

# Parramatta to Sydney Foreshore Link

## Early delivery segments

Community Consultation Report  
July 2024

### Contents

Background .....	3
Consultation methods .....	5
Notification methods.....	5
Consultation summary .....	5
Collaborate reach .....	5
Digital promotions reach .....	5
Results .....	6
Feedback summary.....	7
Level of support for elements of the early delivery segments .....	8
Feedback results: Segment 1 – Shadrack Shaw Reserve .....	10
Feedback results: Segment 2 – Wire Mill Reserve .....	12
Feedback results: Segment 3 – Campbell & Lysaght Parks .....	13
Feedback results: Segment 4 – The Bay Run .....	15
Feedback via email – four submissions .....	16
Participant demographics – Collaborate survey.....	17
Face to face drop-in session.....	18
Next steps .....	18
Appendices .....	19
Appendix A. Survey questions .....	19
Appendix B. Notification methods .....	21
Appendix C. Notification letter distribution areas .....	25
Appendix D. Collaborate project page performance .....	26
Appendix E. Communications report .....	27
Appendix F. Detailed survey results (verbatim, de-identified) .....	28

## List of tables

<b>Table 1:</b> Description of early delivery segments .....	4
<b>Table 2:</b> Social media post performance .....	27
<b>Table 3:</b> Newsletter reach.....	27

## List of figures

<b>Figure 1:</b> Map of early delivery segment locations. ....	3
<b>Figure 2:</b> Graphic representation of support levels for elements of the early delivery segments. ....	8
<b>Figure 3:</b> Distribution of comments received across early delivery segments. ....	9
<b>Figure 4:</b> Level of support for Segment 1 - Shadrack Shaw Reserve.....	10
<b>Figure 5:</b> Level of support for Segment 2 - Wire Mill Reserve. ....	12
<b>Figure 6:</b> Level of support for Segment 3 - Campbell and Lysaght Parks. ....	13
<b>Figure 7:</b> Level of support for Segment 4 - The Bay Run. ....	15
<b>Figure 8:</b> Segment 1 - Shadrack Shaw Reserve survey participant demographics.....	17
<b>Figure 9:</b> Segments 2 and 3 - Wire Mill Reserve and Campbell and Lysaght Parks survey participant demographics.....	17
<b>Figure 10:</b> Segment 4 - The Bay Run survey participant demographics. ....	18
<b>Figure 11:</b> 4-page notification letter.....	21
<b>Figure 12:</b> Early delivery segments factsheet.....	23
<b>Figure 13:</b> Facebook posts.....	23
<b>Figure 14:</b> Extract from City of Canada Bay News.....	24
<b>Figure 15:</b> Collaborate project page performance. ....	26
<b>Figure 16:</b> Destination referral types to Collaborate project page. ....	26

## Background

The Parramatta to Sydney Foreshore Link is a program of work identified by Transport for NSW to deliver a 91km continuous active transport link that will connect Parramatta Park to the Sydney Opera House/Royal Botanic Gardens.

Projects proposed as part of the Parramatta to Sydney Foreshore Link are funded by Transport for NSW for delivery by local Councils.

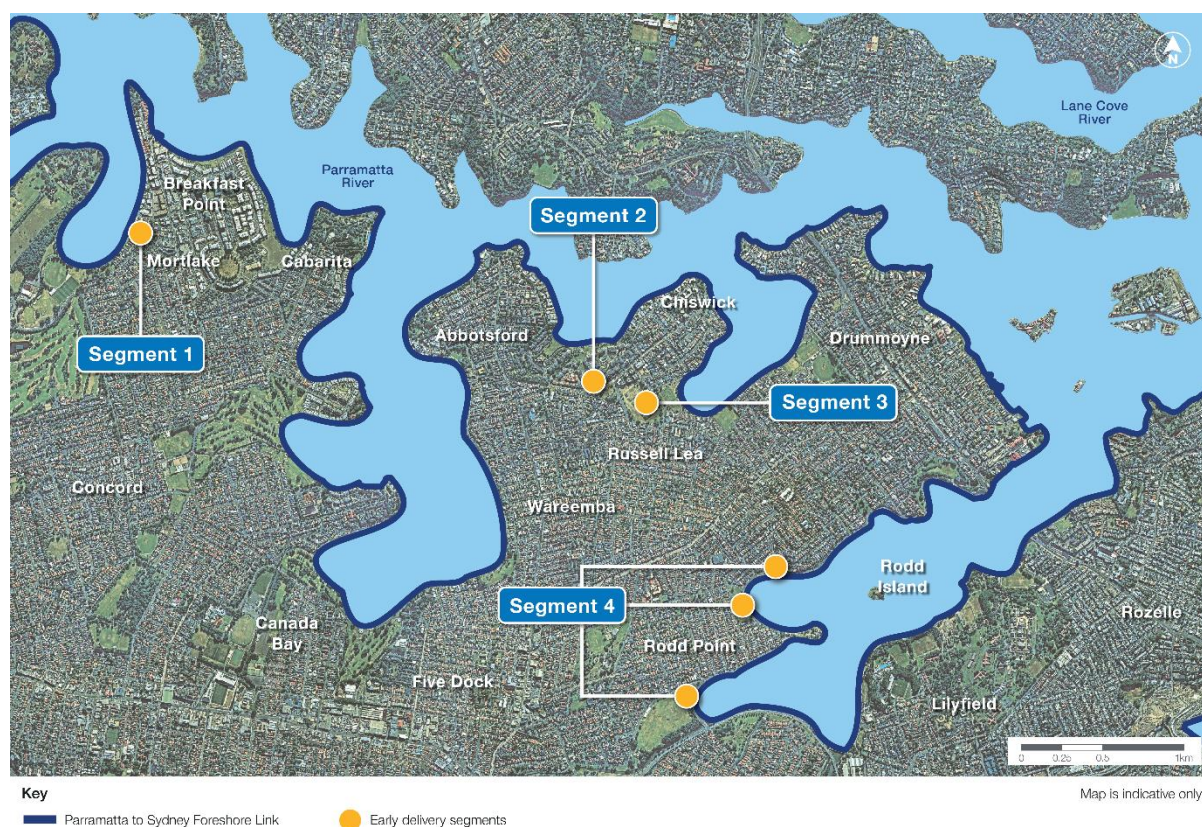
### Early delivery segments

Four segments were identified for early delivery in the City of Canada Bay to improve access to and along the foreshore at key locations based on the following criteria:

- The project is in an area that can be easily upgraded
- The project provides immediate improvements for people walking and riding bikes
- The project showcases the benefits of more connections to and along the foreshore and demonstrates the benefits of the Parramatta to Sydney Foreshore Link.

Council consulted on the early delivery segments listed in Table 1 below from 22 November to 20 December 2023. This report summarises feedback received during the consultation period.

Figure 1 below shows the location of the early delivery segments.



**Figure 1:** Map of early delivery segment locations.

A description of each segment is provided in Table 1.

**Table 1:** Description of early delivery segments

Segment name	Segment description
<b>Segment 1 – Shadrack Shaw Reserve</b>	<ul style="list-style-type: none"> <li>Building a new 3.5m wide shared path through Shadrack Shaw Reserve connecting Kingston Avenue and Nashs Lane</li> <li>Installing signage, lighting and line marking along the new path.</li> </ul>
<b>Segment 2 – Wire Mill Reserve (connects to Segment 3)</b>	<ul style="list-style-type: none"> <li>Widening the existing footpath through Wire Mill Reserve to provide a 3.5m wide shared path connecting Bechert Road and Blackwall Point Road</li> <li>Installing signage, lighting and line marking along the new path.</li> </ul>
<b>Segment 3 – Campbell and Lysaght Parks (connects to Segment 2)</b>	<ul style="list-style-type: none"> <li>Upgrading the existing pedestrian refuge on Blackwall Point Road to provide a 3.5m wide raised shared crossing</li> <li>Building a new 3.5m wide shared path through Allison Park (between Blackwall Point Road and Parkview Road)</li> <li>Building a new raised shared crossing on Parkview Road to connect Allison Park and Campbell Park</li> <li>Widening the existing footpath through Campbell Park and along Bibby Street to provide a 3.5m wide shared path</li> <li>Upgrading the existing pedestrian refuge on Bibby Street to provide a 3.5m wide raised shared crossing connecting Campbell Park and Lysaght Park</li> <li>Building a new raised pedestrian crossing on Bibby Street, near Swannell Avenue</li> <li>Building a new 3.5m wide shared path on Bibby Street and Byrne Avenue to connect the new raised shared crossing with the existing shared path along the foreshore</li> <li>Installing signage and line marking along the new paths.</li> <li>Planting new trees and vegetation where feasible to provide additional shade cover and improve visual amenity.</li> </ul>
<b>Segment 4 – The Bay Run</b>	<p>Upgrading the existing refuge islands at:</p> <ul style="list-style-type: none"> <li><b>Henley Marine Drive, near Millar Street</b> to provide a raised pedestrian crossing, improving pedestrian safety in this area of the Bay Run</li> <li><b>Henley Marine Drive at Nield Park</b> to provide a raised pedestrian crossing. This crossing will be wider than a standard pedestrian crossing to support potential future opportunities for a shared crossing at this location (pending future planning and funding decisions)</li> <li><b>Timbrell Drive at Timbrell Park</b> to provide a raised pedestrian and bike crossing. This crossing will connect into the separated pedestrian and bike paths on the Bay Run to help both bike riders and pedestrians enter and exit the Bay Run safely.</li> </ul>

## Consultation methods

The following consultation methods were used:

- Collaborate surveys (see [Appendix A](#) for list of questions)
- Face to face drop-in session held on the Bay Run on Saturday 2 December 2023
- Meeting in Shadrack Shaw Reserve with nearby residents on Tuesday 6 February 2024
- Feedback via phone and email.

## Notification methods

Council implemented the following methods to notify the community of this consultation:

- Notification letter delivered to 4,013 residents and 138 businesses
- Collaborate project page: <https://collaborate.canadabay.nsw.gov.au/PSFL>
- Early delivery segments factsheet (available on Collaborate project page)
- Social media
- Feature on page 10 of City of Canada Bay News printed newsletter distributed to approximately 33,000 households
- Top story in City of Canada Bay e-Newsletter distributed on 12 December 2023
- Direct email campaign to database from previous consultations.

See [Appendix B](#) for copies of the notification materials and [Appendix C](#) for the notification letter distribution areas.

Transport for NSW also implemented the following methods to advertising this consultation and direct participants to Council's Collaborate page:

- Direct email to their database subscribed to receive updates
- Displaying the early delivery segments on their Parramatta to Sydney Foreshore Link Social Pinpoint site: <https://tfsw.mysocialpinpoint.com.au/parramatta-to-sydney-foreshore-link#/>
- Publishing information about the consultation on the Transport project page: <https://www.transport.nsw.gov.au/projects/current-projects/parramatta-to-sydney-foreshore-link>

## Consultation summary

### Collaborate reach

- 2,654 page views
- 1,639 unique site visitors
- 46 people following the project for updates.

See [Appendix D](#) for details of the page performance.

### Digital promotions reach

#### Social media

This consultation was promoted via 2 x Facebook posts; the first on 6 December and the second on 18 December 2023.

Collectively, these posts reached 15,202 people and achieved 213 engagements (clicks, likes, comments, and shares).

#### Direct email campaigns

- **Council:** On 22 November 2023, Council emailed all previous 3,342 Collaborate users who have subscribed to receive email notifications of active consultations
- **Transport for NSW:** On 14 December 2023, Transport emailed 49 people who have subscribed to receive email updates about the Parramatta to Sydney Foreshore Link.

See [Appendix E](#) for more details.



## Results

### Collaborate survey design

It should be noted that the Wire Mill Reserve and Campbell and Lysaght Parks segments were included in the same survey due to the segments being geographically adjacent to one another. The Campbell and Lysaght Parks and Bay Run segments also included multiple scope elements.

To account for this, participants were requested to provide feedback via a separate question for each scope element in the Collaborate surveys, so each survey submission may include multiple pieces of feedback for consideration. Each question response has been identified as an individual comment for the purpose of analysis. 107 comments were received for consideration from 47 surveys completed by participants.

[Appendix A](#) includes a copy of the Collaborate surveys. A copy of the responses received to each survey are available in [Appendix F](#).

### Total submissions

- 47 participants completed the survey (including one hard copy survey submitted at the drop-in session) providing 107 comments for consideration
  - 20 people completed the survey for C12 Shadrack Shaw Reserve
  - 11 people completed the survey for C46 Wire Mill Reserve and C47 Campbell & Lysaght Park
  - 16 people completed the survey for C61 The Bay Run
- Four email submissions providing seven comments for consideration
- One duplicate hard copy survey submitted at drop-in session (duplicate submissions were removed so that all participants are given one voice).

### Comments received for early delivery segments

Below is a breakdown of the total number of comments received via the Collaborate surveys and email submissions for each element of the early delivery segments.

- 114 comments received from 51 participants
  - **C12 Shadrack Shaw Reserve:** 20 comments about the shared path
  - **C46 Wire Mill Reserve:** 10 comments about the shared path
  - **C47 Campbell and Lysaght Parks:** 48 comments, made up of:
    - Allison Park, Campbell Park & Lysaght Park shared paths: 13 comments
    - Shared crossing and parking changes on Parkview Road: 11 comments
    - Shared crossing on Blackwall Point Road: nine comments
    - Bibby Street crossing at Swannell Avenue: 11 comments
  - **C61 The Bay Run:** 40 comments, made up of:
    - Henley Marine Drive, near Millar Street: 13 comments
    - Henley Marine Drive at Nield Park: 13 comments
    - Timbrell Drive at Timbrell Park: 14 comments
- 35 comments received about the Parramatta to Sydney Foreshore Link or local walking and bike riding routes. This feedback is summarised below however comments have not been included in the analysis of community feedback on the early delivery segments.

## Feedback summary

Feedback received during the consultation period demonstrates overall support for the early delivery segments proposed as part of the Parramatta to Sydney Foreshore Link. The majority of participants identified themselves as living close by to the segments and frequently riding bikes through these areas indicating that most participants are recreational or commuter cyclists.

### **Segment 1 – Shadrack Shaw Reserve**

Participants who provided feedback on this segment were predominantly residents of streets adjacent to the reserve. While these residents support the shared path in principle, they did note concerns about the width of the shared path and potential impacts to mangroves and wildlife as well as potential impacts to the amenity, security and access to their properties. Council officers will continue discussions with these residents during the design process after the consultation period.

### **Segments 2 and 3 – Wire Mill Reserve and Campbell and Lysaght Parks**

The shared path upgrades were generally well supported, however participants queried the alignment of the shared path through Wire Mill Reserve for cyclists compared to alternative routes. The proposed crossing upgrades on Parkview Road and Blackwall Point Road were also well supported, however feedback indicated that the proposal to provide two crossings on Bibby Street was not as strongly supported. Participants indicated a preference to consolidate the multiple crossing locations on Bibby Street to minimise impacts to traffic.

### **Segment 4 – The Bay Run**

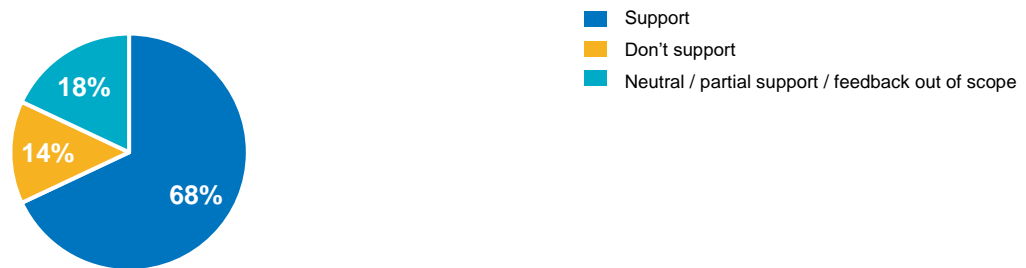
Participants showed overwhelming support for the proposed crossing upgrades on the Bay Run. Feedback indicated that improving safety and journey experience for people walking and riding bikes is needed on the Bay Run, particularly in areas that experience traffic congestion. Consideration of signage and traffic calming measures to reduce vehicle speeds were also noted as important to participants.

### **Parramatta to Sydney Foreshore Link - general feedback on program**

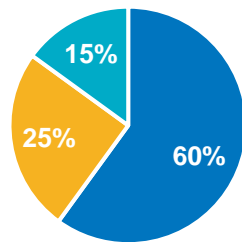
In addition to specific feedback regarding the early delivery segments, participants were invited to provide general feedback on the wider Parramatta to Sydney Foreshore Link program. Feedback demonstrated a concern for the lack of clarity provided by Transport for NSW and Council regarding the approach to deliver segments through sections of privately owned property. This was reinforced by a sentiment that the full program must be delivered to realise the benefits of a fully connected continuous foreshore link. Participants also acknowledged longstanding community support for non-early delivery segments, such as the Friend Avenue boardwalk and Lyons Road West bike lane, indicating that these more significant segments of the program would deliver more meaningful and widespread benefits than the proposed early delivery segments.

## Level of support for elements of the early delivery segments

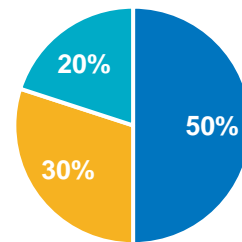
### Overall support



### Segment 1 – Shadrack Shaw Reserve

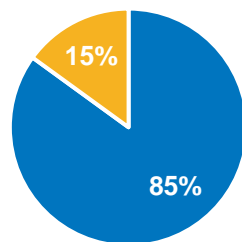


### Segment 2 – Wire Mill Reserve

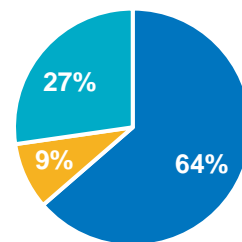


### Segment 3 – Campbell and Lysaght Parks

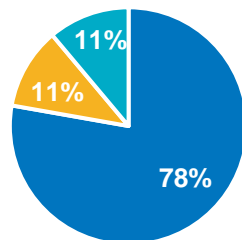
#### Shared paths



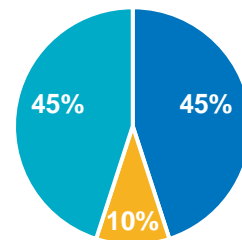
#### Parkview Road shared crossing & parking changes



#### Blackwall Point Road crossing

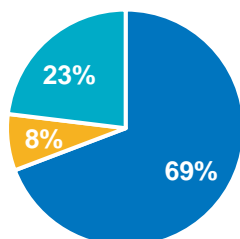


#### Bibby Street crossings

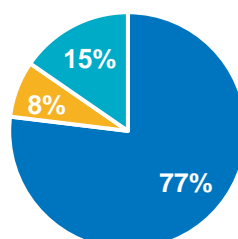


### Segment 4 – The Bay Run

#### Millar Street crossing



#### Nield Park crossing



#### Timbrell Park crossing

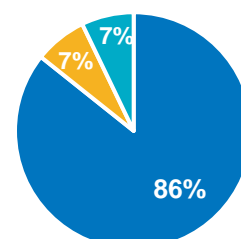
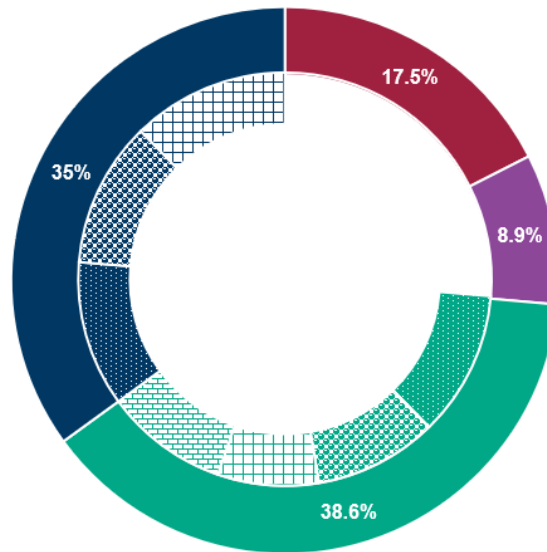


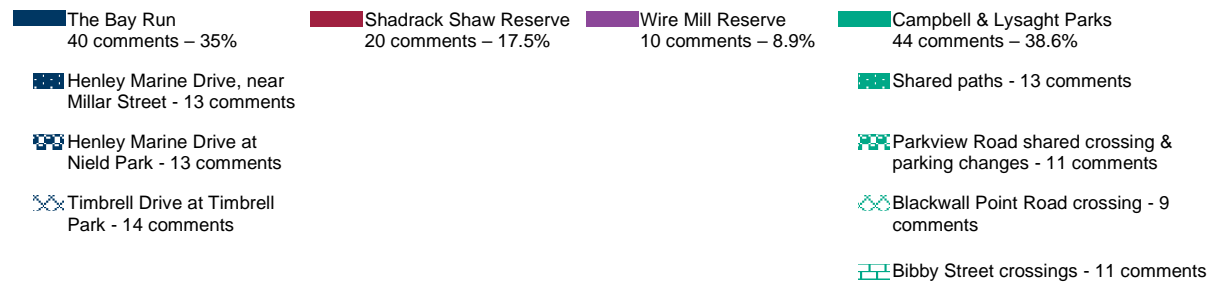
Figure 2: Graphic representation of support levels for elements of the early delivery segments.



## Distribution of comments received across PSFL early delivery segments

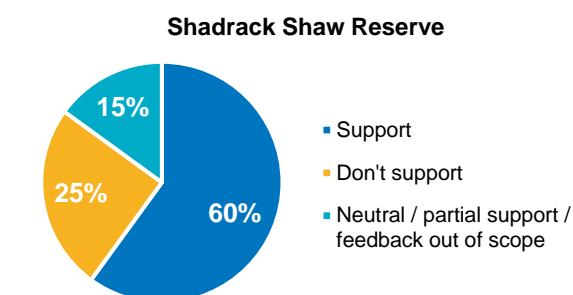


### Total comments: 114



**Figure 3:** Distribution of comments received across early delivery segments.

## Feedback results: Segment 1 – Shadrack Shaw Reserve



**Figure 4:** Level of support for Segment 1 - Shadrack Shaw Reserve.

### Overall support of this segment

Analysis of the comments submitted via email and the Collaborate survey indicate a strong level of support for the shared path through Shadrack Shaw Reserve.

Of the 20 comments received:

- 12 support the segment – 60%
- Five do not support the segment – 25%
- Three were of neutral sentiment or provided feedback outside of the proposed scope – 15%.

### Emerging themes

Emerging themes in support of this segment include:

- Improved safety and priority for pedestrians and cyclists
- Need for path to be accessible and meet needs of all users
- Ongoing consultation with nearby residents, Bushcare groups and other groups recommended during project development
- Consideration to be given to alignment of path and lighting to reduce impacts to nearby residents and wildlife and make the most of 'free play' space in the reserve for recreation/meandering.

Emerging themes opposing, or of concern, about this segment include:

- Concerns from nearby residents about impacts of construction and use of path including lighting, property access and security, mangroves and local birdlife/wildlife
- Concerns about loss of amenity for locals and users of the reserve e.g. children playing soccer, picnics etc.
- Segment does not connect to other major routes in the area e.g., Majors Bay Reserve, Concord Foreshore Trail.

Other themes – consultation with nearby residents

Several residents provided feedback about the shared path and some matters which were not directly relevant to the early delivery segments. Council carried out additional consultation with nearby residents in February 2024 to better understand areas of support and concern for the shared path.

Feedback received about the shared path during the meeting with residents included:

- Residents questioned the need for the shared path if the Majors Bay Reserve Boardwalk goes ahead
- Strong local sentiment towards Jacaranda trees adjacent to Kingston Avenue and support for them to be retained
- Historical flooding/drainage issues in Shadrack Shaw Reserve should be taken into consideration during design of path
- Request for path to be as narrow as possible and aligned close to the mangroves to retain as much green space as possible for local children who use the reserve to play
- Safety concerns for drivers and cyclists when the shared path and cycle route joins Kingston Avenue near a private driveway and meets the intersections at Orton Avenue and Deakin Street
- Request for careful consideration be given to the need for lighting along the path, and the type of lighting chosen if required. Residents are concerned about light spill and privacy, as well as impacts of lighting on wildlife.

### Example submissions

*"This is a much-needed piece of connecting pathway. My husband and I often walk down to the end of Bertram Street and walk through this reserve. The pathway will make this a much nicer experience and will encourage others to use this reserve also."*

*"I strongly support this path. As a cyclist, I ride from Five Dock and ride through Breakfast Point/Mortlake towards the bike lane on Norman St, Concord, and this is a very awkward area - riding up the narrow Nashs Lane and having to get off and lift the bike onto Orton Ave. This will make a big difference and make me come this way very often.*

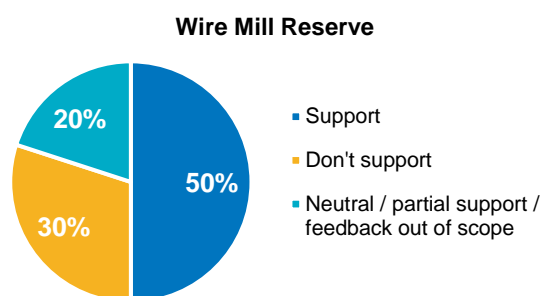
*It occurs to me that as bikes will likely enter at either end via the road, it may be worth having the path separate into pedestrian and cycle lanes (like the Bay Run) so that the cyclists and pedestrians do not have to cross over with the chance of collision that follows from that."*

*"Why does the path need to be 3.5 metres wide. The park is tiny, it is hardly used by anyone and the 3.5m pathway is an overkill. It also puts more concrete hardstand down when everyone should be doing whatever is possible to avoid more hardstand. This size of hardstand just adds to the over environmental impact of more concrete and tarmac.*

*If there needs to be a concrete path make it 2 metres shared bike and walkers path. Council are trying to grow trees in this park, give them a chance to grow and don't remove them for this path.*

*Generally there is far too much park land being covered up with concrete paths, car parks and building works. Rising temperatures start locally with less trees and more hardstand are major contributors."*

## Feedback results: Segment 2 – Wire Mill Reserve



**Figure 5:** Level of support for Segment 2 - Wire Mill Reserve.

### Overall support of this segment

Analysis of the comments submitted via email and the Collaborate survey indicate a reasonable level of support for the shared path through Wire Mill Reserve.

Of the 10 comments received:

- Five support the segment – 50%
- Three do not support the segment – 30%
- Two were of partial support and included suggested amendments to the path alignment – 20%.

### Emerging themes

Emerging themes in support of this segment include:

- Continuity in cyclist journeys and giving priority to recreation activities over vehicle journeys.

Emerging themes opposing, or of concern, this segment include:

- Concerns about impact of increased pedestrian and cyclist activity on the local neighbourhood and public amenity
- Suitability/convenience of route for cyclists.

Other themes

Suggested alternative routes for cyclists included:

- Consider route via Blackwall Point Road rather than from Bechert Road
- Include a 'Y junction' in the reserve near Bechert Road to provide a connection on to Windward Parade for cyclists
- Consider route travelling west on Blackwall Point Road from Allison Park to Great North Road, connecting to Walton Crescent in Abbotsford.

### Example submissions

*"I support the proposed change. The location and wide of the path are good."*

*"I think it would be ideal time have the shared path via Blackwall Point Rd rather than from Bechert Rd. The number of users seem to be minimal from Bechert Rd."*

*"The proposed pathway from Bechert Rd to Blackwell point Rd will be great for the community for walking only. However, the proposed route for the bicycles is to bypass further northwest of Wire mill reserve. This I do not agree with as the alternative route will be a small section of Bechert Rd following onto Winward Parade which is a private road. Down this road is a 10kmhr speed limit and an old peoples home. I believe that bicycles speeding through this street will disrupt the local community and cause chaos on the intersection with lots of cars with regular stopping for the Italian restaurant and convenience store all hours of the day..."*

## Feedback results: Segment 3 – Campbell & Lysaght Parks

### Overall support of this segment

Analysis of the comments submitted via email and the Collaborate survey indicate a strong level of overall support for the scope of this segment.

Of the 44 comments received:

- Shared paths through Allison Park, Campbell Park & Lysaght Park shared paths
  - 11 of 13 support – 85%
  - Two of 13 do not support – 15%
- Shared crossing and parking changes on Parkview Road
  - Seven of 11 support – 64%
  - One of 11 does not support – 9%
  - Three of 11 partially supports these changes – 27%
- Shared crossing on Blackwall Point Road
  - Seven of nine support – 78%
  - One of nine does not support – 11%
  - One of nine partially supports – 11%
- Bibby Street crossings
  - Five of 11 support – 45%
  - One of 11 does not support – 10%
  - Five of 11 partially supports – 45%, including three comments supporting consolidation of crossings on Bibby Street.

### Emerging themes

Emerging themes in support of this segment include:

- Combination of improved crossings and new shared paths to improve journeys for park users
- Improve safety and continuity for cyclist and pedestrian journeys, prioritising recreation over vehicle journeys
- Provision of shared crossings in all locations and consolidate the number of crossings on Bibby Street
- Support for the delivery of the Chiswick Shortcut.

Emerging themes opposing, or of concern, this segment include:

- Separated paths preferred over shared paths for commuter cyclists
- Cyclist route needs to be informed by usage data
- Safety concerns of shared path adjacent to Dog Off-leash Area.

### Example submissions

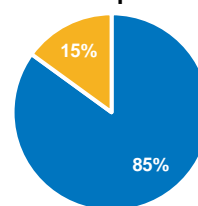
*“Overall the walking and bicycle track is really great for the community. Another 3 speed bumps in the area is a bit overkill and perhaps only 1 is needed on Bibby St.”*

*“I support the proposed change. The location and wide of the path, including the new path along Bibby St and Byrne Ave, are good.”*

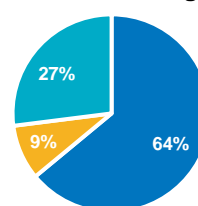
*“Good idea. Anything to slow cars down in the area. Parkview is wide and quiet, which would encourage drivers to go faster.”*

*“This is a great idea through Allison Park. However travelling along Bibby St on a bike during soccer season will be challenging with the number of people that attend Campbell Park. It is already a challenge as a pedestrian*

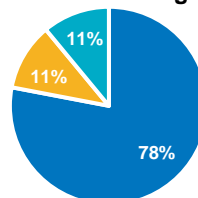
Shared paths



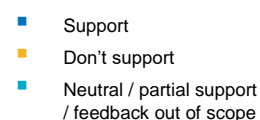
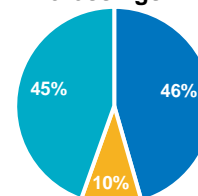
Parkview Road shared crossing



Blackwall Point Road crossing



Bibby Street crossings



**Figure 6:** Level of support for Segment 3 - Campbell and Lysaght Parks.

*with the cars. Adding bikes into the mix presents another challenge. Not sure if you can add the shared path to the other side instead."*

*"I am somewhat indifferent to the [Bibby St/Swannell] crossing in this section as I have not found the current layout difficult."*

*"Lysaght park is a prime example of poor design and ill-conceived ideas. The entire park is an off-leash area for dogs, I have personally had two separate incidents of collisions with dogs running across the shared path. Who in their right minds has riders cycling where dogs are running about uncontrolled? Add to that the recent shared path addition that runs parallel to Byrne Ave, arguably the worst concrete surfacing ever offered to cyclists (it's simply too rough and bumpy to ride along.....it literally rattles the fillings out of your teeth) and that all but guarantees that most riders would rather take their chances on the road. Shared paths are simply too dangerous for riders to use as commuting routes."*



## Feedback results: Segment 4 – The Bay Run

### Overall support of this segment

Analysis of the comments submitted via email and the Collaborate survey indicate a strong level of overall support for the scope of this segment. Of the 40 comments received:

- Henley Marine Drive, near Millar Street
  - Nine of 13 support – 69%
  - One of 13 does not support – 8%
  - Three of 13 partially supports – 23%
- Henley Marine Drive at Nield Park
  - 10 of 13 support - 77%
  - One of 13 does not support – 8%
  - Two of 13 partially support – 15%
- Timbrell Drive at Timbrell Park
  - 12 of 14 support – 86%
  - One of 14 does not support – 7%
  - One of 14 partially supports – 7%

### Emerging themes

Emerging themes in support of this segment include:

- Support for improved safety and priority for pedestrians and cyclists provided by safer and additional crossing locations
- Locations proposed would benefit from designated crossings as they are heavily used and experience congestion
- Additional signage/traffic calming measures should be investigated to help vehicles be aware of need to give way at upgraded crossings.

Emerging themes opposing this segment include:

- Justification of cost to upgrade existing refuge islands that are serving their purpose.

Other themes

- Reduce speed limit on Henley Marine Drive to 40km/h.

### Example submissions

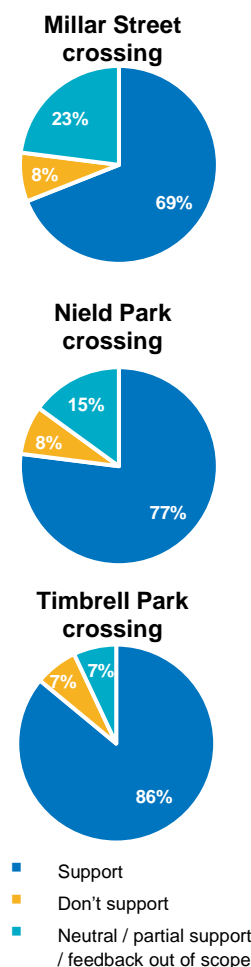
*“A good initiative, there simply aren’t enough safe crossing anywhere on Henley Marine dr, and this is the most widely used crossing point for commuter riders going to and from the city.”*

*“There is a lot of traffic here, and many people crossing to the Nield Park Cafe, so this seems like a really good upgrade. I would also like to see the speed limit dropped in the area (e.g., to 40km/h), so that cars don’t accelerate away from the crossing, which I think would be a disruptively noisy backdrop to the cafe .”*

*“No brainer. Lots of activity here during the week with the cafe, sports field and bay run users.”*

*“I object to the raised crossing proposal. The pedestrian refuge have only been in place for a short time and works very well.*

*There is no need for yet another raised crossing in the area. Council has gone overboard recently with the installation of these crossings in the area. This site in particular is a major access point to the new Westconnex system and it will cause an unnecessary bank up of traffic and cause confusion for drivers.*



**Figure 7:** Level of support for Segment 4 - The Bay Run.

*These crossings are not required as the refugees are doing exactly what they are designed for. I ride around the area and use these refugees regularly. They allow the cyclist to focus only on the road traffic so they can cross when it is safe. If these are upgraded to a pedestrian crossing motorists are left uncertain to the cyclist intention when they approach. Some Cyclists will enter the crossing believing they have right of way without giving warning to drivers of their intention to cross.*

*The onus should be on the cyclist or pedestrian to make a safe crossing when it is safe to do so. A pedestrian crossing on this site creates confusion and uncertainty.”*

## Feedback via email – four submissions

Council received four emails providing feedback on the Parramatta to Sydney Foreshore Link and early delivery segments.

Three emails related to the scope of the early delivery segments. This feedback has been included in the above analysis:

- One email supporting the Campbell and Lysaght Parks segment
- One email supporting the Wire Mill Reserve and Campbell and Lysaght Parks segments
- One email providing general feedback about minimising impacts to mangroves, waterways and water birds (without explicit support or opposition to the Parramatta to Sydney Foreshore Link or early delivery segments).

One email was not relevant to the scope of the early delivery segments:

- One email opposing the Parramatta to Sydney Foreshore Link program (without specific feedback about the early delivery segments).

## Example submissions:

*“Lack of a pathway into Allison Park has made entry difficult for anyone with a stroller. Considering that much of the equipment is for little ones, this will be greatly appreciated. Also, as a resident of Chiswick often walking to Drummoyne, I will love having a pathway. At the moment, when the ground is wet, there is no access to the Bibby Street & Byrne Avenue segments without walking on the road, or across the grass. Neither of these options appropriate, particularly for anyone with walking difficulties or those with prams or strollers. So, thank you.”*

*“I would like to express my concerns, strong rejection and displeasure for the Parramatta to Sydney Foreshore Link project... This project is destroying the beautiful nature along that part of the foreshore and the natural habitat, ruining a tranquil and natural peninsula.*

*I do not feel there has been adequate consultation and would like to find out where I can submit my objection to this project and particularly the proposed routing through the Abbotsford peninsular, particularly past my home.”*

## Participant demographics – Collaborate survey

### Segment 1 – Shadrack Shaw Reserve

- Approximately 58% of participants live close to the segment
- Approximately 53% of participants frequently ride their bike through the area
- Approximately 32% of participants frequently walk through the area.

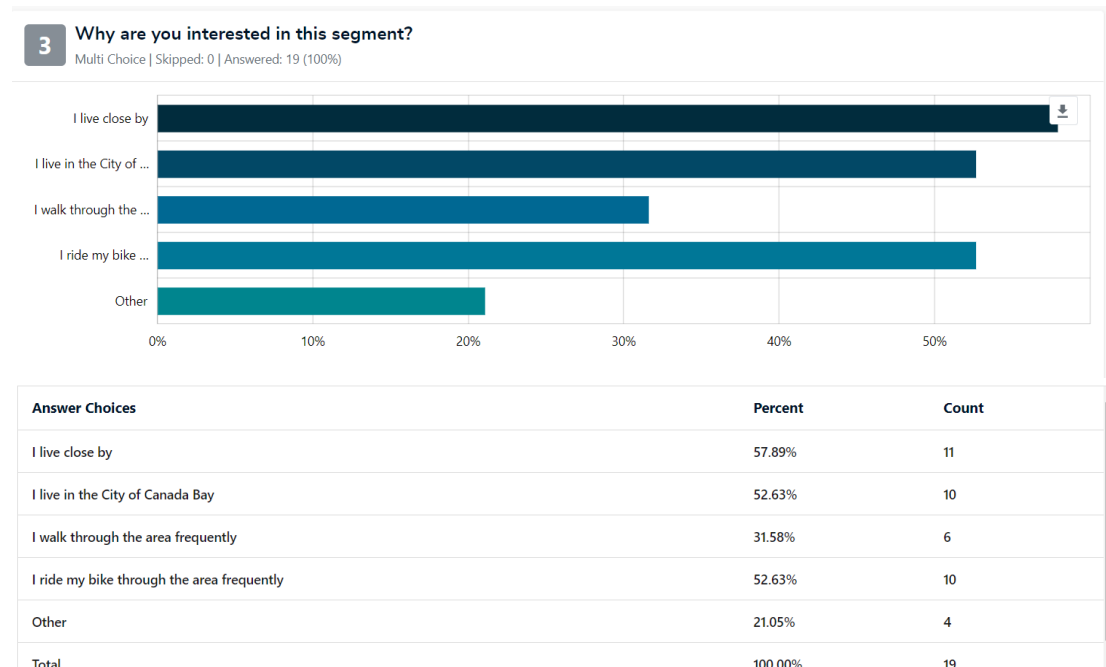


Figure 8: Segment 1 - Shadrack Shaw Reserve survey participant demographics.

### Segments 2 and 3 – Wire Mill Reserve and Campbell & Lysaght Parks

- Approximately 64% of participants live close to the segment
- Approximately 64% of participants frequently ride their bike through the area
- Approximately 55% of participants frequently walk through the area.

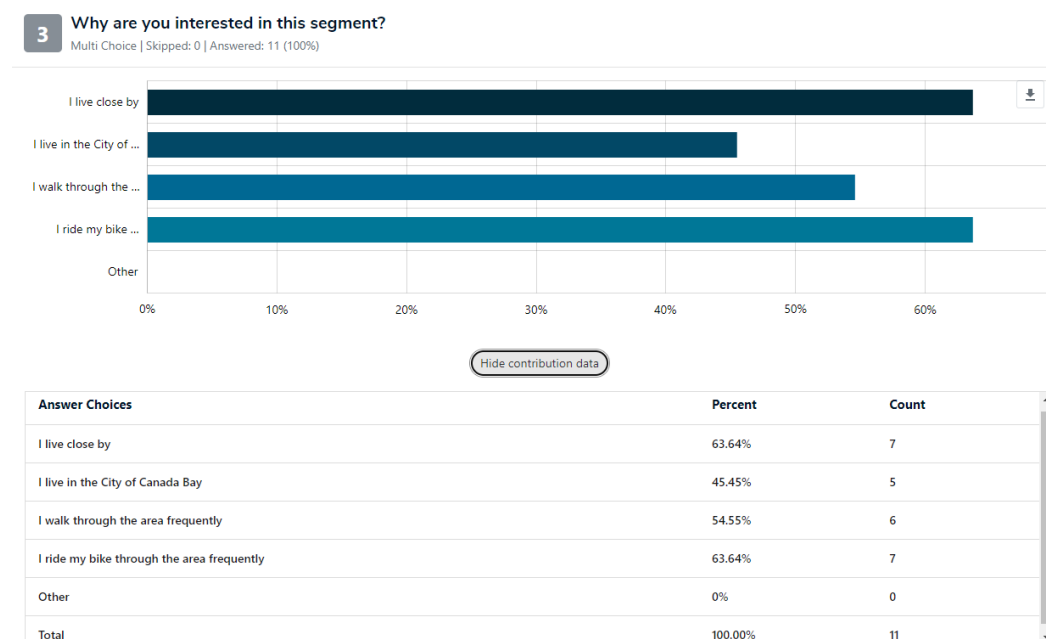


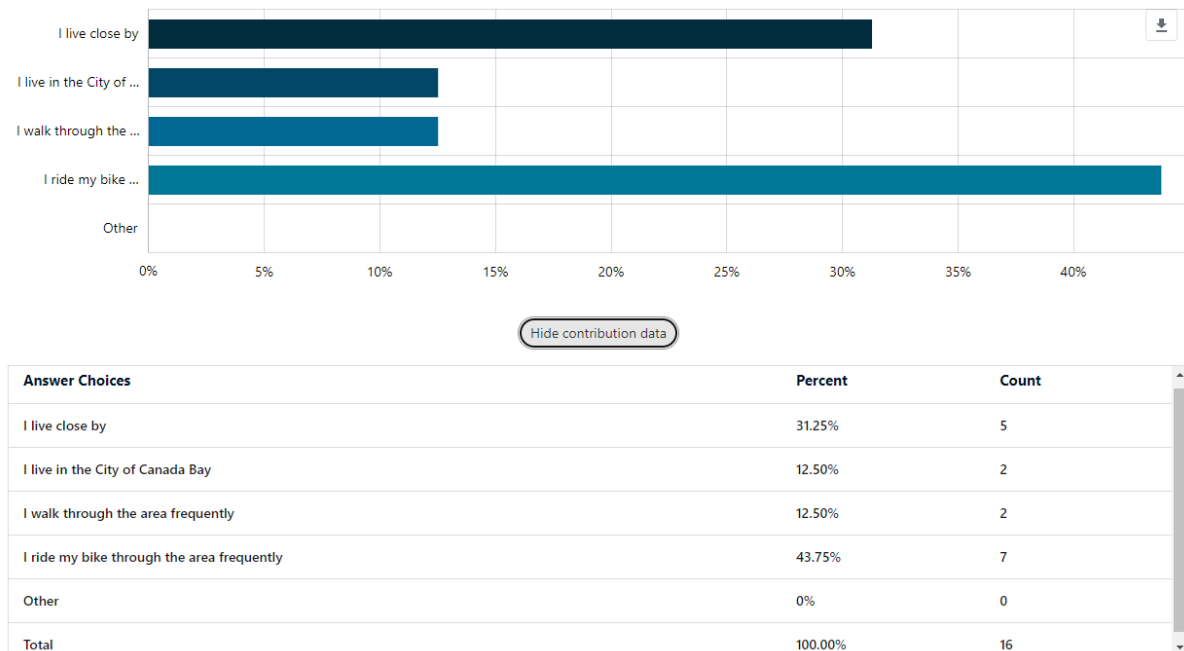
Figure 9: Segments 2 and 3 - Wire Mill Reserve and Campbell and Lysaght Parks survey participant demographics.

## Segment 4 – The Bay Run

- Approximately 31% of participants live close to the segment.
- Approximately 44% of participants frequently ride their bike through the area
- Approximately 12% of participants frequently walk through the area.

### 3 Why are you interested in this segment?

Multi Choice | Skipped: 0 | Answered: 16 (100%)



**Figure 10:** Segment 4 - The Bay Run survey participant demographics.

## Face to face drop-in session

Council hosted a drop-in information session to speak with residents and people who frequently walk and ride their bikes in the area about this consultation. The purpose of this information session was to raise awareness of the consultation, answer any questions and gather further feedback. The information session was held on Saturday, 2 December 2023 from 10am to 2pm on the Bay Run. Approximately 18 members of the community attended the information session, and two hard copy surveys were completed (including one duplicate submitted via Collaborate).

The unique completed survey is included in the above results.

## Next steps

Feedback received during this round of early consultation will be taken into consideration as we move into the design phase.

Moving forward the four segments will be separated into three projects as we undertake the relevant environmental assessments, consultation and project approval requirements for each project. It is expected that the three projects will be defined as:

- Shadrack Shaw Reserve shared path (Segment 1)
- Wire Mill Reserve to Lysaght Park (Segments 2 and 3)
- The Bay Run crossings (Segment 4)

We will continue to keep community updated as these projects progress.

## Appendices

### Appendix A. Survey questions

#### Early delivery segment 1 – Shadrack Shaw Reserve

We want to hear from you!

Feedback closed on 20 December 2023.

*Tell us about you*

---

**Your name:**

**Suburb:**

**Why are you interested in this segment?**

- ☐ I live close by
- ☐ I live in the City of Canada Bay
- ☐ I walk through the area frequently
- ☐ I ride my bike through the area frequently
- ☐ Other (please specify)

*Your feedback on the proposed shared path*

---

**Please provide your feedback on the proposed shared path through Shadrack Shaw Reserve:**

*Do you have any other feedback about the Parramatta to Sydney Foreshore Link?*

---

**Please provide any other feedback about the Parramatta to Sydney Foreshore Link or local walking and bike riding routes:**

#### Segments 2 and 3 - Wire Mill Reserve and Campbell and Lysaght Park

We want to hear from you!

Feedback closed on 20 December 2023.

*Tell us about you*

---

**Your name:**

**Suburb:**

**Why are you interested in this segment?**

- ☐ I live close by
- ☐ I live in the City of Canada Bay
- ☐ I walk through the area frequently
- ☐ I ride my bike through the area frequently
- ☐ Other (please specify)

*Your feedback on the proposed shared paths*

---

**Please provide your feedback on the proposed shared path through Wire Mill Reserve:**

**Please provide your feedback on the proposed shared paths through Allison Park, Campbell Park and Lysaght Park:**

*Your feedback on the proposed crossings and parking changes on Parkview Road*

---

**Please provide your feedback on the proposed raised shared crossing and parking changes on Parkview Road:**

**Please provide your feedback on the proposed raised shared crossing on Blackwall Point Road:**

**Please provide your feedback on the proposed pedestrian crossing on Bibby Street at Swannell Avenue:**

*Do you have any other feedback about the Parramatta to Sydney Foreshore Link?*

---

**Please provide any other feedback about the Parramatta to Sydney Foreshore Link or local walking and bike riding routes:**

#### **Early delivery segment 4 – The Bay Run**

[We want to hear from you!](#)

Feedback closed on 20 December 2023.

*Tell us about you*

---

**Your name:**

**Suburb:**

**Why are you interested in this segment?**

- ☐ I live close by
- ☐ I live in the City of Canada Bay
- ☐ I walk through the area frequently
- ☐ I ride my bike through the area frequently
- ☐ Other (please specify)

*Your feedback on the proposed crossing upgrades*

---

**Please provide your feedback on the proposed crossing upgrade on Henley Marine Drive, near Millar Street:**

**Please provide your feedback on the proposed crossing upgrade on Henley Marine Drive at Nield Park:**

**Please provide your feedback on the proposed crossing upgrade on Timbrell Drive at Timbrell Park:**

*Do you have any other feedback about the Parramatta to Sydney Foreshore Link?*

---

**Please provide any other feedback about the Parramatta to Sydney Foreshore Link or local walking and bike riding routes:**



## Appendix B. Notification methods

### Notification letter



22 November 2023

Dear Resident / Business Owner



#### Parramatta to Sydney Foreshore Link – early delivery segments

As part of our commitment to improving access and connectivity along the foreshore, the City of Canada Bay is working with the NSW Government to deliver segments of the Parramatta to Sydney Foreshore Link.

A 91km continuous route between Parramatta and Sydney central business districts (CBDs), the Parramatta to Sydney Foreshore Link will extend Sydney's communal backyard and improve access for people of all ages and abilities to walk and ride bikes along the Parramatta River foreshore. The Parramatta to Sydney Foreshore Link is proudly funded by the NSW Government.

#### About the early delivery segments

We are proposing to deliver four segments as part of an early delivery strategy which include building a new shared path through Shadrack Shaw Reserve in Concord and providing new shared crossings to connect new shared paths through Wire Mill Reserve and Allison, Campbell and Lysaght parks in Chiswick. Upgrades to existing crossings on the Bay Run at Millar Street, Nield Park and Timbrell Park are also proposed. More information about these proposed segments can be found overleaf.

#### Provide your feedback

We are now seeking feedback on these segments which will be taken into consideration during the design process in early 2024. To provide your feedback, scan the QR code below or visit [collaborate.canadabay.nsw.gov.au/psfl](https://collaborate.canadabay.nsw.gov.au/psfl)

Alternatively, you can also provide feedback via:

- Email: [council@canadabay.nsw.gov.au](mailto:council@canadabay.nsw.gov.au)
- Mail: Locked Bag 1470 Drummoyne NSW 1470

Feedback closes **Wednesday 20 December**.



#### Find out more and contact Council

If you have any questions about this project or would like more information, you can stop by our information pop-up event at Timbrell Park on Saturday 2 December from 10am to 2pm.

To contact the team, please email [council@canadabay.nsw.gov.au](mailto:council@canadabay.nsw.gov.au) or call 9911 6555 to speak to Eleanor Vince. You can read more about the project and future segments by scanning the QR code.

Yours sincerely,

Greig Schuettrumpf

Director, City Assets

Canada Bay Civic Centre Drummoyne  
18 Marlborough Street Drummoyne NSW 2047  
Locked Bag 1470 Drummoyne NSW 1470  
ABN 76 135 029 350

Telephone: 9911 6555  
[council@canadabay.nsw.gov.au](mailto:council@canadabay.nsw.gov.au)  
[www.canadabay.nsw.gov.au](https://www.canadabay.nsw.gov.au)

#### About the early delivery segments

Here is some information about segments of the Parramatta to Sydney Foreshore Link that are happening in your area.

##### Segment 1 – Shadrack Shaw Reserve, Concord

We are proposing to build a new 3.5m wide shared path through Shadrack Shaw Reserve to connect Kingston Avenue and Nashs Lane/Bertram Street in Concord.

New kerb ramps will be built on Kingston Avenue and Nashs Lane and new lighting will be installed along the path.

A small amount of vegetation may be removed in the reserve to build this segment.

Any turf and small vegetation disturbed during construction will be reinstated and some additional planting may be done where possible.



**Key**  
Proposed 3.5m shared path  
Proposed lighting locations (indicative only)  
Proposed kerb ramp  
Area of reinstated turf and planting

Prostly funded by



#### Delivering part of the Chiswick Shortcut

As part of the Parramatta to Sydney Foreshore Link, Council is proposing to formalise part of the Chiswick Shortcut and provide a continuous connection for people walking and riding bikes between Bechert Road and Byrne Avenue.



**Key**  
Proposed 3.5m shared path  
Proposed upgrade of existing refuge island to raised pedestrian crossing  
Proposed upgrade of existing refuge island to raised pedestrian and bike crossing  
Proposed tree planting to provide additional shade (indicative locations)  
Parking spaces removed  
Two new unrestricted parking spaces  
Six Unrestricted parking spaces changed to Bus Zone (Monday to Friday 6am to 9am)

##### Segment 2 – Wire Mill Reserve, Chiswick

We are proposing to widen the existing footpath through part of Wire Mill Reserve to provide a 3.5m wide shared path between Bechert Road and Blackwall Point Road.

This shared path will realign the angle of the approach to the crossing on Blackwall Point Road to improve the riding experience for bike riders.

##### Segment 3 – Campbell Park and Lysaght Park, Chiswick

We are proposing to provide 3.5m wide shared paths through Allison, Campbell and Lysaght parks by upgrading sections of existing footpaths and building new sections.

New raised shared crossings on Blackwall Point Road, Parkview Road and Bibby Street and a new pedestrian crossing on Bibby Street at Swannell Avenue are also proposed.

To accommodate the new crossing on Parkview Road, four parking spaces will be removed and the existing timed Bus Zone adjacent to Campbell Park will be relocated further south, as shown in the map above.

##### Segment 4 – The Bay Run

Not only is the 7km Bay Run loop an iconic route in and of itself, it is also a vital link in our local walking, running and bike riding routes throughout the City of Canada Bay and the Inner West.

We are proposing to upgrade three existing pedestrian refuges along the eastern side of the Bay Run to provide safer and more convenient transitions between the Bay Run and local walking and bike routes and reduce wait times for people crossing Henley Marine Drive and Timbrell Drive.

As shown in the map below, the proposed crossing upgrades include:

- Henley Marine Drive, near Millar Street:** Upgrading the existing refuge island to provide a raised pedestrian crossing, improving pedestrian safety in this area of the Bay Run.
- Henley Marine Drive at Nield Park:** Upgrading the existing refuge island to provide a raised pedestrian crossing. This crossing will be wider than a standard pedestrian crossing to support potential future opportunities for a shared crossing at this location (pending future planning and funding decisions).
- Timbrell Drive at Timbrell Park:** Upgrading the existing refuge island to provide a raised pedestrian and bike crossing. This crossing will connect into the separated pedestrian and bike paths on the Bay Run to help both bike riders and pedestrians enter and exit the Bay Run safely.



**Key**  
Proposed upgrade of existing refuge island to raised pedestrian and bike crossing  
Proposed upgrade of existing refuge island to raised pedestrian crossing  
The Bay Run  
Existing No Stopping zone



Figure 11: 4-page notification letter.



Early delivery segments factsheet



## Parramatta to Sydney Foreshore Link

### Early delivery projects

Fact sheet

November 2023



The Parramatta to Sydney Foreshore Link will provide Sydney's longest continuous route for people to walk and ride bikes along the Parramatta River foreshore between Parramatta and Sydney central business districts (CBDs). As part of our commitment to improving access and connectivity along the foreshore, the City of Canada Bay is working with the NSW Government to deliver segments of the Parramatta to Sydney Foreshore Link.

About the Parramatta to Sydney Foreshore Link

The Parramatta to Sydney Foreshore Link will extend Sydney's communal backyard and improve access for people of all ages and abilities to walk and ride bikes on Country, along the iconic Parramatta River foreshore.

The 91km continuous route between Dharug and Gadigal Country, from Parramatta Park to the Sydney Opera House/Royal Botanic Gardens, will connect between healthy, active and vibrant local centres and foreshore circuits, allowing locals and visitors alike to spend time together for recreation and adventure safely along Sydney's beautiful river foreshore.

Early Works projects at a glance

The Parramatta to Sydney Foreshore Link has been divided into individual segments to help with planning, design and construction. Council has worked with Transport for NSW to identify segments of the Parramatta to Sydney Foreshore Link that are suitable for early delivery. These projects have been selected as they provide immediate benefits to people walking and riding bikes and showcase the benefits of more connections to and along the foreshore.

Council is currently seeking community feedback on the early concept designs for these projects.

### Early delivery projects timeline

November 2023	Early 2024	Early 2024/ mid 2024	Mid 2024	Late 2024
Early works consultation	Consultation summary published	Concept design	Concept design complete	Construction commences

We're currently seeking community feedback on the proposed early works projects. Feedback revealed during this process will be used to inform the next stages of design for these projects. Further consultation may be carried out during the design process.


We will publish the consultation summary and update community with information about the next stages of design and how feedback has been incorporated.

Proposed commencement of construction for approved projects, pending completion of concept and detailed design.

About the early works projects

We are currently consulting with community on the four projects selected for early delivery, as shown in the map below





### Community information pop-up

If you live close to one of the early delivery segments or would like to find out more, drop by our information pop-up at Timbrell Park on Saturday 2 December from 10am to 2pm.



SEGMENT 1

Shadrack Shaw Reserve

Council is proposing to upgrade the existing unsealed path to provide a new 3.5m wide shared path to connect Kingston Avenue and Nashs Lane in

Concord. This section of shared path will provide a more convenient route for people walking and riding bikes between Mortlake and Majors Bay Reserve.

Delivering part of the Chiswick Shortcut



SEGMENT 2

Wire Mill Reserve

Council is proposing to widen the existing path through Wire Mill Reserve to provide a 3.5m wide shared path between Becher Road and Blackwall Point Road.

This shared path will realign the angle of the approach to the crossing on Blackwall Point Road to improve the riding experience for bike riders.

SEGMENT 3

Campbell Park and Lysaght Park

Council is proposing to provide 3.5m wide shared paths through Allison, Campbell and Lysaght parks. New raised shared crossings on Blackwall Point Road, Parkview Road and Bibby Street and a new pedestrian crossing on Bibby Street at Swannell Avenue are also proposed.

To accommodate the new crossing on Parkview Road, four parking spaces will be removed and the existing timed Bus Zone adjacent to Campbell Park will be relocated further south.

Two new unrestricted parking spaces will be provided north of the new crossing. These changes are shown in the map above.



#### SEGMENT 4

##### The Bay Run

Council is proposing to upgrade three existing pedestrian refuges along the eastern side of the Bay Run to provide safer and more convenient transitions between the Bay Run and local walking and bike routes and reduce wait times for people crossing Henley Marine Drive and Timbrell Drive.

- **Henley Marine Drive, near Millar Street:** Upgrading the existing refuge island to provide a raised pedestrian crossing, improving pedestrian safety in this area of the Bay Run.

- **Henley Marine Drive at Nield Park:** Upgrading the existing refuge island to provide a raised pedestrian crossing. This crossing will be wider than a standard pedestrian crossing to support potential future opportunities for a shared crossing at this location (pending future planning and funding decisions).

- **Timbrell Drive at Timbrell Park:** Upgrading the existing refuge island to provide a raised pedestrian and bike crossing. This crossing will connect into the separated pedestrian and bike paths on the Bay Run to help both bike riders and pedestrians enter and exit the Bay Run safely.



#### We want to hear from you!

Consultation closes Wednesday 20 December.  
Use the QR code to find out more and fill in the survey.

📧 council@canadabay.nsw.gov.au 📞 9911 6555

📬 Locked Bag 1470 Drummoyne NSW 1470

The Parramatta to Sydney Foreshore Link is proudly funded by the NSW Government.



Figure 12: Early delivery segments factsheet.

## Social media

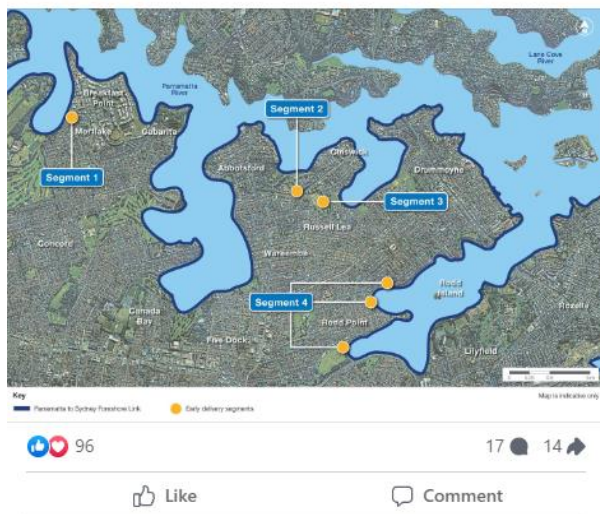


City of Canada Bay  
6 December at 19:00 · 🌐

Did you know the Parramatta to Sydney Foreshore Link will provide Sydney's longest continuous route for walking and cycling? The new foreshore link will cover 91km of the Parramatta River foreshore between Parramatta Park and the Sydney Opera House 🚶🚴🌳

We are currently seeking feedback on early delivery segments to inform project design in early 2024.

Learn more and provide your feedback at [bit.ly/psfl](https://bit.ly/psfl) by 20 December.



City of Canada Bay  
18 December 2023 at 13:35 · 🌐

The Parramatta to Sydney Foreshore Link will provide Sydney's longest continuous route for people to walk and cycle, and the Bay Run is one of the most picturesque and important segments 🌳🚶🚴

As part of this project, Council is proposing to upgrade three existing pedestrian refuges along the eastern side of the Bay Run to provide safer and more convenient transitions between the Bay Run and local walking and bike routes.

Visit [bit.ly/bayrun23](https://bit.ly/bayrun23) to have your say on the proposed ... See more

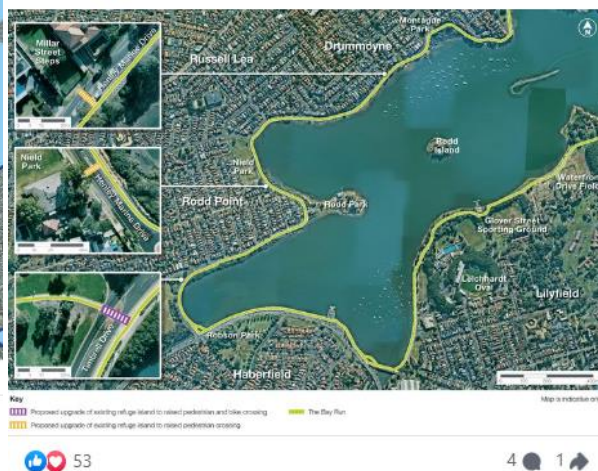


Figure 13: Facebook posts.



Thank you to everyone who provided feedback on Council projects and programs in 2023. Your involvement and feedback help shape the City of Canada Bay and ensure we keep the community's ideas and needs at the centre of our projects.

While we love getting out into the community, our online engagement platform Collaborate Canada Bay helps us to capture your feedback when it suits you.

In 2023:

- Collaborate Canada Bay reached 8,689 members
- Collaborate Canada Bay was viewed 153,687 times by 71,293 visitors
- 2,857 submissions were made on community consultation projects
- 787 people followed their favourite projects to receive ongoing updates.

Become a member today at [collaborate.canadabay.nsw.gov.au](https://collaborate.canadabay.nsw.gov.au).

10 - CITY OF CANADA BAY NEWS

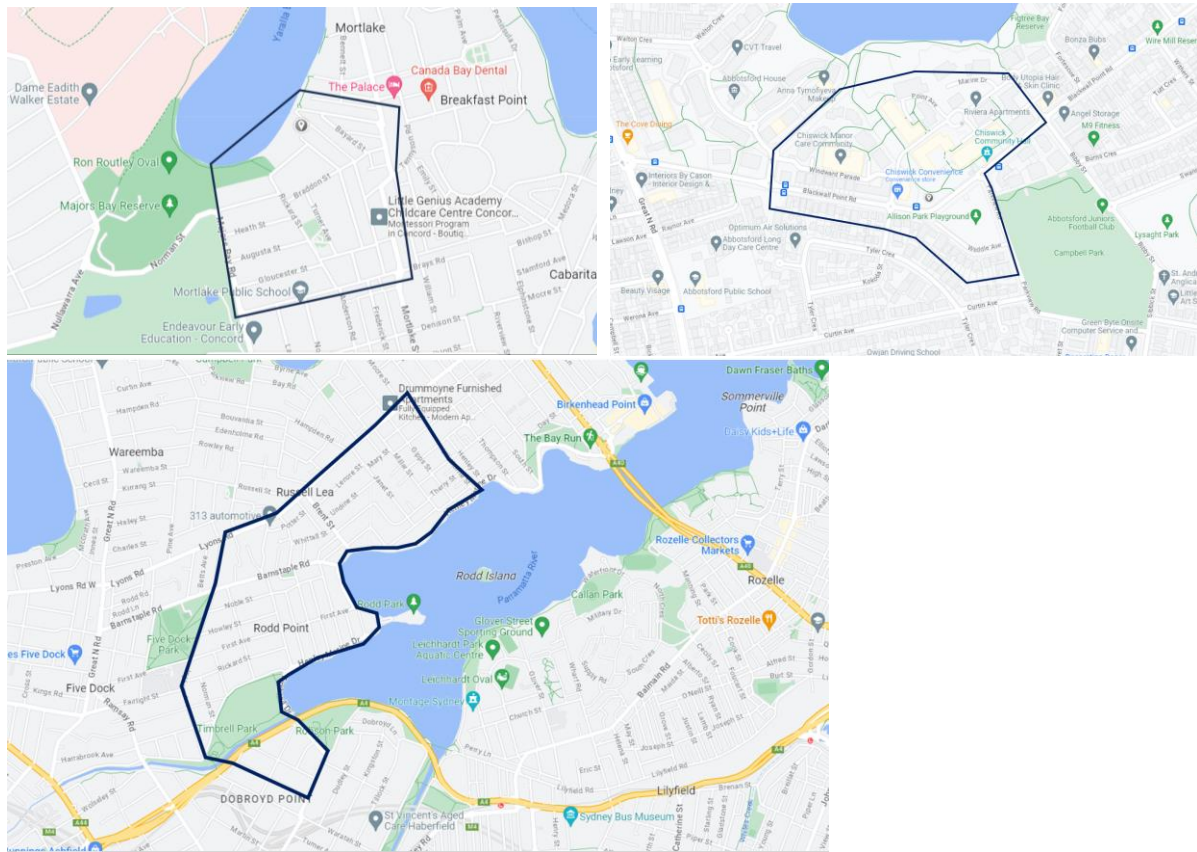
## Parramatta to Sydney Foreshore Link

The Parramatta to Sydney Foreshore Link will provide Sydney's longest continuous route for people to walk and ride bikes along 91km of the Parramatta River foreshore between Parramatta Park and the Sydney Opera House/Royal Botanic Gardens. We are currently seeking feedback on four early delivery segments in Concord, Chiswick and on the Bay Run to inform project design in early 2024. Learn more and provide your feedback at [bit.ly/psfl](https://bit.ly/psfl) by 20 December. The Parramatta to Sydney Foreshore Link is proudly funded by the NSW Government.

Figure 14: Extract from City of Canada Bay News



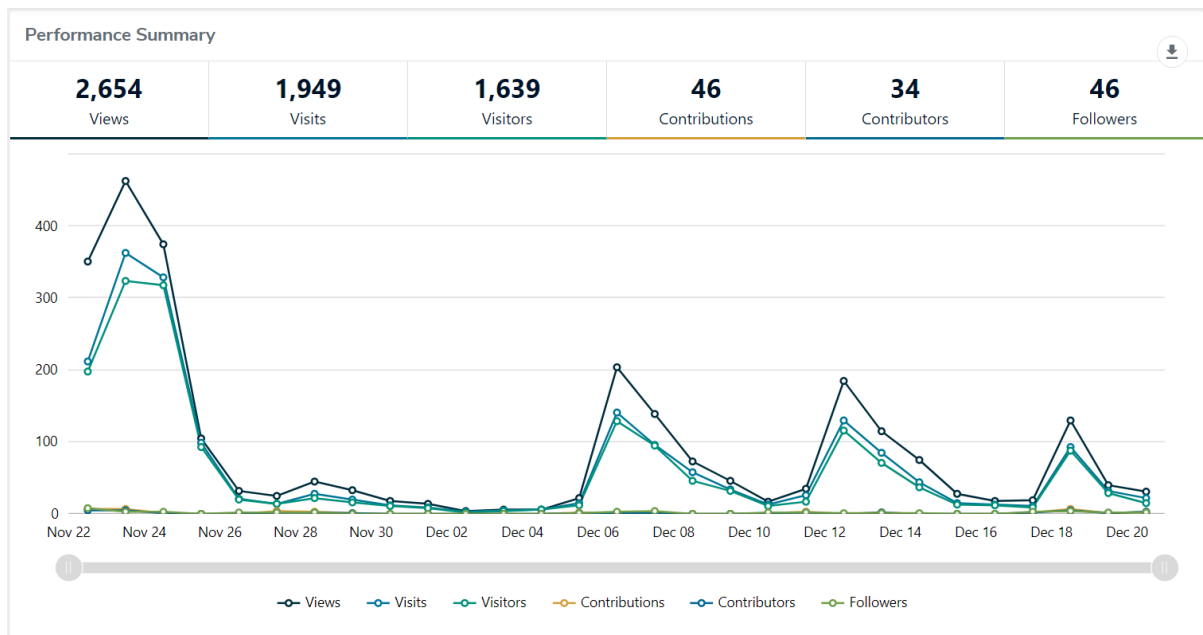
## Appendix C. Notification letter distribution areas



**Figure 15:** Notification letter distribution areas

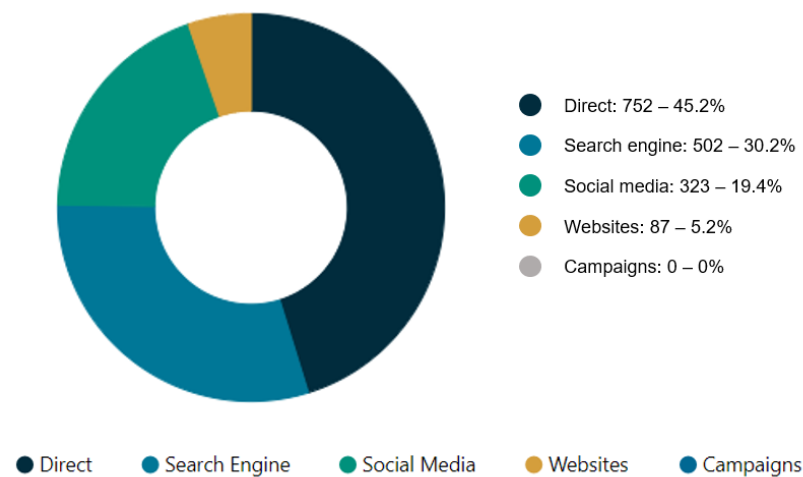
## Appendix D. Collaborate project page performance

The charts below summarise the performance of the Collaborate project page during the consultation period and the traffic that arrived on the project page through other sources, such as a link on another domain.



**Figure 15:** Collaborate project page performance.

## Referral Types



**Figure 16:** Destination referral types to Collaborate project page.



## Appendix E. Communications report

### Social media

**Table 2:** Social media post performance

Channel	Details	Live date	Reach	Engagements	Link clicks	Engagement results
Facebook	Facebook post with image and link in comments	6/12/2023	9,912	158	N/A	reaction - 158 comments - 40 shares - 14 clicks - n/a
Facebook	Facebook post with image and link in comments	18/12/2023	5,290	55	N/A	reaction - 55 comments - 4 shares - 1 clicks - n/a


### Newsletters

**Table 3:** Newsletter reach.

Channel	Details	Live date	Reach	Engagements	Link clicks
<b>Media</b>					
City of Canada Bay News - printed newsletter	Feature on page ten	12/04/2023	40,000 households	n/a	n/a
<b>e-Newsletters</b>					
City of Canada Bay News	Top story	12/12/2023	3,447	n/a	285


### Direct email campaigns

#### Council:




1

Campaigns Sent



3,342

Total Recipients



9.01%

Click-through Rate



Top Campaigns

?

Campaign Name	Recipients	Clicks	Click-through Rate
<a href="#">Parramatta to Sydney Foreshore Link</a>	3,342	301	9.01%

Campaign Name	Campaign Type	Send Type	Tags	Date Sent	Recipients	Opens	Clicks	Bounces	CTR
<a href="#">Parramatta to Sydney Foreshore Link</a>	New Project	Automated	<a href="#">Parramatta to Sydney Foreshore Link</a>	Nov 22, 2023, 07:02 PM	3342	1855	301	77	9%

#### Transport for NSW:

 <b>49</b> Recipients	 <b>45</b> Delivered	 <b>39</b> Opened	 <b>13</b> Clicked	 <b>3</b> Bounced	 <b>0</b> Unsubscribed
---	--	---	--	---	--

## Appendix F. Detailed survey results (verbatim, de-identified)

Why are you interested in this segment?

I live close by	I live in the City of Canada Bay	I walk through the area frequently	I ride my bike through the area frequently	Other
•	•	•		I walk my dog in this reserve
•	•	•	•	
	•			
•				
				I work with the Bushcare group at this reserve
	•		•	
	•			
•	•	•		
	•			I am a keen participant in the CCB Bushcare program and we work in this reserve. Care should be taken to limit impact on the habitat.
	•		•	
	•	•	•	
•			•	
	•		•	I'm looking forward to seeing the whole path completed
•				
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## Early delivery segment 1 – Shadrack Shaw Reserve

### Please provide your feedback on the proposed shared path through Shadrack Shaw Reserve:

All traffic in this reserve should not be tunnelled through the built walk way. Changes to this area including planting should still allow walking off the path and playing with children and dogs.

The concern is that users should be able to travel safely at their own pace and ability without being challenged by cyclists and dogs. Some people are uncomfortable being approached by dogs. Likewise some dogs are reactive to other dogs or cyclists.

Consideration must be taken into account of the safety and needs of the elderly and infirm or those with small children or prams.

Cyclists including e-bike users can move at such a pace that they approach very rapidly and sometimes silently which can result in avoidable injury or distress.

Height of the walk way and lights should not disrupt privacy of nearby homes.

The proposed Shadrack Shaw reserve does not directly connect to the Concord Foreshore Trail and will result in unsafe use of roads for recreational bicycles on Deakin Street. It will also increase foot traffic in front of residences on Deakin Street. Can the council please consider a direct connection to Concord Foreshore Trail at the rear of residences on Deakin Street along the foreshore?

The shared path is a good idea. It will extend the existing foreshore path and encourage greater use of this valuable public infrastructure. It will also complement and connect with Council's upcoming Deakin St Foreshore Boardwalk and enhance the State Government's Parramatta to Sydney Foreshore Link.

Although I believe that a path needs to be put in the reserve I do not believe that it needs to be 3.5m wide as the amount of time that both cyclists and pedestrians would both be on it at the same time would be minimal. We see a high number of pedestrians walking the path, not cyclists. Also, it would turn into a 'rat run' of sorts as vehicles are constantly entering our street of Orton Avenue in order to cut through to Mortlake. We have had cars set off security lighting on our back veranda as they have driven so close to our fence. No matter the width decided upon, it would be suggested that bollards be used at either end to prevent misuse.

Lighting would not be to the benefit of the animals in the mangroves and surrounding areas. When building we were advised by Council that our lighting could not impact the mangroves, waterways etc. Even low lighting would hinder the nocturnal animals with breeding, searching for food etc. We have a large number of younger children using the park to play in as many live in surrounding town houses with no yards. Light poles would impact their playing as they are too young to go to the park unsupervised, whereas behind the three houses, they are in a safer environment.

Where the path would drop down and continue to Kingston Ave, the area is severe drainage issues where not even the grass can be mowed regularly. Complaints to Council have never been acted upon as the issue remains and were advised to contact other parties. Should you attempt to install a path, the path would be sitting in water the majority of the time. This path would also be sent into the driveway of a resident, then it would enter Kingston Avenue forcing those on the path to walk into the 'traffic' on the wrong side of the road. For cyclists and cars, who would have the right of way? Coming out of Orton Avenue, we already have issues with cyclist flying into the street at speed as we are leaving, same for them coming out of Deakin Street as very few vehicles and rarely a cyclist would stop to give way to traffic.

There are Jacaranda trees located in the park area are home to a number of birds and when in flower are a beautiful aspect of the park. To remove these to add a footpath that may later to go behind houses in Deakin Street would be of no benefit to anyone and would better serve being left.

Please take care to not harm or damage the Coastal Saltmarsh & Mangrove communities and if you are planning on putting any boardwalks through this park please ensure you have the appropriate licences/permits from DPI.

Please make sure to fix the path leading to the reserve as well, it has to be friendly to less experienced bike riders. Clearly marked paths or separate paths from the road would be really great so that even children can ride on it.

Good half measure. Would be better if it connected to the Concord Foreshore Trail directly.

I think it is a good idea but I think the walkway is too wide as I am sure that people will also try to do a rat run in vehicles as we now have that problem in Orton Ave as people try to shortcut the area. Bollards at each end of pathway might be required to deter this happening. I don't think lighting is required at all as it would be no good for the Birdlife and other species that live

<p>in the mangroves and really there is no one walking after dark except people up to no good. Anyone riding bikes at night by law must have their own lighting on the bike. When we were building our house 20 years ago the Council advised us that no lighting can shine into the mangroves at all and can only shine down.</p>
<p>Shadrack Shaw Reserve is a small and narrow site that contains Coastal Saltmarsh, which is an endangered ecological community. Any proposed work should be assessed (by fully qualified personnel) for potential risks to the natural habitat. The path should be located as far as possible from the saltmarsh and mangrove areas to limit impact on biodiversity of the reserve. If the work proceeds it should be closely monitored to ensure compliance with any restrictions that have been placed on the worksite.</p>
<p>I strongly support this path. As a cyclist, I ride from Five Dock and ride through Breakfast Point/Mortlake towards the bike lane on Norman St, Concord, and this is a very awkward area - riding up the narrow Nashs Lane and having to get off and lift the bike onto Orton Ave. This will make a big difference, and make me come this way very often.</p> <p>It occurs to me that as bikes will likely enter at either end via the road, it may be worth having the path separate into pedestrian and cycle lanes (like the Bay Run) so that the cyclists and pedestrians do not have to cross over with the chance of collision that follows from that.</p>
<p>Whilst any cycling amenity should be welcomed in this municipality, a simple search on a Strava Heat Map would show that the proposed path is in an area very much at the lower end in terms of frequency of use (Kinston, Nash, Shaw etc show very low cycling usage). It could be argued that the proposal would offer better amenity to safer cycling if the funds were directed to more necessitous areas. Also shared paths are universally disliked by regular riders. Whilst they may offer amenity to parents teaching small children to ride, they are simply unsafe for experienced cycling commuters. Put simply we'd rather use the roads than risk a collision with errant joggers and walkers.</p>
<p>Why does the path need to be 3.5 metres wide. The park is tiny, it is hardly used by anyone and the 3.5m pathway is an overkill. It also puts more concrete hardstand down when everyone should be doing whatever is possible to avoid more hardstand. This size of hardstand just adds to the over environmental impact of more concrete and tarmac.</p> <p>If there needs to be a concrete path make it 2 metres shared bike and walkers path. Council are trying to grow trees in this park, give them a chance to grow and don't remove them for this path.</p> <p>Generally there is far too much park land being covered up with concrete paths, car parks and building works. Rising temperatures start locally with less trees and more hardstand are major contributors.</p>
<p>A nice big wide all weather track would be great. Please make the lights amazing like the ones at Russell Park on Five Dock Bay.</p> <p>Thanks Council.</p>
<p>Stop turning grassland into a concrete Jungle. Kids/families/pets enjoy the open grass area as is.</p> <p>The entry point showing at Kingston Ave is on a PRIVATE DRIVEWAY ?</p>
<p>I support the shared path. I would encourage the council to plant trees to shade the path to make it cooler in summer, and to provide seating for people to rest. I would also ask that the council not rip out the path a few weeks after installing it.</p>
<p>Hi Council of Canada Bay,</p> <p>As a regular walker and bike rider in this area, I'm really happy to hear the upcoming improvement to the Shadrack Shaw Reserve in order to create a foreshore path connection.</p> <p>Unfortunately, I think it's still insufficient to create a real connection between the Majors Bay Reserve and Mortlake. Even with this improvement, the foreshore path will still be cut between Edwin Street Reserve and Northcote Street Reserve. This is only a few meters of foreshore path, as half of the foreshore path is already built today across the buildings on 8 Bennett Street.</p> <p>Today, with this interruption of the foreshore path, walkers and riders need to go up to Edwin Street, then down to Bennett Street, which is really inconvenient and dangerous, especially for younger kids learning to ride a bicycle (road shared with cars), or parents pushing a baby stroller.</p> <p>I hope this section could be improved in a soon future as well.</p> <p>Thanks a lot.</p>
<p>This proposal achieves zero progress towards a continuous foreshore path. This portion is already accessible for walkers/cyclists. Why waste money when the adjacent segments are entirely blocked from public access? A political stunt perhaps? Because there is no actual thoroughfare, there's minimal pedestrian traffic, so the grass is hardly going to wear out. All this needs to be serviceable is a kerb ramp to Nash's Lane off Orton Ave to avoid the need for cyclists to dismount.</p>
<p>seems fine, I did cut across the grass until I became confident enough to risk my life taking braddon st so I would definitely use it</p>
<p>This is a much needed piece of connecting pathway. My husband and I often walk down to the end of Bertram Street and walk through this reserve. The pathway will make this a much nicer experience and will encourage others to use this reserve also.</p>

## Segments 2 and 3 - Wire Mill Reserve and Campbell and Lysaght Park

Please provide your feedback on the proposed shared path through Wire Mill Reserve
I support the proposed change. The location and wide of the path are good.
Yes, great
I think it would be ideal time have the shared path via Blackwall Point Rd rather than from Bechert Rd. The number of users seem to be minimal from Bechert Rd.
The dogleg for cyclists to go to Windward Parade is a bit weird. Maybe a Y junction in the reserve to allow cyclists to have a direct path. You may have end up with a dirt track if not provided.
This will have significant impact on the area. We don't want the disruption to our quiet town. Will the path now have cyclists? Will you make it dog off leash? No one asked for this stupid walk! Who is funding it? I would prefer my rates going towards our community, not out of town.
The proposed pathway from Bechert Rd to Blackwell point Rd will be great for the community for walking only. However, the proposed route for the bicycles is to bypass further north west of Wire mill reserve. This I do not agree with as the alternative route will be a small section of Bechert Rd following onto Winward Parade which is a private road. Down this road is a 10kmhr speed limit and an old peoples home. I believe that bicycles speeding through this street will disrupt the local community and cause chaos on the intersection with lots of cars with regular stopping for the Italian restaurant and convenience store all hours of the day. As a project engineer for Transport I would propose after using the Alison Park exit head west on Blackwell point road to Great North Road and rejoin on Walton Crescent in Abbotsford.
Again, a path that suits the apartment dwellers, but with little amenity for the rest of the peninsula. These are already relatively quiet access driveways for the apartment complex, so the merit of spending money on cycleways is questionable.
Looks good.
I support the shared path. All of the raised pedestrian crossings should also allow cyclists to cross without dismounting. Please don't rip out the bike shared path weeks after installing them.
looks good

Please provide your feedback on the proposed shared paths through Allison Park, Campbell Park and Lysaght Park:
I support the proposed change. The location and wide of the path, including the new path along Bibby St and Byrne Ave, are good.
Yes, great
This is a great idea through Allison Park. However travelling along Bibby St on a bike during soccer season will be challenging with the number of people that attend Campbell Park. It is already a challenge as a pedestrian with the cars. Adding bikes into the mix presents another challenge. Not sure if you can add the shared path to the other side instead.
Great idea! Should have more shortcuts like this in the area.
Maybe a loop path on the south side of Campbell Park would be a good idea.
No one wants this!
The crossing over Allison Park should be a bike crossing as well. Given there are shared paths either side.
Overall the walking and bicycle track is really great for the community. Another 3 speed bumps in the area is a bit overkill and perhaps only 1 is needed on Bibby St.
Lysaght park is a prime example of poor design and ill-conceived ideas. The entire park is an off-leash area for dogs, I have personally had two separate incidents of collisions with dogs running across the shared path. Who in their right minds has riders cycling where dogs are running about uncontrolled? Add to that the recent shared path addition that runs parallel to Byrne Ave, arguably the worst concrete surfacing ever offered to cyclists (it's simply too rough and bumpy to ride along.....it literally rattles the fillings out of your teeth) and that all but guarantees that most riders would rather take their chances on the road. Shared paths are simply too dangerous for riders to use as commuting routes.
The route from Allison Park through Campbell Park to Bibby St is good. From there, the route would be better if it went down the Swannell Ave side of Lysaght Park. The proposed new raised pedestrian crossing (blue) could be moved to the southern side of the round-about, and turned into a raised shared pedestrian and bike crossing. A new bike path could then be made on the north side of Lysaght Park adjacent to Swannell Ave, which would then link up with the existing very wide bike path at the NE corner of the park. This would remove one pedestrian crossing (better for road traffic) and be more in alignment with a "foreshore" route, as it would arc around the peaceful western side of the Five Dock Bay foreshore instead of following the reasonably busy/noisy Byrne Ave.
I support the shared path. All of the raised pedestrian crossings should also allow cyclists to cross without dismounting. Please don't rip out the bike shared path weeks after installing them.
I'm curious what the weekday before-school bus zone is for. Otherwise, looks good

Please provide your feedback on the proposed raised shared crossing and parking changes on Parkview Road:
The raised crossing is good.
Yes, great
I think this is a great idea. However the additional parking spaces will be taken up by trailers/boats. It would be ideal that the parking spaces can only be occupied by motor vehicles or motor bikes.
Good idea. Anything to slow cars down in the area. Parkview is wide and quiet, which would encourage drivers to go faster.
No

Include a crossing for bikes / all mobilities
Think it would be good
Many riders feel unsafe on shared paths, and prefer to use the roads. It would be good to offer cut-through for riders on the road sections of those raised crossings. Having to slow down means that we can't get up to speed sufficiently quickly, which creates a greater speed differential between vehicles and riders, again placing us at greater risk
I support these changes. The local streets should be made 40kmh or ideally 30kmh

<b>Please provide your feedback on the proposed raised shared crossing on Blackwall Point Road:</b>
The raised crossing is good.
Yes, great
I think this is a great idea. As above the challenge with the crossing will be any boats or trailers that are parked adjacent to the crossing. Boats or trailers should not be permitted to park near the crossing as it can be very difficult to see oncoming traffic when carrying soccer equipment across the street.
Good idea. Anything to slow cars down in the area. Consider visibility at the crossing, especially considering the bus stops and trailers parked on the road.
No
Think it would be good as people go fast through here
Many riders feel unsafe on shared paths, and prefer to use the roads. It would be good to offer cut-through for riders on the road sections of those raised crossings. Having to slow down means that we can't get up to speed sufficiently quickly, which creates a greater speed differential between vehicles and riders, again placing us at greater risk
I support these changes. The local streets should be made 40kmh or ideally 30kmh

<b>Please provide your feedback on the proposed pedestrian crossing on Bibby Street at Swannell Avenue:</b>
The pedestrian crossing is good.
Yes, great
I am somewhat indifferent to the crossing in this section as I have not found the current layout difficult.
Good idea. Anything to slow cars down in the area. Please don't give into pressure to consolidate the 2 crossings into 1.
No!
Crossing type not included in the legend??
Only 1 speed hump should be sufficient for Bibby St
Many riders feel unsafe on shared paths, and prefer to use the roads. It would be good to offer cut-through for riders on the road sections of those raised crossings. Having to slow down means that we can't get up to speed sufficiently quickly, which creates a greater speed differential between vehicles and riders, again placing us at greater risk
Please see overall route comments - these 2 new crossings can be replaced by just one crossing that forms a better foreshore route.
I support this change but this should be a shared crossing. The local streets should be made 40kmh or ideally 30kmh
I'm assuming there will be some offset for the crossing from the intersection, and not be right up against the give way line as pictured?



## Early delivery segment 4 – The Bay Run

Please provide your feedback on the proposed crossing upgrade on Henley Marine Drive, near Millar Street:	
I object to the raised crossing proposal. The pedestrian refuge has only been in place for a short time and works well.	
There is no need for yet another raised crossing in the area. Council has gone overboard recently with the installation of these crossings in the area. This site in particular will cause confusion for drivers.	
These crossings are not required as the refuges are doing exactly what they are designed for. I ride around the area and use these refuges regularly. They allow the cyclist to focus only on the road traffic so they can cross when it is safe. If these are upgraded to a pedestrian crossing motorists are left uncertain to the cyclist intention when they approach. Some Cyclists and pedestrians will enter the crossing believing they have right of way without giving warning to drivers of their intention to cross.	
The onus should be on the cyclist or pedestrian to make a safe crossing when it is safe to do so. A pedestrian crossing on this site creates confusion, noise for the local residents and uncertainty for all parties.	
Great idea	
This is a great proposal and will provide a far safer option for cyclists and pedestrians crossing Henley Marine Drive	
Yes, great	
Great idea! Not sure if possible with the grades, but ramps up to Millar st with hand rails would be useful for pram and wheelchair access.	
Supported. Provided it provides pedestrian priority.	
Good location and required.	
I think the main issue here is speed of the traffic, passing by close to Bay Run users, so it will be good to see it slow down. However, this doesn't seem to me to be a high priority area for an upgraded crossing. The steep hill up to Millar St is never going to be a popular access point. This seems less pressing to me than the other upgrades.	
A good initiative, there simply aren't enough safe crossing anywhere on Henley Marine dr	
Traffic lights are ideal as cars often don't stop at pedestrian crossings in the Canada Bay area	
I support this change. Henley Marine Drive should have it's speed limit reduced to 40kmh or ideally 30kmh for pedestrian safety	
As a general comment, the lane markings are very hard to interpret on the bayrun near the Drummoyne Pool as you head towards Iron Cove Bridge. Bike riders and pedestrians / runners / walkers etc have near collisions regularly and the markings to indicate which lane is for bikes and which is for pedestrians need urgently repainting to be clear.	
It will be great if pedestrian provide more priority over cars as this is suppose to be a local street.	

Please provide your feedback on the proposed crossing upgrade on Henley Marine Drive at Nield Park:	
I object to the raised crossing proposal. The pedestrian refuge have only been in place for a short time and works very well.	
There is no need for yet another raised crossing in the area. Council has gone overboard recently with the installation of these crossings in the area. This site in particular is a major access point to the new Westconnex system and it will cause an unnecessary bank up of traffic and cause confusion for drivers.	
These crossings are not required as the refuges are doing exactly what they are designed for. I ride around the area and use these refuges regularly. They allow the cyclist to focus only on the road traffic so they can cross when it is safe. If these are upgraded to a pedestrian crossing motorists are left uncertain to the cyclist intention when they approach. Some Cyclists will enter the crossing believing they have right of way without giving warning to drivers of their intention to cross.	
The onus should be on the cyclist or pedestrian to make a safe crossing when it is safe to do so. A pedestrian crossing on this site creates confusion and uncertainty.	
Great idea	
This is a great proposal and will provide a far safer option for cyclists and pedestrians crossing Henley Marine Drive.	
I agree, as this is a very congested walking / cycling spot.	
Yes, great	
No brainer. Lots of activity here during the week with the cafe, sports field and bay run users.	
Fully supported and would be good to have the cycle facility. Provided it provides pedestrian priority. Cycling safety particularly for families cycling needs to be improved at the Barnstaple Road intersection with Henley Marine Drive. Its particularly unsafe trying to cross to the bay run path in both directions due to the poor sightlines with the adjacent parked cars and the speed cars are allowed to use the junction through its current design. would be great to improve this junction as well?	
I feel this is not a good location. The Bay Run path here is almost at its narrowest of the entire Bay Run and funnelling more pedestrians here to intersect with cyclists on a narrow portion of the bay run that is also separated by plantings between the pedestrians and cyclists means there is no logical way for cyclists to avoid pedestrians easily due to narrowness of bay run here and the plantings in the path.	
I feel a better location would be somewhere between Brent St and Barnstaple Rd. The Bay Run Path is quite wide here, the road has a little bit of parking here which could be usurped into the Bay Run as well to make it a nice wide and safe crossing.	
There is a lot of traffic here, and many people crossing to the Nield Park Cafe, so this seems like a really good upgrade. I would also like to see the speed limit dropped in the area (e.g. to 40km/h), so that cars don't accelerate away from the crossing, which I think would be a disruptively noisy backdrop to the cafe .	

A good initiative, there simply aren't enough safe crossing anywhere on Henley Marine dr
Traffic lights are ideal as cars often don't stop at pedestrian crossings in the Canada Bay area
I support this change. The crossing should be made a shared crossing. Henley Marine Drive should have it's speed limit reduced to 40kmh or ideally 30kmh for pedestrian safety
It will be great if pedestrian provide more priority over cars as this is suppose to be a local street

<b>Please provide your feedback on the proposed crossing upgrade on Timbrell Drive at Timbrell Park:</b>
I object to the raised crossing proposal. The pedestrian refuge has only been in place for a short time and works very well. There is no need for yet another raised crossing in the area. Council has gone overboard recently with the installation of these crossings in the area. This site in particular is a major access point to the new Westconnex system and it will cause an unnecessary bank up of traffic and cause confusion for drivers.
These crossings are not required as the refuges are doing exactly what they are designed for. I ride around the area and use these refuges regularly. They allow the cyclist to focus only on the road traffic so they can cross when it is safe. If these are upgraded to a pedestrian crossing motorists are left uncertain to the cyclist intention when they approach. Some Cyclists will enter the crossing believing they have right of way without giving warning to drivers of their intention to cross.
The onus should be on the cyclist or pedestrian to make a safe crossing when it is safe to do so. A pedestrian crossing on this site, on a bend, creates confusion and uncertainty.
Great idea
This is a great proposal and will provide a far safer option for cyclists and pedestrians crossing Timbrell Drive.
I support this
Yes, great
Good idea!
Fully supported and long over due. Provided it provides pedestrian and cyclist priority.
Good location and required.
This is a very busy piece of road, so the upgrade is really important. The raising is necessary to slow cars which are accelerating towards it from the Arthur Street roundabout, or turning right fast out of Henley Marine Drive (into narrow gaps - and with more of an eye to the traffic than to a pedestrian or cyclist). I live nearby and walk here a couple of times a week. I also ride through here weekly, but I come down Arthur St, and cross onto the Bay Run there rather than come along Timbrell Park, because the Timbrell Drive crossing is just so dangerous, and is a real pain to cross.
A good initiative, there simply aren't enough safe crossing anywhere on Henley Marine dr, nd this is the most widely used crossing point for commuter riders going to and from the city.
Traffic lights are ideal as cars often don't stop at pedestrian crossings in the Canada Bay area
I support this change. The crossing should be made a shared crossing. Henley Marine Drive should have it's speed limit reduced to 40kmh or ideally 30kmh for pedestrian safety
This place is a high traffic intersection, with people waiting for right turns to/from Henley Marine Dr (towards Ramsay Rd). To provide additional safety for crossings here is much needed, but I'm worried that if pedestrians are given right-of-way, it will be easier for drivers to make mistakes and miss pedestrians who will assume they have right of way, when they are busy making their turns. I could be completely wrong, and this might still be significantly better than what is there now in terms of reducing near-misses/risk.
Also, many buses use this route to special via arthur st and Henley Marine Dr (towards Rodd Park), as well as the regular routes 406/437, so I predict that this raised crossing will sustain heavy wear. But that's not my concern.
It will be great if pedestrian provide more priority over cars as this is suppose to be a local street