

Active Transport Network Review:  
North Sydney and surrounds

# Community Consultation Report

Spring 2023





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## 1. Introduction

From 13 June to 11 July 2023, Transport for NSW (Transport) and the Warringah Freeway Upgrade team sought community feedback on walking and bike riding in North Sydney and the surrounding suburbs.

Drawing upon Transport’s 15-minute neighbourhood concepts, recent street activations and key stakeholder workshops, we asked the public to re-imagine the streets in their neighbourhoods with improved active transport facilities.

We wanted to understand how communities in the suburbs immediately north of the Harbour Bridge use modes of active transport. How often people walk and ride their bikes for work, leisure and exercise, and what would encourage them to walk and ride more often.

We wanted to find out what the public considered the most pressing active transport issues. We asked them to identify and comment on suggested gaps in the cycling network for riders travelling in the area and to Sydney’s CBD, as well as identify any further safety hotspots for bike riders and pedestrians.



Figure 1 Footprint of Review study

The consultation was undertaken as part of the Active Transport Network Review (the Review), which was produced by the Warringah Freeway Upgrade and Western Harbour Tunnel teams. The Review is an analysis of existing active transport facilities, identifies the gaps in the network and recommendations for improvement. The Review is a Minister’s Condition of Approval for these two major projects.

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The development of the Review has involved:

1. **Key stakeholder consultation** to identify critical gaps in the networks for inclusion in the Review. Key stakeholders were local councils and bike user groups. During the course of five workshops from December 2022 to May 2023, six gaps in the walking and riding network were identified as key priorities to be developed and formed the Review's recommendations.
2. **The Active Transport Network Review** – an analysis of bike riding and walking networks in the catchment area shown below (Figure 1). The Review identified and investigated opportunities and gaps in the network and made recommendations on the key priorities to be addressed. This section of the Review was submitted to the Department of Planning and Environment (DPE) in May 2023.
3. **Community consultation** to receive feedback on the identified critical gaps in the network and other ideas for walking and bike riding improvements, including any areas where people didn't feel safe, or which were not accessible for all users. The consultation was conducted from 13 June to 11 July 2023. This community consultation report has been included in the updated Review, which will be published in late 2023.

The study area for the Review and community consultation was extended beyond the Warringah Freeway Upgrade footprint, from Sydney Harbour Bridge to St Leonards and Neutral Bay. This enabled us to capture community feedback from a broader catchment.



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## 2. The Active Transport Network Review

Transport was required to complete an Active Transport Network Review within 12 months of starting construction of the Warringah Freeway Upgrade, in accordance with Minister's Conditions of Approval E195. The Review was required to be submitted to the DPE by 23 May 2023.

The Review assesses active transport infrastructure along the Warringah Freeway Upgrade corridor and beyond. It was prepared in consultation with North Sydney and Willoughby City Councils, Bicycle NSW and Bike North.

The Review has met and exceeded its Condition of Approval by:

- Extending the project area that was considered within the Review to beyond 500m either side of the project area (taking in the centres of St Leonards and Naremburn)
- Consulting with the local community on the Review and its recommendations through a four-week consultation process
- Identifying short-term opportunities to enhance bike rider access and safety at the Falcon Street Interchange and along part of the Gore Hill Freeway cycleway, prior to design optioneering. This was requested by the bike user groups.

### Active Transport Network Review study area & recommendations

Figure 2 identifies the walking and bike riding priorities nominated by Transport, local councils and bike user groups as the critical missing links to address in the network. Transport is actively considering options for concept design development and environmental assessments to progress each of these recommended connections.



Figure 2 Walking and cycling priorities identified in the Review

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### 3. Key stakeholder consultation

The stakeholder consultation aimed to prioritise active transport routes that, if upgraded, would close gaps in the walking and bike riding networks.

The Review recommendations were developed in collaboration with the local councils, bike user groups and Transport teams through five workshops. This group together determined the strategic priorities in the Review and invited comments from the group.

The recommendations are:

1. Gore Hill Freeway
2. Falcon Street interchange
3. North Sydney CBD (McLaren Street)
4. North Sydney CBD (East)
5. North Sydney CBD (West)
6. Lavender Street to Blue Street

### 4. Community consultation approach

The Review recommendations were placed on public exhibition to seek broader community feedback. The consultation was an opportunity to identify any spaces which they felt were unsafe or inaccessible and have input into which walking and cycling opportunities were prioritised for future development.

The consultation identified which corridors and gaps in the cycling and walking network in North Sydney LGA and surrounds were the highest priority for the local community, commuters, leisure travellers, walkers and riders that pass through the area. The outcomes of the stakeholder and community consultation form the recommendations within the Review.

The objectives of the public consultation were to

1. Ensure the community is involved in helping to determine the priorities for future connections.
2. Enable Transport to understand broader walking and cycling issues affecting the community.

#### Methodology

The public consultation aimed to **inform** and **consult** with the community and was communicated through a range of materials. The Review document was made available for download on the Warringah Freeway Upgrade project portal, alongside data capture tools including an interactive map and survey.

A variety of online and print communication informed the public of the consultation period and process, and Transport held fourteen face-to-face engagements in a variety of settings.

Data was collected through an online survey, comments on the interactive map, social media engagements and noticeboard comments at community markets.

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#### Communication materials

The consultation used a wide range of communication material across print and online media to encourage community engagement and participation. This included:

##### Content to share information about the Review

- Dedicated website – housing online survey and interactive map
- Community Update sharing details on the Review and the recommendations
- 14 community consultation events to capture community views and feedback

##### Communication to publicise our community events and consultation period

- Email notification to community members
- Social media campaign
- Signage and posters in high traffic areas promoting community events
- Local newspaper adverts
- Information display
- Community message boards



Figure 3 Community message board, Kirribilli Markets

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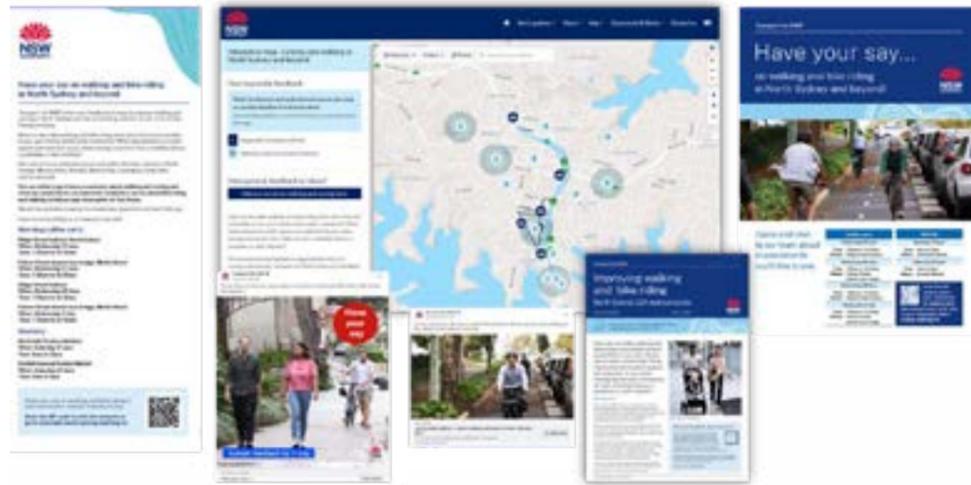


Figure 4 clockwise from left; newspaper advert, interactive map, street sign, community update, social media campaigns

The interactive map provided opportunities for the public to comment on the six prioritised network gaps identified through the stakeholder workshops, comments on walking (through and between) local centres and finally for commentary on other areas important to the respondents.

The survey was offered in three optional parts comprising questions on walking, questions on bike riding and demographic questions.

## 5. The findings: Key themes resulting from stakeholder engagement and community feedback

The six walking and riding priorities were confirmed as priorities by feedback from the public. The key themes identified from both online and face to face feedback were **safety**, **separation**, and **connectivity**.

Overall sentiment was a mix of enthusiastic participation, with many respondents offering ideas for improvements, combined with frustrations about the perceived preferencing of car use over active travel.

### Safety

Safety was a consistent area of concern, specifically the need to close cycling and walking gaps for people travelling from northern suburbs to the harbour bridge. We also heard about safety issues near Warringah Freeway crossings.

Safety concerns were expressed for riders along Gore Hill Freeway, pedestrians and riders at Lavender to Blue Street, and the Pacific Highway going north from North Sydney.

Bike riders also expressed concern for pedestrians around cars.

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### Separation

The community told us that for bike riders and pedestrians to travel safely, separation between them, cars and buses is needed in more places, asking for more shared pathways.

Additionally, we heard requests to increase distances between walkers and bike riders and between bike riders and vehicles. These points were raised consistently in the feedback received.

### Connectivity

We heard the bike riding network is perceived as poorly connected, with too many gaps to maintain safe access to the city from suburbs further North, East, and North-west, North Sydney CBD, and within the study area. The feedback included concerns about the lack of continuous paths providing accessibility from east to west across the Warringah Freeway.

For people walking from centre to centre, feedback focused on better accessibility and connectivity, particularly where freeways meet suburban roads at interchanges.

It was communicated consistently the level of active transport amenity is perceived as poor for the area.

Nevertheless, the community optimistically shared they would like to see upgrades and closing gaps in the walking and cycling networks. They imagined a future of better amenity, sharing many ideas and hopes for improvements.

## 6. The detail: Community consultation findings

The consultation identified stakeholder and community preferences for future potential pedestrian and/or bike rider upgrades by Transport and local councils, aligned to Future Transport and the Strategic Cycleway Corridors. Click below for more information about these strategies:

[Strategic cycleway corridors](#)

[Future transport strategy](#)

The consultation program received substantial feedback via face-to-face interaction, location specific commentary via the online interactive map and the online survey. A number of email submissions were also made.

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Communications reach

Facebook advertising	47,178
Community newsletter	40,000 households
Community email	3,342
Stakeholder channels Bike NSW, North Sydney Council, Community Centre, Have your Say website	1,000+
Community events and pop-ups	14 events
Posters and signage	40 around local centres
Print adverts	2 local papers

Total people engaged

9,947 visited the walking and cycling website
3.47 minutes average time spent on website
2,266 click throughs from social media to the website
Spoke to over 500 people at community events
Presented to 359 people at Park Run St Leonards

Comments received

450+ cycling comments (made online & in person)
200+ walking comments (online & in person)
512 survey completions
11 formal submissions and emails
Blended 75 leg-powered smoothies!

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Figure 5 bike powered smoothie engagement activity, Kirribilli markets

Social media campaign

The social media campaign drove more than 1,000 clicks through to the project site, and received dozens of positive comments indicating a community that is receptive to improving opportunities for walking and/or riding. Facebook campaign result: High click-through and engagement rates of 1.49%, both exceeding industry benchmarks (0.9%).

Online feedback



Our respondents

Local residents formed the greatest proportion of survey respondents at 68% of the 512 responses to surveys. Respondents lived in North Sydney (19%), with 18% in Neutral Bay, and 16% in Crows Nest. Many respondents lived in a range of suburbs outside the areas of focus, and of those, 20% lived within five kilometres of the area, in suburbs such as Mosman (2%), Wollstonecraft (3.7%), Greenwich, Cremorne, Northbridge, McMahons Point, Willoughby, Waverton and Milsons Point (approx. 1.7% respectively) and the CBD (1.3%). Nearly 12% of respondents came from areas further than the suburbs mentioned above, with an even spread of respondents from the inner west, the lower north shore, and the Northern Beaches. A lesser number of respondents in this group were from the Eastern seaboard, north, north-west, western and southern Sydney suburbs.

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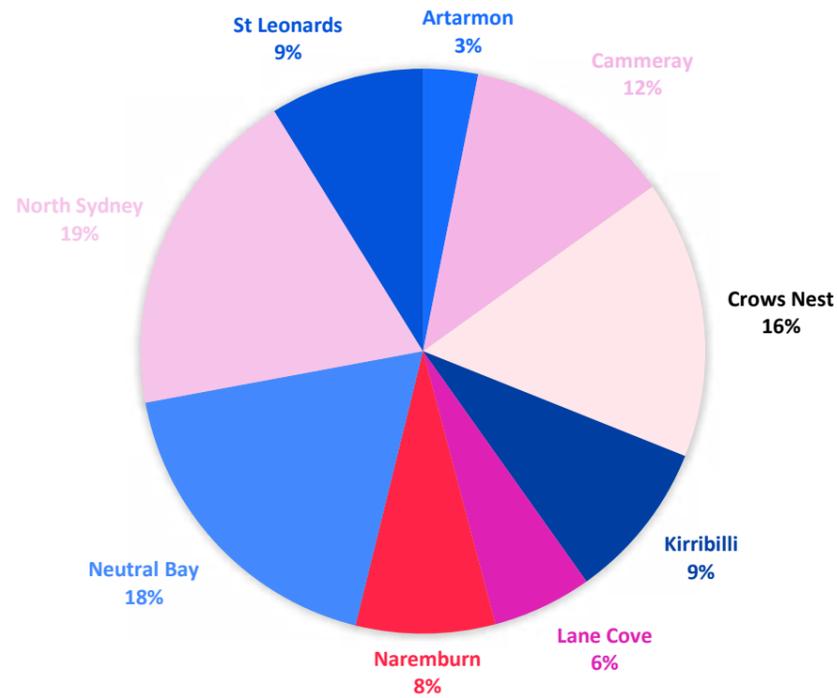


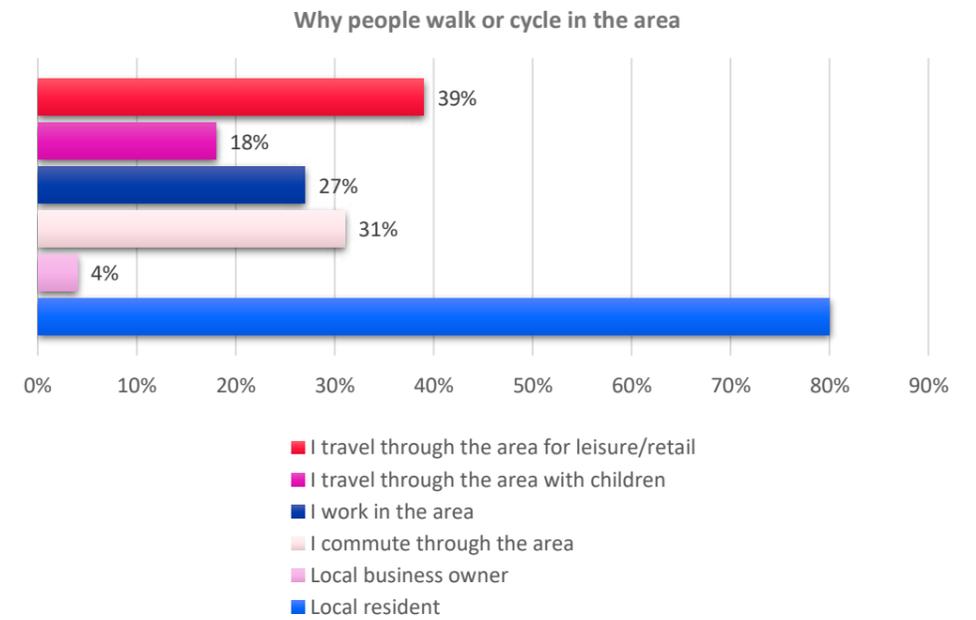
Figure 6 Local respondents' suburb of residence

**How and why does the community travel through the area?**

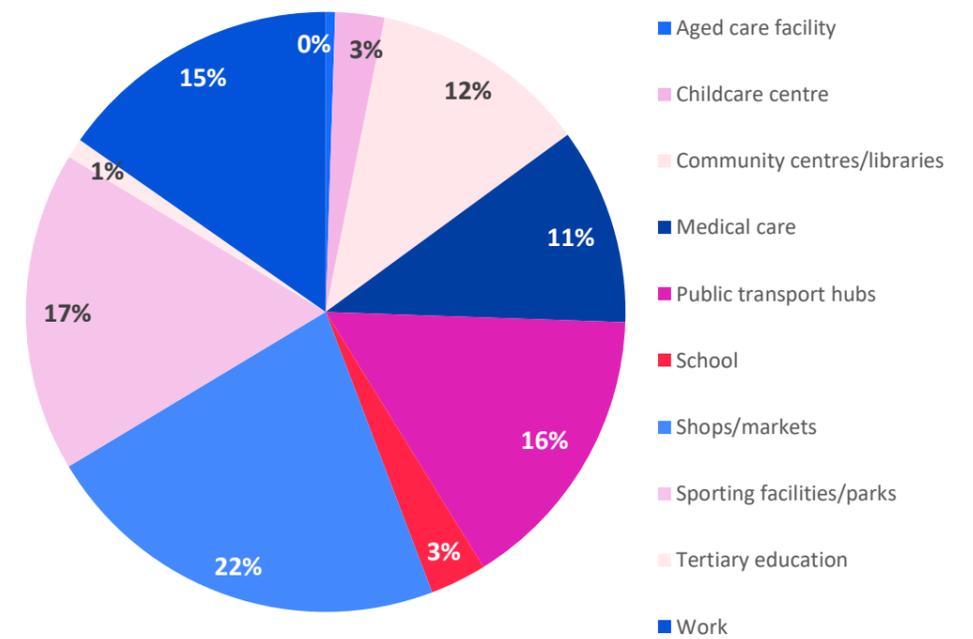
A high percentage (93%) of respondents walk to their daily activities, and 27% of respondents work in the area. Many people who are local to the area, (80%), use active transport. While 39% travel through the area for leisure or to shop, 31% commute through the area to work by walking or riding a bike, and 15% access work in the area by walking or riding. When we asked respondents what kind of bike riding they were *interested* in, 65% responded with riding to work/commuting.



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**Amenities accessed through walking and bike riding**



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### Feedback on walking and riding priorities

The six walking and riding priorities identified during the stakeholder workshops were confirmed by the community to be the most important network upgrades. Three locations of the six emerged as the top areas of concern. The interactive map received 341 responses to the six walking and riding priorities.



Figure 7 Responses identifying the highest priority gaps in the walking cycling network

#### Lavender Street to Blue Street

Lavender Street to Blue Street emerged as the highest of the top three priorities. Rider feedback expressed concerns about the narrow and uneven path shared with walkers, navigating trees, signage and utilities. Some riders told us they choose to travel along the Pacific Highway kerbside lane where buses and cars exit the freeway entering North Sydney.

##### Community feedback examples

*“That link to get north is a huge issue. It is unsafe, risky and lacks any cycle link on the road. You just come out onto the highway and fend for yourself”.*

*“It is so dangerous whether the cyclist is on the footpath or on the road.”*

*“The shared pedestrian and bike path is not suitable due to so many obstacles. However, it is currently the only option. I will not ride on the road here, the buses are too fast and terrifying on that stretch.”*

*“This is used by literally all bike traffic that uses the harbour bridge.”*

*“As a walker and a cyclist I find it dangerous when doing either.”*

*“Forcing cyclists to weave around trees and signs instead of providing a true two-way path that provides for safe overtaking means the path can’t really be shared properly, it’s really only a shared path in name.”*

*“Once off the harbour bridge cyclists have no safe options.”*

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### The Pacific Highway, North Sydney CBD west

Feedback about the Pacific Highway included information that bike riders must navigate parked cars and bus stops along this lengthy active transport network gap. Many respondents expressed a preference for a bike lane going north, as (despite being of a lesser grade compared to the eastern side of the North Sydney CBD) this is the most challenging side of the road, going uphill amongst vehicular traffic. During in-person consultation, the community frequently remarked that this route should be the main link to the North.

##### Community feedback examples

*“It is the lowest slope available and would make a better route for cyclists.”*

*“The loss of parking is a worthwhile sacrifice in circumstances where there is ample parking in the area. The bike lane also assists drivers, as it provides them with comfort in the demarcation between the bike lane and the traffic lane.”*

*“I always ride up the footpath when the road is busy as I believe that riding illegally up the path is a better option than being squashed by a bus”.*

*“Motor vehicle speeds are 60, while bike speeds are typically max 25 on an ebike; perhaps a bit faster for fit riders, so bikes and cars especially buses on that road are completely incompatible at peak traffic times and especially during the afternoon rush.”*

*“This the best place to put a cycleway, it’s on the ridge, it’s the most direct route.”*

*“Important critical link. Downhill could be shared on road, but uphill needs to be a dedicated bike lane. It’s an important link which should connect the Sydney harbour Bridge to the North.”*

#### Gore Hill Freeway

The community comments about Gore Hill Freeway was predominantly about safety, citing the requirement to cross two lanes of accelerating vehicle traffic onto the freeway, high kerbs and proximity to traffic along a narrow path which is interspersed with poles. Community commentary labelled this crossing as “highly dangerous”.

##### Community feedback examples

*“I sometimes ride on this stretch to get from West St to the cycle path at Naremburn to travel north, but generally go through Crows Nest instead as this route is so dangerous. There is no shoulder on the freeway, and it has a tall kerb, so any cyclist who falls on the road from the narrow and cracked path will be hit by cars travelling south at high speed. It amazes me that it exists in a first world city... The entire setup here is so dangerous it is quite shameful. “*

*“This junction is horrible to cross in peak periods.”*

*“It is only a matter of time before an accident occurs and a cyclist is knocked on to the freeway and killed.”*

*“This connection is hugely dangerous.”*

*“This is a danger every day. The path leading to it has raised concrete where I have seen people fall off and crossing the on ramp from Willoughby is just dangerous.”*

*“Debris (sand, glass fragments) builds up on the path.”*

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“Multiple lanes of traffic sweep down off Brook Street and accelerate towards you, while you hope like hell you can get across and up onto a tiny little narrow section of footpath. Given the exceptional quality of the cycleways and shared paths to the north of this junction, it’s really poor that people riding are left in this exposed, dangerous situation. This horrible crossing is absolutely terrifying.”

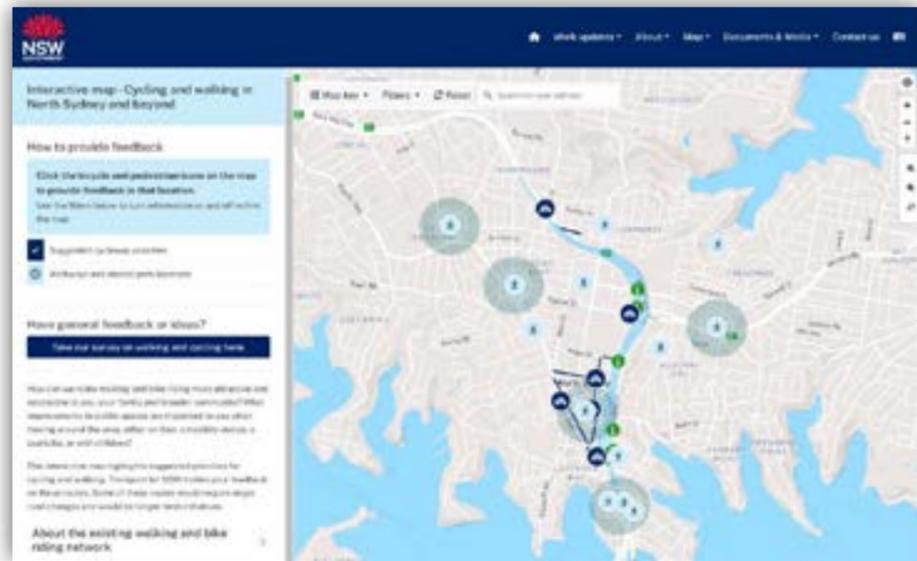


Figure 8 Interactive consultation map showing clickable icons for location-specific comments

**Other valued riding routes**

Five other north-south riding routes were valued by the public. These were (in order of preference):

- the Sydney Harbour Bridge: bike riders showing strong support for the ramp plans, residents expressing a range of views for and against the construction of the ramp.
- Miller Street: many riders choose to navigate this most direct route north from the Bridge.
- West Street was mentioned by drivers, walkers and bike riders alike – many riders preference this route. Traffic calming measures initiated by North Sydney council have helped to reduce some of the dangers experienced along this area.
- MacKenzie Street was seen as a quieter, if more circuitous and steeply graded route into North Sydney CBD.
- Walker Street is used by some riders, however many respondents noted that the gradient here was a disincentive to ride along this route.

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**Online surveys**

**Bike riding**

“It is a good idea to identify pain points in existing infrastructure and improve them. They can be just as big barriers to cycling as there being no infrastructure at all.” [Verbatim comment]

We received commentary about safety concerns in many locations. From the map commentary alone, we found 420 uses of the words *safety*, *danger*, *risky*, and *accident*.

Comments touched on poor quality cycleways, potholes and repairs in roads creating dangerous conditions needing improvement. Noise and bad lighting were cited as preventatives, that, if improved would encourage more cycling.

There were many comments about aggressive car drivers. Bike riders would like to see improvements to access the Harbour Bridge, with many in support of the proposed ramp.

The top three safety concerns from bike riders were:

- too many gaps in the riding network,
- the need for more separation from traffic, and
- the high speed of traffic limiting use by less experienced riders.

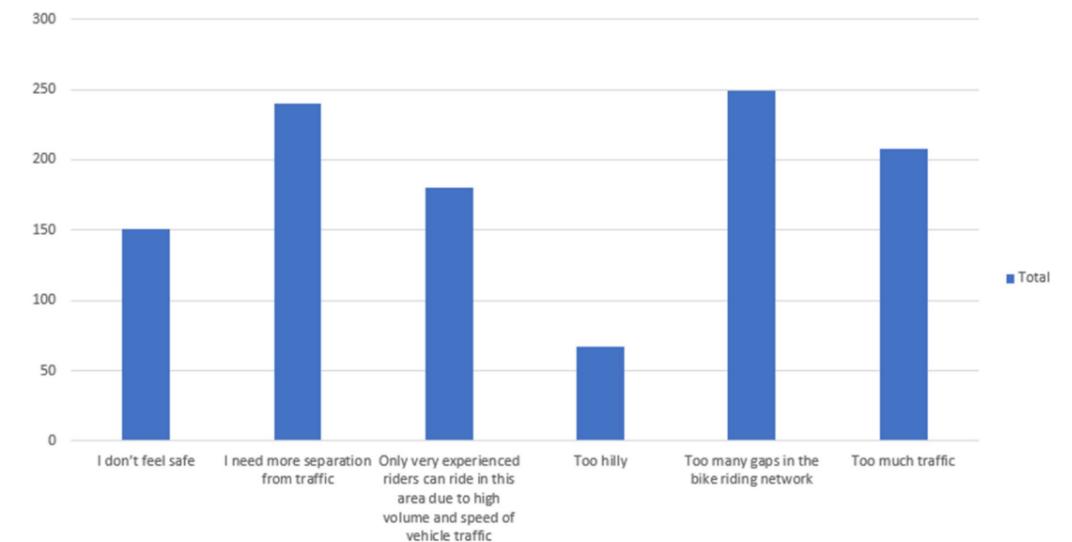


Figure 9 Would you like to ride but face too many barriers?

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**What would encourage riders to cycle more often?**

Riders said they would be encouraged to cycle more if key centres were linked by bike riding facilities, and if there were more off road or separated cycleways. Other comments included better driver attitudes towards riders, slower, reduced traffic. Safer bike lanes were mentioned, including keeping riders away from opening car doors, tight driveways with poor visibility, and ensuring bicycle boxes at the front of intersections



Figure 10 What would encourage you to ride more often?

*“Vehicles are impatient with cyclists, as an example Yeo St in Neutral Bay is already not wide enough for two cars to pass and vehicles crowd out cyclists instead of being patient and providing sufficient clearance. Typical on many other streets.”* Verbatim comment

**Comments regarding e-bikes**

Other comments noted the increase in e-bikes, with mixed sentiment. Some people were concerned about the speed and proximity of e-bikes to pedestrians, particularly seniors who walk. There was a perception that speed limits are not enforced. Others were concerned about ensuring accessibility for e-bikes with suitable separated bike lanes.

Policies determining the use of e-bikes fall outside the scope of the Review.

(the respondent’s comments focus on the) *“discontinuous nature of cycleways throughout our city. This coupled with the aggression, lack of driver courtesy and education of motorists results in danger to all cyclists and is a major disincentive to many who might otherwise walk/cycle.”*

*“Cycling is increasing at an extremely rapid rate due to e-bikes ‘eliminating’ the inclines. North Sydney needs to accommodate this and improve rideability ASAP.”*

**Walking**

Of the 494 walking responses received, 62% of people indicated they would like to see trials for traffic calming and more space for pedestrians.

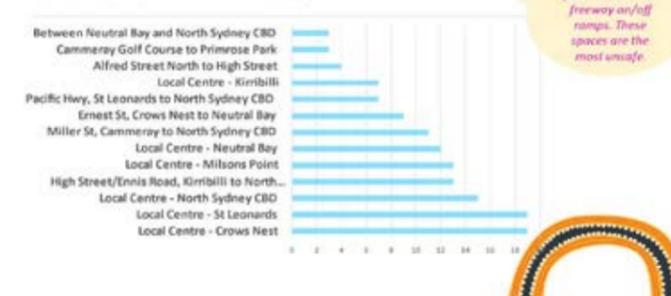
Pedestrians said they would be encouraged to walk more if there was priority given to pedestrians with wide, dedicated pathways and crossing opportunities. The top three locations for walking were North Sydney CBD (21%), Crows Nest (19%) and Milsons Point/Kirribilli (18%). Pedestrian commentary was most frequent for the areas of St Leonards and Crows Nest and these were named as the top two centres that respondents felt should be more pedestrian friendly.

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The community indicated they would like to see traffic calming measures, pedestrianisation and good walking infrastructure, including wide, dedicated pathways, priority given to people (over cars and bikes), with good opportunities to cross roads, particularly around Chandos Streets and at the southern exit of St Leonards Station.

**Pedestrian safety**

Where do people feel unsafe walking?



59% of respondents said they felt unsafe walking in the study area, with 52% of these stating they felt unsafe both day and night, due to traffic being too fast, poor lighting and uneven paths.

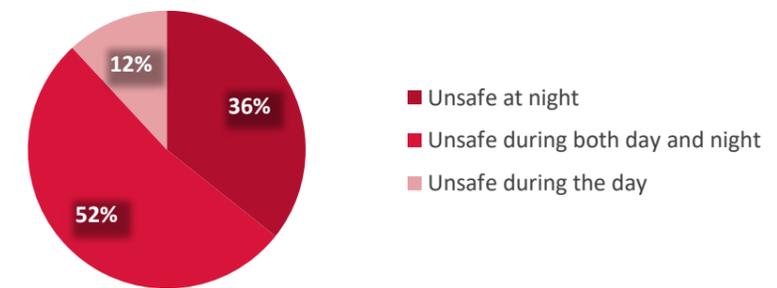


Figure 11 If you feel unsafe walking, do you feel unsafe during the day, or at night?

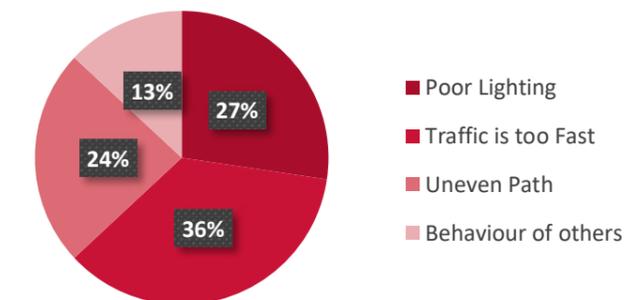


Figure 12 Why do you feel unsafe walking?

When we asked which locations could benefit from traffic calming measures, we received 28 mentions of Willoughby Road, 25 of Miller Street, 16 for North Sydney CBD in general and 15 for the Pacific Highway. Over 65% of respondents would support traffic calming trials in local shopping areas. They additionally showed a strong preference for pedestrianisation of all local shopping centres and slowing of traffic in residential areas, particularly around schools.

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What changes would encourage you to walk more often?

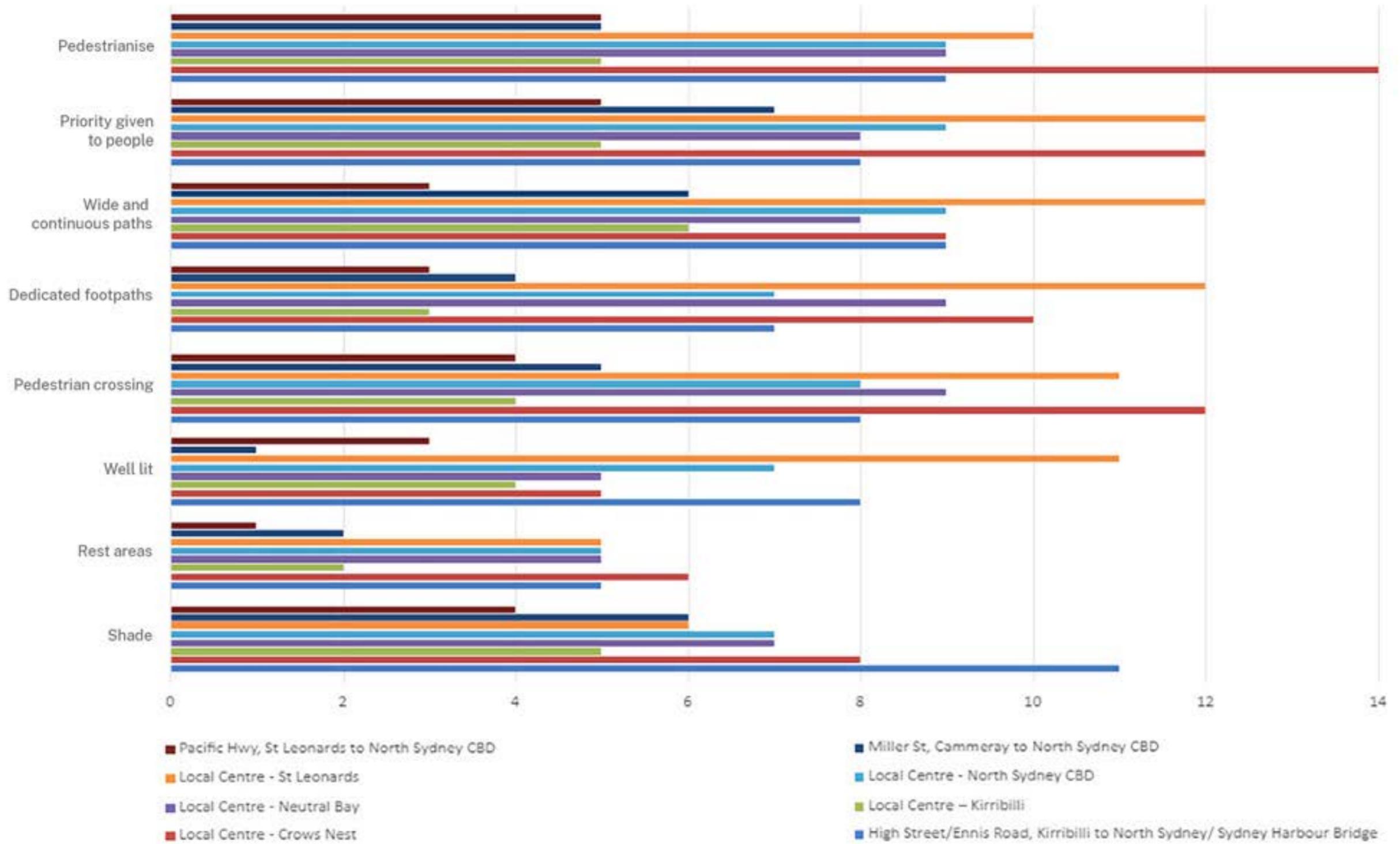


Figure 13 What would encourage you to walk more often

Face-to-face engagement

Face-to-face engagements	
14 June	Coffee cart pop-up, Ridge St lookout (in tandem with Place Design Landscape Plan – PDLP consultation)
17 June	Northside Produce Markets, message board activity
17 June	Crows Nest Markets – Joint PDLP stall
19 June	Explorers Playgroup, North Sydney Community Centre
19 June	Briefing – North Sydney Councillors
20 June	St Leonards TAFE AMEP Refugee Week Event Stall
21 June	Coffee cart pop-up, Falcon St shared user bridge, Merlin St (tandem with PDLP)
21 June	Explorers Playgroup, North Sydney Community Centre
24 June	Kirribilli General/Fashion Market - message board & smoothie maker activity
27 June	Explorers Playgroup, North Sydney Community Centre
28 June	Coffee cart pop-up Ridge St lookout (in tandem with PDLP)
28 June	Pop-up, cnr Blue st and Pacific Highway, North Sydney
1 July	Park Run, St Leonards Park <a href="https://www.parkrun.com.au/northsydney/">https://www.parkrun.com.au/northsydney/</a>
5 July	Coffee cart pop-up, Falcon St shared user bridge, Merlin St (tandem with PDLP)

Summary of issues raised by community at face-to-face engagements

With over 500 face to face conversations between the public and Transport staff, and 390 people addressed (Park Run, St Leonards Park), our reach numbered nearly 900 in-person engagements. Many community members reported they had made the trip specifically to share feedback at Transport’s Review engagement stalls. Community feedback tended to be location specific.

At the engagement stall at **North Sydney produce markets**, we heard that people walking wanted more separation from bike riders, and often witness bike riders over 16 years old on footpaths in busy shopping areas. Questions were also raised about why a proposal for a continuous cycleway had not been included down the eastern side of the Warringah Freeway.

**The Explorer’s playgroup** attracts parents, grandparents and nannies accompanying young children in prams across North Sydney, many who walk a distance to attend the popular group. There were some favourable comments about the walking network in North Sydney, in addition to concerns about access across the Warringah Freeway and exits off the freeway. Several people reported pedestrian safety concerns at the High Street pedestrian crossing. This included feedback that cars often do not stop for pedestrians here, while driving up hill and around the corner on the eastern side of the freeway.

Staff at the **Kirribilli Markets** stall had over 200 interactions with the community. Due to the location’s proximity to the Harbour Bridge, many conversations touched on the ramp, with the local community demonstrating wide ranging opinions for and against the ramp.

**Pop-up engagement** occurred at the Falcon and Ridge Street crossings of the Warringah Freeway. The main issues raised during these engagements were connectivity across the freeway and safety.

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**The TAFE St Leonards** stall was held in conjunction with a Refugee Week celebration, hosted by the Adult Migrant English Language Program. Other organisations holding stalls were government and community service providers. Feedback was minimal here, however it is hoped the engagement served to encourage people to give feedback in the future once immediate migration settlement needs have been addressed.

**Park Run, St Leonards Park** gave the opportunity for Transport to address nearly 300 of the jogging community, and around 30 conversations were had which focused on requests for separation between traffic, pedestrians and bike riders in the park as well as its surrounds.

**A presentation to North Sydney Councillors** outlined the six priorities and other details of the public consultation. Councillors asked why there was no cycleway along the eastern side of the Warringah Freeway from Ernest Street going south and requested for the Review recommendations to be delivered within the timeframe of the Warringah Freeway Upgrade project.

Other themes heard through face-to-face engagements were:

- Requests for separation between cars, bike riders and walkers
- Safety – parents and carers with prams
- Increase in e-bikes and e-bikes transporting children.
- Speed of e-bikes – riders expressing the limits are not fast enough for on-road travel, pedestrians expressing speed limits are not adhered to and are too fast when in proximity to walkers.
- Lavender Street roundabout and Blue Street safety concerns
- Accessibility around North Sydney CBD
- Reduced vehicle speed limits.
- Bikes are too fast and ride too close.
- Increasing the number of pedestrian crossings

Other submissions

Submissions received from individuals and groups supported the six priority locations and were closely aligned with community feedback about the priority recommendations and key themes of safety, separation and connectivity. Submissions were made by North Sydney Council, Willoughby City Council, Bicycle NSW, Bike North Naremburn Progress Association and the North Sydney Community Centre.

Creating connections north-south from the northern suburbs to the Harbour Bridge and east-west across the Warringah freeway were themes repeated across submissions, as were ensuring connections across local government borders and between major tunnel and road projects.

Other points raised included amenity for e-bikes/scooters, improvements in wayfinding, rest/repair infrastructure, active transport traffic monitoring and links to the proposed Artarmon to Middle Harbour Greenway.

There is a recognition of the constraints in the area that makes planning for the future difficult. Several submissions requested that more active transport infrastructure provision is included with future major road project planning.

Suggestions included short-, medium- and long-term upgrades, as well as proposing additional measures, such as slip lane removals, additional signalised crossings and a cantilevered bike path along the Warringah Freeway. These were accompanied by references to best-practice bike facilities: wide, smooth, shared paths with safe, accessible, pedestrian/cycling-priority crossings, and separating pedestrians from bike riders with dedicated paths for both modes.

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Stakeholder submissions called for clarity about final impacts on active transport by both Western Harbour Tunnel and Warringah Freeway Upgrade projects.

Other points raised include ensuring pedestrian and bike rider accessibility is preserved throughout the North Sydney CBD precinct, emphasising safety for children walking to childcare and playgroup facilities. Additionally, requests for additional bike parking, access to green space and natural light, with improved signage and appropriately lit spaces to walk through. There was mention of consideration for building heat repelling infrastructure for bike riders and walkers. One submission by a Cammeray resident referenced Transport for NSW's 15-minute neighbourhood concept, with the comment:

*"I don't have an accessible path of travel to the closest bus stop, shop or school let alone access to a safe bike route and as a result often resort to pushing a pram up the road or ditching the pram or bike altogether for the car to go 2 mins up the road."*

## 7. Conclusions

The strong level of interest and number of responses made to the community consultation show that active transport amenity is deeply valued by both the public and key stakeholders. Furthermore, the consultation shows a clear consensus that improvements should be prioritised at the suggested locations, and in addition provided wide-ranging commentary supporting upgrades at many locations across the study footprint.

Respondents told us they would like more walking and bike riding infrastructure and they have strong ideas about how improvements could be made. The six locations suggested as critical gaps in the cycling network were confirmed by the community. The three top locations were: Lavender to Blue Street, Pacific Highway heading north from North Sydney CBD, and the Gore Hill Freeway.

The top three emergent themes of safety, separation and connectivity were clearly emphasised throughout all aspects of engagement: the online survey, face to face conversations, interactive map commentary and other submissions.

Safety was mentioned consistently for all the identified priorities. People walking, riding bikes and driving cars were not only concerned for their own safety, but for the safety of other road and path users. This concern was articulated in part through many requests for separated paths providing space between cars, bike riders and pedestrians.

The community would like to see gaps in the cycling network closed, with continuous connections from northern suburbs to the Harbour Bridge, and from East to West across the Warringah Freeway. Opportunities outlined in the Active Transport Network Review that have potential to be implemented include:

- traffic calming
- improvements to the most dangerous hotspots
- more crossing amenity for pedestrians
- signage, lighting and wayfinding improvements
- active transport safety education programs (for drivers)
- street activations to encourage active transport over driving.

The potential development and delivery of these aspects will be determined following further engagement between Transport and Council.

This report is attached to the Active Transport Network Review as an addendum and submitted to DPE in October 2023.

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