

# Ridge Street shared user bridge connection and Alfred Street North road design options

## Community Consultation Outcomes Report

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### Warringah Freeway Upgrade

<b>Project Number:</b>	N1098
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# 1 Introduction

## 1.1 Background

The Warringah Freeway Upgrade includes improving connectivity and upgrading existing cyclist and pedestrian routes and cycle infrastructure between Cammeray and North Sydney.

This includes a new shared user bridge at Ridge Street spanning the Warringah Freeway. The new Ridge Street bridge will be an upgraded, shared user crossing of the Warringah Freeway at Ridge Street, connecting North Sydney and Neutral Bay.

The new bridge will be:

- Built approximately 40 metres south of the existing bridge.
- Wider than the existing bridge and includes a dedicated pedestrian footpath and bicycle lanes providing safer, more improved walking and cycling journeys.
- Designed to improved accessibility standards.

The design of the new Ridge Street bridge connection to Alfred Street North presented in the Environmental Impact Statement (EIS) included a long elevated looped ramp structure to provide *Disability Discrimination Act 1992 (DDA)* and cycle access from the Ridge Street shared user bridge to Alfred Street North.

Following the Warringah Freeway Upgrade contract award in September 2021, CPB Downer EDI JV (CPBD-JV) proposed an alternative design option for the connection from the Ridge Street bridge to Alfred Street North which minimises impacts, including construction and visual impact.

## 1.2 Design consultation

CPBD-JV sought community feedback on two design options for the connection from the bridge to Alfred Street North and three Alfred Street North road design options where the access connects to the road.

### 1. Ridge Street shared user bridge connection to Alfred Street North

For the new Ridge Street shared user bridge connection to Alfred Street North, we sought community feedback on the EIS design option (option 1), and a new CPB Downer JV design. The CPB Downer JV design (option 2) was developed to reduce the visual impact and footprint of the bridge connection, while maintaining DDA compliance for all bridge us

- Option 1: the EIS design is a looped ramp
- Option 2: the CPB Downer JV alternative design is a shorter, steeper ramp and lift.

### 2. Alfred Street North road design alignment

For the new road design alignment on Alfred Street North, we presented the original EIS design, and two alternative designs developed by CPB Downer JV. The design presented in the EIS was not favourably received by local residents as it removes the loading zone in this area. The two alternative designs developed by CPBDJV retain this important community amenity.

- Option 1: separated pedestrian and cyclist path retaining 50km/h speed limit
- Option 2: shared pedestrian and cyclist path retaining 50km/h speed limit
- Option 3: shared pedestrian and cyclist zone with 10km speed limit.

## 1.3 Purpose of this consultation report

The following report outlines the consultation carried out to inform and support the new Ridge Street shared user bridge connection from Alfred Street North, and separately the final road layout on Alfred Street North between Winter Avenue and the Ridge Street bridge.

## 2 Ridge Street shared user bridge connection and Alfred Street North final road design options

### 2.1 Consultation process

CPBD JV sought feedback from the community and stakeholders between 20 February and 19 March 2023 about the two bridge access options between Ridge Street and Alfred Street North and the three new road design options for Alfred Street North, Neutral Bay.

Table 1 outlines the community consultation activities and opportunities for feedback.

The map below shows the area identified by CPBD JV for community door knocking, and the distribution of notifications and emails.

The area was estimated to contain around 8000 properties which are a combination of single residential dwellings, high-rise and high-density apartments, commercial buildings, and educational establishments.

Submissions received were from the Neutral Bay, Kirribilli, and North Sydney areas.

### 2.2 Consideration of alternative community design proposed by stakeholder

An alternative stakeholder design of Alfred Street North road alignment was submitted during Transport for NSW public exhibition of the EIS in 2020.

When the WFU main work contract was awarded to CPBD-JV in 2021, the 433 ASN Strata Committee provided their alternative ASN design for consideration ahead of finalising the project detailed design in this location.

Although the WFU detailed design process was not completed at this time, many physical elements of the design were confirmed by the project approval. This included the location of southbound bus on ramp from Falcon Street.

The main concerns highlighted in the 433 ASN stakeholder submission were:

1. Planned removal of on-street parking on Alfred Street North between Eaton Street and Wyagdon Street
2. Planned removal of the on-street loading zone directly outside the 433 ASN property on the eastern side of ASN
3. Planned narrowing of ASN to accommodate the future Falcon Street southbound bus on ramp and retaining wall.

## 2.3 Stakeholder design proposal

The 433 ASN Strata Committee alternative design option proposed building a cantilever bridge at Alfred Street North south of McIntosh Lane.

This stakeholder submission aims to address the width reduction of ASN, parking and loading zone amenities and access for adequate access for emergency services.

## 2.4 Warringah Freeway Upgrade response to stakeholder design option

The result of investigations by the WFU design team confirms that the EIS approved southbound bus lane, retaining wall and freeway widening cannot be completed and operate combined with the 433 Alfred Street North design proposal due to the restricted area available in this location.

The spatial constraints mean that retaining parking as outlined in the proposal is not achievable.

The critical state significant infrastructure approval for the construction of the dedicated southbound (citybound) bus lane provides wider community benefit to bus operators and public transport users than construction of the 443 Alfred Street North design proposal.

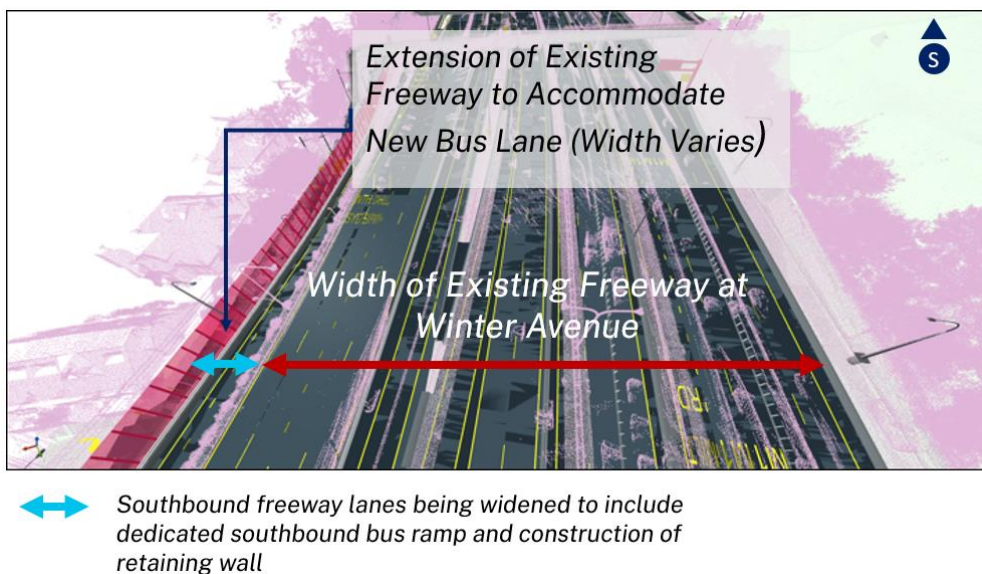


Image 1: showing widening of freeway lanes to facilitate bus ramp

## Plan View Alfred Street North - Approved WFU Design

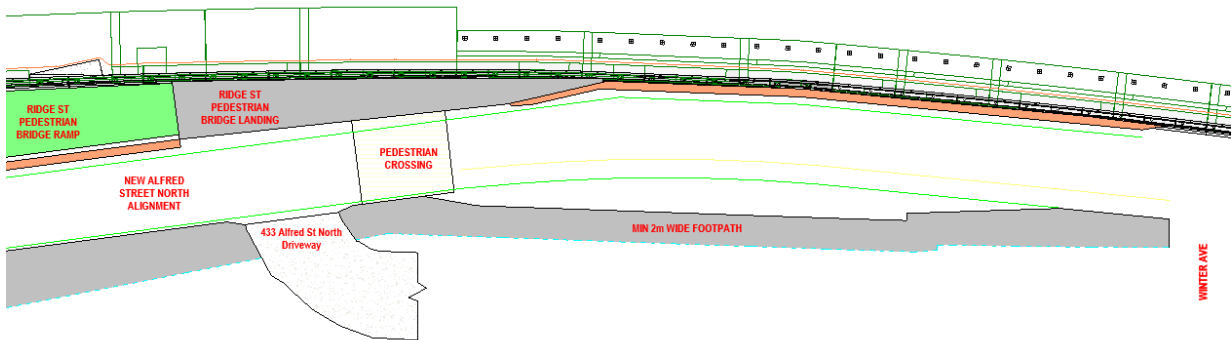


Image 2: showing Alfred Street North available space for road layout

## Plan View – 433 ASN Design Proposal with Approved WFU Design

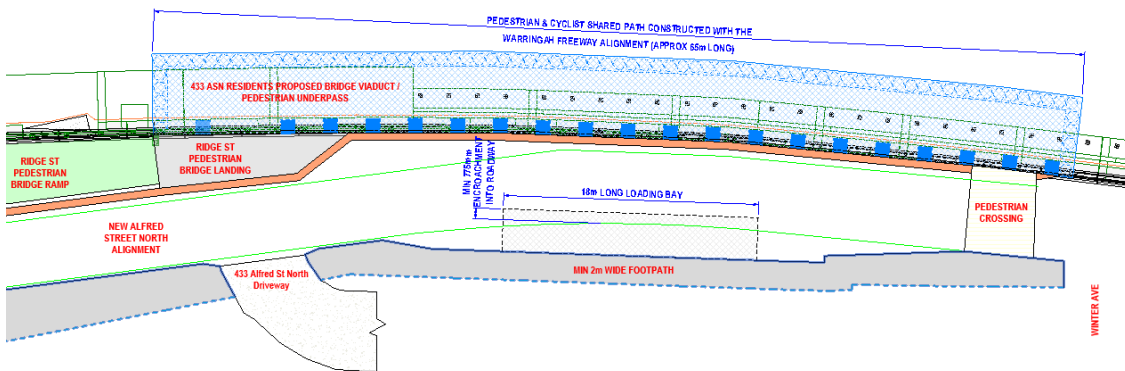


Image 3: showing resident design proposal over available space for road layout. Blue area is outside of available space

## Cross section Alfred Street North with approved WFU Design

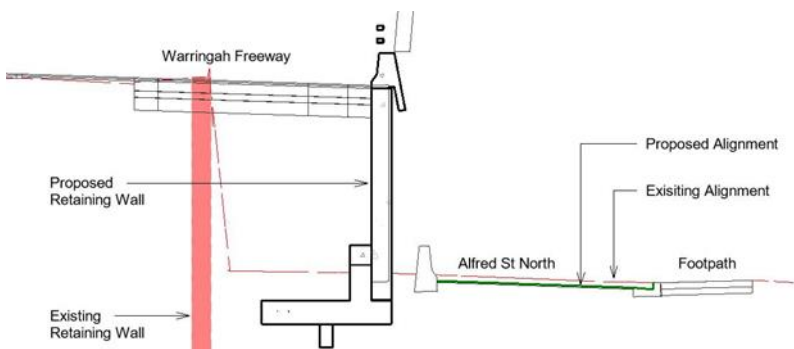


Image 4: showing the location of the existing retaining wall and the proposed and approved WFU retaining wall

## Cross section 433 ASN design proposal with approved WFU design

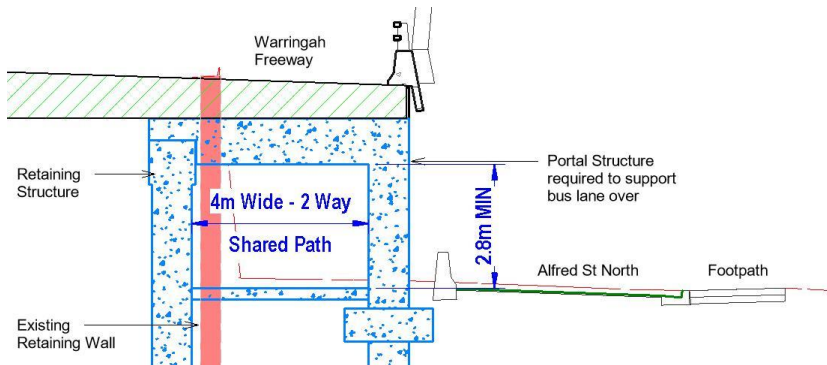


Image 5: showing resident design proposal cantilever structure and existing retaining wall

The plan view and cross section images show that the 433 Alfred Street North stakeholder proposal encroaches into the existing Warringah Freeway while not allowing retention of on-street parking. The 433 Alfred Street North stakeholder proposal provides a very constrained (in height and width) undercover shared path with limited passive surveillance which may lead to public safety concerns.

The cantilever structure proposed by 433 ASN would be required to be constructed in the southbound freeway traffic lane. This would result in major road closures of the Warringah Freeway to allow piling works to proceed.

During a 433 ASN and WFU design team meeting to discuss these constraints in March 2023, 433 ASN Strata Committee have reiterated their preference for their design to be developed further.

## 2.5 433 Alfred Street North community feedback outcome

Although the 433 ASN design proposal is not feasible due to the design constraints, following feedback from 433 Alfred Street North to date, the following design refinements are being investigated for construction by the project team:

1. Retaining the loading bay /set down area adjacent to 433 Alfred Street North
2. Review of road levels in front of 433 Alfred Street North driveway alignment to improve visibility and manoeuvrability at exit
3. Consideration of installation of rumble strips and speed humps south of the 433 Alfred Street North driveway to slow approaching vehicles
4. Consideration of localised road narrowing with planted medians on the approach to 433 Alfred Street North driveway to further slow approaching vehicles
5. Opportunities for additional safety measures such as a mirror and signage will be reviewed and developed specifically for the 433 Alfred Street North driveway
6. Provision of enhanced accessible path between 433 Alfred Street North and the proposed lift to access the pedestrian bridge crossing Warringah Freeway to connect directly to Ridge Street.



### 3 Consultation area Ridge Street shared user bridge connection and Alfred Street North road design options

Consultation area ■  
 Door knocking area ■  
 Ridge Street bridge ■



#### Snapshot:



8000 residential and business properties in the catchment area received a postcard



200 residents and businesses doorknocked



2x webinars held



4x meetings held with key groups



2x pop-ups at the bridge directly targeting to bridge users



Email blasts to over 3000 residents on database each week during consultation period



Posters installed at the Ridge Street shared user bridge

Image 1: Consultation area Ridge Street shared user bridge connection and Alfred Street North road design options



## 3.1 Community consultation activities

**Table 1: Consultation activities**

Date	Activity
21 February 2023	Meeting with Bicycle NSW and Bike North to present design options and seek their feedback/preference.
22 February April 2023	Meeting with 433 Alfred Street North residents to present options and seek their feedback/preference. During this meeting it was advised that CPBD would not be consulting on the design option developed and proposed by the stakeholders and reasons why community consultation on the option would not proceed due to design constraints were provided to the stakeholder.
24 February 2023	North Sydney Council were notified about the community consultation process and design options being publicly exhibited.
24 February 2023	Postcard with QR codes to consultation 'Have your say' web portal page distributed to 8000 properties and businesses in distribution catchment area.
27 Feb – 3 March 2023	<p>Door knocks were carried out to adjacent properties on Alfred Street North and Ridge Street.</p> <p>Direct emails to schools including Wenona and Cammeraygal Montessori.</p> <p>Posters and two 90-minute pop-up sessions at peak bridge usage periods were held at the bridge directed at bridge users. Approximately 30 bridge users were engaged and encouraged to use the consultation web portal page</p>
Thursday 2 March 2023 2pm to 3pm and 4.30pm to 5.30pm	Two live webinars were held to present the options including Q&A sessions. The webinars were managed by staff from Transport for NSW and CPBD JV. Thirty (30) people attended the webinars.
1 March 2023	Email blasts to over 3000 residents on project database each week during consultation period.

## 4 Overarching analysis of community feedback received on consulted design elements

### 4.1 Feedback summary

During the three-week consultation period, 472 submissions were received by the project team, this included feedback from local residents and businesses, recreational bridge users, commuters and bike users. This included:

- Feedback forms submitted through the project web portal
- From webinar attendees
- Direct emails to the project team.

### 4.2 Ridge Street shared user bridge connection to Alfred Street North

315 submissions were received by the project team, this included feedback from local residents and businesses, recreational bridge users, commuters and bike users.

- Option 1: Looped ramp presented in the EIS received 40 preferred submissions
- Option 2: Lift and ramp alternative design received 275 preferred submissions.

### 4.3 Alfred Street North road design alignment

157 submissions were received by the project team, this included feedback from local residents and businesses, recreational bridge users, commuters and bike users. The number of submission to the road layout options consultation is notably less than the bridge connection consultation.

The road layout has significance for adjacent properties, such as 433 Alfred Street North as it impacts their loading zone amenity and safety at their property driveway. The road layout design options have less significance to the wider community.

- Option 1: separated pedestrian and cyclist path retaining 50km/h speed limit received 17 preferred submissions
- Option 2: shared pedestrian and cyclist path retaining 50km/h speed limit received 24 preferred submissions
- Option 3: shared pedestrian and cyclist zone with 10km speed limit received 116 preferred submissions.

Key stakeholders consulted directly are listed below including a summary of the key group's submissions in Table 2.

Key stakeholder feedback and how it will be addressed by CPBD-JV are outlined in Table 3 and Table 4 of this report.

### 4.4 Our stakeholders

Our key stakeholders are:

- 433 Alfred Street North, Neutral Bay
- Ridge Street and Alfred Street North residents between the Ridge Street shared user bridge and Merlin Street, Neutral Bay
- North Sydney Council
- Cyclist groups
- Local schools
- Bridge users.

433 Alfred Street North is a residential complex of 60 units located on Alfred Street North directly adjacent to the Ridge Street bridge. The existing Ridge Street shared user bridge and access ramp to be demolished and removed are located directly in front of the property. The property Strata Committee and residents have shown high levels of interest in the new Ridge Street shared user bridge design due to the noise and visual impacts from its construction and operation.

433 Alfred Street North (433 ASN) residents and the Strata Committee (SC) have provided feedback via individual feedback forms and emails as well as through regular meetings with recorded notes. 433 ASN have had high level engagement with the project to date which continues.

50 of the submissions received explicitly noted they lived at 433 ASN or referenced the 433 ASN driveway and loading zone.

Sentiment from 433 ASN regarding the bridge access proposals were generally not supportive. The main concerns included parking availability and safety regarding the ramp landing and the 433 property driveway. The location of the ramp landing is the same for both presented options due to the restricted space available in this area.

- Option 1: the EIS design is a looped ramp
- Option 2: the CPB Downer JV alternative design is a shorter, steeper ramp and lift.

Sentiment from 433 ASN regarding the Alfred Street North road design proposals were generally not supportive. All options bring pedestrian traffic closer to the property driveway which has been highlighted as a safety concern for residents, Option 1 does not retain a loading zone adjacent to the property.

Option 2 or Option 3 were selected by 433 ASN as the safest options and also retain the loading zone and some on-street parking adjacent to 433 ASN.

- Option 1: separated pedestrian and cyclist path retaining 50km/h speed limit
- Option 2: shared pedestrian and cyclist path retaining 50km/h speed limit
- Option 3: shared pedestrian and cyclist zone with 10km speed limit

433 ASN residents are also concerned with the location of the raised zebra crossing in close proximity to their driveway as presented in Options 1 & 2. In response to this, the final design is being further refined including extending the raised crossing further south to improve grades and manoeuvring out of the driveway. Additionally, a road safety audit will be carried out to include the 433 ASN driveway with the final designs.

Table 2 – Key stakeholder submissions summary and next steps

Stakeholder	Consultation	Submission received	Preferred option bridge connection	Preferred option ASN road layout	Key issue(s)	Consultation outcomes engagement	Timing
<b>Bicycle NSW/Bike North</b>	Meeting held online 21 Feb 2023 to present options and gain early feedback.	Yes	Option 1 looped ramp	Option 3 – shared zone	<ul style="list-style-type: none"> <li>Ramp gradient</li> <li>Curve turn on looped ramp</li> </ul>	Meeting to discuss final outcomes and address key issues	30 May 2023
<b>North Sydney Council</b>	Meeting held online 24 Feb 2023 to advise of consultation and gain early feedback.	TBC	TBC	TBC	TBC	Meeting to discuss final outcomes and address key issues	25 May 2023 8 June 2023
<b>433 Alfred Street North</b>	Meeting held face-to-face 22 Feb 2023 to advise why their option will not be considered as part of this consultation and gain early feedback.	Yes	Design developed by 433 ASN	ASN road layout- Option 2 – shared path with loading zone	<ul style="list-style-type: none"> <li>Safety concerns with pedestrian crossing and 433 property driveway</li> <li>Parking and loading bay loss</li> </ul>	Monthly design meeting to discuss final outcomes and address key issues	26 May 2023
<b>93-95 Ridge Street</b>	Doorknock with postcard. Residents attended webinars.	Yes	Option 2 – Ramp & lift	Nil for ASN road layout	<ul style="list-style-type: none"> <li>Privacy and noise concerns due to relocation of the lookout/ bridge</li> <li>Parking loss</li> </ul>	Ridge Street residents meeting at the lookout. Ongoing consultation with SC/OC ahead of site establishment at Ridge Street.	25 May 2023

<b>Pedestrian Council Australia</b>	Direct email with postcard	Yes	Option 2 – Ramp & lift	ASN road layout – Option 3 shared zone	Accessibility	Direct email of outcomes	June 2023
<b>The Greens</b>	Direct email with postcard	Nil	Nil	Nil	Unknown	Direct email of outcomes	June 2023
<b>Schools: Wenona &amp; Cammeraygal Montessori</b>	Direct emails with postcard	Nil	Nil	Nil	Unknown	Direct email of outcomes	June 2023
<b>Wider community</b>	Postcard, doorknocks, direct emails and email blasts	NA	NA	NA	NA	Factsheet with consultation outcomes to community distribution area and WHBTL email blast. Drafts/graphics in development.	June 2023

Table 3 - Feedback from post consultation meetings to outline final outcomes and address key issues

Stakeholder	Meeting date	Stakeholder comments	Project response
<b>Bicycle NSW/Bike North</b>	30/05/2023	<ul style="list-style-type: none"> <li><b>Ridge Street connection to ASN</b> - stakeholder noted dissatisfaction with both design options presented for community consultation. Stakeholder noted that both design options do not satisfactorily meet the needs of a range of bike users.</li> </ul>	<ul style="list-style-type: none"> <li>CPBD-JV have designed both options within the limited space available in the location. The chosen option for construction (option 2) has been selected by the wider community as the preferred option of the two constructible options presented for community consultation.</li> </ul>
		<ul style="list-style-type: none"> <li><b>ASN road layout</b> - stakeholder would like to view the detailed concept design for this area in order to provide further feedback.</li> </ul>	<ul style="list-style-type: none"> <li>CPBD-JV will provide design material once the design is further developed in consultation with North Sydney Council.</li> </ul>

<b>North Sydney Council</b>	08/06/2023	<ul style="list-style-type: none"> <li>• <b>Ridge Street connection to ASN</b> – stakeholder has requested to view further refined concept design drawings.</li> </ul>	<ul style="list-style-type: none"> <li>• CPBD-JV will work with North Sydney Council to further refine the design drawings.</li> </ul>
		<ul style="list-style-type: none"> <li>• <b>ASN road layout</b> – stakeholder has requested to view further refined concept design drawings.</li> </ul>	<ul style="list-style-type: none"> <li>• CPBD-JV will work with North Sydney Council to further refine the design drawings.</li> </ul>
<b>433 Alfred Street North</b>	26/05/2023	<ul style="list-style-type: none"> <li>• <b>Ridge Street connection to ASN</b> – stakeholder reiterated their preference for an alternative design (outlined in section 2.2) of this report</li> <li>• Stakeholder would like to view design drawings showing DDA compliant access to the lift design, noting the steep road grade between 433 ASN and the lift location.</li> </ul>	<ul style="list-style-type: none"> <li>• CPBD-JV confirmed that following investigation of construction feasibility of the design presented, the preferred stakeholder option is not proceeding for consultation or construction.</li> <li>• CPBD-JV will provide design material showing DDA compliance once the design is further developed in consultation with North Sydney Council.</li> </ul>
		<ul style="list-style-type: none"> <li>• <b>ASN road layout</b> – stakeholder would like to view the concept design for the road layout in order to provide further feedback on the design, to include details of the final kerb alignment in relation to the 433 ASN property driveway and permanent vehicle speed reduction measures being implemented</li> <li>• The community preference for retention of the loading zone adjacent to 433 ASN was acknowledged as a positive outcome.</li> </ul>	<ul style="list-style-type: none"> <li>• CPBD-JV will provide design material once the design is further developed in consultation with North Sydney Council.</li> </ul>
<b>93-95 Ridge Street</b>	25/05/2023	<ul style="list-style-type: none"> <li>• <b>Ridge Street connection to ASN</b> – stakeholder acknowledged that their preferred option is being developed for construction and final design (option 2)</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
		<ul style="list-style-type: none"> <li>• ASN road layout – N/A</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>



## 5 Community consultation material

### 5.1 Ridge Street shared user bridge connection options presented and submissions snapshot



*Option 1: Artist impression of the Ridge Street shared user bridge looped ramp view from the eastern end (indicative only, buildings and Alfred Street North extent not accurately shown)*

#### Option 1: Looped ramp presented in EIS key features

- Loop ramp has a gentler grade (slope) compared to the ramp proposed in option 2
- No lift is proposed in this option. The gentler grade ramp is suitable for accessible access to the bridge.



*Option 2: Artist impression of the Ridge Street bridge eastern ramp view, looking south (indicative only, road barrier not accurately shown)*

#### Option 2 – alternative design: ramp and lift key features

- Involves building a straight but steep ramp and installing a lift.
- Lift provides accessibility access to the bridge.
- Cyclists and pedestrians can access the bridge via the ramp and a new crossing subject to detailed design.
- Flat landings will be provided for respite when proceeding in the upgrade direction and will assist to slow cyclists in the down grade direction.
- Smaller construction footprint, minimises visual amenity impacts, no impact to additional trees or vegetation.
- Accessible access adjustment of Alfred Street North footway required from lift proceeding north on Alfred Street North to Winter Avenue not shown and subject to detailed design.

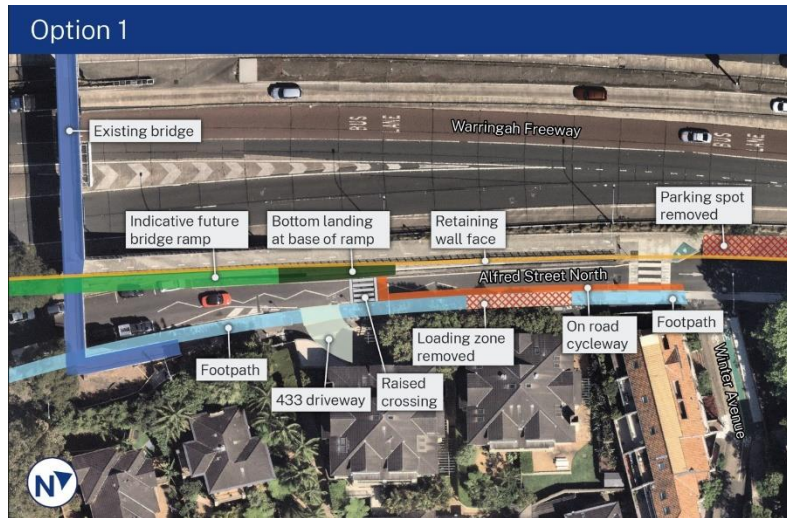
#### Consultation feedback snapshot:

**Total:** 315 submissions

**Option 1:** 40 submissions in favour

**Option 2:** 275 submissions in favour

## 5.2 Alfred Street North final road layout design options presented and submissions snapshot

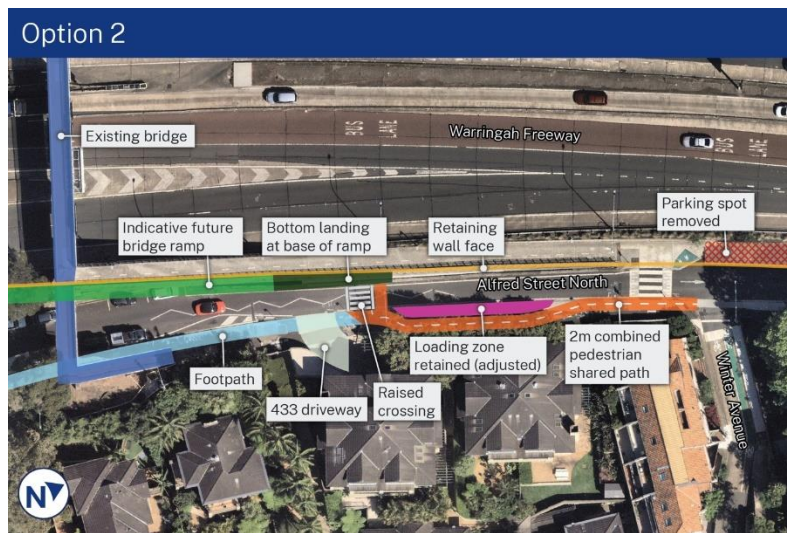


Option 1: separated pedestrian and cyclist path retaining 50km/h speed limit

### Design option 1: Separated pedestrian and cycling path connections

#### Key features

- Removing existing parking/loading bay on Alfred Street North
- Installing an additional raised zebra crossing
- Building a separate on-road southbound cycle lane
- Retaining a footpath with 1.8m minimum width
- Minimum 5m carriageway width, this allows access for passing a broken-down vehicle in line with traffic guidelines.



Option 2: shared pedestrian and cyclist path retaining 50km/h speed limit

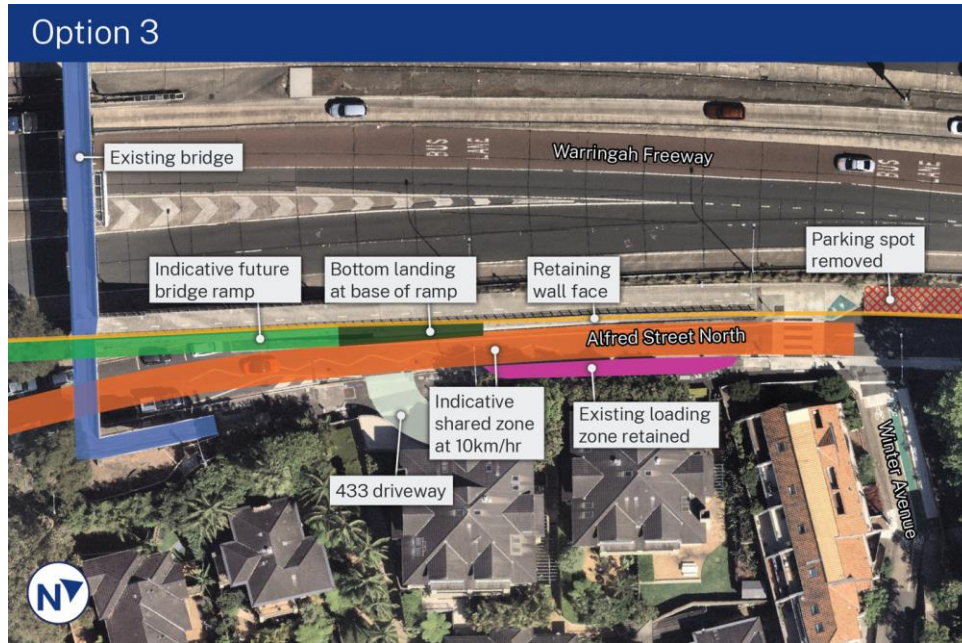
### Option 2: Shared path connectivity from Winter Avenue to Ridge Street shared user bridge

#### Key features

- 3.2m vehicle lane plus 0.5m shoulder beyond the proposed road barrier
- 2m shared path from Winter Street to 433 ASN, plus 1m verge for clearance to shared path along the loading bay
- Loading zone retained with indented kerb
- Allows cyclist crossing at raised crossing separated from pedestrians.

\*levels and interface at property boundary to be confirmed.





Option 3: shared pedestrian and cyclist zone with 10km speed limit

### Consultation feedback snapshot:

**Total:** 157 submissions

**Option 1:** 17 submissions in favour

**Option 2:** 24 submissions in favour

**Option 3:** 116 submissions in favour

### Option 3: Shared zone (10km/h) from Winter Avenue to new Ridge Street bridge

#### Key features

- Manages interaction of pedestrians, cyclists, road and property access vehicle movements with a reduced speed limit of 10km/h
- Improves safety for interaction of pedestrians, cyclists and vehicles by reducing the speed limit to 10km/h
- Allows for retention of existing loading zone outside of 433 Alfred Street North
- Extent of shared zone subject to detailed design following access option selection.

## 6 Key consultation outcomes summary

A summary of the key issues and topics raised by stakeholders during the consultation period included:

- Safety, privacy and crime prevention principles
- Parking/loading zone impacts
- Community and accessibility impacts
- Environmental impacts
- Visual impacts
- Active transport impacts
- Speed
- Construction duration.

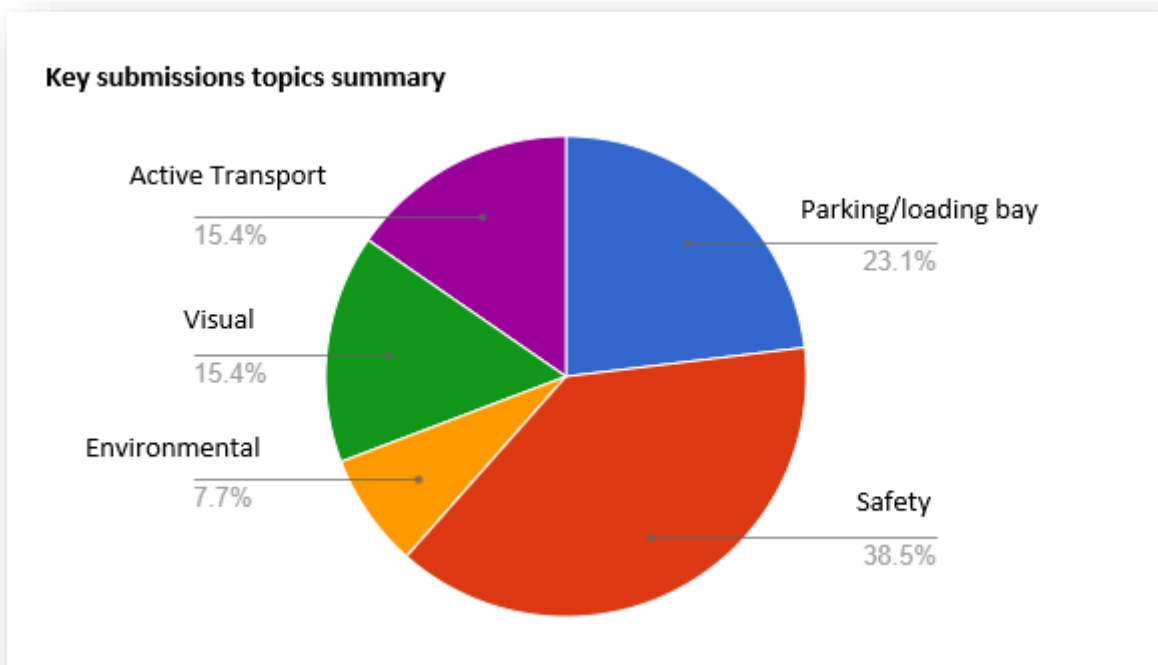


Table 4 Key Ridge Street shared user bridge stakeholder feedback and how it is being addressed

Overarching issue	Community feedback	CPBD JV Response
1. Safety, privacy and crime prevention principles	Option 1: Concerns raised relating to visibility around looped edges and multiple turns	Option 2 mitigates this concern by removing the looped edge and improves visibility on a straight ramp
	Option 1: Extensive travel distance on looped ramp not supported for emergency access/egress.	Option 2 mitigates this concern by reducing the length of the ramp, reducing travel time
	Option 1: Looped ramp structure comes closer to ASN properties	Option 2 reduces this concern as the straight ramp is located further away from properties on ASN
	Option 1 & 2: Privacy concerns for Ridge Street residents on the western side of the freeway due to the relocation of Ridge Street viewing platform approximately 40 metres to the south	The Ridge Street bridge connection on the western side of the freeway is not the subject of this consultation. The look of the new Ridge Street shared user bridge will be consulted on during the Place Design and Landscape Plan community consultation in mid-2023
2. Parking/loading zone	Option 1: The looped ramp has a large footprint	Option 2 is a smaller structure; this reduces the footprint of the bridge connection to Alfred Street North. Less parking and trees may need to be permanently removed in Option 2, subject to confirmation of detailed design
3. Community and accessibility	Option 1: Concerns raised about wheelchair users becoming tired on the looped ramp due to length of looped ramp	Option 2 mitigates this concern by providing a lift, wheelchair users will not be required to travel on the ramp



Overarching issue	Community feedback	CPBD JV Response
	Option 2: The lift will have ongoing maintenance costs	Option 2 Lift maintenance will be carried out by Transport for NSW.  Option 1: Does not require ongoing lift maintenance costs
	Option 2: Existing Alfred Street North road gradients around the area of the lift landing are currently too steep to provide accessibility access to the proposed lift location	Option 2: An access ramp to the new lift is proposed. The proposed ramp will connect from the pedestrian crossing or shared zone north of 433 ASN to the lift along the western side of Alfred Street North.
4. Visual impacts	Option 1: Looped ramp more visually intrusive and larger scale.	Option 2 requires a smaller construction footprint and scale; it avoids the larger bulk visual impact required with the looped ramp in Option 1.
	Option 2: Ramp and lift is less visually intrusive	Option 2: The lift glass design provides cohesiveness with other lifts in the area like the Sydney Harbour Bridge lifts.
5. Active transport	Option 2: The ramp gradient is not amenable to bike users	Option 2 : The gradient of the straight ramp is suitable for pedestrians and cyclists in accordance with road and safety design guidelines. The lift can be used by all bridge users including cyclists who would prefer not to use the ramp.

Table 5 Key Alfred Street North road design layout stakeholder feedback and how it is being addressed

Overarching issue	Community feedback	CPBD JV Response
<p>1. Safety, privacy and crime prevention principles</p>	<p>Options 1,2 &amp; 3: Safety concerns raised with proximity of 433 ASN driveway and pedestrian crossing (Option 1 &amp; Option 2), and shared zone (Option 3).</p>	<p>Option 1 &amp; 2 have potential to extend the raised pedestrian crossing further south and improve grades and manoeuvring out of adjacent property driveway on eastern side of ASN.</p> <p>Option 3: this option reduces the speed to 10km/h introducing a shared zone where motorists and pedestrians must be increasingly aware of each other as there is no designated pedestrian or cyclist path</p>
	<p>Options 1 &amp; 2: 50km/h is too fast for vehicle speed on ASN</p>	<p>Options 3: the shared zone introduces at 10km/h speed limit through this area. To assist compliance, rumble strips and speed hump installation will be investigated further south to slow approaching vehicles. The shared zone could be paved to prevent speeding.</p> <p>Option 3: potential to narrow ASN with planter beds to slow vehicle traffic and to allow for mixed use of the area.</p> <p>Option 1 &amp; 2: raised pedestrian crossings will operate as speed bumps to lower the speed environment through this area. Raised crossing installed at pedestrian crossing locations, and lift and ramp landing</p>
	<p>Options 1,2 &amp; 3: Sightline issue from 433 driveway steep grade not addressed by project team.</p> <p>Stakeholder noted concerns that the realignment of 433 ASN property kerb will not improve visibility at exit but may hinder it.</p>	<p>Options 1,2 &amp; 3: sightline and kerb alignment will be assessed to improved driveway exit visibility</p>
<p>2. Parking/loading zone</p>	<p>Option 1: removal of loading zone, set down and parking area not supported by ASN community.</p>	<p>Option 2 &amp; Option 3 retain parking and a loading bay.</p>
<p>3. Active transport</p>	<p>Option 1: ASN is too narrow to include separated pedestrian and cycle paths</p>	<p>Option 1: provides a shared pedestrian and cyclist path</p> <p>Option 3: allows for cyclists and other road users to utilise the shared zone in limited space on ASN.</p>

## 7 Recommendations and next steps

### 7.1 Recommendations

#### Ridge Street bridge connection from Alfred Street North

Following feedback received from the community and in consideration of this feedback as well as safety, design, technical and environmental impacts, CPBD-JV is proposing to proceed with Option 2 – Ramp & Lift option for the Ridge Street shared user bridge access from Alfred Street North.

- Option 1: EIS looped ramp – 40 responses in favour
  - Option 2: Lift and ramp – 275 responses in favour
- Total; 315 submissions

Summary of benefits of the Ramp & Lift (option 2) include:

- Ramp provides direct (straight) cyclist path onto bridge.
- Accessible access achieved via the lift.
- No additional impact to trees, parking or loading zone.
- Increases visual amenity by reducing bulk of bridge connection structure .
- Flat landings introduced on straight ramp to provide for respite and to slow cyclists.
- New landing connection from the new lift to Alfred Street North for safer access including for wheelchairs and prams.
- Quicker emergency access/egress from the bridge via the straight, shorter length ramp.
- Provides an opportunity to minimise the predicted construction noise and duration of overall work to sensitive receivers within or adjacent to the approved construction boundary compared to the looped ramp which is a bulkier scale.

#### Alfred Street North road layout between Winter Avenue and Ridge Street bridge

Following community feedback CPBD-JV is proposing to proceed with Option 3 – 10km shared zone for the Alfred Street North final road layout. The progress of Option 3 is dependent on the acceptance of North Sydney Council who will become the caretaker of Alfred Street North when the area is handed back to their authority following Warringah Freeway Upgrade work.

- Option 1: 17 submissions in favour
  - Option 2: 24 submissions in favour
  - Option 3: 116 submissions in favour
- Total: 157 submissions

Benefits of Option 3 – 10km shared zone for the final road design on ASN include:

- On-street parking retention of loading zone along the extent of shared zone adjacent to 433 ASN
- Maximises functionality between road users (pedestrians, cyclists and motorists) sharing the same limited space
- Improved safety for cyclists and pedestrians by reducing the speed limit to 10km/h. This low traffic speed environment will assist vehicles exiting the 433 ASN driveway. Additional traffic calming measures will be implemented during finalisation of the detailed design.

In addition, with the opportunity to introduce additional traffic calming measures, road safety audits and all other relevant controls as specified in the project CEMP, it is considered that construction and operational noise and vibration impacts to the nearest residents (600m) will not worsen as a result of the implementation of Option 3. Safety audits will be carried out in accordance with the relevant guidelines through the detailed design.

The proposals are found to meet the technical, environment, community, design, safety and traffic requirements of the project and overall community feedback with any potential construction impacts able to be managed efficiently and in a transparent manner by CPBD-JV, the Warringah Freeway Upgrade delivery contractor.

## 7.2 Next steps

The Community Consultation Outcomes Report (this document), which includes a summary of stakeholder consultation undertaken, will be submitted to North Sydney Council and Transport for NSW for consideration and approval of changes to the project design elements approved in the EIS.

Pending approval of the new design proposals, the Warringah Freeway Upgrade project team will provide more information to local residents before work starts, including advice that this report is publicly available, the community feedback received, safety and design outcomes and what to expect during construction of the proposals. This will include ongoing engagement with the local community throughout the process, face-to-face meetings with key groups and in particular ongoing engagement with the 433 Alfred Street North Strata Committee, residents and Bike user groups.

Detailed design of the proposed shared user zone will be carried out in consultation with North Sydney Council, recognising it will manage this section of Alfred Street North following project completion.


The final design proposals will also be included as part of the Warringah Freeway Upgrade Place, Design & Landscape Plan (PDL) which is currently open for public exhibition (13 June – 11 July, 2023).

# Appendix A – Postcard distributed on 24 February 2023

Transport for NSW

## Warringah Freeway Upgrade

**Have your say**  
Ridge Street shared user bridge access from Alfred Street North  
February 2023



We are seeking your important feedback on the concept design of the new Ridge Street shared user bridge, which connects North Sydney and Neutral Bay across the Warringah Freeway at Ridge Street.

The new replacement bridge will be wider, include a shared pedestrian footpath and bicycle lanes providing safer, more improved walking and cycling journeys, and built around 40 metres south of its existing location.

Following valuable feedback received from our community and stakeholders, and further investigations to minimise impacts such as visual amenity, privacy and impact to

surrounding vegetation, we have identified an alternative design option to what was outlined in the Western Harbour Tunnel and Warringah Freeway Upgrade Environmental Impact Statement (EIS) in 2021 during the project consultation stage.

We want to understand your thoughts on the two design options for bridge access from Alfred Street North – the loop ramp, presented in the EIS and the alternative lift and ramp option, which provide safe and accessible access from the bridge to Alfred Street North.



We are also seeking your feedback on the proposed pedestrian and cyclist access options to the new Ridge Street shared user bridge from Alfred Street North, Neutral Bay.

Please also join us at our webinar on **Thursday 2 March** to find out more about the proposed options and to respond to questions you may have.



To view the proposed bridge access options, register to attend our webinar, and have your say, please scan the QR code or visit [nswroads.work/wfu-haveyoursay](https://nswroads.work/wfu-haveyoursay). Consultation closes on Sunday 19 March 2023.

For more information, please contact the project team

Project infoline **1800 931 189**  
Email [whtbl@transport.nsw.gov.au](mailto:whtbl@transport.nsw.gov.au)  
Website [nswroads.work/wfuportal](https://nswroads.work/wfuportal)



If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 931 189

## Appendix B – Email blast



### Warringah Freeway Upgrade

#### **Construction work update - North Sydney - Monday 6 to Saturday 11 March 2023** **Date published: 1 Mar 2023**

Dear resident,

Please find further information below about upcoming work in your area.

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#### **Consultation is now open for the new Ridge Street shared user bridge access & Alfred Street North final road layout options - Have your say until Sunday 19 March.**

We are seeking community feedback on two improved design options for how the bridge is accessed from Alfred Street North.

- Option 1 - Looped ramp presented in the EIS
- Option 2 – Lift and ramp

We are also proposing changes to the road layout on Alfred Street North, Neutral Bay.

We are consulting the community on three road options for the section of Alfred Street North between Winter Avenue and the approach to the Ridge Street shared user bridge.

The purpose of this community consultation is to determine bridge users' preference on how they access the new Ridge Street bridge from street level on Alfred Street North, and the final road layout on Alfred Street North, north of the bridge connection.

#### **Have your say on both proposals until 5pm Sunday 19 March 2023.**

- Design proposal 1: Alfred Street North connection to the new Ridge Street bridge design options
- Design proposal 2: Alfred Street North final road layout.

To view the proposed options and have your say, please visit [nswroads.work/wfu-haveyoursay](https://nswroads.work/wfu-haveyoursay).

You can also view our [Frequently Asked Questions](#) to learn more about this community consultation.

#### **We are holding two online community information sessions on Thursday 2 March 2023.**

##### **When:**

- [2pm to 4pm, Thursday 2 March 2023](#)
- [4.30pm to 6.30pm, Thursday 2 March 2023](#)

Please register to attend the online community information webinars by clicking on your preferred time above or emailing [whtbl@transport.nsw.gov.au](mailto:whtbl@transport.nsw.gov.au) or call **1800 931 189**.

Attendees must be registered to attend. Only registered attendees will have access to the online webinar link, and access to the chat function to ask questions to the design and engineering teams.

We are looking forward to hearing your valuable feedback, input and suggestions on this important upgrade.



## Appendix 3 – Bridge A2 poster copy

Transport for NSW

# Warringah Freeway Upgrade



## Have Your Say on the new Ridge Street shared user bridge access options from Alfred Street North, Neutral Bay.

The Warringah Freeway Upgrade includes improving connectivity and upgrading existing cyclist and pedestrian routes and cycle infrastructure between Cammeray and North Sydney. This includes a new pedestrian and cyclist bridge at Ridge Street spanning the Warringah Freeway, about 40 metres south of the existing Ridge Street bridge as identified and approved in the Environmental Impact Statement.

We are seeking your feedback on two improved pedestrian and cyclist access options to the new Ridge Street Bridge from Alfred Street North, Neutral Bay. Scan the QR codes to view each option and have your say until 19 March 2023.



### Option 1 – Looped ramp

Scan the QR code to view this option and use the form to make a formal submission:



### Option 2 – Ramp and lift

Scan the QR code to view this option and use the form to make a formal submission:



Project hotline 1800 931 189  
✉ [whbtl@transport.nsw.gov.au](mailto:whbtl@transport.nsw.gov.au)  
w [nswroads.work/whportal](http://nswroads.work/whportal)



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