

Lindsay Menday
Sustainable Transport Project Coordinator
North Sydney Council
PO Box 12
NORTH SYDNEY
NSW 2059

1st June 2021

Dear Mr Menday,

RE: Young Street Walking, Cycling and Streetscape Upgrades

Thank you for the opportunity to comment on the proposed upgrades to Young Street, Neutral Bay. Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty-five years, and has over 30 affiliated local Bicycle User Groups.

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 Planⁱ, reflecting the increased emphasis on prioritising active travel, as set out in the January 2021 Road User Space Allocation Policyⁱⁱ.

At a local level, the North Sydney Community Strategic Plan 2018-2028ⁱⁱⁱ 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.

Opportunities:

- 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 North Sydney Integrated Cycling Strategy 2014^{iv}.
- 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.
- 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-inforce slower speeds for vehicles travelling through the area, improving safety for pedestrians and cyclists.
- 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.

Concerns:

- 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.



Figure 1:
The existing intersection of Young St and Grosvenor St.

Legend

- Location of roundabout
- New pedestrian zone



- 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.
- We understand that the new separated cycle path will be created with ‘tim tam’ concrete kerbs. This is an appropriate treatment as modifications to the road surface and drainage are largely avoided resulting in considerable time and cost savings. However, it is important to refer to the new Cycleway Design Toolbox^v to ensure that the path is constructed to current best practice.



Figure 2:
Existing cycle path on Sutherland / Young St is raised to pavement level and protected from vehicle traffic by a parking and landscape buffer.



Figure 3:
Artist's impression of the extended Young St cycle path, shown at road level with no parking or landscape buffer.

- 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 along the rest of the Young Street Please submit more detailed landscape proposals as the project progresses.

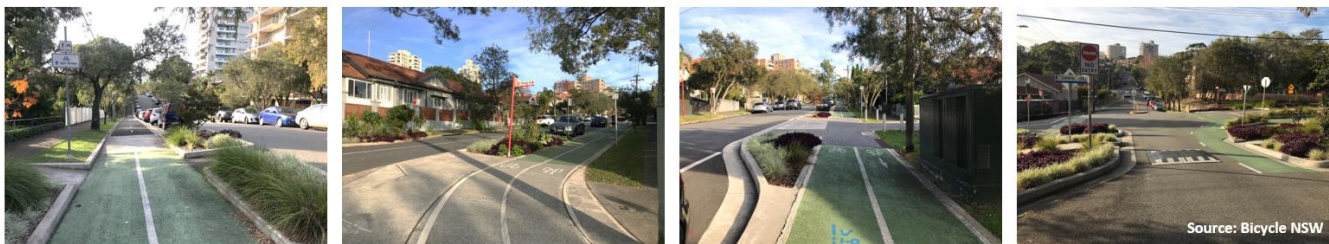


Figure 3:
Examples of landscaping adjacent to existing Sutherland / Young St cycle path

- The proposals do not contain any plans for signage and wayfinding to direct cyclists and warn drivers about increased pedestrian and cycling activity. We recommend developing a signage strategy as per AS1743 Road Signs – Specifications.

We are delighted to see that North Sydney 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.

We look forward to reviewing the missing design details highlighted above as the project progresses to construction stage and riding the completed path.

Yours faithfully,

Sarah Bickford

Bike Planner
Bicycle NSW

ⁱ NSW Government, Future Transport 2056 [Online 1/4/2020] <https://future.transport.nsw.gov.au/plans/future-transport-strategy/future-transport-greater-sydney>, Points 3-5

ⁱⁱ NSW Government, Road User Space Allocation Policy CP21000, [Online as at 19/2/2021] www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf

ⁱⁱⁱ North Sydney Community Strategic Plan 2018-2028. https://www.northsydney.nsw.gov.au/files/assets/public/docs/1_council_meetings/policies_plans/strategic_plans/communitystrategicplan_2018-2028_final_lr.pdf

^{iv} North Sydney Integrated Cycle Plan 2014. https://www.northsydney.nsw.gov.au/files/assets/public/docs/5_recreation_facilities/walking_cycling/north_sydney_integrated_cycling_strategy.pdf

^v Cycleway Design Toolbox: designing for cycling and micromobility. Transport for NSW. <https://www.transport.nsw.gov.au/system/files/media/documents/2021/Cycleway-Design-Toolbox-Web.pdf>