposal. It contains significant changes to local traffic movements which have not been adequately considered by Council. It will add to road congestion and make it more difficult to navigate the local area. Many aspects of the proposal are confusing and ambiguous. We ask Council to withdraw the proposal.</p>	
38	<p>Tammy Dodd 3/144 High St NORTH SYDNEY</p>	<p>I object to the proposed Kirribilli to Cremorne walking, cycling and streetscape upgrades, and specifically how it affects High Street North Sydney, for the following reasons:</p> <p>Traffic Management Impacts - The project fact sheet and the project diagram are confusing and ambiguous and suggest different conflicting proposals. Council needs to clarify what it is planning to do at the intersection of High Street and Clark Road and to identify clearly which traffic movements are allowed and which prohibited. The proposal needs to be reissued to the community for clarification.</p> <p>Irrespective of what is proposed, more vehicle congestion will occur at the McDougall Street roundabout.</p> <p>Moreover, more vehicles will attempt to access Clark Road via the Hipwood/Adderstone Ave/Clark Road intersection. This intersection is dangerous with poor sight distance for motorist turning into Clark Road. It is also likely that more vehicles will turn from Clark Road into Adderstone Avenue/Hipwood Street and then ignore the No Entry sign at Hipwood Street. This already happens, but under this proposal is likely to be more frequent.</p> <p>Also, the Hipwood/High Street intersection is dangerous with very poor sight distance travelling north/east on Hipwood to cross or turn into High Street. In addition, vehicles travelling south along High Street frequently make an illegal u-turn at this intersection to access the Cahill Expressway lanes on the Sydney Harbour Bridge.</p> <p>McDougall Street (south/east) is very narrow, and it is not possible for vehicles travelling in opposite directions to pass. During the morning and afternoon peak periods, particularly during school drop off and pick up times, the roads in this area are congested. This proposal will create more congestion in this area, with the possibility of vehicles queueing at the Clark Road/Broughton/McDougall street roundabout. This additional congestion will increase the safety risks for nearby residents, particularly those living in the James Milson Village Retirement/Nursing home located on Clark Road/McDougall Street.</p> <p>More traffic will be forced to use McDougall Street and the McDougall Street roundabout under this proposal. However, the fact sheet contains no information on how Council intends to manage traffic and pedestrians during jacaranda time in McDougall Street when thousands of visitors line the street over a period of about one month. The Council's Sustainable Transport Reference Group (16/11/2020) acknowledged that "pedestrian and vehicle traffic in McDougall Street is a huge problem in jacaranda time and is developing a Traffic Management Plan for the next Jacaranda festival period making McDougall Street one way during this time". The impact, by this proposal, on the local community is significant changes to</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>traffic movements in the precinct affected. The Council proposal contains no evidence of traffic modelling or stats, and the proposal shows no benefits to residents.</p> <p>Current Traffic - High Street is home to over 300 buildings, a combination of homes and apartment blocks, most have cars, who all will be affected by the proposed changes to the vehicle access to High Street. The street is also busy with cars coming/going to the playground and BBQ areas at Kesterton Park; ferry drop-offs and pick-ups; fishermen; Sub-base Platypus tenants and visitors; delivery trucks; garbage trucks etc.</p> <p>In addition, residents of neighbouring streets, such as Kiara Close all access their properties through High Street. The Iora Apartments alone consists of 200+ residents (the majority of whom have cars) all of whom will be affected by this proposal.</p> <p>Access to Sub Base Platypus - The Sydney Harbour Federation Trust (The Trust) has spent millions of dollars upgrading and opening-up for public use the former defence site located on High Street and Kiara Close. Access to the site will be impacted because of the changes to traffic movements into High Street from Clark Road and Broughton Street. A proposal is currently being developed by the Trust to upgrade the former Torpedo Factory located on High Street and provide for on-site parking for visitors. The developments at Sub Base Platypus need to be considered as part of the evaluation of Council's scheme, as it will be made more complicated by Council's proposed scheme. I understand that the Trust has not been consulted as part of this proposal. This is an oversight by Council and needs to be corrected.</p> <p>Access to North Sydney Ferry Wharf - As there is no bus service to the North Sydney Ferry Wharf many users are driven to the wharf and dropped off/picked up. Most of these are locals so will be impacted by the road changes proposed by Council and will add to traffic congestion on McDougall and Hipwood Streets.</p> <p>Removal of The "Slip Lane" at High Street Traffic Lights - Council is proposing the removal of the slip lane from Clark Road to High Street to access the Cahill Expressway and North Sydney. Vehicle movements will be controlled by the traffic lights at Clark Road/High Street. [See Sheet 2 of 5] With traffic movements controlled by traffic lights, there is potential for vehicles to queue back onto the Clark Road/McDougall Street roundabout, particularly during the morning peak period. The changes proposed at High Street and the removal of the slip lane will result in increased congestion at the new Clark Road/McDougall Street roundabout. Traffic modelling needs to be undertaken regarding the impacts of the changes to traffic movements and the additional traffic forced to use the roundabout.</p> <p>Removal of Clearway Restrictions on Clark Road - Council is proposing the removal of clearway restrictions on Clark Road. This is a heavily trafficked route during the morning peak period and could result in queueing at the proposed Clark Road/Kurraba Road roundabout. Traffic modelling should be undertaken to illustrate the impact of this proposed change.</p> <p>Traffic Modelling - In this proposal, Council is making significant changes to traffic arrangements in the Kirribilli and Cremorne precincts, including changes to turning movements for vehicles, changes to parking arrangements and the addition of a new round about at Clark Road/Kurraba Road.</p>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>I expect Council to undertake detailed traffic modelling of the proposal to identify the impact on traffic movements, particularly during the peak periods. The community should be able to see the results of this traffic modelling to fully understand the impact on their neighbourhoods. I ask that Council make the results of the traffic modelling available to the community to inspect. However, if Council has not undertaken detailed traffic modelling, I ask the Council do the required work before a decision is made to change traffic movements.</p> <p>Alternative Bike Route - The proposal under consideration by Council needs to be reconsidered with other cycling route options investigated and reported back to the community. The current proposal places bike lanes in an already congested road network. An alternative option is to provide a bike path via the junction of Kurraba Road and Alfred Street North Sydney. Transport for NSW is currently redeveloping the intersection of Alfred Street and High Street as part of the Warringah Freeway upgrade. A bike lane could be incorporated as part of this work and would redirect cyclist to the less congested roads on the western side of Kirribilli/Milsons Point to access the Sydney Harbour Bridge cycle path. The cycle lanes as proposed by Council along Clark Road and Broughton Street would not be required if this option was selected.</p> <p>The Kirribilli shopping area is already heavily congested with vehicles and pedestrians, particularly school children during the morning peak. Relocating cyclists to an alternative route away from the Kirribilli shopping precinct would provide a safer option for both pedestrians, cyclists, and motorists.</p> <p>Conclusion - I oppose this proposal. It contains significant changes to local traffic movements which have not been adequately considered by Council. It will add to road congestion and make it more difficult to navigate the local area. Many aspects of the proposal are confusing and ambiguous. I ask Council to withdraw the proposal.</p>	
39	Elizabeth Duncan Adderstone Ave, NORTH SYDNEY	<p>I am a resident of. I am strongly opposed to the cycle path proposed in Clark Road. This is a major access road for thousands of people going to and from Sydney CBD as well as for local residents. It is already very narrow in parts and any further narrowing would be dangerous and unwarranted for everyone using the road. At present the road for cars and some cyclists works quite well. Local residents like myself make every attempt to be aware of cyclists and allow them safe space when nearby. Please use common sense and stop this proposal.</p>	A
40	Loreto Kirribilli 85 Carabella St, KIRRIBILLI	<p>Thank you for the opportunity express our concerns in relation to potential changes to traffic conditions resulting from the proposed creation of cycleways from Kirribilli to Cremorne.</p> <p>As a school community based on the precinct for over 100 years, we rely on the conveniences enabled by Council. We appreciate the impact of traffic movement especially during drop offs and pickups of over 1,000 Loreto Kirribilli students coming in and out of this precinct. We encourage parents and students to use public transport and cooperate fully with Council rangers, in addition to traffic management to minimise disruption and inconvenience to our neighbours.</p> <p>The creation of cycleways is going to significantly exacerbate this inconvenience and create further bottlenecks with cars entering and leaving Milsons Point via Clark and High Streets into Broughton Street.</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		Please consider carefully the implications of new cycleways and bike crossings within an area already congested with vehicular traffic. We believe that it will create risks for student safety in travelling to and from the School located within this precinct.	
41	Mark Ivanhoe	<p>I wish to raise my concerns about Council's proposed road changes for a cycleway between Kirribilli and Cremorne. As you know parts of Spofforth St, Rangers Rd, Murdoch St, Bannerman St, Harriett St, Wycombe Rd, Kurraba Rd, Clark Rd and High St form an important thoroughfare for motorists travelling in the lower north shore area.</p> <p>I welcome the concept of the cycleway however proposing the removal of weekday morning peak parking restrictions on Clark Rd and the removal of the slip lane on Clark Rd will cause significant traffic build up, particularly in the morning peak. These problems will be further exacerbated if there is a traffic issue on the harbour bridge, in Kirribilli or on Military road. The changes will affect all motorists regardless of destination. An example would be a break down on the harbour bridge causing a backlog of traffic into Clark Rd that would adversely impact a motorist travelling from Mosman to Kirribilli.</p> <p>I accept that the introduction of the dedicated cycleway and traffic light timing adjustment will in itself potentially allow more southbound vehicles through the traffic lights at Clark Rd and High St on a good day. However, to suggest that adjusting the phase of those traffic lights will fully alleviate the effects of the proposed roadway changes is disingenuous. Adjusting the timing phase of traffic lights is not a magic pudding and it will be felt somewhere else around the intersection. This will be made worse by the removal of the slip road on Clark Rd. When there is a problem on the road network a longer green light on a blocked intersection is of no benefit, made worse for motorists who don't have the available roadway to get around the traffic jam. The issues of this important road thoroughfare are broader than the proposed road changes. In the past we have had the installation of ridiculous over sized roundabouts that subsequently required demolition, installing rubber speed humps, slippery when wet, on curved parts of the roadway; it reflects poorly on the council.</p> <p>North Sydney Council have no appetite to stop their contractors collecting rubbish or carrying out road works on the thoroughfare during the busy peak hour commute. There are safety and productivity implications resulting from these decisions. This at a time when the NSW RMS is increasing clearway restrictions on important road thoroughfares to keep Sydney moving.</p> <p>Is it time for this important thoroughfare to come under the control of NSW RMS?</p>	WP, A
42	Peter Webber	<p>I am generally supportive of these proposals which I received by letter dated 17 May 2021. The following are my comments:</p> <ol style="list-style-type: none"> <li>1. While the cycleways would be a valuable improvement for cyclists, there is almost nothing indicated to improve amenity for pedestrians.</li> <li>2. Concerns/issues: <ul style="list-style-type: none"> <li>• It is not clear as to whether the pedestrian pathway continues adjacent to the cycleway along Clark Road on the west side between Kurraba Road and High Street (Sheet 3 is confusing in this respect, but it is critical that the pedestrian pathway continues) If both adjoin, is there safe separation or protection for pedestrians from the cycles?</li> <li>• Similarly, along Kurraba Road between Rawson Street and Ben Boyd Road?</li> </ul> </li> </ol>	WP, A, C

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>(There is a challenging 'pinch point' on this side at the Holdsworth Street entry to Kurraba Road which is already a little dangerous for pedestrians, -would they now have to share this with cyclists? Is there any chance that this could be widened - by way of a little excavation of the rock?)</p> <p>3. Pedestrians:</p> <ul style="list-style-type: none"> <li>• The small green area with commercial activities at the junction of Clarke and Rawson is very popular. It could be enhanced considerably by providing pedestrian-friendly crossing at both ends [see diagram].</li> <li>• The widened pedestrian areas adjacent to the Clarke Road-Kurraba Road junction could be attractively landscaped and assist in improving this presently unattractive corner.</li> </ul>	
43	Carole Bourke	<p>It seems that the proposed Council changes to the access from Clark Road into High Street would cause even more congestion than already exists. The impact on HMAS Platypus heavy vehicle access would be very dangerous to those residents and vehicles in Hipwood and Bradley as well as High Street. Increased noise would be a worrying concern. The area in Clark Road in the vicinity of James Milson Village would be greatly impacted as well as Kirribilli shopping Centre. Many residents have objections to the above Council proposals ,as well as the proposed changes to McDougall Street during November, I urge you to reconsider.</p>	A
44	Bob Fryer 127 Carabella St KIRRIBILLI NORTH SYDNEY	<p>I am making this submission not to object to the provision of cycleways per se, but to the overall negative impacts of the proposed 'Upgrade' to the normal traffic flows for motor vehicles, resident access and overall safety with very little overall benefit to cyclists.</p> <p>I note I was a long term resident in The Netherlands (NL) which possibly has the largest network of cycleways per capita in the world. Their proven approach to managing cycleways is to ensure cyclists and motor traffic are equally accommodated with appropriate priority as necessary combined with signage at crossings for the need of road users to take care. They ensure where cycleways are provided that there is a consistent approach for all road users for the full length of the cycleways. In particular their designs deliver dedicated and uninterrupted cycleways and these allow vehicles to cross with turns. They certainly don't have the "on" and "off" approach to cycleways that this 'Upgrade' is proposing. I cannot recall ever seeing any 'retrofitting' of roads with sporadic sections of dedicated cycleways in combination with no provisions for cycleways as they would view this as dangerous.</p> <p>The current proposals under this 'Upgrade' proposal compromise both groups with varying treatment of priority at different intersections and intermittent and sporadic provision of dedicated cycleways mixed with significant sections without dedicated cycleways. At best the outcome results in very small benefit for the small number of cyclists who use the current route. It is also highly unlikely to attract a greater use of bicycles given that significant portions of this route will continue to expose cyclists to sharing the roads with vehicles, with all the attendant risks. More likely this 'Upgrade' is likely to cause confusion for other road users as they travel along the roads with the varying treatments for managing cyclists. At the same time it will provide a</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>significant negative impact on traffic flows, inconvenience for residents and increased exposures for secondary residential streets.</p> <p>Rather than go through each of the sections in detail I have focussed on two areas of significant concern. For each of these sections I have outlined the list of reasons for my objections. I have outlined what I believe is the best alternative in each case and this includes 'No change'.</p> <p>Two Areas of Significant Concern</p> <p><u>Section 2 - Proposal to close the 'Slip' lane (left) from Clark Rd into High St to bridge and NS.</u></p> <p>Objections:</p> <ol style="list-style-type: none"> <li>1. Unnecessary Congestion: the proposal as shown will create unnecessary and extensive back up of traffic at the Clark Road/ High Street intersection as it will require motor vehicles to stop at the traffic lights causing increased backing up beyond the roundabout at McDougall St. Currently the slip road is used widely for all vehicle traffic from Kirribilli, Milsons Point and surrounding areas. It is particularly busy at peak periods which run for longer periods than normal given the large school population in Kirribilli combined with normal work peaks.</li> <li>2. Limited access: The slip road is used by buses and large vehicles and the slip road assists these vehicles turning left onto High Street when they are proceeding to North Sydney or the Harbour Bridge. Requiring these vehicles to turn from Clark Road at the intersection will inevitably require them to occupy some or all of the right hand lane of Clark Rd to ensure a safe turn, further hampering traffic flow at the traffic lights at this intersection.</li> <li>3. Inconsistent treatment: - I note that motor vehicles will be allowed to turn into Adderstone Avenue across the cycleway at about the same angle, so I would expect the same treatment at the High St / Clark Rd intersection. Having a different approach at different intersections only leads to confusion for motorists and cyclists.</li> <li>4. Broken and incomplete Cycleway: Under the proposed 'Upgrade' it is evident:- (i) that there is NO cycleway provision on the left hand side of Broughton St or Clark Rd heading north in Section 1 from Ennis Rd to the proposed new cycleway, except for circa 25 metres of cycleway before the current slip road. (ii) There is only circa 25 metres of cycleway in Section 2 leading to the intersection of Clark Rd and High St on the left hand side and no provision of a cycleway for the balance of S2, (iii) there is no cycleway provision for the greater part of Section 3.</li> </ol> <p>Combined across these 3 sections (1,2 &amp; 3) the 'Upgrade' provides 50 metres of cycleway across a kilometre of road along this route (about 5% of dedicated cycleway). Such a proposal makes no sense as it provides a false sense of comfort for cyclists, minimum safety benefit, and inconsistency that will confuse. Going in and out of a very short cycleway (length 50 metres) in the middle of a 1km of the route adds minimal value to cyclists (token value only) and significant negative impact on other road users.</p> <p>(I would note in the Netherlands they would never contemplate an unbroken cycle path such as being proposed as they would construct a cycle path for the full distance. I accept 'retrofitting' this onto the current road structure would be extraordinarily costly so sometimes doing nothing is better. Despite being super bike friendly this is what the Netherlands has done in many older cities).</p>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>5. Undue priority for bikes over other road users - The number of cyclists who currently use this access is severely limited and thus does not warrant the priority it has been given. Even if this Upgrade is completed the severe limitations of cyclist priority in significant sections of the proposed 'Upgrade' in particular along section 1,2 and 3 (see objection 4 above) will continue to deter many cyclists from starting to use the cyclist corridor given the significant safety issues that will remain post the upgrade.</p> <p>Alternatives in order of preference</p> <ol style="list-style-type: none"> <li>1. Make no change</li> <li>2. To provide the cyclist strip as shown. To add warning signs for vehicles and cyclists regarding the new strip. To leave the slip road as current.</li> </ol> <p><u>Section 2 - Turn restrictions into High Street</u></p> <p>Objections</p> <ol style="list-style-type: none"> <li>1. Severe access restrictions for High Street residents - the proposed turn restrictions from Clark Rd to High Street under this proposed 'Upgrade' will force all High Street residents and visitors who come from either Kirribilli or Neutral Bay to use McDougall Street and Hipwood Streets as their only access into High Street. I would note that High St residents frequently access both locations (Kirribilli and Neutral Bay) so this change will add significantly to the level of inconvenience. (see attachment showing the diversions that will be required).</li> <li>2. Undue loading of traffic on side streets. - Given the amount of residents and visitors that will access High Street via McDougall and Hipwood Streets, due to proposed 'Upgrade changes' both these roads will experience much larger traffic flow and neither of these roads are designed for this level of traffic.</li> <li>3. Increased Safety exposure - The forced traffic redirection through McDougall and Hipwood streets puts more motor vehicles onto these roads which are narrow and have high levels of pedestrian overflow from the Milson Park (in particular during the bloom time for the Jacaranda trees).</li> <li>4. No increased exposure to cyclists - the cycle way currently discontinues at High St and there is no proposal under this 'Upgrade' to install a cycleway past this point on Clark Rd. Given the cycleway discontinues there is no proposed change which warrants a turn restriction from Clark Rd into High St.</li> <li>5. Inconsistent treatment: - Under the proposed 'Upgrade' motor vehicles will be allowed to turn into Adderstone Avenue across the cycleway. Given the cycle way stops at High Street there is a stronger argument to allow access. For this reason I would expect the same treatment at the High St / Clark Rd intersection as per Adderstone Avenue.</li> <li>6. Undue priority for bikes over other road users - There is a very small number of cyclists who currently use Clark Road and far less than the high number of vehicles. It is unlikely the proposed 'Upgrade' will cause the numbers of cyclists to increase given the significant amount of road exposure that will remain on this route. Given the very small number of cyclists now or in the future does not warrant the priority for preventing this left turn that is proposed by the 'Upgrade'. Continuing to provide a left turn from Clark Rd into High St will provide no different safety concern to many of the other left turns that exist along the cycle way.</li> </ol>	



No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>Alternatives in order of preference</p> <ol style="list-style-type: none"> <li>1. Make no change;</li> <li>2. To leave only one turn restriction ...the right turn from Clark Rd into High St and allow the left turn into High St from Clark Rd.</li> </ol> <p><u>Way Forward</u>: It is evident from previous submissions I have made on road changes that the Council simply acknowledge submissions but provide no feedback on why the objections have not been accepted or the reasons for rejecting the submissions.</p> <p>Given the impacts of these changes and Council's past poor record of responding I intend to ensure other residents are aware of the concerns I have raised in this submission and the reasons for which I object. I also intend to speak to my local Councillor so they may ensure these objections are understood and proper consideration will be given to the concerns.</p>	
45	Jenkin Thomas 1/132 Kurraba Rd, KURRABA POINT	<p>I wish to object to the planned works in the Kurraba Road/Wycombe Road area for the following reasons:</p> <ol style="list-style-type: none"> <li>1. There will be increased accidents on the left hand side of Wycombe Road going north because of the reduce space available to exit parked cars and the volume of traffic gong north from Kurraba Road up Wycombe Road.</li> <li>2. The removal of the bus stop in Wycombe Road near the Kurraba Road corner and the installation of 2 car parking spaces will cause congestion at the intersection with the number of cars that turn left as Kurraba Road is the only way into Kurraba Point.</li> <li>3. The present bus stop is used by people going mainly down to Kurraba Point and also by a lot of elderly people and should not be removed. I use the bus to come down from Wycombe Road and it seems to be well patronised. The 225 bus is also used by people who come from Cremorne wharf when they miss the Neutral Bay ferry given time differences and they alight at this stop.</li> <li>4. Any loss of parking spaces in this area will not be welcome as this area is notoriously bad for parking.</li> <li>5. The number of cyclists that I have observed on these roads does not justify new cycling lanes to the detriment of others and in fact cyclists should be banned from these major roads given the increased risk of accidents. In fact all cycles should have to be registered and carry appropriate insurance.</li> </ol>	D,E
46	Joe Bartucciotto	<p>There is no logic or advantages to most of the proposals I live 60 meters from cnr of High and Clark streets. In one of the proposals I will drive 670 meters to get home (heading east on Clark I won't be able to turn left on High St). Let's get serious .</p>	A
47	Jennifer Bartucciotto	<p>I am writing regarding the walking, cycling and streetscape upgrades. It seems to me that the wants and needs of a minority are being put ahead of the majority. As a long term resident I feel it will make travelling by car in my own area difficult, forcing many cars to use narrow, small roads. Please don't not go ahead with this proposal. Think of the needs of the majority of residents who travel by car, using these streets each day, rather than the small number of possible cyclists.</p>	A
48	R.K. & A.M. Jenkins	<p>We asked to participate in the [25 May 2021] online information session. We were advised that we would be contacted and provided with the relevant link. No such contact occurred and we were unable to participate. This is totally unacceptable and</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
	60/1 Kiara Cl NORTH SYDNEY	<p>raises the question of whether the Council ever intended to engage in broad participation by members of the community. Nevertheless we wish to comment and make some suggestions/proposals in relation to the above matter. Here are some general observations:</p> <ol style="list-style-type: none"> <li>1. The Council has not allowed for sufficient time for ratepayers to digest what is proposed and to comment upon it. There is no apparent traffic study information to back up the plan.</li> <li>2. Concepts are all well and good but if there is no indication of possible costs (even a broad ball-park figure) it makes the exercise somewhat ludicrous especially when Council has given no indication of how much (or what proportion) of the total costs the Council is prepared to meet and whether this will be covered by existing funds/income flow or whether Council proposes to hit ratepayers with a special levy or a general rate increase. This should be addressed before any further work is done on the concept.</li> <li>3. It would appear that Council has already commenced some of the proposed works---namely the recent changes to Clark Rd. at the McDougall St. intersection. Why is this when no community consultation has yet occurred?</li> <li>4. Why has the Council taken what appears to be a "Rolls Royce" approach or a "what is nice to have" approach when for ratepayers it should always start with a "what is necessary" approach.</li> <li>5. Despite the packaging of the concept it gives every appearance of having been created to appease the cycling community versus the interests of the affected ratepaying community. And, this is without any information for ratepayers on the proportion of cyclists who are North Sydney residents and how many cyclists are expected to benefit from the proposed changes at the expense of ratepayers.</li> <li>6. There appears to have been insufficient attention given to the expansion of Clearways (on Clark, Kurraba and Wycombe Rds.) during peak hours. A more comprehensive use of peak hour clearways would speed up traffic and provide additional cyclist space.</li> <li>7. There is an inadequate understanding of the traffic problems, congestion and safety associated with the proposed changes for the High St./Clark Rd. intersection and the resultant "rat runs" that would be created and the impact on the residences of High St. (over 200), McDougall St. (over 60 plus the Sydney Flying Squadron, The Ensemble theatre and the shipyard), Hipwood St. (over 45), Kiara Close (over 85), Bradly Ave. (over 30 plus the Marina), Adderson Ave. (over 20) and the two residences and the commercial tenants in Sub Base Platypus. Realistically this probably means in excess of 1000 residents plus visitors/ guests. Effectively the changes would largely isolate the area bounded by McDougall, Bradly, Hipwood, Kiara and the eastern end of High and turn it into an island. Specifically: <ul style="list-style-type: none"> <li>(a) The proposed prohibition on right hand turns from High St. (east) into Clark Rd. (going north) will cause congestion at the McDougall St./Clark Rd. Roundabout which will create bottlenecks, safety issues at the adjacent pedestrian crossing and slow traffic flows to a large extent. Additionally it would appear that no attention has been paid to the large number of visitors who come to McDougall St. when the Jackaranda trees are in blossom. They often make the street impassable.</li> </ul> </li> </ol>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>(b) The proposed prohibition on right hand turns out of Clark Rd. into High St. will totally jam up the roundabout at Clark and McDougall, create rat run up Hipwood St and cause massive congestion at the Hipwood and High St. intersection and create major safety issues.</p> <p>(c) Those using Hipwood because of the prohibitions in (a) &amp; (b) above may choose to continue to Adderson Ave. and attempt to join Clark road at that point so they can get to Kurraba Rd. This would not only be dangerous but cause major issues at that intersection.</p> <p>(d) the removal of the slip lane from Clark into High would counterproductive if not disastrous. It would virtually guarantee major traffic jams and significant delays. Why propose this when the existing system seems to work well?</p> <p>We now have a number of suggestions/submissions as follows:</p> <p>(A) Withdraw the Plan and scale it back to what is necessary as opposed to what might be nice to have.</p> <p>(B) Confirm that no rate increases or special levies are proposed in relation to the plan or its implementation.</p> <p>(C) Provide ratepayers with more information on:</p> <p>(i) anticipated total costs (ball park figure) and how much Council is prepared to fund,</p> <p>(ii) volume of expected cycle traffic and origin of such traffic from a city/municipality perspective.</p> <p>(D) Consider a more comprehensive use in peak hours of clearways on Clark, Kurraba and Wycombe Rds.</p> <p>(E) Delete the proposal to remove the slip lane from Clark Rd. into High St.</p> <p>(F) Delete the proposal to remove the right hand turn from Clark Rd. into High St.</p> <p>(G) Delete the proposal to remove the right hand turn from High St. into Clark Rd.</p> <p>In summary we are opposed to the Concept Plan as it currently stands and request that it be withdrawn.</p>	
49	Estelle Blair	<p>During the first Q&amp;A session, my pre-submitted questions were not available to answer, and had to be manually typed in during the session. The only way I was able to attend was via a link sent by a neighbour. I would expect that Council would encourage community consultation, and not have faulty systems in place that hinder it.</p> <p>I would like to be provided with the link for the meeting.</p> <p>My questions are as follows:</p> <ol style="list-style-type: none"> <li>1. I note the traffic studies are done via algorithm "SIDRA", why weren't they done manually, and more importantly, why have they not been released to the relevant stakeholders?</li> <li>2. Why were so few stakeholders notified? This is a direct violation of your community engagement protocols. Including service users (Loreto, Aloysius, James Milson Village, Greenway etc), and workplace communities (The Kirribilli Hotel, the Botanist etc). This is a level two (high-local) impact plan, and according to the matrix provided on the community engagement protocol, letter box drops and direct letters are essential for the first level of engagement, "inform".</li> <li>3. Why weren't residents notified by mail that a mistake was made on the plans?</li> <li>4. Other mistakes have been made on these plans, such as the width of Broughton St. Why hasn't this very important mistake been noted and rectified on the online plans?</li> </ol>	WP

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>5. Although it has been stated that TfNSW has awarded a grant for these works, it is my understanding that the grant will not be released until concrete plans are in place and accepted by Council. Therefore, how much of rate payer money has been spent on the external consultants (WSP Australia Pty Limited) who developed these faulty plans?</p> <p>I am writing to express my strong objection to the proposed 'Kirribilli to Cremorne Walking, Cycling and Streetscape Upgrades'. The plans provided are riddled with inaccuracies and were not distributed to all impacted residents and businesses. It is North Sydney Council's obligation to retract these plans, amend them, and distribute them to all residents and businesses that will be adversely impacted. I object to the following details:</p> <ol style="list-style-type: none"> <li>1. The Cycle Crossing to Burton Street Underpass Both sides of this crossing already are heavily congested during peak hour and school starting/ finishing time. By creating a specialised cycling crossing, cyclists will be forced to weave through children, residents and commuters. I believe that this creates a dangerous situation for both cyclists and pedestrians.</li> <li>2. The Proposed Cycleway Crossing Willoughby Street This intersection is used heavily by school parents and caregivers for drop off and pick up. Willoughby Street (especially between Carabella and Broughton) is not wide enough for two way traffic when there are cars parked on either side. This corner already gets banked up, and putting a cycleway across the entrance will impede the flow of traffic even further. I also believe that this will encourage drivers to create more rat runs through residential streets (for example, McDougall, Carabella).</li> <li>3. The New In-lane Bus Stop and Island By creating a new in-lane bus stop and island, busses will be forced to stop in the middle of the road. When I am parking in Broughton Street, cars do not wait and take over us by crossing on to the opposite side of the road. I believe that this will be the case in this situation, and with the new pedestrian crossing being installed it is an accident waiting to happen.</li> <li>4. Broughton Street If the parking restrictions are swapped to the other side of the road, Broughton Street will become more hazardous than it already is. Resident safety is a huge issue here, we have quite a few very elderly people on the street, lots of kids, dogs etc. Also due to the high level of traffic that we have on this street, crossing with luggage or groceries will be very dangerous.</li> </ol> <p>Parking is another issue, the plan states that we will not lose any parking. But this is simply not true. We have twenty spots on the eastern side of the street, but there are only fifteen on the western (there is a substation and it requires two spots to be available at all times for emergencies, and the Greenway rubbish room is at the southern end of the street).</p> <p>The street also tapers in. I suspect that the measurements provided on the plans were taken at its widest point, near the Botanist. I have taken two measurements of the width of the street, outside numbers 75 and 89, and the width reduces by 500mm (from 10200mm to 9700mm, not the 10600mm stated).</p> <p>Another issue that has been overlooked is the fact that north of the substation, there is no room to open any car doors as there is a stone wall there. There is also run off from Greenway that is constantly wet, and mossy. As it stands, if residents are entering Broughton Street from anywhere but Milsons Point, we would have to turn down into Willoughby and do a u-turn at the wide point at the intersection with Carabella, or they would have to turn down into Winslow. Neither of which are safe.</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>Waste collection is something else that has been overlooked. Are the garbage men supposed to give way to the cyclists, or are the cyclists supposed to give way to the garbage men? We believe this is unsafe for both the garbage men and cyclists.</p> <p>5. The Cycleway Directly Outside James Milsons - I believe this section of the bike lane to be completely pointless, and believe that it will negatively impact the residents of James Milsons. They need clear access to the home, especially for emergency services.</p> <p>6. The Elimination of the Slip Lane to North Sydney and the Harbour Bridge - The elimination of this slip lane is absurd. Traffic would bank up dramatically with its removal, and would go back as far as the main part of the village. It allows traffic to flow, rather than be stagnant at those lights. The traffic bank up from the removal of the slip lane would also wipe out any hope of James Milsons residents, staff, and visitors getting in or out of their driveway there.</p> <p>7. Alterations to the Existing Traffic Light System at the Clarke Road/High Street Intersection I believe that the traffic light system that already exists at that intersection is straightforward, and more importantly safe. There is no need to change what is not broken.</p> <p>8. Eliminating Eastbound Turns into High Street, North Sydney Turning into High Street (the eastern end) would be banned. This will mean that residents will need to use McDougall and Hipwood to access their homes. It becomes even more tricky for the four or so homes on High Street that are closest to Clarke Road. Number 69 will lose their driveway access completely, due to a concrete island in the middle of the road, and the other houses will have to turn into their driveways from the opposite side of the road. Although it is not indicated on the plans, residents will not be able to turn right out of High towards Neutral Bay. I feel that going a block backwards just to go forwards is pointless, and will just add to the traffic.</p> <p>These plans appear to be short-sighted and haphazardly put together by someone who has no intimate knowledge of Kirribilli, nor has bothered to try to learn. The 'fact sheet' does not match the visual plans and the technical elements of the plans are wildly inaccurate. The safety of cyclists does not seem to have factored in to these plans, nor has the safety of residents and visitors. I urge Council to retract, revise, and redistribute these plans to all residents and businesses that are adversely impacted.</p>	
50	Paul & Barbara Forward 56/1 Kiara Cl NORTH SYDNEY	<p>We object to the proposed upgrades. We object for the following reasons:</p> <ul style="list-style-type: none"> <li>• The proposal contains no clear rationale for the construction of a cycleway through the already congested local road network of Kirribilli and Cremorne. The proposal assumes a "build and they will come" philosophy with no indication of the number of cyclists currently using the route, the times when they use it, and the number of cyclist estimated to use the route if constructed.</li> <li>• No detailed costs have been provided to the community, so it is not possible to determine if the proposal provides value for money. Council needs to answer the question "is this the best use of rate payers money?" And to justify its reasoning to the rate payers of North Sydney.</li> </ul>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<ul style="list-style-type: none"> <li>• The proposal as circulated to the community does not contain a cost benefit analysis. This is an essential prerequisite for the assessment of infrastructure projects to enable a transparent analysis to determine if the project benefits exceed the costs and to enable Council to compare this project with other competing projects.</li> <li>• The proposal focuses on the benefits to cyclists with little mention of the impact on walkers and no mention of the impact on motorists even though the proposal will add to the journey times for motorists traveling the proposed route or part of the route. The proposal states that an aim is to have “<i>minimal or positive impact to other transport modes...</i>”. These impacts are not outlined adequately in the proposal nor is there any analysis of the impact on public bus transport through the corridor.</li> <li>• There is no evidence to illustrate that transport modelling has been undertaken. The proposal makes significant changes to traffic movements, particularly in the area between Kurraba Road, Clark Road, High Street, McDougall Street and Broughton Street. The McDougall Street roundabout is unlikely to function efficiently during the morning peak under this proposal.</li> <li>• Also removal of the slip lane from Clark Road to High Street will cause traffic to queue onto the McDougall Street roundabout during the peak periods reducing its efficiency and add further to road congestion in Kirribilli.</li> <li>• Traffic modelling would assist in the comparison of the benefits of the two options at the intersection of Clark Road, Rawson Street and Kurraba Road.</li> <li>• The proposal is confusing regarding traffic movements allowed and banned at the intersection of Clark Road and High Street. The diagram at sheet 2 of 5 appears to differ to the description in the fact sheet. A clearer diagram and a more accurate description would assist to understand what is intended.</li> <li>• Traffic modelling needs to be undertaken to illustrate the phasing of the traffic lights at the intersection of High Street and Clark Road during the morning peak period, particularly with the removal of the slip lane between Clark Road and High Street and the inclusion of a traffic light phase for cyclists. The analysis needs to take into account the new road design proposed by Transport for NSW at the Alfred and High Street intersection as part of the Warringah Freeway upgrade.</li> <li>• The inclusion of raised traffic calming devices on Kurraba and Wycombe Roads is not supported. These devices add to noise and air pollution as vehicles accelerate over speed humps. Residents who live next to speed humps are disadvantaged and this cost needs to be taken into account.</li> <li>• The proposal of a 40kph speed limit along the proposed route is not supported and needs further consultation with stakeholder groups and the wider community who travel the route, including public transport buses and the impact on bus timetables.</li> <li>• Overall the title of the proposal is misleading as it involves significant changes to the local road design which is not mentioned in the project title.</li> </ul>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<ul style="list-style-type: none"> <li>• Transport for NSW (TNSW) has placed on public exhibition two options for the Sydney Harbour Bridge Cycleway (SHB): northern access project. Council and TNSW need to work together to illustrate how the Kirribilli to Cremorne cycleway would connect to the SHB northern access project if both projects proceed.</li> </ul> <p>Overall the Kirribilli to Cremorne cycleway proposal is poorly thought through and is confusing in its presentation. It will cause major traffic jams at peak periods, preventing some residents taking the most direct route to their homes adding to pollution levels.</p> <p>The proposal benefits a small minority at the expense of the majority of local residents and road users. For the reasons stated above the proposal is not supported.</p>	
51	Peter Major & Cindy Chen 63 Broughton St KIRRIBILLI	<p>Thank you for seeking community feedback on the proposed walking, cycling and streetscape improvements along Broughton Street.</p> <p>Please find our response to the consultation below:</p> <ul style="list-style-type: none"> <li>- Broughton St: Option A vs. Option B: <ul style="list-style-type: none"> <li>o We strongly oppose option B for the following reasons: <ul style="list-style-type: none"> <li>▪ Broughton street has high traffic (buses and trucks) making it extremely difficult to cross.</li> <li>▪ Having residents required to cross the street to access their homes, significantly increases risk to lives. Having a young family, and not being able to park outside your house while managing strollers and young children would be incurably dangerous. This is compounded by having to cross two lanes of bike traffic in addition to vehicle traffic.</li> </ul> </li> </ul> </li> <li>- Intersection of Clark Road and High Street:</li> </ul> <p>Strongly oppose removal of the slip lane: There is significant traffic that uses the slip lane as it is currently the primary route out of Kirribilli giving access to both Sydney CBD and North Sydney and the Pacific Highway. Removal of this will result in significantly higher congestion backing through the roundabout at McDougall street.</p>	A
52	Kok Wai Chiew 89 Broughton St KIRRIBILLI	<p>I am an occasional recreation cyclist and I support the provision of bicycle lanes. I am also a motorist and therefore I am aware that bicycle lanes, if not well designed, have negative impacts and will thoroughly frustrate other road users. I have looked at Council's proposal and unfortunately I believe that the proposed bicycle path along Clark Road and Broughton Street is ill-conceived and poorly designed.</p> <p>Broughton Street, whilst a main street, is relatively narrow and is one lane each direction. It is also a bus route and one of only two main entries into Kirribilli. At present it is a busy road subject to frequent traffic congestions. Buses, delivery trucks and cars often have to queue up on one side of the road while waiting for traffic on the other side to pass. It is not uncommon for the queue to stretch from the Broughton Street/Ennis Street intersection to Greenway Drive and further. If approximately two metres of this narrow, busy road is carved off for a bicycle lane, it can only result in more frequent and longer duration</p>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>congestions. This will increase petrol consumption and gas emission, frustrates motorists and perhaps further aggravate the hostilities between motorists and cyclists.</p> <p>NSW traffic rules require a motorist to leave a minimum distance of 1 metre when passing a cyclist on roads 60km/hr and below. Given that Broughton Street is narrow, this means that a driver will either have to cross well over to the opposite lane to pass the cyclist on the bicycle path or has to follow slowly behind the cyclist, again leading to traffic congestion and drivers' frustration.</p> <p>I note that in the Project Fact Sheet, Council Officers state that one of the anticipated improvements is 'reduced vehicle speeds'. Any such reduced speed would be the result of traffic congestions caused by the proposed bicycle path!</p> <p>The street trees planted on the east side of Broughton Street drop branches, twigs, and seeds all year round. This is dangerous to cyclists. In spring and summer, plenty of birds perch on these trees and defecate onto the road and the cars parked below. Under these circumstances I and many cyclists would rather ride on the road than the bicycle lane.</p> <p>I absolutely object to Option B for Broughton Street between McDougall Street and Willoughby Street. Forcing residents to park their cars on the western side of Broughton Street is putting our lives in danger. It is also unreasonable to require us to move our cars every morning if we park on the eastern side.</p> <p>Although Option A is slightly better than Option B, the points I have already made regarding the narrowness of Broughton Street and the traffic problems, will make this option equally unacceptable. We already experience an ongoing problem of side swiping of parked cars by wider vehicles such as trucks and buses and impatient drivers trying to squeeze through rather than wait for on-coming traffic to pass.</p> <p>As a motorist I use the Clark Road to High Street slip lane all the time, as it gives smooth and safe access to the Harbour Bridge and North Sydney. If this slip lane is removed, as proposed, and cars going north and those going to the Bridge and North Sydney CBD all have to queue up at the intersection, it will cause traffic banking up on Clark Road and all the way up Broughton Street and blocking the driveway of James Milson Village.</p> <p>I request Council reject the current proposal. I understand that in 2011 Macquarie University and PriceWaterhouseCoopers prepared a report on the proposed HarbourLink off-road bicycle and pedestrian shared user path. The proposed HarbourLink include a bicycle path from the Harbour Bridge through North Sydney to Cammeray and Naremburn. I do not know the history of this study and the decisions made thereafter but perhaps Council could reconsider the proposed bicycle route in that study.</p>	
53	Name and address withheld	<p>I would like to raise my objection to the proposed plans for the southern end of Wycombe Road.</p> <p>The removal of the bus stop and inclusion of further parking will in my opinion cause the following issues:</p> <ul style="list-style-type: none"> <li>○ Reduce traffic flow especially in peak times as from what I can see the lane allowing cars to turn left into Kurraba Road or continue straight to Lower Wycombe will be removed. This is likely to cause unnecessary delays for city bound traffic when pedestrians are crossing to catch the ferry or bus and delay cars wishing to turn left or go straight ahead should Kurraba Road be banked up.</li> </ul>	E



No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<ul style="list-style-type: none"> <li>○ Reduce safety in turning from the driveways of those of us close to the lights on the east side as cars speed up to catch the lights and are difficult to see. The second lane allows for safer turning this is especially needed as with the refurbishment of many houses in the area trades vehicles park in the road. As these vehicles are usually large visibility is very poor.</li> <li>○ Reduce safety for those catching the bus. Whilst the stop may be rarely used by people alighting the bus it is used by those disembarking- often with shopping. If passengers disembarked at the stop further up Wycombe Road they would have to negotiate a dangerous road crossing and increasing use of the first stop in Kurubba Road would increase pedestrians crossing Kurubba Road which will impact the traffic turning from Wycombe into Kurubba.</li> </ul>	
54	Imre Kolozsi McDougall St KIRRIBILLI	Thank you very much about information of the proposed changes. We are living in McDougall St, the closure of the "slip" lane would mean real disadvantage for us. Lot of the cars arriving from Kirribilli using this slip lane, going towards the City or Pacific Highway. Loreto and Aloysius Mums and Dads, James Milson delivery vehicles, residents and visitors, Kirribilli residents, causing very slow progress time to time at the roundabout now, but closer the traffic light traffic is being split, congestion resolved. When slip lane would be closed, all the cars would stack on Clark Rd, causing even worse congestion. Consequently, no car could enter the Clark Rd from either side, going up or down, traffic would build up even until the traffic light at Broughton St. Please consider this proposal, might serve a few cyclist but would disadvantage lot of residents. Please register we are vehemently against it.	A
55	Michael Smith 10 Kiara Cl NORTH SYDNEY	The notion of not allowing a right turn from High Street into Clark Road is nothing short of madness. Hundreds of people work and live on the east side of Clark Road. To deny all of us including those visiting and working at the new HMAS Platypus the right to turn left onto Clark Road is vigorously rejected. Has no-one applied their mind to this ridiculous proposal denying hundreds of people the right to turn right to Neutral Bay. Please let us know whether there will be a public enquiry should anybody propose that this matter proceeds.	A
56	Yoke Yin Chiew 89 Broughton St KIRRIBILLI	First of all I am surprised to find out from discussing with my neighbours that Council has only consulted with those in the community that Council Officers deemed to be directly impacted. The proposal however, will have significant impacts on the whole Kirribilli community, including visitors to the area. I am aware that James Milson Village has not been notified of this proposal, yet Council is proposing a bicycle path in-front of the Village. The residents of McDougall Street and Hipwood Street have also not been notified but the proposal plans to channel more traffic into these two streets by removing both the right turn and left turn into lower High Street from Clark Road. Traffic congestions on Broughton Street in the morning, lunchtime and evening due to the narrowness of the road are a daily occurrence. Buses, delivery trucks and cars are often banked up on one side of the road while waiting for traffic on the other side to pass. By further narrowing the vehicular lane to make room for the bicycle path, the proposal will exacerbate the problem. Traffic fumes and increased petrol consumption as cars sit idle is counter to society's aim to reduce gas emission.	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>The lack of car parking spaces is the top concern of the Kirribilli community. The proposal claims that there will only be a net loss of 2 spaces over the whole project area which stretches from Cremorne to Kirribilli. What is the benefit to Kirribilli's residents to increase the number of car spaces in Cremorne and Neutral Bay? Are Council Officers proposing that Kirribilli residents and visitors park their cars over in Cremorne and Neutral Bay and then take the bus or ferry to Kirribilli?</p> <p>The residents on Broughton Street have calculated that we will lose 5 spaces. This will have a direct impact on us and providing more spaces in Cremorne or Neutral Bay brings us no comfort. Finding a parking space close to our home is already difficult and especially frustrating on Kirribilli markets days, when performances are on at the Ensemble Theatre and during the Jacaranda flowering season.</p> <p>I totally object to Option B Broughton Street between McDougall Street and Willoughby Street as having to cross this busy street to access our cars on the western side and the reverse on returning will endanger our lives. There is no pedestrian crossing and only one pedestrian refuge on this street which is located at the bottom of the street. It is unreasonable to expect residents to walk all the way down to cross the street safely.</p> <p>To require residents to move their cars parked on the eastern side every morning and then repark them after the am peak is unreasonable and unacceptable. Afterall we pay Council to park our cars on the street.</p> <p>I am also against the proposal to remove the slip lane from Clark Road into upper High Street. This slip lane functions well and enable smooth traffic flow. I understand one of my neighbours did a quick traffic count recently and found that in the 15 minutes between 7.45 to 8.00am, 110 vehicles used this slip lane and 48 vehicles continued north to Neutral Bay. And, between 8.10 to 8.20am, 112 vehicles used the slip lane while 57 continued north. If the slip lane is removed it will only result in traffic banking up on Clark Road and all the way up Broughton Street and blocking the driveway of James Milson Village.</p> <p>The bicycle path on the west side of Clark Road in front of James Milson Village will obstruct the driveway of James Milsons Village, and will be particularly problematic for emergency vehicles, given the nature of the residents in the Village. Yet Council Officers considered it appropriate not to inform nor consult the residents of the Village.</p> <p>Council's consultation letter to Broughton Street residents' states 'A parallel aim is that walking and cycling improvements are delivered with minimal or positive impact to other transport modes and parking'. This is patently incorrect as there will be significant adverse impact on vehicular traffic and parking in Kirribilli. Furthermore, what about the impacts on the daily lives of the residents? Surely all infrastructure project should first and foremost deliver positive outcomes for the residents.</p> <p>I request Council to reject this proposal in its entirety.</p>	
57	Lai Yin Chiew 89 Broughton St KIRRIBILLI	I have a number of concerns regarding the proposal which I have detailed in the attached document. I am not anti-bicycle paths or anti-cyclists. I believe the proposal, however, is ill-conceived and Council Officers have not taken into consideration or fully understood both the existing situation and the impacts of the proposal on the Kirribilli community. I request that the Council reject the proposal as it is currently presented. I have a number of major concerns regarding the proposal and requests that Council take them into consideration when it assesses the proposal.	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>1. Traffic congestions on Broughton Street in the morning, at lunchtime and in the late afternoon due to the narrowness of the road will be greatly exacerbated if part of road is taken up by a bicycle path. Currently, buses, delivery trucks and cars are often banked up on one side of the road while waiting for traffic on the other side to pass.</p> <p>2. Broughton Street southbound at the Ennis Street intersection is currently wide enough for two lanes so that traffic turning right into Ennis street does not hold up traffic going straight ahead. However, if a bicycle path is created, leaving only 1 vehicular lane, then traffic going straight will have to line up behind any vehicle turning right into Ennis Street. Council's Kirribilli Village Centre Masterplan 2020 proposes to make Ennis Street the principal car parking area for the Village Centre. This means more traffic will be turning into Ennis Street in the future, thus resulting in greater traffic congestion and drivers' frustration on Broughton Street.</p> <p>3. It is not clear if the car parking spaces in front of the shops between Willoughby Street and Burton Street will be removed. What about the loading bays?</p> <p>4. Exiting and entering Willoughby Street into/from Broughton Street is already difficult especially during morning and afternoon school runs. Willoughby Street is narrow with parking on both sides and therefore there is often congestion at this intersection during those peak periods. A bicycle lane across the entrance of Willoughby Street will only worsen the situation.</p> <p>5. The proposal to construct a new bus stop platform to replace the existing stop at Willoughby Street will effectively mean that buses will stop in the middle of Broughton Street instead of pulling in as is currently. This will cause vehicles to bank up on Broughton Street leading to more traffic congestion. Passengers getting off the bus will be forced to stand on the new platform and wait for any bicycle to pass before safely stepping onto the footpath.</p> <p>6. Council claims there will be no loss of car parking spaces on Broughton Street but the residents have calculated that we will lose 5 spaces. Council is aware that parking is a number one concern of the Kirribilli community. Residents on Broughton Street pay for street parking yet we often cannot find any parking close to our home. This is particularly bad and frustrating on Kirribilli markets days, when performances are on at the Ensemble Theatre and during the Jacaranda flowering season. The proposal notes that additional parking spaces will be provided on Clark Road, Neutral Bay. Is Council expecting the residents on Broughton Street to park there and carry their shopping or push the baby strollers or wheelchairs all the way from there?</p> <p>7. Option B Broughton Street between McDougall Street and Willoughby Street means that residents, to avoid having to move their cars during the am peak, will have to park their cars on the western side. We will then have to cross busy Broughton Street each time to access our cars or homes. Council is endangering the lives of the residents with this proposal. To require residents to remove their cars on the east side each morning during the 'am peak' is inflicting an unfair onus on us. I assume we would be fined and thus bolster Council's coffers if we forget or are late in moving our cars. Has Council considered the impact of Option B on garbage and waste recycling collections?</p> <p>8. The street trees planted on the east side of Broughton Street drop branches, twigs, and seeds all year round. This is dangerous to cyclists and likely lead to them preferring to ride on the road, thus rendering the bicycle path useless.</p> <p>9. The proposal to remove the slip lane from Clark Road into upper High Street is insane. This slip lane is one of the few traffic measures in Kirribilli that function well and enable smooth traffic flow to North Sydney and the Harbour Bridge. I am not aware</p>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>of any traffic accidents at this slip lane or the associated pedestrian crossing that warrants its removal. If the slip lane is removed it will result in traffic banking up on Clark Road and all the way up Broughton Street and blocking the driveway of James Milson Village.</p> <p>10. The removal of the right turn from Clark Road into lower High Street and left turn from Clark Road, southbound, into lower High Street will force vehicles to turn into McDougall Street and Hipwood Street in order to get to lower High Street. Both these streets are narrow and cannot carry the additional traffic. The congestion will be even more unbearable during the Jacaranda flowering season. I am aware that the residents of McDougall Street and Hipwood Streets have not been notified of this proposal. This indicate Council Officers' cavalier disregard for the residents.</p> <p>I am amazed and appalled that such a significant project that will have major adverse impacts on the whole Kirribilli community is given so little publicity and only token community consultation by Council.</p> <p>I call on Council to abandon the proposal in its entirety. If and when Council comes up with an alternate proposal I request that Council widely consult with the community.</p>	
58	Siew Loon Chiew & Sook Wah Ho 89 Broughton St KIRIBILLI	<p>I write on behalf of my father, Siew Loon Chiew and mother, Sook Wah Ho in relation to the above matter. They are residents and part owners of No 89 Broughton Street, Kirribilli. My father is 99 years old (100 in October) and my mother is 96 years old. They both require wheelchairs to get about outside the house. They also need to go out often for medical appointments. Under Council's proposed Option B for Broughton Street between McDougall Street and Willoughby Street, residents' cars will have to park on the western side of Broughton Street. To access the car, the person pushing their wheelchair will need to push them down Broughton Street to the kerb ramp at the end of Broughton Street, cross this busy road and up the elevated footpath on the western side. They have to do the reverse on returning home. The western kerb opposite No 89 is too narrow for a wheelchair and therefore my parents will not be able to directly enter or exit the car into the wheelchairs. Council's bicycle path proposal will inconvenience but, more importantly, greatly endanger my parents' and their carer's lives. Council should be aware that many of the residents along this stretch of Broughton Street are in the elderly bracket and need or will need in future, easy unimpeded access to their vehicles.</p> <p>On behalf of my parents, I not only call on Council to abandon the proposed bicycle path but request Council consider improving the traffic flow and reducing traffic congestion on Broughton Street such as lowering the speed limit and removing it as a bus route.</p>	A
59	Phil Murray	<p>Extract from the letter:</p> <ul style="list-style-type: none"> <li>• it will no longer be possible to turn right from Clark Rd into High Street heading north, and those wanting to access High St in this direction will need to divert via McDougall St and Hipwood St.</li> <li>• it will no longer be possible to turn right from High St into Clark Rd heading west, and those wanting to access Clark Rd in this direction will need to divert by turning left and then proceeding via the roundabout at McDougall St.</li> </ul> <p>I think is meant:</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<ul style="list-style-type: none"> <li>• it will no longer be possible to turn right from Clark Rd into High St heading <del>north</del> south, and those wanting to access High St in this direction will need to divert via McDougall St and Hipwood St.</li> <li>• it will no longer be possible to turn <del>right</del> left from High Street into Clark Rd into High St heading <del>west</del> east, and those wanting to access Clark Rd in this direction will need to divert by turning left and then proceeding via the roundabout at McDougall St. Please clarify the diagrams with road markings on High St similar to those provided on Clark Rd. Otherwise it makes little sense to local residents.</li> </ul>	
60	Robin Wheeler	<p>I would like to respond to the proposed Walking, Cycling and Streetscape Improvements document. The Council are not paying any attention to residents (ratepayers!) who will be hugely impacted by these retrograde designs. The Council is prioritising cyclists and through traffic over residents.</p> <p>I have lived in Kiara Close for over 16 years and in all that time have never had a problem with the intersection of Clark Road and High Street. The proposed turn restrictions will mean the Council is virtually isolating our small peninsula from the rest of the Municipality.</p> <p>The idea of funnelling all traffic down McDougall Street and up Hipwood Street to access High Street is very ill-conceived. McDougall Street is a very narrow suburban street and not appropriate for the volume of traffic proposed by these changes. It will mean all garbage trucks, delivery trucks etc. will also be forced into these back streets. With the development of HMAS Platypus into cafes, restaurants, offices and entertainment areas, this extra volume of traffic will also be forced down there. During jacaranda time, McDougall Street is a traffic nightmare and I understand that the Council is currently considering making it one-way during this time which would further exacerbate traffic problems for residents. Tourists stand (and lie) in the middle of the street taking photos with no regard to the traffic so I cannot understand why Council would even be considering sending any more traffic down there.</p> <p>Until recently I had an elderly relative living in James Milson Nursing Home, so I was pleased to see the new raised pedestrian crossing just constructed there. Then I get the notification of the proposed changes to Clark Road there and my immediate thought was for the elderly residents who use that crossing.</p> <p>With all traffic from the southern part of High Street being redirected to go round the roundabout at McDougall Street, the amount of traffic over the crossing will increase significantly. This is certainly detrimental to the residents of the nursing home. The removal of the slip road up High Street there is also ridiculous. It frees up the traffic on Clark Road as vehicles don't have to wait for the lights to change to turn left.</p> <p>The current phasing of the lights at High Street/Clark Road intersection works brilliantly at the moment and is a safe and efficient method of road use. The new proposal is going to put the safety of motorists at much greater risk.</p> <p><u>Why change something that works so well?</u></p> <p>The only real congestion is on Clark Road heading towards Kirribilli and that is where the Council is proposing to send all cars from the peninsula</p> <p><u>Absolute craziness</u></p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>The relocation of the 263 bus stop is a good idea.</p> <p>The raised pedestrian crossing on Clark Road at Anderson Park is a good idea.</p> <p>The new roundabout at Clark Road/Kurraba Road is a good idea.</p> <p>The proposed cycle route seems a real hodge-podge of design on main streets that are very narrow and inappropriate. The cycle path will be very dangerous for cyclists, as they will have to cross from one side of the road to the other at least 4 times to access the path. I see the cyclists on the roads there every day and the majority do not follow the road rules, so are not likely to follow the bike path route.</p> <p>The lifting of the peak hour clearway parking restrictions on Clark Road from Kurraba Road to High Street is also a crazy idea. It works well now and eases the flow of peak hour traffic. Why change it?</p> <p>The changes to the High Street/Clark Road intersection will impact all residents on the peninsula, and also people dropping people off to the High Street ferry wharf as there is no public bus because High Street is too narrow.</p>	
61	David Richardson 7 Holdsworth St NEUTRAL BAY	<p>I have received your proposed walking, cycling and streetscape improvements for Kirribilli to Cremorne and would like to submit some feedback for consideration please. Generally, I am excited by the proposal but I am hoping they can be tweaked slightly to add significant safety improvements. Holdsworth St is the first turning on the left as you head up Kurraba Rd from Clark Rd. The issues not addressed yet by your proposal:</p> <ul style="list-style-type: none"> <li>• There is no pathway enabling pedestrians to turn left out of Holdsworth St on to Kurraba. This is a significant issue; people have to either cross the road, which has limited visibility around the left corner, or walk on the road (where you have indicated a cycling lane will now be added) to get around the corner. There is limited space at this corner, so I'm not sure what is engineeringly feasible... if you can cut into the rock to create more space, this would seem to be ideal. The additional suggestion, as well as creating a pavement, would be to add a crossing at the bottom of Holdsworth St to cross Kurraba. Again, I'm no expert, so would leave the appropriate solution to those who are, but I suppose you can either have a zebra crossing or a pedestrian bridge. Either would be great and so much safer than trying to cross there as it is today. I have a daughter and a dog and most days face a fairly nervous moment crossing here where I end up dragging them both at a run.</li> <li>• the pavement turning right coming out of Holdsworth St on to Kurraba is far too narrow and poses a risk where you essentially have to go to single-file, which is challenging with children, dogs and when you have people coming in the opposite direction. I think it would be relatively easy to widen. It's not as big an issue as the first, but well worth doing in my opinion.</li> </ul> <p>I love the rest of the plans you have and would personally vote for option A at the corner of Clark and Kurraba to add the roundabout, which resolves the issues of coming out of Rawson St, which can be a bit of a 'mare and is something we will have to do much more of if I can no longer turn right out of Holdsworth St.</p> <p>To that point, my last suggestion is related to the other end of Holdsworth St. Cars can come around that corner fairly quickly and it is hard to see left around the corner as you come out of the Holdsworth. Given this will now have more traffic (due to no</p>	WP, A, C

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		right turn in the other direction), I think widening the road on the left is feasible and would help, as would a pedestrian crossing to the park at this point.	
62	Ken Shaw CHATSWOOD	Just read the proposal and all seems fine - Except many of us with properties on the eastern side of High St - or the many using the North Sydney Wharf, are very much opposed to losing the right hand turning bay from Clark St into High St, which if this was to happen will make such a turn against oncoming traffic much more likely to cause collisions. I trust others will confirm this concern to you, and the matter will be reconsidered.	WP
63	Alex Christal	As a resident of Clark Rd, I would prefer to see option A - Roundabout at the Clark Rd and Kurraba road intersection. The roundabout will increase overall success of the roadway intersection as the current system is flawed with long queue times and safety concern for pedestrians. As such, I would prefer to see option A - roundabout at Clark and Kurraba to be constructed.	C
64	Anonymous	<p>I refer to [attached] Sheet 3 of 5 - Clark Road</p> <p>A. Do Not proceed with the proposal to remove the week-day mornings peak hour clearway restriction and have full time parking on Clark Road (between Margaret Street to Adderstone Avenue). This results in 2-lanes becoming 1-lane in that area.</p> <p>Observations:</p> <ul style="list-style-type: none"> <li>• Clark Road/Kurraba Road is an arterial road to/from SHB and North Sydney area. Likewise, in the opposite direction, to/from Neutral Bay and suburbs Cremorne to Mosman.</li> <li>• It is common in the week-day peak hours mornings and some week-day peak hours afternoons, for traffic on Clark Road to be banked-back from High Street to beyond Margaret Street, and sometimes past Rawson Street and up Kurraba Road.</li> <li>• This congestion is caused by traffic wishing to turn right in to High Street and up to North Sydney or to the Sydney Harbour Bridge.</li> </ul> <p>With retaining the week-day mornings peak hour clearway restriction there will remain 2 lanes in the morning whereby:</p> <ul style="list-style-type: none"> <li>• Buses can continue to move along the left lane to the bus stop just before High Street and then cut across the traffic into the right lane and up High Street to North Sydney or to the Sydney Harbour Bridge.</li> <li>• Traffic wishing to go straight-on to Kirribilli is able to proceed straight ahead without being held-up for the flow that is turning right into High Street.</li> <li>• Emergency vehicles (Fire, Police, Ambulance) are not prevented from proceeding along a proposed 1-lane road that is notoriously held-up at the High Street traffic lights during the week-day mornings peak hours</li> </ul> <p>The table summary "Anticipated Improvements on Clark Road (High Street to Kurraba Road) claims the proposals will result in reduced queue lengths/wait times at the intersection of Clark Road and High Street". <u>This is impossible</u>. In fact, <u>traffic congestion will become much worse</u>.</p>	A

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		<p>B. Junction Kurraba Road Clark Road Rawson Street            You have provided Option A Roundabout and Option B to pretty-much leave as-is.            Observations:</p> <ul style="list-style-type: none"> <li>• The current junction is proving dangerous and confusing to some drivers travelling down Kurraba Road and left into Clark Road. The complication arises where the Give Way from other directions is often ignored as well as instances where traffic is coming from the shops area on Kurraba Road having to negotiate the complicated junction. I will not confuse this discussion by attempting to convey the multiple ways the traffic is flowing which substantially varies during the day.</li> </ul> <p>I believe the Proposal for a roundabout is the best option.            This is based on the above observations as well as the proposed reduced speed to 40 Km/h            I refer to [attached] Sheet 2 of 5 - Clark Road            A. Clark Road/High Street slip lane removal            Do Not proceed with the proposal to remove the slip lane            Observations:</p> <ul style="list-style-type: none"> <li>• The steady flow of traffic from Kirribilli to and up to North Sydney or to the Sydney Harbour Bridge is aided by the slip lane.</li> <li>• There is no appreciable bank-up of traffic.</li> <li>• As far as I am aware there have been no accidents or near misses as a result of the operation of the slip lane.</li> <li>• The flow of traffic is not caught-up at High Street junction that is governed by the traffic lights that currently controls traffic flow straight-on along Clark Road or right into High Street</li> </ul> <p>I note that all traffic from Kirribilli will be held at the High Street traffic lights.            I note that the proposal also has restrictions of:</p> <ul style="list-style-type: none"> <li>• No right turn Clark Road into High Street and</li> <li>• No right turn from High Street</li> </ul> <p>How will this impact traffic access to/from the neighbourhood?            B. Clark Road/High Street one-way bike lane            Do Not proceed with the proposal to have a bike lane            Observations:</p> <ul style="list-style-type: none"> <li>• There is only a slight rise in Clark Road from Kirribilli to High Street</li> <li>• Traffic flow and bike safety is not impeded on Clark Road in its present form as generally the traffic is moving slowly to approach the slip lane or to the traffic lights at High Street which are frequently at red anyway</li> <li>• Motor vehicle drivers in this area are very tolerant of bike riders</li> </ul>	
65	AW Watson	I comment as follows:	WP, E



No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<ol style="list-style-type: none"> <li>1. I object to the proposed removal of the bus stop in Wycombe Road near Kurraba Road. This is a useful bus stop for residents and particularly for residents along Kurraba Road to the west. The alternative bus stops are inconvenient. The existing bus stop is well used by older people and particularly many with shopping. Replacement of the bus stop with parking would clog traffic turning both left and right off Wycombe Road into Kurraba Road and unduly slow Wycombe Road traffic. Traffic turning left off Wycombe into Kurraba is often held up by pedestrians heading to and from the Hayes Street Ferry. Parking would also reduce visibility of the intersection and affect overall safety.</li> <li>2. I object to the proposed speed reduction from 50km to 40km. The traffic is already slowed by several lights and crossings.</li> </ol>	
66	Anonymous	<p>Please stop making traffic in this area harder to navigate. Stop traffic calming, removing parking spaces and removing lanes. Clark road is not a rat run it is a viable import route to and from Neutral Bay, Mossman and beyond. What happens when there is an incident on Military Road, there is no feasible alternate route. North Sydney is a major traffic hub, please stop thinking and treating it as a destination city. Not many people are riding a bike as a form of A to B transport, you can see that by the bike lanes that have already been built. Epping Road bike lane is a great example of a waste of infrastructure and the state government has already admitted that. Clearly not a build it and they will come scenario. All it has done is made the toll company reap the rewards. Does seem like NSC is in favour of Toll road operators, I am sure most residents would like access to the roads they have already paid for. All you are doing is building an Uber eats highway and with no real benefits to the community. A shared pedestrian and bike on the footpath is all that is required of the traffic volumes. The freeway exit south bound onto high street is already beyond capacity and you want to make it even more congested? Sydney is becoming a nightmare and you're making changes that push it in that direction.</p>	WP
67	Barbara & Peter Kozak 81 Broughton St KIRRIBILLI	<p>We are rate payers and residents of Broughton St and would like to comment specifically on the section of the Proposal which impacts Broughton Street. The stated aim of the Proposal is to improve the walking network, cycling network and public domain of the affected areas, delivering walking and cycling improvements with minimal impact to other transport modes and parking. We believe that, not only has this object not been achieved, but that the entire consultation process has been poorly conducted. It is surprising that, before the Proposal was created, there was no notice to, or discussion with affected residents who live with current congestion</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>issues. The Proposal potentially impacts all residents of Kirribilli, the local schools (and the parents who drop off and pick up children at these schools), local aged care facilities and businesses, Kirribilli &amp; Admiralty Houses and State Rail Authority.</p> <ol style="list-style-type: none"> <li>1. Has any Traffic impact Assessment been undertaken in respect of the number of pedestrians, cyclists and vehicles and of vehicle types which use Broughton Street?</li> <li>2. If yes, has it been conducted during peak hour (school drop-off/pick-up)</li> <li>3. What attempt has been made to gain an understanding of best practice and safety for cycleway design/location?</li> <li>4. Which of the following groups have been notified or consulted about the proposal by Council: <ol style="list-style-type: none"> <li>a. Kirribilli residents (all of)</li> <li>b. Kirribilli House / Admiralty house</li> <li>c. Local Schools (St Aloysius; Loretto)</li> <li>d. James Milson Village</li> <li>e. Local Businesses</li> <li>f. State Rail Authority?</li> </ol> </li> </ol> <p>It seems as if the onus has been placed on the local residents to inform impacted parties, to undertake our own informal 'traffic surveys' and to undertake our own measurements of the actual width of Broughton Street, in fact to detect the flaws in the design and to improve the consultation process. Surely this should be the role of Council.</p> <p>Broughton Street is arguably the busiest street in Kirribilli in terms of both pedestrian and motor traffic, school drop-off and pick-up times being particularly so. It provides access to/exit from the suburb for a variety of vehicles, including STA buses, official motorcades containing visiting Royals and Dignitaries, State Rail Authority 'replacement buses', delivery vehicles for the local residents and businesses, removalists trucks and vans, construction equipment related to bridge works and residential construction.</p> <p>The Proposal records the width of Broughton Street (between McDougall and Willoughby Streets) as 10.6 metres but in fact in some places it is only 9.7 metres wide. We have witnessed several parked cars damaged by passing buses and other heavy vehicles, as well as by the odd small vehicle trying to pass oncoming traffic as the street is so narrow. Cyclists travelling in a separate lane, as opposed to in the traffic lanes, would be at risk.</p> <p>Broughton Street is a gateway to the Harbour and attracts many tourists in the Jacaranda season. We fully support improvement to the amenities of Broughton Street/Kirribilli Village and to the safety of its pedestrians, cyclists and motorists but this will require a much better plan than the current Proposal, which, if implemented, will create unwelcome congestion and chaos. It does not demonstrate how it will achieve any improvement to the public domain.</p> <p>We have in recent times witnessed poor and embarrassing Council decisions where expensive infrastructure has been installed only to be removed. This Proposal also appears to have been thrown together in haste. Greater care, consideration and deliberation is required if the Council's stated objective is to be achieved.</p> <p>PROPOSAL DEFICIENCIES - IN DETAIL</p> <p>1. Intersection of Broughton Street and Ennis Road</p>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>The pedestrian traffic can be heavy here, particularly as school students arrive and depart from the train station. The proposed diagonal cycle crossing to the Burton Street underpass will add further congestion and potential increased risk to pedestrian traffic.</p> <p>2. Intersection of Broughton Street and Willoughby Street</p> <ol style="list-style-type: none"> <li>a. The proposed “in-lane bus stop” will necessarily halt south bound traffic and add to congestion. The current bus stop at the kerb does not impede traffic flow.</li> <li>b. This intersection is extremely busy at school drop-off and pick-up times. The addition of a cycle path across this intersection would add a problem to an already congested intersection.</li> <li>c. Willoughby Street is narrow. Parking on both sides does not permit vehicles to pass in opposite directions. Traffic is consistently halted/queued at this intersection and along the initial stretch of Willoughby Street, while traffic waits to pass in opposite directions.</li> </ol> <p>3. Broughton Street – section between Willoughby Street and McDougall Street</p> <p>Two options have been proposed for this section.</p> <ol style="list-style-type: none"> <li>a. Option A proposes no change to the current arrangement for cyclists and is the preferred option of the 2 (two) presented. However, we believe that options which would discourage cyclists using Broughton Street, should be considered. If the Council is serious about providing the safest possible route for cyclists to access the Harbour Bridge, Council should investigate options other than Broughton Street.</li> <li>b. Option B involves the creation of a cycle lane to operate on the eastern side of the street in the am peak hours (presumably 6.30am to 9.30am) and the removal of resident parking at least in that period. It is not clear from the terms of the Proposal whether the pm clearway is to disappear altogether, is to remain on the western side or be moved to the eastern side of the street. <ul style="list-style-type: none"> <li>• If it remains on the western side, this would remove all 24-hour parking for residents in the street, ie. a removal of twenty (20) 24-hour parking spaces.</li> <li>• If it moves to the eastern side, the only 24-hour parking for residents would be on the western side, resulting in the loss of 5 (FIVE) 24-hour parking spaces (not 1 as the Proposal states). Parking for residents is already difficult as we compete with commuters, local workers, Ensemble patrons and Greenway Social Housing. It would also severely limit access times for removalist trucks, rubbish removal, delivery vehicles.</li> </ul> </li> </ol> <p>The Proposal states that Option B would “improve safety and operation of this section of the street”. We would question what criteria are being used to measure ‘improved safety’ and to whom. It would do the OPPOSITE for resident pedestrians who would be forced to park on the western side of the street opposite their homes, unload groceries, luggage, wheelchairs, prams/strollers, pets and cross the street to their homes. It would also impact safety for any removalists, delivery persons and rubbish pick-up services, forced to cross the road constantly while loading/unloading. Additionally, approx. 50% of the western side of Broughton Street has no accessible footpath. It is almost impossible for passengers to alight safely from vehicles on that</p>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>section of the western side of the street which has the raised footpath as there is only a narrow kerb (which is continuously wet with water seepage from the adjacent rock face).</p> <p>4.Clark Road - between McDougall Street and High Street The north-bound cycle path is pointless and will restrict access to James Milson Village. The removal of the slip lane from Clark Road into High Street is an absurd proposal. It is the major route for any traffic exiting Kirribilli to the city/eastern suburbs/ airport/inner west and southern suburbs.</p> <ol style="list-style-type: none"> <li>1. Removal of the slipway would make it impossible for large vehicles (such as Rail replacement buses which were running all of the last weekend) to access the Harbour Bridge or Cahill Expressway as there would be insufficient turning space at the traffic lights. Official motorcades (dignitaries and Royalty visiting or residing at Kirribilli and Admiralty houses) would also be impacted.</li> <li>2. It would cause extreme hold ups to motor traffic by causing any vehicle able to turn left (ie. small enough) to wait at the traffic lights.</li> <li>3. The suggestion demonstrates a total ignorance of the volume of traffic on this road, in particular in peak times.</li> </ol> <p>5. High Street intersection The proposals to remove the right hand turn north from High Street and the right hand turn east from Clark Road will cause traffic to be diverted into McDougall Streets and Hipwood Road, which is ridiculous. McDougall Street and Hipwood Road are narrow streets and do not accommodate existing traffic well. It is difficult for cars travelling in the opposite direction to pass in either of these streets. The existing system, including the existing traffic light system at that intersection, works well. Has notice of the Proposal even been given to residents of McDougall Street and Hipwood Road?</p> <p>6.Walking and Streetscape Upgrades The Proposal is entitled "Walking, Cycling and Streetscape Upgrade" but there is a lack of detail of any proposed upgrades for walking and the streetscape. The footpath in Broughton Street is unsafe. It is too narrow in places due to large, branch-dropping trees, power poles and electricity boxes and the surface is uneven due to tree roots and uneven repairs. These matters pose a safety risk to pedestrians. The installation of a smarter and consistent surface to the pavement, in particular in Kirribilli Village, would be welcome.</p>	
68	Annette Creswell 5/44 Harriette St NEUTRAL BAY	I wish to lodge my objection to the above proposal as there are already limited parking spaces in Wycombe Road. Thank you for your assistance in this matter	E
69	SP36353 1 Kiara Cl	Background - The Iora Apartments consist of 81 residential units located at 1 Kiara Close, North Sydney, and is occupied by approximately 200 residents. The Iora Owners' Corporation represents the owners and tenants of the Iora Apartments. The Iora Apartments are accessed by motor vehicles/delivery vans from Hipwood Street off High Street North Sydney. Council is	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
	NORTH SYDNEY	<p>proposing, amongst other things, significant changes to the road design at the High Street/Clark Road intersection and the redirection of traffic to accompany these changes. The proposal will make it difficult for residents of and visitors to the Iora Apartments to access their homes and will make it more confusing for delivery vehicles.</p> <p>The Owners' Corporation strongly objects to the proposal as displayed by the Council.</p> <p>Issues of concern</p> <ul style="list-style-type: none"> <li>• <i>Misleading title</i> - "Streetscape upgrade" is a term normally referring to footpaths and landscaping. Consequently, many residents do not realise the major impacts this proposal will have on the local road network and access to homes, as the proposal blocks off key entry and exit points as well as significantly altering parking arrangements.</li> </ul> <p>We request an extension to the comment period and a re-titling of the document to more accurately reflect the true impact on the community: for example, "changed traffic conditions...." or "major local road redesign ..."</p> <p>Also, Council should include in the revised proposal the results of any traffic modelling undertaken to illustrate the impact of changes to traffic movements in the area affected by this proposal. The modelling must include the neighbouring streets such as High Street, McDougall Street and Hipwood Street and in particular, the working of the new McDougall Street roundabout during peak periods. (See section below "Traffic modelling")</p> <ul style="list-style-type: none"> <li>• Traffic management impacts - The project fact sheet and the project diagram (e.g., sheet 2 of 5) are confusing and ambiguous and suggest different conflicting proposals.</li> </ul> <p>Diagram Sheet 2 of 5 indicates that the right turn movement from Clark Road is banned.</p> <p>The fact sheet states that the right turn from High Street into Clark Road is removed and that <i>"it will no longer be possible to turn right from High Street into Clark Road heading west."</i> This statement is incorrect as it is not possible if a right turn is made to be travelling west. We suggest the intent is to say "turning northeast" into Clark Road.</p> <p>The fact sheet goes on to say that <i>"those wanting to access Clark Road (from High Street) .... will need to divert by turning left and then proceeding via the roundabout at McDougall Street"... (then to travel in a north east direction towards Neutral Bay).</i></p> <p><i>In addition, the right turn movement from Clark Road into High Street is banned under this proposal, forcing motorists to divert via McDougall and Hipwood Streets to access High Street and Kiara Close.</i></p> <p>Council needs to clarify what it is planning to do at the intersection of High Street and Clark Road and to identify clearly which traffic movements are allowed and which prohibited. The proposal needs to be reissued to the community for clarification.</p> <p>Irrespective of what is proposed, more vehicle congestion will occur at the McDougall Street roundabout. Moreover, more vehicles will attempt to access Clark Road via the Hipwood/Adderstone Ave/Clark Road intersection. This intersection is dangerous with poor sight distance for motorist turning into Clark Road. It is also likely that more vehicles will turn from Clark Road into Adderstone Avenue/Hipwood Street and then ignore the No Entry sign at Hipwood Street. This already happens, but under this proposal is likely to be more frequent.</p> <p>Also, the Hipwood/High Street intersection is dangerous with very poor sight distance travelling north/east on Hipwood to cross or turn into High Street. In addition, vehicles travelling south along High Street frequently make an illegal U-turn at this intersection to access the Cahill Expressway lanes on the Sydney Harbour Bridge.</p>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>McDougall Street (south/east) is very narrow, and it is not possible for vehicles travelling in opposite directions to pass. During the morning and afternoon peak periods, particularly during school drop off and pick up times, the roads in this area are congested. This proposal will create more congestion in this area, with the possibility of vehicles queueing at the Clark Road/Broughton/McDougall Street roundabout. This additional congestion will increase the safety risks for nearby residents, particularly those living in the James Milson Village Retirement/Nursing home located on Clark Road/McDougall Street. More traffic will be forced to use McDougall Street and the McDougall Street roundabout under this proposal. However, the fact sheet contains no information on how Council intends to manage traffic and pedestrians during jacaranda time in McDougall Street when thousands of visitors line the street over a period of about one month. The Council's Sustainable Transport Reference Group (16/11/2020) acknowledged that <i>"pedestrian and vehicle traffic in McDougall Street is a huge problem in jacaranda time and is developing a Traffic Management Plan for the next Jacaranda festival period making McDougall Street one way during this time"</i>.</p> <p>This suggests that the different arms of Council are not working together to produce acceptable outcomes for the rate payers of North Sydney.</p> <p>The impact of this proposal on the local community is that there will be significant changes to traffic movements in the precinct affected by this proposal. The fact sheet contains no evidence that these impacts have been considered properly or modelled by Council.</p> <ul style="list-style-type: none"> <li>• Access to Sub Base Platypus - The Sydney Harbour Federation Trust (The Trust) has spent many millions of dollars upgrading and opening up for public use the former defence site located on High Street and Kiara Close. Access to the site will be impacted as a result of the changes to traffic movements into High Street from Clark Road and Broughton Street. A proposal is currently being developed by the Trust to upgrade the former Torpedo Factory located on High Street and provide for onsite parking for visitors. The developments at Sub base Platypus need to be considered as part of the evaluation of Council's scheme. Way finding to the site will be made more complicated by Council's proposed scheme. We understand that the Trust has not been consulted as part of this proposal. This is an oversight by Council and needs to be corrected.</li> <li>• Access to North Sydney Ferry Wharf - As there is no bus service to the North Sydney Ferry Wharf many users are driven to the wharf and dropped off. The road changes proposed by Council will make it more confusing to access the wharf.</li> <li>• Removal of the "slip lane" at High Street traffic lights - Council is proposing the removal of the slip lane from Clark Road to High Street to access the Cahill Expressway and North Sydney. Vehicle movements will be controlled by the traffic lights at Clark Road/High Street. (See Sheet 2 of 5)</li> </ul> <p>With traffic movements controlled by traffic lights, there is potential for vehicles to queue back onto the Clark Road/McDougall Street roundabout, particularly during the morning peak period. The changes proposed at High Street and the removal of the slip lane will result in increased congestion at the new Clark Road/McDougall Street roundabout. Traffic modelling needs to be undertaken regarding the impacts of the changes to traffic movements and the additional traffic forced to use the roundabout.</p>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<ul style="list-style-type: none"> <li>• Removal of clearway restrictions on Clark Road - Council is proposing the removal of clearway restrictions on Clark Road. This is a heavily trafficked route during the morning peak period and could result in queueing at the proposed Clark Road/Kurraba Road roundabout. Traffic modelling should be undertaken to illustrate the impact of this proposed change.</li> <li>• Traffic modelling - In this proposal, Council is making significant changes to traffic arrangements in the Kirribilli and Cremorne precincts, including changes to turning movements for vehicles, changes to parking arrangements and the addition of a new round about at Clark Road/Kurraba Road.</li> </ul> <p>As a consequence, we would expect Council to undertake detailed traffic modelling of the proposal to identify the impact on traffic movements, particularly during the peak periods. The community should be able to see the results of this traffic modelling to fully understand the impact on their neighbourhoods. We ask that Council make the results of the traffic modelling available to the community to inspect. However, if Council has not undertaken detailed traffic modelling, we ask the Council to do the required work before a decision is made to change traffic movements.</p> <ul style="list-style-type: none"> <li>• Alternative bike route - The proposal under consideration by Council needs to be reconsidered with other cycling route options investigated and reported back to the community. The current proposal places bike lanes in an already congested road network. An alternative option is to provide a bike path via the junction of Kurraba Road and Alfred Street North Sydney. Transport for NSW is currently redeveloping the intersection of Alfred Street and High Street as part of the Warringah Freeway upgrade. A bike lane could be incorporated as part of this work and would redirect cyclist to the less congested roads on the western side of Kirribilli/Milsons Point to access the Sydney Harbour Bridge cycle path. The cycle lanes as proposed by Council along Clark Road and Broughton Street would not be required if this option was selected.</li> </ul> <p>The Kirribilli shopping area is already heavily congested with vehicles and pedestrians, particularly school children during the morning peak. Relocating cyclists to an alternative route away from the Kirribilli shopping precinct would provide a safer option for both pedestrians, cyclists and motorists.</p>	
70	Bike North NORTH SYDNEY	<p>Bike North supports the proposed Young Street Walking, Cycling and Streetscape Work and thank you for the opportunity to comment. We further congratulate North Sydney Council on their success in the funding offer 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 extend the existing regional bike path between North Sydney and Grasmere Street, south to Grosvenor Street, providing a safe separated cycling route to the Neutral Bay Village. We also strongly support the provision of supported pedestrian crossing at the Young Street / Belgrave intersection to create a pleasant and safe experience for walking in the area.</p>	WP

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>These proposals will encourage people to consider other options apart from driving their motor vehicle, which creates unpleasant traffic congestion in the village area. These proposals would make the Neutral Bay Village a pleasant experience for everyone and boost commercial patronage as it encourages residents to favour this destination.</p> <p>We further recommend that North Sydney Council consider further improvements to this route south of Grosvenor Street connecting to the new open plaza at Military Road. This needs to provide safe pedestrian and cycling crossings at the existing roundabout at Grosvenor Street.</p> <p>Bike North also fully supports the submission made by Bicycle New South Wales on this proposal.</p>	
71	Bicycle NSW SYDNEY	<p>Thank you for the opportunity to comment on the proposed upgrades to the Kirribilli to Cremorne cycle route. Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty-five years, and has over 30 affiliated local Bicycle User Groups.</p> <p>Our mission is to create a better environment for all bicycle riders in NSW, and we support improvements to the pedestrian environment and new cycling routes that incorporate dedicated facilities for bicycle riders within the road environment.</p> <p>The upgrades will help meet the NSW Government's commitment to provide a regional cycle network in Greater Sydney, as outlined in the TfNSW Future Transport 2056 Plan<sup>i</sup>, and reflect the increased emphasis on prioritising active travel, as set out in the January 2021 Road User Space Allocation Policy<sup>ii</sup></p> <p>At a local level, the North Sydney Community Strategic Plan 2018-2028<sup>iii</sup> defines the future direction for the North Sydney community and identifies 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.</p> <p>Opportunities:</p> <p>The proposals have many positive outcomes:</p> <ul style="list-style-type: none"> <li>• The new separated cycle paths upgrade a section of Route 3, a priority route identified in the North Sydney Integrated Cycling Strategy 2014<sup>iv</sup></li> <li>• Transport for NSW identifies the route as one the top 10 most critical links in Sydney, but it is currently used only by very confident cyclists as it is narrow along most of the length, and carries high volumes of fast traffic. By adding separated paths to the uphill sections, safety is improved for both drivers and cyclists by reducing conflict where speeds are most differentiated.</li> <li>• Although the route will still not be suitable for all riders, the new paths will create comfortable cycling conditions for a much broader section of the community, who will use the infrastructure for short daily trips to shops and services and for longer commutes.</li> <li>• Several new pedestrian crossings will address gaps in the walking network. Pedestrian protection to current technical standards is an important-safety feature at traffic control signals.</li> </ul>	WP, A, C, D, E



No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<ul style="list-style-type: none"> <li>• Many of the vehicle lanes along the route will be narrowed and will help reinforce slower speeds for vehicles travelling through the area, improving safety for pedestrians and cyclists, as well as reducing noise and hazards for local residents.</li> <li>• New landscaping will provide visual amenity and future tree canopy, contain and clarify parking bays, reduce the width of the roadway where pedestrians cross, and assist with stormwater management.</li> <li>• A substantial grant of \$2.73m has been offered by Transport for NSW. We applaud North Sydney Council's efforts to take advantage of this to proceed with the highest priority sections.</li> </ul> <p>Concerns:</p> <p>A new cycle path should increase the scope for local residents of all ages to cycle for useful, daily trips. Research from Portland, USA, developed a best practice 'cycling segmentation' model for identifying the type and needs of existing and potential bike riders'. As a rule, 3% of people who cycle are happy to mix with traffic on fast roads and keep pace with speeding cars. At present, Kurraba Road / Clark Road route is only suitable for these 'strong and fearless' riders due to the constrained space for overtaking, narrow footpaths and dangerous junctions.</p> <p>Another 19% are confident on a bike but prefer quieter roads and separation where possible. The proposed upgrades will make this route through North Sydney much more feasible for this cohort, providing separation on the slower, uphill sections and reducing general traffic speeds through narrower lanes.</p> <p>However, the proposed paths are only in a single direction and provide protection only on the uphill sections of the route. There are many gaps, particularly at the junction of Clark Road and Kurraba Road and between High Street and the Broughton Street shopping precinct. People cycling towards Cremorne will be mixing with general traffic for 46% of the route, in all the downhill sections and across several junctions. Those heading towards Milsons Point will be thrown into the general traffic for over 68% of the route.</p> <p>This does not make the route useful to the 48% of people who are 'interested but concerned', expressing that their interest in riding a bicycle for transportation is countered by fear for their safety. By creating infrastructure that caters to the 'interested but concerned' group, a significant proportion of car trips to school, work and extra-curricular activities could be removed from the roads with associated benefits to health, air quality, congestion and the liveability of North Sydney.</p> <p>A final concern is that the footpaths, which are very narrow in places and impeded by signage and lampposts, particularly on Clark and Kurraba Roads. Widening the footpaths does not appear to be part of the proposals. Any improvements to the cycling network must also improve the pedestrian environment to maximise the benefits of the investment involved with realigning parking, vehicle lanes and intersections</p> <p>General recommendations:</p> <p>Our preferred infrastructure is always bi-directional, completely separated paths that cater for all riders of all ages and abilities. According to the 'cycling segmentation' model, such cycle paths will allow 70% of North Sydney residents to consider journeys by bike (Figure 5).</p>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>North Sydney Council has installed some excellent paths, protected from the traffic by parking and landscaping, that are truly safe for all riders from 8-80 years of age (Figure 6).</p> <p>We recognise that it will be difficult to achieve this along the entire Cremorne to Kirribilli route due to constrained road width and a high density of competing uses. However, bi-directional lanes should be included where there is space. Transport for NSW's new Road User Space Allocation Policy<sup>vi</sup> emphasises the importance of prioritising people walking and cycling over those in private vehicles when allocating road space. This aligns with Outcome 2.3 of the North Sydney Community Strategic Plan 2018-2028<sup>vii</sup>, to encourage sustainable transport, and Local Planning Priority P6, to support walkable centres for a connected and sustainable North Sydney, in the Local Strategic Planning Statement 2028<sup>vii</sup>. Any small increase in inconvenience to car drivers will incentivise the mode-shift that Transport for NSW and North Sydney Council seek, benefitting local residents with quieter streets, less pollution, noise and through-traffic.</p> <p>[order of road user space considerations diagram]</p> <p>Suggested improvements to the plans:</p> <ul style="list-style-type: none"> <li>• Upgrade the proposed single direction path to a bi-direction path east of Ben Boyd Road and along most of Clark Road. There appears to be sufficient space without further loss of parking. Please refer to the new Transport for NSW Cycleway Design Toolbox<sup>ix</sup> and Austroads Guide to Road Design Part 6A Section 5.1.5 for diagrams showing the options within a 12.8m road.</li> <li>• Along the narrow section of Kurraba Road west of Ben Boyd, consider one-way traffic flow only. This would create space for not only a bi-directional cycle path but also much more generous footpaths, improving access to Anderson Park and encourage a mode-shift to walking and cycling.</li> <li>• The section of Broughton Street between McDougall Street and Greenway Drive is particularly constrained as the houses here have no off-street parking. Ideally, a wide bi-directional cycle path would be created with the loss of parking of the west side. These parking spots are currently affected by clearways for 6 hours each day and could be considered less essential to Broughton Street residents than the spaces on the east side.</li> <li>• If this can't be achieved, a 30km/h speed limit should be imposed along this stretch of Broughton Street with appropriate traffic calming to ensure that cyclists of all ages and abilities can mix with cars before joining the cycle paths at each end.</li> <li>• If bi-directional cycle paths are not viable at this stage, it is important to consider reducing traffic speeds to 30km/h along the entire route. This has been shown as an optimal speed limit to allow people driving and cycling to share the road safely<sup>x</sup> 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 areas.<sup>xi</sup></li> </ul> <p>We understand that the new separated cycle path will be created with 'tim tam' concrete kerbs. This is an appropriate treatment as modifications to the road surface and drainage are largely avoided resulting in considerable time and cost savings. However, it is important to refer to the new Cycleway Design Toolbox<sup>xii</sup> to ensure that the path is constructed to current best practice.</p>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>Access to other local roads needs to be considered during the detailed design stage. Many riders won't ride the full length of the route and the separated lane must allow cyclists to pull off onto local roads.</p> <p>The proposals do not contain any plans for signage and wayfinding to direct cyclists and warn drivers about increased pedestrian and cycling activity. We recommend developing a signage strategy as per AS1743 Road Signs - Specifications.</p> <p>Specific issues: The comments below relate to issues and recommendations for specific sections of the route as currently proposed.</p> <ul style="list-style-type: none"> <li>• Broughton Street between MacDougall Street and Greenway Drive: We prefer Option A with aggressive traffic calming to ensure vehicles stay below a 30km/h limit and cyclists of all ages and abilities can mingle in the road where there is no space for a separated cycle path.</li> <li>• Intersection Clark Road and High Street: The removal of the slip road will have great benefits for the safety of those walking and cycling. To leave it in would prioritise the movement of cars over other road users which does not align with Transport for NSW's Road User Space Allocation Policy. Reducing convenience for drivers of private vehicles is a key lever to encourage the behaviour change and mode-shift sought by the policy.</li> <li>• Intersection Clark Road and Kurraba Road: We prefer the roundabout which narrows the road space and reduces the speed of all vehicles in this complex intersection. We also recommend landscaping and pavement upgrades outside the shops and cafes to improve the amenity for all users and reduce the dominance of cars.</li> <li>• Intersection of Holdsworth Street and Kurraba Road: The footpath is very narrow on the north side of the junction and disappears on the south side. Widening the footpaths to improve pedestrian safety should be considered as part of the upgrades.</li> <li>• Intersection of Ben Boyd Road and Kurraba Road: This junction is on a steep slope, and some riders travelling uphill in the new bike lane will take time to build up speed after stopping for the red light. A short shared path could be included so slower riders can pull off the mainpath to get across the intersection without holding up other more experienced riders.</li> <li>• North side of Kurraba between Ben Boyd and Wycombe Road, west side of Wycombe Road: We do not support the painted bike lanes shown in Option B. Painted bike lanes in the door zone, which parking cars have to negotiate, do not contribute to a safe network that will allow residents of all ages and abilities to cycle.</li> <li>• Junction of Wycombe Road and Harriette Street: It is important that the cycle path is continuous around the intersection. Any attempt to restore the lost parking spaces must not be at the expense of the continuous bike path. A resident parking scheme with 4P or 2P controls could be introduced to ensure that parking spaces are not used by ferry commuters and tradesmen; this would make loss of 5 spaces palatable and enable residents to support active transport infrastructure which has been shown to increase both amenity and property values.<sup>xiii</sup></li> </ul> <p>Conclusion:</p>	

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>Bicycle NSW applauds North Sydney Council's goal of developing a network of separated cycle paths that reflect international best practice. Safe infrastructure to support active transport will benefit everyone in the community, reducing congestion and pollution while improving public health and providing more equitable access to employment, services and public transport. We enthusiastically support efforts to increase the share of journeys taken by bike or on foot, and the provision of infrastructure and lower speeds to make this safer.<sup>xiv</sup></p> <p>North Sydney Council is urged to accept the grant from Transport for NSW and proceed with upgrades, focusing on sections that will deliver the most safety benefits. Returning granted funds reduces the likelihood of future investment - a very unfortunate result for ratepayers.</p> <p>We recognise that the upgrades as currently proposed only meet the needs of more confident cyclists. We support all improvements to the cycling network but always prefer properly separated infrastructure that allows everyone aged 8-80 to ride bikes. If the upgrades cannot meet the needs of cyclists of all ages and abilities, we would like to work with you to develop alternative routes with fully separated bi-directional paths to ensure good connections from the North Shore to the Harbour Bridge and beyond.</p>	
72	John F Kell 52/1 Kiara Cl NORTH SYDNEY	<p>I'm making my submission as an individual. I certainly found this Council Proposal confusing and had to break it down to get any sense. I have even found the Milson Precinct misread your drawing of the Clark Rd/High St intersection.</p> <p>I am a cyclist and value the upgrade of these roads for this wonderful exercise.</p> <p>1.0 Introduction - The project proposes new infrastructure to separate riders from motor vehicles where there are hills, that slow the cyclists. The project forms part of Route 3 from North Sydney of the North Sydney Integrated Cycling Strategy (NSICS).</p> <p>2.0 Streets Involved in this Specific Project - Streets involved in order northwards from Kirribilli to Cremorne:</p> <ol style="list-style-type: none"> <li>1. Broughton St - Ennis Rd to High St</li> <li>2. Clarke Rd - High St to Kurraba Rd</li> <li>3. Kurraba Rd - Clarke Rd to Ben Boyd Rd to Wycombe Rd</li> <li>4. Wycombe Rd - Kurraba Rd to Harriette St</li> <li>5. Harriette St - Wycombe Rd to Bannerman St</li> </ol> <p>3.0 Areas of Concern - There are three major areas that require addressing.</p> <ol style="list-style-type: none"> <li>1. Actual design of the cycle path, as some sections are not complete and the critical link at Harriette St is omitted.</li> <li>2. The congestion that will develop at the Clark Rd/High St intersection and surrounding streets: <ul style="list-style-type: none"> <li>• 2A - removal of RH turns and</li> <li>• 2B - a critical slip lane being removed.</li> </ul> </li> <li>3. The added risk to cyclists if the slip road from Clark Rd to High St were removed.</li> </ol> <p>In fact, it could be viewed that the removal of this slip lane is so obviously an error, its inclusion is to avoid close scrutiny of the remainder of the proposal!</p> <p>This response has included responses to the three areas of concern.</p>	WP

No.	Submitter Name and Address	Submission - Key Points Raised	Section												
		<p>3.1 Design of the Cycle Way - related to width of road - The design of the cycle way would have been well thought through. In this proposal, a summary has been developed to assist.</p> <p>Table 1 [attachment] below shows the road designs with a variety of widths and car park locations. In addition, the options provided are included and also, additional options added, where necessary.</p> <p>Table 2 provides a summary of possible cycle ways, depending on difference circumstances with parking. Highlighted with background, are paths that allow a cycle path for all uphill gradients.</p> <p>1.0 Design of cycle path [refer to attachment Tables 1 and 2]</p> <p>3.2 Intersection at High St and Clarke Rd - Sydney traffic control lights are renowned worldwide for over 50 years. The system has been sold worldwide since the 1980's. The reason provided for this skill is the difficult road conditions experienced in Sydney roads!</p> <p>There are three important proposals related to this intersection:</p> <p>2.1 Elimination of right-hand turn options:</p> <ol style="list-style-type: none"> <li>a. From High St turning north into Clark Rd and</li> <li>b. From Clark Rd turning east into High St</li> </ol> <p>2.2 Removal of slip lane for traffic turning west from Clark Rd into High St</p> <p>Discussion Points</p> <p>2.1 a. High St - westbound, turning north into Clark Rd.</p> <p>The suggested future method of turning north into Clark Rd is to turn south and go around the roundabout at McDougall St. This would have the effect of:</p> <ul style="list-style-type: none"> <li>• requiring motorists to use the traffic lights twice (once to turn left and once to go across to head down Clark Rd)</li> <li>• additional traffic at that McDougall St roundabout,</li> <li>• encourage drivers to use Hipwood St combined with Addestone Ave to be a "rat run", with traffic crossing the uphill cyclists heading south along Clark Rd.</li> <li>• Make the section of Hipwood St, near the Kiara Close junction a real hazard, as has been witnessed already with Platypus being reopened.</li> </ul> <p>Hence, another solution needs to be found.</p> <p>That solution could be:</p> <ul style="list-style-type: none"> <li>• the status quo, or</li> <li>• looking at the design of the traffic lights, with a view of synchronizing with traffic heading east along High St and crossing into High St, being a good deal less volume than that turning right into Clark Rd.</li> </ul> <table border="0" style="width: 100%;"> <tr> <td style="width: 10%;">Stage 1</td> <td style="width: 40%;">East bound High St</td> <td style="width: 50%;">Turn Right, with a STOP for direct traffic going straight.</td> </tr> <tr> <td></td> <td>West bound High St</td> <td>Turn Right</td> </tr> <tr> <td>Stage 2</td> <td>East bound High St continues</td> <td>Turn Right, with a GO for direct traffic going straight.</td> </tr> <tr> <td></td> <td>West bound High St</td> <td>NO Right Turn</td> </tr> </table>	Stage 1	East bound High St	Turn Right, with a STOP for direct traffic going straight.		West bound High St	Turn Right	Stage 2	East bound High St continues	Turn Right, with a GO for direct traffic going straight.		West bound High St	NO Right Turn	
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No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>In other words, traffic is able to turn north from High St, when the cross traffic is prevented. So, the traffic signals would be synced to follow actual traffic flows. Sydney Traffic Control could model this intersection from existing data collected and formulate a traffic control design.</p> <p>2.1.b From Clark Rd, northbound turning east into High St - The suggested method of utilizing McDougall St and Hipwood St certainly would reduce congestion at the intersection. This proposal would assist in the proposed cycle path heading north at the intersection. The issue is the congestion at Hipwood St.</p> <p>2.2 Slip Lane Removal - Just as the removal of the RH turn option to High St assisted in relieving congestion, the removal of the slip lane, would virtually make cycling impossible to cross the intersection. There is a real problem with traffic turning west into High St at this junction, with cyclists wanting to head North along Clark Rd. The maintenance of the slip lane is critical. A "Give way to cyclists" sign could be considered, like there is currently for pedestrians.</p>	
73	Jenniffer Cavanagh 83 Broughton St KIRRIBILLI	<p>I feel the new cycle path has not been well thought out and has been put together without any real examination of the areas involved. The impact on all the streets and their residents and users of the roads will be massive. I object to all aspects of the proposal.</p> <p>Firstly, I'd like to go back in time and reflect on the concrete structure that existed on Broughton St (near McDougall St and opposite Greenway Dr). It was removed, no reason! It was reinstated, no consultation, no reason. It was removed...what a strange procedure and an excessive waste of money. The only reason for having it seemed to be to allow cyclists to safely ride around that corner and rejoin the traffic safely! This seems to be the pattern of Council...no consultation and wasting money.</p> <p>In regards to the Kirribilli to Cremorne Walking/Cycling and Streetscape Upgrade, I totally object to the proposal. The plan was not distributed to all relevant residents and local businesses and will affect a wide range of passers-by and users of the area! The information supplied to only a few residents in Broughton St was quite contradictory and not well thought out. To swap the clearway to the east side of the road and put the Parking for residents on the western side would create a dangerous situation. The situation would encourage people to cross the road at their own peril. To incorporate a cycleway on the east side of the road adds to the danger for the residents plus added into a clearway is dangerous for the cyclists as well. The road is already very crowded with buses of all sizes unnecessarily using the road.</p> <p>The impact on traffic will be huge. The safety of walkers/cyclists not considered.</p> <p>The impact at the lights, crossing from Broughton St to Ennis Rd will increase as cyclists and pedestrians navigate the space.</p> <p>The intersection of Broughton St and Willoughby is already very busy, both turning left into Willoughby and turning right into Broughton in peak times. Adding cyclists into this will be a danger to them and a hazard for motorists. The school drop off accesses all the streets going east off Broughton St in the AM/PM and will be very impacted by any introduction of the proposed cycleway (and up until 28/05, the schools had not been informed of proposals). Already the parking is at a premium in Broughton St. To be changing the clearway to the east side will most definitely reduce the available parking positions. I absolutely object to this suggestion and proposal.</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>I cannot understand the proposal for an upgraded bus stop in Broughton St. Why do the buses even need to be using the street. They are basically empty and surely there could be a better one way route through the area. However, the proposal will only add to congestion.</p> <p>The 100m of cycleway starting at High St and finishing at the driveway of James Milson driveway is chaotic and irresponsible. This is the access for the residents to access the crossing at the roundabout and would not be safe for these residents or the cyclist! Furthermore the suggestion to remove the slipway is a pure indicator that no research has gone into this proposal. At various times throughout the day traffic already goes up Broughton St to Willoughby St due to the lights and congestion into North Sydney via High St.</p> <p>The suggestion to move traffic into Hipwood St (these residents have not been informed of proposals) is extremely ill thought out. This would introduce traffic into an area that should be free of continual traffic due to the high use of the local park. It would make the area completely unsafe.</p> <p>The bottom line is, the cyclists will do what they want to do. Little use is made of the cycle way in Bannerman St, Cremorne and I guess that will happen here.</p> <p>My contribution would be to maintain the status and push the cyclists up west McDougall and along the lane way to Ennis St and then to easily access the west cycleway over the bridge.</p> <p>Any surplus money could be used to improve the pedestrian ways around Kirribilli. Restore damaged footpath, either damaged by tree roots or Electricity work (Check out outside 81 Broughton St...that is the responsibility of Council to repair). Spend money as Mosman Council has done in renovating pathways. And have some very strict codes that do not allow the services to rip up and destroy!</p>	
74	Stephen Cavanagh 83 Broughton St KIRRIBILLI	<p>The Proposal has significant adverse impact on the amenities of Kirribilli Village and Broughton Street and misses an opportunity to make genuine improvements to an important area of Sydney.</p> <p>As a resident of Broughton Street, the proposal necessarily impacts me directly but it is one which should be of wide community concern and, significantly, the Proposal has not been notified to the community at large, nor to all affected parties.</p> <p>OVERVIEW</p> <p>The stated aim of the Proposal is to improve the walking network, cycling network and public domain of the affected areas, delivering walking and cycling improvements with minimal impact to other transport modes and parking. This objective is NOT achieved by the Proposal.</p> <p>I am a ratepaying resident of Broughton Street and my focus is thus on the section of the Proposal which impacts Broughton Street.</p> <p>Broughton Street is one of the busiest in Kirribilli in terms of both pedestrian and motor traffic. The authors of the Proposal show no regard for this fact and I doubt that there has been any proper assessment carried out in respect of the number of pedestrians, cyclists and vehicles and vehicle types which use Broughton Street.</p>	A

No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>The pavements of Broughton Street are perhaps the worst- kept of any pavements in the North Sydney Council area. In sections, because of trees, power poles and electricity boxes, pedestrians cannot pass when walking in the opposite direction. Tree roots, which have lifted the pavement (in particular adjacent to The Botanist and 51 Broughton Street) and uneven pavement repairs create a significant danger and risk to the public. Many pedestrians in the area are elderly. The Proposal gives little attention to this issue. It gives priority to cyclists over pedestrians.</p> <p>The Proposal records the width of Broughton Street (between McDougall and Willoughby Streets) as 10.6 metres but in fact in some places it is only 9.7 metres wide. This explains why buses and other vehicles have so often side- swiped and removed the side mirrors of cars parked in this section of Broughton Street. There is in fact only one designated bus route in Broughton Street (Bus 269). It travels south and currently has a bus stop on the corner of Willoughby Street. No designated route travels north, however many "Not in Service" and "Driver in Training" government buses and other government buses apparently chartered to local schools regularly travel both north and south along the street (often empty) causing absurd and unwelcome congestion. The Proposal gives no consideration to this congestion and the safety issues it presents currently.</p> <p>If the safest possible route is to be provided for cyclists, the solution is NOT along Broughton Street and it is definitely NOT by implementing Option B for the section of Broughton Street between McDougall and Willoughby Streets.</p> <p>Option B does not have a "minimal impact to ...parking" as it necessarily involves the removal of twenty (20) 24 hour parking spots on the eastern side of the road. This would have an enormous impact for the residents and their safety.</p> <p>Broughton Street and the Kirribilli Village should be valued and beautified. The street is a gateway to the Harbour and attracts many tourists in the Jacaranda season. The Proposal, if implemented, will create unwelcome congestion and chaos and, unfortunately, it does not demonstrate how it will achieve any improvement to the public domain.</p> <p>It is somewhat surprising that the Proposal has not been made known to all residents of Kirribilli, to the local schools (and the parents who drop off and pick up children at these schools) and to local aged care facilities and businesses. All of these groups will be affected by the Proposal. It is also surprising that, before the Proposal (which is a detailed design document) was created, there was no notice to, or discussion, with affected residents. Talking beforehand to residents who live with current congestion issues might have avoided the flaws in, and expense of, the Proposal.</p> <p>Although there was an information session on 25 May, it was superficial and questions which I had submitted as part of my registration for that session were not answered. I re-submitted those questions by email but I am still to receive a response. These matters cause me to question the genuineness of the consultation process.</p> <p>We have in recent times witnessed poor and embarrassing Council decisions where expensive infrastructure has been installed only to be removed. This Proposal also appears to have been thrown together in haste. It is flawed in numerous respects which I discuss in detail below and, were it to be implemented, it is likely to be another Council mistake.</p> <p>Greater care, consideration and deliberation is required if the Council's stated objective is to be achieved.</p> <p>It is laudable to seek to improve the amenities of Broughton Street and the Kirribilli Village and to seek to improve the safety of its pedestrians, cyclists and motorists but this will require a much better plan than the current hasty Proposal.</p> <p>PROPOSAL DEFICIENCIES - IN DETAIL</p>	



No.	Submitter Name and Address	Submission - Key Points Raised	Section
		<p>1. Intersection of Broughton Street and Ennis Road - The proposed diagonal cycle crossing to the Burton Street underpass will add unwelcome congestion to what is a highly trafficked location, especially for train commuters and local school children. Is it proposed that cyclists will weave between pedestrians crossing the road or that they will have a separate traffic light thus delaying other road traffic?</p> <p>2. Intersection of Broughton Street and Willoughby Street - The proposed "in-lane bus stop" will necessarily halt south bound traffic and add to congestion. The current bus stop at the kerb does not impede traffic flow. This intersection is extremely busy, in particular at school drop-off and pick-up times. Willoughby Street is narrow and, with parking on both sides, does not readily permit vehicles to pass in opposite directions. The addition of a cycle path across this intersection would add a problem to an already congested intersection.</p> <p>3. Broughton Street – section between Willoughby Street and McDougall Street - Two options have been proposed for this section. Option A proposes no change to the current arrangement for cyclists. As between the two proposed options this is the only acceptable option. It is also consistent with the absence of a separated cycle lane in Clark Road in the section between High Street and McDougall Street. However, as I suggest below, other options which would discourage cyclists using Broughton Street, should be considered.</p> <p>Option B involves the creation of a cycle lane to operate on the eastern side of the street in the am peak hours (presumably 6.30am to 9.30am) and the removal of resident parking at least in that period.</p> <p>It is not clear from the terms of the Proposal whether the pm clearway is to disappear altogether, is to remain on the western side or be moved to the eastern side of the street. If the pm clearway is to remain on the western side, this would remove all 24 hour parking for residents in the street. That is a removal of twenty (20) 24 hour parking spaces. If the pm clearway is to move to the eastern side, the only 24 hour parking for residents would be on the western side, involving the loss of 5 (not 1 as the Proposal states) 24 hour parking spaces. Parking for residents is already difficult as we compete with commuters, Ensemble patrons and Greenway Social Housing. If the pm clearway is to be removed altogether, that raises the question of why it was ever seen as necessary.</p> <p>The Proposal states that Option B would "improve safety and operation of this section of the street". This is not the case. The statement flagrantly ignores the safety of the residents who would be forced to park on the western side of the street opposite their homes. It is unbelievable that the Proposal fails to consider the safety risks and inconvenience to residents (many of whom are elderly) who would be obliged to unload their cars on the western side (50% of which has no accessible footpath as it is raised above street level) and navigate the traffic with babies, children, pets, luggage, shopping, strollers, prams, wheelchairs etc to access their properties on the eastern side. It is almost impossible for passengers to alight from vehicles on that section of the western side of the street which has the raised footpath as there is only a narrow kerb which is continuously wet with water flowing and seeping regularly from the adjacent wall.</p> <p>Option B would add to the congestion of the street which, contrary to the 10.6m width given to it in the Proposal, is actually only 9.7m wide at one point. As was stated above, parked cars are often damaged by passing traffic as the street is so narrow. Cyclists travelling in a separate lane, as opposed to in the traffic lanes, would be at risk.</p>	

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		<p>If the Council is serious about addressing traffic congestion in Broughton Street, Council should investigate why so many government buses (often empty) travel both north and south along the street when there is only one official bus route, Bus 269, which travels south only. Other government buses should be routed elsewhere.</p> <p>If the Council is serious about providing the safest possible route for cyclists to access the Harbour Bridge, Council should investigate options other than Broughton Street. Why bring cyclists along one of the busiest and narrowest streets in the area? Other options worthy of consideration are having cyclists turn right (west) at High Street and either crossing the Pacific Highway to access the western side of the Bridge, or accessing the park which is adjacent to High Street to access the laneway which connects with Ennis Road. Alternatively, cyclists could go left (west) along McDougall Street and access the laneway which connects with Ennis Road. These are much safer options. Even dedicating the western footpath of Broughton Street as a cycle path would be a safer option than the street itself. That footpath does not provide access to any houses and parking does not occur on that side in peak clearway times so the footpath (in the section at street level) is not then accessed by motorists and their passengers. Perhaps too the Council should revisit its "HarbourLink" proposal?</p> <p>4. Clark Road – between McDougall Street and High Street - The north-bound cycle path is pointless and will restrict access to James Milson Village.</p> <p>The removal of the slip lane from Clark Road into High Street is an absurd proposal. This will cause extreme hold ups to motor traffic by causing any vehicle turning left to wait at the traffic lights. The suggestion demonstrates a total ignorance of the volume of traffic on this road, in particular in peak times. Buses required to turn left at the lights would have difficulty and further slow traffic.</p> <p>5. High Street intersection - The proposals to remove the right hand turn north from High Street and the right hand turn east from Clark Road will cause traffic to be diverted into McDougall Streets and Hipwood Road. This is patently ridiculous. McDougall Street and Hipwood Road are narrow streets and do not accommodate existing traffic well. It is difficult for cars travelling in the opposite direction to pass in Hipwood Road. If the reason for these proposals is to accommodate the proposed south-bound cycle path at the High Street intersection, the flaw is with the proposal to impose that cycle path. Clark Road between High Street and Adderstone Avenue is not wide enough to accommodate a dedicated cycle path nor a bike box at the intersection with High Street. The existing system, including the existing traffic light system at that intersection, works well. Has notice of the Proposal even been given to residents of McDougall Street and Hipwood Road??</p> <p>6. Walking and Streetscape Upgrades? The Proposal is entitled "Walking, Cycling and Streetscape Upgrade" but there is a lack of detail of any proposed upgrades for walking and the streetscape.</p> <p>As already stated in my Overview, the footpath in Broughton Street is unsafe and unsatisfactory. It is too narrow in places due to trees, power poles and electricity boxes and the surface is uneven due to tree roots and uneven repairs. These matters pose a safety risk to pedestrians many of whom are elderly and they need to be addressed. The installation of a smarter and consistent surface to the pavement, in particular in Kirribilli Village, would be welcome.</p> <p>If the streetscape is to be improved, one suggestion would be to remove the gum trees which drop branches, twigs and leaves on the footpath, cars and roadway. The gutters are regularly filled with excessive debris which is only infrequently removed by</p>	

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		Council. The consistent planting in Broughton Street of more ornamental pears would not only improve the streetscape but also remove the issue of falling debris.	
75	Debra Blair 91 Broughton St KIRRIBILLI	<p>For the following reasons, I do not support this proposal. I ask that it be withdrawn, revised, and re-issued to notify all impacted residents and business- including James Milson Village, Loreto School, and St Aloysius School.</p> <ol style="list-style-type: none"> <li>1. The plan and written explanations are contradictory.</li> <li>2. The proposal exacerbates rather than alleviates vehicular/cyclist/pedestrian conflicts.</li> <li>3. The proposed diagonal crossing for cyclists on the corner of Broughton and Ennis will force cyclists to negotiate a very congested area where pedestrians will be waiting to use the crossing, commuters heading to the train and school children.</li> <li>4. There is a proposed traffic calming/pedestrian crossing south of Willoughby (adjacent to steps from Ennis Road) effectively crossing the cycle path, causing conflict for pedestrians and cyclists.</li> <li>5. The proposed 'In-Lane bus stop and island' will effectively force buses to stop in the middle of the street and block south-bound Broughton street traffic. As it stands now, the bus pulls into the footpath, allowing traffic to flow.</li> <li>6. The proposed cycle-path parallel to the bus stop heading south will cross Willoughby Street, a very busy corner for east bound buses, residents and school traffic. Willoughby Street has parking on both sides of the street and doesn't allow two cars/bus from opposite directions to pass in the vicinity of Winslow Street. Therefore, traffic already slows in this area, same conflict on Willoughby from Carabella to Elamang Avenue.</li> <li>7. The proposed cycle-path crossing Willoughby would be hazardous. This part of Broughton has very mature plane trees, dropping twigs and leaves which would also be dangerous for cyclists on this section of the cycle-path.</li> <li>8. The proposed 'Option B' on Broughton between Greenway Drive and McDougall is totally unsuitable for the following reasons: <ul style="list-style-type: none"> <li>- Moving the clearway from the western side to the eastern side of the street creates a very dangerous situation for residents. We have elderly residents, children and pets having to negotiate crossing to access their houses on the eastern side - a heavy traffic route for buses, trucks and cars. There already exists a serious ongoing problem of side swiping of parked cars by wider vehicles such as trucks and buses using this <u>very</u> narrow street.</li> <li>- If the proposal for option B is adopted we would lose 5 car spaces rather than the 1 car space 'impact' suggested. The western side of the street houses an Electrical Sub Station, which has a mandatory reserved 2 car space directly in front of it, that leaves 15 car spaces. The northern end of the western side has a raised pathway and stone wall and no footpath, just a 300m curb that is mossy and continuously wet. Passengers cannot easily exit a car. The eastern side accommodates 20 spaces. There is a daily struggle for residents to park on this section of Broughton Street, as it also services Greenway Social Housing. The removal of five 24 hour spaces would cause mayhem when it comes to parking, and overflow would heavily impact the surround streets.</li> <li>- 75 Broughton St, road width is 10.200 and in front of 89 Broughton it reduces to 9.700 not the 10.600 stated in the 'Section' provided in this proposal taken from a wider part of Broughton, south of Willoughby St.</li> </ul> </li> </ol>	A

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		<p>- This section of street is narrow and heavily used as a preferred bus route to a bus lay over on Olympic Drive. Buses travelling north and south cannot pass in this street. According to The Bus Infrastructure Guidelines a minimum lane width should be 3.2m.</p> <p>- An 'AM' clearway on the eastern side would conflict with garbage collection.</p> <p>- Residents wouldn't be able to access their houses safely and would be continuously moving their cars.</p> <p>- Residents having to park on this side of the street, if returning from anywhere other than Milsons Point, would have to go east on Willoughby, do illegal turns to access Broughton or go up through the village to find a way back onto Broughton Street.</p> <p>MY PREFERENCE WOULD BE OPTION A</p> <p>9. The proposed cycle-way northbound on Clark is pointless as cyclists are already on a downhill road with momentum. It will inhibit driveway into James Milson Village. The proposal to remove the slipway to accommodate a cycle-way onto High St, will cause a traffic bank up, impacting James Milson Access and flowing back to the village.</p> <p>10. This slipway allows traffic to flow. The pedestrian crossing is already a raised platform with lighting above. I haven't heard about accidents at this crossing and use it myself.</p> <p>11. The four-way traffic light system on Clark and High St, works well in my opinion. It is safe for drivers, pedestrians and cyclists therefore I see no need to remove the easterly RHT into High Street.</p> <p>12. The proposed removal of south bound LHT east into High St, to accommodate a south bound cycle-way forces traffic into McDougall and Hipwood Streets, again narrow roads where cars hesitate to pass each other. Some of the residents on the northern side of High St, between Clark Road and Hipwood would not be able to access their driveways easily.</p> <p>13. The proposed removal of a north bound RHT from High St, into Clark Road is unnecessary if the four-way traffic light system remains the same.</p> <p>14. This section of Clark Road from Adderstone Avenue to High street is not wide enough to have a cycle-way plus 2 lanes of traffic.</p> <p>I am deeply concerned that this poorly thought out proposal has been presented to a few residents, rather than all those who will be adversely impacted. I request that Council retract these plans, revise these plans, and re-issue these plans to all residents and businesses in Kirribilli.</p>	
76	Doug Eakins 1/42 Harriette St NEUTRAL BAY	<p>I strongly object to the proposal as outlined in Council's letter of 17 May 2021 for the following reasons:</p> <p>There are areas in Sydney that because of the hilly terrain are just not suitable to providing dedicated bike lanes. This area of Sydney is such an area. Another area In North Sydney Council's area is Sutherland St Cremorne where tens of thousands if not hundreds of thousands of dollars of rate payers funds were spent on a providing a bike lane, the usage of which is negligible.</p> <p>The cases for and against the proposal are presented in a bias manner. The tables are headed 'Anticipated Improvements' and Anticipated Impacts'. Now an Improvement is an impact so unbiased presentation should have headings of 'Anticipated Impacts - Improvements' and Anticipated Impacts-Worsenings'.</p>	WP

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		<p>Apparently the most significant Improvement is reduced vehicle speeds as this is the top item in most tables. However this description should be added to Worsenings as un-biased presentation would consider the effect on motorists</p> <p>My home is on Harriette St just east of Wycombe Rd and part of the route being considered for so called 'Upgrade'. I frequently observe the bicycle and vehicular traffic on the route. I would say there would be some tens of cyclists that use this route in peak hours compared to hundreds of vehicles. So where is the equity in penalising drivers and passengers of vehicles for a comparative few cyclists. In off peak periods there are virtually no cyclists and plenty of vehicles.</p> <p>Many of the widths proposed for vehicles and cyclists are below standard and will cause accidents which I would say would be caused by Council as these have been proposed by Council. The maximum permitted width for a vehicle is 2.5m plus mirror projection and for a vehicle over 3.5 tonnes, 2.5 m plus 0.15m mirror projection on either side, a total of 2.8m. To these dimensions a distance must be added for clearance to opposing vehicles or parked vehicles. Council proposes lane widths of 3.2m and parking widths of 2.1m. Obviously a parked vehicle of 2.8m will encroach on travelling vehicles. Passing vehicles each 2.8m wide travelling in the middle of a lane have only 400mm clearance between vehicles provided there are no parked vehicles. 400mm between passing vehicles is too close for safe passage. The net effect will be to slow if not stop traffic.</p> <p>Have these proposals been circulated to residents of other councils that use these roads? For example Mosman residents to get their views and the view of Mosman Council? And Warringah and Manly Councils?</p> <p>The net effect of these proposals will be to push more traffic on to Military Rd which is already at capacity, which is regrettable if that is Council's underlying intention.</p> <p>I object to rate payer funds being wasted on this proposal for the questionable benefit of few who in all likelihood are not rate payers.</p>	
77	Neil Clugston 6/140 High St NORTH SYDNEY	<p>In brief, the proposed traffic changes to restrict turns from Clarke Rd either left or right or both into High Street, are simply ridiculous. As a High Street resident, my access would be severely restricted and with the State Government's recently announced plan to further open up Sub Base Platypus and surrounds for community use, it makes no sense whatsoever to limit access to the area, particularly for a bike lane. I would ask Council to reconsider these proposals and instead to act in the best interest of local residents.</p>	A
78	David & Robyn Callaghan 58/1 Kiara Cl NORTH SYDNEY	<p>We are residents of Kiara Close and will be very much affected by the Council's proposals for streetscape upgrades and are deeply unimpressed with various aspects of the plans to change traffic flows between Kirribilli and Cremorne. Whilst some proposals are reasonable others, in our view, will not produce the proposed outcome of smoothing traffic flows and maximising safety in the area.</p> <p>The introduction of many new bicycle lanes to already very narrow traffic corridors would seem to be massive overkill in favour of the "lycra brigade". We have never noted the bicycles unduly suffer from current conditions and drivers and cyclists currently co-exist in the area without undue conflict. If Council is so concerned about bike access - perhaps alternative bike routes away from our narrow and crowded streets could be considered.</p>	A

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		<p>Furthermore, we believe safety will not be enhanced by the introductions of these dedicated lanes. Indeed, after leaving Broughton St the bike lane changes to the other side of Clark Rd and after the High St intersection it changes sides again - which surely must constitute a safety hazard.</p> <p>Also, the proposed bike lane in Broughton St will result in residents (none of whom have off street garaging) losing valuable street parking which will be a massive loss of amenity in our neighbourhood.</p> <p>Of greatest personal concern is the proposal to virtually isolate we residents living east of Clark Rd by the removal of righthand turning facilities at the Clark Rd and High St intersection. This will create considerable inconvenience and will direct a large new flow of traffic down McDougall St and din Hipwood St in order comply with the new proposal.</p> <p>At school drop-off and pick-up times the flow of traffic in McDougall St is already reduced to a one way stream and cars travelling in opposite directions all have to stop and give way until a gap appears. The massive extra volumes which will result if your plan comes into being will cause traffic mayhem at these times.</p> <p>Th current traffic light arrangement at Clark Rd and High St does not lead to congestion during peak times. Traffic only builds up if there are delays on the Harbour Bridge approaches and in normal circumstances there are minimal problems.</p> <p>We are totally bemused by the proposal to remove the slip lane from Clark Rd into High St heading west. This presently allows traffic to smoothly join the flow towards the Bridge and North Sydney with minimal interruption. The new plan is not clear on the proposed alternative. Does it mean that traffic will be required to wait for a green light and left turning arrow (which will mean a time penalty to traffic flow) - or are you proposing that this flow is also to be directed via McDougall, Hipwood and High St to add to already excessive flows you are looking to inflict on this area?</p> <p>The one aspect we do applaud is the proposed roundabout at the Clark Rd and Kurruba Rd intersection. This is very good idea and should help to smooth traffic flow in that area.</p> <p>We strongly believe much more discussion must be undertaken with the community before the final shape of these very expensive proposal is reached.</p>	
79	Name and address withheld	Submission content withheld in accordance with Council's <i>Access to Information Policy</i> .	WP
80	Harbour Trust PO Box 607 MOSMAN	The Harbour Trust manages Sub Base Platypus, which is being renewed with public parkland and buildings restored for new uses. Sub Base Platypus is accessed from High Street, North Sydney, and the Harbour Trust is committed to maximising public access to the place. The Harbour Trust objects to the proposal to prohibit left/right turns from Clark Road, east into High Street, as it will negatively impact access to Sub Base Platypus for workers and visitors.	A

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81	Louise Jones NORTH SYDNEY	I am completely against the cycleway along Clarke road not allowing a turn north or south into High St. I live in High St down towards the ferry and I will not be able to turn into my street. Hipwood St is too narrow and currently is only one way at the top of High St. There are more residents who drive than cycle. Do not change it.	A

### Appendix C. Collated feedback from Precinct Committees

The following are extracts from Precinct Committees minutes concerning this proposal:

Precinct	Minutes	Feedback
Harrison	June 2021	Information about this proposal was circulated and discussed by attendees. Given the tight deadline for feedback - 14 June 2021 - meeting attendees were asked to review the material and give direct feedback to Council including via the YourSay website.
Milson	June 2021	<p><b>Discussion:</b> Residents concerned about lack of consultation, lack of time, lack of widely notifying community - to all residents, businesses and schools. The proposed bicycle path is only for uphill sections, with cyclists riding with the traffic, at speed on downhill sections of road. Therefore, not a separated bike path in both directions for all types of riders, so it does not achieve the main objectives of the proposal, of providing a safe separated cycleway to encourage more less experienced cyclist onto the roads.</p> <p>Motions were proposed for various reasons, including that the proposal adds nothing as a claimed 'Walking' upgrade, to what is already existing. It is otherwise a parking downgrade, with some kerb lane parking reduced to a more hazardous 2.1 meters. Fundamentally, as a conceptual traffic solution to bicycle rider improvements, it is a superimposition, within the existing road access constraints, instead of being integrated. Therefore, it is at considerable unwarranted expense to the existing levels of all modes of access within the Kirribilli / North Sydney precincts.</p> <p>Residents were asked to make their own submissions based on the plans on exhibition. A further information session will be provided by NSC via zoom.</p> <p><b>MOTION:</b> Milson Precinct proposes the following motions:</p> <p>A. Amendments to the Kirribilli to Cremorne, Walking, Cycling and Streetscape be discontinued from the Intersection of Clark Rd and High Street, south in its entirety.  <b>Moved: Steve C Seconded: no support for the motion</b></p> <p>B. In the absence of a better solution for the Kirribilli to Cremorne Walking, Cycling and Streetscape Upgrade, the current proposal be abandoned in its entirety.  <b>Moved: TW Seconded: GB Voting: For: 40 Against: 1</b></p> <p>C. In view of the level of concern expressed for both cycleway access onto the harbour bridge and the routes to that point, through the Local Government Areas of North Sydney, Council is urged to revisit the HarbourLink proposal by North Shore Bicycle Group and NSC Sustainable Transport Committee from 2009-11. (Previously reviewed favourably by PWC for its cost benefit analysis.)</p>
Neutral	June 2021	<p>Cremorne to Kirribilli walking, cycling and streetscape upgrades</p> <ul style="list-style-type: none"> <li>The meeting agreed that the roads included in this proposal are probably too narrow to allow for a separate cycle-way and it will inevitably create traffic chaos.</li> </ul> <p>It was recommended that residents view the proposal on the Council website and provide feedback via <a href="mailto:yoursay@northsydney.nsw.gov.au">yoursay@northsydney.nsw.gov.au</a></p>



