



Attachment 2 to Item 10.3.2.

Submission and Officer response – CAMWEST

Date of meeting: 9 July 2024
Location: Council Chambers
Time: 6:30pm



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15th April 2024

Hawkesbury Active Transport Plan Feedback

Thank you for the opportunity to comment on the Hawkesbury Active Transport Plan (*The Plan*).^[1]

These comments have been prepared on behalf of CAMWEST, a Bicycle NSW affiliated Bicycle User Group with a focus on advocating for and encouraging cycling in Western Sydney.

CAMWEST's involvement in the Hawkesbury

In the past Doug Bathersby provided CAMWEST with active representation in the Hawkesbury LGA. CAMWEST used to run the annual Tizzana Winery Ride where groups of riders would congregate at Windsor Railway station and ride via three different length routes to the Winery for a catered lunch. We'd all ride back to Windsor afterwards. This was CAMWEST's main fundraiser for several years. We ran regular rides from the Rooty Hill area to Windsor, Richmond and the Lowlands, and less frequent rides to locations such as Kurrajong, Mitchell Park, and Ebenezer. We ran several overnight and multiday rides to locations such as Wheeny Creek, Sackville, St Albans and beyond.

This Active Transport Plan has been a catalyst for rekindling our efforts in the LGA.

Initial Comments

Our first impressions of *The Plan* are that it appears to be quite reasonable. There are some issues with the existing network which we'll start off by highlighting. We believe the resolution of these issues should be included in *The Plan*, as the new proposed infrastructure builds on the existing routes.

It appears that the map of the existing network (Figure 8 of *The Plan*) may be a few years old. In one of the mark-ups below we show the additional paths that we're aware of in South Windsor that weren't marked on it. The path alongside Dight and Percival Streets around the RAAF base weren't marked either. Although right on the edge of the map, we thought some of the new paths in North Richmond might have been included as well.

Small sections of the existing shared path network are less than the recommended minimum of 2m wide. Others are 2m wide. It's good to see that some of the more recent paths are the recommended 2.5m width.

We didn't have time to ride the Hawkesbury Valley Way path or The Bells Line of Road path for this feedback, although we have ridden them in the past. We limited our focus to mainly around the Windsor area.

Some of the points below, particularly related to traffic signals, are probably the responsibility of Transport for NSW (TfNSW) more than Council. However, as these directly impact Council's Active Transport network and sometimes the boundary between responsible bodies are unclear to us, we've mentioned them all here without trying to draw any distinctions.

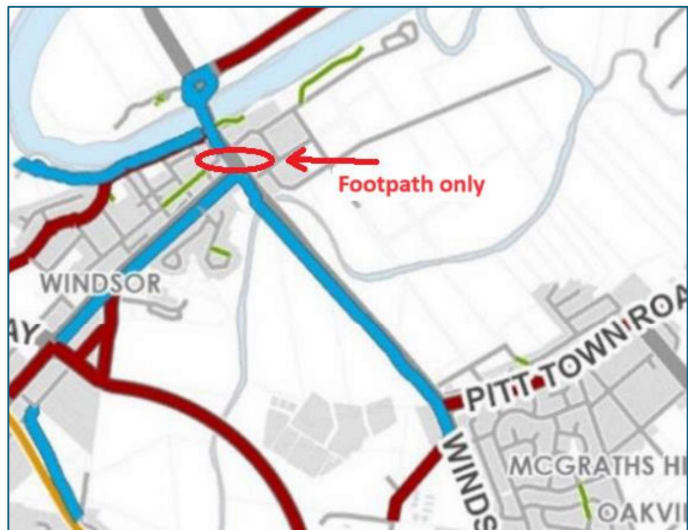
See Response 1

➤ Existing Shared Path Route issues:

1. A section of Bridge St is currently footpath only.

As can be seen from the circled area on the image to the right, a short section of Bridge St between Macquarie St and George St is not marked as an existing shared path (blue line). Part of this section consists of a 1.35m wide footpath.

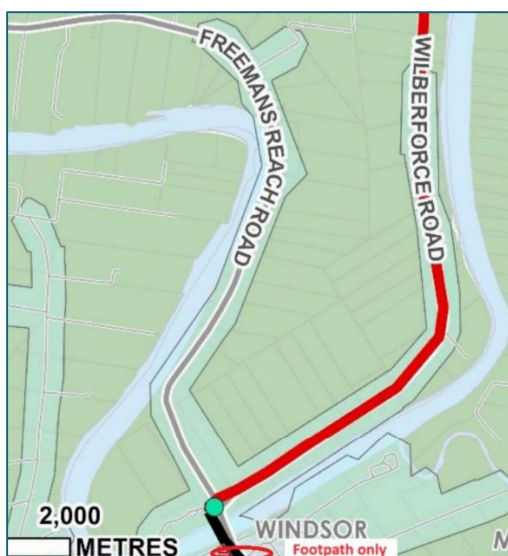
The traffic signals at the Macquarie St crossing only have pedestrian lanterns, and not bicycle or combined lanterns. In figure 39, the missing section from Figure 8 appears to be included in the S1 route – but the S1 route is marked as ‘existing’ (which is correct apart from this short section). This section is required to link to the Windsor Bridge and the on-road Cycle Route 8 – Windsor to Wilberforce.



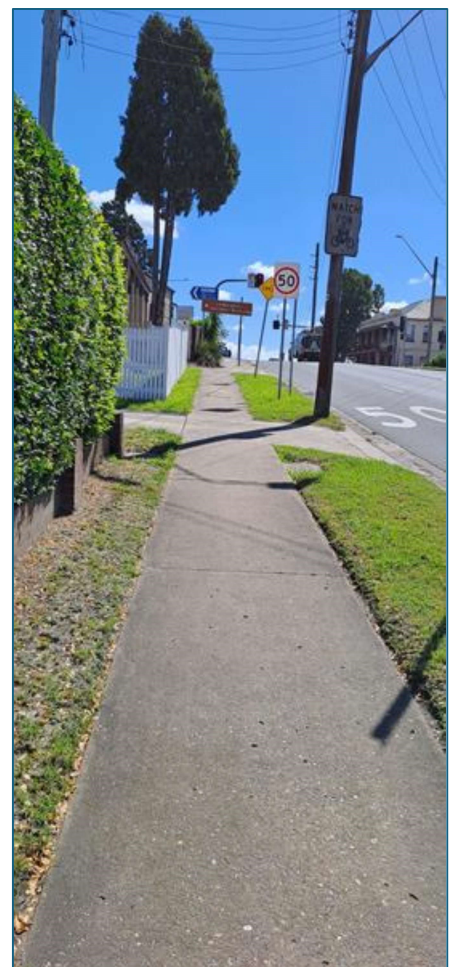
Marked-up section of The Plan’s Figure 8 - Current network, where blue lines represent current shared paths.



Marked-up top left corner of The Plan’s Figure 39 – Windsor to Rouse Hill



Marked-up part of The Plan’s Figure 47 – Windsor to Wilberforce, with the approximate position of the footpath-only section down the bottom.



1.35m wide footpath on Bridge St, between Macquarie St and George St.

2. River Walk and Cycle track alongside The Terrace and to Deerubbin Park

The River Walk pathway appears to have been built in several stages over a period of time. The paved section at the eastern (Windsor township) end is around 1.9m wide. Heading west the next concrete section which runs to just before the Rickabys Ck bridge is 2m wide. The section across Rickabys Ck into Deerubbin Park is 2.5m wide. A couple of sections along the paved path are fenced-off due to river bank erosion from the 2022 floods. There are dirt tracks around these fenced-off areas.

If these eroded areas are not planned to be repaired in the foreseeable future, we'd like to see a new pathway (approximately 20m in length) with a kerb ramp to The Terrace roadway constructed near the Fitzgerald St intersection. The current pathway to the roadway has some tight turns and is missing the kerb ramp, so is not particularly enticing for riders.

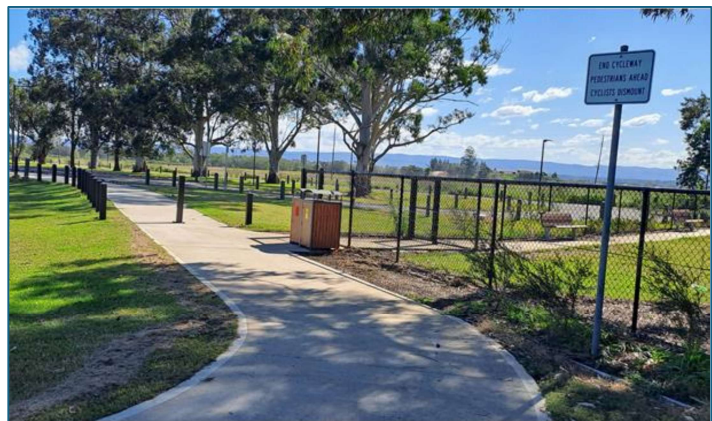
Since our previous visit, the carpark in Deerubbin Park has been upgraded and a dog park has been created where part of the car park used to be.

We were very disappointed to see the sign 'End Cycleway. Pedestrians Ahead. Cyclists dismount' when entering the park. While the old path was reclaimed for the revamped car park and a new 2.5m wide path built parallel to where the old path ran, there is no real 'exit' from the shared path to the car park – and definitely not before the 'Cyclist dismount' sign. At the time we visited, there was one person with a dog using the path. This is NOT the way to encourage active transport. We view every time a rider needs to dismount as a disincentive to riding. We totally agree with dismounting if there are lots of people and or dogs around and there's a real chance of causing an accident. A 'Caution' type sign makes sense in these situations.

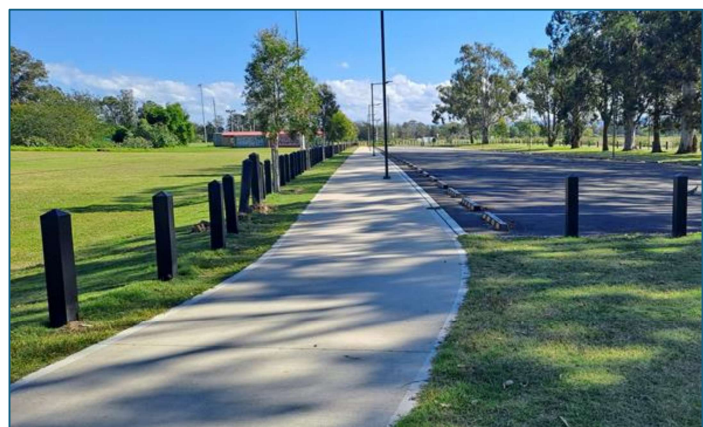
A blanket 'rule' like that when for a lot of the time there's no one around doesn't make much sense to us. (The following is very much an over-reach but contains a grain of truth: Imagine if car drivers were told to get out and push their cars for 50 metres through an area which may or may not have high pedestrian activity. What would the reaction be? We're being asked to dismount from our selected mode of transport for this reason).

Maybe we missed it, but we didn't see a sign coming from the opposite direction – apart from the main sign for Deerubbin Park saying 'No Cycling'.

This pathway between The Terrace and Deerubbin Park (and onto Cornwallis Rd) forms an attractive link for those riding the circuit around the Lowlands (which can hopefully happen again after the remediations further up Cornwallis Rd to 'fill' the missing gap caused by the flooding several years ago have been completed).

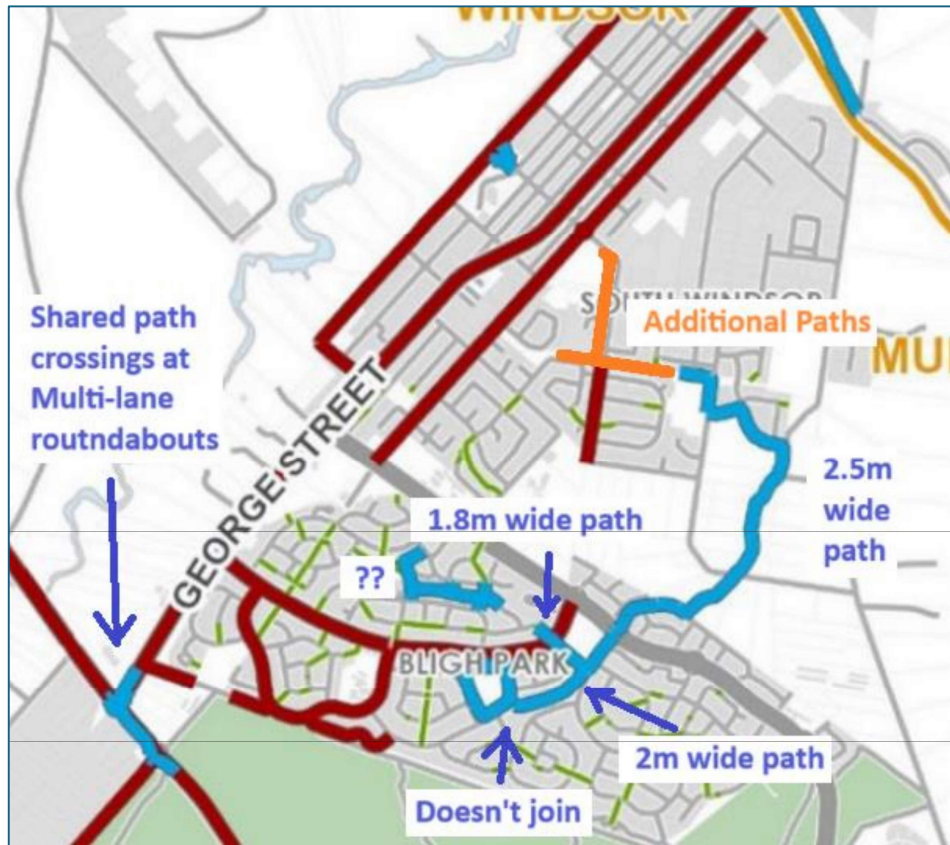


'Cyclist Dismount' sign when approaching Deerubbin Park from the River Path.



2.5m wide path (complete with light poles) that riders presumably aren't supposed to ride. There is no real exit to the car park, except across the grass or by dodging the wheel stops (providing there's a space without a car).

3. South Windsor and Bligh Park Shared Path



Marked-up section of *The Plan's* Figure 8, showing additional paths and notes

It's been good to see extensions being built to the network of paths through South Windsor over the last few years. It's unfortunate that paths partly constructed just 'end' with no proper linkages back to the nearest roadways. The latest section from Stewart Rd towards Batten Circuit is one example, but the path along Drummond St also just ends. (There are proposals to extend both in *The Plan*).

There are numerous offset barriers along the route. We see them literally as a barrier to cycling. We understand their primary purpose is to minimise egress of dirt bikes and the like. In these photos however, since there is no fencing around the barriers, dirt bikes and their ilk can simply bypass the barriers by cutting across country for a short distance before rejoining the path. Meanwhile, the bike rider on the path must negotiate very tight turns while often riding up an incline. For those of us who can't do this, we either need to shuffle around them or completely dismount and walk. There are sharp drops off the new path heading towards Batten Cct at the barriers. These can be nasty if riders overshoot the path. (Maybe all the silt in the gutters is run-off from around the path).



The new concrete path ends metres before Batten Circuit. We think it's meant to go through to Mileham St.



Barriers on new path from Stewart St heading towards Batten Circuit – slight incline.



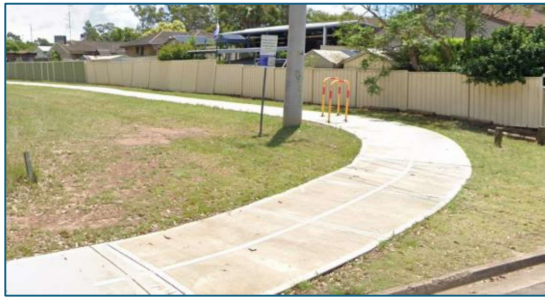
Another offset barrier that can be avoided by going 'cross country'.

Encountering a few of these barriers per ride when you can understand the purpose of them may be acceptable to most, but we find it becomes quite frustrating when we experience more than a few, and the purpose of them is a mystery. Our fear is that rather than encouraging regular riding or commuting, people will be so annoyed by the number of apparently meaningless barriers that they elect to drive the car instead.

This would be the opposite outcome to what is trying to be achieved.



Looking back the opposite way. Similar offset barriers (on a slight incline) are on the other side of the road as well.

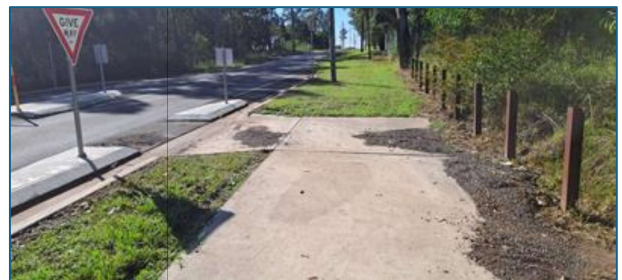


From Google Street View. What is the purpose of these offset barriers?

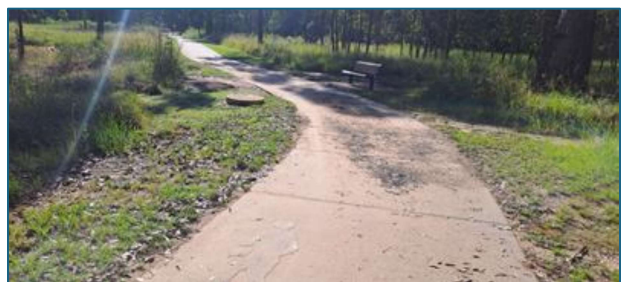


At another crossing, where riders have created their own bypass track.

As well as water over the paths in places, we saw quite a bit of silt in a couple of locations as well as gravel in another. This may well be from the rains a week before the photos were taken so we're prepared to grant Council a bit of slack on this occasion (We remember water across the path from a previous ride but can't recall if there was silt and gravel on that occasion). As these represent a risk to riders' safety, they should be cleaned-up as soon as practicable.

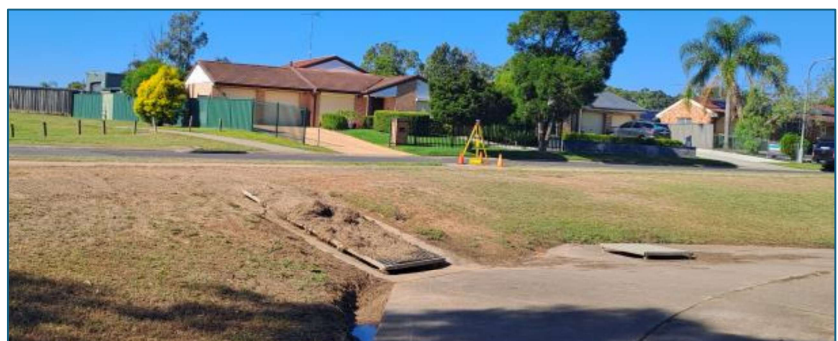


Gravel across path – and on a corner.



Silt/Dirt across path.

In Figure 8 of *The Plan*, the path around Colonial Reserve in Bligh Park appears to line up with the shared path running off the other side of Guardian Crescent. There is no direct 'concrete' linking the two. Riders need to take to the road for around 80m.



Looking from the 2m wide shared path around Colonial Reserve across Guardian Crescent to the end of the shared path.

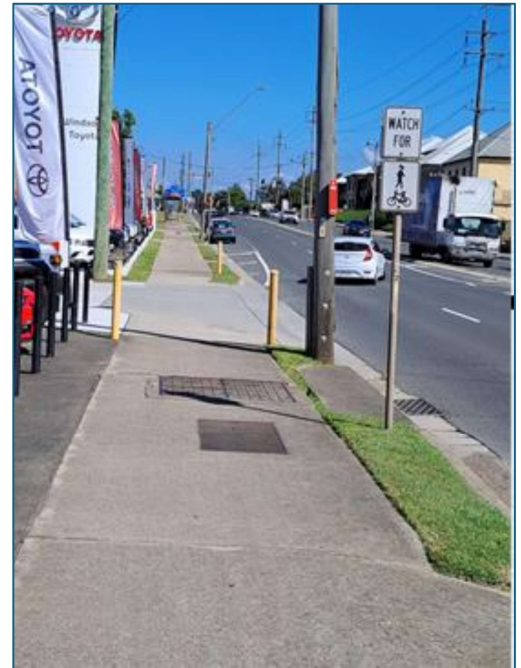
We were previously unaware that the paths on the above mark-up that we've labelled as '??' were meant to be shared paths. We didn't investigate on our recent visit, but looking on Google Street View they appear to be narrower footpaths in narrow corridors. We don't believe they should be considered shared paths. When riding around we did spot some other wider corridors that could potentially have their pathways widened to create useful shared path links. Time constraints meant that we didn't have the opportunity to investigate further on the day. Has Council investigated these as possible useful linkages?

4. Macquarie St shared path

The existing 1.1km long path alongside Macquarie St between Bridge St (Windsor Rd) and The Hawkesbury Valley Way is 2m wide for much of its length, and sections closer to The Hawkesbury Valley Way have grass growing over the path making it appear even narrower. This path is the absolute narrowest now recommended for any type of path. In *The Plan* this is defined as a Primary route and should ideally be wider. The current corridor may preclude ready widening though.

The two signalised road crossings along the corridor have pedestrian-only lanterns. It's particularly disappointing to see that the Ross St crossing, which previously had no crossing lights, has recently been installed with pedestrian-only lanterns. This corridor has been recognised as a shared path for 20 years or so, so why weren't combined lanterns installed? It presumably wouldn't have cost much (if any) more at the time but is going to be more expensive to retrofit.

We only spotted one sign along this corridor that indicated it was a shared path.



The only signs facing either way along Macquarie St to indicate that it's a Shared Path.

5. Multi-lane Roundabouts

We try to avoid shared-path crossings near multi-lane roundabouts where possible. We think they're an accident waiting to happen, particularly when pedestrians or bike riders are trying to cross dual-lane traffic exiting the roundabout in moderate to heavy traffic conditions. It can be very difficult to judge which vehicles plan on exiting the roundabout. Having two lanes to cross takes a lot longer than a single lane, and drivers tend to be driving faster due to the wider roads and shallower turning radii. The George St and Blacktown/Richmond Rd roundabout is our main intersection of concern in the Hawkesbury LGA. We'd like to see crossings moved further from the actual roundabouts.



Google Street View image of looking back at the Richmond Rd roundabout from near the George St shared path crossing. Two lanes of turning traffic from the left and one lane from the right can make it difficult to judge when safe to cross.

➤ Comments on Proposed routes:

The following are comments on some of the proposed routes. It's by no means meant to be a thorough examination of all routes.

Route 3A – Windsor to Richmond

- It's great to see that sector S2 of this route has received funding. When built this will provide a very welcome addition to the shared path route between Windsor and Richmond.

Route 3B – Richmond to North Richmond

- Through Bicycle NSW we were shown the 80% plans of the Richmond Bridge duplication project and provided comments back in relation to the shared path infrastructure. It's good to see that Council have plans to extend the path into Richmond from the Chapel St termination of the Richmond Bridge project.

Route 4 – North Richmond to Kurrajong

- It's also great to see that sector S2 of this route has received funding. We've run rides to Kurrajong before and used Redbank Rd and Greggs Rd in preference to using the Bells Line of Road shoulder.

Route 7 – Bligh Park to South Windsor

- Sector S4 is marked as existing, whereas the section between Batten Cct and Mileham St has yet to be constructed.
- Sector S2 is marked as existing – which technically is true, but it's a 1.8m wide path with a dip where water pools. We believe this sector needs to be upgraded.

Route 8 – Windsor to Wilberforce

- The variable quality and width of the shoulders along this stretch of road has been an issue for years. Although we haven't cycled it recently, looking at the Google Street View images there are still numerous areas of concern.
- As identified under the 'Barriers and Weaknesses' heading, the Buttsworth Ck crossing is a significant issue. Our group and other riders in the past often used Freemans Reach Rd and Argyle Reach Rd in preference to Wilberforce Rd, particularly when heading north. Even this route though isn't without its challenges.

Route 10 – McGraths Hill to Pitt Town

- The route description is unclear to us. One comment states that 'The path will be aligned with Pitt Town Road and Bathurst Street' (even though it's utilising the on-road shoulder), but under the heading 'Strengths and opportunities' the following points are listed:
 - *Utilises the traffic-calming benefits of the Pitt Town Road bypass*
 - *Utilises the extra carriageway space created via the Pitt Town Road bypass*

The current road has a mixture of poor, non-existent and gravel shoulders for most of its length. From what we can see the Pitt Town Bypass only affects a very small part of this route. Are we missing something? Is the whole road slated for an upgrade?

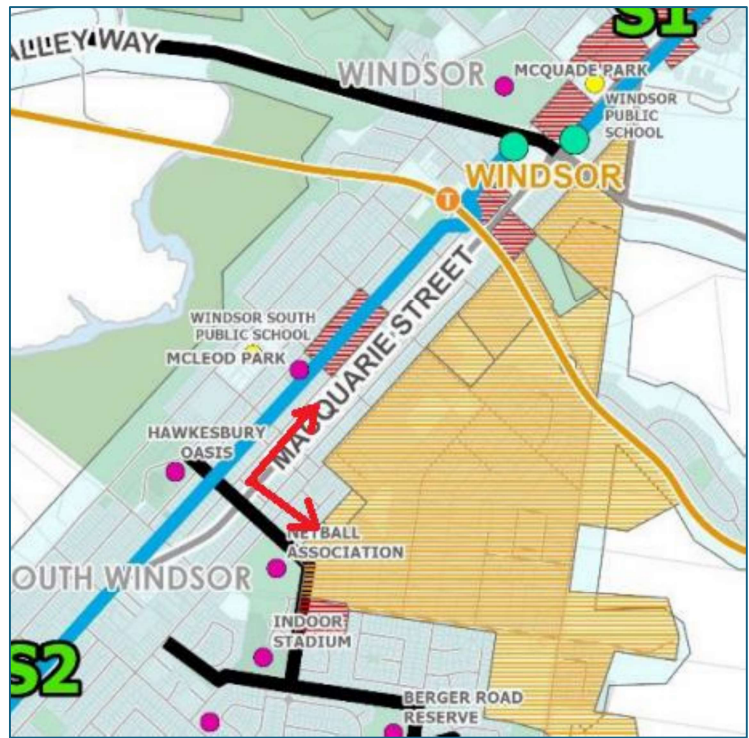
See Response 11

Note regarding the route from South Windsor to Windsor:

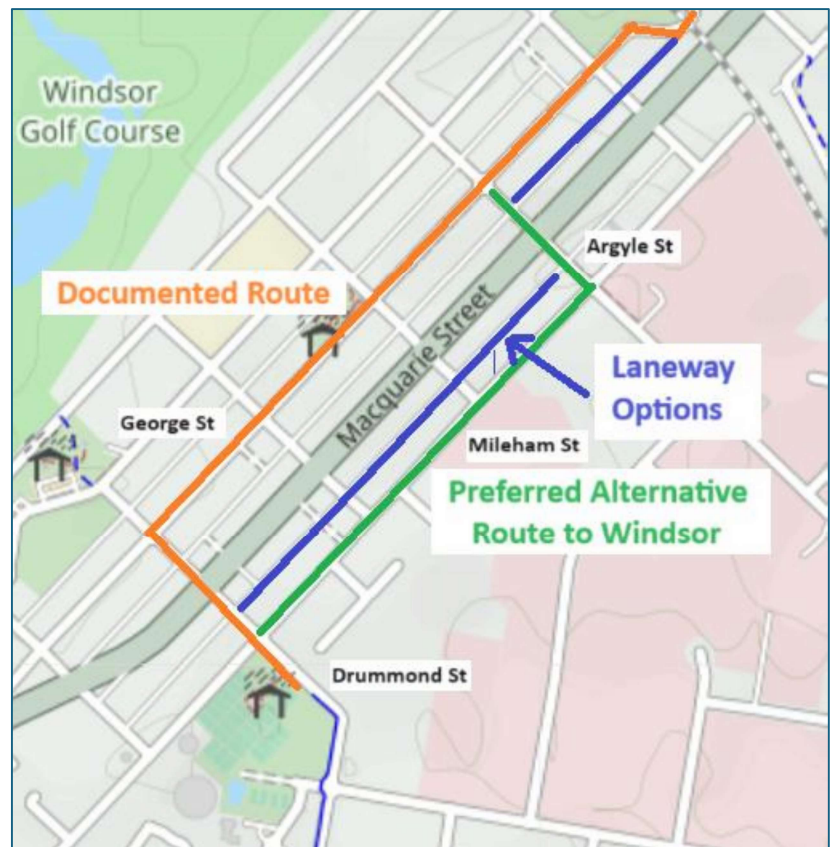
We can appreciate the reasons why the routes from Drummond St, South Windsor and along George St past the Windsor South shops might have been selected: Access from both South Windsor/Bligh Park and Windsor to Hawkesbury Oasis, Windsor South Shops, and proximity to Windsor South Primary School.

However, for those wishing to ride from Drummond St to Windsor Station and beyond, the route based on Mileham St and Argyle St is flatter and more inviting. (We quite like Eather Lane which runs parallel with Mileham Rd and Dickson Lane which runs parallel with George St, as shown on the Open Street Map markup below).

We note Mileham Rd is marked as an existing 'on-road' route. This would be our preference for a shared path route for those wishing to ride between Drummond St and the Railway Station.



Mark-up of part of The Plan's Figure 40 – Bligh Park to Windsor.



Open Street Map mark-up showing alternative Windsor to South Windsor Routes

➤ Possible Additional Opportunities:

- We would've liked to have seen some better off-road access from George St in Windsor to The Terrace and the River Walk. George St and Baker Street provide a reasonable on-road route, although the bottom end of Baker Street is steeper than ideal. Would creating a contra-flow on the one-way eastern end of The Terrace and then a shared path across Thompson Square to the Bridge St shared path be an option?
- Upgrading the perimeter paths around McQuade Park (Windsor) to shared paths would enhance the utility of the park from our perspective.
- Providing a cycle friendly way of getting from the south side of the Mileham St/Hawkesbury Valley Way intersection onto the Macquarie St shared path. Using Mileham St and Fairey Rd is an alternative route between Windsor and South Windsor.
- Improve the railway line crossing at Cox St for bike riders. At present riders are required to ride along the footpath on the southern side of the railway line for around 45m before a residential driveway kerb ramp to the roadway. Options may include widening this to a shared path or creating a kerb ramp closer to the normally closed emergency access gates.
- Complete the shared path into Macquarie Park on the northern side of the river.
- See discussion on the WC3 crossing below, which would be ideal with some additional shared paths segments to Cox St and Moses St.

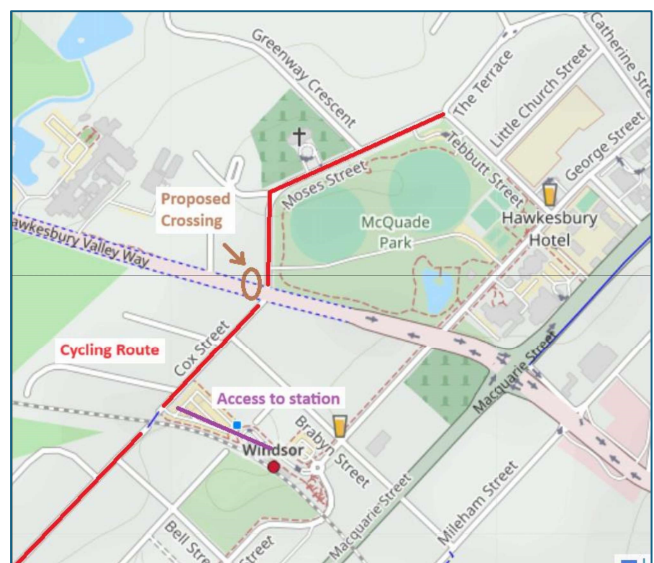
➤ Priority Suggestion:

From our perspective, the WC3 Pedestrian refuge on Hawkesbury Valley Way near Cox St would be close to our highest priority. Cox St and Moses St are important on-road cycling routes between Windsor, South Windsor, and the train station. Ideally the crossing would have shared path access to both Cox St and Moses St. Although probably more expensive than the standard pedestrian refuge, we like the 'offset' variety, where several bikes (and/or pedestrians with prams etc) can wait in the centre of the road with relatively safely.

If the offset refuge is not possible, please ensure that there is enough space to safely contain a 2.3m long cargo bike in the centre refuge island.



Google Street View image of the 'offset refuge' on Station St, Toongabbie.



Marked Up Open Street Map image of preferred route with WC3 crossing of Hawkesbury Valley Way.

➤ Closing Comments:

While on the one hand it's great to see a reasonably comprehensive plan for Active Transport in the Hawkesbury, on the other hand it's disappointing to see the number of 'barriers' that are thrown up for riders. It's almost as if Council are saying 'Yes we really support Active Transport' but then turning around and saying, 'Riders aren't important'.

Access for ALL riders is vital. While we have to 'shuffle' around tight offset barriers on our standard bikes with panniers, negotiating them with a tandem, cargo bike or trike would be virtually impossible. One of the riders in our group needs to physically lay the bike down on the ground each time she mounts and dismounts. Apart from slowing her down, she finds the whole process embarrassing. Riders should only be required to dismount when absolutely necessary.

Legally, riders need to dismount and walk across zebra crossings and pedestrian signals, but not if bicycle lanterns are present. We're not aware of any bicycle lanterns in Windsor. We hope to see some as the new paths are rolled out.

Please keep in mind traffic light sequencing where riders need to cross at signalised intersections. Where safe to do so, pedestrian and bicycle lanterns should automatically turn green when the corresponding traffic lane turns green, without the user having to press the 'Beg' crossing button and wait. We were pleasantly surprised recently to discover the bicycle lanterns along the shared path on Richmond Rd between Marsden Park and the Rooty Hill Rd North intersection now follow this sequencing.

Please consider signage – both wayfinding and letting the community know of the existence of shared paths. While it was encouraging to see that the South Windsor/Bligh Park shared path had 'Give Way' signs for riders at some road crossings, we can't recall seeing any 'shared path' signage or logos on either that path, Windsor Bridge path or the River Walk. The only indications that cyclists are allowed on the River Walk are the logos on a couple of info maps along the route – as well as the previously mentioned 'Cyclist Dismount' sign at the Deerubbin Park end. We spotted one 'shared path' sign along the Macquarie St path, and although we didn't ride the Hawkesbury Valley Way shared path this time, we spotted one 'shared path' sign from Google Street View. Without adequate signage it's difficult for riders to know where they're 'supposed' to ride. Also, other community members may not realise that there are shared paths around.

With proper signage and promotion, we believe the Windsor through to Richmond and Kurrajong corridor has the potential to become an even more popular cycling tourism destination than it already is.

We're happy to clarify any of the suggestions outlined in this document or assist in any way we can with developing and promoting Active Transport in the area.

This feedback was prepared by Rob Kemp on behalf of CAMWEST Bicycle User Group Inc.

References:

1. <https://www.yourhawkesbury-yoursay.com.au/2024-draft-hawkesbury-active-transport-plan>

See Response 14



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21st April 2024

Addendum to the Hawkesbury Active Transport Plan Feedback

After taking another look at the planned routes and the trip generator locations, we have a few more comments and suggestions to make in addition to those contained in the original feedback.

Please note that the following is based on a desktop survey. We haven't had the opportunity to re-visit the area and check the following 'on the ground'.

1. While shared path access to the larger secondary schools and several primary schools is well represented in the planned routes, there are gaps regarding access to some other Primary Schools around Richmond and Windsor. While we acknowledge that Primary School aged children are legally permitted to ride on footpaths, we believe it is beneficial to educate them to make use of shared paths, particularly when a lot of people may be using the paths near the schools at the beginning and end of school days.

Windsor Public School: Although there are some wider paths around Windsor Public School, they don't appear to link to anywhere of significance. We can see that by crossing from the existing Macquarie St path at the Day St signalised intersection riders can get part of way along the northern side of Macquarie St on wider paths, but not to the main Dight St entrance of the school. There is also a wider path along George St between Dight St and the Hawkesbury Council access road, but it stops short of reaching Hawkesbury Valley Way where one of the proposed routes is planned to run.

Bligh Park Public School: While the proposed path along Colonial Drive goes close to Bligh Park Public School, there is a narrower footpath along part of Alexander St between the school and Colonial Drive.

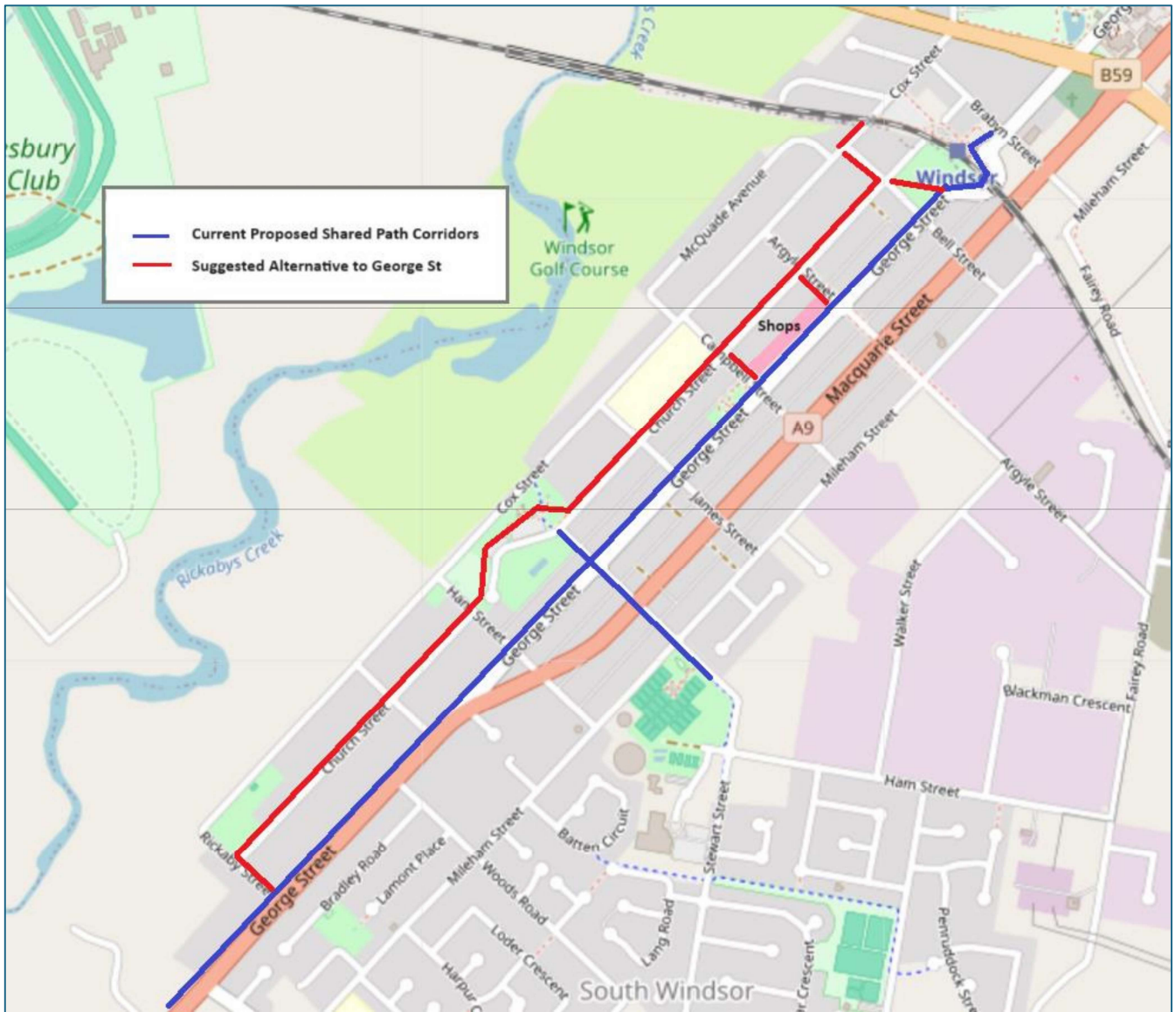
Chisolm Catholic Primary School, South Windsor: There is no shared path connectivity along Collith Ave between the school and the proposed Rifle Range Rd path.

St Monica's Primary School, Richmond (Not labelled on *The Plan* maps): Unless provided from Windsor St through St Monica's church grounds, there doesn't appear to be any shared path access to the school which fronts Francis St. If possible, one option may be to continue sector S4 of Cycle Route 6 along Bourke St from Windsor St to Francis St, then along Francis St to the school entrance.

Windsor South Public School: As briefly mentioned in the original feedback, the Bligh Park to Windsor Route (Cycle Route 2) doesn't go past Windsor South Public School. One possibility might be to create additional paths along James St and/or Campbell St between the proposed George St path and Church St. An additional path along Church St between these two streets would link to the Primary School. However, we believe there may be merit in broader changes to Route 2 by diverting off George St at Rickaby St and creating the main path along Church St instead of George St. A diversion would be required at

See Response 15

Hawkesbury Oasis – either onto Mullinger Lane or closer to Cox St.
 Church St appears to be flatter than George St, so more appealing for riders. It likely carries less traffic as well. Rather than taking all riders through the South Windsor shopping strip, paths could be created on Campbell St and Argyle St to take riders between the shops on George St and Church St.
 At Bell St, a path could be created alongside or through Bereewan Park back to George St. Ideally a path could also be created to Cox St and the railway crossing as an alternative (and possibly preferred route) – especially when the proposed path along Hawkesbury Valley Way and the WC3 crossing to Moses St are in place. We’re aware that there may be verge width or other constraints that rule out part or all of this alternative.



*Suggested deviation to go past South Windsor Public School, with diversions to shops.
 This route appears to be slightly flatter than the current proposal.*

2. Although access to the Richmond shopping precinct looks reasonable after all proposed paths are complete, the Windsor shopping precinct isn’t as accessible. We believe that further work may be required to identify the most suitable routes to and through this area.
3. **Minor Correction:** In the ‘Closing Comments’ section we wrote that we couldn’t recall seeing any ‘shared path’ signage or logos on the South Windsor/Bligh Park Shared Path. There are in fact line markings and painted logos on the ‘mid’ section of the path, but not on the more recently completed sections.

Attachment 2 – Assessment of Industry Submissions - CAMWEST

Key Issue	Officer's Comment
Response 1	
<p>Page 1 of Submission</p> <p>Initial comments regarding existing network, path widths and traffic signals.</p>	<p>These comments have been noted.</p> <p>Existing network maps are overarching to the Plan. Up to date maps are produced when undertaking detailed design.</p> <p>Path width guidelines have changed over time as mentioned by CAMWEST and as such older paths may be less than current recommendations. Any upgrade works made would be to the relevant standard at that time.</p> <p>Traffic signals are the responsibility of Transport for NSW.</p>
Response 2	
<p>Page 2 of Submission</p> <p>Footpath on Bridge Street not marked in Figure 8.</p>	<p>These comments have been noted. When progressing these routes Council is required to prepare detailed design drawings where any anomalies such as this will be addressed.</p>
Response 3	
<p>Page 3 of Submission</p> <p>Request for new 20m pathway along eroded areas along River Walk and Cycle Track alongside The Terrace and to Deerubbin Park.</p>	<p>As noted by CAMWEST, the River Walk pathway has been built in several stages.</p> <p>This item will be referred to Council's Infrastructure Services Directorate for their estimated timing of repairs to bring the pathway back to original condition, if the repairs are linked to disaster funding which has strict guidelines on works permitted or if construction of a 20m pathway is a consideration.</p> <p>Note that if construction of a 20m pathway was to occur and no disaster funding has been awarded, this project would be subject to funding and prioritisation amongst other/all Council projects.</p>
Response 4	
<p>Page 3 of Submission</p> <p>Deerubbin Park River Path cycleway signage concerns</p>	<p>This item will be referred to Council's Infrastructure Services Directorate to consider review of signage.</p>

Response 5	
Page 4 and 5 of Submission South Windsor and Bligh Park Shared Path – offset barriers along the route	This item will be referred to Council's Infrastructure Services Directorate for consideration of offset barriers, their purpose and currency.
Response 6	
Page 5 of Submission South Windsor and Bligh Park Shared Path – water, silt and gravel over paths along the route	This item will be referred to Council's Infrastructure Services Directorate for maintenance/clean up. Requests for these matters can also be reported by residents and road/path users via Council's website.
Response 7	
Page 5 of Submission Colonial Reserve in Bligh Park – missing link to Guardian Crescent	These comments have been noted. When progressing these routes Council is required to prepare detailed design drawings where any anomalies such as this will be addressed.
Response 8	
Page 6 of Submission South Windsor and Bligh Park Shared Paths – widening of pathways to create shared path links	These comments have been noted. When progressing these projects Council is required to prepare detailed design drawings of each proposed route. There will be opportunity to refine routes including some changes dictated by existing assets which may need to be relocated and regulations current at that time.
Response 9	
Page 6 of Submission Macquarie Street Shared Path between Bridge Street and Hawkesbury Valley Way - Width of existing pathway - Signalised road crossings - Shared path signage	These comments have been noted. When progressing these projects preparation of detailed design drawings are required. As Macquarie Street is part of the State road network this project and path widening would require extensive collaboration with Transport for NSW regarding the challenges of the existing infrastructure.

	<p>Transport for NSW are responsible for traffic signals and the work completed at the Macquarie/Ross Street crossing.</p> <p>Transport for NSW are the authority who consider signage requests along State roads.</p>
Response 10	
<p>Page 6 of Submission</p> <p>Multi-lane Roundabout – George Street and Richmond Road Comments regarding two lanes and crossing points.</p>	<p>These comments have been noted. Transport for NSW are the authority with the responsibility of this intersection as they are located on the State Road network and can consider requests for upgrades to the roundabout.</p>
Response 11	
<p>Page 7 of Submission</p> <p>Specific comments on Proposed routes:</p> <p>Route 7 – Bligh Park to South Windsor Section between Batten Cct and Mileham St still to be constructed Suggestion of sector to be upgraded</p> <p>Route 8 – Windsor to Wilberforce Concerns regarding Wilberforce Road / Buttsworth Creek</p> <p>Route 10 – McGraths Hill to Pitt Town Comments regarding the current road and proposed route</p>	<p>Route 7 (Bligh Park to South Windsor) These comments have been noted. When progressing these routes Council is required to prepare detailed design drawings where any anomalies such as this will be addressed.</p> <p>Route 8 (Windsor to Wilberforce) Wilberforce Road including the Buttsworth Creek crossing was raised as a concern by Councillors previously and these concerns have been forwarded to Transport for NSW.</p> <p>Route 10 (McGraths Hill to Pitt Town) Implementation of this route would require significant road upgrades. As it is a State road Transport for NSW is more likely to lead this project with Council input.</p>
Response 12	
<p>Page 8 of Submission</p> <p>South Windsor to Windsor route – comments regarding proposed route</p>	<p>These comments have been noted.</p> <p>As Council looks to investigate and prepare detail design of each proposed route there will be opportunity to refine routes including some changes dictated by existing assets which may need to be relocated and regulations current at that time.</p>
Response 13	

<p>Page 9 of Submission</p> <p>Possible Additional Opportunities:</p> <p>Point 1 – Off road access from George Street in Windsor to The Terrace and River Walk</p> <p>Points 2, 3, 4 and 5 – suggestions for upgrades and improvements in Windsor and South Windsor</p> <p>Priority Suggestion – crossing infrastructure on Hawkesbury Valley Way near Cox Street</p>	<p>These comments have been noted.</p> <p>This would be subject to additional funding becoming available and separate project community consultation.</p> <p>These suggestions would be subject to funding and prioritisation of all existing projects across the Hawkesbury Local Government Area.</p> <p>As Hawkesbury Valley Way is a State road, Transport for NSW are the authority to approve any additional assets on the road.</p>
<p>Response 14</p>	
<p>Page 10 of Submission</p> <p>Closing Comments</p> <p>Bicycle lanterns at zebra crossing and pedestrian signals and traffic light sequencing</p> <p>Signage</p>	<p>These comments have been noted.</p> <p>Traffic signals are controlled/approved by Transport for NSW, as is traffic light sequencing.</p> <p>Consideration of signage is included as part of the detailed design stage of any routes/paths.</p>
<p>Response 15</p>	
<p>Page 11 of Submission</p> <p>Access to Primary Schools – Richmond and Windsor.</p>	<p>These comments have been noted.</p> <p>When preparing detailed design drawings Council can include additional legs where required to address linkages such as those mentioned in the submission and others identified at that time.</p>
<p>Response 16</p>	
<p>Page 12 of Submission</p> <p>Hawkesbury Oasis route suggestions Windsor Shopping Precinct route suggestions</p>	<p>These comments have been noted.</p> <p>As Council looks to investigate and prepare detail design of each proposed route there will be opportunity to refine routes including some changes dictated by existing assets which may need to be relocated and regulations current at that time.</p>