

Kleins Road Pedestrian and Cyclist Corridor - Submissions				
Comment Code	Suburb	Sentiment	Feedback **NOTE: Minor corrections have been made to spelling**	Officer Response
SV39	Epping	Yes, to an extent	It would be good to have more cycle lanes - instead of shared paths. Also consider if any speed limits can or should be lowered on the surrounding roads & areas.	Support noted, however any change in speed limit would be subject to the approval of TfNSW.
SV104	North Parramatta	Yes, to an extent	Making Fleet Street one way northbound will cause problems for anyone on the western side of O'Connell Street from getting into Parramatta. Part of the reason I moved here was to be close to the city and it's facilities, if Fleet Street is one way northbound, it will make it easier for me to drive to Northmead that into Parramatta itself. Without two way access in Fleet street I can not access parramatta to the south without breaking traffic laws somewhere along either Fleet Street, New Street or Dunlop Street.	Council understands the role of Fleet Street in this area in providing critical southbound egress for residents, and a convenient northbound ingress. Should the project proceed there is a shorter inbound route from the north available via Castle Street, right into Factory Street, left into Galloway Street and right into Albert Street. There are three options being explored for outbound access to the south, of which allowing the right turn in Factory at Fleet Street is the preferred. Two alternatives will enable access to right turns at the existing signals at Dunlop / O'Connell Street. Of these options, (1) allowing a right turn on Factory Street at Fleet Street is the preferred, but would require approval by TfNSW and PLR. The alternative (2) is a turning facility on Fleet Street at Greenup Drive to allow southbound vehicles to legally make a U-turn, and then exit northbound. However, this would create a longer detour and is a less desirable public domain outcome. Currently the intersection at O'Connell / Fennell St used by residents for southbound right turns has had 8 crashes in the last 5 years and is unsignalised. (3) If Fleet St was made one way southbound for resident access, the volume of traffic would likely require the installation of traffic lights. However, this is unlikely to be supported by TfNSW due to proximity to other signals.
SV40	North Parramatta	Yes, to an extent	Great to see Council providing for connections to Northmead. As a North Parramatta resident, I have ridden my bike to Officeworks, Bunnings, but the route is clunky and unfriendly, and going beyond the Cumberland Hwy feels unsafe. This project will create a good, practical route for people to access shops and services by bike, and I hope will reduce the number of short distance car trips in the area.	Support noted.
SV107	North Rocks	Yes, to an extent	A pedestrian bridge over busy Kleins Rd would be a huge benefit for users of this new pedestrian/cyclist corridor.	A bridge over Kleins Road is not proposed as part of this project. It is unlikely to be supported due to the significant ramping required up and over the street that will be an impediment to pedestrians.
Email 1	Northmead	Yes, to an extent	Thanks for consulting us. So long as the free flow of car traffic is kept the same, it might be good to separate bikes and people on the footpaths. But I hope it won't be like in the CBD where it's a mess and takes up parking and is sometimes confusing to drivers.	Support noted, there are no proposals to change circulation outside of Fleet Street in North Parramatta. Separated paths are proposed where higher volumes and speeds are anticipated. Parramatta CBD does not currently have any separated cycling facilities.
Email 19	Northmead	Yes, to an extent	My concern is about the interaction between cyclists and heavy vehicles - in particular near the bus depot on Boundary Rd., which has frequent movements along Kleins Rd approaching the depot from Briens Rd. I want to be clear that I do support the cycleway, but the design should minimize the interaction between cyclists and heavy vehicles, both equally important road users in the area. I am dismayed that the section along Kleins Rd between Boundary Rd and Briens Rd aligns the cycleway immediately adjacent to the roadway, with nothing more than a low kerb between them. I suggest the alignment of the cycleway be pushed towards the houses, and a row of trees be placed between the cycleway and the existing roadway. I note that new trees are already part of the proposal along this section of Kleins Rd. If that is not feasible, I would propose SOLID posts between the cycleway and the general traffic roadway. Note: Not flexi-posts. A post must have consequence (i.e. damage) for the vehicle that hits it, or it won't be meaningful. Case in point: flexible posts used between lanes on the northern exit of the Sydney Harbour Bridge (northbound) in January 2024, were routinely demolished by poorly skilled heavy vehicle drivers unable to stay within their lane. I watched as more and more were knocked down (and not replaced) daily. Eventually they were removed entirely. I note that heavy vehicles have significant usable body overhang beyond the front and rear axles. Members of the community who are unfamiliar with heavy vehicles might not anticipate "tail-swing" and, if a corner is tight or (a bus driver is lazy/poorly trained) also "front overhang" when turning a corner. The corner of Boundary Rd and Kleins Rd should allow plenty of clearance for a 12.5m - 14.5m long vehicle to turn with room to spare, without needing to use overhangs to clear the corner. Installation of posts or other solid barriers to ensure overhang cannot be used over the cycleway is critical at this corner in particular. My background: I am a resident of Northmead/Baulkham Hills. I am an infrequent/casual cyclist. I used to work as a driver at the bus depot on Boundary Rd, but that ended over 2 years ago. I currently work at a different bus company in another region, but my views are my own, and do not represent my company. Collisions between heavy vehicles and cyclists are always severe. I leave you with three fatal examples within the past year: https://clarencevalleynews.com.au/cyclist-tragically-passes-away-in-maclean/ https://www.smh.com.au/national/nsw/cyclist-killed-in-collision-with-bus-latest-in-long-list-of-accidents-20140502-zr2xm.html https://www.manningrivertimes.com.au/story/8601090/bus-driver-couldnt-see-cyclist-before-fatal-crash/	The concept plans were tested for 12.5m standard buses and trucks. Officers will make sure any future design (if the project proceeds) considers larger 14.5m and articulated buses to ensure wheel paths, overhang and safety buffers are accommodated in the roadway. Vertical bollards adjacent to the bike path are generally not supported due to the hazards they can cause to riders. There will be a minimum raised 400mm concrete separator between traffic and cyclists.
Email 28	Northmead	Yes, to an extent	Submitter provided detailed comments that are provided as an attachment, but the key issues are summarised below: 1. Prefer suspension bridge, thoughtful lighting, colours, bridge deck height, screening for local properties, habitat, waste collection and flooding 2. Construct fast - Sydney water has taken too long 3. Parking outside of the corridor is a challenge 4. Intersection of Kleins / Cumberland is a challenge. 5. Kleins shops need and upgrade. 6. Some local shopping trips needs more than 1 hour parking.	1. Bridge preference is noted, if the project proceeds many of these issues will be addressed in the detail design. 2. Noted, this would be Council's preference as well. 3. Comprehensive counts were undertaken on and off the corridor and there is a surplus of spaces on weekdays and weekends. 4. Green right turn arrows (the most common suggestion) for both approaches would require additional time within the traffic signal timing. However because Cumberland Hwy carries 70,000 vehicles per day and Kleins Rd carries 7,000 it is unlikely TfNSW will give additional time to the Kleins Rd movements. Some localised improvements could be investigated such as a left turn pocket northbound. This would allow a number of vehicles turning left to be held for pedestrians crossing (allowing a dedicated through lane northbound for a short distance), however the benefits would be minimal and will further reduce parking at shops. This could be investigated in detail design. 5. The project is proposing to upgrade the public domain around the shops by undergrounding the power lines and providing street trees and furniture. 6. Noted, this will be considered if the project proceeds.
Phone Call 2	Northmead	Yes, to an extent	No concerns about the project Supports crossing at Moss Street Allambie used as a race track (0700-0930 using Allambie as a way to avoid Kleins / Moxhams). Wants speed humps and chicanes, or no right turns timed (excluding residents).	Support for Moss Street Crossing noted. Council officers advised the submitter of the process to follow when requesting Local Area Traffic Management infrastructure.
Popup 2	Northmead	Yes, to an extent	Would like outdoor dining Doesn't like how tree obscures his shop	Preference for outdoor dining noted. Council officers note that, if the powerlines were undergrounded, this may allow for a larger tree to grow clear of shop signage.
Popup 4	Northmead	Yes, to an extent	It is okay, as long as parking goes up Especially Friday night Saturday and Sunday Parking important, people overstaying (not fair for business), can the rangers keep coming / regular	Concerns and support for increased timed parking noted. The request for increased attendance by Parking Rangers has been passed on to Council's Compliance team.

Popup 6	Northmead	Yes, to an extent	More parking, better ranger attendance Whatever brings more customers Would like more seating	Concerns and support for increased timed parking noted. Preference for more seating noted.
SV116	Northmead	Yes, to an extent	What is Council's plan regarding the few existing trees on Moxhams Road? This is an unattractive road without many trees. Will council plant new trees to create shade for walkers and cyclists? The proposed roundabout at Klein and Moxhams is terrific because this is currently a dangerous intersection.	Support for roundabout noted. The shared path on Moxhams Road would also include street tree planting (subject to consultation with local residents).
SV120	Northmead	Yes, to an extent	I think this is a great idea. I personally do a fair bit of cycling in the area, but mostly use Redbank Rd. I live in Roslyn Ave, Roslyn Ave, like Raymond, Rawton, Moss, and Northmead Aves are used by "rat Runners". They are short narrow roads. If there is an upsurge in cyclists using this new route, I would advocate STOP signs where each of these roads meet Kleins Rd. Not all, but many of these "rat runners" see these roads as their own personal race tracks. Cyclists crossing in front of them, as the cars try to get out onto Kleins Rd, would be in great danger. There are many school children from Northmead Primary School using this corridor. Having said that, I don't see why pedestrians would use this new corridor, as opposed to the existing footpath. Will there be a physical separation between this new corridor and the existing Kleins Rd? How will the existing pedestrian crossing on Hammers Rd (at the Kleins Rd roundabout) be utilised in this proposal?	Support for the project noted. There are no plans to install STOP signs at side streets, however the raised crossings will require motorists to give way to path users and slow down. If the project proceeds, pedestrians are more likely to use this link as it is the most direct route, but also will have priority over side streets and Hammers Road. there will also be the new bridge at the southern end. Along most of Kleins Road, pedestrians and cyclists will be separate from each other, and always physically separate from general traffic. It is proposed to re-build the existing pedestrian crossing as a pedestrian/cyclist crossing, and install raised crossings on all sides of Hammers Road / Kleins Road intersection.
SV130	Northmead	Yes, to an extent	The crossings are absolutely necessary. The separate cycle way on the road and loss of parking is ridiculous. I live on the road, work from home looking out to Kleins Rd from my office. There is maybe 2 regular cyclists daily. This is solving a problem that does not exist. But I reiterate my support for pedestrian crossings, especially for the school children and elderly.	Support for crossings noted. From the counts there are currently 25-35 cyclists a day riding on Kleins Road, however this is limited to those who feel comfortable riding in heavy traffic. The project is proposed to provide a safe and enjoyable pedestrian and cyclist route by improving safety, time and amenity.
SV2	Northmead	Yes, to an extent	I have had a quick look at the interactive map & it appears that the raised pedestrian/cyclist crossings are on the western side of Kleins Road between Briens Road & Moxhams Road. I live on the eastern side of Kleins Road, on the corner of Frances Street. I would like consideration given to timed parking limits along both sides of Kleins Road for non-residents, between Briens Road & Moxham Road. Trucks especially, have been parking on the western side of Kleins Road for longer than the permitted one hour, often overnight, leaving in the early hours of the morning.	Residential parking permits are not proposed as part of this project.
SV20	Northmead	Yes, to an extent	There are no facilities for safe crossing of Kleins Road from Northmead Avenue and Frances Street. This proposal is good but does not address this safety issue especially for children travelling to and from school. Kleins road is very busy and for children on that side of the street there is no safe crossing at Hammers Road either.	A raised priority crossing can only be proposed where the number of users (now or in the future) meets Council's minimum warrants. At this stage, not enough pedestrians are crossing at Frances Street, but this may change if a raised pedestrian crossing is installed in the future on the eastern leg of the Hammers Road roundabout.
SV23	Northmead	Yes, to an extent	How much is it going to cost and could the funds be allocated somewhere more appropriately	The feasibility of the project is funded by the NSW Government, there are no funds currently allocated to design or construction. There is no accurate cost of the project as it is only in concept design, however a preliminary costing prepared for the bridge is in a range from \$10-15M.
SV28	Northmead	Yes, to an extent	I would need to be very sure that the width of Whitehaven Road is not altered in any way. It is already a very narrow road which during school hours is extremely busy. It is not possible to safely park cars on both sides of the road at the moment. Should there be any change to the width of the roadway then it should become a one way street. Concern for bend near scout hall – particularly northbound traffic, Can traffic calming be introduced, No large trees please, Shared path is fine, Do not touch the black top - it cannot be narrowed, please remove the trees from the front, trim the tree adjacent. Would prefer one way street.	The road pavement width on Whitehaven Road is not proposed to change, the proposal is a shared path on the western side behind the kerb. It is not proposed to make Whitehaven a one way street.
SV29	Northmead	Yes, to an extent	Great idea, I question halving the available parking at Klein's Rd shops. Also a traffic study at intersection of Klein's and A28 to look at impact on an already difficult intersection would be advisable. I am excited about this project as myself and my kids frequently ride through the Cumberland hospital to get to parramatta Park and through to the pathway along the river.	Support noted. From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. Green right turn arrows (the most common suggestion) for both approaches would require additional time within the traffic signal timing. However because Cumberland Hwy carries 70,000 vehicles per day and Kleins Rd carries 7,000 it is unlikely TfNSW will give additional time to the Kleins Rd movements. Some localised improvements could be investigated such as a left turn pocket northbound. This would allow a number of vehicles turning left to be held for pedestrians crossing (allowing a dedicated through lane northbound for a short distance), however the benefits would be minimal and will further reduce parking at shops. This could be investigated in detail design.
SV31	Northmead	Yes, to an extent	Yes, consider linking to the way bike path via hammers rd. or Arthur Phillip park	A shared path is proposed on Hammers Road to the closest side street on the other side of the creek. Connections beyond are out of scope for this project but can be viewed in Council's recently endorsed Bike Plan.
SV76	Northmead	Yes, to an extent	Traffic light timings need to be fixed at the Kleins / Brian's Rd intersection, cars using turning lanes to go straight ahead, during peak periods it is hard to turn due to this concern, proposal to have each side of Kleins road take their own turn so turning lanes are confident they will be able to get through the intersection. During peak periods the traffic extends from the lights all the way past the dog park (near start of proposed site) as cars can not turn through the intersection safely without running a red light	Green right turn arrows for both approaches would require additional time within the traffic signal timing. However because Cumberland Hwy carries 70,000 vehicles per day and Kleins Rd carries 7,000 it is unlikely TfNSW will give additional time to the Kleins Rd movements. Some localised improvements could be investigated such as a left turn pocket northbound. This would allow a number of vehicles turning left to be held for pedestrians crossing (allowing a dedicated through lane northbound for a short distance), however the benefits would be minimal and will further reduce parking at shops. This could be investigated in detail design.
SV93	Northmead	Yes, to an extent	The intersection of Kleins and Brien roads needs more attention. This intersection is a nightmare for residents and highly dangerous because of consistent misuse.	Green right turn arrows would require additional time within the traffic signal timing. However because Cumberland Hwy carries 70,000 vehicles per day and Kleins Rd carries 7,000 it is unlikely TfNSW will give additional time to the Kleins Rd movements. Some localised improvements could be investigated such as a left turn pocket northbound. This would allow a number of vehicles turning left to be held for pedestrians crossing (allowing a dedicated through lane northbound for a short distance), however the benefits would be minimal and will further reduce parking at shops. This could be investigated in detail design.
SV153	Old Toongabbie	Yes, to an extent	This Submission is to Object to the Darling Mills Bridge Arch Option/s and support only a Suspension Bridge scheme (Option 5) with the least visual and physical impact across the highly sensitive natural and Cultural Landscape sites. Similarly the Location of peripheral "future route" on the outer-riverbank shoulder needs to be the least functional width and NOT in full white concrete intersecting through the entire State Heritage Cultural Landscape. The NSWDP/E current plans for demolishing the existing curvilinear Roadway Circuit around the Fleet Street Heritage Precinct is opposed and this request is for the Council Cycleway Plan to strongly defend and advocate for the restoration / enhancement of this historic Street Pattern and its associated wide-open Botanic Landscape green-spaces.	Preference for the suspension bridge noted. The future paths along the creek are proposed top of bank and not within the riparian corridor. The street layout in the North Parramatta precinct is outside the scope of this project.

SV52	Old Toongabbie	Yes, to an extent	Our place of work is at the Kleins Rd shopping precinct, and I have a slight concern about the adequate level of Parking under the new proposal. In busy times of traffic and peak hour. The angled parking is difficult to navigate therefore, I suspect the to end, Parking will be very difficult For many to manage our reverse parking situation in peak hour not to mention the reduce number of parking spots under that arrangement. If there are plans to add more parking in the neighbouring area than I think this will alleviate that issue as I think the bike path proposal is amazing for the local area and residents in general.	From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops. Between the Cumberland Highway and Burlington Street there are currently 69 spaces, this is proposed to be reduced to 66, but this is well within the current demand.
SV51	Outside LGA	Yes, to an extent	Strongly support this infrastructure, consider expediting it with a temporary solution while design is being finalised. At Kleins and Cumberland, both approaches have a right turn lane that takes away space from people who walk, ride, and potential place and planting space. is it necessary to have so much room for general traffic? would taking out the turning lane reduce the chance of rat running? At Moxham's rd., the current preferred path for riders is to go to Moir and Hartland St. understand that Whitehaven might actually be faster and safer given fewer driveway crossings, but it would probably worth having proper separation on Moxham's rd. to induce riders in the direction of Whitehaven. Overall, great project, strongly support, looking forward to seeing it constructed!	Support noted. A temporary solution is not currently being explored, but could be considered at the discretion of Council. The northbound right turn in Kleins at Cumberland Hwy provides essential southbound and eastbound access for residents and businesses south of the Cumberland Highway. The southbound right turn is less critical but is still well utilised by the community. This project is not proposing significant circulation changes to Kleins Road. Moir and Hartland does provide a more direct connection for riding on road, but you are correct that Whitehaven has less driveways, but it is also more enjoyable given the proximity to the bushland. There are no plans for a separated cycleway on Moxhams at this stage, a shared path should provide adequate capacity for the number of anticipated users.
SV106	Parramatta	Yes, to an extent	No further comment was provided other than qualified support for the project.	Qualified support noted.
SV26	Parramatta	Yes, to an extent	Fully supportive of any new separated cycle road in Parramatta. However it would be good to see a clear connection between this new separated cycle road and other existing cycleways leading into the Parramatta CBD. Ideally this new path should connect to other separated paths that lead into the city. Also I think the bridge design should be reconsidered. It looks practically identical to the one at Alfred Street - a new design should be considered preferably using recycled timber or other organic material to blend into the natural environment.	Support noted. The proposal will connect to the shared paths on each side of O'Connell Street, and potentially long term down the back of the Leagues Club to Parramatta Park (subject to the approval of Greater Sydney Parklands Trust). The current designs for the bridge are indicative only from a feasibility study, if the project proceeded it would be subject to detail design.
SV57	Parramatta	Yes, to an extent	Submitter provided detailed comments in support that are provided as an attachment, but the key issues are summarised below: 1. The long term solution of Fleet Street one way and subsequent connection within the site to Eels Place is supported. 2. The proposed solution between Darling Mills Creek and Briens road is supported. 3. Can the section between Moxhams Road and Briens Road be one-way pairs rather than bi-directional with a full protected roundabout at Hammers Road? 4. The proposed shared path network is a good start, however future expansion along topographically kind creek gullies would be supported.	Support noted. 1. Support for one way noted. 2. Support for Kleins Road South noted. 3. It is an interesting suggestion, however it could not work on Kleins Road in this area as there is not enough space on the eastern leg of the Hammers Road roundabout to fit in an adjacent cyclist crossing, cyclists would still need to switch to the eastern side at the school, and one way pairs are more space hungry (minimum 2m plus buffer) and would not fit within the street cross section. 4. The recently endorsed Bike Plan identifies a connecting network of shared paths beyond the scope of this project. They are not generally supported within the riparian corridor as a wide concrete path can have a significant effect on ecology and require a large amount of earthworks and retaining.
SV156	Toongabbie	Yes, to an extent	The Suspension Bridge lower impact option is the one with the large cable support columns sloping up and away from the creek, behind vegetation from downstream near the river/creek's junction/confluence and proposed Parra River Heritage stepping-stone crossing. From Parramatta Park, it is a pain to get to the start of the bike path at Bridge Rd, especially since Hainsworth St is one way. Can this connection please be streamlined or improved? This will help make the various bike paths feel much more like a cohesive network.	Preference for the suspension bridge noted.
SV111	Westmead	Yes, to an extent	Can this connection please be streamlined or improved? This will help make the various bike paths feel much more like a cohesive network.	This request is outside the scope of the study area for this project, but it has been passed on to Council's Traffic team for their consideration.
SV125	Winston Hills	Yes, to an extent	Don't go on the eastern side. Stick to the western side. People will ride that way anyway, so just embrace it. It may encourage kids to ride to school too. Please consider a parallel setup along Redbank Rd too for those of us who ride along Toongabbie creek. Anything though is great, and it's great you're improving cycling and connections with public transport.	A path on the western side is not supported outside the school as that would require removal of the kiss and ride and have higher levels of conflict. Currently, there are no plans to provide a similar facility on Redbank Road, though the Bike Plan does identify a shared path connection along the northern edge of Toongabbie Creek from Kleins Road to Redbank Road.
SV128	Winston Hills	Yes, to an extent	Widening of the timber bridge on Moxham road on the northern side to accommodate the shared path and replace the timber bridge with modern bridge and pavement standards. Consider a pedestrian bridge over Briens rd. to safely connect both sides of Kleins rd. and allow traffic to flow better at this intersection.	Preference for replacing the Moxhams Bridge noted. A pedestrian / cyclist bridge over the Cumberland Highway is unlikely to be supported as the clearances required would make the ramping on approach significant, especially on the southern side. This would be a present a significant barrier to pedestrians.
SV148	Winston Hills	Yes, to an extent	No further comment was provided other than qualified support for the project.	Qualified support noted.
SV36	Winston Hills	Yes, to an extent	Will this affect parking on Model Farms Road	A shared path on Model Farms Road will not affect parking as it would be behind the kerb, nit in the roadway.
SV7	Winston Hills	Yes, to an extent	I like the idea, but I don't think the roads are wide enough to accommodate a shared path. I live on Model Farms Rd and I can tell you that it's busy enough as it is without introducing cyclists. I think it would be a dangerous proposal	The proposed shared path on Model Farms Road would not affect the carriageway as it is behind the kerb.
SV91	Winston Hills	Yes, to an extent	If it is supposedly going to be for pedestrians and cyclists, please make sure it will be safe for pedestrians from speeding cyclists who are often not local residents but people who think they are participating in the Tour de France. I had a frightening experience on the path along the river close to Broughton St, East Parramatta by a cycling group when that path was first opened that scared me so much, I have never been back. Not only was I nearly run down by cyclists racing along, I was verbally abused for being there. There needs to be lanes to separate pedestrians and cyclists, especially in this age of E bikes and fat bikes.	We are sorry to hear of your experience along the river, behaviour change on the foreshore paths is currently a real focus of Council. Where Council is anticipating greater volumes of pedestrians and cyclists on the project (Moxhams Road to Stadium) we are proposing separated pedestrian and cyclist paths for a majority of the length. To each side we are proposing shared paths, but we expect much lower volumes and speeds on them.
SV92	Winston Hills	Yes, to an extent	Thank you for this proposal. As a cyclist who cycled to work in Parramatta from Winston Hills, I know it is badly needed. My only concern is with the route crossing Churchill Drive either at or between Ulandi Place and Yarrabee Road.	A refuge island is proposed in Churchill Drive just south of Yarrabee and Ulandi with a connecting shared path either side. This will allow pedestrians and cyclists to address one direction of vehicles at a time when crossing.
SV139	Beecroft	Yes	No further comment was provided other than support for the project.	Support noted
SV9	Beecroft	Yes	This would be fantastic. I regularly cycle from Beecroft to Parramatta & providing safe cycling infrastructure would make such a difference. I regularly cycle from Epping to the new cycle path that runs along the light rail from Carlingford & it has been a game changer. To improve access from North Parramatta is a logical step.	Support noted
SV115	Carlingford	Yes	No further comment was provided other than support for the project.	Support noted
SV74	Carlingford	Yes	Raised crossings are vital to ensure the path is safe for pedestrians and cyclists. Also, please avoid the temptation to put in an overpass for crossing Briens Road. An overpass would reduce the utility for cyclists and increase travel times. A dedicated light phase just for pedestrians and cyclists would be more beneficial. Its great to see the city plan more dedicated cycle and pedestrian infrastructure!	Support noted, on the main alignment pedestrian and cyclist crossings are proposed, and pedestrian only crossings proposed where space allows. A bridge is not proposed as the clearances required would result in significant ramping, especially on the southern side.
SV18	Granville	Yes	Please implement more active transport projects like this!	Support noted

SV131	Merrylands	Yes	Just build it! My son currently rides his bicycle from Merrylands to Northmead High School along O'Connell Street and then Windsor Road. He rides on the pathways when he can but unfortunately at times he has no choice but to ride on the road. As you could imagine it is not safe. This cycleway will go a long way to improving the safety of a good part of his ride. Thank you.	Support noted
SV102	North Parramatta	Yes	I think this corridor is necessary and we need more similar pedestrian corridors. Thank you very much.	Support noted
SV132	North Parramatta	Yes	I think it's an excellent plan, looking forward to riding it	Support noted
SV134	North Parramatta	Yes	I am a very active cyclist who lives in North Parramatta. I personally use the cycling infrastructure in and around Parramatta on a very regular basis. These plans that have been put forward are a great idea. There needs to be path from the M7 cycleway down towards Parramatta to link up key cycling infrastructure and to increase options for cyclists to use safe paths instead of busy, narrow and congested roads around Northmead, Westmeath, Winston Hills, and the outskirts of Parramatta. Cycleways are needed to allow travel heading north up Pennant Hills Road. More cycle paths to head towards Epping and other surrounding suburbs would also help. Heading south towards Granville is a challenge especially get to the Aqua duct cycle pathway that heads towards Greystanes. Linking that cycleway to Parramatta is a must. There is also to be additional education for the general public to promote the increased use of bicycles in our daily lives as it helps mental health, physical health and can assist in reducing ever increasing transport costs. The increasing cycling infrastructure should include safeguards like CCTV and access for Police as the cycling community is running out of patience with the level of anger, impatient and at times violence being subjected upon us for doing nothing more than what we love. If people know what infrastructure exists, what is coming, how safe it is / will be and what benefits it will have for them, I dare say it will be embraced and appreciate it.	Support noted. There is an existing shared path from the M7 next to the T-Way along Old Windsor Road. Council is currently delivering a project in Constitution Hill that will make it shorter, safer, more convenient and enjoyable than the current route.
SV24	North Parramatta	Yes	Please make it clear that pedestrians and cyclists need to travel on the left hand side of shared paths. Please ensure there is as much lighting as possible to encourage more people to use cycle paths at night time.	Support noted. Any shared path would include supplementary educational line marking that encourages people to walk / ride on the left. Should the project proceed, lighting will be a key consideration in the detail design.
SV41	North Parramatta	Yes	Access to water with paths and a bridge to Darling Mills Creek would be excellent. Having more people using the heritage area for walks would be nice, as it's a beautiful precinct but feels underused. Access from Eels Place down to the river would be nice so that you don't have to walk around the leagues club and through the stadium carpark. Another pedestrian / cycle crossing from the heritage precinct near Havenstone Cafe to Wistaria Gardens would be awesome - this would link up the walk into Parramatta Park. Overall - great improvement to the area!	Support noted. Access from Eels Place down to the Park is being investigated outside of this project, however this would be at the discretion of the landowner, Greater Sydney Parklands Trust. There is no proposal for a cyclable bridge between Wistaria and Havenstone, there is an existing weir crossing and bridge further south.
SV53	North Parramatta	Yes	I really appreciate the idea of making walking and cycling easier and safer, I just think we need more of it!	Support noted
SV70	North Parramatta	Yes	I support this initiative and the efforts council makes to active transport links and spaces which can be utilised without a motor vehicle It is terrific that you are providing bike access to and around our city, but you also need to educate bike riders so as to keep pedestrians safe. It is insufficient that a bike rider thinks ringing their bell is all it takes to give them right of way, especially on paths that are not shared. Bike riders need education on when they need to walk their bike, when they need to give way to pedestrians and how to share paths. It is unsafe to allow toddlers freedom to toddle on public footpaths now for fear of them being run over. This is a serious risk, especially with e-bikes because they are heavy, fast, and silent. Frequently, the e-bike riders run straight over teh 'dismount' stickers, weaving in and out of the crowd, even in poor light. Please help before someone is seriously injured.	Support noted
SV95	North Parramatta	Yes	The missing link is a proper connection to North Rocks Rd. This could happen along Darling Mills Creek. This would be superb and allow easier access from NRR into Parramatta Park and beyond. I am not sure if there is scope to run it under Windsor Rd via the creek viaduct/bridge, rather than having to cross at the lights, however it would be awesome if it did (and then properly integrated into the new viaduct works about to begin at the bottom of North Rocks Rd). Oddly enough, I reckon a community boardwalk & cycleway along Hunts Creek from North Rocks Rd (where the new viaduct will be going in), under JRD and into Lake Parramatta would also get a lot of use.	Support noted, separated paths are proposed where greater traffic volumes and speeds are anticipated, and where space allows. Should the project proceed, once constructed a series of supporting programs should be delivered to support behaviour management on the paths.
SV68	North Rocks	Yes	The missing link is a proper connection to North Rocks Rd. This could happen along Darling Mills Creek. This would be superb and allow easier access from NRR into Parramatta Park and beyond. I am not sure if there is scope to run it under Windsor Rd via the creek viaduct/bridge, rather than having to cross at the lights, however it would be awesome if it did (and then properly integrated into the new viaduct works about to begin at the bottom of North Rocks Rd). Oddly enough, I reckon a community boardwalk & cycleway along Hunts Creek from North Rocks Rd (where the new viaduct will be going in), under JRD and into Lake Parramatta would also get a lot of use.	Support noted. Council's Bike Plan identifies a link up Darling Mills Creek, however it is not in the scope of this project.
Email 10	Northmead	Yes	I write in support of this project. This is a very important project and is key for connectivity between Parramatta's expanded CBD, light rail and the northwest suburbs. At the moment, it is not pleasant to walk on the footpaths next to extremely busy roads such as Church St, Windsor and Brian's roads. Encouraging active transport links in the area will result in not only improved amenities but healthier and safer communities. Having just moved to Northmead from Carlingford, we were blown away at the high footfall and extremely frequent use (at all hours!) of the pedestrian and cycle path next to the new light rail service at that end of the line. I have no doubt this area will experience the same explosion in use once completed especially with the developments in store around this area. Please prioritise the bridge over Darling Mills Creek as this will ensure safe connectivity for cyclists and pedestrians to the Parramatta North site, Westmead Precinct, Parramatta Park and beyond. Please prioritise funding and apply for grants to get this project done as our community is crying out for more safe pedestrian and cycle ways. As an aside, having worked with Mark Crispin many years ago, if he is involved I'm confident this project will definitely be completed to a very high quality and attract excellent funding! As it should!	Support noted
Email 13	Northmead	Yes	I fully support the plan to improve the Kleins Road pedestrian and cyclist corridor. My children and grandchildren live in Hammers Road. My grandchildren attends Northmead Public School, walking both ways. As a grandparent, I am deeply concerned about the safety of our grandchildren. And there are lots of other children with parents/carers who also walk on a daily basis. The upgrading in my opinion is crucial for the community. I urge the council to consider the positive impact this plan will have for everyone in this location.	Support noted

Email 3	Northmead	Yes	To who it may concern, I am writing to express my full support for the community plan to improve the Kleins Road pedestrian and cyclist corridor. As an avid cyclist and a parent of young primary school kids, I strongly believe that enhancing the safety of this corridor is crucial for our community. The current conditions along Kleins Road pose significant risks to our children's safety when walking to Northmead Primary School. By supporting the proposed improvements, we can create a safer environment for them to travel to school and other destinations. Investing in the improvement of the Kleins Road corridor will benefit pedestrians and cyclists alike, promoting a healthier lifestyle and reducing traffic congestion. I wholeheartedly endorse this community plan and look forward to it coming to fruition. Thank you for your attention to this matter.	Support noted
Email 4	Northmead	Yes	I just wanted to reach out and let you know that I am fully on board with the community plan to improve the Kleins Road pedestrian and cyclist corridor. As a mum whose kids walk to Northmead Primary School, I am genuinely concerned about their safety and believe that upgrading this corridor is absolutely necessary. The current situation along Kleins Road is far from ideal for our little ones. If we support the proposed improvements, we can create a much safer environment for our kids to walk to school without any fear. Investing in the improvement of the Kleins Road corridor will benefit not only our children but also the cyclists in our community. It's a win-win situation that encourages a healthier lifestyle and would help reduce traffic congestion. I wholeheartedly endorse this community plan and urge you to consider the positive impact it will have on our kids' safety.	Support noted
Email 6	Northmead	Yes	This is a nice idea. I often see cyclists competing for room on the very busy Kleins Road, and safety is a genuine concern..... Just a thought on any bridge over the creek - the floods here rise 5 metres regularly on very fast currents. Would love if you might consider native tree planting along the corridor (large enough for shade in summer :). Nice idea to ride through Cumberland hospital (much nicer than church sat etc :). Thanks very much and kind wishes	Support noted. Flood levels have been a key consideration in the feasibility assessment of the bridge, and it is planned above the predicted 1 in 100 year event. Should the project proceed, planting for shade, amenity and ecology will be key considerations in detail design.
Popup 1	Northmead	Yes	Looks good, nice change Shops should turn into a cafe Can't move out of this place at 5pm	Support noted
Popup 5	Northmead	Yes	I ride everywhere, this would be brilliant	Support noted
SV10	Northmead	Yes	I am happy that the residents of Northmead will have quicker foot and cycle paths into the parramatta precinct	Support noted
SV108	Northmead	Yes	This will be really beneficial to me and a great safety improvement, I regularly cycle from Murray St Northmead through to Sydney Olympic Park which is cycle/shared paths from Parramatta park, but currently my journey from Murray St to Parramatta park is risky with major roads involved, this will make it much safer for me and others and will no doubt increase cyclist participation which can only be a good thing.	Support noted
SV110	Northmead	Yes	This is a great idea that takes into consideration the community that uses these routes - in particular, the safety of school aged children who ride bikes to school from around this area. I will be more likely to encourage my children to ride to school as we are part of this route (the Hood sat end). I also particularly like the fact that pedestrians are provided with more safety crossings around the Hammers Rd roundabout AND the Moss St/Kleins Rd intersection. These additional safety features also make me more likely to encourage and allow my kids to walk to school independently. I acknowledge that this may increase traffic in this particular area - as it's a thoroughfare. I question whether we might see an increase in road rage as a result? And does that then impact on the safety of children walking/cycling independently to and from school. As I have read in local forums some anger expressed in this proposal. I just ask that some thorough analysis of current and predicted future traffic (based on a growing community) is considered - especially during peak periods. All in all, this proposal enables Northmead residents more of an opportunity to cycle to and from Parramatta CBD - something I will do, as I'm not a confident cyclist - once these bike paths are underway! Thanks to the team for this proposal, I do see lots of value in it as a resident of Northmead	Support noted
SV113	Northmead	Yes	The plans look good. It would be beneficial to have a shared bike/pedestrian path to link the residents and shoppers from Hammers Road junction with Campbell Street. Windsor Road is a busy road with locals crossing for the shops and transport connections. In addition, a large number of high schoolers come from neighbouring suburbs, to attend Northmead Performing and Creative Arts HS. Some ride bikes but more would be encouraged if an actual path existed to link at least with the plans for Kleins Road. Parramatta has an appeal due to the river and paths linking the riverbank and parks. More paths to walk and ride will create easier access to local facilities without the necessity to always drive- better for the environment too. Will the dog park still exist at Boundary Road?	Support noted. The project proposed shared paths along both Moxhams Road and Hammers Road to improve riding access to Northmead CAPA high School. The dog park will be retained at Burlington Memorial Park, just the fences adjusted to accommodate the paths (but retain the total area).
SV119	Northmead	Yes	The proposal makes sense and hopefully will encourage all cycling. Windsor Road and Church Street are not very safe for cyclists. This would be a good alternative.	Support noted
SV12	Northmead	Yes	No further comment was provided other than support for the project.	Support noted
SV122	Northmead	Yes	No further comment was provided other than support for the project.	Support noted
SV137	Northmead	Yes	Great idea, can we please have more of these corridors throughout the council? I love cycling, but stopped a few years back due to the aggression on the road by many drivers.	Support noted
SV17	Northmead	Yes	This is a fantastic idea and I support it completely. In addition, I would like Council to consider additional traffic calming devices for Northmead and Frances Streets where traffic bypassing Windsor Rd exit from James Ruse Drive uses these streets as a shortcut, often at excessive speed. Something to consider given likely cyclist & pedestrian activity! An upgrade of the existing footpath along the western side of Windsor Rd to cycleway standard between Hammers Road and Northmead Ave Northmead would also be very beneficial.	Support noted. A shared path along that section of Windsor Road would be delivered alongside any widening associated with bus priority works, and is not a priority of this project (which is proposing an alternative to Windsor Road).
SV25	Northmead	Yes	Are the tired shops on Klein's Road getting a makeover? When is this project estimated to be finished ? Thank You	Support noted. Should the project proceed, it is proposed to upgrade the public domain outside the shops, the timing of which will be subject to a decision of Council and available funding for design and construction.
SV27	Northmead	Yes	No Further comment was provided other than support for the project.	Support noted

SV3	Northmead	Yes	Yes I support this entirely! This will allow me (and many, many others from Northmead, Winston Hills and beyond) to avoid the extremely busy and dangerous route along Windsor Rd when walking or riding into Parramatta North, Parramatta Park and CBD. Thank you to Cr Sameer Pandey for listening to my suggestion regarding the pedestrian and cyclist bridge over Darling Mills Creek into the Parramatta North Precinct and Parramatta.	Support noted
SV30	Northmead	Yes	No further comment was provided other than support for the project.	Support noted
SV32	Northmead	Yes	I fully support this proposal. I am a regular cyclist travelling to Parramatta, currently via Redbank, Cumberland Hospital and Parramatta Park, and this proposal would be a wonderful improvement. BUT, as a cyclist and driver in the area, I believe that it will not be successful unless it is accompanied by strong action to improve the vehicle flow. Major traffic delays at Hammers Rd roundabout (morning), for right-hand turns in Kleins (all day), and afternoon traffic heading north from Boundary Road will make the cycle way dangerous and significantly reduce its effectiveness - particularly at the Kleins/Briens intersection. Adding a bike path to the current chaos is likely to be extremely dangerous. There will also need to be a lot of thought given to how to manage interactions around the school.	Support noted. The proposal at the Hammers Road roundabout is to deliver raised crossings on all sides of the roundabout and deliver a slower, safer intersection. There are no major proposals to increase traffic capacity at this intersection as there is limited space. At Briens Road, green right turn arrows (the most common suggestion) for both approaches would require additional time within the traffic signal timing. However because Cumberland Hwy carries 70,000 vehicles per day and Kleins Rd carries 7,000 it is unlikely TfNSW will give additional time to the Kleins Rd movements. Some localised improvements could be investigated such as a left turn pocket northbound. This would allow a number of vehicles turning left to be held for pedestrians crossing (allowing a dedicated through lane northbound for a short distance), however the benefits would be minimal and will further reduce parking at shops. This could be investigated in detail design. It is proposed cyclists will cross at-grade with the pedestrian leg at Briens Road. The bike route is proposed on the opposite side of Kleins Road at the school to minimise disruption to the school at bell times.
SV33	Northmead	Yes	I think this is a great initiative. I ride to work in Sydney city CBD sometimes and I use Redbank Road through the Westmead hospital precinct to get to Parra Park to get to the Valley Cycleway. As long as the shared path is wide enough for cycling at a good speed I think the plan is good. There is a point in Meadow Bank where in the evening with dog walkers, joggers it's not possible to go faster than walking pace.	Support noted. Any shared paths would be as wide as space allows.
SV38	Northmead	Yes	I love the idea of a pedestrian and cyclist pathway. I fully support adding greenery and shade to the area. Please consider car traffic implications however.	Support for paths and additional planting noted. There are no significant changes proposed to vehicle circulation in Northmead.
SV4	Northmead	Yes	Please do it as soon as possible, we love it. Hopefully there will be the concrete barriers like Queens Rd has.	Support noted, the proposed paths are physically separate from vehicles at all times.
SV42	Northmead	Yes	Great idea and will be excellent to use	Support noted
SV43	Northmead	Yes	As someone who lives in Northmead and cycles almost daily, this project is incredibly exciting. I'm most excited by: the proposed changes to Kleins Rd, which can be dicey to cycle up during peak hour; the Darling Mills Creek bridge, which will provide a better route from Northmead into North Parramatta; and the contraflow on Northcott Lane. Overall - very excited, I fully support it. My main concern is with the intersection of Kleins and Briens Rd. This is already quite a dangerous intersection, mainly caused by southbound Kleins Rd motorists driving straight across the intersection from the left-turn only lane. This itself is a product of impatience and the traffic light / intersection set-up providing limited opportunities for southbound Kleins Rd drivers to turn right onto Briens Rd. This should be addressed now, and would be very dangerous if not addressed by the time this project is fully implemented. My only other concern is the number of road crossings involved on Kleins Rd. By my count, cycling along Kleins Rd from Moxhams Rd to Briens Rd will require 9 different road crossings, not including the Kleins / Briens intersection. South of Briens Rd, a further 4 crossings are required to then reach the Darling Mills Creek bridge. I feel that I would be inclined to cycle on the road (especially southbound on Kleins Rd as it's downhill) rather than the new cycle path to avoid all the crossings and to maintain my speed, depending on the traffic.	Support noted. Green right turn arrows (the most common suggestion) for both approaches would require additional time within the traffic signal timing. However because Cumberland Hwy carries 70,000 vehicles per day and Kleins Rd carries 7,000 it is unlikely TfNSW will give additional time to the Kleins Rd movements. Some localised improvements could be investigated such as a left turn pocket northbound. This would allow a number of vehicles turning left to be held for pedestrians crossing (allowing a dedicated through lane northbound for a short distance), however the benefits would be minimal and will further reduce parking at shops. This could be investigated in detail design. It is proposed cyclists will cross at-grade with the pedestrian leg. Cyclists may ride on the road northbound or southbound and will not be compelled to use the path.
SV5	Northmead	Yes	Great idea! We have been hoping for something like this since we moved into the area. It is frustrating to have to drive to Parramatta park because of a lack of safe access to there. We sometimes catch the river cat to Olympic Park to ride home so it would be great to do that without having to drive and park as well.	Support noted
SV58	Northmead	Yes	Fantastic for residents in Northmead to connect to the light rail and provide further walking and bicycle access to Parramatta in a safe manner as an alternative to walking through Westmead hospital	Support noted
SV6	Northmead	Yes	I don't cycle but do walk in the area, it would be nice to have new routes for a change. My (adult) children cycle in the area and would welcome this proposal with great enthusiasm. It would be great to encourage cycling without the need for cars to run errands (my daughter goes to a physio in north Parramatta) or transport bikes to places they ride.	Support noted
SV65	Northmead	Yes	The Dog Park that the cycle way is to pass by I assume that the dog park will be made smaller? Is this correct? I live at Bevan Street Northmead and definitely support this.	Support noted. The dog park will be retained at Burlington Memorial Park, just the fences adjusted to accommodate the paths (but the total area will be retained).
SV71	Northmead	Yes	As mentioned by others, the Kleins/Briens Rd intersection would benefit from improvement, as it is currently unsafe and does not provide good access for people who actually live in the nearby streets and need to use it. I can't wait for the bridge to connect through to Cumberland Hospital (I had thought this was part of the original light rail proposal, so am disappointed it does not now appear to be happening until a later time). This will give local residents much better access to the new light rail.	Support noted. Green right turn arrows (the most common suggestion) for both approaches would require additional time within the traffic signal timing. However because Cumberland Hwy carries 70,000 vehicles per day and Kleins Rd carries 7,000 it is unlikely TfNSW will give additional time to the Kleins Rd movements. Some localised improvements could be investigated such as a left turn pocket northbound. This would allow a number of vehicles turning left to be held for pedestrians crossing (allowing a dedicated through lane northbound for a short distance), however the benefits would be minimal and will further reduce parking at shops. This could be investigated in detail design. It is proposed cyclists will cross at-grade with the pedestrian leg.
SV8	Northmead	Yes	Please ensure any shared paths are built properly so that bikes and pedestrians can share the space safely and comfortably. Avoid the mistake so many councils have made in the past! Also, don't listen to the people complaining about perceptions of increased traffic/loss of parking. Evidence shows people will quickly see the benefits of the upgraded infrastructure once it is in.	Support noted, separated paths are proposed where larger volumes and speeds are anticipated, and where space allows.
SV81	Northmead	Yes	Klein's Rd is very traffic heavy This proposal will help protect pedestrians and cyclists and I think will offer a greener alternative to driving	Support noted
SV82	Northmead	Yes	No further comment was provided other than support for the project.	Support noted

SV88	Northmead	Yes	I am pleased to see council encouraging active transport and reducing car traffic by providing a walking and cycling link along Kleins Road down to Parramatta. It will make Kleins Road safer for local residents by removing "rat run" traffic trying to avoid Windsor Rd & Briens Rd. I heartily endorse this proposal in full, and look forward to the improved commercial opportunities at the Kleins Road Shops as well as the safer neighbourhood created for Northmead Public School.	Support noted
SV90	Northmead	Yes	I strongly support the proposed plan. I live locally and regularly cycle along Kleins Rd. I have two specific comments. 1) In the afternoon and morning peaks, car traffic regularly banks up south along Kleins Rd to Boundary Rd. Changes to road markings at the intersection of Kleins / Balmoral and Kleins / Boundary should be included to ensure cars don't block the intersections and access to the cycle path. 2) Cars travelling north through the Kleins / Briens rd. intersection are often prevented from turning left and right by oncoming traffic and the pedestrian lights. This causes traffic to bank up. Changes to the phases of traffic lights at this intersection should be considered to allow car traffic to flow and protect cyclists, particularly from cars turning left. More broadly, improvements to regional traffic management to stop cars using Kleins Rd and Balmoral Rd as rat runs would be great. Through traffic prevents locals from getting to and from home during peaks.	Support noted. Should the project proceed, KEEP CLEAR markings can be investigated in detail design. Green right turn arrows (the most common suggestion) for both approaches would require additional time within the traffic signal timing. However because Cumberland Hwy carries 70,000 vehicles per day and Kleins Rd carries 7,000 it is unlikely TfNSW will give additional time to the Kleins Rd movements. Some localised improvements could be investigated such as a left turn pocket northbound. This would allow a number of vehicles turning left to be held for pedestrians crossing (allowing a dedicated through lane northbound for a short distance), however the benefits would be minimal and will further reduce parking at shops. This could be investigated in detail design. It is proposed cyclists will cross at-grade with the pedestrian leg. There are no broader plans to change circulation on Kleins Road as part of this project.
SV94	Northmead	Yes	I think this is a wonderful proposal. I regularly cycle in the area and the marked cycle way on Kleins Road as it currently stands is dangerous, and makes me feel unsafe to ride. I am sure others are discouraged from riding as well. The new cycle way will make it safer for riders, safer for pedestrians, quieter streets for residents and improve the amenity of the area and access to Parramatta CBD. I am so excited to see a project like this in our area, as it brings us into the modern era of urban design like what we see in City of Sydney and the Inner West Council, where cycling rates are consistently improving due to cycleway construction. Well done on an excellent project.	Support noted
SV98	Northmead	Yes	This is a great initiative and I highly agree that the project starts soon this year. To add I would like to request to the Parramatta Traffic Committee to make changes to the traffic light at the intersection of Windsor road and Hammers Rd, where by introducing the green right turn traffic light from Hammers Rd onto Windsor road as traffic builds up on Hammers Rd during every morning and afternoon peak time. See attached the file of the intersection.	Support noted. Green right turn arrows (the most common suggestion) for both approaches would require additional time within the traffic signal timing. However because Cumberland Hwy carries 70,000 vehicles per day and Kleins Rd carries 7,000 it is unlikely TfNSW will give additional time to the Kleins Rd movements. Some localised improvements could be investigated such as a left turn pocket northbound. This would allow a number of vehicles turning left to be held for pedestrians crossing (allowing a dedicated through lane northbound for a short distance), however the benefits would be minimal and will further reduce parking at shops. This could be investigated in detail design.
Email 21	Outside LGA	Yes	Would like to voice my strong support for this project. Would also suggest that a lower speed limit – ideally 30km/h – is also needed to improve safety and amenity.	Support noted, however any change in speed limit would be subject to the approval of TfNSW.
SV135	Outside LGA	Yes	More active travel - especially safety for people cycling is great	Support noted
SV145	Outside LGA	Yes	Great work making it easier to cycle around Paramatta, will definitely motivate me to visit more often and shop at food places etc.	Support noted
SV15	Outside LGA	Yes	I'm black	Support noted
Email 23	Parramatta	Yes	I am writing to express support for the Kleins Road pedestrian / cycleway corridor initiative. I have reviewed the draft plan and FAQs online and I believe it will be a very useful connection in the Parramatta / Hills bicycle network. I speak for both myself and Bike North when I say I hope this proposal will be fully realised.	Support noted
Email 25	Parramatta	Yes	No further comment was provided other than support for the project.	Support noted
SV133	Parramatta	Yes	Highly supportive of the submission, this will make visit the area more to use the cycleways	Support noted
SV141	Parramatta	Yes	The cycle way looks amazing. Please build it asap. I strongly support this cycling project.	Support noted
SV143	Parramatta	Yes	Writing in my capacity as Project Director responsible for planning public access into and through the Parramatta North Precinct, the proposed Klein Rd active transport link will be an important way of connecting the destinations and public spaces within Parramatta North, including the Former Female Factory historic precinct, with areas to the north and south. We look forward to continuing the collaboration with City of Parramatta and TfNSW to establish these links.	Support noted
SV155	Parramatta	Yes	On behalf of CAMWest, submitter provided detailed comments that are provided as an attachment, but the key issues are summarised below: 1. Alternative paths are proposed at Ulandi Place, Yarrabee Road and Asquith Avenue. 2. Concern about transition between eastern and western side of Kleins Road near school. 3. The project needs supporting amenities such as water bubblers, bike hoops etc. 4. When will paths on the Parramatta North site be delivered?	Support noted. 1. The alternative paths at Ulandi Place and Yarrabee Road were investigated with Council's Natural Resources team but are infeasible due to topography and ecology. The alternative link to Asquith Avenue was plausible, but challenging to provide DDA compliant access at the north. Should the project proceed, before detail design commences a design review will investigate this link in more detail and contrast it against the Asquith Avenue shared path. 2. A bike path on the school frontage (western side) was not supported as it would remove kiss and drop spaces and increase congestion on the path. A raised crossing was not warranted on the eastern side of the intersection of Moxhams Road and Kleins Road and therefore to connect to the proposed shared path north of Moxhams, the design had to follow the existing raised crossings. 3. Should the project proceed, planting for shade, amenity and ecology will be a key consideration in detail design. 4. The paths in North Parramatta will be subject to the delivery timetable of the landowner, the NSW Government.
SV142	Toongabbie	Yes	No further comment was provided other than support for the project.	Support noted
SV34	Toongabbie	Yes	No further comment was provided other than support for the project.	Support noted
SV56	Toongabbie	Yes	This cycle path will increase the safety of all travellers on this route as mature cyclists will not need to risk riding on the road with cars through the high traffic route near the hospital and adults riding with children will not have to ride on small pedestrian paths making it safer for them and pedestrians.	Support noted
SV73	Toongabbie	Yes	No further comment was provided other than support for the project.	Support noted
SV11	Wentworth Point	Yes	A much needed safe cycling connection. I fully support this plan and look forward to using this	Support noted

SV35	Wentworth Point	Yes	anything that supports safer, more efficient options for cycling and pedestrians are useful additions to the community. Full separation of cyclist and pedestrian areas is suggested as plenty of cyclist commuters will access this pathway and they will inevitably travel at speeds which present a safety risk to pedestrians.	Support noted, separated paths are proposed where larger volumes and speeds are anticipated, and where space allows.
Email 27	Westmead	Yes	Western Sydney Local Health District Centre for Population Health (CPH) provided a detailed submission that is provided as an attachment, but the key points raised are summarised below: 1. Support projects that improve population health 2. Support for the Aboriginal co-design process 3. Support structural changes to improve conditions for active transport. 4. Consider other elements beyond safety that improve amenity and comfort like lighting, shade, water etc. 5. Provide separation where possible 6. CPH would welcome future collaboration with Council.	Support noted. Should the project proceed, lighting, shade, amenity and access to water will be key considerations in detail design. Separated paths are proposed where larger volumes and speeds are anticipated, and where space allows. Future collaboration between Council and NSW Health would be welcomed.
SV158	Westmead	Yes	No further comment was provided other than support for the project.	Support noted
SV54	Westmead	Yes	Ensure that the degree of separation is continuous and does not randomly end. Safety for those outside a motor vehicle should be at the forefront of priorities.	Support noted
Email 17	Winston Hills	Yes	We are writing to respond to the letter you've sent on 24 May 2024 (Reference #: F2023/01472) regarding the proposal to extend shared paths along parts of the roads within Winston Hills area including Model Farms Rd. We live on Model Farms Rd, Winston Hills. Currently there isn't any shared paths on our side of Model Farms Rd. This road is relatively busy with pedestrians (dog walkers, family with young kids and undoubtedly the postmen). Our family loves enjoying walking around the area too, however every time we are out and about, the first thing we need to do is to cross the road to access the existing shared paths. This is inconvenient as well as dangerous (given it is a double line road and can be relatively busy at times). We also noticed the grass areas on the council part of our driveway had become wet and mushy following several days of heavy rains. The postmen passed on the grass and left a mark on the soggy soil (see picture 'Driveway_1'). Additionally, pedestrians passed on the corner of the mushy soil, leaving big holes all over it and creating muddy puddles (see picture 'Driveway_2'). It has been 24 hours since the last time we had the heavy rains, but these areas remain wet. Sydney Waters came to check if there's a leak going on and confirmed there is none. We would be grateful if you could please consider extending the shared paths to our side of Model Farms Rd (i.e. the odd house numbers approx. from 39 to 79 Model Farms Rd), or at least help us to fix the issues around the soil conditions on our driveway.	Support noted. This area of Model Farms Road is outside of the scope of the study area. Should the project be supported, a further extension further west could be considered in detail design (subject to further consultation). The damp grass is a result of the significant amount of rain recently and it is beyond the control of Council.
SV126	Winston Hills	Yes	I am very happy to learn of this initiative. I have a bicycle and always wanted to ride from my home in Winston Hills to Parramatta River, but was too scared to ride on most of the roads to reach there because of the fast and unsafe (for cyclists) traffic.	Support noted
SV13	Winston Hills	Yes	Please do it would make this area so much better.	Support noted
SV138	Winston Hills	Yes	No further comment was provided other than support for the project.	Support noted
SV14	Winston Hills	Yes	Make Winston hills better for bikers like me and my mates. I would also appreciate if you make a pump track near here.	Support noted. The request regarding a pump track has been forwarded to Council's Open Space team for their consideration.
SV150	Winston Hills	Yes	No further comment was provided other than support for the project.	Support noted
SV151	Winston Hills	Yes	No further comment was provided other than support for the project.	Support noted
SV157	Winston Hills	Yes	This is an excellent idea as Winston Hills/Northmead residents currently have limited options for cycling to/from Parramatta for work. It needs to ensure careful safety planning is done at the intersection of Kleins and Briens Rd as this is a dangerous intersection.	Support noted. The intersection of Kleins Road and Cumberland Highway is proposed to be upgraded to have wider and more compliant kerb ramps on the western crossing.
SV159	Winston Hills	Yes	This is a huge benefit for Winston Hills community, meaning the commute to Parramatta Park and CBD would become safer, especially if riding with children. I hope that this will be embraced and will give the locals the push to ditch their cars and get on their bikes.	Support noted
SV37	Winston Hills	Yes	Sounds great	Support noted
SV44	Winston Hills	Yes	a bridge connecting Northmead to parramatta would be amazing, as would better cycling infrastructure. I would like to ride my bike more, and possibly even start riding to work some days, but find it intimidating riding on the road on Kleins and boundary roads.	Support noted
SV47	Winston Hills	Yes	Signage and road markings to inform drivers/pedestrians that it is a shared path. Other than that it looks good.	Support noted. Should the project proceed, shared paths would include educational line marking.

SV48	Winston Hills	Yes	<p>This proposal is important to residents of Northmead and Winston Hills providing much needed access to Parramatta CBD by bicycle. The Bridge over Darling Mills is an excellent idea and provides a direct route avoiding the need to use Windsor Road or Old Windsor Road. Further, the proposal provides the missing link to join the Windsor Road Cycleway which extends all the way to Windsor, but is currently disconnected at the Northern Parramatta council boundary. By utilising backstreets, rather than beside Windsor road, the proposal provides increased amenity for users of active transport as it is away from the noise, pollution and danger of Windsor Road. The proposal, by joining Northmead Public and Northmead High Schools to a cycling network will help to decrease the current unsustainable car congestion at school pickup drop off times providing parents with a SAFE alternative to driving their children. The cycleways on Moxhams and Carolyn Chisolm are an important component providing residents of Winston hills with a safe means of negotiating the Valley that exists between Winston Hills and Northmead - currently these routes are VERY dangerous for cyclists and are a huge impediment to the uptake of cycling by residents who do not feel capable of cycling on the road at these important gateways to the suburb. While the planned infrastructure along Yarrabee - Model Farms - Asquith - Junction is ABSOLUTELY welcome, there isn't a great deal of "reason" to cycle there. The main utility of this route is its access to the connection to Junction Road-Windsor Road. I believe a corridor Carolyn Chisolm - Bellotti - Junction provides far more utility to residents to Winston Hills and Northmead.</p> <ol style="list-style-type: none"> 1. Access to Bellotti Street Shops.(Bellotti) 2. Access to Old Post Office reserve and John Bergen Reserve(Bellotti) 3. Access to the M2 Bus stop at Cropley drive which recently had its parking increased to accommodate the enormous demand for commuter access to the City via the 607x buses.(Junction) 4. Access to Winston Hills Public School. (Junction) 5. Close access to Winston Hills Mall (Junction) 6. Close access to Model Farms High School. (Gooden Drive) 7. Close access to Timber Getters Reserve (Junction) 8. Close access to Max Ruddock (Junction) 9.Close access to Masonic Oval and Skate Park (via Cropley) <p>Again, while I support the current plan, I feel it would be far better to either add the infrastructure to Bellotti or replace the corridor on Asquith with one on Bellotti. I have been cycling in Winston Hills for 30 years. I have been hit by cars THREE times on Kleins road - two of which were hit and run, and look forward to finally feeling safe.</p>	<p>Support noted.</p> <p>The routes identified (majority west of the creek) are not within the scope of the project.</p> <p>However, the recently endorsed Parramatta Bike Plan identifies a number of these routes for delivery in the future (subject to prioritisation and budget).</p>
SV59	Winston Hills	Yes	<p>If at all possible at some stage it would be an idea to try and incorporate Parramatta Lake in any future cycle way developments. The Lake is scenic and could easily be linked into the proposed cycle way on Kleins Road.</p>	<p>Support noted.</p> <p>Council's Bike Plan identifies a link up Darling Mills Creek, however riding a bike around Lake Parramatta (other than on the fire trail) is not supported.</p>
SV96	Winston Hills	Yes	<p>No. Trust the plan</p>	<p>Support noted</p>
SV123	North Parramatta	Unsure	<p>One way traffic North bound on Fleet Street will impact people who live on North bound O'Connell Street.</p>	<p>Council understands the role of Fleet Street in this area in providing critical southbound egress for residents, and a convenient northbound ingress. Should the project proceed there is a shorter inbound route from the north available via Castle Street, right into Factory Street, left into Galloway Street and right into Albert Street. There are three options being explored for outbound access to the south, of which allowing the right turn in Factory at Fleet Street is the preferred.</p> <p>Two alternatives will enable access to right turns at the existing signals at Dunlop / O'Connell Street. Of these options, (1) allowing a right turn on Factory Street at Fleet Street is the preferred, but would require approval by TfNSW and PLR. The alternative (2) is a turning facility on Fleet Street at Greenup Drive to allow southbound vehicles to legally make a U-turn, and then exit northbound. However, this would create a longer detour and is a less desirable public domain outcome. Currently the intersection at O'Connell / Fennell St used by residents for southbound right turns has had 8 crashes in the last 5 years and is unsignalised. (3) If Fleet St was made one way southbound for resident access, the volume of traffic would likely require the installation of traffic lights. However, this is unlikely to be supported by TfNSW due to proximity to other signals.</p>
SV85	North Parramatta	Unsure	<p>The one way on fleet street change to traffic conditions would have a significant impact on residents and businesses. The traffic management plan for Parra as a town had been severely impacted by the light rail. Further charges on existing two way roads would have adverse impacts on traffic. Keep Fleet street both ways.</p>	<p>Council understands the role of Fleet Street in this area in providing critical southbound egress for residents, and a convenient northbound ingress. Should the project proceed there is a shorter inbound route from the north available via Castle Street, right into Factory Street, left into Galloway Street and right into Albert Street. There are three options being explored for outbound access to the south, of which allowing the right turn in Factory at Fleet Street is the preferred.</p> <p>Two alternatives will enable access to right turns at the existing signals at Dunlop / O'Connell Street. Of these options, (1) allowing a right turn on Factory Street at Fleet Street is the preferred, but would require approval by TfNSW and PLR. The alternative (2) is a turning facility on Fleet Street at Greenup Drive to allow southbound vehicles to legally make a U-turn, and then exit northbound. However, this would create a longer detour and is a less desirable public domain outcome. Currently the intersection at O'Connell / Fennell St used by residents for southbound right turns has had 8 crashes in the last 5 years and is unsignalised. (3) If Fleet St was made one way southbound for resident access, the volume of traffic would likely require the installation of traffic lights. However, this is unlikely to be supported by TfNSW due to proximity to other signals.</p>
Phone Call 1	Northmead	Unsure	<p>Yes to bridge at bottom Yes to Moxham's roundabout Yes to crossings to school (pedestrian only) Don't want to lose parking as it is already tight at school time and when the church is open Parking over or close to driveway, will get worse with 4 services a day at the church No where for visitors to park No to cycleway</p>	<p>Support for Bridge, Roundabout and pedestrian crossings noted.</p> <p>Objection to cycleway and parking loss noted, however officers note that providing safe alternatives to driving has been proven at other schools across Sydney to reduce parking and congestion challenges around schools.</p> <p>Residents can request (at their cost) for Council organised contractors to paint lines either side of a driveway to help with compliance.</p>
Popup 3	Northmead	Unsure	<p>I don't mind</p>	<p>Noted</p>
SV72	Northmead	Unsure	<p>I drop my daughter off at the preschool on Klein's Rd, and during peak hour this road gets very clogged. This is somewhat alleviated by there being enough space to go around cars waiting to turn across traffic - so if this proposal were to narrow the road overall, it could have severe impacts on traffic. I would also worry about safety in such circumstances due to all the children walking to school in the area - as I have witnessed many ugly road rage incidents in this street already due to blocked traffic trying to get past.</p>	<p>The proposal does not seek to narrow parking lanes or travel lanes beyond standard widths, the bike path essentially displaces the parking on one side.</p> <p>The parking outside the pre-school is retained.</p> <p>The raised crossings will improve the safety of students walking and riding to school.</p>

Email 7		Unsure	I wanted to provide my input into the Kleins Rd Pedestrian and Cyclist Corridor Study. After sitting in traffic at the intersection of Briens Rd and Kleins Rd, I had the opportunity to view a significant amount of free space on either side of the intersection. Both on the residential and business sides of the intersection. To support the business and community objective of creating a safe and enjoyable connection along Kleins Rd, could I enquire as to the feasibility of an overhead footpath above Briens Rd? Theoretically, this would improve traffic flow (of which this intersection is a severe bottleneck) and the safety of pedestrians, to name two of many benefits. Furthermore, if the intent is to remove as many pedestrians and cyclists from Windsor Rd, can I please enquire as to why Huxley Dr wasn't considered for this study? I see that both Moxhams and Churchill Dr aren't connected. Again, Huxley Dr has ample space for the widening of the existing footpath to include cyclists, of which many already use Huxley Dr on a daily basis. I look forward to hearing back from you shortly.	A pedestrian / cyclist bridge over Briens Road is unlikely to be supported as the clearances required would make the ramping on approach significant, especially on the southern side. This would be a present a significant barrier to pedestrians. Huxley Drive is outside of the scope of this project as it is on the other side of the creek to Windsor Road, but could have cycling facilities in the future.
SV100	Constitution Hill	No	I am writing to express my strong opposition to the proposed removal of parking spots on Kleins Road to accommodate cycle lanes. As a regular visitor to the local shops and businesses, I am deeply concerned about the impact this will have on parking availability. The current parking situation is already challenging, and the loss of parking spots will only exacerbate the issue. I urge you to consider alternative solutions that balance the needs of cyclists with those of local businesses and residents. I request that you reconsider this proposal and engage in further consultation with the community to find a more suitable solution.	From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops.
Email 11	North Parramatta	No	This is the most stupid TCP put in place I have ever heard of as a resident in Factory Street, We have put up with the mega 24/7 light rail construction 5 years to date. The TCP planning is totally up shit creek and I have no idea what they are doing as far as traffic flow. At present you have to turn left into Fleet Street, do a U-turn then go back through Dunlop St to turn right into O'Connell, a lot of our time is wasted doing this - how stupid is that. We have had to put up with so much interruption as shift workers and did not ask for this to even begin, we have lost all the beautiful willow and gum trees. Factory Street is all concrete and steel, what a sad contrast to what was here originally. Forget the one-way street, leave it as it is. Whoever has planned this did not consult with any locals and they need to re-train for their traffic cards. NO to removing our choice of access.	Council understands the role of Fleet Street in this area in providing critical southbound egress for residents, and a convenient northbound ingress. Should the project proceed there is a shorter inbound route from the north available via Castle Street, right into Factory Street, left into Galloway Street and right into Albert Street. There are three options being explored for outbound access to the south, of which allowing the right turn in Factory at Fleet Street is the preferred. Two alternatives will enable access to right turns at the existing signals at Dunlop / O'Connell Street. Of these options, (1) allowing a right turn on Factory Street at Fleet Street is the preferred, but would require approval by TfNSW and PLR. The alternative (2) is a turning facility on Fleet Street at Greenup Drive to allow southbound vehicles to legally make a U-turn, and then exit northbound. However, this would create a longer detour and is a less desirable public domain outcome. Currently the intersection at O'Connell / Fennell St used by residents for southbound right turns has had 8 crashes in the last 5 years and is unsignalised. (3) If Fleet St was made one way southbound for resident access, the volume of traffic would likely require the installation of traffic lights. However, this is unlikely to be supported by TfNSW due to proximity to other signals.
Email 12	North Parramatta	No	On behalf of the residents of 2/14 fleet street north parramatta, we strongly request that no changes be made to ensure fennel street stays a 2 way street	Council understands the role of Fleet Street in this area in providing critical southbound egress for residents, and a convenient northbound ingress. Should the project proceed there is a shorter inbound route from the north available via Castle Street, right into Factory Street, left into Galloway Street and right into Albert Street. There are three options being explored for outbound access to the south, of which allowing the right turn in Factory at Fleet Street is the preferred. Two alternatives will enable access to right turns at the existing signals at Dunlop / O'Connell Street. Of these options, (1) allowing a right turn on Factory Street at Fleet Street is the preferred, but would require approval by TfNSW and PLR. The alternative (2) is a turning facility on Fleet Street at Greenup Drive to allow southbound vehicles to legally make a U-turn, and then exit northbound. However, this would create a longer detour and is a less desirable public domain outcome. Currently the intersection at O'Connell / Fennell St used by residents for southbound right turns has had 8 crashes in the last 5 years and is unsignalised. (3) If Fleet St was made one way southbound for resident access, the volume of traffic would likely require the installation of traffic lights. However, this is unlikely to be supported by TfNSW due to proximity to other signals.
Email 2	North Parramatta	No	Re: Fleet St between Fennel St and Greenup Dr to one way north. The construction of the light rail has resulted in significant changes to those of us living in North Parramatta none of which are positive. Those living on O'Connell St north of Albert St can only turn left out of and into our driveway. For example - I live on the odd numbered side of the street and when I approach my home from the direction of Northmead, the most efficient route is along Church St, right into Dunlop St, left into New St which then becomes Fleet St, left into Fennell St, left into O'Connell St so I can turn left into my driveway north of Albert St. If vehicle traffic along the above mentioned section of Fleet St is reduced to one way north - it is unclear whether this proposal is for cars or bikes - that will make reaching our home from the north even more convoluted and does not have my support nor that of my neighbours. As tax payers and rate payers who have invested financially and emotionally in our community and neighbourhood, we request that we are not subjected to further inconvenience due to new infrastructure projects.	Council understands the role of Fleet Street in this area in providing critical southbound egress for residents, and a convenient northbound ingress. Should the project proceed there is a shorter inbound route from the north available via Castle Street, right into Factory Street, left into Galloway Street and right into Albert Street. There are three options being explored for outbound access to the south, of which allowing the right turn in Factory at Fleet Street is the preferred. Two alternatives will enable access to right turns at the existing signals at Dunlop / O'Connell Street. Of these options, (1) allowing a right turn on Factory Street at Fleet Street is the preferred, but would require approval by TfNSW and PLR. The alternative (2) is a turning facility on Fleet Street at Greenup Drive to allow southbound vehicles to legally make a U-turn, and then exit northbound. However, this would create a longer detour and is a less desirable public domain outcome. Currently the intersection at O'Connell / Fennell St used by residents for southbound right turns has had 8 crashes in the last 5 years and is unsignalised. (3) If Fleet St was made one way southbound for resident access, the volume of traffic would likely require the installation of traffic lights. However, this is unlikely to be supported by TfNSW due to proximity to other signals.

Email 20	North Parramatta	No	<p>North Parramatta Residents Action Group provided a detailed submission that is provided as an attachment, but the key points raised are summarised below:</p> <ol style="list-style-type: none"> 1. The bridge location is too close to the confluence 2. The structure is too visually obtrusive 3. The footings could impact in situ archaeology 4. The Water Board structure upstream could be adapted for a bridge 5. There is a little usage to justify a bridge 6. Kleins Road is already too busy for a bike path, too much impact to parking. 7. The impact to Fleet Street circulation is too great. 8. There is no funding for bush tracks within the project 9. The project does not align with Parramatta 2050 to promote culture and heritage 10. The report fails to outline the detrimental affects of the proposal. 	<ol style="list-style-type: none"> 1. The bridge is as far from the confluence as possible and is the best compromise between all the constraints such as property ownership, ecological, flooding, heritage and accessibility. 2. The proposed bridge forms are from the feasibility only, any further detail design will have a more refined response to the context. 3. There is a rigorous process to follow for all potential in-situ archaeology including testing and permits that would need to be followed for both pre and post colonial archaeology. 4. The water board structure lands behind a private property on the north, requires a 1km diversion from the main desire line and would require the permission of Sydney Water. Combined, this renders this location infeasible. 5. There is currently little infrastructure that would encourage cyclists and pedestrians (particularly anyone with a disability, pram or mobility aid) to access the area. The recently constructed Alfred Street Bridge hosts 500-600 people per day since opening. 6. It is because Kleins Road is so busy with a large number of heavy vehicles that a separated bike path is proposed alongside a significant number of pedestrian safety improvements. Parking is only proposed to be re-purposed where on street parking is currently underutilised. 7. Council understands the role of Fleet Street in this area in providing critical southbound egress for residents, and a convenient northbound ingress. Should the project proceed there is a shorter inbound route from the north available via Castle Street, right into Factory Street, left into Galloway Street and right into Albert Street. There are three options being explored for outbound access to the south, of which allowing the right turn in Factory at Fleet Street is the preferred. Two alternatives will enable access to right turns at the existing signals at Dunlop / O'Connell Street. Of these options, (1) allowing a right turn on Factory Street at Fleet Street is the preferred, but would require approval by TfNSW and PLR. The alternative (2) is a turning facility on Fleet Street at Greenup Drive to allow southbound vehicles to legally make a U-turn, and then exit northbound. However, this would create a longer detour and is a less desirable public domain outcome. Currently the intersection at O'Connell / Fennell St used by residents for southbound right turns has had 8 crashes in the last 5 years and is unsignalised. (3) If Fleet St was made one way southbound for resident access, the volume of traffic would likely require the installation of traffic lights. However, this is unlikely to be supported by TfNSW due to proximity to other signals. 8. The funding envelope for design and construction has not been finalised and could include bush tracks along the creek to support the vision for a heritage walk. 9. The bridge will support pedestrians and cyclists accessing the culture and heritage of the Parramatta North precinct. 10. The bridge will have an impact to ecology during construction however the heritage impact has yet to be studied in detail and quantified. On the balance, Council officers recommend the project proceed as the benefits are expected to outweigh the potential impacts.
Email 26	North Parramatta	No	<p>Submitter provided detailed comments that are provided as an attachment, but the key issues are summarised below:</p> <ol style="list-style-type: none"> 1. Access to 2-6 Albert Street has been compromised by PLR 2. Making Fleet Street one-way will further compromise this access, particularly to the north. 3. Reduction in parking not supported. 3. O'Connell is very busy, proposal will add to congestion. 4. Events at the stadium make access and parking challenging. 5. Kleins Road shops should not have parking reduction. 6. Any bridge over Darling Mills Creek should not detract from the proposed heritage walk. 	<ol style="list-style-type: none"> 1. & 2. Council understands the role of Fleet Street in this area in providing critical southbound egress for residents, and a convenient northbound ingress. Should the project proceed there is a shorter inbound route from the north available via Castle Street, right into Factory Street, left into Galloway Street and right into Albert Street. There are three options being explored for outbound access to the south, of which allowing the right turn in Factory at Fleet Street is the preferred. Two alternatives will enable access to right turns at the existing signals at Dunlop / O'Connell Street. Of these options, (1) allowing a right turn on Factory Street at Fleet Street is the preferred, but would require approval by TfNSW and PLR. The alternative (2) is a turning facility on Fleet Street at Greenup Drive to allow southbound vehicles to legally make a U-turn, and then exit northbound. However, this would create a longer detour and is a less desirable public domain outcome. Currently the intersection at O'Connell / Fennell St used by residents for southbound right turns has had 8 crashes in the last 5 years and is unsignalised. (3) If Fleet St was made one way southbound for resident access, the volume of traffic would likely require the installation of traffic lights. However, this is unlikely to be supported by TfNSW due to proximity to other signals. 3. Parking is only proposed to be re-purposed for the bike path where there is a surplus of on street parking. 4. This project will provide a safe and enjoyable alternative to driving to the stadium. 5. The number of timed spaces to support the shops is being increased. 6. The bridge is proposed at top of bank and will be complementary to the proposed heritage walk that is within the banks of the creeks and rivers.
Email 32	North Parramatta	No	<p>Submitter provided detailed comments that are provided as an attachment, but the key issues are summarised below:</p> <ol style="list-style-type: none"> 1. Parramatta Light Rail has significantly impacted circulation in North Parramatta 2. Fleet Street should remain two-way 	<p>Council understands the role of Fleet Street in this area in providing critical southbound egress for residents, and a convenient northbound ingress. Should the project proceed there is a shorter inbound route from the north available via Castle Street, right into Factory Street, left into Galloway Street and right into Albert Street. There are three options being explored for outbound access to the south, of which allowing the right turn in Factory at Fleet Street is the preferred.</p> <p>Two alternatives will enable access to right turns at the existing signals at Dunlop / O'Connell Street. Of these options, (1) allowing a right turn on Factory Street at Fleet Street is the preferred, but would require approval by TfNSW and PLR. The alternative (2) is a turning facility on Fleet Street at Greenup Drive to allow southbound vehicles to legally make a U-turn, and then exit northbound. However, this would create a longer detour and is a less desirable public domain outcome. Currently the intersection at O'Connell / Fennell St used by residents for southbound right turns has had 8 crashes in the last 5 years and is unsignalised. (3) If Fleet St was made one way southbound for resident access, the volume of traffic would likely require the installation of traffic lights. However, this is unlikely to be supported by TfNSW due to proximity to other signals.</p>
Email 9	North Parramatta	No	<p>One other things will cars be able to travel south along the full length of Fleet? The reason I ask is because I live in Factory and if Fleet is inaccessible from the north I have no way of driving from our property south to Parra.</p>	<p>Council understands the role of Fleet Street in this area in providing critical southbound egress for residents, and a convenient northbound ingress. Should the project proceed there is a shorter inbound route from the north available via Castle Street, right into Factory Street, left into Galloway Street and right into Albert Street. There are three options being explored for outbound access to the south, of which allowing the right turn in Factory at Fleet Street is the preferred.</p> <p>Two alternatives will enable access to right turns at the existing signals at Dunlop / O'Connell Street. Of these options, (1) allowing a right turn on Factory Street at Fleet Street is the preferred, but would require approval by TfNSW and PLR. The alternative (2) is a turning facility on Fleet Street at Greenup Drive to allow southbound vehicles to legally make a U-turn, and then exit northbound. However, this would create a longer detour and is a less desirable public domain outcome. Currently the intersection at O'Connell / Fennell St used by residents for southbound right turns has had 8 crashes in the last 5 years and is unsignalised. (3) If Fleet St was made one way southbound for resident access, the volume of traffic would likely require the installation of traffic lights. However, this is unlikely to be supported by TfNSW due to proximity to other signals.</p>

SV152	North Parramatta	No	In summary: please consider that closing Fleet Street southbound to cars accessing Fennell Street, will cause disruption to residents living in the block bounded by Albert Street to the west of O'Connell to Factory Street and further pressure on local streets surrounding Parramatta North Public School. See attached Word Document for more detail.	Council understands the role of Fleet Street in this area in providing critical southbound egress for residents, and a convenient northbound ingress. Should the project proceed there is a shorter inbound route from the north available via Castle Street, right into Factory Street, left into Galloway Street and right into Albert Street. There are three options being explored for outbound access to the south, of which allowing the right turn in Factory at Fleet Street is the preferred. Two alternatives will enable access to right turns at the existing signals at Dunlop / O'Connell Street. Of these options, (1) allowing a right turn on Factory Street at Fleet Street is the preferred, but would require approval by TfNSW and PLR. The alternative (2) is a turning facility on Fleet Street at Greenup Drive to allow southbound vehicles to legally make a U-turn, and then exit northbound. However, this would create a longer detour and is a less desirable public domain outcome. Currently the intersection at O'Connell / Fennell St used by residents for southbound right turns has had 8 crashes in the last 5 years and is unsignalised. (3) If Fleet St was made one way southbound for resident access, the volume of traffic would likely require the installation of traffic lights. However, this is unlikely to be supported by TfNSW due to proximity to other signals.
SV161	North Parramatta	No	Submitter provided detailed comments that are provided as an attachment, but the key issues are summarised below: 1. Access to 2-6 Albert Street has been compromised by PLR 2. Making Fleet Street one-way will further compromise this access, particularly to the north. 3. Reduction in parking not supported. 3. O'Connell is very busy, proposal will add to congestion. 4. Events at the stadium make access and parking challenging. 5. Kleins Road shops should not have parking reduction. 6. Any bridge over Darling Mills Creek should not detract from the proposed heritage walk.	1. & 2. Council understands the role of Fleet Street in this area in providing critical southbound egress for residents, and a convenient northbound ingress. Should the project proceed there is a shorter inbound route from the north available via Castle Street, right into Factory Street, left into Galloway Street and right into Albert Street. There are three options being explored for outbound access to the south, of which allowing the right turn in Factory at Fleet Street is the preferred. Two alternatives will enable access to right turns at the existing signals at Dunlop / O'Connell Street. Of these options, (1) allowing a right turn on Factory Street at Fleet Street is the preferred, but would require approval by TfNSW and PLR. The alternative (2) is a turning facility on Fleet Street at Greenup Drive to allow southbound vehicles to legally make a U-turn, and then exit northbound. However, this would create a longer detour and is a less desirable public domain outcome. Currently the intersection at O'Connell / Fennell St used by residents for southbound right turns has had 8 crashes in the last 5 years and is unsignalised. (3) If Fleet St was made one way southbound for resident access, the volume of traffic would likely require the installation of traffic lights. However, this is unlikely to be supported by TfNSW due to proximity to other signals. 3. Parking is only proposed to be re-purposed for the bike path where there is a surplus of on street parking. 4. This project will provide a safe and enjoyable alternative to driving to the stadium. 5. The number of timed spaces to support the shops is being increased. 6. The bridge is proposed at top of bank and will be complementary to the proposed heritage walk that is within the banks of the creeks and rivers.
SV67	North Parramatta	No	As a resident of 1 Factory Street, North Parramatta, and with the proposed changes to Fleet Street, I do not see an acceptable and safe passage from our driveway to anywhere. Due to the tram tracks, we must turn left from our driveway onto Factory Street. Once at the intersection with Fleet/New, we must turn left onto Fleet (No Right Turn). Where do we go if Fleet Street is made one-way north travel? For travel into Parramatta now we drive south along Fleet and onto Fennell and then turn right onto O'Connell. PLEASE do not turn Fleet Street into a one-way street.	Council understands the role of Fleet Street in this area in providing critical southbound egress for residents, and a convenient northbound ingress. Should the project proceed there is a shorter inbound route from the north available via Castle Street, right into Factory Street, left into Galloway Street and right into Albert Street. There are three options being explored for outbound access to the south, of which allowing the right turn in Factory at Fleet Street is the preferred. Two alternatives will enable access to right turns at the existing signals at Dunlop / O'Connell Street. Of these options, (1) allowing a right turn on Factory Street at Fleet Street is the preferred, but would require approval by TfNSW and PLR. The alternative (2) is a turning facility on Fleet Street at Greenup Drive to allow southbound vehicles to legally make a U-turn, and then exit northbound. However, this would create a longer detour and is a less desirable public domain outcome. Currently the intersection at O'Connell / Fennell St used by residents for southbound right turns has had 8 crashes in the last 5 years and is unsignalised. (3) If Fleet St was made one way southbound for resident access, the volume of traffic would likely require the installation of traffic lights. However, this is unlikely to be supported by TfNSW due to proximity to other signals.
SV97	North Parramatta	No	Shared paths benefit cyclists at the expense of pedestrians. Shared paths are unsafe for pedestrians and public transport users. Cyclists may travel at 30 or 40 kph and may cause serious injury to pedestrians. Elderly pedestrians (including me) are made to feel very vulnerable and reluctant to walk. Danger is exacerbated at bus stops where cyclists speed between waiting passengers or between bus shelters and doors of buses. Taking cyclists off the roads may be safer for cyclists but this is achieved at the expense of pedestrians. I support cyclist safety but not at the expense of pedestrians.	Separated paths are proposed where anticipated speeds and volumes are greater, and space allows. Should any shared paths exceed their capacity once constructed separated paths can be considered.
SV86	North Rocks	No	This road is already congested and dangerous for pedestrians. You are literally making it more unsafe. This is a waste of money to build as the road is currently sufficient and honestly inviting more traffic is an incredibly dumb idea.	It is because Kleins Road is so busy with a large number of heavy vehicles that a separated bike path is proposed alongside a significant number of pedestrian safety improvements. The proposed raised crossings and additional roundabout will retain current traffic circulation and access, but slow traffic down and provide a safer way for people not in a vehicle to move along or across Kleins Road.
Email 14	Northmead	No	I live at the above-mentioned address and our garage faces onto Kleins Rd. I keep my car in this garage. When going into the garage I reverse in so that when exiting the garage I can come straight out and get a good early view of any pedestrians who may be approaching. I can reverse in quite easily as there is room on the road for me to pull over to the side and wait for a break in the traffic that is coming from behind me before I reverse in. If there is a cycleway there I cannot do this as I would have to stop in the roadway. Also when exiting I stop my car until the roll-a-door is back down. In this position, any pedestrians approaching have room to keep walking in the space behind my car, and the front of my car is not impeding the traffic. If there is a cycleway, I could not do this as my car would be in the middle of it. If I change my entering and exiting routines around and drive straight in, I would have the problem of reversing out where I would be blind to any approaching pedestrians and would have still to block this cycleway until I have my roll-a-door. Therefore I oppose this propositioned cycleway as it makes parking in and exiting my garage to be dangerous and difficult.	This thoughtful method of entering the driveway is the safest way to enter and exit; however with the bike path it would be necessary to stop in lane before reversing, whilst giving way to anyone on a path. This will require additional time. When exiting, the choice to wait for the roller door to close is a personal one, and if no one is using the footpath or bike path at that time it will be possible to pause outside of the travel lane.
Email 16	Northmead	No	I would like to register my OPPOSITION to this proposal. Especially Kleins Road does not need a dedicated cycle lane at all.	Objection noted.

Email 18	Northmead	No	<p>I hope this email finds you well. I am writing to express my strong objection to the proposed pedestrian and cyclist path that is intended to pass through our residential area, particularly near our house. While I appreciate the council's efforts to promote pedestrian and cyclist safety, I believe that this particular proposal raises several concerns. I am a local resident that this proposal will impact. First and foremost, the proposed path poses potential safety hazards for both pedestrians and cyclists. Our street already experiences heavy traffic, and the addition of a pathway would only exacerbate the congestion and increase the risk of accidents. Moreover, the path could attract unwanted elements to our neighbourhood, posing a threat to the safety and security of residents, especially during late hours. The introduction of a busy pedestrian and cyclist path would inevitably lead to increased busyness, noise levels and heavy congestion. Additionally, I am concerned about the potential impact of the path on property values in our area. The presence of a busy pedestrian and cyclist route could detract from the appeal of our neighbourhood, making it less desirable for potential buyers and leading to a decline in property values. As homeowners, this is a significant concern for us, as it could have long-term financial implications. As the prices of living increase, this is a heavy concern that we are very worried about. I urge the council to reconsider the proposed location of the pedestrian and cyclist path and explore alternative routes that would not disrupt the residential character of our neighbourhood. Furthermore, I request that the council conduct a comprehensive impact assessment to address the concerns raised by residents and ensure that any decision made takes into account the well-being and interests of the community. Thank you for taking the time to consider my objections. I look forward to hearing from you regarding this matter.</p>	<p>There are no proposals to change circulation on Kleins Road, but rather to make a safer space for pedestrians and cyclists to travel along and across the busy street. The proposed raised crossings will slow traffic down and make it a safer experience for all road users. Kleins Road is a public street that anyone is welcome to drive, ride or walk on currently, this proposal will not change this, and any noise generated by people walking or riding is likely to be much lower than that from traffic on Kleins Road itself. Council officers have searched for any link between a bike path and a decline in property values, however none has been reported. The only information available referred to an increase in value.</p>
Email 22	Northmead	No	<p>I believe that the above proposal is a waste of money at this time...I don't think I have seen one cyclist using this route. This will cause so much congestion for motorists in peak times and parking well as trying to access the shops. There are many other things you could spend our money on ... potholes, patchwork quilt road surfaces .</p>	<p>From the counts there are currently 25-35 cyclists a day riding on Kleins Road, however this is limited to those who feel comfortable riding in heavy traffic. The project is proposed to provide a safe and enjoyable pedestrian and cyclist route by improving safety, time and amenity. There are no changes to circulation proposed on Kleins Road. From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops.</p>
Email 24	Northmead	No	<p>Submitter provided detailed comments that are provided as an attachment, but the key issues are summarised below: 1. Kleins Road carries lots of vehicles. 2. There has been no increase in cyclists since the corridor was identified. Number of vehicles and cyclists was counted. 3. Older people will not ride bicycles. 4. Losing parking at Northmead Shops will result in businesses closing. 5. The pedestrian and cyclist path from Briens - Bridge - Fleet is a great idea and would bring people to the shops. 6. The proposal will be very expensive. 7. Defer proposal north of Briens Road until the success of the southern portion can be demonstrated.</p>	<ol style="list-style-type: none"> 1. It is because Kleins Road is so busy that these changes are proposed to support pedestrian and cyclist safety and encourage people to walk and ride more. 2. It is likely there has been no change in the number of cyclists in Kleins Road because there has been no change to the actual or perceived safety of riding on the street. 3. Older people are often an indicator of how safe a bike path is. Down on the river foreshore where the paths are completely separate from traffic there is a large number of older people who ride for all trip purposes. 4. From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops. 5. Support for the bridge noted. 6. The proposal has yet to be fully costed, though similar recent walking and cycling projects had high Benefit Cost Ratios because of the high safety and health benefits when used. 7. Staging is a potential option but will ultimately be a decision of the Councillors.
Email 29	Northmead	No	<p>study proposal. Having lived on Moxhams Rd for past 20 years, I have seen lots of growth and development in the area and I believe this project sounds good in theory but not in practice. I acknowledge that an extreme amount of work has gone into this study to get to where it is thus far however I am writing to express my strong objection to the proposal, in particular any of the cycling routes, for the reasons outlined below. 1. Risk to children riding past driveways before and after school poses a significant risk to their safety. Residents are already competing with great volumes of traffic each morning when trying to leave for work. Moxhams Rd is a main thoroughfare connecting Winston Hills and Windsor Rd. To add a bike path will require drivers to look out for oncoming traffic and children who may fleet past on a bike. Once a child is injured or killed its too late!! What is the problem we are trying to solve? Do we want more children to ride bikes to school? Children can still get exercise by walking to school. Proposed Solution 1 Additional raised crossings as per the proposal is a safety measure, not a bike path which crosses residence driveways. Proposed Solution 2 If you were to continue with a bike path along Moxhams Rd consider connecting the track between Whitehaven and Moxhams Rd between No.35 and No.37 Moxhams, where an existing laneway connects the two streets. This will avoid residents along Moxhams Rd up to No.37 having to dealing with banked up traffic in the morning and afternoons and having to watch for children on bikes simultaneously. Residents on the northern side of Windsor Rd can still access the proposed raised crossing via Anderson Rd and loop through the quiet back streets to Kleins Rd. 2. Residents own dogs not bikes We don't ride bikes! Northmead residents are happy in our current tiny pocket of western Sydney. We don't ride bikes, we don't intend on buying bikes to ride to parramatta and if we need to commute there, we can access buses from Windsor Rd or drive. We like to walk. Some walk dogs. We already have footpaths and a number of bush tracks. I don't recall a survey to affected residents even asking if we would use an alternative connecting corridor to parramatta. 3. Serious and substantial waste of public funds I would consider this project not the best use of public funds. Again, residents have not been surveyed asking them if they would use the proposed new corridor. In this case the costs will outweigh the benefits of this project. I think the funds could be redirected to solutions for easing current traffic congestion. Proposed Solutions 1.Consider phasing of the lights 2.Proposed left and right turning lanes.</p>	<p>Objection noted. When entering or exiting a driveway, drivers must take due care and give way to all traffic and anyone on the path. At the moment children 16 and under can ride on the footpath, if they are on the bike path they will be further from the property boundary and have better visibility. The project is about supporting the community and students to walk, ride or scooter to school or any other destination. Widening the path connections between Whitehaven and Moxhams could be considered as an additional connection, subject to community consultation.</p>

Email 31	Northmead	No	<p>Submitter provided detailed comments that are provided as an attachment, but the key issues are summarised below:</p> <ol style="list-style-type: none"> 1. No pedestrians or cyclists use Kleins Road 2. Cyclists do not pay registration, they should pay for this proposal. 3. Parking loss at Northmead Shops is not supported. 4. Council should clean drains on Moxhams Road as a higher priority. 	<ol style="list-style-type: none"> 1. Based on the recent counts, currently 25-35 cyclists and 550-750 pedestrians (depending on which section) currently use Kleins Road each day. 2. This proposal is funded from general tax revenue that everyone pays, regardless of how they move. 3. From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops. 4. This request has been passed on to Council's Assets team for their consideration.
Email 5	Northmead	No	<p>Submitter provided detailed comments that are provided as an attachment, but the key issues are summarised below:</p> <ol style="list-style-type: none"> 1. Concerns safely accessing their driveway 2. The large paperbark north of the property and the crest of the hill obscures the view to the north. 3. The development proposal of the Baptist Church included a roundabout at Lombard. 4. Where will bins go if there is no parking lane. 	<ol style="list-style-type: none"> 1. Given the location of the driveway as a transition from separated to shared, there are opportunities to shift the path within the verge to improve driveway safety and access, these can be explored in detail design should the project be supported by Council. 2. Should the project proceed, all sightlines will be checked. 3. A review of the approved development plans identified that a roundabout was not a condition of consent. 4. Should the project proceed, painted bin boxes can be placed in line with the raised kerb between the travel lane and bike path.
Email 8	Northmead	No	<p>I do not support the use of Kleins Road for the creation for a cycle/walkway. Kleins Road is busy as it is with a school, church and villas fronting the road between Fames Ruse Dr and Moxhams Rd. Hammers Rd is a main through a fare between Old Windsor Rd and Windsor Rd, adding a cycle and walkway will only add to the congestion and confusion of users. On the Parramatta side of Kleins Rd is a local shopping centre and placing a cycle/walking way will result in pedestrian accidents as shoppers frequent the shops. My preference is to start the cycle/walkway from Boundary Rd where Kleins Rd ends. This will free up Kleins Rd and the shopping centre and still allow for the creation of a cycle/walkway for all to use without disruption to existing facilities, school, church, shopping and businesses.</p>	<p>Objection noted, support for elements south of Boundary Road noted.</p> <p>From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops.</p> <p>The project is proposed to provide a safe and enjoyable pedestrian and cyclist route by improving safety, convenience and amenity, giving people an alternative to driving. The project proposes using elements that are commonly used across Sydney and Australia with raised crossings, roundabouts, bike paths, shared paths and pedestrian paths.</p> <p>At the shops, it is proposed to have exclusive pedestrian space under the awning and a mixed "movement" space between the street furniture and parking. Cyclists will also be moving slower in this location as they must wait at the traffic lights and deflect sideways to use the raised priority crossing over Balmoral Road.</p>
Popup 4	Northmead	No	<p>Parking is really important as his shop services the commercial and industrial</p>	<p>From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business.</p>
SV1	Northmead	No	<p>I am writing to you as a resident of Kleins road Northmead and wished to voice my views on the proposal of upgrades to the street referenced as F2023/01472.</p> <p>Having read through the available documents, spoken with Mark Crispin via email and in person at the pop up stall there are parts of the proposal I support and parts which I strongly oppose and would hope you consider when the time comes to make the final decision on these changes. I would like to support some of the points on the proposal relating to walking safety, mainly the raised traffic crossings on Hammers, Lombard, Moss & Thomas streets, plus the roundabout on the intersection near the school on Kleins and Moxham. I think these would be a great addition to the area and speaking as someone that walks these streets daily dropping off and picking up a school age child would make it a much safer environment plus aid in some traffic flow during the busy parts of the day. Upgrades to the southern end of Kleins road such as the walking bridge also have merit and would be welcomed albeit not at the expense of parking at the already busy Kleins road shops.</p> <p>I do however strongly oppose the proposed cycle path on Kleins road, this is already an extremely busy road (morning and evenings) and would become even more congested which will only increase the chance of more accidents and threaten the safety of people (especially children including mine) in my street. Not to mention taking away street parking which is already at a premium especially when there is Church events or events at the school. I believe there are already safety concerns on this road with hazards such as traffic coming over the rise from Moxham towards Hammers Road and there are many near misses as cars/motorcycles travelling at speed don't anticipate cars coming in or out of driveways, and also people crossing. I can only imagine when potentially we may have to also anticipate cyclists in their own lane in this scenario as well, plus cross more often to the limited parking on the other side of the street. I speak from experience of having had a vehicle written off at the front of my house in this scenario with cars travelling over the rise at speed. This proposal has also not factored in the changes already in motion for the entrance and exit of the church on Kleins road, this will only further increase the need for flexibility in manoeuvring around this area, plus take away more parking spots (this part was left out of the proposal and when mentioned, the response was it was an oversight which does make me question how much detailed planning went into the proposal). I'm sure this is a hot topic as it certainly is in my local area and the local public school which can be chaotic around pickup/ drop off, would really appreciate your understanding and support in making some much needed improvements without the need to add extra congestion and concern to an already busy area.</p>	<p>Support for raised crossings, bridge, shops upgrade, and roundabout noted.</p> <p>Street parking is only proposed to be re-purposed where there is currently excess capacity. Detailed video parking counts were completed that demonstrated that even on Sundays, only 50% or less of parking spaces on Kleins Road and adjacent streets were used (the figure was lower on weekdays). All residences have access to off street parking and on street parking will still be available on side streets and on the opposite side of the street to the bike path. By providing an alternative to driving, the proposed pedestrian and cyclist improvements can support a reduction to the number of people driving to school and therefore reduce congestion, pressure on parking and result in healthier, more active students.</p> <p>When entering or exiting a driveway, drivers must take due care and give way to all traffic and anyone on the path. At the moment children 16 and under can ride on the footpath, if they are on the bike path they will be further from the property boundary and have better visibility. The project is about supporting the community and students to walk, ride or scooter to school or any other destination.</p> <p>Detailed site issues such as visibility at the rise in Moxhams will be investigated at detail design should the project proceed.</p>
SV101	Northmead	No	<p>I am in favour of the Darling mills crossing and the pedestrian crossing at the roundabout but not at all in favour of the dedicated cycle way as it impacts me severely. Refer to attachment. The traffic gets backed up on Kleins Road in front of my property. I also have parents dropping off their kids park in front of my property many times. The road has big construction vehicles, cranes & buses too continuously using the road even though it is not a bus route. Narrowing the road will be a problem for me backing out of my driveway as it will be hard to spot cyclists with trees on either side of the driveway. Also cars don't give me way at the moment to get out as they are in a hurry and cyclists will definitely not stop. I have to monitor pedestrians then cyclists blocked by the tree and then cars too. Also the road will be narrower to get out without going on the other side of the double line and I don't want vehicles on the other side hit my vehicle.</p>	<p>Support for Bridge, Roundabout and pedestrian crossings noted.</p> <p>If cars are parking blocking a driveway, Council can organise (at a residents' cost) line marking either side of the driveway to improve compliance. Please contact Traffic@cityofparramatta.nsw.gov.au for more details.</p> <p>The proposed travel lane widths meet the Guidelines for use by larger vehicles, the bike path essentially would displace parking on one side of Kleins Road.</p> <p>Sightlines and the impacts of trees will be assessed at detail design should the project proceed.</p> <p>Anyone entering and exiting their driveway must give way to anyone on the path or on the road, this will not change as part of the proposal.</p>

SV103	Northmead	No	Traffic delays because of the childcare centres and the school in the area, availability of parking for medical treatments for myself and friend because of our cancer treatments, not feasible to place a bike pathway in front of children's safety in the area and we also lose our street parking as well.	From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops, school and other destinations. Parking is only proposed to be re-purposed where it is not currently well utilised. The proposal includes a number of elements like raised crossings, a roundabout, shared and separated paths that will increase safety for pedestrians and cyclists along and across Kleins Road.
SV109	Northmead	No	This proposal does not take into consideration the high number of cars travelling in the area. The road is already shared with buses and large trucks. With the changing traffic conditions on Windsor Rd, this proposed change will not benefit anyone.	The high number of vehicles using Kleins Road is the reason a separated bike path, shared paths, raised crossings and the roundabout are proposed. This will improve safety, convenience and amenity for pedestrians and cyclists along and across Kleins Road.
SV112	Northmead	No	Our street are already very busy and so many cars passing by ..the road are narrow and dangerous for cyclists and children using this road without supervision of their parents	The high number of vehicles using Kleins Road is the reason a separated bike path, shared paths, raised crossings and the roundabout are proposed. This will improve safety, convenience and amenity for pedestrians and cyclists along and across Kleins Road. Anyone under the age of 16 or accompanying them is welcome to ride on the footpath, whether a parent accompanies a child on their bike is a personal choice.
SV114	Northmead	No	Whilst generally positive re cycleways, I am very concerned about the separate bike/pedestrian Kleins Rd section between Moxhams Rd and Briens Rd. This is a high traffic area at school drop off and pick up times and also in the morning and afternoon peak times. Kleins Rd is used to avoid sections of both Old Windsor Rd, Windsor Rd and Church St, with many people turning into Lombard St to get back onto Windsor Rd. Any reduction in the width of Kleins Rd would prevent cars being able to safely turn right, greatly increasing congestion. It would also present risk for students at Northmead Primary School by reducing available parking.	The high number of vehicles using Kleins Road is the reason a separated bike path, shared paths, raised crossings and the roundabout are proposed. This will improve safety, convenience and amenity for pedestrians and cyclists along and across Kleins Road. Drivers currently wishing to turn right must store in the travel lane, this proposal does not change the current arrangement. All the crossings of side streets are set back to allow a vehicle to wait outside the main line of travel. By providing an alternative to driving, the proposed pedestrian and cyclist improvements can support a reduction to the number of people driving to school and therefore reduce congestion, pressure on parking and result in healthier, more active students.
SV117	Northmead	No	What a waste of money planning this impractical solution to a problem that's non existent. Solving the massive traffic congestion issue should have been the priority. Has the impact from the removal of the parking on the local businesses been considered	By providing an alternative to driving, the proposed pedestrian and cyclist improvements can support a reduction to the number of people driving to school and therefore reduce congestion, pressure on parking and result in healthier, more active community. From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops, school and other destinations. Parking is only proposed to be re-purposed where it is not currently well utilised.
SV118	Northmead	No	Northmead residents have access to enough cycleways for recreational use. Practically though, to access shops, schools and more we need less congested roads. Building a cycle way is going to cramp up roads which can't get any wider, and cut down on parking availability on Kleins rd. Focus on practical ways to improve our lives rather than worsening the only semi functional transport option in favour of an idealistic, but severely under-utilised cycle way concept. It's not what we need. Northmead residents need a fix for the growing traffic cutting between the Windsor roads through our suburb, and wider roads so people can safely travel where they need.	By providing an alternative to driving, the proposed pedestrian and cyclist improvements can support a reduction to the number of people driving to school and therefore reduce congestion, pressure on parking and result in healthier, more active community. From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops, school and other destinations. Parking is only proposed to be re-purposed where it is not currently well utilised. This project is not proposing to change how vehicles access and circulate on Kleins Road, just slow them down and make it safer for all users.
SV121	Northmead	No	No further comment was provided other than an objection to the project.	Objection noted.
SV124	Northmead	No	Reducing the number of parking spaces on Kleins road will just make more cars park in front of my house during school drop off/pick up and Sunday church	Parking is only proposed to be re-purposed where it is not currently well utilised. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops, school and other destinations, helping reduce congestion and pressure on street parking. If cars are parking across a driveway, Council can organise (at a residents' cost) line marking either side of the driveway to improve compliance. Please contact Traffic@cityofparramatta.nsw.gov.au for more details.
SV127	Northmead	No	I consider that the proposed corridor is not suitable for such a highly residential area. The bike path will give users a false sense of security and safety as the path will need to cross over many residential driveways where. It will be extremely difficult for people coming out of their driveways to see approaching cyclists who may not be considering cars backing out of their driveways. In Moxhams rd. in particular, it is already difficult enough to see due to the number of cars parked in the street and the amount of traffic stopped waiting for the Windsor road lights to change. This is particularly the case between Moir Ave and Windsor Road. This will be very dangerous, particularly in the case of children who may not be thinking about cars coming out of driveways. The shared pathway will be aesthetically unattractive, replacing a grassed nature strip with native trees recently planted by the Council to provide shade and reduce the amount of heat in the neighbourhood. A concrete pathway would no doubt increase the reflective heat in the street. This is not suitable for a highly residential area. The number of people inconvenienced by the pathway will I expect be greater the number who will actually use it.	When entering or exiting a driveway, drivers must take due care and give way to all traffic and anyone on the path. At the moment children 16 and under can ride on the footpath, if they are on the bike path they will be further from the property boundary and have better visibility. Where anticipated speeds and volumes are higher, it is proposed to have a separated path on the street along Kleins Road where space allows. This will allow the planted verge and street trees to remain. Where shared paths are proposed, there will also be street trees planted for amenity, ecology and heat mitigation.
SV129	Northmead	No	I've Lived on Klein Rd since 2008, am retired. NEVER seen any heavy cycling activity on Klein that would justify this bike lane. What IS NEEDED are two speed bumps one tween BRIEN Rd and Hammers Rd, other tween Hammer and Moxham to slow cars and motorbikes tearing up Klein rd. all day every day from the lights. Pre and Primary school kids on this rd. are at risk if one of these lost control. Funds better spent on this. Bike lane would also narrow what is already a car park in am and pm peaks on Klein Rd, reduce residential parking	From the counts there are currently 25-35 cyclists a day riding on Kleins Road, however this is limited to those who feel comfortable riding in heavy traffic. The project is proposed to provide a safe and enjoyable pedestrian and cyclist route by improving safety, time and amenity. Two raised crossings are proposed across Kleins Road between Hammers Road and the Cumberland Highway. Street parking is only proposed to be re-purposed where there is currently excess capacity. Detailed video parking counts were completed that demonstrated that even on Sundays, only 50% or less of parking spaces on Kleins Road and adjacent streets were used (the figure was lower on weekdays). All residences have access to off street parking and on street parking will still be available on side streets and on the opposite side of the street to the bike path. The bike path essentially displaces the parking on one side of the street and the resultant travel lanes meet current guidance for widths.

SV140	Northmead	No	<ul style="list-style-type: none"> - The reduction in parking at the Kleins Rd shops will have a negative impact on local businesses. Parking in this area is already difficult to find and will only become worse - The cycleway on Kleins Rd will have a negative impact on local residents as well as the extended community. Street parking will be removed meaning that residents and their visitors will not be able to park outside their premises and it will also reduce accessibility by delivery/removalist vans, emergency services etc. There is not adequate street parking on the opposite side of Kleins Rd. is also utilized for parking by parents of Northmead Public School at school drop off and pick up times as well as for church overflow on Sundays (Baptist Church and Anglican church). Removal of existing parking is likely to increase congestion in surrounding streets - The addition of a cycleway on Kleins Rd and need for cyclists to cross where the cycleway changes sides will only serve to increase congestion on an already busy street. The intersection of Kleins and Briens Rd is already incredibly dangerous with multiple near misses a day which will pose a risk for cyclists - Addition of crossings at Hammers Rd roundabout will increase congestion. The existing refuge at Hammers and Kleins is very dangerous as cars cannot see pedestrians to stop in time and pedestrians often cannot see cars - in support of pedestrian crossings at Thomas and Lombard +, roundabout at Moxhams to increase safety, especially for kids 	<p>From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops, school and other destinations. Street parking is only proposed to be re-purposed where there is currently excess capacity. Detailed video parking counts were completed that demonstrated that even on Sundays, only 50% or less of parking spaces on Kleins Road and adjacent streets were used (the figure was lower on weekdays). All residences have access to off street parking and on street parking will still be available on side streets and on the opposite side of the street to the bike path. Cyclists riding along the length of Kleins Road have to cross twice as there are insurmountable barriers at the north (avoiding the school frontage and impacts to kiss and ride) and south (the only signalised leg at Cumberland Hwy is on the west).</p> <p>The raised crossings are proposed at Hammers Road to make crossing safer for the most vulnerable road users, they will assist in slowing traffic down so that everyone is safer.</p> <p>Support for selected pedestrian crossings and roundabout noted.</p>
SV144	Northmead	No	I live on Kleins Rd and it needs more road space not less. The traffic is already terrible at peak, school pickups and when the church has services and other events. Taking out a lane will make this worse not better. I live here and I know that the bike usage is not enough to make the car traffic worse for us all. It is also a major through road for cars avoiding Windsor Rd. I find it hard to believe that you have done any real usage studies before suggesting this very backward idea.	From the counts there are currently 25-35 cyclists a day riding on Kleins Road, however this is limited to those who feel comfortable riding in heavy traffic. The project is proposed to provide a safe and enjoyable pedestrian and cyclist route by improving safety, time and amenity. Two raised crossings are proposed across Kleins Road between Hammers Road and the Cumberland Highway. Street parking is only proposed to be re-purposed where there is currently excess capacity. Detailed video parking counts were completed that demonstrated that even on Sundays, only 50% or less of parking spaces on Kleins Road and adjacent streets were used (the figure was lower on weekdays). All residences have access to off street parking and on street parking will still be available on side streets and on the opposite side of the street to the bike path. The bike path essentially displaces the parking on one side of the street and the resultant travel lanes meet current guidance for widths.
SV146	Northmead	No	You want to make the limited parking even less???? And they've just built more apartments in the area. You people and 'planners' are a joke. Think of plans that will actually help the traffic, not hinder. You people need brains.	Street parking is only proposed to be re-purposed where there is currently excess capacity. Detailed video parking counts were completed that demonstrated that even on Sundays, only 50% or less of parking spaces on Kleins Road and adjacent streets were used (the figure was lower on weekdays). All residences have access to off street parking and on street parking will still be available on side streets and on the opposite side of the street to the bike path. By providing a safe alternative to driving, the proposed pedestrian and cyclist improvements can support a reduction to the number of people driving to school and other destinations and therefore reduce congestion, pressure on parking and result in healthier, more active community.
SV147	Northmead	No	<ul style="list-style-type: none"> I object to the cycleway on the following grounds - Removes parking from the shops. - Removes parking from Residents - Removes parking from Church parishioners - Removes parking for school parents <p>I support the proposed level crossings as well as the round about at the intersection of Kleins Rd and Moxhams. The submitter included a letter, the key points are provided in summary below:</p> <ol style="list-style-type: none"> 1. Replacement of the parking on one side will impact home owners, their visitors, trades and services, school pick up and drop off, church attendees, they will have to walk further. Crime will rise because cars are further away. 2. There is too much traffic (including heavy vehicles) that a bike path will not be used, especially by children. 3. Cyclists will have to share corners with pedestrians and will collide. 4. Raised crossings and roundabout are supported. 	<p>Objection noted</p> <ol style="list-style-type: none"> 1. From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops. Street parking is only proposed to be re-purposed where there is currently excess capacity. Detailed video parking counts were completed that demonstrated that even on Sundays, only 50% or less of parking spaces on Kleins Road and adjacent streets were used (the figure was lower on weekdays). All residences have access to off street parking and on street parking will still be available on side streets and on the opposite side of the street to the bike path. 2. By providing a safe alternative to driving, the proposed pedestrian and cyclist improvements can support a reduction to the number of people driving to school and therefore reduce congestion, pressure on parking and result in healthier, more active community. 3. On some corners cyclists will be moving slower as they are tuning 90 degrees, this means a shared path will be adequate. 4. Support for crossings and roundabout noted.
SV154	Northmead	No	It's great to rebuild the street and pedestrian path, but I am strongly against building the bicycle path.	Support for pedestrian improvements and objection to the bike path noted.
SV16	Northmead	No	It is already huge traffic on Kleins Rd in the morning after 8am and in the afternoon. Cycle corridor would only make things worse On some mornings it takes me good 10 minutes to turn to Kleins Road because of school drop offs and then pickups in the afternoon. Perhaps if there was time limit(outside school hours) for cyclists this solution could be considered	By providing a safe alternative to driving, the proposed pedestrian and cyclist improvements can support a reduction to the number of people driving to school and therefore reduce congestion, pressure on parking and result in healthier, more active community. The project is proposing to re-purpose underutilised space on the road (street parking) and replace it with a bike path alongside pedestrian improvements.
SV160	Northmead	No	Reducing the parking spaces available will have a detrimental effect on local businesses' trade. It will also further impact local residents who already experience people parking across their driveways due to a lack of available parking spots. Increasing traffic of any type, including bikes, in this area will cause further congestion to roads already gridlocked during peak periods. Lives will be endangered as people take risks to navigate right turns and there will be even more traffic accidents. If there is space available that can be re-purposed, it would be better utilised making dedicated right turn lanes from Kleins Road into Briens Road in both directions increasing safety for everyone - drivers, cyclists & pedestrians.	From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops. Street parking is only proposed to be re-purposed where there is currently excess capacity. Detailed video parking counts were completed that demonstrated that even on Sundays, only 50% or less of parking spaces on Kleins Road and adjacent streets were used (the figure was lower on weekdays). All residences have access to off street parking and on street parking will still be available on side streets and on the opposite side of the street to the bike path. The project is proposing to re-purpose and underutilised space on the road (street parking) and replace it with a bike path alongside pedestrian improvements. Currently, anyone turning right has to hold in the travel lane, this proposal does not change that condition.
SV19	Northmead	No	Everyone in Kleins road will lose their on street parking. The corridor streets are already a max capacity and overflowing onto Kleins road. This proposal will make the situation worse for residents.	Detailed video parking counts were completed that demonstrated that even on Sundays, only 50% or less of parking spaces on Kleins Road and adjacent streets were used (the figure was lower on weekdays). All residences have access to off street parking and on street parking will still be available on side streets and on the opposite side of the street to the bike path.
SV21	Northmead	No	<p>On Kleins Road your plans have missed at least 3 existing driveways.</p> <p>As a local you have underestimated the amount local residents cars parked on the street. You plan is to punish the local living here for the two cyclists that pass by on the weekends? ALSO - YOUR POP UP STALLS ARE DURING THE WEEK DURING WORK HOURS! CONGRATULATIONS ON HIDING THE FACT YOU DON'T WANT FEEDBACK FROM LOCALS WHO WILL BE AT WORK ON THOSE DAYS!</p>	<p>The plans will be corrected if driveways are missing.</p> <p>Detailed video parking counts were completed that demonstrated that even on Sundays, only 50% or less of parking spaces on Kleins Road and adjacent streets were used (the figure was lower on weekdays). All residences have access to off street parking and on street parking will still be available on side streets and on the opposite side of the street to the bike path.</p> <p>A total of 25-35 cyclists have been counted when there is no safe facility to ride along.</p> <p>The popups included a Saturday (all day) in north Parramatta and until 6pm on a weekday at the Kleins Road shops. Council officers also met with any concerned residents on site at a time of their convenience if it was requested.</p>

SV22	Northmead	No	A cycle way is a waste of space. It is already hard to park out the front of my house. The road is too busy and too congested to take away more.	Objection noted. Street parking is only proposed to be re-purposed where there is currently excess capacity. Detailed video parking counts were completed that demonstrated that even on Sundays, only 50% or less of parking spaces on Kleins Road and adjacent streets were used (the figure was lower on weekdays). All residences have access to off street parking and on street parking will still be available on side streets and on the opposite side of the street to the bike path. The project is proposing to re-purpose underutilised space on the road (street parking) and replace it with a bike path alongside pedestrian improvements.
SV45	Northmead	No	Don't do it	Objection noted.
SV46	Northmead	No	Removal of parking will lead to extreme inconvenience for residents. For such an expense that will only affect the local community, it will only serve to disrupt and be of inconvenience.	Street parking is only proposed to be re-purposed where there is currently excess capacity. Detailed video parking counts were completed that demonstrated that even on Sundays, only 50% or less of parking spaces on Kleins Road and adjacent streets were used (the figure was lower on weekdays). All residences have access to off street parking and on street parking will still be available on side streets and on the opposite side of the street to the bike path.
SV55	Northmead	No	The concept will attract street car parking in the already congested streets and roads in the B streets of Northmead, leading to vehicles parking across driveways which there is a current problem already. The B streets are narrow and further car street parking will effect residents street parking who already pay for street parking permits which is ludicrous. There will be little benefit to local residents and will create further unnecessary congestion within the area. The whole plan was rejected some 7 years ago and now council has brought back an unwanted and expensive plan that will benefit a few.	South of the Cumberland Highway, it is proposed to reduce the number of car parking spaces from 69 to 66, with a proportional increase in timed spots to support the local shops. From video parking surveys this is more than enough to meet current demand on weekdays and weekends.
SV60	Northmead	No	I live on Kleins road and don't want to lose street parking by the proposed bike corridor	Street parking is only proposed to be re-purposed where there is currently excess capacity. Detailed video parking counts were completed that demonstrated that even on Sundays, only 50% or less of parking spaces on Kleins Road and adjacent streets were used (the figure was lower on weekdays). All residences have access to off street parking and on street parking will still be available on side streets and on the opposite side of the street to the bike path.
SV62	Northmead	No	1. It will reduce the available parking which combined with the increasing density of housing and population will impact lifestyle and property value 2. I have been refused a second driveway so we can exit forwards for safety as close as we are to the Klein's/Hammers roundabout. This makes our need even greater or a cyclist is likely to be seriously injured. Council has not reduced the superfluous elements in development approval nor kept private certifiers in check so owners can't adapt to the changing community. 3. The community has not been sufficiently notified. It is only by chance that I learned of the proposal. 4. The type of bicycles that are allowed has been limited and we do not have a bicycle repairer in the immediate area. 5. It will increase traffic congestion. Besides we need more crossings to reduce road deaths and accidents due to people trying to enter busy roads with unending traffic.	1. Street parking is only proposed to be re-purposed where there is currently excess capacity. Detailed video parking counts were completed that demonstrated that even on Sundays, only 50% or less of parking spaces on Kleins Road and adjacent streets were used (the figure was lower on weekdays). All residences have access to off street parking and on street parking will still be available on side streets and on the opposite side of the street to the bike path. 2. This complaint is outside the scope of this project. 3. Notification activities included large amounts of on site signage, over 12,000 letters, social media posts, popups as well as an advertisement in the local paper. 4. The lack of a bicycle repairer is not material to the proposal. 5. More crossings are proposed as part of the project. The project has the potential to decrease congestion by providing people a safe and pleasant alternative to driving to their destination.
SV64	Northmead	No	Kleins Rd is busy and narrow enough with out adding a bike lane. Also we are losing a way to much parking spots in front of shops and homes. Better of adding a green arrow to the traffic lights so cars travelling south on Kleins rd. can turn right onto Briens rd. This proposal will majorly disrupt the traffic and parking in this area.	Objection noted. Street parking is only proposed to be re-purposed where there is currently excess capacity. Detailed video parking counts were completed that demonstrated that even on Sundays, only 50% or less of parking spaces on Kleins Road and adjacent streets were used (the figure was lower on weekdays). All residences have access to off street parking and on street parking will still be available on side streets and on the opposite side of the street to the bike path. The project is proposing to re-purpose and underutilised space on the road (street parking) and replace it with a bike path alongside pedestrian improvements. Green right turn arrows would require additional time within the traffic signal timing. However because Cumberland Hwy carries 70,000 vehicles per day and Kleins Rd carries 7,000 it is unlikely TfNSW will give additional time to the Kleins Rd movements. Some localised improvements could be investigated such as a left turn pocket northbound. This would allow a number of vehicles turning left to be held for pedestrians crossing (allowing a dedicated through lane northbound for a short distance), however the benefits would be minimal and will further reduce parking at shops. This could be investigated in detail design.
SV66	Northmead	No	If you take away the angled parking from the shops you are going to cause more harm than good. The angled parking allows for more cars to park and do so quickly. This road gets crazy busy in AM/ PM peaks. If people are trying to reverse park into limited spaces near shops or elsewhere in Kleins Rd it's going to cause more congestion. The footpath can accommodate pedestrians and bikes as it is, otherwise bikes can travel on the left lane if the road then go to the lights to cross. It's not a problem I've done it myself many times. If there was a way to reduce rat run traffic that would do far more to benefit but I'm not sure if there are any easy ways to do so. I'm happy to discuss further with anyone interested in improving things. Any change however needs to be fit for purpose. Cycleways can be well or poorly implemented. For me it's a secondary concern TBH as it's primarily all about congestion. It really is incredibly difficult to turn onto Kleins Rd and then onto Cumberland in the afternoon at peak hours. Thinking about it some more maybe the reduced spaces on Kleins might balance out somewhat by virtue of the fact that there will be less spots available. Something it would be good to really have a good look at to be sure. I've attached a photo from the front of my house looking at Kleins Rd just before 5pm today. Cars backed up more than 2 blocks from Cumberland why intersection. They all ratrun onto boundary Rd from Windsor Rd to avoid the busy Windsor /Cumberland intersection. Re: Other features of the proposal I'll have to have another look at the design and get back to you.	From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops. Green right turn arrows would require additional time within the traffic signal timing. However because Cumberland Hwy carries 70,000 vehicles per day and Kleins Rd carries 7,000 it is unlikely TfNSW will give additional time to the Kleins Rd movements. Some localised improvements could be investigated such as a left turn pocket northbound. This would allow a number of vehicles turning left to be held for pedestrians crossing (allowing a dedicated through lane northbound for a short distance), however the benefits would be minimal and will further reduce parking at shops. This could be investigated in detail design. The footpath is not wide enough for pedestrians and cyclists to share, and only a small proportion of the community is comfortable riding in traffic, let alone on such a busy road with a large proportion of heavy vehicles.
SV69	Northmead	No	Kleins road gets very busy with all traffic trying to skip the busy Windsor Road & Briens Road traffic lights. Especially at the roundabout it is very busy and the cycle way should be made through a more quiet street instead of adding to the chaos. The additional traffic from the public school also adds to the chaos. There is already a cycle way marking on Kleins Road why not continue using that instead of wasting funds in making it dedicated and also losing some car parking spots on the road. With the number of duplexes coming up in the suburb this is the last thing we want.	The current markings on the road indicate a cycling route, but only a small proportion of the community is comfortable riding in traffic, let alone on such a busy road with a large proportion of heavy vehicles. By providing a safe alternative to driving, the proposed pedestrian and cyclist improvements can support a reduction to the number of people driving to school and therefore reduce congestion, pressure on parking and result in healthier, more active community. At the Hammers Road roundabout it is proposed to introduce raised crossings on all legs to slow traffic down and make it safer for pedestrians and cyclists to cross, without changing circulation. Street parking is only proposed to be re-purposed where there is currently excess capacity. Detailed video parking counts were completed that demonstrated that even on Sundays, only 50% or less of parking spaces on Kleins Road and adjacent streets were used (the figure was lower on weekdays). All residences have access to off street parking and on street parking will still be available on side streets and on the opposite side of the street to the bike path. The project is proposing to re-purpose and underutilised space on the road (street parking) and replace it with a bike path alongside pedestrian improvements.
SV75	Northmead	No	The traffic is already very heavy during peak time. I can spend 10 minutes just trying to get out of Hammers Road.	By providing a safe alternative to driving, the proposed pedestrian and cyclist improvements can support a reduction to the number of people driving to school and therefore reduce congestion, pressure on parking and result in healthier, more active community.

SV77	Northmead	No	This is a path to nowhere. A cycle lane would only result in worsening and bottle-necking existing traffic. It eliminates residential parking which places strain on other roadways. There is not enough bicycle traffic to justify dedicating an exclusive roadway, and creating one is unlikely to encourage existing residents to take up cycling. If they driving, they are driving for a reason. This is not a solution, but it will become a problem.	The proposed paths connect down to Parramatta Stadium and the Parramatta River foreshore paths, some of the busiest pedestrian and cyclist paths in Western Sydney. Only a small proportion of the community is comfortable riding in traffic, let alone on such a busy road with a large proportion of heavy vehicles. By providing a safe alternative to driving, the proposed pedestrian and cyclist improvements can support a reduction to the number of people driving and therefore reduce congestion, pressure on parking and result in healthier, more active community.
SV79	Northmead	No	Street parking is almost impossible there already and this will just add more pressure on residents and visitors trying to park.	Parking is only proposed to be re-purposed where it is not currently well utilised. From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops.
SV80	Northmead	No	No further comment was provided other than an objection to the project.	Objection noted
SV83	Northmead	No	We are regular visitors to the street which support 3 shops, every weekend. During the week, "quiet times" the street parking is full. During peak times, traffic is at a standstill. While I usually support bike paths, I think doing it on a street that is already overused, is negligent for pedestrians and unfair for people who try to support local businesses. The path with impact on how often I frequent the local businesses.	From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops. By providing a safe alternative to driving, the proposed pedestrian and cyclist improvements can support a reduction to the number of people driving and therefore reduce congestion, pressure on parking and result in healthier, more active community.
SV84	Northmead	No	We are residents on Kleins Rd and we strongly oppose the idea of cycle pathway as it will only increase the traffic chaos and reduce parking availability for all the parents during peak times. Also on Sunday the street parking is all taken up by local churches etc. Also it's residential road and we do not want cycle path reducing our ability to park on our street parking. There are lots of houses that are subdivided and need the street to park residents / visitors cars as well. Please, its already pretty full on heavy traffic road with busy roundabout as well. It will just increase the incidents with more chaotic traffic with cycle path	Street parking is only proposed to be re-purposed where there is currently excess capacity. Detailed video parking counts were completed that demonstrated that even on Sundays, only 50% or less of parking spaces on Kleins Road and adjacent streets were used (the figure was lower on weekdays). All residences have access to off street parking and on street parking will still be available on side streets and on the opposite side of the street to the bike path. The project is proposing to re-purpose and underutilised space on the road (street parking) and replace it with a bike path alongside pedestrian improvements.
SV87	Northmead	No	Please invest in safe crossing options and better traffic flow please.	The project includes a significant number of raised crossings across Kleins Road and the adjacent side streets. A roundabout is proposed at the intersection of Moxhams Road and Kleins Road to improve circulation.
SV89	Northmead	No	The traffic congestion is already terrible during peak hours on Kleins. I can't believe the absolute waste of funds this would be. Money would be better spent making the lights on Briens and Kleins have right hand turn arrows to help with the insane traffic congestion.	By providing a safe alternative to driving, the proposed pedestrian and cyclist improvements can support a reduction to the number of people driving and therefore reduce congestion, pressure on parking and result in healthier, more active community. Green right turn arrows would require additional time within the traffic signal timing. However because Cumberland Hwy carries 70,000 vehicles per day and Kleins Rd carries 7,000 it is unlikely TfNSW will give additional time to the Kleins Rd movements. Some localised improvements could be investigated such as a left turn pocket northbound. This would allow a number of vehicles turning left to be held for pedestrians crossing (allowing a dedicated through lane northbound for a short distance), however the benefits would be minimal and will further reduce parking at shops. This could be investigated in detail design.
SV99	Northmead	No	I am a resident of Kleins Road, Northmead and the council proposes to create a dedicated cycle pathway on the road which would take away street parking for residents on one side. The road is already so busy with cars trying to skip the traffic on Windsor Road & Briens Road and during peak/school hours traffic can be backed up a fair bit. While I do understand we need to encourage residents to be more active there are better ways to do that and the road is already marked today for cyclists. Below are some of the concerns I could think about. Please feel free to share your inputs with council on the link I have included in the comments before the June 25 deadline. 1. Parking Availability: The proposed pathway would reduce street parking by half. The council's study claims that only 11 cars are parked during peak hours, which contradicts the observations of residents. Half of us will lose the ability to park on our side of the street and there are also so many duplexes getting added in the area. 2. Property Value Impact: Homeowners on Kleins Road are worried about the potential negative effect on property values that could result from the construction of the cycling pathway making the street more busy. 3. Better use of funds: The funds allocated for this project could be better utilized to address the increased traffic using Kleins Road as a shortcut to avoid traffic lights on Windsor Road and Briens Road. The existing road markings for cyclists may already be sufficient without	1. Street parking is only proposed to be re-purposed where there is currently excess capacity. Detailed video parking counts were completed that demonstrated that even on Sundays, only 50% or less of parking spaces on Kleins Road and adjacent streets were used (the figure was lower on weekdays). All residences have access to off street parking and on street parking will still be available on side streets and on the opposite side of the street to the bike path. The project is proposing to re-purpose and underutilised space on the road (street parking) and replace it with a bike path alongside pedestrian improvements. 2. Council officers have searched for any link between a bike path and a decline in property values, however none has been reported. The only information available referred to an increase in value. 3. The proposed raised crossings of Kleins Road will slow traffic and may disincentivise through traffic, however this project does not propose major changes to traffic circulation on Kleins Road. Only a small proportion of the community is comfortable riding in traffic, let alone on such a busy road with a large proportion of heavy vehicles. By providing a safe alternative to driving, the proposed pedestrian and cyclist improvements can support a reduction to the number of people driving to school and therefore reduce congestion, pressure on parking and result in healthier, more active community.
SV149	Outside LGA	No	The Australian Walking Volunteers (AWV) provided a detailed submission that is provided as an attachment, but the key points raised are summarised below: 1. The proposed bridge over Darling Mills Creek as set out in the draft documents needs to be moved further away from the Head of the Parramatta River towards the old Gaol and redesigned to have minimal impact on the significant heritage and environmental values of this special place, as well as away from the Sydney Water pumping station. 2. The design of any bridge should not be like the Alfred Street Bridge, it should be unobtrusive and disappear into the natural environment. The current designs are too monumental. 3. Attachment includes proposed alignment that is in line with the eastern edge of Burlington Memorial Reserve.	1. The bridge is as far from the confluence as possible and is the best compromise between all the constraints such as property ownership, ecology, flooding, heritage and accessibility. 2. The proposed bridge forms are from the feasibility only, any further detail design will have a more refined response to the context, and the design width of the bridge will be reduced from 6m to 5m to further reduce the scale and bulk of any superstructure. 3. A bridge in the proposed location would require the agreement of two private landowners, have a greater ecological impact (no power lines to keep the vegetation clear) and would require a larger span and therefore larger, more prominent structure and is therefore not supported as an alignment.
SV63	Seven Hills	No	Converting Angle Parking to Parallel Parking will remove most spaces, not retain most spaces as claimed in the proposal. Business are struggling now with limited parking (in particular the restaurants) where 1/2 hour parking is insufficient. Reducing the parking to make way for outdoor dining - there will be no need for more dining space - there will be no one able to access it.	From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops.
SV105	Winston Hills	No	This council seems intent on punishing the elderly and disabled who can't cycle and have difficulty using public transport. It's an unfortunate and unavoidable truth that we need personal transport and parking spaces. Rates have gone up by a ridiculous amount in a short amount of time, and this is what you think to spend that money on? How about you spend it on more staff to enforce all the laws that are being broken on your watch. I have personally reported violations that have not been attended to for YEARS. People in council I spoke to have agreed laws are being broken but concede that likely nothing will happen. Disgusting.	The project is about providing a safe and enjoyable alternative to driving, the impacts to parking have been minimised where the spaces are currently used and only one change to traffic circulation is proposed at Fleet Street where heritage constraints have limited other options. The study for this project has been funded by the NSW Government and external funding sources will be pursued for design and construction should the project be supported.

SV78	Winston Hills	No	This very busy area constantly has all parking taken and is very hard to get around as it is. The parking spots that you will remove are needed by the business and also by us the people who live in the area to come and visit the centre	From detailed parking studies, the biggest challenge to parking at the shops is overstaying with 60% of users on a Friday and 30% on a Wednesday parking 2 hours or longer. This information has been passed on to Council's Compliance team to request more frequent visits from the Rangers. In recognising the important role of street parking for neighbourhood shops, the project is proposing to increase the number of timed parking spaces to support access to local business. The proposed pedestrian and cyclist paths will provide a healthy and enjoyable alternative to driving to access the shops.
Email 30	Northmead	Did not specify	<p>Northmead Primary School</p> <ol style="list-style-type: none"> 1. Student safety is priority 2. Overstaying in the kiss and drop is an issue (that melts away when rangers / police attend), and also people waiting to turn in and collect their child. 3. Would like clarification on whether private buses can park in a bus zone (as it impedes access and storage for school buses). 4. Kleins / Cumberland intersection is a significant challenge in a vehicle. 	<ol style="list-style-type: none"> 1. Council also supports student safety as the highest priority and the project is proposing facilities to improve pedestrian and cyclist safety. 2. Council Parking Rangers respond to requests from the school to attend. 3. Private buses are not permitted to park in bus zones. 4. Green right turn arrows (the most common suggestion) for both approaches would require additional time within the traffic signal timing. However because Cumberland Hwy carries 70,000 vehicles per day and Kleins Rd carries 7,000 it is unlikely TfNSW will give additional time to the Kleins Rd movements. <p>Some localised improvements could be investigated such as a left turn pocket northbound. This would allow a number of vehicles turning left to be held for pedestrians crossing (allowing a dedicated through lane northbound for a short distance), however the benefits would be minimal and will further reduce parking at shops. This could be investigated in detail design.</p>