

## Submissions

People had their say by completing an online survey where they could choose to comment on all the streets or a particular street in a suburb. People were welcome to include multiple streets in their submissions. People also made submissions by email.

759 comments were made by 337 people and 4 groups. 277 people completed the online survey and 64 people emailed their submissions.

Submissions by individuals have been deidentified and grouped and then responded. Individual stakeholders won't necessarily see their feedback verbatim.

Submissions by Community Groups and Bike User Groups have been reported verbatim.

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## Submissions from groups

### **Bicycle NSW**

*Bicycle NSW welcomes the City of Sydney's proposal to allow two-way bike traffic on more one-way streets. We believe this is a well-considered initiative to encourage bicycle riding for short trips on quiet streets. It will also progress Sydney City's bicycle network and plans for a more sustainable, equitable and resilient city.*

*159 streets in 24 suburbs across Sydney have been identified as suitable for allowing two-way bike traffic. Eligibility has been determined according to good line of sight and connectedness with Sydney's growing network of bike paths, cycleways and quietways. With about 40 such street treatments already in existence, the precedent for allocating more bicycle-friendly streets is a proven winner.*

### **Quiet, residential streets are an essential component of a safe network for bike riding**

*While separated bicycle paths are necessary on main roads, the remainder of the street network should welcome pedestrians and cyclists in a safe, mixed environment where traffic speeds and volumes are reduced (i). The proposed list of lanes and streets are quiet, narrow, residential roads many of which were made one-way in order to prevent motorists taking short cuts or rat-running at speed.*

*Two-way cycling on one-way streets encourages bicycle riding by greatly expanding options for convenient, safe and direct routes that are generally more comfortable and attractive than main roads. This is because the streets that direct traffic one-way with bicycle exceptions are quiet residential streets. Without the width or traffic volume to warrant separation, these streets are supported by clear signage and initial public education requiring all traffic users to avoid each other by keeping left and giving way where required. There are already a number of one-way lanes and streets in Inner Sydney that work really well.*

### **Contraflow cycling is a low-cost, easy-to-implement adjunct to walkable, liveable cities.**

*The city of Adelaide has had contraflow street treatments since 2013 (ii). Contraflow streets are an efficient use of road space common throughout Europe and Japan. They enhance connectivity, directness and improve safety by separating cyclists from motorists.*

*There is sometimes community concern that streets are too narrow to allow a bicycle to safely pass a moving car. However, there is robust evidence of positive outcome from legalising contraflow cycling on narrower roads. For example, in Brussels 43% of streets with contraflow authorised have less than 3.5m width and no negative impact on safety has been identified. In fact, studies show that 'relatively higher levels of both objective and perceived safety are linked to better mutual visibility when passing a car driving in opposite direction than when being overtaken by one driving in the same direction' (iii)*

*Contraflow cycling is supported by filtering out through-traffic and enabling a calmer street environment more conducive to walking and cycling. While it is necessary to protect local streets from through motorised traffic, cycling can be encouraged as it does not generate noise or pollution.*

*Filtered permeability also realises the Sustainable Sydney 2030-50 goal of a decarbonised, decongested city by opening the way for micromobility. Relying upon cars, vans and trucks for the last mile clogs city streets, adding to emissions, whilst transitioning to micromobility, like e-bikes and cargo bikes, is beneficial for people, places and businesses (iv).*

**Bicycle NSW strongly supports this initiative and suggests the following additional measures:**

- Safer posted speed limits (ideally 20 km/h) on all affected streets.
- Changes to the street design where necessary to slow traffic. Continuous footpaths, extended kerbs, raised platforms, new landscaping and more tactile paving can all be considered to force drivers to reduce speed.
- Clear signage for all road users that the street is one-way for motor vehicles, two-way for bicycles.
- An education and awareness campaign for residents and motorists.

**Sydney's bike network is gaining momentum**

We applaud the progress already underway. The pop-ups installed in 2020, intended to help alleviate pressure on public transport during the COVID-19 pandemic, added 10km to the network and contributed to an increase of 40% in rider number from pre-pandemic levels. The Pitt Street from Circular Quay quickly attracted 6000 bike trips a week (v). The City of Sydney's 2021 Active Transport Survey shows that the number of residents who ride regularly has increased from 7% in 2017 to 18% now. The survey also shows significant improvements in riders' perceptions of safety. 86% felt confident riding on the streets, up from 75% in 2017. (vi)

High quality walking and cycling environments maintain global competitiveness and reputation. A target has been set for 90% of trips to work in central Sydney to be by walking, cycling or public transport. Sydney is at a tipping point: there has never been a better time to build infrastructure for bike riding and active transport. As the new Minister for Infrastructure, Cities and Active Transport, Rob Stokes MP, set out in a recent speech (vii), active travel projects that stitch the suburbs together and enable people to get around without a car will be a major focus for the NSW Government. This mission is supported by Transport for NSW's Road User Space Allocation Policy CP21000 (viii), which establishes a road user hierarchy that considers pedestrians first and private cars last.

Bicycle NSW commends Council's ambitions to provide sustainable, equitable transport options for residents and visitors of all ages and abilities. Safe cycling facilities help decongest roads, public transport and parking, don't contribute to environmental pollution and benefit local businesses. (ix).

- i. Committee for Sydney. 2021, May 18. Making Sydney a cycling city. <https://sydney.org.au/wp-content/uploads/2021/05/Committee-for-Sydney-Making-Sydney-a-cycling-city-May-2021.pdf>
- ii. City of Adelaide 2013, [https://ehq-production-australia.s3.ap-southeast-2.amazonaws.com/2f3d5e5e99545e990c0e5b1bfccb287ad10db237/documents/attachments/000/002/894/original/Contra-flow Consultation leaflet - Little Sturt St Wilcox St.pdf?X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-Credential=AKIA4KKNQAKIOR7VAOP4%2F20220927%2Fap-southeast-2%2Fs3%2Faws4\\_request&X-Amz-Date=20220927T031031Z&X-Amz-Expires=300&X-Amz-SignedHeaders=host&X-Amz-Signature=58e8e6b98c2104ccf695c3c253fc06297972bdf117b0896b31c5684ae289e918](https://ehq-production-australia.s3.ap-southeast-2.amazonaws.com/2f3d5e5e99545e990c0e5b1bfccb287ad10db237/documents/attachments/000/002/894/original/Contra-flow%20Consultation%20leaflet%20-%20Little%20Sturt%20St%20Wilcox%20St.pdf?X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-Credential=AKIA4KKNQAKIOR7VAOP4%2F20220927%2Fap-southeast-2%2Fs3%2Faws4_request&X-Amz-Date=20220927T031031Z&X-Amz-Expires=300&X-Amz-SignedHeaders=host&X-Amz-Signature=58e8e6b98c2104ccf695c3c253fc06297972bdf117b0896b31c5684ae289e918)
- iii. Cycle Highways EU 2019. <https://cyclehighways.eu/design-and-build/infrastructure/contrafLOW-cycling.html>

- iv. WSP 2022, *Future of Delivery: Unleashing the potential of micromobility for the last mile* <https://www.wsp.com/en-au/insights/future-of-delivery>
- v. City of Sydney. 2021, March 18. *Pitt Street leads the way with plans for a permanent cycleway* <https://news.cityofsydney.nsw.gov.au/articles/pitt-street-leads-the-way-with-plans-for-a-permanent-cycleway>
- vi. City of Sydney. 2021, August. *Active Transport Survey 2021*. <https://www.cityofsydney.nsw.gov.au/-/media/corporate/files/publications/surveys-case-studies-reports/city-of-sydney-active-transport-survey-2021-report.pdf?download=true>
- vii. Stokes, Rob. 2022, Feb 10. *Footpaths and cycleways are an act of democracy –ask Steph*. *Fifth Estate*. <https://thefifthestate.com.au/urbanism/planning/footpaths-and-cycleways-are-an-act-of-democracy-ask-steph/>
- viii. NSW Government, *Road User Space Allocation Policy CP21000*, [Online as at 19/2/2021] [www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf](http://www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf)
- ix. Jerome N Rachele. *Do the sums: bicycle-friendly changes are good for business*, *The Conversation* [Online as at 24/2/2021] *Do the sums: bicycle-friendly changes are good business* ([theconversation.com](http://theconversation.com))

## **Glebe Society**

*The Glebe Society has over 400 members. We support cycling but believe that there are two essential principles for bike paths – they must be safe and they must balance the needs of cyclists with residents, other road users and pedestrians. The Bridge Road bike pop-up cycleway fails to do these things. Although it is unsafe for cyclists and has taken away all the parking on both sides of the street it remains in place and no plan has been made public as to how its problems will be rectified. The Bridge Road experience highlights the importance that a thorough and proper consideration is given to new cycleways.*

*We have examined the 15 streets considered in Glebe and Forest Lodge for the painted two-way cycle paths. We find that 10 of the streets are unsuitable, one we believe to be unnecessary and four have potential and warrant further investigation.*

*The table below sets out our analysis.*

*I hope you find our comments helpful and would like to thank you for providing the opportunity to give feedback.*

	Suburb	Street	From	To	Comments
1	Glebe	Avon Street	Forsyth Street	Ferry Road	Avon Street is very steep, and nobody in his or her right mind would elect to ride up it towards Ferry Road. Whoever dreamt up the idea of a two-way bike lane must have been working off a street directory. Avon Street is only about 7 metres wide and has car parking on both sides – about 4 metres after allowing for the width of parked vehicles. So again, installing a two-way bike lane would probably require the abolition of street parking on at least one side. There are 14 houses on the Eastern side, none of which have off-street parking. There are 13 houses on the Western side, of which seven appear to have off-street parking. So in summary, there are 27 houses, of which only seven have off-street parking.
2	Glebe	Bellevue Street	Bridge Lane	Cardigan Street	Bridge lane is two way and Bellevue St is one way coming down the hill.
3	Glebe	Crown Street	Bay Street	Cowper Street	A narrow street with narrow footpaths. Very limited parking on one side of the street. Rubbish bins block the narrow footpaths forcing pedestrians onto the road.
4	Glebe	Wentworth Street	Bay Street	Cowper Street	Elgar Street already has a two-way separated bike path from Stirling Street to Bay Street. Although the separated bike path has created problems for residents with pick up and drop off it should be extended by a painted line style path from Stirling Street to Cowper Street while Council explores ways of resolving the conflicts created by the separated path from Stirling Street to Bay Street.
5	Glebe	Derwent Lane	St Johns Road	Glebe Point Road	Derwent Lane is about 3 metres wide. It is used by garbage trucks. Rubbish bins sit in the lane. Two lane way gardens have been created and we wouldn't want to lose those. The traffic is not great. Vehicles would have to drive over the painted bike path so give and take would be essential for both motorists and cyclists. It may be worth a closer look. Will it be safe for 2-way bike traffic under the bridge if a car is coming down the hill?
6	Glebe	Hereford Street	Woolley Street	Glebe Point Road	The road and footpaths are very narrow and are inviting disaster if cyclists are allowed to travel in the opposite direction. Because of the narrow footpaths, pedestrians often have to walk on the road to pass other pedestrians, prams, garbage bins, kerbside pick-up, parking metres etc. Pedestrians using the footpaths and road include schoolchildren attending

	Suburb	Street	From	To	Comments
					St James Primary School in Wooley Street and their siblings. Hereford Street is a busy pedestrian street in part because of the bus stop on the corner of Hereford Street and Glebe Point Road.
7	Glebe	Jarocin Avenue	St Johns Road	Bridge Road	Unsuitable The footpath on the Glebe Point side of Hereford street (i.e. the right side when turning off GPR) is 1.45 metres wide from fence to kerb and 0.65 from parking metre to house fence.
8	Glebe	Leichhardt Street	Leichhardt Street	Mary Street	Unsuitable The Leichhardt St/Oxley Street/Stewart Street loop is entirely unsuitable for cars and trucks going one way and bikes the other. Two reasons; the roads are narrow, the bikes presumably would have to pull to the side probably between parked cars; and secondly there are several 90 degree turns. It's ok to navigate these if everyone is going in the same direction, but they would turn into blind corners if bikes were going in the opposite direction.
9	Glebe	Stewart Street	Mary Street	Oxley Street	Unsuitable
10	Glebe	Oxley street	Stewart Street	Leichhardt Street	Unsuitable
11	Glebe	Palmerston Avenue	Glebe Point Road	Lombard Street	Maybe Street is about 7 metres wide and one way. Parking is staggered on north side and south side. May be feasible to consolidate the parking on one side and have the bike path on the other resulting in no reduction in parking
12	Glebe	Marlborough Street	Gottenham Street	Glebe Point Road	Unnecessary If Palmerston Street is feasible is Marlborough St really required? Can it be done in Marlborough Street without loss of parking?
13	Forest Lodge	Charles Street	Cross Street	Ross Street	Unsuitable Charles Street is very narrow, and the only way you could fit in a bike lane, particularly a two-way bike lane, would be to abolish street parking completely. Ignoring home units (all of which seem to have off-street parking), there are 41 dwellings in the street, of which only nine have offstreet parking accessible from Charles Steet itself. There is no rear lane to the South of Charles Street. There is an unnamed short rear lane to the North (at the Eastern end), and there are four roller doors and what appear to be other vehicle entrances. However, that rear lane is not used by any vehicles, and is probably unusable because of the difficulty of entering it from and leaving it into Minogue Crescent. There is a very tight rear lane (Charles Lane) to the North at the Western end. There seem to be seven roller doors onto Charles Lane. So in summary, there are 41 dwellings, only 16 of which have any form of off-street parking – and a lot of that is very difficult of access.

	Suburb	Street	From	To	Comments
14	Forest Lodge	Ross Street	Minogue Crescent	Wigram Lane	<i>Minogue Crescent doesn't intersect with Wigram Lane. The path must be from Minogue Crescent to Wigram Road. This is a quiet and relatively wide street (12 metres). Why change the present arrangements?</i>
15	Forest Lodge	Sparkes Street	Larkin Street	Arundel Street	<i>Sparkes Street starts as 2 way with parking on both sides. This part may present difficulties. It then narrows to one way with parking on one side. This part looks feasible.</i>



## **BikEast**

*BIKEast is pleased to make a submission on the City of Sydney's proposal to allow two-way bike traffic on some one-way streets. BIKEast believes providing a safe and connected bike route network will encourage people to take up this form of active travel with its overwhelming individual and community benefits. For this reason, and because we generally endorse the idea that every street is a cycling street, we strongly support allowing two-way bike traffic on 159 one-way streets across 24 suburbs.*

### **Benefits of 'Contra-Flow' Cycling**

- *It will provide a wider range of options for people riding bicycles to avoid unsafe, busy roads and improve journeys that begin or end on quiet, low-traffic streets.*
- *Utilising one-way streets for bi-directional travel has been [shown to have a positive effect on road safety](#). It also makes cycling trips more direct and convenient - encouraging the use of bicycles over private vehicles - especially for local trips.*
- *[Transport for NSW consider contra-flow bicycle facilities a cost effective treatment](#) that enhances the cycling experience.*
- *The [Austroads Guide to Traffic Management](#) recommends permitting contra-flow travel for cyclists on one-way streets.*
- *Bi-directional travel for cyclists on one way streets improves the permeability of neighbourhoods - it reduces bicycle trip lengths.*
- *Allowing contra-flow cycling on the streets proposed will make on-road conditions more predictable and safer for all road-users. Cyclists will know that, at certain times in certain locations, contra-flow cycling requires a 'right of way' negotiation with other road users based on our common interest in getting around safely. As the overall bike route network improves and more people are encouraged to ride, other road users will become more aware of people riding bikes on these streets and at intersections along these streets.*
- *Contra-flow cycling on one-way streets contributes to traffic calming. Speed is lowered through the visual narrowing effect of contra-flow cyclists. This has safety and amenity benefits for all non-car users of a street and increases the quality of the residential street environment.*
- *Contra-flow cycling is significantly less expensive relative to other forms of cycle infrastructure and is [considered an effective means of quickly and cost effectively establishing a cycling friendly network of streets](#).*

### **Concluding remarks**

*BIKEast believes that the development of a high-standard network of cycleways will be more likely to succeed in attracting more people to ride their bikes more often if there are safer residential streets and 'quiet street' bike routes that permit people riding bikes to easily, and safely utilise 'safe streets' and the bike route network - from the beginning to the end of their journey.*

*The City of Sydney has created some excellent progress on developing a network of protected (separated) cycleways and shared paths - with more to come. The proposal to allow two-way bike traffic on some one-way streets will enhance the reach and convenience of the local and regional network of bike routes, and make getting around on a bicycle a more attractive option for residents and visitors alike.*

*Thank you for taking the time to review and consider our feedback.*

## **Paddington-Darlinghurst Community Group**

*In Area 15 the proposed streets are:*

### *Paddington*

- *Albion Ave (Greens to Selwyn)*
- *Iris Street (Albion to Josephson)*
- *Josephson Street (Selwyn to Greens)*
- *Selwyn Street (Napier to Josephson)*
- *Seymour Place (Selwyn to Flinders)*

### *Darlinghurst*

- *Flemings Lane (Flinders to Hannam)*
- *Hannam Street (Flinders to South Dowling)*

*Council claims;*

*"Our planned changes will make it easier for people riding to avoid busy roads and make trips on quiet, low-traffic streets.*

*We've already made these changes to around 40 one-way streets across our local area and they've proven to be safe and effective.*

*We recently looked at all one-way streets in our local area to see where two-way bike access would be beneficial and could be safely introduced.*

*We looked for quiet streets that aligned with our bike network and allowed good visibility for people driving and riding."*

*Our members are apprehensive about these proposed changes.*

*Currently Bike Riders already use all of our footpaths (whether shared or not), all roadways & laneways (whether one-way or not) as well as dedicated bike paths.*

*They do this whether it is legal or not. One could say they do it with Council's blessing.*

*Now it appears the Council is proposing to formalise an activity they have encouraged.*

*Encouraged by not taking any compliance action.*

*Area 15 is a largely Pedestrian oriented community.*

*We do not need bikes (including electric bikes, electric scooters and electric skateboards) on:*

- *one way traffic streets (going the wrong way)*
- *all of our footpaths*

*Conventionally powered and electric bikes/scooters/skateboards have top speeds approaching 50km/h. Is the Council seriously suggesting that vehicles of this (or any type) can traverse our streets up to this speed going the wrong way?*

*Why make life even more dangerous for pedestrians, motorists and the cyclists themselves?*

*We have previously asked Council to make the western footpath on Greens Road bike free as there is already a bike lane on Greens Rd and there is a footpath on the nonresidential eastern side. Further, most front doors open onto the footpath on Greens Road.*

*Council did not agree - see response dated 9 August 2021 attached.*

*We note that in the response Council said*

*" The City does not generally install signage stating that footpaths are 'no cycling' areas because we have found such signage to be ineffective"*

*Yet in this case Council says*

*" A small amount of new road marking and some signs will be used to make these changes"*

*Won't these signs and markings also be "ineffective"*

*We do not support these proposals until all our 40kph streets are changed to 30kph- this is for the protection of Bike riders as well..*

*We simply ask that the Council apply common sense and the standing rules of the road to all vehicles, including bikes. We want bike riding to be safe - for pedestrians, motorists and importantly for the bike riders themselves.*

## Comments raised in community submissions - All locations

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	108
Supports all locations in addition to requesting the existing line marking on Victoria Road Erskineville be repainted	Noted	Positive	1
Supports all locations and request lower speed limits	Noted. The City will continue to work with TfNSW on lowering speed limits.	Positive	8
Oppose to all locations due to concerns about safety	Noted. Research shows safety is not worsened by allowing two-way cycling on one way streets. This is also true for existing streets in our council area that already allow two-way cycling.	Negative	9
Supports all locations and requests a 20km/h and an education program when implemented	Noted. The City will discuss an education program with TfNSW.	Positive	16
Supports all locations and an education program when implemented	Noted. The City will discuss an education program with TfNSW.	Positive	1
Supports all locations and requests an education program for pedestrians when implemented	Noted. The City will discuss an education program with TfNSW.	Positive	2
Supports all locations and requests the inclusion of Mary Ann Street Ultimo	A separated cycleway planned for Mary Ann Street will provide two-way bike access.	Positive	1
No comment	Noted.	Neutral	2
Supports all locations and requests the inclusion of Elliott Avenue Erskineville	Elliott Avenue will be investigated for the next tranche.	Positive	1
Supports all locations and requests the inclusion of Belvoir Street, between Elizabeth and Clisdell streets	Belvoir Street will be reconsidered for the next tranche.	Positive	1
Supports all locations and requests the inclusion of Francis Street Glebe	Francis Street will be reconsidered for the next tranche.	Positive	1

Requests the inclusion of motorbikes and scooters in addition to bicycles	These would require a change to legislation/Australian Standards (AS1742) and so is not within council powers.	Neutral	1
Request that CoS spend resources on actual separated cycleways instead	The City of Sydney is investing in building separated cycleways and these are complimented by these simple network permeability improvements for connecting to more people's homes and destinations.	Negative	1
Opposes these changes in Pymont	Noted	Negative	1
Opposes these changes in Erskineville	Noted	Negative	1
All proposed streets in Potts Point need to be evaluated against current width to make sure it is safe	City and TfNSW have confirmed all widths and already rejected streets that are insufficient.	Neutral	1
Concerned that the uptake of riding does not necessitate this project	True, this will be useful and a safety improvement for people already riding, not just new riders it encourages.	Neutral	1
Oppose the project because people on electric bikes and scooters should be registered	This is a matter for state and national legislation.	Negative	1
Oppose the project due to the streets in Ultimo and Pymont being too narrow	All street widths have been checked.	Negative	1
Supports all proposals for Newtown on the condition that space for people riding and intersections are clearly marked and painted.	Additional marking at intersections will be used as needed.	Positive	1

## Beaconsfield

### Beaconsfield Lane (Collins to Johnston Reserve)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	2
Existing issues, illegal parking and difficulty entering and existing private properties make this street unsafe for two way access for people riding	Your existing parking issues will not be made worse by people riding (and might be improved in time). Research and practice confirm it is not unsafe.	Negative	2
People riding bikes should follow the same rules as people driving	All road users should obey road rules and signs.	Negative	1
Beaconsfield Lane is not one way so this treatment is not required	Beaconsfield Lane is one-way southbound for the section between Reserve (not Johnston) Street and Collins Street. Thanks for the correction.	Neutral	1

### Victoria Lane (Reserve to Collins)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	2
Existing issues, illegal parking and difficulty entering and existing private properties make this street unsafe for two way access for people riding	Noted	Negative	1
People riding bikes should follow the same rules as people driving	All road users should obey road rules and signs.	Negative	1

## Camperdown

### Briggs Street (Missenden to Church)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	6
Please also allow two-way bike traffic on Hampshire Street, Hampshire Lane and Church Street (between Salisbury Road & Rochester Street).	Hampshire Street, Hampshire Lane and Church Street (Rochester to Salisbury) will be investigated for the next tranche.	Positive	1

### Brodrick Street (Missenden to Church)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	6

### Dunblane Street (Church to Missenden)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	8

### Isabella Street (Layton to Mallett)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	6

### Lambert Street (Layton to Lyons)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	6

### Lucas Street (Missenden to Church)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	6

### Marsden Street (Church to Missenden)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	6

## Chippendale

### Goold Street (Outram to Regent)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Support the project in addition to a request for 20km/h speed limit and education program	Noted, City staff will work with TfNSW on lower speeds and education.	Positive	1
Support the project in addition to a request to make the intersection of Shepherd and Knox streets a three way stop for cars	Noted	Positive	1
Oppose the project due to the high level of activity on the street for adjoining properties	Goold Street is a low traffic street, but City staff will monitor and review, post-implementation based on your feedback.	Negative	1

### Knox Street (City Road to Shepherd Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Support the project in addition to a request for 20km/h speed limit and education program	Noted, City staff will work with TfNSW on lower speeds and education.	Positive	1
Support the project in addition to a request to make the intersection of Shepherd and Knox streets a three way stop for cars	Additional stop controls will be investigated.	Positive	1
Support the project in addition to address rat running between Broadway and City Road	Noted	Positive	1
Oppose the project due to the high level of activity on the street for adjoining properties and pedestrian safety	Knox Street is a low traffic street.	Negative	1



## Darlinghurst

### Barcom Avenue (Ice to Liverpool)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Footpaths on Burton and Victoria streets need to be repaired and people riding should not be on the footpath	Agreed, people must not ride on the footpath unless they are exempt (child, with a child, post worker or medical certificate).	Neutral	1
There is a raised pavement blocking Darley St which requires you to ride briefly on the pavement.	Access through the road closure on Darley Street will be investigated.	Positive	1

### Barnett Lane (Palmer to Crown)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4

### Clapton Place (Farrell to Forbes)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4

### College Lane (Stanley to Francis)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4

### Farrell Avenue (Clapton to Rosebank)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4

### Flemings Lane (Flinders to Hannam)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4

### Foley Street (Taylor Square to Burton)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	5

## Francis Street (Yurong to College Lane)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4

## Hannam Street (Flinders to South Dowling)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4

## Hardie Street (Darlinghurst to Liverpool &amp; Liverpool to Burton)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4

## Kirketon Road (William to Farrell)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4

## Little Burton Street (Kings Lane to Burton Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4

## Little Oxford Street (Campbell to Crown)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4

## Liverpool Street (Oxford to Yurong)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4

## Nimrod Street (Craigend to Surrey)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4

## O'Briens Lane (Palmer Street to Palmer Lane)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>

Support	Noted	Positive	4
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Palmer Lane (Berwick to O'Brien's)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4

Palmer Street (Stanley to Barnett)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4

Rosebank Street (William to Farrell)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4

St Peters Street (Bourke to Forbes)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4

Surrey Street (Craigend to Caldwell to Victoria)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Oppose as the street is too narrow for a car and bike to pass each other	The narrow section is 6.4m which is enough space for a car and a bike to pass.	Negative	2
Oppose as the project will be too expensive	The project is not expensive.	Negative	1

Taylor Street (South Dowling to Flinders)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4

Yurong Lane (Riley to Crown)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4

## Darlington

### Darlington Road (Golden Grove to Codrington)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	3
Support in addition to recommendation to make Boundary Street Darlington two way for people riding	Noted. City staff consider Boundary Street unsuitable at this time.	Positive	1

### Ivy Lane (Lawson to Little Eveleigh)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	3

### Ivy Street (Wilson to Abercrombie)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	3

### Ivy Street (Lander to Abercrombie)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	3

## Elizabeth Bay

### Baroda Street (Elizabeth Bay Road to Ward Avenue)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	1
Support in addition to recommending line marking	Noted		1

### Onslow Avenue (Greenknowe to Billyard)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Oppose due to the existing blind spots and parking issues	Noted	Negative	1

## Erskineville

### Clara Street (Swanson Street to Ada Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	1

### Lambert Street (Morrissett Road to George Street)

Comment	CoS response	Sentiment	Count
Note that cars currently don't comply with the one-way restriction	Noted	Neutral	1

### Munni Street (Union Street to Rochford Street)

Comment	CoS response	Sentiment	Count
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### Rochford Street (McDonald to Victoria to Erskineville Road)

Comment	CoS response	Sentiment	Count
Oppose as the street is too narrow for a car and bike to pass each other	Rochford Street is 6.7m which is wide enough for passing.	Negative	2

### Septimus Street (Albert Street to Erskineville Road)

Comment	CoS response	Sentiment	Count
Oppose as the street is too narrow for a car and bike to pass each other	Septimus Street is 7.9m which is ample width for passing.	Negative	1
Suggest line marking to indicate to people riding that they are approaching driveways with poor sight lines	Noted	Neutral	1

### Smiths Lane

Comment	CoS response	Sentiment	Count
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Union Street (Iredale Street to Munni Street & Erskineville Road to Munni Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	1
Oppose as the street is too narrow for a car and bike to pass each other	Union Street is 6.7m which is wide enough for passing.	Negative	4
Oppose as the new arrangement will be dangerous for people riding and tradespeople not used to the area	Other nearby one-way streets with two-way bike access in Erskineville have not had safety problems.	Negative	1

## Eveleigh

### Marian Street (Cornwallis to Rosehill Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	5

### Marian Street (Gibbons Street to Regent Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4



## Forest Lodge

### Charles Street (Cross Street to Ross Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	3
Support the project in addition to a request for 40km/h speed limit and education program	Noted, City staff will work with TfNSW on lower speeds and education.	Positive	1
Support the project in addition to suggesting that the parking may be safer on the other side of the street	Noted for investigation for the project. Note: other streets with similar configuration were included in the TfNSW safety research.	Positive	1
Oppose the project due to people riding currently using the narrow footpath	Giving people another safe and legal option to avoid riding on the footpath is recommended.	Negative	1
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	Charles Street is wide enough for passing, ranging between 5.89m, 5.21m and 6.24m with just one lane of parking.	Negative	1

### Ross Street (Minogue Crescent to Wigram Lane)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	3

### Sparkes Street (Larkin Street to Arundel Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	3

## Glebe

### Crown Street (Bay Street to Cowper Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	2
Oppose the project due to the low number of people riding. It's not needed	It will serve existing and future residents of the street, for access to and from home.	Negative	1
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	Crown Street is sufficient width, at 5m with only one side of parking. There is no separated two-way cycleway proposed.	Negative	1

### Avon Street (Forsyth Street to Ferry Road)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	2
Oppose the project due to the low number of people riding. It's not needed	It will serve existing and future residents of the street, for access to and from home.	Negative	1
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	Avon Street is 7m which is wide enough for passing. There is no two-way cycleway proposed.	Negative	1
Additional speed limit reductions may be required	City staff will work with TfNSW on lower speeds.	Neutral	1

### Bellevue Street (Bridge Lane to Cardigan Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	2
Oppose the project due to the low number of people riding. It's not needed	It will serve existing and future residents of the street, for access to and from home.	Negative	1
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	There is no two-way cycleway proposed.	Negative	1

Derwent Lane (St Johns Road to Glebe Point Road)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Oppose the project due to the low number of people riding. It's not needed	It will serve existing and future residents of the street, for access to and from home.	Negative	1
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	There is no two-way cycleway proposed.	Negative	1

Hereford Street (Woolley Street to Glebe Point Road)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Oppose the project due to the low number of people riding. It's not needed	It will serve existing and future residents of the street, for access to and from home.	Negative	1
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	There is no two-way cycleway proposed.	Negative	2
People riding bikes should follow the same rules as people driving	All road users should obey the road rules and signs.	Negative	1
Oppose the project as and request CoS cycleway network plan	The bike network plan is at <a href="https://www.cityofsydney.nsw.gov.au/strategies-action-plans/cycling-strategy-and-action-plan">https://www.cityofsydney.nsw.gov.au/strategies-action-plans/cycling-strategy-and-action-plan</a>	Negative	1

### Jarocin Avenue (St Johns Road to Bridge Road)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	3
Oppose the project due to the low number of people riding. It's not needed	It will serve existing and future residents of the street, for access to and from home.	Negative	1
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	There is no two-way cycleway proposed.	Negative	2
"Adjoining Crown St, please adjust the ""NO ENTRY"" signs on Glebe St (near Cowper) to make it clear that bikes can pass through the blocked off section.  Jarocin Avenue is a great connection between St Johns Rd and the new cycleway on Bridge Rd. It would be very useful as a two-way cycling street.	Noted, we will replace the missing sign on the eastern side of the closure.	Positive	1

### Leichhardt Street (Leichhardt Street to Mary Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Oppose the project due to the low number of people riding. It's not needed	It will serve existing and future residents of the street, for access to and from home.	Negative	1
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	There is no two-way cycleway proposed.	Negative	3
Oppose the project as it is not needed. Leichhardt Street is a loop	Just as people walking might want to walk directly, rather than around the loop, residents in any stretch might want the option to travel in either direction to access/egress their home.	Negative	1

### Marlborough Street (Gottenham to Glebe Point Road)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	1
Oppose the project due to the low number of people riding. It's not needed	It will serve existing and future residents of the street, for access to and from home.	Negative	1
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	There is no two-way cycleway proposed.	Negative	1
Oppose the project due to the confusion relating to additional traffic movement direction for people riding	Confusion has not been a problem in the 40 other streets in the council area where two-way cycling is allowed.	Negative	1

### Oxley Street (Stewart to Leichhardt)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Oppose the project due to the low number of people riding. It's not needed	It will serve existing and future residents of the street, for access to and from home.	Negative	1
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	There is no two-way cycleway proposed.	Negative	1

### Palmerston Avenue (Glebe Point Road to Lombard Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	5
Oppose the project due to the low number of people riding. It's not needed	It will serve existing and future residents of the street, for access to and from home.	Negative	1
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	There is no two-way cycleway proposed.	Negative	1

Stewart Street (Mary Street to Oxley Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Oppose the project due to the low number of people riding. It's not needed	It will serve existing and future residents of the street, for access to and from home.	Negative	1
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	There is no two-way cycleway proposed.	Negative	1

Wentworth Street (Bay Street to Cowper Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Oppose the project due to the low number of people riding. It's not needed	It will serve existing and future residents of the street, for access to and from home.	Negative	1
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	There is no two-way cycleway proposed.	Negative	1

## Haymarket

### Kimber Lane (Hay Street to Factory Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	1
Oppose the project due to the people riding using the footpath and not riding on the road	Giving people another safe and legal option to avoid riding on the footpath is recommended.	Negative	1

### Little Hay Street

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	1
Oppose the project due to the people riding using the footpath and not riding on the road	Giving people another safe and legal option to avoid riding on the footpath is recommended.	Negative	1

### Thomas Lane (Thomas Street to Quay Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	1
Oppose the project due to the people riding using the footpath and not riding on the road	Giving people another safe and legal option to avoid riding on the footpath is recommended.	Negative	1

### Thomas Street (Quay Street to Ultimo Road)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	1
Oppose the project due to the people riding using the footpath and not riding on the road	Giving people another safe and legal option to avoid riding on the footpath is recommended.	Negative	1

### Valentine Street (George Street to Quay Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	1
Oppose the project due to the people riding using the footpath and not riding on the road	Giving people another safe and legal option to avoid riding on the footpath is recommended.	Negative	1

## Newtown

### Linthorpe Street (Erskineville Road to Brown Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	5
Support the project in addition to a request for 20km/h speed limit and education program	Noted, City staff will work with TfNSW on lower speeds and education.	Positive	1
Oppose the project due excessive traffic on the street	Linthorpe Street is a low traffic street. With the increasing trend of parents using cargo bikes to take children to childcare traffic here may reduce in time.	Negative	5
Supports the project in addition to suggesting Mary Street	Mary Street is outside the City of Sydney council area.	Positive	1

### Little Queen Street (Carillon to Campbell & King to Campbell)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	3
Support the project in addition to a request for 20km/h speed limit and education program	Noted, City staff will work with TfNSW on lower speeds and education.	Positive	1

### Gowrie Street (Erskineville Road to Harold Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	3
Support the project in addition to a request for 20km/h speed limit and education program	Noted, City staff will work with TfNSW on lower speeds and education.	Positive	1
Oppose the project due to safety concerns	Similar nearby streets with this treatment, such as Angel Street, have not had safety issues.	Negative	1

### Copeland Avenue (Watkin Street to Burren Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Support the project in addition to a request for 20km/h speed limit and education program	Noted, City staff will work with TfNSW on lower speeds and education.	Positive	1



Forbes Street (Princes Highway to Wilson Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4
Support the project in addition to a request for 20km/h speed limit and education program	Noted, City staff will work with TfNSW on lower speeds and education.	Positive	1

Norfolk Street (Angel Street to Whitehorse Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4
Support the project in addition to a request for 20km/h speed limit and education program	Noted, City staff will work with TfNSW on lower speeds and education.	Positive	1
Oppose the project as the street is too busy with pedestrian traffic related to the school	People walking on the road are at higher risk from motor vehicles than bikes, due to the greater weight and speed.	Negative	1

Queen Street (Forbes Place to Wilson Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	5
Support the project in addition to a request for 20km/h speed limit and education program	Noted, City staff will work with TfNSW on lower speeds and education.	Positive	1

Queen Street (Forbes Place to Wilson Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	5
Support the project in addition to a request for 20km/h speed limit and education program	Noted, City staff will work with TfNSW on lower speeds and education.	Positive	1

Watkin Street (Wilson to Copeland Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	3

Support the project in addition to a request for 20km/h speed limit and education program	Noted, City staff will work with TfNSW on lower speeds and education.	Positive	1
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#### Whateley Lane (King Street to Whateley Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4
Support the project in addition to a request for 20km/h speed limit and education program	Noted, City staff will work with TfNSW on lower speeds and education.	Positive	1

#### Whitehorse Street (Norfolk Street to Newman Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4
Support the project in addition to a request for 20km/h speed limit and education program	Noted, City staff will work with TfNSW on lower speeds and education.	Positive	1
Oppose the project as the street is too busy with pedestrian traffic related to the school	People walking on the road are at higher risk from motor vehicles than bikes, due to the greater weight and speed.	Negative	1

## Paddington

### Albion Ave (Greens to Selwyn)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Oppose the project	Noted	Negative	1
Oppose the project due to safety concerns	Noted. Research shows safety is not worsened by allowing two-way cycling on one-way streets. This is also true for existing streets in our council area that already allow two-way cycling.	Negative	5

### Iris Street (Albion to Josephson)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Oppose the project	Noted	Negative	1
Oppose the project as it will reduce parking availability	The project does not propose any parking changes	Negative	1
Oppose the project	Noted	Negative	1
Oppose the project due to safety concerns	Noted. Research shows safety is not worsened by allowing two-way cycling on one-way streets. This is also true for existing streets in our council area that already allow two-way cycling.	Negative	4
Oppose the project for the following reasons 1. There is already a cycleway on Greens Road 2. The footpaths are narrow and some people walking choose to walk on the road. Having another direction of traffic could cause conflict 3. People using this street speed 4. The extra direction of traffic movement will cause parking movement issues.	Noted. Allowing safe and legal cycling might help with 2 and 3. The people who live on Iris Street may still want to ride between home and Greens Road. We haven't had any reports of parking movement issues from the other 40 one-way streets with two-way cycling.	Negative	1
Oppose the project due to the confusion of different rules and visual clutter related to new signs	Noted. This hasn't proved to be a problem in any of the other 40 streets in our council area.	Negative	1

### Josephson Street (Selwyn to Greens)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4
Oppose the project	Noted	Negative	1
Oppose the project due to safety concerns	Noted. Research shows safety is not worsened by allowing two-way cycling on one-way streets. This is also true for existing streets in our council area that already allow two-way cycling.	Negative	5
Oppose the project due to the confusion of different rules and visual clutter related to new signs	Noted. This hasn't proved to be a problem in any of the other 40 streets in our council area.	Negative	1

### Leinster Street (Oatley to Gordon)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	3

### Renny Lane (Regent to Renny)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	There is no proposal for a separated two way cycleway, it's just that a sign will allow two way travel on the existing roadway.	Negative	1

### Selwyn Street (Napier to Josephson)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4
Oppose the project as it will reduce parking availability	The project does not propose any parking changes	Negative	1
Oppose the project	Noted	Negative	1
Oppose the project due to safety concerns	Noted. Research shows safety is not worsened by allowing two-way cycling on one-way streets. This is also true for existing streets in our council area that already allow two-way cycling.	Negative	3

Oppose the project due to the confusion of different rules and visual clutter related to new signs	Noted. This hasn't proved to be a problem in any of the other 40 streets in our council area.	Negative	1
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#### Seymour Place (Selwyn to Flinders)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4
Oppose the project	Noted	Negative	1
Oppose the project due to safety concerns	Noted. Research shows safety is not worsened by allowing two-way cycling on one-way streets. This is also true for existing streets in our council area that already allow two-way cycling.	Negative	2
Oppose the project due to the confusion of different rules and visual clutter related to new signs	Noted. This hasn't proved to be a problem in any of the other 40 streets in our council area.	Negative	1

## Potts Point

### Barncleuth Lane

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	3

### Barncleuth Square

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4

### Earl Place (Springfield Avenue to Earl Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4

### Earl Street

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	3

### Goderich Lane (Ward Avenue to Pennys Lane)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	2

### Hughes Lane (Orwell and Hughes Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	3
Opposes the project because the use of Hughes Lane is not the best for people riding and should use Tusculum and Manning to access Macleay Street	Residents with garages backing Hughes Lane or Hughes Place might want to access or egress their home by bike.	Neutral	1

### Hughes Street (Tusculum Lane to Macleay Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	3
Oppose the project due to pedestrian safety concerns	People walking on the road are at higher risk from motor	Negative	1

	vehicles than bikes, due to the greater weight and speed.		
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#### Kellett Street (Ward Avenue to Bayswater Road)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	2
Oppose the project because Kellett Street is already too busy and would not be safe for people riding in both directions	Kellett Street is a low traffic street. Research shows safety is not worsened by allowing two-way cycling on one-way streets. This is also true for existing streets in our council area that already allow two-way cycling.	Negative	1
Oppose the project as it will create more conflict between people walking and delivery riders	The project will provide a safe and legal alternative to riding on the footpath.	Negative	1
Oppose the project	Noted	Negative	1

#### Orwell Lane (Orwell and Hughes Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	3

#### Orwell Street (Orwell Lane to Victoria Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Opposes the project as there is concern that formalising two way access for people riding will lead to accidents	Research shows safety is not worsened by allowing two-way cycling on one-way streets. This is also true for existing streets in our council area that already allow two-way cycling	Negative	1

#### Pennys Lane (Kings Cross Road to Bayswater Road)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	3
Oppose the project as it will create more conflict between people walking and delivery riders	The project will provide a safe and legal alternative to riding on the footpath.	Negative	1

Roslyn Street (Bayswater Road to Darlinghurst Road)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Opposes the project because existing traffic issues (speeding, adherence to traffic signae) need to be addressed prior to these changes can be considered.	Noted	Negative	1

Springfield Avenue (Springfield Lane to Earl Place)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	3

Springfield Lane (Earl Street to Springfield Avenue)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	3



## Pymont

### Ada Place (Allen to Pymont Bridge Road)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Conditionally supportive if existing pedestrian issues are addressed, including pram ramps and reducing trips hazards	This project does not include footpath maintenance or pram ramps.	Neutral	2
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	There is no proposal for a separated two way cycleway, it's just that a sign will allow two way travel on the existing roadway.	Negative	1

### Bulwara Road (as it bends into Ada Place, to Allen Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Conditionally supportive if existing pedestrian issues are addressed, including pram ramps and reducing trips hazards	This project does not include footpath maintenance or pram ramps.	Neutral	2
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	There is no proposal for a separated two way cycleway.	Negative	1

### Little Mount Street (Miller to Pymont Bridge Road)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Conditionally supportive if existing pedestrian issues are addressed, including pram ramps and reducing trips hazards	This project does not include footpath maintenance or pram ramps.	Neutral	2
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	There is no proposal for a separated two way cycleway.	Negative	1
Oppose the project	Noted	Negative	1

Paternoster Row (Union Square to Pymont Bridge Road)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4
Oppose the project	Noted	Negative	1

## Redfern

### Douglas Street (Phillip to Turner)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	6

### Cornwallis Street (Boundary Street to Marian Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	7

### Boronia Street (Bourke and Young to Marriott)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	10
Oppose the project due to poor cyclist behaviour and access issues for private driveways	The project is not expected to worsen behaviour of people riding, nor impact driveways.	Negative	1

### Castlereagh Lane (James Street to Redfern Lane)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	6
Oppose the project due to the confusion of different rules	Noted. This hasn't proved to be a problem in any of the other 40 streets in our council area.	Negative	1

### East Street (Douglas Street to Pitt Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	6
East Street is not one way and the streets impacted need to have a reduced speed limit	Thanks for the correction, it will be removed from the list.	Neutral	1

### Eveleigh Street (Cleveland to Hudson)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	6

#### James Street (Young Lane to Elizabeth)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	6
Support in addition to a request to extending to Chalmers Street	Noted. Chalmers Street is not suitable at this time.	Positive	1
Oppose the project due to the confusion of different rules	Noted. This hasn't proved to be a problem in any of the other 40 streets in our council area.	Negative	1

#### James Street (Pitt to George)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	6
Oppose the project due to the confusion of different rules	Noted. This hasn't proved to be a problem in any of the other 40 streets in our council area.	Negative	1

#### Little Young Street (Cooper to James)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4

#### Marriott Street (Cleveland to Cooper)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4

#### Redfern Street (Regent Street to Gibbons Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	7

#### Young Lane (Cooper to James)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	7
Oppose the project due to the risk of accidents between people riding and people accessing driveways/garages	Noted. Research and experience shows safety is not worsened by allowing two-way cycling on one way streets.	Negative	2

## Rosebery

### Emanuel Lane (Hansard Street to Epsom Road)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	2
Opposes the project because it will require people driving to check both directions and move over to give way in some circumstances	Noted. This hasn't proved to be a problem in any of the other 40 streets in our council area.	Negative	1
Supports the project in addition to requesting a ramp at the end of Rose Valley Way to access the shared path in Gunyama Park	Noted. Request accepted.	Positive	1

### Emanuel Lane (Epsom to Cressy)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	3
Opposes the project because it will require people driving to check both directions and move over to give way in some circumstances	Noted. This hasn't proved to be a problem in any of the other 40 streets in our council area.	Negative	1

## Rushcutters Bay

Waratah Street (Roslyn Gardens to Bayswater)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	1
Opposes the project	Noted	Negative	1
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	There is no two-way cycleway proposed. It is just a sign that allows two way access in the existing road space.	Negative	1

## Surry Hills

### Adelaide Place (Adelaide Street to Devonshire Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	2

### Adelaide Street (Waterloo to Adelaide Place)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	2

### Albion Way (Bellview to Waterloo and Little Riley to Waterloo)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4

### Bennett Street (South Dowling to Marshall)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	2
Oppose the project due to potential increase in delivery e-bike riders	The number of delivery e-bike riders is directly related to the number of food orders from people living in your area.	Negative	2
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	There is no two-way cycleway proposed. It is just a sign that allows two way access in the existing road space.	Negative	2

### Blackburn Street

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	2

### Brisbane Street (Goulburn to Oxford)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	2
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	There is no two-way cycleway proposed.	Negative	1

Goodlet Street (High Holborn to Elizabeth Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Oppose the project due to the narrow street not being able to accommodate a two way cycleway. A change to parking could provide more space	Goodlet Street varies between 7.3m and 8.1m, ample room for passing even with parking on both sides.	Negative	1

Goulburn Lane (Brisbane to Commonwealth)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2

Little Albion Street (Little Riley to Commonwealth Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2

Little Buckingham Street (Cleveland to Rutland)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2

Little Riley Street (Albion to Devonshire)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2

Marlborough Street (Lansdowne to Goodlet Lane)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2

Parkham Street (Parkham Place to Bourke Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2

Prospect Street (South Dowling to Marshall)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2



Ridge Street (South Dowling to Bourke)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Oppose the project due to the narrow street not being able to accommodate a two way cycleway and the street is too busy	Ridge Street is a low traffic street and at 7m, has sufficient width for passing. No separated cycleway is proposed.	Negative	2

Riley Street (Devonshire to Goodlet Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2

Waterloo Street (Foveaux to Albion)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2

Wilton Street (Belvoir to Cleveland)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2

## Sydney

### Alberta Street (Clarke Street and Goulburn Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Opposes the project because it will require people driving to check both directions and move over to give way in some circumstances	Noted. This hasn't proved to be a problem in any of the other 40 streets in our council area.	Negative	1

### Custom House Lane (Young to Loftus)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Opposes the project because it will require people driving to check both directions and move over to give way in some circumstances	Noted. This hasn't proved to be a problem in any of the other 40 streets in our council area.	Negative	1

### Dalley Street (Underwood to George Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Opposes the project because it will require people driving to check both directions and move over to give way in some circumstances	Noted. This hasn't proved to be a problem in any of the other 40 streets in our council area.	Negative	1

### Foy Lane (Elizabeth to Goulburn)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Opposes the project because it will require people driving to check both directions and move over to give way in some circumstances	Noted. This hasn't proved to be a problem in any of the other 40 streets in our council area.	Negative	1

Phillip Lane (Macquarie Street to Phillip Lane west-leg)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Opposes the project because it will require people driving to check both directions and move over to give way in some circumstances	Noted. This hasn't proved to be a problem in any of the other 40 streets in our council area.	Negative	1

Reiby Place (Pitt to Loftus Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Opposes the project because it will require people driving to check both directions and move over to give way in some circumstances	Noted. This hasn't proved to be a problem in any of the other 40 streets in our council area.	Negative	1

York Lane (Erskine to Clarence & Erskine to Barrack)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Opposes the project because it will require people driving to check both directions and move over to give way in some circumstances	Noted. This hasn't proved to be a problem in any of the other 40 streets in our council area.	Negative	1
Oppose the project due to the narrow street not being able to accommodate a two way cycleway	No separated cycleway is proposed. York Lane is 5m wide with occasional parking on one side, leaving ample room for passing.	Negative	1

## Ultimo

### Blackwattle Lane (Macarthur Street to Wattle Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Oppose the project due to potential increase in delivery e-bike riders and poor rider behaviour	The number of delivery e-bike riders is directly related to the number of food orders from people in your area. The project is not expected to worsen behaviour of road users.	Negative	1

### Fig Street (Bulwara Road to Ada Place)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Oppose the project due to potential increase in delivery e-bike riders and poor rider behaviour	The number of delivery e-bike riders is directly related to the number of food orders from people in your area. The project is not expected to worsen behaviour of road users.	Negative	1

### Hackett Street (William Henry to Mary Ann)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Oppose the project due to potential increase in delivery e-bike riders and poor rider behaviour	The number of delivery e-bike riders is directly related to the number of food orders from people in your area. The project is not expected to worsen behaviour of road users.	Negative	1
Supports the project in addition to requesting that Mary Ann Street be included	A different project for a separated two-way cycleway on Mary Ann Street is planned.	Positive	1

### Henson Lane (Bulwara Road to Jones Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4

Oppose the project due to potential increase in delivery e-bike riders and poor rider behaviour	The number of delivery e-bike riders is directly related to the number of food orders from people in your area. The project is not expected to worsen behaviour of road users.	Negative	1
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#### McKee Street (Mary Ann Street to Macarthur Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Oppose the project due to potential increase in delivery e-bike riders and poor rider behaviour	The number of delivery e-bike riders is directly related to the number of food orders from people in your area. The project is not expected to worsen behaviour of road users.	Negative	1

#### Wattle Lane (Macarthur Street to Mary Ann Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Oppose the project due to potential increase in delivery e-bike riders and poor rider behaviour	The number of delivery e-bike riders is directly related to the number of food orders from people in your area. The project is not expected to worsen behaviour of road users.	Negative	1
Oppose the project due to the high level of activity on the street for adjoining properties	Wattle Lane is a very low traffic street and very suitable for allowing its residents to ride in either direction.	Negative	1

#### Wattle Place (Blackwattle Lane to Wattle Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Oppose the project due to potential increase in delivery e-bike riders and poor rider behaviour	The number of delivery e-bike riders is directly related to the number of food orders from people in your area. The project is not expected to worsen behaviour of road users.	Negative	1

## Waterloo

### Cooper Street (John Street to Wellington Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	1
Oppose the project due to the current unsafe arrangement for people walking and the existing cycle safe streets on George or Cope streets	People walking on the roadway are at far greater risk from motor vehicles, due to their greater mass and speed. The project will give Cooper Street residents access to the George Street cycleway in both directions.	Negative	1
Opposes the project due to rider behaviour and the lack of space for cars on the road	The project will not remove any road space from being used by cars, and is not expected to worsen road user behaviour.	Negative	1

### Danks Street (Crystal Street to Broome Street)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	2
Opposes the project due to rider behaviour and the lack of space for cars on the road	The project will not remove any road space from being used by cars, and is not expected to worsen road user behaviour.	Negative	1

### Gibson Street (Kellick Street to Wellington)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	4
Opposes the project due to rider behaviour and the lack of space for cars on the road	The project will not remove any road space from being used by cars, and is not expected to worsen road user behaviour.	Negative	1

### Kellick Street (Pitt to Gibson)

Comment	CoS response	Sentiment	Count
Support	Noted	Positive	1
Opposes the project due to rider behaviour and the lack of space for cars on the road	The project will not remove any road space from being used by cars, and is not expected to worsen road user behaviour.	Negative	1

Kensington Street (Kellick Street to McEvoy Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4
Opposes the project due to rider behaviour and the lack of space for cars on the road	The project will not remove any road space from being used by cars, and is not expected to worsen road user behaviour.	Negative	1

West Street (Wellington to Kellick)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	4
Opposes the project due to rider behaviour and the lack of space for cars on the road	The project will not remove any road space from being used by cars, and is not expected to worsen road user behaviour.	Negative	1

## Woolloomooloo

### Brougham Street (William to Harnett Street)

<b>Comment</b>	<b>CoS response</b>	<b>Sentiment</b>	<b>Count</b>
Support	Noted	Positive	2
Oppose the project due to the narrow street not being able to accommodate a two way cycleway and the street is too busy	Brougham is a low traffic street, 7.3m wide (with parking on both sides) which is sufficient for passing. No separate cycleway is proposed, just a sign to allow two-way access, which will benefit residents wanting to access further north.	Negative	1