

**Kleins Road Pedestrian and Cyclist Corridor - online comments **\*\*NOTE\*\*** comment ID commences at 115 due to previous projects and other testing**

No	Category	Section	Online comment <b>**NOTE: Minor corrections have been made to spelling**</b>	Council Officer Category	Council officer response
115	Support	Kleins Shops	Is a small round-about at Kleins and Balmoral possible - to assist traffic that turns around to park at the shops. Also, can additional parking be added on Balmoral St?	Comment	A roundabout is not feasible at the intersection of Balmoral and Kleins and is not proposed as part of this project. One additional space has been added on Balmoral between Kleins and Lizzie Lane, however the width of Balmoral Road does not allow for parking on the southern side.
116	Support	Kleins - Briens to Balfour	Love the path through and alongside the park. Is it possible to relocate the bus depot to open up additional parkland along the creek? This would be a major improvement to the amenity and also remove bus traffic from these streets.	Support	Support for Kleins Road project noted, relocating the bus depot next to Burlington Memorial Reserve is beyond the scope of this project.
117	Support	Darling Mills Bridge	The bridge will open up Parramatta North (+Light Rail) and Parramatta Park to so much more pedestrian access. Also pls keep both the interim and proposed pathways to Jacaranda Dr and along the river to Bridge Road.	Support	Support noted, the paths and their timing will be determined by Government Property and their delivery timeframes and funding.
118	Support	Kleins - Briens to Balfour	No further comment beyond support was provided	Support	Support for Kleins Road project noted.
119	Comment	Kleins - Moxhams to Hammers	Could a pedestrian island also be included across Kleins Rd between Hammers and Thomas? When traffic is busy at peak times it is almost impossible to cross.	Change not supported	A pair of kerb ramps are proposed north of Moss Street, however a refuge island and the associated swept paths would have a significant impact on other elements within the public domain. Using the priority crossing of Kleins Road 100m to the north in conjunction with the proposed crossings of Thomas Street and Moss Street is preferred.
120	Support	Darling Mills Bridge	If nothing else is built - build this shared bridge over the creek.	Support	Support for bridge noted
121	Object	Kleins - Briens to Balfour	Are you kidding?? Don't you realise how overused Boundary and Klein's Rds are in the approach to Briens Rd? Cars use it as a rat run to avoid traffic light congestion along Church St and trucks and buses use Klein's Rd to access the light industrial area	Object	There is no proposal to change the number of traffic lanes or how traffic circulates south of Briens Road. The proposal for improved pedestrian and cyclist facilities will make it safer, more convenient and more enjoyable to walk or ride and provide an alternative to driving.
122	Comment	Cumberland Hwy	This intersection is dangerous during peak traffic times. If upgrading this route for the safety of all please install right turn traffic lights, lane markings/dividers for traffic turning right into Briens Rd in both directions from Kleins Road.	Comment	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.
123	Object	Kleins - Moxhams to Hammers	Off road shared path running through the primary school bus stop and around the corner past the school's main entrance does not seem safe. How can you ensure the safety of school children as pedestrians on a shared path with cyclists during peak times?	Object	In this location a separated path would remove parking at the child care or the bus stops for the school. At the northern end of Kleins Road patronage will be lower, and speeds mitigated by the large number of 90 degree turns cyclists will be required to perform. A shared path at the school gate also allows parents to legally ride onwards on the path after dropping a child to school.
124	Support	Kleins - Moxhams to Hammers	Raised pedestrian crossing on Moss St for school children is definitely needed. This is an extremely busy cross street during peak times for cars and pedestrians.	Support	Support noted
125	Support	Darling Mills Bridge	A bridge between Northmead and Parramatta and new footpaths/park facilities around the park near Burlington Street will beautify the area make it more usable and accessible.	Support	Support noted for bridge and paths in Burlington Memorial Reserve
126	Comment	Kleins Shops	Traffic waiting at the Briens/Kleins intersection regularly backs up past Balmoral Road, making it challenging for vehicles trying to turn right from Kleins into Balmoral to see cyclists using the shared/separated path	Change supported	"Keep clear" or similar pavement markings will be investigated in detail design should the project proceed.
127	Comment	Cumberland Hwy	An overpass for pedestrians and cyclists would greatly improve safety here.	Change not supported	At 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.
128	Comment	Kleins - Moxhams to Hammers	The separated paths should stay on the western side of Kleins Road rather than crossing Kleins Road twice. Users will want to stay on the western side for simplicity.	Change not supported	The bike path is proposed on the opposite side of the school to retain pick up / set down parking on the school frontage and minimise potential conflict.
129	Support	Darling Mills Bridge	A far more peaceful option to walk to parramatta rather than alongside busy Windsor road/church street	Support	Support for bridge noted
130	Support	Kleins Shops	In support of any raised pedestrian crossing to make the area more liveable for us local residents	Support	Support for raised pedestrian and cyclist crossings noted
131	Comment	Cumberland Hwy	A pedestrian overpass is a must when redeveloping this area - safety! Also, Balmoral road should be one way only and another raised pedestrian crossing should be added at the childcare centre. The area needs to made much more residents friendly!	Change not supported	At 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. Changes in circulation on Balmoral Road are not proposed as part of this project. A raised pedestrian crossing over Kleins Road is proposed close to the child care centre south of Balmoral Road.
132	Object	Kleins Shops	No extra parking on balmoral road! Too many cars in this area, and these shops there do not need extra parking. E.g time parking can be extended!	Comment	One extra space has been added to the parking on Balmoral Road between Kleins Road and Lizzie Lane through more efficient use of the space. No other changes to parking are proposed on Balmoral Road.
133	Comment	Kleins Shops	No left turn here into balmoral road! Balmoral road to be one way only! This will reduce traffic noise! Improve public transport and accessibility to reduce car use for non residents!	Change not supported	It is not proposed to change the circulation of Balmoral Road as part of this project.
134	Object	Kleins - Hammers to Briens	If this is going to be a separate bike path/lane similar to the Sydney CBD, it's not a good idea. I travel this road daily, and it's very busy with traffic. It's already difficult with cars turning from Kleins into side streets, without adding cycleway.	Resolved within project	Objection to Kleins Road bike path noted. The proposal does not change the number of vehicles lanes, it just proposes to re-purpose one of the parking lanes to provide a safe place to ride. There are also associated improvements for pedestrian time, safety and amenity. The priority crossings on side streets are indented to allow one vehicle to store between Kleins Road and the crossing so vehicle drivers can address one movement at a time.

135	Comment	Cumberland Hwy	Pedestrian overpass here may reduce traffic banked back on Kleins rd. when pedestrians cross Briens	Change not supported	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.
136	Comment	Kleins Shops	Roundabout here good idea for cars to turn safely for parking	Change not supported	A roundabout is not feasible at the intersection of Balmoral and Kleins and is not proposed as part of this project.
137	Support	Kleins - Hammers to Briens	Agree need for raised ped /bike crossings on these streets adjoining Kleins	Support	Support for raised pedestrian and cyclist crossings noted
138	Support	Darling Mills Bridge	Such a cool shortcut, would make it so much nicer to cycle around here.	Support	Support for bridge noted
139	Support	Darling Mills Bridge	This bridge is desperately needed to provide access between Northmead and North Parramatta. As a cyclist, pedestrian and parent who uses a pram, this bridge would greatly improve my ability to access Parramatta Park from Northmead.	Support	Support for bridge noted
140	Support	Darling Mills Bridge	This bridge would provide a fantastic alternative to walking or cycling along Windsor Rd which is far too noisy and unpleasant.	Support	Support for bridge noted
141	Comment	North Parramatta	It would be helpful to have a cycling path on the Western side of O'Connell St to avoid the need to cross the busy road twice.	Resolved within project	The O'Connell Street shared path stops at Grose Street, it provides the interim connection whilst other alternatives between the Leagues Club and River are investigated.
142	Comment	North Parramatta	Would it be possible to link the cul-de-sac at the end of Eels Pl with the path into Parramatta Park? This would help to streamline walking and cycling access in the area and give better access to Parramatta Park.	Change supported	A link between the leagues club and the River will be investigated, however it would be at the discretion of the landowner Greater Sydney Parklands Trust.
143	Support	Kleins - Hammers to Briens	Separated paths along Kleins Rd would be greatly beneficial to help improve safety for cyclists. The cars drive so fast through here.	Support	Support for Kleins Road bike path noted.
144	Support	Kleins - Moxhams to Hammers	Setting up a shared path on the Hammers Road Bridge would be very beneficial for ensuring that cyclists can cross the bridge safely without being on the roadway.	Support	Support for Hammers shared path noted
145	Comment	North Parramatta	Could this shared path be left in place? It is more direct for travelling between Fleet St and Kleins Rd	Comment	The current development controls for the Parramatta North site have paths along the foreshore and through the site. The interim route identified will allow pedestrians and cyclists to use the existing street network if the bridge is delivered before any of the future path network.
146	Support	Churchill North	A shared path across the Moxhams Rd Bridge and the slopes either side would be fantastic	Support	Support noted
147	Comment	Out of scope	Is it possible to look into streamlining access into Parramatta Park from here? At the moment I have to cycle on the road along Hainsworth/Park Ave to get into the Park.	Out of scope	Connections to the Park on the western side are beyond the scope of this project, however this has been referred to our internal traffic team for their consideration.
149	Comment	Cumberland Hwy	I agree that there needs to be better management of vehicles turning right into Briens Rd from Kleins Road in both directions. Every day there are near misses resulting from frustration when vehicles are unable to turn. This endangers all users	Comment	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.
150	Support	Darling Mills Bridge	I am a daily cyclists from Northmead to Parramatta, currently via Cumberland Hospital. This proposal would be a fantastic improvement, but only if the connection at North Parra is improved.	Support	Support for bridge noted
151	Support	Darling Mills Bridge	A great opportunity here to improve access and amenity of Darling Mills Creek to remove weeds and regenerate the creek line.	Support	Support for bridge noted, if the project proceeds it would include weeding and bush restoration around the project.
152	Comment	Churchill to Moxhams	Can you improve the ramps here, including access to the shops? Some are missing, and the ones that are in place don't face each other.	Out of scope	This feedback will be passed on to Council's Assets team for their consideration. If a shared path was installed it would include ramps that meet current standards.
153	Comment	Kleins - Moxhams to Hammers	Is the plan still to provide a new shared path from here to the Woolworths site?	Out of scope	A shared path along Darling Mills Creek to North Rocks Road is a long term plan of Council; however this will require negotiation with multiple landowners.
154	Comment	Cumberland Hwy	Definitely needs a light to turn right, how many accidents nearly happen on a daily cause people can't turn right off Kleins roads	Comment	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.
155	Comment	Cumberland Hwy	An overpass would work well here, this road is one of the busiest and a overpass would help not just help with the traffic (and turning right off Kleins road issue) but would also be a safe passage for all the school kids that use these lights everyday	Change not supported	At 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.

156	Comment	Kleins - Moxhams to Hammers	It might be an idea to have the path go from Allambie Ave(a quieter sat) through moss and then onto Kleins road as this would mean cyclists stay clear of the schools main entrances	Change not supported	Kleins Road provides a coherent linear link in a longer regional route, and also allows parents to legally ride away on a path after dropping their child to a school gate.
157	Support	Darling Mills Bridge	No further comment beyond support was provided	Support	Support noted
158	Support	Kleins - Moxhams to Hammers	No further comment beyond support was provided	Support	Support for Moxhams shared path noted
159	Comment	Kleins Shops	Is it possible to close off this lane from Windsor	Change not supported	Closing Lizzie Lane at Briens Road would not be supported as there would be insufficient room for vehicles to turn around at the northern end.
160	Comment	Kleins Shops	Is it possible to have this lane a one way street from Balmoral road and then it would allow to possibly use the left side of the lane for a few extra parking	Change not supported	It is not proposed to change the circulation of Balmoral Road as part of this project.
161	Support	Darling Mills Bridge	I like the idea of a bridge across Darling Mills Creek at this location. However, I do NOT like the big arch design in pictures supplied. The suspension-style bridge design, shown in this proposal, looks far better, more modern..	Support	Support and preference for suspension option noted.
162	Object	Churchill North	Shared Path on Windsor Rd is unsafe for cyclists on such a heavily trafficked road. This needs to be a separate path. Alternate route the shared path via Huxley Drive in Winston Hills	Resolved within project	A shared path is proposed on Windsor Road in this location.
163	Support	Out of scope	Can this link to the proposed Parramatta to Toongabbie cycle path being proposed to run along Alexandra Ave? Run a shared path along Park Ave Westmead for example.	Out of scope	A path along Park Ave is beyond the scope of this project, the recently endorsed Parramatta Bike Plan identifies all future routes in the Parramatta Local Government Area.
164	Comment	Churchill North	On which side of Asquith Avenue will the path run or will it be both sides? Will the path impact street parking?	Comment	The proposal is for a shared path on the eastern side only with no impact to parking.
165	Support	Kleins - Hammers to Briens	This section of continuous bike way is great, much better way to get up to Northmead then Windsor road/church St.	Support	Support for Kleins Road bike path noted.
166	Support	Kleins Shops	Appreciate the design for an extra-wide, softly separated cycle path here.	Support	Support for the bike path at the Kleins Shops noted
167	Support	Kleins Shops	Also appreciate the streetscaping design here, the bike racks are definitely welcome	Support	Support for the upgrade at the Kleins Shops noted
168	Comment	North Parramatta	Having both of these routes be permanent would improve travel in both Westmead and Parramatta directions	Support	The current development controls for the Parramatta North site have paths along the foreshore and through the site. The interim route identified will allow pedestrians and cyclists to use the existing street network if the bridge is delivered before any of the future path network.
169	Support	North Parramatta	I support this permanently being contraflow, more one way streets/lanes around parramatta should allow it	Support	Support for Northcott Lane contraflow noted
170	Comment	Out of scope	Good opportunity to 'complete the grid' of shared paths here	Out of scope	A new shared path is delivered on Windsor Road when bus priority is delivered on Windsor Road by the NSW Government. This project does not propose to deliver a shared path in the short term as it would be removed and replaced in any future work, and is about providing an alternative away from the main road.
171	Support	Churchill to Moxhams	Would complete the pedestrian crossings around these lights	Support	Support noted
172	Comment	Churchill North	Will tree planting opportunities be considered along Windsor Road?	Change supported	Yes, opportunities for tree planting will be explored (subject to TfNSW approval).
173	Support	Churchill to Moxhams	These little things like shared path alleyways are much appreciated and make navigating a quiet route easier	Support	Support noted
174	Comment	Churchill to Moxhams	Quietway may be more appropriate here and require less sealed ground	Change not supported	Cyclists could ride on the road, however as there are currently no footpaths on Ulandi Place at all, a shared path on one side could provide a better facility for pedestrians and cyclists, as well as providing continuity (a path behind the kerb) with the balance of the proposed network).
175	Support	Churchill North	Road narrowing and pedestrian island designed seems much needed here	Resolved within project	A refuge island is proposed in this location as part of the project. This will allow users to effectively cross one direction of traffic at a time, and make it easier to recognise suitable gaps in the traffic.
176	Object	Churchill North	Double road crossing here is unfortunate when it could be just a single crossing to the west	Change supported	A shared path on the southern side of Model Farms Road will be investigated if the project proceeds, however this requires more detailed investigation than is possible at the feasibility stage.
177	Support	Churchill North	Built out bus stop supportable to avoid conflicts	Change supported	Should the project proceed, this would be investigated in detail design.
178	Support	Kleins - Briens to Balfour	As a 72 year old I often negotiate the North Rocks/Church Street area on my EBike utilising the shared path as the intersection is very dangerous. I ride through the whole area and find Kleins Road both ways particularly difficult. Great proposal.	Support	Support for Kleins Road project noted.
179	Comment	Churchill North	Can a pedestrian / cyclist overpass be installed here as a part of this proposal? This can reduce the number accidents that's been happening recently due to lack of pedestrian/ cyclist access.	Out of scope	This feedback will be passed on to the Traffic team for their consideration
180	Comment	Cumberland Hwy	Could this intersection be changed that the lights from Kleins road are one side at a time. This would allow the traffic turning right from either side more time to get through the lights. And reduce the risk for potential accidents.	Comment	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.

181	Support	Kleins - Hammers to Briens	I have cycled Kleins road, almost daily, for over 25 years. It is very difficult to negotiate - especially during peak hour and school pickup/drop off hours. This is essential infrastructure that will promote active transport in the area. Fantastic work.	Support	Support for Kleins Road bike path noted.
183	Comment	Kleins - Hammers to Briens	Northmead Ave provides access to Windsor road cycleway and on to North Rocks Road. Crossing here will need Cycling as well as pedestrian.	Change supported	Should the project and crossing proceed, a cyclist crossing could be added in this location (pending survey and detail design).
184	Comment	Kleins - Moxhams to Hammers	Cycleway appears to be on Northern Side. How do cyclist cross here to head West to Old Windsor Road? Perhaps signage would be appropriate?	Change supported	Should the project proceed, improved crossing options and signage will be investigated in detail design
185	Support	Kleins - Moxhams to Hammers	Although my Mountain Biking Days are behind me, this use to be a great off road track and providing access is fantastic especially as it provides access to Oaks Road as an alternative to using Old Windsor Road.	Out of scope	Formalising the paths on the western side of Toongabbie Creek for mountain biking is beyond the scope of this project, your request will be forwarded on to the Natural Resources team for consideration.
186	Support	Kleins - Moxhams to Hammers	The Cut Through here to Allambie Ave is used a great deal by cyclists to need to cross Moxhams Bridge and the cycleway along Barnetts Road and on to the Old Windsor Road Cycleway towards the M7.	Change supported	Should the project proceed, making the cut through between Allambie and Hammers a shared path would be investigated in detail design (subject to consultation).
187	Support	Churchill to Moxhams	Strongly Support!!! The bridge crossing by bicycle is AWFUL. Absolutely essential infrastructure for cyclists wishing to access Winston Hills, Barnetts Road etc. The hills are becoming less of an issue now that eBikes are becoming more popular.	Support	Support noted
188	Support	Churchill to Moxhams	This is wonderful. Heading North in the same direction as Windsor Road is fantastic. Will FINALLY be able to cycle safely to Baulkham Hills Shops!!	Support	Support noted
189	Support	Churchill to Moxhams	Although Shared path in this heavily trafficked area is not ideal, ANY cycling infrastructure on Windsor Road is VERY welcome. Almost all cycling Infrastructure (Further North) is Shared and I've had very little issue other than motorists deciding to park.	Support	Support noted
190	Support	Churchill to Moxhams	I had no idea this cut through existed. Much better than Churchill drive which is super scary to cycle down	Support	Support noted
191	Comment	Churchill North	How do cyclists cross here? Motor vehicles are going stupidly fast down the hill here.	Resolved within project	A refuge island is proposed in this location as part of the project. This will allow users to effectively cross one direction of traffic at a time, and make it easier to recognise suitable gaps in the traffic.
192	Support	Churchill North	Great to see access to Junction Road especially as it provides access to Windsor Road from here and FINALLY access to the Windsor Road cycleway. Cant wait!	Support	Support noted
193	Support	Kleins - Hammers to Briens	Kleins road is very wide and will easily support separated cycling infrastructure. Much of the congestion is school traffic and proper infrastructure will encourage parents to leave their car at home and walk/cycle children to school.	Support	Support for Kleins Road bike path and ride to school noted.
194	Support	Kleins - Hammers to Briens	Most traffic on this road are "rat runners" any delays that the cycleway creates will be welcome as it will discourage motorists from using this popular "short cut" and stay on the main road where they belong.	Support	Support for Kleins Road bike path noted.
195	Support	Darling Mills Bridge	This will be AMAZING! I currently access Parramatta via Redbank and cut through the Children's Hospital. This is MUCH nicer and will reduce danger on backroads around Redbank	Support	Support for Darling Mills Bridge
196	Support	North Parramatta	Fleet St separate pedestrian/cyclist needs to be extended to Northcott. Otherwise Council are placing cyclist at risk. Additionally the practical way to advance to Parramatta is thru Leagues Club. I suggest you ride a bike here and check for yourself.	Change not supported	A separated path along Fennell Street is not possible without removing parking from the southern side. Given this will be an interim treatment until a longer term link is delivered from Fleet Street direct to Eels Place, a shared path is sufficient. The shared path along O'Connell Street can provide a connection into Parramatta whilst alternatives between the Leagues Club and river are investigated, however this will be at the discretion of Greater Sydney Parklands Trust who are the landowner.
197	Support	Kleins - Moxhams to Hammers	Access to Northmead High Very welcome. Hopefully this will reduce the reliance on Parent pickup drop off which cause significant congestion in morning and evenings	Support	Support for Hammers shared path noted
198	Comment	Churchill North	Big ask, but access to Sports/Swimming centre on Windermere Ave would be welcome. I usually just cycle up the footpath after crossing at Churchill Drive, but its narrow and very bumpy.	Out of scope	A new shared path is delivered on Windsor Road when bus priority is delivered on Windsor Road by the NSW Government. This project does not propose to deliver a shared path in the short term as it would be removed and replaced in any future work, and is about providing an alternative away from the main road. There is an alternative route via back streets to the swimming centre.
199	Comment	Out of scope	This is a shared path? There is no signage that says this and its VERY narrow. Signage would be welcome as I have been abused by pedestrians for cycling here.	Out of scope	Noted, this feedback will be passed onto Council's Assets team for their consideration.
200	Comment	Out of scope	Again, no signage to indicate shared path. Signage would be welcome so I don't get fined for cycling on the footpath.	Out of scope	Noted, this feedback will be passed onto Council's Assets team for their consideration.
201	Support	Kleins - Briens to Balfour	The amount of congestion is EXCATLY why safe separated infrastructure is needed for users of active transport.	Support	Support for Kleins Road project noted.
202	Comment	Kleins - Moxhams to Hammers	Pretty sure there is no signage here to show cycling is permitted. Please add signage to existing cycling infrastructure so we aren't abused for riding on the footpath.	Comment	This feedback will be passed on to the Assets team for their consideration
203	Support	Kleins - Moxhams to Hammers	Great! Important to include cyclists on the crossing as we will just ride across anyway. Thanks for making it legal.	Support	Support noted
204	Comment	Churchill to Moxhams	On Road Cycle Symbols would be appropriate here as cyclists will use this back street to access the Barnetts Road Cycle path	Out of scope	In this location the Bike Plan identifies Moxhams - Reilleys and Barnetts as the on road routes. Cyclists are welcome to ride Cliff Road if they desire.

205	Comment	Out of scope	On Road Cycle Symbols would be appropriate here as cyclists will use this back street to access the Barnett's Road Cycle path	Out of scope	In this location the Bike Plan identifies Moxhams - Reilleys and Barnett's as the on road routes. Cyclists are welcome to ride Cliff Road if they desire.
206	Comment	Churchill North	Would it be possible to extend beyond roundabout here allowing cyclist access to "Piggly-Wiggly" (Bellotti Ave) shops as well as Lions Club Park	Out of scope	To be considered in another project
207	Comment	Churchill North	Why is this here ? This is a quiet street that goes nowhere. Surely it would be better to spend money building cycling infrastructure somewhere along Junction Road? The Watkins-Junction-Asquith corridor is a bit of a rat run - put the off road path here.	Change not supported	A shared path is proposed in this location to provide a "behind the kerb" facility for all the people in this location. No decisions on prioritisation have been made against other projects in the Bike Plan.
208	Comment	Churchill North	Extending the infrastructure up Bellotti would be welcome. Cropley Drive M2 Bus stop is a huge city commuter stop. Infrastructure to an M2 bus stop is DESPERATELY needed. There is NO SAFE infrastructure to the M2 Buses currently.	Out of scope	Links beyond this project are identified in Council's recently adopted Bike Plan. They will be progressively delivered as funding and capacity allow.
209	Comment	Churchill North	This is a VERY much used access route to the ENORMOUS playing fields at Masonic Oval. Connecting Bellotti Ave to the new cycling infrastructure would allow safe cycling to the Ovals and skate park. REALLY something to consider.	Out of scope	Links beyond this project are identified in Council's recently adopted Bike Plan. They will be progressively delivered as funding and capacity allow.
210	Comment	Kleins - Moxhams to Hammers	Whenever I commute through Moxhams in the morning, I will always take the Moss-Allambie-Moxhams option. This avoids the busy school drop-offs and T-junction. I only use the T-junction if I go through before 7am.	Change not supported	Allambie Ave is an excellent option for on road riding (and will continue to be), however a safe cycling route along Kleins Road to Moxhams will provide a more coherent regional route.
211	Comment	Churchill North	While this Infrastructure - Yarrabee-Model Farms-Asquith is welcome, it would make MUCH more sense to go Churchill-Bellotti-Junction-Windsor Road. Closer to M2 Buses, Winston Hills Public, Winston Hills Shops, Piggly Wiggly shops, Masonic Ovals.	Out of scope	To be considered in another project
212	Support	Kleins - Moxhams to Hammers	Safer to detour to Moxhams avoiding school drop-off and pick-up traffic.	Change supported	Should the project proceed, making the cut through between Allambie and Hammers a shared path would be investigated in detail design (subject to consultation).
213	Comment	Kleins - Hammers to Briens	Consider a parallel cycleway option between Moxhams to Briens Road. How about detour through Allambie, then cut-through to Hammers Road, continue on to Hemsworth to Rawton back to Kleins Road? This will avoid a)school b)T-junction c)roundabout	Change not supported	Diverting off Kleins Road with multiple turns will not be a coherent route for cyclists to follow, even though this proposal is not supported, cyclists are welcome to ride on these streets if they wish.
214	Comment	Churchill North	Pedestrian Path besides new car parking is (despite being illegal) good for cycling and I use it most days (I lobbied counsellors to have it made a shared path without success). By connecting Bellotti to Proposed Infra we have a safe corridor to WH shops	Out of scope	To be considered in another project
215	Support	North Parramatta	No further comment beyond support was provided	Support	Support for Parramatta River foreshore paths noted
216	Support	North Parramatta	This riverside path will provide access from the Bridge Road shared path to the crossing of darling Mills Creek	Support	Support for Parramatta River foreshore paths noted
218	Support	Churchill North	Support this Junction Road connection given it links to the path to Windsor Road at the North Eastern end. Would suggest this be upgraded to be clearly shared.	Resolved within project	If the project proceeds, this path would be widened to a shared path.
219	Support	Darling Mills Bridge	No further comment beyond support was provided	Support	Support for shared path through Burlington Memorial Reserve noted
220	Support	Churchill North	Good gradient. Good link to this local park and court. Consider water connection for drinking fountain here.	Change supported	This feedback will be passed on to the Parks team for their consideration
221	Support	Darling Mills Bridge	No further comment beyond support was provided	Support	Support for bridge noted
222	Support	Darling Mills Bridge	Can't happen soon enough! A great way to open up Northmead to Parramatta to foot and cycle traffic and by passing a congested Church St	Support	Support for bridge noted
223	Comment	Cumberland Hwy	Watching cars trying to turn right from the school side of Kleins Road onto Briens Rd is like watching Seconds from Disaster	Comment	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.
224	Object	Kleins - Hammers to Briens	I disagree with the use of Kleins Road, due to a school in on the road, there a villa's that front Kleins Road which all add to the congestion adding a cycle and walking way will only add tot he congestion. Also the shops on Parramatta side of Kleins	Object	The purpose of the pedestrian and cyclist improvements on Kleins Road is to provide a safe and enjoyable alternative to driving, especially to school. This can help reduce the number of cars on the road. The proposal seeks to re-purpose one parking lane that is currently not well utilised for most of the day.
225	Comment	Churchill North	Crossing either way at the junction of Churchill Drive and Yarrabee Rds is not a safe alternative. Even as an experienced rider I would not cross here. vehicles travelling east up Churchill Drive have limited view as they are approaching a rise.	Resolved within project	A refuge island is proposed in this location as part of the project. This will allow users to effectively cross one direction of traffic at a time, and make it easier to recognise suitable gaps in the traffic.
226	Comment	Churchill North	Experienced rider in this area of 30+ years. Suicidal to ride north bound on road as it's uphill.	Resolved within project	The proposal in this location is for a shared path in the western verge of Windsor Road, not riding in traffic.
227	Comment	Churchill North	Southbound cyclist not considered at all here. How do you share the south bound lane then quickly negotiate 4 lanes of traffic? Dumb!	Resolved within project	The proposal in this location is for a shared path in the western verge of Windsor Road, not riding in traffic.
228	Support	Churchill North	Already safe no work needed	Support	Support noted
229	Comment	Churchill North	This is an existing shared path. This plan provides no improvement for cyclist. NIL. The bridge clearly does not cater for shared pathway with cars but it is done.	Resolved within project	The proposal in this location is to extend and improve the shared path in the southern verge of Moxhams Road, not riding in traffic.

230	Comment	Churchill North	What evidence does PCC have that painted signage of a cyclist on a shared road makes for increased safety. Just leave as is or create new footpath.	Resolved within project	The proposal in this location is for a shared path in the western verge of Whitehaven Road, not riding in traffic.
231	Comment	Churchill North	I don't understand how shared path can be created only to this point. Either create shared path to further destinations e.g. Winston Hills shops or don't	Out of Scope	The project scope is centred on access to Northmead and North Parramatta. Access to other locations may be considered through separate projects as the Bike Plan is implemented. In this location once across the creek, the proposed shared path connects to the nearest intersecting street.
232	Support	Hammers Roundabout	Intersection of Hammers Rd and Kleins Rd has compounded traffic at AM & PM peak hours. The ergonomics of additional raised crossings likely need to be placed further back as the round about is dangerous and small.	Comment	The crossings are set back from the intersection to allow one vehicle to store out of the circulation of the roundabout, allowing other traffic to pass.
233	Support	Kleins - Hammers to Briens	New pedestrian/cyclist path here will create a safe passageway. Shared path must be wide enough and have distinct direction markers to reduce accidents.	Support	Support for Kleins Road bike path and pedestrian improvements noted.
234	Support	Darling Mills Bridge	So much safer than me riding down Windsor Rd and Church St. Access to PCC's "new university" perfect.	Support	Support for bridge noted
235	Comment	North Parramatta	Fleet St separate pedestrian/cyclist needs to be extended to Northcott. Otherwise Council are placing cyclist at risk. Additionally the practical way to advance to Parramatta is thru Leagues Club. I suggest you ride a bike here and check for yourself.	Change not supported	Given that the long term link will be delivered between Fleet Street and Eels Place, an interim shared path on the southern side of Fennell Street is considered sufficient.
236	Comment	North Parramatta	Cyclist access finishes at end of Grose St. Cyclist now mostly cut through Parramatta Leagues club carpark which is fairly dangerous. Can a path be constructed behind carpark adjacent to river?	Change supported	A link between the Leagues Club and the River will be investigated, however it would be at the discretion of the landowner Greater Sydney Parklands Trust.
237	Object	North Parramatta	This footpath has multiple obstructions, mostly bus shelters and poles as well as the crossing for stadium parking. This is not a suitable cyclist path. No room for any error from cyclist or they end up against O'Connell St heavy traffic.	Resolved within project	The O'Connell Street shared path stops at Grose Street, it provides the interim connection whilst other alternatives between the Leagues Club and River are investigated.
238	Comment	Churchill North	Can a new bush pedestrian/cycle pathway be considered north/south from Whitehaven Rd to Ulandi Place. This will reduce substantial risk with the suggested Windsor Rd shared path?	Change not supported	A link down the back of the Northmead Bowling Club would be excellent for pedestrians and cyclists, but is not feasible due to the ecological impacts.
239	Comment	Churchill North	cyclist and bush track currently exist between Model Farms Rd/Simpson St junction through to Goodin Rd. the path is rough and inaccessible during wet times as it is rough. Create new path here	Change supported	Formalisation of this path was investigated with the Natural Resources team and it is plausible. However, there are significant challenges in providing a DDA compliant connection at the northern end, and lighting would have environmental impact. Should the project be supported, when this section is designed the opportunity of this path will be investigated in more detail versus a shared path on Asquith.
240	Object	Churchill to Moxhams	Dangerous and impractical. This idea has not been thought out on the practicalities of riding with traffic on narrow Windsor Rd for 150m. Does a cyclist literally stop and then cross over 4 lanes of traffic with no crossing or anything. This is crazy.	Resolved within project	In this location a shared path on the side of Windsor Road is proposed, not riding on the road.
241	Object	Churchill North	Needs improvement as this is a very dangerous spot to suggest cyclist stop and cross.	Resolved within project	A refuge island is proposed in this location as part of the project. This will allow users to effectively cross one direction of traffic at a time, and make it easier to recognise suitable gaps in the traffic.
242	Object	Kleins - Moxhams to Hammers	Narrow bridge does not cater for cyclist either way	Resolved within project	It is proposed to upgrade the current shared path and bridge crossing as part of the project
243	Comment	Hammers Roundabout	location of this crossing requires careful consideration as the intersection is busy, sight from vehicles is difficult as all traffic is in a condensed area.	Comment	Noted, in this location it is proposed to install raised priority crossings on all sides to reduce speeds and make a safer intersection for all users.
244	Object	Kleins - Moxhams to Hammers	narrow footpath. Existing paperbark trees must not be removed for a pathway. As an avid cyclist the trees are essential for shade and reducing surface temperatures.	Resolved within project	On Kleins Road it is proposed to retain the footpath and tree and have the bike path on road, affecting neither.
245	Comment	Kleins - Moxhams to Hammers	I was hoping this plan would include traffic calming measures for Allambie Avenue. To get to Moxhams Rd and Winston Hills, many drivers come off Kleins Rd onto Moss St and then Allambie Avenue to avoid the school zone. We need a speed bump or crossing.	Comment	Traffic calming on Allambie Ave is not proposed as part of this project. A raised pedestrian crossing is proposed at Moss Street that would help reduce speeds in that location.
246	Comment	Out of scope	Please fix the slopes at this intersection, they are at such precarious angles for a bike (and probably wheelchairs too). It feels like I have to cycle into traffic to come off it. Applies to a few slopes at all points of this intersection.	Out of scope	Re-building the kerb ramps at the intersection of Church Street and Briens Road is outside the scope of this project, and will be passed on to TfNSW for their consideration.
247	Object	North Parramatta	Please DO NOT make this a one way North street as I am a resident of O'Connell (North lane at North Parramatta) and need this access to go home. This is also my access to go South to Parramatta CBD!	Object	Re-building the kerb ramps at the intersection of Church Street and Briens Road is outside the scope of this project, and will be passed on to TfNSW for their consideration.
249	Object	Kleins - Moxhams to Hammers	Please retain parking outside of bus zone times. Please do not add trees at bus zone. This makes visibility when entering and exiting 95 Kleins road dangerous	Change supported	Should the project proceed, sight lines will be checked as part of detail design.
250	Support	Kleins - Moxhams to Hammers	I support all the proposed improvements to crossings at each street corner or crossing. Well done.	Support	Support for raised pedestrian and cyclist crossings at Kleins and Moxhams noted
251	Support	Moxhams Roundabout	A roundabout here will be excellent. This is a dangerous corner	Support	Support for Moxhams roundabout noted
252	Support	Hammers Roundabout	I support crossings at each corner of this roundabout. This is a very dangerous intersection for all pedestrians to navigate, especially kids, who are walking to either Northmead Primary or Northmead High School. Please implement as a priority.	Support	Support for crossings at Hammers Road roundabout noted

253	Comment	Cumberland Hwy	This is a very poorly managed intersection. I have complained to the council previously and was essentially told maintaining the flow of traffic is priority over improving the safety of the intersection. Ideally there would be a pedestrian footbridge over	Comment	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.
254	Comment	Cumberland Hwy	This intersection is dangerous. There needs to be green arrows for cars heading south from Kleins, turning right (west) onto Briens Rd.	Comment	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.
255	Comment	Cumberland Hwy	Cars heading North on Kleins, turning east onto Briens rd. need dedicated green arrow	Comment	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.
256	Comment	Churchill North	Very dangerous location to try and cross, particularly with children	Resolved within project	A refuge island is proposed in this location as part of the project. This will allow users to effectively cross one direction of traffic at a time, and make it easier to recognise suitable gaps in the traffic.
257	Comment	Churchill North	Extremely dangerous location. Recently there was a pedestrian fatality. Need overpass from bus stop to residential, gym and other on the other side. Too far between pedestrian crossings at traffic lights.	Out of scope	This feedback will be passed on to the Traffic team for their consideration
258	Comment	Kleins Shops	Support other people suggestions that a roundabout would be good here. Lots of dodgy U turns for gym and shop parking	Change not supported	A roundabout is not feasible at the intersection of Balmoral and Kleins and is not proposed as part of this project.
259	Comment	Kleins - Moxhams to Hammers	Support the overall proposal, however I don't think this is the best location to change side on the path due to proximity to roundabout. Perhaps earlier, or simply continue north up western side of Kleins rd.	Change not supported	A raised crossing over Kleins Road can only be provided where warrants are met. The only other location is Northmead Avenue, however the eastern leg of the Hammers / Kleins Roundabout does not have enough space to add a cyclist crossing.
260	Comment	Kleins - Moxhams to Hammers	Retain northward travel on Western side of Kleins Rd. as a cyclist, constantly changing side is annoying and inefficient. Additionally there is more room on the other side of the road.	Change not supported	The bike path is proposed on the opposite side of the school to retain pick up / set down parking on the school frontage and minimise potential conflict.
261	Comment	Kleins - Moxhams to Hammers	Retain pedestrian crossing, move bike path to other side	Change not supported	The bike path is proposed on the opposite side of the school to retain pick up / set down parking on the school frontage and minimise potential conflict.
262	Comment	Churchill North	This bridge has a low weight limit, however I regularly see trucks that are in excess of this limit travelling this route.	Comment	This feedback will be passed onto Council's Traffic team for their consideration
263	Comment	Kleins - Moxhams to Hammers	Increased cycling provision between Northmead and Parramatta Park would be great but care is needed at roundabouts and Kleins and Moxhams Rd.	Comment	Noted, at roundabouts it is proposed to have raised pedestrian and cyclist priority crossings.
264	Comment	Kleins - Moxhams to Hammers	Right hand turn from Kleins Rd to Moxhams Rd requires special provision.	Resolved within project	The project proposes a roundabout at Moxhams and Kleins for vehicles and a priority crossing and shared path on Moxhams for pedestrians and cyclists.
265	Comment	North Parramatta	If this is made one-way north then those of us in Factory Street, west of O'Connell, can not get out (due to tram line and no right turn)	Comment	If the project proceeds, a comparable alternative would need to be found for those who require southbound access on Fleet Street.
266	Support	Darling Mills Bridge	the missing link! I have suggested this link before, it creates a much nicer option to Windsor road, one without inhaling all the car/truck/bus exhausts and noise pollution	Support	Support for bridge noted
267	Comment	North Parramatta	This should not be marked as a shared path, as currently it is a road, and because they have made river rd. one way, now all cars entering and exiting the Cumberland Hospital/Parra North precinct via Fleet sat are directed along this path.	Comment	Due to the complexities of construction on the Parramatta North site, the interim route would require cyclists to ride on the road as the footpath is not wide enough to allow cycling. However the current development controls for the Parramatta North site have paths along the foreshore and through the site.
268	Comment	North Parramatta	Could we continue the cycle/foot path along the riverfront here, its a continued spine from Kleins rd. and certainly a nicer outlook than the jail yards of Cumberland hospital. Currently cant see the river due weeds, would love to see it all the way along.	Comment	The current development controls for the Parramatta North site have paths along the foreshore, but they only extend as far south as the ecology, topography and heritage constraints allow. It is currently not possible to continue all the way along the eastern bank of the River to Parramatta Park, hence the proposal for a safe and convenient alternative on Fleet Street.
269	Comment	Cumberland Hwy	Extremely dangerous intersection. No one reads the left lane must turn left sign!! This concept needs to be changed add a raised island forcing people left only. Or N,S,E,W change of lights as a much safer and faster flow of rat run traffic.	Comment	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.

270	Object	Kleins - Moxhams to Hammers	This will take away parking for resident living on Kleins Rd between Hammers Rd and Lombard St.	Object	All residences in this area have access to one or more off street private car parking spaces. The street parking is well utilised during school pick up and drop off, however is largely empty outside of those times. Should there be an increase in walking and riding to school as a result of the project there will be less pressure on street parking. Should the project proceed parking would not be allowed on the eastern side of Kleins Road in this location.
271	Comment	Kleins - Moxhams to Hammers	At school pickup time parents are parked all along here, as well as along all of the side streets leaving no on-street parking for residents and in some cases blocking driveways as people try and squeeze in	Comment	The street parking is well utilised during school pick up and drop off, however is largely empty outside of those times. Should there be an increase in walking and riding to school as a result of the project there will be less pressure on street parking. Should the project proceed parking would not be allowed on the eastern side of Kleins in this location and therefore keep resident driveways clear at all times.
272	Comment	North Parramatta	The curb side (non existent on one side of fleet sat) and the road are in urgent state of repair due to heavy parking during sporting events and the proposed shared area will be dangerous if not fixed	Resolved within project	As part of the project, it is proposed to fix Fleet Street and formalise the footpath, the parking alongside a new bike path.
273	Support	Darling Mills Bridge	This bridge is a much needed connection between north Parramatta & Northmead, moving pedestrians and cyclists away from the busy/noisy/congested Church St	Support	Support for bridge noted
274	Object	Churchill North	shared paths are unsafe for pedestrians. Even more unsafe when cyclists are travelling at 30kph or faster as commuters leave or enter bus at bus stops. At this location, speeding cyclists travel between bus shelter and where buses stop at edge of roadway.	Change not supported	There is not enough space in the verge of Windsor Road for separated pedestrian and cyclist paths, however during detail design it will be investigated if the shared path can be diverted around the back of the bus stop.
276	Comment	Kleins - Moxhams to Hammers	Cyclists speeding along footpath are unsafe. Even more dangerous at bus stops where people are waiting, boarding/leaving buses. Separated paths are needed.	Resolved within project	The Windsor Road shared path has been in place for a number of years, this project proposes an alternate route that is separated, safer and more enjoyable.
277	Object	Churchill North	Speeding cyclists are dangerous to pedestrians. Need separated ways. Danger is exacerbated at bus stops where cyclists people are waiting or alighting from buses.	Change not supported	There is not enough space in the verge of Windsor Road for separated pedestrian and cyclist paths, however during detail design it will be investigated if the shared path can be diverted around the back of the bus stop.
278	Comment	Kleins Shops	With over 200 units in the surrounding area and already a very limited number of spaces to park, the removal of parking for the bikeway and kerbside dining will cause significant disruption in the area, and an increase in illegal parking	Comment	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.
279	Comment	Kleins Shops	A new roundabout should be placed farther down than Balmoral, with new road furniture preventing illegal U-turns at Balmoral	Change not supported	A roundabout is not proposed at any of the intersections of the B Streets (Balmoral to Burlington) and Kleins Road, nor are any road barriers or medians.
280	Comment	Kleins Shops	This laneway must be changed to One-way towards Balmoral to reduce incidents and prevent rat-running passed the traffic lights.	Change not supported	Changes to circulation on Lizzie Lane is not part of this project, however your request will be passed on to Council's Traffic team for their consideration.
281	Comment	Kleins Shops	With over 200 units in this area, and an already congested parking situation, removal of any street parking will cause major issues for residents	Comment	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.
283	Comment	Kleins - Briens to Balfour	Any roundabout must be farther down than Balmoral, with road furniture at Balmoral to prevent illegal U-turns	Change not supported	A roundabout is not proposed at any of the intersections of the B Streets (Balmoral to Burlington) and Kleins Road.
284	Comment	Kleins Shops	You say that there would be minimal impact to parking outside the shops yet making it parallel parking instead of angle parking reduces it by half	Comment	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.
285	Comment	Cumberland Hwy	This whole intersection is dangerous with a large number of cars avoiding the lights on Windsor Rd/Briens road intersection and buses and now you want to add cycles to the mix?	Comment	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.
286	Comment	Cumberland Hwy	Better management for pedestrians is needed here. Crossing roads for buses and public transport is a nightmare as it currently is	Comment	Pedestrians are required to follow the crossing lights at all times.
287	Support	Darling Mills Bridge	I LOVE the idea of a bridge over Darling Mills Creek. However I think it will only be highly useful if there is a direct path after it connecting to the Parramatta CBD and Park. It needs to be convenient to commute across by foot/bike	Support	Support for bridge noted
288	Support	Moxhams Roundabout	Roundabout would be very good here. It is such a dangerous intersection.	Support	Support for Moxhams roundabout noted
289	Object	Kleins - Moxhams to Hammers	Separated footpath down Kleins road is not a good idea. It is a busy road and parking is already difficult down it for school pick-up which already frustrates residents. Taking away more parking will make it worse.	Object	The street parking is well utilised during school pick up and drop off, however is largely empty outside of those times, especially on side streets. Should there be an increase in walking and riding to school as a result of the project there will be less pressure on street parking.
290	Object	Kleins - Moxhams to Hammers	Having a cycleway along a busy school street is dangerous. The safer option is to direct bikes down Allambie Avenue and through the pathway to Hammers Road. Then do a separated path up Hammers Road to the roundabout at Kleins so cyclists can continue South.	Change not supported	Allambie Ave is an excellent option for on road riding (and will continue to be), however a safe cycling route along Kleins Road to Moxhams will provide a more coherent regional route. Street parking is well used at school pick up and drop off, however there is significant extra capacity outside of these times.
291	Support	Kleins - Moxhams to Hammers	Great idea to have a raised pedestrian crossing here	Support	Support noted



292	Comment	Churchill to Moxhams	Parking down this side of Fletcher Street between Windsor and Murray St should not be allowed during school pickup and drop-off. Cars park both sides which stop busses going down the street at times and causes congestion	Out of scope	The project does not propose any changes to parking in Fletcher Street.
293	Comment	Out of scope	A better and direct connection between Cumberland hospital and parramatta park would be fantastic. The one way access between Hainsworth and Bridge Rd is a pain for cyclists	Out of scope	Connections to the Park on the western side are beyond the scope of this project, however this has been referred to our internal traffic team for their consideration.
295	Support	Darling Mills Bridge	Support for a new bridge	Support	Support for bridge noted
296	Support	Kleins - Briens to Balfour	Support for the bike path around the dog park, but please ensure that its curvy at all right angles for easy of use on a bike.	Support	Support for shared path through Burlington Memorial Reserve noted, path geometry will be carefully considered at detail design to maximise DDA compliance, enjoyment as well as speed management.
298	Comment	North Parramatta	This path is not suitable as a shared path due to the bus stop. There is no safe width for cyclists, and this is a popular stop being on the free bus route. Proposed new route should extend to join existing shared paths at the stadium.	Resolved within project	The O'Connell Street shared path stops at Grose Street, it provides the interim connection whilst other alternatives between the Leagues Club and River are investigated.
299	Comment	North Parramatta	The path ends here, suggesting that it joins existing shared paths. These existing paths are not suitable as shared paths, especially outside the club at the bus stop. There is no safe access for cyclists on the western side when there are people waiting.	Resolved within project	The O'Connell Street shared path stops at Grose Street, it provides the interim connection whilst other alternatives between the Leagues Club and River are investigated.
300	Support	Darling Mills Bridge	Bridge will be safer than current Church St cycle path where you have to cross driveways. Can we have a bridge like this over Moxhams Creek	Support	Support for bridge noted, an improved shared path across the creek at Moxhams Road is proposed as part of this project.
302	Comment	Cumberland Hwy	The line up to the traffic lights is a nightmare at all times, especially during peak hours. Cars stopping to navigate parallel parking will worsen an already bad situation.	Comment	To access both angled parking and parallel parking cars must stop in the kerbside lane and reverse and have the same impact.
303	Comment	Cumberland Hwy	It's the worst intersection ever. DESPERATE NEED green arrow lights to direct traffics from Kleins road to Briens road in both directions.	Comment	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.
304	Support	Moxhams Roundabout	Fantastic idea	Support	Support for Moxhams roundabout noted
305	Support	Kleins - Moxhams to Hammers	Moss St crossing very necessary for student safety	Support	Support for Moss Street pedestrian crossing noted
306	Support	Moxhams Roundabout	I am very pleased that a roundabout will be constructed here, this is a dangerous intersection.	Support	Support for Moxhams roundabout noted
307	Comment	Churchill to Moxhams	Will council plant trees to shade the shared path?	Resolved within project	Should the project proceed, street trees would be included in the delivery of a shared path.
309	Comment	Churchill North	Love the idea of better bike paths, at this point however is a serious blind spot, dangerous even when in a car to get a break in traffic. Advise a crossing at Berrigan Street crossing Churchill	Resolved within project	A refuge island is proposed in this location as part of the project. This will allow users to effectively cross one direction of traffic at a time, and make it easier to recognise suitable gaps in the traffic.
310	Comment	Hammers Roundabout	No played corner on the private property reduces available verge width compared to the other corners: has widening the road reserve been considered?	Change not supported	At this stage, no property acquisition is proposed as the project can fit within the road reserve.
313	Support	Moxhams Roundabout	The proposed roundabout here will improve outcomes for all road users	Support	Support for Moxhams roundabout noted
314	Support	Kleins Shops	Good design here. Consider reviewing parking restrictions to promote turnover of spaces during business hours.	Support	Support noted, Council's regulatory services have been advised of the overparking issue.
315	Support	Kleins Shops	Good compromise design here. Consider reviewing parking restriction exemptions to promote turnover of spaces during business hours.	Support	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.
316	Support	Darling Mills Bridge	This connection will make Parramatta so much more accessible from the north	Support	Support for bridge noted
319	Comment	Cumberland Hwy	The road gets severely stressed and defected by heavy trucks/buses from the industrial area, bypass from Church Street/Boundary Road and the Northmead Bus Depot. Road improvements required which can take on this type of traffic.	Comment	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.
320	Comment	Cumberland Hwy	Definitely an overpass/underpass needed here.	Comment	At 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.
321	Object	Kleins - Moxhams to Hammers	do not have separated paths here. Street parking should remain. There is already traffic chaos at school times and the school is intended to grow in student population over the coming years	Object	The street parking is well utilised during school pick up and drop off, however is largely empty outside of those times, especially on side streets. Should there be an increase in walking and riding to school as a result of the project there will be less pressure on street parking.

322	Comment	Kleins - Moxhams to Hammers	bike path should not swap sides, should remain on western side of Kleins rd.	Change not supported	The bike path is proposed on the opposite side of the school to retain pick up / set down parking on the school frontage and minimise potential conflict.
323	Comment	Kleins - Hammers to Briens	Suggest the existing footpath become a shared path rather than separated paths. Parking should remain on street. Revamp existing paths	Change not supported	A separated path along Kleins Road is preferred as the anticipated speeds and volumes are higher, therefore pedestrians and cyclists should be provided their own path where space allows. Detailed parking studies have demonstrated there is a significant surplus of street parking on Kleins Road and the adjacent streets throughout the day.
324	Comment	Kleins - Briens to Balfour	needs a pedestrian crossing here and a roundabout	Change not supported	A roundabout at the corner of Beamish and Kleins is not proposed as part of this project. A pedestrian crossing is not warranted at the intersection, however kerb build outs are proposed as part of the project to assist pedestrians in crossing Kleins Road.
325	Comment	Kleins - Briens to Balfour	Needs a crossing	Change not supported	Pedestrian crossing demand is not high enough to warrant a crossing at the intersection of Kleins and Beaufort, however kerb build outs are proposed as part of the project to assist pedestrians in crossing.
327	Comment	Kleins Shops	The removal of angled parking will reduce the number of bays causing an even worse problem in an already congested residential area.	Comment	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.
330	Comment	Kleins - Hammers to Briens	There are customers who occasionally park along the no stopping zone here to visit the shops. This obstructs traffic flow joining from Briens Rd and south Kleins Rd. This situation will worsen with the lack of parking spaces at the shops.	Comment	The issue of drivers parking north of Briens Road in Kleins Road within the no stopping area will be passed onto Council's regulatory services for their consideration on an appropriate course of action. If the project proceeds, there would be a concrete block that prevents anyone from parking and remove this issue entirely.
331	Comment	Kleins Shops	The reduction of parking bays and converted timed bays will increase parking along these streets making it more difficult for residents to enter and exit our driveways at peak hours as drivers park too close to our driveway entrances, sometimes blocking.	Comment	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.
332	Comment	Cumberland Hwy	I've lived here for many years and seen many fatal accidents at this intersection. To endorse cyclists (especially youngsters) at this intersection would be very irresponsible.	Comment	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.
333	Comment	Kleins - Hammers to Briens	Our vehicles are at risk of getting hit by cyclists who come speeding down the hill from North Kleins Rd as we exit our driveways. We are already experiencing this danger with electric bikes and Uber riders speeding down the hill.	Comment	Any driver entering or exiting a driveway must take due care give way to all users on the path, and this currently would include anyone under the age of 16 riding or scootering on the footpath that is close to the property boundary. If the project proceeds, drivers would need to also give way to cyclists on the path, however cyclists would be further away from the driveway entrance and will be slowed down by traffic lights and the tight turns needed to navigate the priority crossings on side streets.
334	Comment	Kleins Shops	We need more parking bays here not fewer to help support these local businesses here.	Comment	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.
335	Support	Churchill to Moxhams	Support a off-road shared path. The current narrow bridge and on-road options are the only reasons I don't cross between the suburbs.	Support	Support for Moxhams shared path noted
336	Object	Cumberland Hwy	Parramatta Council Can't fix the potholes in our B Streets let alone new infrastructure. The intersection of Briens & Kleins Roads is a dangerous intersection for cars. If you add bicycles, it will not end well.	Object	There are no significant changes proposed at the intersection of the Briens Road and Kleins Road, bicycles will use the western leg of the intersection as pedestrians and anyone under the age of 16 does currently.
337	Support	Churchill to Moxhams	The proposed cycleway would be a huge benefit for the Winston Hills and Northmead community. It would make the commute to Parramatta Park and the CBD safer, especially for those riding with children.	Support	Support for whole project noted
338	Object	Churchill to Moxhams	There isn't enough verge width to safely accommodate shared path plus bus stop infrastructure here. Instead the off-road path behind NBC seems a better suggestion.	Change not supported	Due to topographical and ecological constraints a path behind Northmead Bowling Club is not feasible.
339	Support	Cumberland Hwy	Use this change as an opportunity to add a phase to the lights per other comments	Comment	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.
340	Support	Kleins - Briens to Balfour	Plenty of space to make this happen along this stretch	Support	Support for bike path on Kleins noted
341	Support	Kleins - Hammers to Briens	Separated path is an excellent choice along here	Support	Support for Kleins Road bike path noted.
342	Support	Churchill to Moxhams	The higher this connection can be the better	Support	Support for Moxhams shared path noted
343	Support	Kleins - Moxhams to Hammers	This is tight, best if some additional footpath width can be acquired from the school	Change supported	It is unlikely additional width will be needed due to anticipated speed and volumes, however Council may request a splay at the corner to improve manoeuvring space, particularly if the roundabout proceeds.

344	Support	Kleins - Moxhams to Hammers	An off-road cycling option here will be great	Support	Support for Hammers shared path noted
345	Comment	Kleins - Moxhams to Hammers	Sections of the bike corridor along schools should have extra bike racks with enough separation to allow for parents doing pick up/drop off on cargo bikes	Out of scope	Schools Infrastructure NSW has indicated it will look to increase the number of bike racks at Northmead Primary.
346	Comment	Hammers Roundabout	should consider a Dutch style roundabout as they're safer for pedestrians, cyclists and motorists	Change not supported	A Dutch style roundabout would not work at Hammers / Kleins as there is not enough room for a cyclist crossing on the eastern leg.