

8.12. Young Street Walking Cycling and Streetscape Upgrades

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ATTACHMENTS: Attachment 1 - Submissions Summary; Attachment 2 - Resident Notification, Young and Grasmere Intersection priority Change

PURPOSE:

This report provides detail of the community consultation outcomes on the proposed Young Street (Sutherland Street to Grosvenor Street) Walking, Cycling, and Streetscape Upgrades project.

EXECUTIVE SUMMARY:

This project will deliver a key connection to the Neutral Bay village and forms part of the 'Priority Route 2' project in Council's North Sydney Integrated Cycling Strategy (2014). It seeks to resolve missing links in the walking network, improve cycling accessibility and improve public domain outcomes including increasing cycling and pedestrian facilities.

Public exhibition of the proposed concept plans took place from 10 May 2021 to 10 June 2021, (33 days). A total of 89 submissions were received, in summary:

- 53% indicated overall support for the proposal; 10% indicated overall objection to the proposal, 1% supported the proposal in long term (but not in medium term); 36% commented on specific elements of the proposal (i.e. did not indicate if they supported the project overall)
- 34% of submissions came from residents/businesses of directly affected streets^[1]; 20% indicated overall support for the proposal; 23% indicated overall objection to the proposal and 57% commented on specific areas of the proposal
- 2 of the submissions were from Precinct Committees (via minutes)

Key issues raised were as follows:

- both support and objection to the proposed cycling facilities; 44% supported the continuation of the cycle path, 11% opposed and 45% did not specifically comment on this aspect of the proposal
- support for new pedestrian crossing facilities at the intersection between Belgrave Street and Young Street; and
- objection to the removal of parking spaces on Young Street and/or extended clearway hours on Belgrave Street¹

¹ Belgrave Street, Grasmere Road, Grosvenor Street, Sutherland Street, Young Lane, Young Street

- objection to the narrowing of Young Street

The project includes and aims to:

- implement a separated cycleway that links in with the current network
- implement pedestrian facilities across Young Street which will address current pedestrian safety issues
- discussions/approvals from Transport for NSW are underway and preliminary detailed designs and traffic light changes have been sent for comment
- changes to traffic light sequence to include the cycle way and new pedestrian facilities

Some implications of the project include:

- estimated seven (7) spaces (subject to approvals processes) would be removed on Young Street, three (3) north and four (4) south of Belgrave Street
- the adjacent clearways on Belgrave Street that currently run in either the am or pm peak would need to run in both directions in both peak periods with loss of total of 36 spaces which is an essential criterion from TfNSW
- parking retained at other locations along cycleway and outside peak hours

This report recommends the Council proceed to detail design for tender and construction purposes for the project, which will be subject to approval from the North Sydney Council Traffic Committee. Detail design for tender and construction purposes along with approval from the North Sydney Traffic Committee will be undertaken this financial year with construction commencing in the 2022/2023 financial year.

FINANCIAL IMPLICATIONS:

The total **estimated** project cost is \$772,200. This project is 72% state funded. Council has received a TfNSW grant offer for \$552,200 under the NSW Government's Active Transport Walking and Cycling Program. Council's contribution is \$220,000.

Council has applied to TfNSW for an extension to the funding program requirement, to have the grant funding expended this financial year. TfNSW have agreed to carry over the full state funding offer of \$552,200 into the 2022/23 financial year subject to Council formally submitting a time variation form.

\$220,000 of Council's money was allocated to the project in the 2020/21 'Bike Facilities' budget and this funding will also be required to be carried over into the 2022/23 financial year.

If this project is approved by Council, then the project will commence construction this financial year, however it will not be complete and funding will be required to be rolled over into the 2022/23 financial year.

RECOMMENDATION:

- 1. THAT** detailed design for tender and construction of the Young Street Walking Cycling and Streetscape Upgrades (Sutherland Street to Grosvenor Street) commence.
- 2. THAT** the final detailed design for the project be subject to approval of the North Sydney Traffic Committee.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

2. Our Built Infrastructure

2.2 Vibrant 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

A key objective stated Council's *North Sydney Integrated Cycling Strategy (2014)* is to deliver a cycling network accessible to people of all ages and cycling abilities; to enable more people in the community to choose cycling for day-to-day transport needs, particularly for short trips of between 2-5km. This project forms part of the Strategy's 'Priority Route 2' and would deliver a key connection to the Neutral Bay Village.

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

In nearby locations, where separated cycling paths have been constructed on Cycling Strategy 'Priority Routes', there has been continual and significant growth in cycling trips following implementation. The graphs below show growth in use on the Ernest Street Cycle Path since completion. During the COVID-19 pandemic, weekend use of this cycling path increased with cycling becoming more of an activity that people are considering as a recreational activity. Notably, since the pandemic, weekend use of this cycling path has increased approximately 125%.

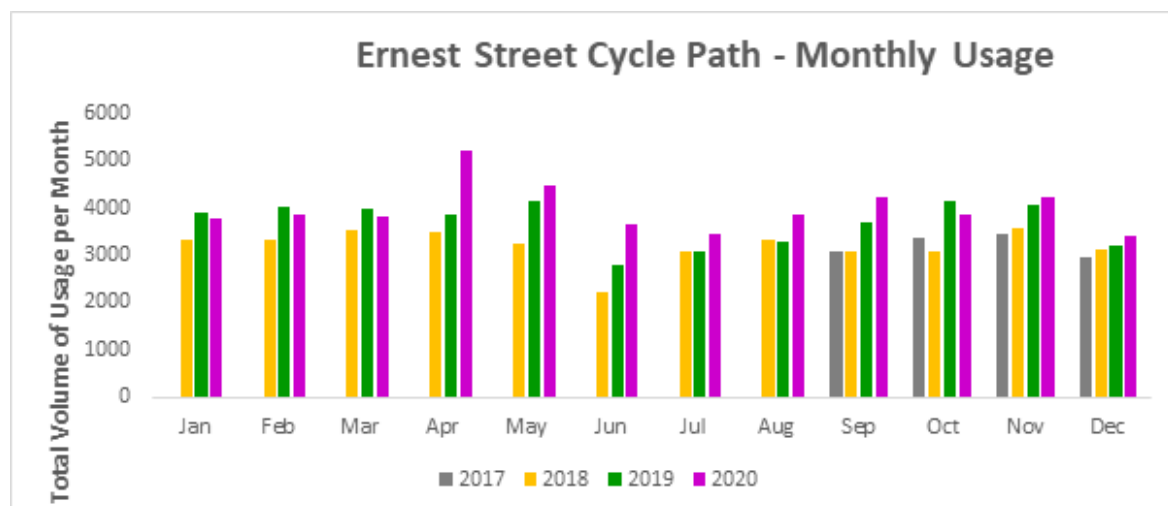


Figure 1 Earnest Street Cycle path – Monthly usage from 2017 to 2020

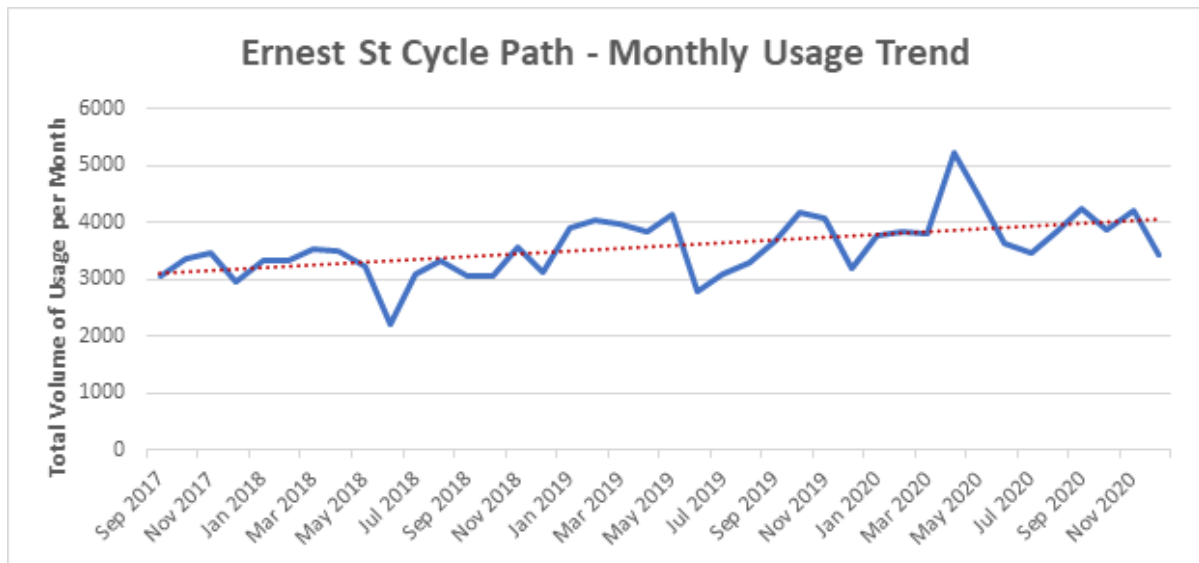


Figure 2 Earnest Street Cycle path – Monthly Usage Tend from 2017 to 2020

NSW Active Transport Policy

The NSW Government *Future Transport 2056* sets a vision that walking and cycling become the most convenient option for short, everyday trips around centres and local areas, supported by a safe road environment and appropriate infrastructure. This project is consistent with this policy in that it improves walking and cycling links to the Neutral Bay Village.

Recent NSW State Government cycling policy releases have affirmed policy support and guidance towards the implementation of separated cycling paths as the appropriate infrastructure response to enabling latent demand for cycling amongst the ‘interested but concerned’ group. Below is an extract from [The Cycleway Design Toolbox](#) (December 2020), which indicates that separated cycle paths are the appropriate infrastructure type for a setting such as Young Street (Figure 3 in the following pages).

Project Scope

The scope of the project in summary will involve the following works:

- construction of 250m of a bidirectional combination of separated and on road cycle path from Sutherland Street to Grosvenor Street
- concrete kerbs will separate the parking and cycle path areas
- narrowing of road width to accommodate cycleway
- installation of protected (signalised) pedestrian crossings over Young Street at the intersection with Belgrave Street
- pedestrian access ramps at the intersection of Young Street and Belgrave Street would be upgraded

- adding right turn lanes on Young Street at the intersection with Belgrave Street to reduce congestion at the intersection during peak periods
- new raised pedestrian crossing over Sutherland Street to the immediate west of the intersection with Young Street

Loss of on Street Parking = Changes to Existing Traffic Environment

The loss of on street parking in summary will involve the following spaces (refer to Figure 8):

- the removal of seven (7) parking spots on Young Street - three (3) north and four (4) south of Belgrave Street due to the installation of the pedestrian crossings not the cycleway
- there is no loss of parking along other sections of the cycleway except for the sections stated above which are at the intersection of Belgrave.

Traffic Lights Intersection of Belgrave Street and Young Street

The signalised intersection between Young Street and Belgrave Street is currently missing pedestrian crossing facilities providing access over Young Street. This conflicts with current safety guidelines and presents an increased risk to pedestrian safety and a barrier in the walking network. New pedestrian crossing facilities would be provided as part of the project.

Discussions with Transport for NSW are underway and preliminary detailed designs have been sent for comment. However, an estimated seven (7) spaces (subject to approvals processes) would be removed on Young Street, three (3) north and four (4) south of Belgrave Street as part of the upgrade. The adjacent clearways on Belgrave Street that currently run in either the am or pm peak would need to run in both directions in both peak periods. Parking will be retained along other sections of the cycle way and also outside of the peak hour times.

In addition to resolving a key missing link in the pedestrian network, the project will provide an additional pedestrian crossing on a key access route to the Neutral Bay Village, and a cycle path that enables people of all ages and abilities to cycle to Neutral Bay. The provision of cycling facilities that provide access for a broader range of people in the community, particularly families and less confident riders, was well supported in community feedback.

Clearways

The loss of on street parking from the introduction of a new signalised intersection at Belgrave and Young streets and associated changes to the Clearways in summary will involve the following loss of parking (please see Figure 9):

- 23 fewer spaces on Belgrave Street during pm peak (3pm to 7pm, weekdays only) due to clearway extensions (existing parking restrictions retained at other times)
- 13 fewer spaces on Belgrave Street during the am peak (6am to 10am, weekdays only) due to clearway extensions (existing parking restrictions retained at other times)

Why the Clearways are Required

The upgrading of the traffic lights should essentially be considered a new set of traffic lights due to having to meet the current standards of no stopping, including the proposed changes to the lengths of phasing of the lights and introduction of more time/phases.

The proposal has been discussed with Transport for NSW Network & Safety and Network Operations and some of the comments were received on the proposed changes to the traffic lights:

- vehicle queuing length on the eastern approach of Belgrave Street (regional road) is projected to increase, potentially affecting the efficiency of Gerard Street / Winner Street intersection.
- efficiency of Young Street is greatly impacted in both the am (6am-10am) and pm (3pm-7pm) peak periods.
- additional phase required to allow bicycles to head north is effectively taking available green time away from Belgrave / Young.
- the efficiency of the western approach of Belgrave Street is significantly reduced, as the queue length is more than doubled in the PM (3pm-7pm) peak period.
- additional phase required to allow bicycles to head north is effectively taking available green time away from both Belgrave Street and Young Street.

As part of the upgrade to accommodate both the traffic turning phase, the cycleway and installation of the pedestrian legs traffic modelling was conducted to investigate the traffic congestion impacts. The model reviewed the am peak (6am to 10am) and the pm peak (3pm to 7pm) and investigated how long traffic queues would be and how the timing of the lights would affect the traffic times.

This also investigated what length of no stopping/clearways is required in order to fit in with Transport for NSW guidelines as well as reducing the traffic impact on Belgrave Street especially being a Regional Road and one that is congested during peak hours.

From this traffic modelling it was determined that the current proposed clearway extensions are essential to satisfy the traffic modelling and that Transport for NSW would not approve the changes to the intersection without the installation of these no stopping and clearway extensions during the am and pm peak hours. That being 23 fewer spaces on Belgrave Street during pm peak and 13 fewer spaces on Belgrave Street during the am peak on weekdays. It should be noted that the current parking would stay the same outside of these peak hour times. This is still under discussions with Transport for NSW and still awaiting approvals.

Councillor Briefing

A Councillor Briefing was held on 9 November 2020 on the three (3) x Active Transport Grants that Council had been offered by TfNSW. Figure 3 below summarises the Grant Offers that had been put to Council.

Project	TfNSW grant	Council contribution
Milsons Point to Cremorne	\$2,728,500	\$500,000
Young Street	\$552,200	\$220,000
Ernest Street	\$176,750	\$176,750
Totals	\$3,457,450	\$896,750

Note: Applications for these projects commenced in 2015/16.

Figure 3 TfNSW Active Transport Grant Applications – Received by Council

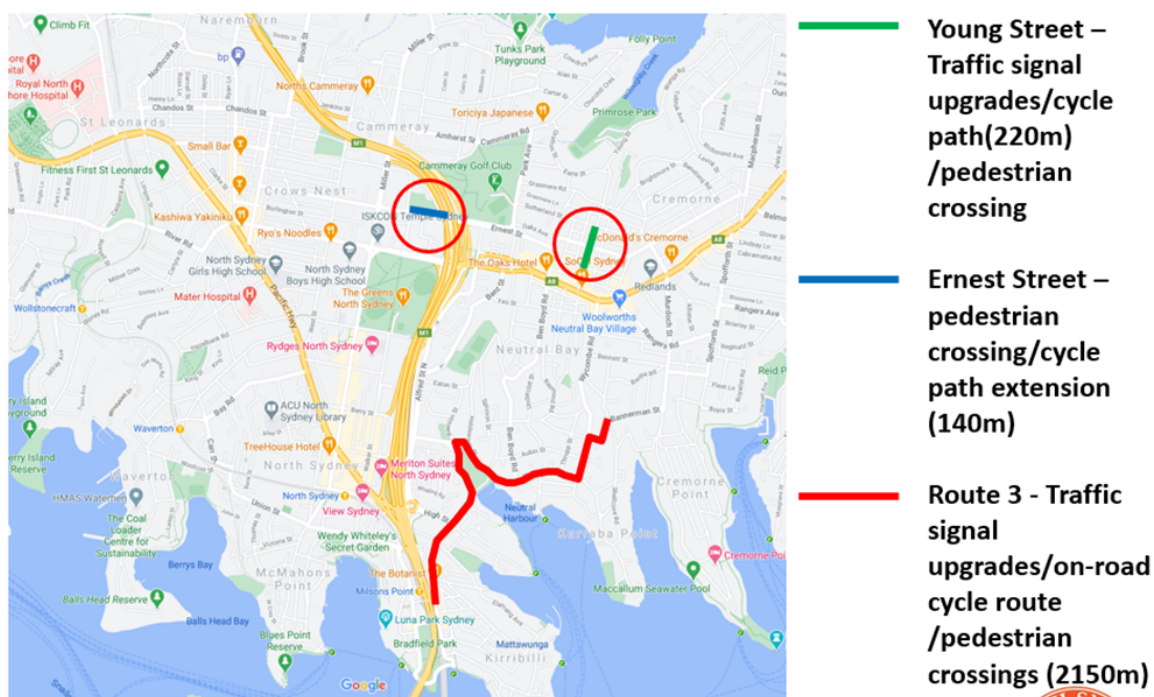


Figure 4 Location Map of the three(3) Active Transport Project Locations

A report to the 30 November 2020 Council meeting (Item 8.10. Active Transport Grant Offer from TfNSW) recommended 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 the outcomes of community consultation on the projects. Council resolved:

194. RESOLVED:

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.

Young Street Cycleway Project

Council subsequently commenced concept design and community consultation on the Young Street Active Transport Project which has cost \$16,685. This project is 72% funded by the Grant Offer from TfNSW (\$552,000) with the balance 28% (\$220,000) funded through Councils Active Transport Program (total cost \$772,000). Council has not yet received the grant funds from TfNSW. An application to TfNSW has been submitted for this grant funding to be carried over to 2022-2023 financial year.

Ernest Street Cycleway

This project is 50% funded by the Grant Offer from TfNSW (\$176,750) with the other 50% (176,750) funded through Councils Active Transport Program (total cost \$353,500). Council has not yet received the grant funds from TfNSW.

This project as had to be put on hold due to the Warringah Freeway Upgrade as it conflicts with the early construction works that are currently being undertaken by TfNSW on Ernest Street as part of the Warringah Freeway upgrade. An application to TfNSW has been submitted for this grant funding to be carried over to 2022/23 financial year.

Milsons Point to Cremorne - also known as Route 3 - "Kirribilli to Cremorne Walking, Cycling and Streetscape Upgrade Project"

The Route 3 - "Kirribilli to Cremorne Walking, Cycling and Streetscape Upgrade Project" is currently on hold as TfNSW withdrew (Re-prioritised) its funding for the project after the Council resolution of 28 June 2021 whereby Council resolved to halt the project and undertake further design review and consultation.

CONSULTATION REQUIREMENTS

Community engagement was undertaken in accordance with Council's Community Engagement Protocol. Public exhibition of the proposed concept plans took place from 10 May 2021 to 10 June 2021 (33 days). A total of 89 submissions were received.

DETAIL

The Young Street Walking, Cycling and Streetscape Upgrades Plan proposes walking, cycling and streetscape improvements on Young Street, from Sutherland Street to Grosvenor Street.

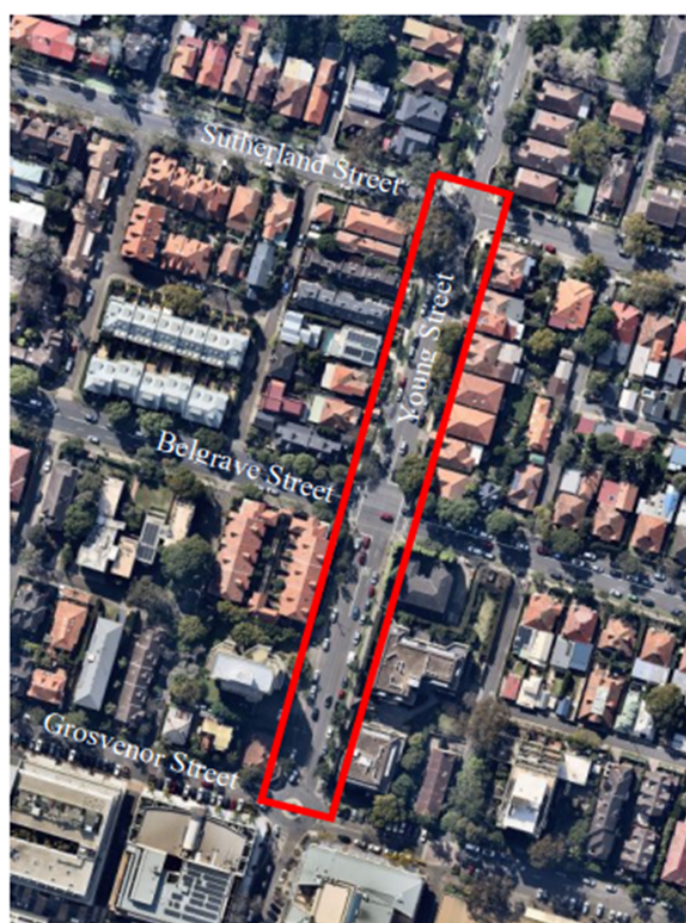


Figure 5 Aerial Image of the proposed works location

The project proposes the following:

- installation of protected (signalised) pedestrian crossings over Young Street at the intersection with Belgrave Street. Protected pedestrian crossings significantly improve pedestrian safety and accessibility at intersections with traffic control signals. They are a standard feature at traffic control signals under current guidelines but missing at this intersection. Pedestrian access ramps at the intersection would also be upgraded.

- addition of right turn lanes on Young Street at the intersection with Belgrave Street to reduce congestion at the intersection during peak periods.
- new raised pedestrian crossing over Sutherland Street to the immediate west of the intersection with Young Street.
- continuation of the existing Young Street cycle path to the Neutral Bay village (Grosvenor Street). Qualitative feedback from the community and customer research conducted by TfNSW indicates that more people, of all ages and cycling abilities, want the option to cycle short transport trips and will do so if safe and accessible paths are provided. Accordingly, the path is proposed to be fully separated from vehicle areas.
- the removal of and estimated seven (7) parking spots on Young Street - three north and four (4) south of Belgrave Street. Figures are estimates and are because of the pedestrian traffic lights not because of the cycleway. The final layout is subject to Transport for NSW assessment and approvals processes, which is currently underway.
- increased areas of peak hour 'no-stopping' zones on Belgrave Street, so that clearways operate in both directions in both the am and pm peak period. This is to prevent major congestion at the intersection that would potentially arise because of the other changes.
- new garden beds/landscaping alongside sections of the path.
- the cycleway will end at the intersection of Young Street and Grosvenor Street where there is an existing roundabout. Having a separated cycleway through a roundabout is not a favoured solution as it causes a priority issue with cyclists. The detailed designs will have to look at the safety of cyclists around how this path would end and desire lines of cyclists.

A layout plan for the works is provided on the following pages.

The upgrade of the traffic control signals to include pedestrian and cycle crossing facilities that meet current design standards **cannot** take place without parking impacts. No-stopping/clearway zones on approach and departure to the intersection need to be increased to ensure compliance with current safety standards and avoid excessive congestion during peak hours. The design process sought to minimise impact on parking as much as possible.

The following table summarises the anticipated improvements and impacts associated with the project.

Anticipated Improvements	Anticipated Impacts
<ul style="list-style-type: none"> • reduced vehicle speeds and noise on Young Street • increased safety for people walking and crossing roads • higher amenity pedestrian environment/public space. The cycle path will provide a buffer between footpaths and road areas • people who feel unable to cycle on-road will have the option to cycle to the Neutral Bay village by separated path 	<ul style="list-style-type: none"> • narrowed lanes on Young Street will reduce the space available for parked cars to exit • Estimated seven fewer permanent car parking spaces available Young Street. • 23 fewer spaces on Belgrave Street during PM peak (3pm to 7pm weekdays) due to clearway extensions (existing parking restrictions retained at other times) • 13 fewer spaces on Belgrave Street during the am peak (6am to 10am,

Anticipated Improvements	Anticipated Impacts
<ul style="list-style-type: none"> reduced congestion on Belgrave Street at the intersection with Young Street 	<p>weekdays) due to clearway extensions (existing parking restrictions retained at other times).</p>



Figure 6 Image of existing cycleway along Young Street



Figure 7 Existing situation at the intersection between Belgrave Street and Young Street with missing pedestrian crossing point marked in red arrows. Source: Nearmap



Figure 8 Layout plan showing key project features (yellow boxes indicate loss of parking space locations because of traffic signal upgrade)

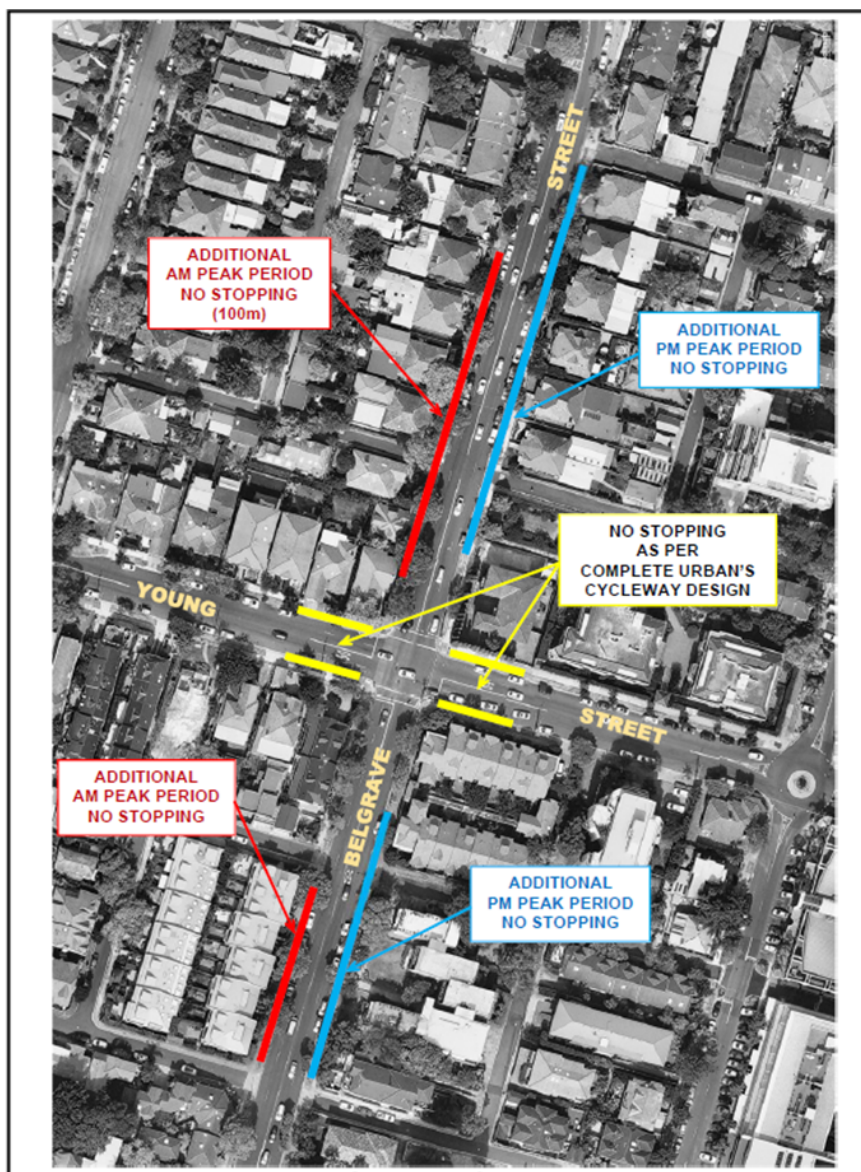


Figure 9 Details of proposed clearway changes (No stopping) on Belgrave Street (red line shows am peak clearway length/location and blue line shows pm peak clearway length/location)

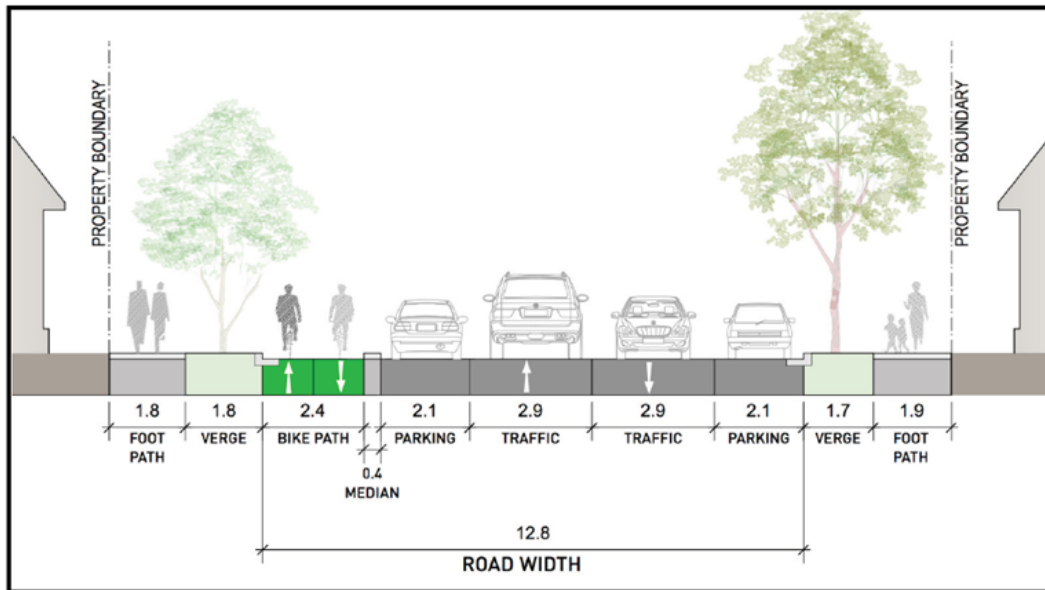


Figure 10 Typical cross section

The travel and parking lanes on Young Street would be approx. 3.0m and 2.2m respectively - equivalent to those in place further north on Young Street adjacent to the existing cycle path. These exceed minimum lane width requirements.

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



Figure 11 Existing conditions at the intersection between Belgrave Street and Young Street.



Figure 12 Proposed layout at the intersection between Belgrave Street and Young Street, showing new pedestrian crossing infrastructure and cycle path.

Public exhibition of the proposed concept plans ran from 10 May to 11 June 2021 (33 days). The following summary details the methods were used to generate widespread awareness of the proposal and the level of participation/reach:

- Your Say North Sydney web page - over 400 page views during the exhibition period, including 66 downloads of the concept plan and 21 downloads of the notification letter.
- direct letter - sent to 537 properties;
- advertisement published in the Mosman Daily, 20 May 2021 - advising of information session with direct link to Your Say project page;
- online information session held 25 May 2021 - 11 registered, 6 attendees and 75 views on You Tube (as at 28 February 2022)
- Facebook post on Council's account on 19 May 2021 (paid boost) - 6,790 people reached, 683 post clicks, 32 likes, 33 comments and 4 shares;
- Council's E-newsletters - including monthly Council E-news (1316 subscribers, 23 link clicks) and weekly Precincts E-news (153 subscribers, 16 link clicks);
- memorandum to Precinct Committees - 3 Precinct Committees promoted the project (opportunity to have a say) via their meeting invite flyer, distributed to a collective of 4,230 residents and two Precinct Committees provided feedback via their minutes.

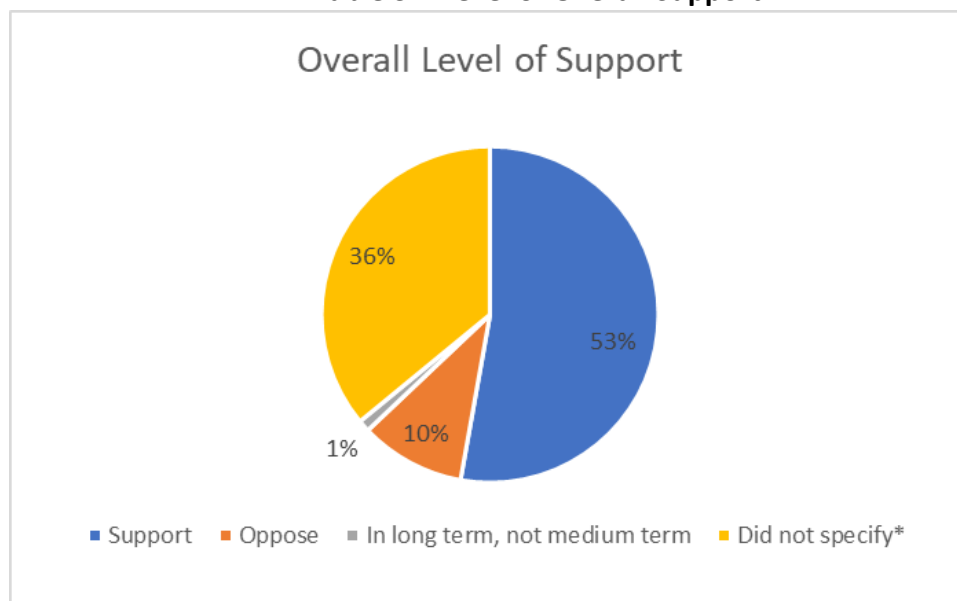
A total of 89 submissions were received in response (Attachment 1). Approx. 70% were from residents, 24% 'other', 3% as business owners and 3% as school community. For those in the 'other' category further detail provided indicated that these people identified as 'visitors', 'recreational or commuter riders', 'grandparents of resident children' or 'advocacy group representatives.

Of the total 89 submissions received:

- 53% (47) indicated overall support for the proposal; 10% (9) indicated overall opposition to the proposal, 1% (1) supported the proposal in long term (but not in medium term); 36% (32) commented on specific elements of the proposal (i.e. did not indicate if they supported the project overall)
- 34% (30) of submissions came from residents/businesses of directly affected streets^[1]; of these, 20% (6) indicated overall support for the proposal; 23% (7) indicated overall objection to the proposal and 57% (17) commented on specific areas of the proposal
- two (12) submissions were from Precinct Committees (via minutes)

Table 3 summarises the breakdown of supporting and objecting submissions.

Table 3. - Level of Overall Support



*Commented on specific elements of proposal

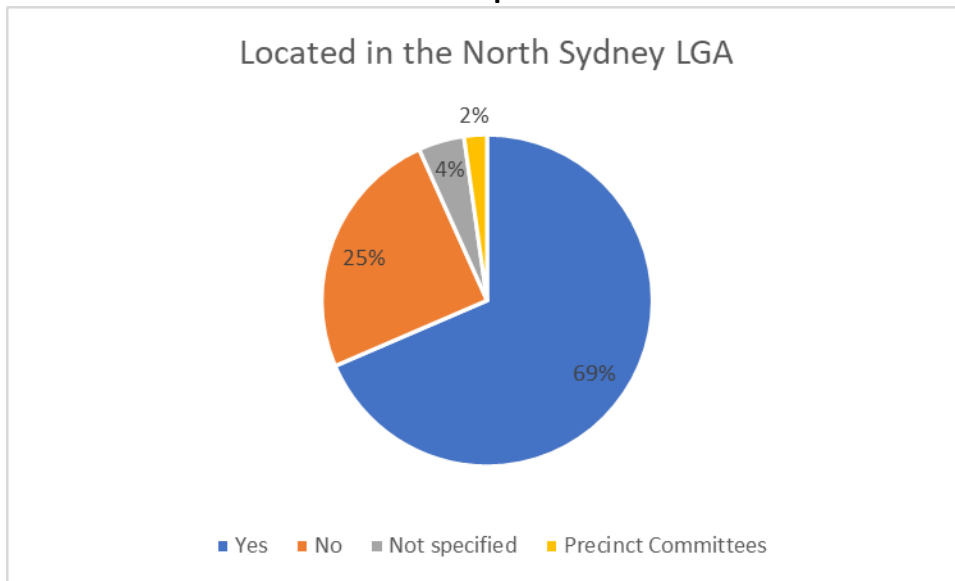
Key issues raised in consultation were as follows:

- both support and objection to the proposed cycling facilities; 44% (39) supported the continuation of the cycle path, 11% (10) objected and 45% (4) did not specifically comment on this aspect of the proposal
- support for new pedestrian crossing facilities at the intersection between Belgrave Street and Young Street; and
- objection to the removal of parking spaces on Young Street and/or extended clearway hours on Belgrave Street
- objection to the narrowing of Young Street

Respondent locations

69% of respondents came from the North Sydney LGA (not including Precinct Committees). Refer to table 4.

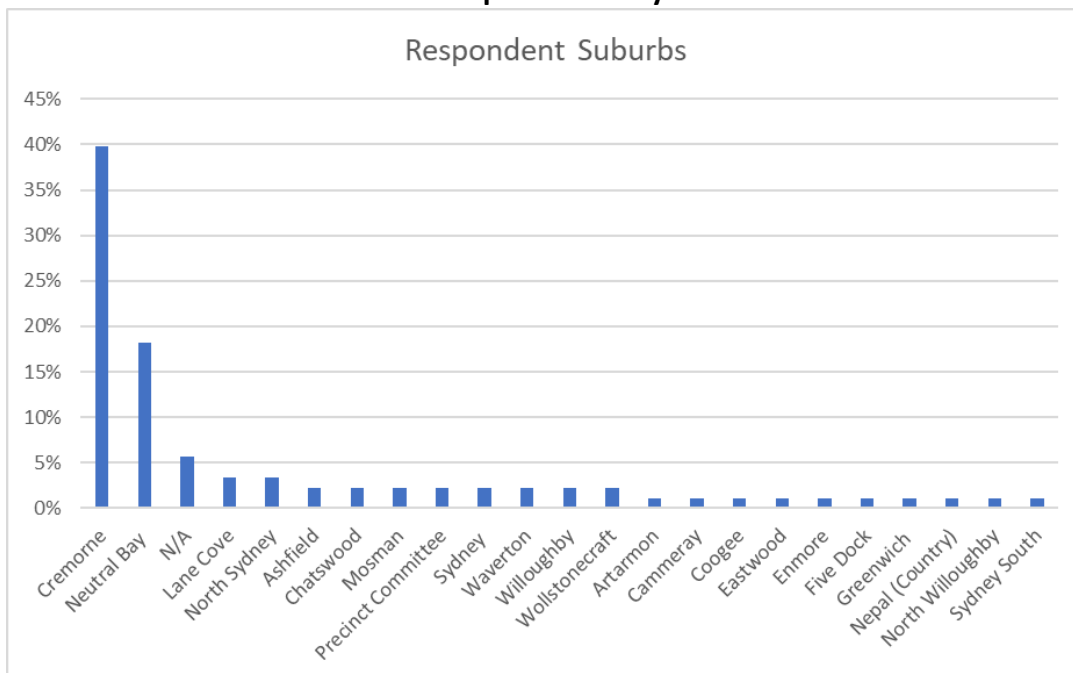
Table 4. Respondent locations



^[2] Belgrave Street, Grasmere Road, Grosvenor Street, Sutherland Street, Young Lane, Young Street

58% (36) respondents came from suburbs affected by the proposal; Cremorne 40% (36) and Neutral Bay 18% (16). Refer to table 5 for breakdown of respondent locations.

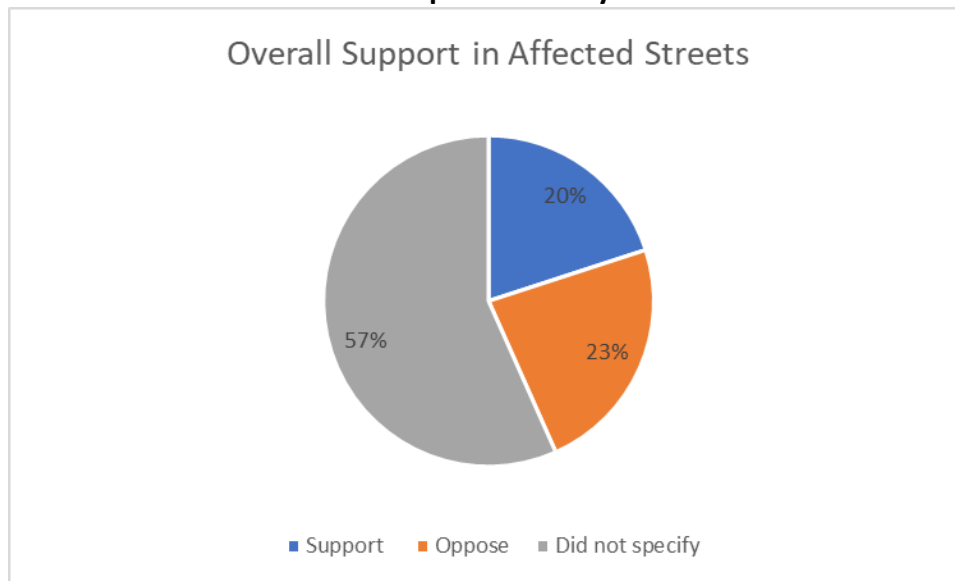
Table 5. Respondents - by Suburb



Of these respondents located in affected suburbs, 33% (17) indicated overall support for the proposal, 17% (9) opposed, 2% (1) supported in the long term, not medium term; 48% (25) did not specify i.e. commented on specific elements of the proposal.

34% (30) of respondents came from residents/businesses of directly affected streets^[1]. Refer to Table 6.

Table 6. Respondents - by Street



20% (6) indicated overall support for the proposal; 23% indicated overall objection (7) to the proposal and 55% (17) commented on specific areas of the proposal.

Levels of support from all respondents

Elements of the proposal that were most supported were; continuation of cycle path, installation of a signalised crossing over Young Street at Belgrave Street and improvements to pedestrian safety, the least supported aspect of the proposal was parking removal on Young and Belgrave Streets. Refer to Table 7.

Table 7. Level of Support

Element of Proposal	Support	Oppose	Did not comment
Continuation of cycle path	44% (39)	11% (10)	45% (40)
Improved Pedestrian Safety	4% (4)	0%	96% (85)
Narrowing of Young Street	0%	9% (8)	91% (81)
New streetscaping	1% (1)	1% (1)	98% (87)
No stopping in peak times	2% (2)	4% (4)	94% (83)
Parking Removal - 4 on Belgrave	0%	7% (6)	93% (83)
Parking Removal - 7 on Young Street	0%	19%	81%
Raised pedestrian crossing over Sutherland and Young	2% (2)	3.5% (3)	94.5% (84)
Right hand turn lanes (peak times)	3.5% (3)	4.5% (4)	92% (82)
Signalised crossing over Young @ Belgrave	10% (9)	2% (2)	88% (78)

While some respondents acknowledged the safety improvements, they felt they did not outweigh the loss of parking as a result of the project. There was also concern raised about

the lack of use of cycle lanes, clearways resulting in a loss of school drop off, difficult terrain for children's bikes with no gears. There were two comments that sequencing for right hand turn lanes from Belgrave to Young Street would be appropriate. Other respondents welcomed the ability to use a separated bike path to travel to Neutral Bay.

Concern expressed for the inability of large cars to pass each other with the narrowing of the street, was mentioned in reference to upgrades at Sutherland Street, however, the road has been designed with reference to relevant road design guidelines and regulations. Traffic counts undertaken in December 2017 after the completion of the cycleway works in Sutherland Street revealed a reduction of traffic speeds along Sutherland Street.

Young and Grasmere intersection

Seven respondents commented on the Young and Grasmere intersection. While this was outside the scope of this proposal, a letter regarding the change of priority was distributed at the same time as the notification letter for this consultation. (Attachment 2).

Proposed Amendments to Roundabout

The cycleway will end at the intersection of Grosvenor Street and Young Streets where there is currently an existing roundabout. Having a separated cycleway travel through a roundabout is not an ideal solution as it causes a priority issue with cyclists. The detailed designs will investigate the issue of safety for all road users at this roundabout and make recommendations of how the proposed path is designed to meet the requirements of pedestrians, cars and cyclists. Any changes to the design of the existing roundabout would be required to be approved by the North Sydney Council Traffic Committee.

Proposed Amendments to Traffic Control Signals

The signalised intersection between Young Street and Belgrave Street is currently missing pedestrian crossing facilities providing access over Young Street. This conflicts with current safety guidelines and presents an increased risk to pedestrian safety and barrier in the walking network. New pedestrian crossing facilities would be provided as part of the project. However, an estimated seven spaces (subject to approvals processes) would be removed on Young Street as part of the upgrade, and the adjacent clearways on Belgrave Street that currently run in either the am or pm peak would need to run in both directions in both peak periods.

A design for the Young Street and Belgrave Street intersection that does not include a cycle path may (but not certainly) allow for a slight reduction in parking impact on Young Street. However, the increased 'no stopping' areas required for safe pedestrian facilities will result in parking loss regardless. There is also a risk that parking impacts will be greater if the project is completed further into the future, if traffic volumes increase on Belgrave Street and Young Street, as the design needs to cater for 'worst case' congestion scenarios.

Conclusion

Community feedback indicates overall support for the proposed improvements to walking and cycling network connections on the west side of Young Street between Sutherland Street and Grosvenor Street.

The proposed routes are consistent with Council's *Integrated Cycling Strategy (2014)* and deliver a key connection to the Neutral Bay village which forms part of the 'Priority Route 2' project as well as anticipated improvements to the broader walking and cycling network.

There was some community objection received around the impact on parking, however the benefit to safety in completing the project, improvements to cycling by the building a separated cycle path and potential safety risk of leaving the existing crossing facilities at the intersection of Belgrave Street and Young Street unchanged, are considered a priority.

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

Program

1. Commence detail design for tender and construction purposes. March - May 2022
2. Approval from the North Sydney Traffic Committee - May 2022
3. Tender the Project - June 2022
4. Award contract and commence construction - July 2022
5. Estimated Construction time frame 18 weeks

ATTACHMENT 1

Young Street Walking, Cycling and Streetscape Upgrade
Summary of submissions received during public exhibition period
(10 May - 11 June 2021)

Legend

Overall Support/ Oppose	Cycle path continuation	Grasmere Young intersection (not in scope of project)	Narrowing of Young Street	New streetscaping	No stopping in peak	Parking Removal - 7 at Young	Parking Removal - 4 at Belgrave	Pedestrian safety	Raised pedestrian crossing over Sutherland at Young	Right hand turn lanes (peak times)	Signalised crossing over Young at Belgrave	Other/ general
OS	A	B	C	D	E	F	G	H	I	J	K	L

Appendix A. Feedback/submissions via emails/letters

The following table collates the submissions received on the proposal via email or letter which are proactively released in accordance with Council's *Access to Information Policy*.

No.	Name and Address	Submission Details	Section of Proposal referred to
1	Ross and Margaret Geddes Young Street, Cremorne	<p>1. Installation of protected (signalised) pedestrian crossings - Agree;</p> <p>2. Addition of right turn lanes on Young Street - Agree;</p> <p>3. New raised pedestrian crossing over Sutherland Street - Agree;</p> <p>4. Continuation of the existing Young Street cycle path - Disagree: The number of cyclists using the Sutherland Street cycle path is very low and Sutherland Street has been narrowed considerably, making it difficult to navigate if 2 cars are driving in opposite directions with parked cars on either side. Reducing Young Street's width and parking availability for such a small number of cyclists does not appear to warrant the cost and inconvenience. Driving out from our garage onto Young Street is already difficult, this would make it even more so.</p> <p>5. The removal of 7 parking spots on Young Street - Disagree: There is already a shortage of parking spots, particularly with the number of renovations/tradies in the area.</p> <p>6. Increased areas of peak hour "no stopping" zones on Belgrave Street - Agree</p> <p>7. New garden beds/landscaping alongside sections of the path - Disagree: As not in favour of the cycle path.</p>	A, D, E, F, I, J, K
2	Sarah Bickford Bicycle Planner Bicycle NSW	The proposal is generally excellent and we support improvements to the pedestrian environment and new dedicated cycling facilities within the road environment for those on foot or bicycle. The upgrades will help meet the NSW Government's commitment to provide a regional cycle network in Greater Sydney, and new mode-shift priorities outlined in the TfNSW Future Transport 2056 Plan, reflecting the increased emphasis on prioritising active travel, as set out in the January 2021 Road User Space	OS, A, B, C, D, L

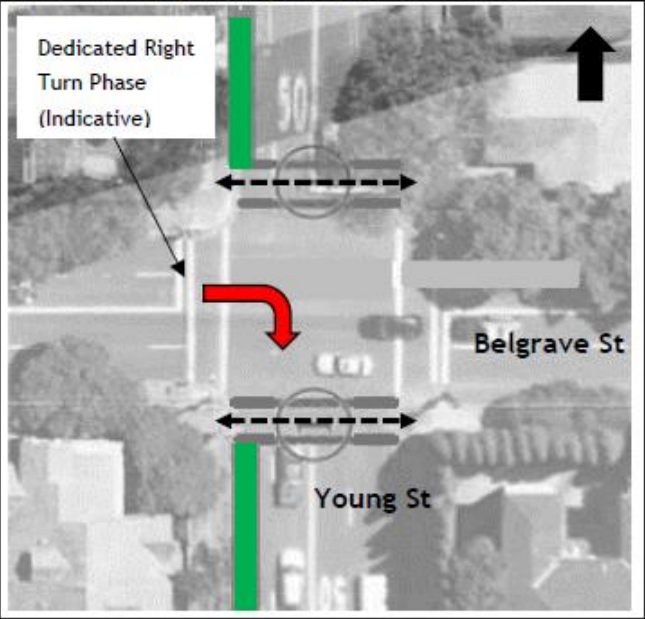
1

No.	Name and Address	Submission Details	Section of Proposal referred to
		<p>Allocation Policy.</p> <p>At a local level, the <i>North Sydney Community Strategic Plan 2018-2028</i> 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> <ul style="list-style-type: none"> a) The new separated cycle path connects the existing high-quality separated cycle path to the shops and café precinct around Grosvenor Street in Neutral Bay Village. The precinct now includes a pedestrianised zone at the junction of Young St and Military Road and is an attractive destination for residents. The cycle path will increase the scope for local residents of all ages to cycle for useful, daily trips. The path completes a section of Route 2, a priority route identified in the <i>North Sydney Integrated Cycling Strategy 2014</i>. b) The upgrades create a pedestrian crossing at Belgrave St that meets current technical requirements, addressing a major missing link in the walking network. Pedestrian protection is an important safety feature at traffic control signals. c) The new separated cycle path reduces the width of vehicle lanes on Young Street between Grosvenor St and Sutherland St, from approximately 3.3m to 3.0m. This continues the layout established further north on Young Street and will help re-enforce slower speeds for vehicles travelling through the area, improving safety for pedestrians and cyclists. d) 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. <p>Concerns:</p> <ul style="list-style-type: none"> a) There is no indication of how the separated cycle path will cross the roundabout at the junction of Young and Grosvenor Streets to allow safe access to the shops and the new Young St shared zone for cyclists of all ages and abilities. We understand that there are plans to address this junction in future stages of the cycle network roll-out. In the interim, a raised pedestrian crossing over Grosvenor Street to the west of the roundabout should be considered. b) The additional clearways on Young Street and Belgrave Street may help peak traffic flow but it is important to ensure that vehicle speeds at the junction are constrained to protect pedestrians and cyclists. c) We understand that the new separated cycle path will be created with 'tim tam' concrete kerbs. This is an appropriate treatment as to modifications to the road surface and drainage are largely avoided resulting in considerable time and cost savings. However, it is important refer to the new <i>Cycleway Design Toolbox</i> to ensure that the path is constructed to current best practice. d) The artist's impression does not indicate how the excellent landscaping installed adjacent to the existing section of the Sutherland Street/Young Street separated cycle path will be continued in the extended section. No landscaping or parking is shown alongside the cycle path. This may be the situation close to the junction with Belgrave St (where an extra peak hour turning lane is proposed) but presumably a buffer zone of car parking and landscaped areas will protect the cycle path from the road 	

No.	Name and Address	Submission Details	Section of Proposal referred to
		<p>along the rest of the Young Street. Please submit more detailed landscape proposals as the project progresses.</p> <p>e) 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 <i>per AS1743 Road Signs – Specifications</i>.</p> <p>We are delighted to see that Council is working to create a network of properly 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.</p> <p>We look forward to reviewing the missing design details highlighted above as the project progresses to construction stage and riding the completed path.</p>	
3.	Dr Andrej Bece & Dr Shivany Ganeswaran Sutherland St, Cremorne	<p>We fully support Council's proposal to change the priority of traffic flow at the Young St and Grasmere Rd intersection. The current configuration is counterintuitive and unsafe, and we welcome the proposed changes.</p> <p>We have however, significant concerns regarding the proposed changes at the Young St and Belgrave St intersection.</p> <p>We object in the strongest terms to a reduction in available street parking along Young St. Many of the properties along Young St and Sutherland St do not have off-street parking and residents are dependent on street parking. Given the proximity to Neutral Bay Village, we are already competing with shoppers and commuters. During busy periods it is currently impossible for residents to park close to their properties. The removal of seven (7) parking spots on Young St would further exacerbate the problem and have a negative impact on residents on Sutherland St and Grasmere Rd.</p> <p>While we support in principle any proposal to improve pedestrian and cyclist safety, we do not currently have any concerns with the Young St-Belgrave St intersection. We cross this intersection regularly with our two young children and have never felt it to be unsafe. We therefore do not see that the perceived benefit in safety outweighs the significant detrimental effect of reducing available parking.</p> <p>Similarly, the right turn lane on Belgrave St into Young St would indeed improve peak hour traffic flow, however the benefit to through traffic does not outweigh the significant negative effect on residents by reducing available parking. Furthermore, the proposal goes against Council's stated objective to reduce the use of Belgrave St as a thoroughfare, e.g. by proposed reductions in the speed limit.</p>	OS, B, F, L
4.	Chris Holding	<p>I am a local resident and cyclist and continue to wonder why so much state funding is being claimed and spent on these "upgrades".</p> <p>I fully oppose this plan.</p> <p>As a cyclist you would not take this route - it is neither the most direct/fastest route it also significantly increases the amount of elevation travelled which is not what you are looking for with a commute bike ride or connectivity/shopping cycle.</p> <p>Neither does it work for social/family bike rides with younger children (under 11). The elevations are too severe for Children's bikes which normally have single or inadequate gear ratios. This is mentioned in the NSC advice as a benefit? - "Community members who feel unable to cycle on-road will have the option to cycle to the Neutral Bay village by separated bike path".</p>	OS, L

No.	Name and Address	Submission Details	Section of Proposal referred to
		<p>So the route is not for cyclists per se but for those who don't mind cycling an inefficient route - at a more challenging elevation (without children). I would argue that is a pretty niche market for the dollars being spent.</p> <p>To this end has there been any assessment or survey taken of the existing use of the bike paths on Sutherland St where a similar "upgrade" has already occurred?</p> <p>There is also an ill-defined sense of why or what this bike lane will connect up to?</p> <p>These works are claimed to have pedestrian benefit as well but the cycleways are vastly superior to the footpath. There is already a buffer between pedestrians and the road - mainly parked cars.</p> <p>Fewer parking spaces and tighter roads. Young St. is not Sutherland St. and is far busier - pushing cars closer together increases "middle of the road" driving which is itself unsafe. It increases the risk of collision and increases risk of property damage and personal safety of those parking on the street as they enter/exit.</p> <p>The increase in commercial electric bikes on cycleways and local footpaths is another topic for Council - who is enforcing the use/speed/insurance? It's no good providing new infrastructure without investing in or providing some supervision/compliance? Not the Rangers and not the Police?</p> <p>At some juncture an electric delivery bike will collide with a pedestrian while travelling at an unexpectedly increased speed (uphill) or in a shared zone. What is the Council's exposure on this?</p> <p>Sorry but this "upgrade" is ill thought out and unnecessary.</p>	
5.	Adrian Boss Rides Leader BIKEast	<p>I lead bike rides and commend the introduction of separated cycleways, as proposed.</p> <p>However, the key illustration still shows 50 kph speed zoning.</p> <p>This does not make the street safe for walker, particularly children and elderly, nor environmentally friendly.</p> <p>The Council should trial 30 kph speed zoning as part of this streetscape and environmental improvement scheme!</p>	A, L
6.	Andrew Pullen	<p>In the proposal it states that signalised pedestrian crossings: 'They are a standard requirement at traffic control signals under current regulations but missing at this intersection.' This is not correct as if this was the case the crossing at the recently upgraded signals adjacent to Cammeray Public School would have had the pedestrian crossing installed to allow primary school children to safely cross Palmer St. Automate the crossing buttons so that it will increase safety and be able to sync adjacent signals. Traffic jams are occurring in Ben Boyd and Winnie Sts due to the poor programming of the traffic signals on Military Rd. Upgrade pedestrian ramps to the correct RMS r0300-11 standard drawing. A ramp 3.6m wide and a sharp transition to help vision impaired pedestrians with a cane to be able to cross safely. Completely reprogram traffic signals to remove 20 years of programming changes that are still present in all traffic signals using SCATS. The brand new traffic signals at the intersection of Ernest and Merlin Sts only allow 3 vehicles through Ernest St at certain times of the day and are not synced with the freeway signals.</p> <p>Reduce the amount of green paint being used on cycleway because after a few years the paint becomes extremely slippery and becomes hazardous when a cyclist tries to stop suddenly especially when travelling downhill at a set of traffic signals. The number of cyclist using the existing cycleway along Ernest St maybe overstated as the loop is adjacent to the recently upgraded skatepark and children on scooters would be in increasing the count. When I walk along Ben Boyd most days I have rarely seen a</p>	L

No.	Name and Address	Submission Details	Section of Proposal referred to
		<p>cyclist using the cycleway. At crossings make sure that no trees are planted within the clear zone. At the corner of Ben Boyd and Sutherland St the build outs have Crape Myrtle trees planted and pedestrians and cyclist cannot see approaching vehicles. Pedestrian crossing must have clear zones without trees or obstructions to allow drivers to see pedestrians. The new crossing near Murdoch and Milson Rms have just had two trees planted only metres away from the crossing and in a few years cyclist and drivers will not be able to see approaching pedestrians. The new crossing at Sutherland St have the correct signage for both a raised pedestrian crossing and cyclist with only 1 x 25km/h sign and a Give Way sign with cyclist below it. Lighting at the new crossing install a V class light on the existing power pole with a long arm over the crossing. I would like to give more details if the project goes ahead.</p>	
7.	<p>Howard Hathorn State Development Manager, NSW/ACT Coles Group Property Developments Ltd</p>	<p>We have obtained advice from a professional consulting traffic engineer (PeopleTrans) in this regard. As we understand it this project is at a relatively early stage with Council in the process of seeking feedback from the community. We have reviewed the concept plan as documented on Council's website and provided in Attachment 1 and provide the following in response.</p> <p>As you may be aware Council has recently adopted the Future Directions Report which may result in significant changes to the precinct in the future. To this end it is important, given the potential growth within the town centre and the impacts of current and proposed future public realm works (shared zones etc), that optimum and safe access to the precinct is maintained to meet the various competing demands of all stakeholders within the precinct.</p> <p>On the 28 June 2019 Coles provided correspondence to Council objecting to the closure of Young Street but supporting the introduction of the shared zone on Grosvenor Ln west subject to the provision of a dedicated right turn phase at the Belgrave Rd/Young St signalised intersection. Both of these positions related to maintaining efficient access to the precinct, the latter of which, was a direct consequence of Council restricting loading and other heavy vehicles from using Grosvenor Rd West and for these vehicles having to seek alternative routes.</p> <p>The Young St cycleway project proposes to introduce new pedestrian crossings on the north and south arms of Belgrave St at the Young St/Belgrave St intersection which will require modifications to the signalised intersection both physically and operationally.</p> <p>In view of the changes proposed to this intersection it would seem appropriate that the introduction of a dedicated right turn phase as indicated in Figure 1(overleaf) be included/investigated as part of this project.</p> <p>Not only would this provide safer access for loading/service vehicles but would also provide safer and improved access to the town centre precinct for all existing and future users.</p>	C, J, L

No.	Name and Address	Submission Details	Section of Proposal referred to
		<p data-bbox="600 220 1137 244">Figure 1 – Young Street/Belgrave Street Intersection</p>  <p data-bbox="629 284 817 379">Dedicated Right Turn Phase (Indicative)</p> <p data-bbox="1077 576 1227 600">Belgrave St</p> <p data-bbox="920 735 1048 759">Young St</p>	

Legend

Overall Support/ Oppose	Cycle path continuation	Grasmere Young intersection (not in scope of project)	Narrowing of Young Street	New streetscaping	No stopping in peak	Parking Removal - 7 at Young	Parking Removal - 4 at Belgrave	Pedestrian safety	Raised pedestrian crossing over Sutherland at Young	Right hand turn lanes (peak times)	Signalised crossing over Young at Belgrave	Other/general
OSO	A	B	C	D	E	F	G	H	I	J	K	L

Appendix B. Collated feedback from Precinct Committees

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

1.	Brightmore Precinct Committee, June 2021 minutes	<p>Comments by Attendees</p> <ul style="list-style-type: none"> • Pedestrians and parents pushing strollers and prams are now using the cycleway as the footpaths are so bad • The project has little benefit for pedestrians • Where do the cyclists go after they reach Grosvenor Street? The path stops in the middle of Neutral Bay Village. • Fewer parking spaces • With the narrowing of the road, as in Sutherland Street, vehicles drive down the middle of the road to avoid both parked cars overhanging into the traffic lane, and people entering/exiting parked cars. This makes the road less safe. • Young Street is a much busier road than Sutherland Street • Has a survey been done on the number of cyclists using the current Sutherland St/Young St cycle path? • As noted in previous Brightmore Minutes, there has been a proliferation of bikes, especially (silent) electric food delivery bikes, using the footpaths rather than the roads or cycleway. How can NSC enforce compliance? This is an accident waiting to happen. 	L
2.	Neutral Precinct Committee, June/July 2021 minutes	<ul style="list-style-type: none"> • Noted that the proposal seems logical and the design is OK. • Noted that here would be a loss of 7 car parking spaces to provide for required pedestrian crossings. 	OS, F
		<ul style="list-style-type: none"> • The proposed cycleway in Young Street was raised with the suggestion that it be delayed until after the anticipated development of the Woolworths Grosvenor St site. It was noted, however, that this development is probably some years away. • The loss of parking spots from the Young St cycleway was noted but the additional pedestrian crossings was considered to be a plus for residents. • It was further noted that the Young St cycleway needs to proceed to use the funding allocated by the State Government for this project. • It was agreed there will be some short-term pain for residents accessing the Young Street area during the project. • In summary it was agreed the issue in Neutral Bay is the lack of open space to retrofit both cycleways and create green space. 	I, K, L

Legend

Overall Support/ Oppose	Cycle path continuation	Grasmere Young intersection (not in scope of project)	Narrowing of Young Street	New streetscaping	No stopping in peak	Parking Removal - 7 at Young	Parking Removal - 4 at Belgrave	Pedestrian safety	Raised pedestrian crossing over Sutherland at Young	Right hand turn lanes (peak times)	Signalised crossing over Young at Belgrave	Other/ general
OSO	A	B	C	D	E	F	G	H	I	J	K	L

Appendix C. Feedback/submissions Your Say North Sydney Portal

The following table collates the online submissions received on the proposal

No.	Name and Address	Submission Details	Section of Proposal referred to
1	David Yuill Prior Ave, Cremorne	Again Council proposes to reduce parking spaces used by residents/ratepayers- when will this ever stop?	F, G
2	Lisa Patterson Young St, Cremorne	As a cycling family who live on Young St we fully support this proposal. Our children are 9yrs and 7yrs and the option to cycle with us to the shops without having to ride on the road or on pedestrian paths would be fantastic.	OSO, A
3	Alistair Thomson Ben Boyd Road, Neutral Bay	As a local cyclist who commutes to work every day by bike I completely support this project.	OSO, A
4	Richard Lynch Young Street, Cremorne	As a local resident I completely reject any plan that will reduce the number of car spaces on Young Street. The car spaces on this street are already at a premium and at many times throughout the week I am unable to park within close proximity to my house. To remodel the intersection in an attempt to fix congestion (which is at its peak for only 30 - 45 minutes each afternoon) is not acceptable if it means sacrificing car spaces. Additionally, it is highly debatable if adding a right hand turn lane into the Belgrave street approach will improve congestion during peak periods. If you observe the traffic flow during peak periods many cars turn left into Belgrave (approaching from the north). If the intersection is remodelled as planned the left hand lane (either turning left or going straight) will be held up by having to give way to people on the pedestrian crossing. The timing of the traffic lights are such that in this circumstance only 2 - 3 cars get let through each time. Resultantly, the addition of a right hand turn lane will in fact have a negative effect on congestion. A redesign of the traffic signalling (addition of left & right arrows etc) and light timing is a simple cost effective solution that does not compromise the parking spaces on Young Street. I also reject the plan of increasing the no stopping / clear ways on Belgrave Street during peak periods. This will force more parked cars onto already congested side streets. Thus, compounding the effect of this project on local residence. I urge you to rethink this Young Street project. The intension of reducing congestion is important, however it is never acceptable at the cost of local parking spaces. This has a significant day to day effect on local residence which I hope the council can appreciate. As mentioned above I also challenge the tangible improvement a right hand turn lane with make to congestion at this intersection. It is not unforeseeable that congestion becomes worse due to these changes (as mentioned above due to cars being help up with the pedestrian crossing).	OSO, E, F, J, L

No.	Name and Address	Submission Details	Section of Proposal referred to
		This project must not go ahead in its current form!	
5	Robert S Young Street, Cremorne	As a local rest of Young street, I think the plans are a good idea for more connectivity.	OSO, A
6	Alex Barbara Young Street, Cremorne	As a resident of young street for the last 7 years I strongly object to all of these proposed changes for the following reasons. Cycle paths are completely unused by cyclists who instead still routinely continue to cycle on the road, see attached photo of one such instance on Sutherland Street. Narrowing the street is inherently dangerous for people exiting vehicles. As a parent of a newborn child parking on the street we have often had near misses of vehicles passing as we are trying to get the child out of the car. Furthermore, their is very little visibility of pedestrians on the narrow streets which could lead to pedestrians injured or killed. The most recent bike path installation which led to the roundabout on the intersection of Young St and Sutherland being replaced by a 4 way intersection has led to (at least one) hit and run in January 2021 of a motorcyclist resulting in serious injury. The removal of parking spaces in young street seems the most ridiculous aspect of this proposal. Young and the surrounding including Sutherland, Belgrave & Grasmere (streets & lanes) are already woefully under equipped to handle the number of residents parking, let alone the over flow of people parking on these streets to visit the shopping district on Grosvenor. I also object to the concept or right turn lanes being installed at the intersection of Belgrave and Young Street, as their already exists dual lanes in each direction to aid traffic flow. The installation of traffic signals would only serve to increase the traffic congestion.	OSO, A, C, F, J
7	Margaret Mquade, Peter Hannan Young Street, Cremorne	As owners with two properties that will be impacted with the cycle lane we object to the cycle lane in Young Street between Grosvenor St and Belgrave St. This will cause inevitable danger when vehicles are exiting the driveway or entering the driveway of 30 Young Street Cremorne. Due to the change of roadway traffic has been diverted down this street causing congestion adding risk of impact to vehicles or injury from vehicles. Bicycles are silent killers. Go ask Amsterdam.	A
8	Paul Vonwiller Cranbrook Ave, Cremorne	carefully plan. I think cycleways is the way to go. We need to encourage physical exercise We need to eliminated car users. There are a lot unnecessary car users that are not being responsible.	OSO, A
9	Timothy Moon Yeo Street, Neutral Bay	Excellent idea! Please proceed as safety of cyclists is very important.	OSO, A
10	Brian Martin Ross Street, Wollstonecraft	Fully support the proposal	OSO
11	Lachlan Van der Pluijm Premier Street, Neutral Bay	Great plan - extend cycleway past Governors Street - where will it connect? Can I go past Military Road.	OSO, A, L
12	Natalie McMinin Young Street, Neutral Bay	Great Projects all along Young Street.	OSO
13	Amanda Willings Hayes St, Neutral Bay	I am against the proposal. The loss of parking spaces is high. there is increasing demand for parking spaces in Neutral Bay with the approval for redevelopment of the area including the increased density of floor space. Council has approved 12, 8 and 6 storey buildings. Woolworths decreased their parking to one hour in the last week. It is now difficult to get all your shopping done in one hour. Council needs to increase parking around Neutral Bay shopping centre	OSO, F, L

No.	Name and Address	Submission Details	Section of Proposal referred to
14	Brigette BARBARA Young Street, Cremorne	I am deeply upset after receiving the latest notice regarding potential upgrades. We are a 30 year old couple with a newborn who own and have lived at 1/43 Young Street for 7 years now and witnessed first hand the changes in traffic as well as the removal of the round about at Sutherland Street and the installation of the bike path. As a previous bike rider myself, while devastated by the removal of the round about I was hopeful that the bike path would in fact decrease traffic and increase bike riding. In the 5 or so years since it has been done, I can HONESTLY count on two hands the number of times I have seen bike riders on the bike path. To the point that myself and many of the neighbours often talk about the money that went into building the bike path for it to be used rarely and by only a few people. Furthermore, the parking situation for residents is getting worse and with a newborn I am finding it even more difficult to park further away and quite unsafe trying to carry groceries and a baby to the house sometimes from a distance. The idea that 7 parking spaces would be removed just because people would "consider cycling for short transport trips" absolutely blows my mind. That the wasted money that would go into building the path, the disruption to the community and the ongoing issue with parking just for a potential few people to CONSIDER using it. If the other bike path was in constant use, I would completely understand but as stated above, as a resident for many years this is just not the case. Before worrying about bike paths, I think it would be better for the council to focus on parking! Or at least not try and make it worse! I will be absolutely appalled if this goes ahead. The wasted money by council and the loss of parking would raise alarms about the stupidity of council members.	OSO, F, I, L
15	Greg Johnson Langley Avenue, Cremorne	I am supportive of this project to better connect our cycleways and to improve pedestrian access on Young Street. I particularly like improving the crossing options for crossing Belgrave Street on the western side of Young Street, which is very difficult today for both pedestrians and bicycles. In addition, I would suggest that council consider modifying this project to include making Young Street one-way (southbound) between Grosvenor Street and Grosvenor Lane. Making this short section one-way would enable better traffic flow from Grosvenor Lane, and add space for a bike lane and potentially more parking or outdoor dining in support of the plaza at Young Street and Military Road. Following the closure of the Military Road intersection, traffic heading northbound on this section of Young Street is minimal, meaning there would be little impact to local residents and businesses. With this change potentially adding more parking and/or outdoor dining, in addition to a bike path, the community benefits would be increased further.	OSO, A, K, L
16	Lorna Hall Ross Street, Waverton	I am supportive of this proposal and thank the council for the initiative. I live in Waverton and regularly ride to Neutral Bay. I always struggle with a means to get to the northern side of the village from the Ernest/Sutherland Street bike path. Each time I do it, I either risk life and limb, or do a lot of walking my bike, and walking is difficult for me. Or I choose to drive instead. I see the proposal as providing safety support for both cyclist and pedestrians and would be delighted to be able to use it.	OSO, A
17	Dilki De Silva Belgrave Street, Cremorne	I am very pleased and relieved to hear of these plans for improvement to our neighbourhood. I've been meaning to write to the council to request for protected crossing at the intersection at Young St/Belgrave St. I have two daughters aged 9yo and 12yo who have to use their judgement when crossing the road to walk to school every day and I see quite a few Redlands school crossing this intersections while walking back from Cammeray tennis courts. Thank you very much for looking to implement this change as a priority.	K

No.	Name and Address	Submission Details	Section of Proposal referred to
18	Janaki De Silva Military Road, Mosman	I am writing to express my concern regarding the crossing at young St at the Belgrave St / Young St junction. The pedestrians are at risk of turning vehicles as there are no safe crossing indicators. This crossing is very close to the Redlands Senior school and many students pass this way to and from school. The pedestrians have to take a risk with ongoing traffic to cross the road. I would strongly recommend that a crossing signal to be installed to cross Young St at this Junction. A serious accident could be avoided by doing this. Please consider this matter as a priority.	K
19	Mark Whitworth Glover Street, Willoughby	I completely support the changes proposed. They will lead to slower car movement making it safer for everyone, including users of the park and improve the liveability of the areas as well as making it safer and more appealing for people on bikes to take it up as an alternative form of transport. Great work.	OSO, A
20	Franklin Chew Young Street, Cremorne	I did not see anyone riding bike on cycle lane. If remove 7 car parking spaces, it would not be good for residents, and could make car traffic worse. You'd better send someone to check how many people ride bike on cycle lane in one day.	F, L
21	Shelly Zhao Young Street, Cremorne	<p>I do not believe the plan to remove 7 car spaces on Young St and 23 spaces on Belgrave St to be a positive idea. Current there are not enough public parking spaces in the area as it is, the Woolworths parking area is congested during peak afternoon time slots where shoppers and local residents alike are trying to find street parking to either: a) get groceries or b) parking to dine at the local eateries in the area</p> <p>On Wednesday - Sunday evenings (5-8pm) it is also impossible to find street parking along Young Street or Grosvenor Street due to people having dinner. This is also the case on Saturday & Sunday afternoons. The proposed bike route also increases the risk of residents exiting their parking lots on Young Street. It is difficult as it is to exit a car whilst paying mind to oncoming vehicles and pedestrians alike. Adding cyclists into consideration, it'd simply be an unfortunate community accident waiting to happen.</p> <p>Ultimately this proposal has more negatives than positives, being:</p> <ol style="list-style-type: none"> 1. Reducing parking for a key commercial area of Cremorne/Neutral Bay - If the public are unable to find convenient parking in the area, the businesses/ restaurants on Grosvenor St will suffer, poorly impacting the local economy. 2. Increased risk of an accident - There are multiple driveways on Young Street which are already difficult to exit from with high pedestrian traffic and busy roads. The risk of an exiting car missing a cyclist is far too high considering how fast they go on suburban streets. 	E,F,G, L
22	Agshin Shahriari Birchgrove Crescent, Eastwood	I fully support the Young Street proposals: they will benefit pedestrians and cyclists. I think we should be doing all we can to encourage active transport. This will make the area more pleasant: more pedestrians increases safety, and more people cycling rather than driving reduces car pollution, noise pollution and car danger.	OSO, A, H
23	Liz Gill Albert Street, Greenwich	<p>I fully support these improvements because they provide a much needed an extension of the existing separated cycleway between North Sydney and Neutral Bay, making the missing connection from Sutherland Street to Neutral Bay Village. This is a local bicycle route with connection to the regional route. So it is very important to cyclists.</p> <p>This project also creates a higher amenity for pedestrians, by providing support for pedestrians crossing all legs of the Young Street / Belgrade Street signalised intersection. It also creates a more attractive</p>	OSO, A, K

No.	Name and Address	Submission Details	Section of Proposal referred to
		streetscape. The project proposal should be supported because it encourages local residents to walk or ride to the village rather than driving, and will therefore make this area a more attractive destination on the lower North Shore.	
24	James Hope Bream Street Coogee	I fully support this project. Only through separated cycleways can we make cycling SAFE, and only if it is safe will more people undertake this healthy, greenhouse-gas free activity, thanks!	OSO, A
25	Vickie Choy Crows Nest Road, Waverton	I live in Waverton and support this submission	OSO
26	Dominic Quattroville Sutherland, Street Cremorne	<p>I object to the Young Street pedestrian / cycle and pedestrian network upgrades.</p> <p>Whilst we acknowledge the safety benefits presented, the loss of 7x car spaces along Young Street is not a good result for local residents, most of which are dependent on the local street network to park their car. Furthermore, the loss of some 36 spots along Belgrave street during peak times as a result of the implementation of the pedestrian crossing has a detrimental affect on neighbouring streets to Belgrave Street. Council needs to further study the immediate stakeholders which are of high car usage. Namely staff from neighbouring schools and businesses parking along the clearway during the current designated hours. Those that park their cars in the clearway zones overnight will have no choice but to park elsewhere, putting further pressure on streets such as Sutherland, Grosvenor and Young Street. It should also be noted that parents often use the clearway in the morning and afternoon to drop their children off to school as there is no other convenient or safe location to do so.</p> <p>The loss of 43 car spaces in total is simply unacceptable in a heavily congested, reasonably high density and parked out street network. Council has not proposed any increase in parking amenity and with the significant increase in density due to local and state planning current residents are feeling the brunt of poor planning controls. There doesn't seem to be a genuine traffic study or attempt to rationalize or justify the implications of this loss on the local street network which is disappointing. Furthermore again the residents of North Sydney Council are having to be disadvantaged by peak hour traffic movements from the northern beaches. A constant reminder is the inability for residents to turn right from Belgrave Street to access their homes. Throughout the week, Sutherland Street and Young Street are often parked out by school teachers and students from nearby Sceggs Redlands, workers from nearby Neutral Bay or people parking and riding the bus at nearby Military Road. The removal of car spaces puts significant pressure on an already constrained local parking network. The benefit of a cycle path and flagged crossing needs to be reconsidered in light of this. Does council have current usage numbers of the young street bike network? There is some concern that the bike signal traffic lights will make an already very complex intersection even more congested. This intersection would far better benefit from a right turn arrow to allow for safer right hand turns to Young Street from Belgrave Street - the opposite of which is currently proposed. Congestion at this intersection during peak periods could also be attributed to the very short light run.</p> <p>I strongly oppose any modification to parking.</p>	OSO, E, F, G, J,K,L
27	Harry Loots Tobruk Ave, Cremorne	I protest at the changing of priority of traffic at the intersection of Young and Grasmere. The existing priority was placed in consideration of cyclists. Cyclists coming down Grasmere heading west must apply pressure	B

No.	Name and Address	Submission Details	Section of Proposal referred to
		and speed to get up this hill after a downhill from Grasmere. Cyclists are likely to be at speed coming through this intersection. The existing stop signs protect cyclists from being hit by cars speeding along Young Street. The local opinion is definitely anti cycling and their protests against the existing priority pays no heed to the safety of cyclists.	
28	Shunjun Li 38 Young St, Cremorne	I strongly disagree to remove 7 car spaces in the area which is already lacking parking space. I've been living in Young Street for nearly 20 years. I don't see many people riding bikes using bike tracks for work or study. Mainly for leisure on weekends. What I found streets with bike track in, driving is becoming more dangerous when you have another car comes from the other direction. Street had to be narrowed to fit the bike track. What's the point to spend money to put the bike track in without many people to use it? Just like blocking young street on the Military Road side, not much usage but building more traffic in the area. Driving around in my neighbourhood is getting frustrated. I can't see any benefit.	C, F, L
29	Louis Thevenin Ryries Parade, Cremorne	I strongly object to the raised pedestrian crossing over Sutherland Street which will inconvenience motorists and residents alike while serving no useful purpose. I worry that this project will lead to the programmed removal of the roundabout at Grosvenor Street and its replacement by a spaghetti junction as at the Grasmere Road intersection with Young Street. I regret the loss of useful parking spaces and the further cost to ratepayers that this exercise will incur.	F, G, I, L
30	Fiona Campbell PO BOX, Sydney South	I strongly support more safe bike connections, to enable more kids to ride to school, commuters ride to work and locals to easily access local businesses without creating congestion, noise and air pollution. We all want less traffic in our streets and this is a great way to achieve that.	OSO, A
31	John Kelman Greville Street, Chatswood	I strongly support the proposed Young Street, Walking, Cycling and Streetscape Improvements, particularly the provision of safer cycling facilities for many who are very young, elderly, or less confident to ride alongside cars on the main roadway. I regularly cycle through the Kirribilli and Neutral Bay area, and believe this proposal will improve safety and amenity for both cyclists and pedestrians.	OSO, A
32	Andrew Nelson Hawthorne Ave (suburb not specified)	I support changes that will facilitate cycling.	OSO, A
33	Eve McWilliams Falcon street, Neutral Bay	I support the expansion of cycling pathways	A
34	Ian Russ Undercliff Street, Neutral Bay	I support the proposal	OSO
35	Laura Larumbe Bay Road, North Sydney	I support the proposal. We need better cycling networks to make cycling safer and so encourage more people to ride rather than drive. There are multiple benefits: public health (physical and mental), reduced congestion on the roads, less pollution, less road maintenance required.	OSO, A
36	Name and address withheld Neutral Bay	I support the Young St walking, cycling and streetscape improvements	OS, A, D, H, I
37	Pauliine Su Bathurst Street, Sydney	I support these improvements. Please approve these improvements, thank you.	OSO
38	Mary ann Irvin	I support this initiative. It will be a huge improvement to active transport in	OSO

No.	Name and Address	Submission Details	Section of Proposal referred to
	Palmer Street, Artarmon		
39	Paul Levrier Ryries Parade, Cremorne	I support this long awaited development. I am only a casual cyclist but would certainly utilise the separated path links up to Grosvenor Street to access the retail and hospitality venues to avoid car use. Ideally this would link all the way up Young and to a safe cycling crossing over Military Road in order to access the harbour side of Neutral Bay and beyond. Recommend bicycle parking bays near the existing Young St plaza (hope this turns into a permanent fixture with a new design). Thank you Council. Nice work.	OSO, A, L
40	Liam O'Donoghue Ormond street, Ashfield	I support this project. Continuing the existing cycle path is a good idea, the more cycle paths, the safer and more comfortable people will be getting on a bike. This means improvements for health, lifestyle, congestion, and local business.	OSO, A
41	Tony Stanley Sinclair Street, Wollstonecraft	I support this project. It makes it much safer for people to ride up towards Neutral Bay Village and the pedestrian lights make it possible for pedestrians to cross where they otherwise weren't able to and improves the general feel of the area.	OSO, A
42	Stuart Mudie Barry Street, Neutral Bay	I support this proposal, anything that increases active transport and exercise is a good thing!	OSO, A
43	Lesley Symons Sutherland St, Cremorne	I think this is a great idea and I'm in approval of plan and it going ahead	OSO
44	Kelvin Payne Young Lane, Cremorne	I think this is a great initiative that will greatly assist with improving pedestrian safety on a most unsafe intersection. Also, it has the added benefit of growing a safe cycleway. I regularly cross Young St as a pedestrian and find it dangerous as an experienced road user with cars turning off Belgrave St not seeing pedestrians who are already crossing the road. I also see far less experienced pedestrians using the same crossing who attend local schools and shudder to think how close they are to a catastrophic outcome.	OSO, A, H, K
45	Alex Holmes Grosvenor Street, Neutral Bay	I think this is a wonderful idea and it will make cycling in the area much safer.	OSO, A
46	Martin Choy Alfred St, North Neutral Bay	I think this would make a good local cycling connection. But in the short to mid term I don't see a lot of benefit in this route. While there are unit blocks in some of the immediate surrounds, it seems to me the wider areas which this services are a lot lower density housing. It seems to me there is the potential for greater use if Neutral Bay Junction has any significant uptake.	OSO
47	Robert Geo Bittar DeVilliers Ave, Chatswood	I whole heartedly support the proposed cycleway	OSO, A
48	Kylie Gorst Grosvenor St, Neutral Bay	I would like to object to parts of this proposal. I sit in a window seat of an office space that is located on the roundabout at the corner of Young and Grosvenor St and am astounded at the number of near misses with cars on this roundabout. It is only a matter of time before there is a major accident based on the current road conditions and the addition of a cycling path into the mix is going to further contribute to this situation. I have just watched the third Woolworths truck for the day completely circle this roundabout to head up towards Military Rd as they are unable to turn left from Grosvenor St due to the layout of the roundabout. After the closure of the top of Young St with Military Rd this is the only way they can access the Woolworths loading dock. There is a major construction happening on the corner of Ben Boyd and Grosvenor Sts with trucks travelling down towards Young St. Later this year there will be additional demolition and construction	A, J, L

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		starting at the Waters St end of Grosvenor St and the very building I sit in (34 Grosvenor St) is also in front of council at the moment to be demolished along with the blocks behind us to build a multi-story apartment complex. With trucks using Young St constantly and the impact to parking and placing a cycle lane in the middle of it is a recipe for disaster. I would also suggest that any cyclist who may consider heading to the village would not be prepared to use Young St to get there with all of this construction taking place and anybody that is willing to cycle this route would do it without a designated laneway. The cycle lane would be dangerous while ever the construction is taking place and from my daily observations would lead to serious accidents on a roundabout that is already at a significant risk of a major incident. The addition of right turning lanes from Young St onto Belgrave St are much needed and I fully support this suggestion.	
49	Pernille Day Bennett Street, Cremorne	I'm in full support of all bike upgrades from Neutral Bay to City as proposed as I often bike to work in Green Square.	OSO, A
50	Lisa Jasienski Grasmere Road, Cremorne	I'm all for safer pedestrian crossing on Young Street, and support a right hand turn lane from Young Street into Belgrave Street, but suggest this could be better served by implementing changes to the traffic light sequence to allow for a safe right hand turn that accommodates vehicles and pedestrians (similar to the right hand arrow implemented on Water Road, turning onto Gerard Street outside Redlands). If you rely on drivers to remember that the right hand lane is operational in peak hours, without a traffic signal, the likelihood of accidents/near misses is likely to increase due to driver uncertainty of the rules. This would also force drivers going straight up Young St to 'hedge their bets' and line up in either lane in the hope that the left or right lane will clear first so they can go straight ahead (it happens now, and there is often jostling for position once through the lights.). I am NOT in favour of extending the cycle path up Young Street - the existing Sutherland/Young Street is rarely used by cyclists, who prefer to ride on what is now a narrow road, making it almost impossible for a driver to maintain the safe distance between car and bike. That piece of work, together with the debacle that is the speed hump/right of way at the intersection of Grasmere Road and Young Street was an inordinate waste of money, regardless who pays for it. On the latter issue, I note that the straight through is now going to be reversed back to Young Street at that intersection (which is what is was the roundabout was first removed, and the speed humps in Grasmere Road will be removed. Again - a waste of money, effort and safety.	A, B, J, K, L
51	Stephanie Kerr Benelong Road Cremorne	In response to the change of priority Grasmere Road and Young Street. The removal of the roundabout at this intersection made it more dangerous. The speed humps were a bandaid solution. Residents have been asking council to rectify this for years. Changing the priority will lead to traffic congestion down Grasmere Road and to difficulty for the buses to make the right hand turn down Young Street. One of the reasons given for the original priority was so that cyclists using the bike path would not have to stop - how will they be catered to in the new priority plan? The intersection functioned perfectly with a roundabout flat enough for the buses to drive over. The amount of money spent to still not have a working intersection is appalling.	B
52	Amarnath Jha, Nepal	It is a good initiative.	OS
53	Ben Scobie Willoughby Rd, Willoughby	It is excellent that the Council is looking to improve cycling infrastructure. We need to build and improve the current network to get more people on bikes. This means fewer people will be forced to drive, meaning	OSO, A

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		those that must drive will be able to more easily. It is not enough to say "no one uses it" - they're not using it because there are too many holes in the network. If you build it (properly) they will come! I work at North Sydney Boys High School and cycle through North Sydney Council every day.	
54	UPALI De Silva Military Road, Mosman	It is well overdue to place pedestrian traffic lights to cross the Young St for the old age pensioners like us at this junction. We find it very difficult and our granddaughters little as age 9 find it very difficult and dangerous to cross Young St coming and going to Melrose Public School. Also I have seen Melrose school student's girls and boys who walk for tennis struggling to cross Young St without proper pedestrian lights. It is an accident waiting to happen, that may result in death. At the moment you have pedestrian light only to cross Belgrave St at this junction. Why? This is an excellent move by the Council to update this junction.	K, L
55	Tim Boddle Sutherland St, Cremorne	It will be great to have the cycle path extended - it will make it easier to get to the shops and avoid pressure on parking! If the cycle path is good and safe I will use it to get to the shops but with kids at the moment I often have to drive and park because it's not safe.	A
56	David Simmonds Young Street, Cremorne	My family and I live on Young Street, along a portion of the road impacted by this proposal to create a new bicycle path on the road, and to remove seven permanent car parking spaces. We are opposed to the proposal. If this project proceeds it will remove much needed parking for vehicles, in an area where parking is already very competitive and challenging to secure, in return for no clear evidence of any benefit to bicycle riders. No evidence is provided in the proposal that any bicyclist will use this new extension to ride into Neutral Bay village. The proposal only talks about an "option" for people to cycle there rather than numbers of people urging North Sydney Council to create this new facility. A certain loss of amenity will occur in return for no clear benefit to anyone. The present parking situation on Young Street means we are mostly forced to park our car in adjoining streets. We often cannot park on Young Street and rarely manage to do so near our house. The proposed alterations can only make this situation worse. In addition to the reduction in scarce parking spaces, this proposal imposes other serious amenity losses on our community. Removing a portion of Young Street to become a bicycle path means oncoming vehicles must travel much closer to each other when passing, and also, much closer to parked cars. The tight squeeze already apparent on Sutherland Street and the northern end of Young Street, from the introduction of a bicycle paths there, shows how dangerous it is when roads narrow. In order for vehicles to pass each other on these streets, cars are forced to travel much closer to parked cars than would otherwise be the case, especially when oncoming vehicles come together. This situation becomes even more dangerous when vehicles larger than cars are involved. Because vehicles are moving close to parked cars, the buffer is greatly reduced to counter any mistake a pedestrian or child might make when stepping carelessly onto the road from between parked cars. Such people are at greater risk of injury because of that change. Vehicle drivers are also subjected to greater risks when using Sutherland Street and the northern end of Young Street because they are also passing each other with reduced margins for error. My own experience of the existing bicycle paths has shown me that the paths themselves are another hazard for pedestrians. It takes a conscious effort to stop at the edge of a bicycle path and to check for cyclists in both directions before crossing that stretch of ground, especially after having done so already to	OSO, A, C, E, F, G, L

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		<p>cross the road. Getting my young children to do so has proven very difficult. Fortunately, the existing bicycle paths are used so infrequently our carelessness has not resulted in any collisions with cyclists. Even so, the risk of such accidents does remain.</p> <p>The loss of much needed parking, the greater distances required to travel to find parking, the higher risk of impacts with other vehicles, the greater risk of vehicles injuring people who step onto the road from between parked cars, and the increased risk of pedestrian collisions with cyclists, are all genuine and certain negative consequences of this proposal.</p> <p>In contrast, no users have been identified who will actually use the proposed new bicycle path. Community amenity will certainly be reduced by this proposed modification and we oppose the proposal.</p>	
57	Chris Howells Young Street, Cremorne	<p>Parking on Young St is already very difficult. We regularly find that we are unable to park near our house and as a family, this is not just inconvenient, but can be dangerous if we need to cross busy roads carrying items to and from the car whilst trying to keeping children safe. This will be worse as we may have to park further away and cross more roads if parking spaces are lost.</p> <p>I live at 49 Young St. I am keen to understand if as part of the proposed work and landscaping, the council would give approval to me putting a parking space in my front yard, with drop down kerb access to the road (at our expense). There is currently no parking spot in front of our house, so no spaces would be lost, so this would reduce the impact of losing parking spaces due to the proposed works. I believe that if we put an off-road space on the side of the front yard that borders 47a Young St, that there will be a safe distance to the corner of Sutherland St (there are many examples of similar or smaller distances between off road parking near a corner in the neighbourhood. The proposed landscaping works should be able to offset any impact as a result of this.</p> <p>In regards to the extension of the cycle lanes, the existing lanes provide a sensible route to the city and north Sydney, but are barely used. I do not think that adding more lanes to Grosvenor St will result in an increase uptake of people using them.</p>	A, F, L
58	Eleanor Lobb Young Street, Cremorne	<p>Please do not remove the 7 car spaces. If possible, try to reduce this number as Residents will have no where to park causing frustration. This is a high density area and it will cause CHAOS if you remove these parking spots. The right hand turn lane from Young Street to Belgrave is also not required - it does not get that busy at peak periods in order to warrant this.</p>	F, J
59	Ian Meller Albert St (suburb not specified)	<p>Proposal looks good for enabling families and less confident riders to access the shopping area and to join with Sutherland St.</p>	OSO, A
60	S Walker Young Street, Cremorne	<p>Removal of car parking spaces from Young Street will be highly detrimental to residents, where there is already limited parking for residents. Particularly due to a number of apartments and houses without off-street parking.</p>	F
61	Spencer Voorend High St, North Sydney	<p>Strongly support additional safe separated cycling infrastructure that is accessible to people of all ages. This is a great addition to the area and supports the climate goals of NSW.</p> <p>I think the design of the intersection could be improved by making a Dutch style intersection which has been rolled out in Melbourne already, particularly with the addition of protected islands so that cyclists are stopping in front of cars. Another improvement would be painting the path green through the intersection</p>	OSO, A, L

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		so that drivers are extra aware of possible cyclists when turning.	
62	Grant Rayner Young Steet, Cremorne	<p>The cycleway further down Young Street (between Sutherland and Grasmere) and continuing onto Sutherland Street has been a great addition to safety for cyclists and for the community. This is a common route taken by many commuters. The proposed section north of Sutherland Street does not have these same characteristics and the new cycleway down Young Street is unnecessary. The proposed cycleway route from Grosvenor Street to join the existing cycleway at Sutherland Street, is not a cycle thoroughfare that is often used, and when it is, it seems to be only by weekend cycling club riders who ride in a pack on early weekend mornings who would not use the cycleway due to the single file congestion. I have ridden my bike on this route, and the two main remarks are, the route is not one that should be encouraged by a dedicated cycleway, as ultimately encourages joining Military Road at the top of Young Street which is dangerous for the cyclist as well as the motorists coming down the Military Road hill at speed and interacting with the busy Neutral Bay Junction bus stop, and being on a residential road, the ride is not dangerous for a competent rider due to the speed of the cars (for both directions) and the hill ascent is too much for a weaker rider so it is unclear who the cycleway is servicing.</p> <p>The impact on lane width, and car parking is will negatively impact the residents on Young Street and the wider neighbourhood. The parking for residents is already an issue on Young Street with a large number of households unable to put a car park off the street and the spill over into Sutherland Street also being difficult on most days. The width of the lane will also become an issue. After the removal of the roundabouts on Young Street, driveways on Young Street are heavily utilised as a turnaround point for cars to go back into Neutral Bay junction and restaurants. It is unclear why, but possibly due to people who can not find a park closer to the shops and restaurants and need to go back or for people who went in the wrong direction. The households on Young Street also need to reverse out of their driveways and the reduced lane width will be an issue and danger for both the cars turning around, and the residents, for cars coming past the lights at Belgrave Street and down the Young Street hill descent.</p>	A, B, C, L
63	Catherine Cole Young Street, Cremorne	<p>The inclusion of the additional pedestrian crossings at the Young/Belgrave intersection is a great idea as it will definitely improve pedestrian safety at a busy junction. Has it been decided if the pedestrian crossings would be shared with cyclists? If so, that would be a preferable option to the pedestrian crossings only being for pedestrians. The Young/Grasmere junction can be challenging as cyclists/car drivers are sometimes unsure over whose right of way it is where they are both using the same space. This sometimes causes a safety issue. Ideally it would be preferable to avoid that.</p> <p>The narrowing of more of Young Street would have the same impact as it has in the section between Sutherland and Grasmere in that it makes street parking very tight. This causes wing mirrors to be hit by cars and also makes it less safe for car passengers to get out of the vehicle. In that section of Young Street where the road has already been narrowed it is also now harder to drive from a laneway or a driveway onto Young Street safely. It is harder to edge out onto Young Street sufficiently to see oncoming traffic without putting yourself in the path of oncoming traffic. This is further impacted by the proposal to change the stop signs at the Young/Grasmere junction which would allow cars already travelling too fast to drive even faster, as those travelling on Young Street would no longer need to stop at Grasmere.</p>	B, C, K, L

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64	Derek Wolfson Great North Road, Five Dock	The more separated infrastructure the better	OSO, A
65	John Whiteing Sydney Street (suburb not specified)	The only safe cycling infrastructure is physically separated cycle paths. Any development to achieve physically separate cycle paths has my support. Don't pay too much attention to locals who raise all kinds of objections. They need to understand that safe cycling has many benefits, including benefits that they will enjoy.	OSO, A
66	Emanuel Franklin Cope Street, Lane Cove	The proposal looks fantastic. Any project which encourages the community to leave cars behind and engage in active transport in a safe manner is of benefit to everyone. Keep up the great work. I use the newly extended Ridge St cycle lanes in North Sydney daily. They are great.	OSO, A
67	Jody Fitchet Moir Crescent (suburb not specified)	These are great suggestions that I hope are carried through	OSO
68	N. Higgins Waters Road, Neutral Bay	This objection submission to the cyclist lobby has to be stopped now, and councillors advocating the handover of ratepayers land, resources and amenities to those who do not pay for them has to be reviewed by the ICAC. It is obvious that some councillors have been corrupted to act as lobbyists for cycling groups. Cyclists are a tiny minority with an excessively loud voice, and it is absurd how the council continues to sycophantically kowtow to their demands. A group of residents has commissioned senior legal advice on this in order to lift the veil of protection afforded by the Local Government Act, making councillors financially responsible for pedestrian casualties caused by cyclists, and for the loss of amenity caused by the theft of street parking and consequent reduction in property values. The Council is not acting in good faith, and is treating the ratepayers with reckless contempt. A price must be paid for that.	A, L
69	Pauline Evans Austin St, Lane Cove	This is a great initiative. Very helpful for cyclists and pedestrians too. I hope it goes ahead as I will certainly use it on my bike. Thank you!	OSO, A
70	James Robertson 23 Simmons St, Enmore	This is an excellent initiative, strongly supportive. Thanks for trying to make it safer for bike rides! Please continue to build separate cycle lanes - great for safety, access and local residents, businesses and visitors!	OSO, A
71	David Thomson, Ashfield	This is an excellent initiative.	OSO
72	Damaris Bairstow Grasmere Road, Cremorne	This is nonsense. Would be meaningful if cyclists used cycle ways, but they don't. The only result is to reduce the vehicular passageway to dangerous degree and exacerbate road rage.	OSO, C, L
73	Ian Sergeant McClelland St, North Willoughby	This looks like a great active transport link to connect the centre of neutral bay. I'll certainly use this path	OSO, A
74	Jeremy McManus Helen street, Lane Cove	Totally for this upgrade. Safer streets for bike riders	OSO, A
75	Kim Ryan Bridgeview Avenue, Cammeray	Very much in support of this. I don't own a car, bicycle is the only way I travel to Cremorne. This would help me get to the shops more safely.	OSO, A
76	Simon Agar Young Street, Cremorne	We have been residents of Young Street for approx. 20 years. We wish to make the following comments: - Concern over street width, we constantly use Sutherland Street and find it extremely narrow especially for all the large SUVs in the area	C, E, F, I, K, L

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		<ul style="list-style-type: none"> - Since the implementation of the cycle ways down Sutherland and Lower Young, we have not observed high usage of the cycle ways. In fact, morning cycle groups are not using these lanes and can be found using the roads instead. - The new cycle lanes removed a roundabout on the corner of Young and Sutherland, which reduced the speed of cars coming up Young Street and also provided the ability for use this for an alternate pathway should our driveway be blocked by traffic. With the removal of the roundabout we constantly see cars racing to beat the changing lights. The anticipated improvements suggested reduced vehicle speeds and noise. This needs to be explained. - What analysis has been completed by Council on the success of the existing cycleways in order to further expand these. - Being close to the Traffic signals, we already experience issues reversing into Young Street in peak hours. We have 2 car off street parking, which currently removes these vehicles from Young Street. The new changes will block our driveway with a formal lane to the left hand side of the new right hand turn lane. Although this information is not clear from the council proposal. - An important issue which does not appear to have been considered, is the right hand turn from Belgrave St into Young Street (both sides). These have been the cause for a number of accidents. The right hand turn heading west, is the only right hand turn into our northern side of Cremorne from Gerard Street to Belgrave in peak hours. - We already experience issues with friends and relatives visiting us who cannot find suitable parking and in some cases they have to park blocks away. We have teenage children, who ultimately drive their own cars and will need to park on Young Street. - We do not object to the Belgrave St clearways. 	
77	Isabel Quattroville Sutherland Street, Cremorne	<p>We object to the Young Street pedestrian / cycle and pedestrian network upgrades.</p> <p>Whilst we acknowledge the safety benefits presented, the loss of 7x car spaces along Young Street is not a good result for local residents, most of which are dependent on the local street network to park their car. Furthermore, the loss of some 36 spots as a result of the implementation of the pedestrian crossing has a detrimental affect on neighboring streets to Belgrave Street. Those that park their cars in the clearway zones overnight will have no choice but to park elsewhere, putting further pressure on streets such as Sutherland, Grosvenor and Young Street. It should also be noted that parents often use the clearway in the morning and afternoon to drop their children off to school as there is no other convenient or safe location to do so. The loss of 43 car spaces in total is simply unacceptable in a heavily congested, reasonably high density and parked out street network. Where is Council's proposal to address the loss of car spaces? There doesn't seem to be a genuine traffic study or attempt to rationalize or justify the implications of this loss on the local street network which is disappointing and unacceptable planning proposal.</p> <p>Throughout the week, Sutherland Street and Young Street are often parked out by school teachers and students from nearby Sceggs Redlands, workers from nearby Neutral Bay or people parking and riding the bus at nearby Military Road. The removal of car spaces puts significant pressure on an already constrained local parking network. The benefit of a cycle path and flagged crossing needs to be reconsidered in light of</p>	OSO, F, G, K, L

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		<p>this.</p> <p>There is some concern that the bike signal traffic lights will make an already very complex intersection even more congested. This intersection would far better benefit from a right turn arrow to allow for safer right hand turns to Young Street from Belgrave Street - the opposite of which is currently proposed. Congestion at this intersection during peak periods could also be attributed to the very short light run.</p>	
78	Toby Thumpston Bent Street, Neutral Bay	<p>what a great idea! a calmer street for all. If the cycle way is installed I will definitely change my route to work to include this safer option.</p>	OSO, A
79	Angela Guildford Aubin Street, Neutral Bay	<p>What seems to be missing in any proposal to add cycle lanes is an exact number of cyclists expected to use the lanes. Does anyone really make an effort to estimate this??? If so why is it not stated? My observation of bike lanes in the city and suburbs is that they are very poorly used by cyclists and yet motorists are crammed into ever smaller spaces and parking spots are lost.</p> <p>I am strongly against these poorly researched proposals that merely pander to the ticking of a 'green' vibe box. We could start by limiting the number of cars on the road and especially enormous 4 wheel drives, if we really want to reduce pollution.</p> <p>Bottom line, I am very much against this proposal!</p> <p>Also in my opinion the Young street collection of chipboard bits and pieces look awful...by all means have a few benches and tables for folk to congregate and chat and a climbing set up for kids, but the current mish mash of structures does look very cheap, makeshift and tatty.</p>	OSO, A
80	Lesley Sommerville Benelong Rd, Cremorne	<p>Young and Belgrave Streets - To improve safety, as part of this project, can right turn traffic light arrows from Belgrave Street both north & south into Young Street be considered. During the morning peak westbound, this is the only intersection where traffic can legally turn north off Macpherson/Gerard/Belgrave Streets. Eastbound, it is also the RMS's preferred route for heavy vehicles coming from Military Rd to access the shopping area due to the temporary closure of Young Street for the plaza.</p> <p>Young Street and Grasmere Road, Intersection Priority Change</p> <p>Why didn't you listen to local residents' feedback in 2017, when the roundabout was removed, when we said you had given priority to the wrong street?</p> <p>How much has been spent on this debacle - consultants' fees, surveys, speed cushions, "stop" signs?</p> <p>Another wasteful exercise by this Council (see also Bannerman/Murdoch roundabout!).</p>	B, L

N O R T H S Y D N E Y



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12 May 2021

Dear Madam/Sir

RE: YOUNG STREET AND GRASMERE ROAD, INTERSECTION PRIORITY CHANGE

Council is proposing to implement a change of priority at the intersection between Young Street and Grasmere Road. The existing stop signs will be moved from Young Street to Grasmere Road.

The proposal is in response to community feedback raising concerns regarding speeds and driver confusion at the intersection and the changes were endorsed by Council at its meeting on 26 October 2020.

Following the change, drivers travelling on Young Street will have right of way through the intersection, and drivers on Grasmere Road will be required to stop at the intersection. This arrangement will be the opposite of the existing situation.

Two existing speed cushions on Grasmere Road will also be removed as part of the works. The priority change makes the speed cushions redundant as drivers will have to slow on approach to the intersection with Young Street to comply with the new stop signs.

A plan showing the proposed layout is overleaf (the proposed linemarking layout is shown in blue and the speed cushions to be removed are shown in red).

The installation of a roundabout at the intersection was investigated as part of the design process for the intersection changes. However, it was found through these investigations that due to the intersection geometry and space constraints north of the intersection, is it not possible to construct a roundabout which meets current design and safety standards and provides sufficient turning space for public buses.

For more information call 9936 8251 or email engineering@northsydney.nsw.gov.au

Yours sincerely

A handwritten signature in cursive script that reads 'LMenday'.

Lindsay Menday
Sustainable Transport Project Coordinator

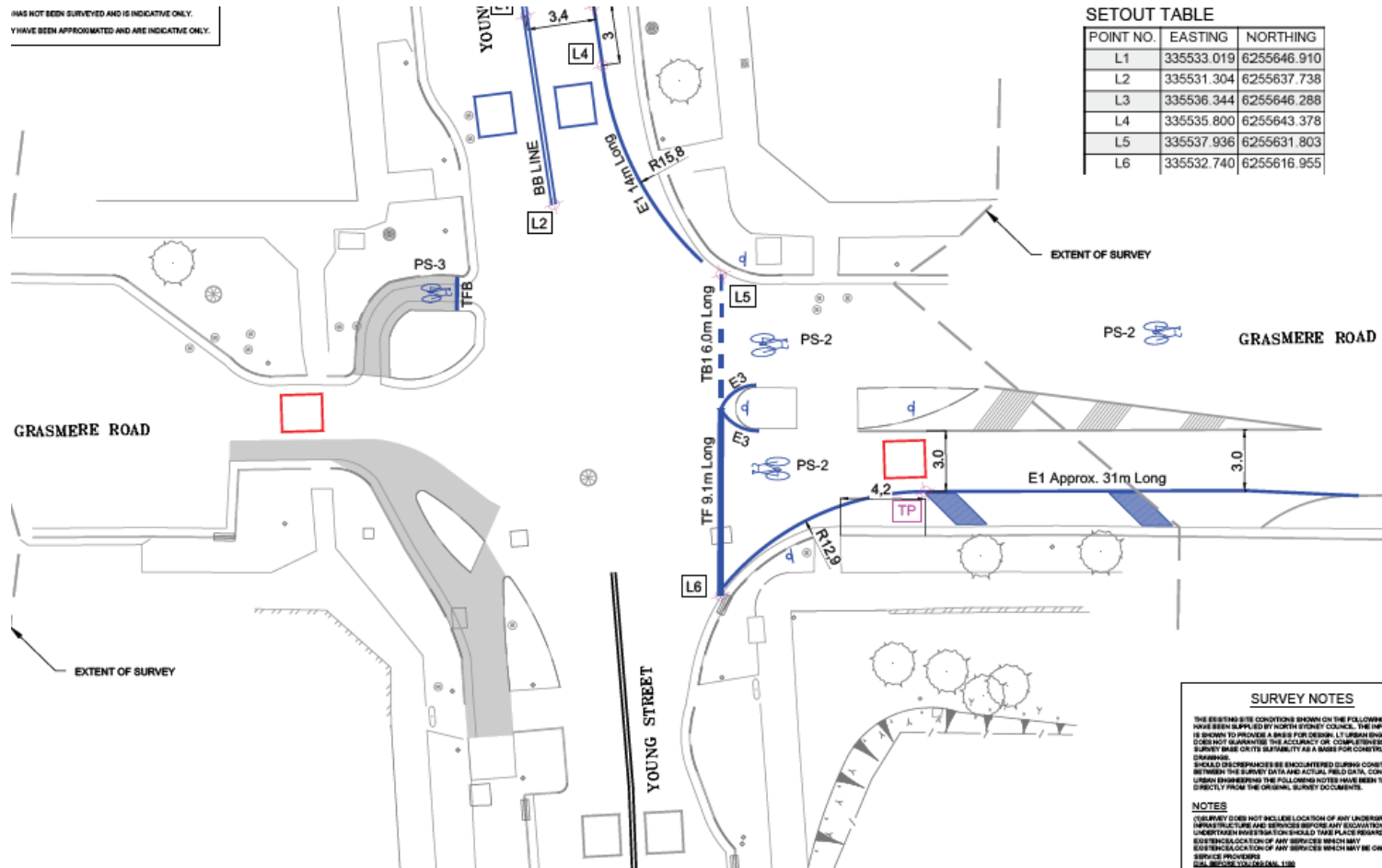


Figure 1 Extract from design plans showing proposed intersection layout. The proposed linemarking layout is shown in blue and the speed cushions to be removed are shown in red