



Active Way Submission for WCC

7 October 2026

Executive summary - Community Concerns

The Artarmon Progress Association (APA) supports Council's overall objective of a safer, connected, direct and comfortable Active Way, but considers that several aspects of the current design require further evidence and refinement before detailed design is finalised.

The current traffic and parking assessments provide useful evidence but should not be treated as the final word on future conditions. Council has itself identified substantial future developments, including (potentially) 1,500 new dwellings at the former Chatswood Metro Dive Site.

The APA therefore requests:

- that the Hampden Road cycleway alignment between Mowbray Road and Brand Street be reconsidered, including a proper comparative assessment of a continuous western-side alignment
- that the proposed side-switch and "zig-zag" north of Palmer Street be subject to further detailed safety and behavioural assessment
- that the Palmer Street crossing be designed using demonstrated sight-distance, speed and cyclist/vehicle interaction data
- that the parking impacts in North and South Artarmon be assessed at a local and property level as well as across the wider study area
- that a specific access and servicing solution be provided for Nos. 21 and 23 Hampden Road
- that the McMillan Road angled-parking proposal at Artarmon Public School be assessed during actual school peak periods before implementation
- that the Active Way be better connected to Artarmon Public School, Artarmon Oval, Artarmon Bowling Club and the surrounding bicycle network
- that construction planning minimise disruption to Artarmon Village businesses

- that Council establish a clear post-implementation monitoring and corrective-action process.

The APA is not seeking to delay the Active Way. Rather, we are seeking to ensure that the significant investment being made in this important strategic corridor produces a design that works safely and effectively for all road users and for the residents, businesses and institutions located along it.

Overview

The Artarmon Progress Association's objectives are to promote the welfare, physical and intellectual advancement of the suburb of Artarmon and the City of Willoughby, to protect the interests of the residents, and to encourage a keener spirit of citizenship and mutual help amongst residents.

The Artarmon Progress Association is supportive of alternative transport methods in the suburb, particularly cycling and walking. Currently the suburb is poorly served by current generation cycleways, and pedestrian crossings are few and far between in many areas. Traffic density within the Hampden Road/Herbert Street corridor is high during peak periods as Artarmon roads are used both as access facilities for local residents, but also as alternative commuter routes for avoiding congested main roads and intersections.

The proposed Active Way route will create a safer, greener, and better-connected walking and cycling corridor linking Chatswood and St Leonards. The APA supports Council's stated objective of providing a route that is safe, connected, direct, comfortable, attractive and adaptable, and recognises that the project is intended to deliver benefits for pedestrians, cyclists, motorists, local businesses and the broader streetscape, not simply a cycleway.

We note that it forms part of Transport for NSW's Strategic Cycleway Corridors Greater Sydney program, targeting an integrated 20-year cross-city cycling network. It connects with existing infrastructure such as the Frank Channon shared path and provides a link between Chatswood, Artarmon and St Leonards. It interconnects with the Pacific Highway and Naremburn shared paths and, we understand, will be integrated to future planned cycleways elsewhere on the lower North Shore.

By removing bicycle traffic from the road, freer movement of cars and safer pathways for pedestrians will become available. We note that some 1,300m of footpaths will be widened and that 2,400m of the cycleway will be separated from the roadway.

More attractive streets, more shade and places to rest, and above all the ability to cross the road will greatly improve the safety and amenity of Artarmon streets and encourage walking and cycling.

The addition of 14 new pedestrian and cycle crossings, which themselves will enhance traffic calming, will also provide safe access throughout the suburb and improve safety for pedestrians as e-bike adoption increases.

The Active Way provides alternative safe active transport solutions for proposed population growth in the area, particularly related to the Dive site which is mid-way between two train stations. Residents will be able to walk/cycle safely to Artarmon

railway station and local shops or to Chatswood to access the Metro. This will greatly enhance the pedestrian and cycling experience in the area.

The proposal for three new pocket parks and 3,600m² native plantings and rain gardens will be a benefit for the community. Longer term, the initiative should benefit shops and businesses within the Artarmon Village precinct.

The APA supports the Active Way but would draw attention to unintended consequences for a number of residents due to a lack of local knowledge and the way people use the area.

APA concerns:

- The impact of future high-density developments.
- The impact on Artarmon traffic “black spots”.
- Requirement for additional infrastructure, particularly near railway stations.
- Integration with other areas of Artarmon, including Artarmon Public School and recreational facilities such as Artarmon Oval and the Artarmon Bowling Club pavilion.
- Appropriate plantings along the Active Way corridor.
- The impact on the Artarmon Industrial Area.
- The impact on resident parking in specific local streets.
- The need to ensure that the detailed design addresses individual property access, servicing and mobility needs rather than relying solely on area-wide parking capacity.
- The need for post-implementation monitoring so that safety, traffic, parking and access problems can be identified and corrected.

1. The Study

The study recognises the shortage of pedestrian crossings and the need for a cycleway separate from traffic lanes.

Council’s current Traffic Impact Assessment (TIA) recognises that the redevelopment of the former Chatswood Metro Dive Site may deliver up to 1,500 new homes. The APA therefore welcomes the fact that this major future development is identified in planning for the Active Way. The existence of this development should not be treated merely as background information in relation to planning for impact on future traffic flows.

Council should demonstrate how the additional population, traffic, pedestrian and cycling demand generated by this development has been incorporated into the final network and parking assessment, particularly around Mowbray Road, Hampden Road, Palmer Street and the surrounding residential streets.

The APA remains concerned that the cumulative effects of future development and changing travel patterns could be greater than indicated by an assessment based primarily on existing conditions. The current TIA itself identifies ongoing monitoring

and review of network operations as essential. Council should therefore ensure that the final design is sufficiently adaptable to accommodate future demand rather than locking in a layout based on current traffic and parking patterns alone.

The APA also requests that current and committed development in the Herbert Street (33-37 Herbert Street), hospital (Lot 4B) and St Leonards precincts be incorporated into the cumulative transport assessment.

Providing cycling and pedestrian options is a positive, but the study makes no comment about the potential need for additional car parking/assisted parking spaces, vehicle usage in the future.

The APA acknowledges Council's broader parking assessment but considers that aggregate parking capacity should not be treated as a substitute for functional access to individual homes, particularly where residents have no driveway or alternative off-street access.

Commentary regarding the Artarmon industrial area and the impact of the cycleway appears to be limited. We note in one of the presentations there is an option to extend the 3T heavy vehicle restriction back along Herbert Street to the Pacific Highway. Depending how the area evolves over the next few years, this decision will have a dramatic impact on the functioning of the industrial area.

The APA asks Council to continue assessing the operational needs of the industrial precinct as the detailed design progresses, including access by heavy vehicles, emergency vehicles (ambulance in particular) buses, freight and servicing vehicles, and the effect of any changes to turning movements or vehicle restrictions.

2. Design and layout of the cycleway

The design of the cycleway from Mowbray Road to the Brand Street roundabout might not encourage good behaviour by cyclists.

Locating the cycleway fully on the western side of Hampden Road would avert the need for a side-switch and associated "zig-zag" near Palmer Street, where the cycleway crosses from the eastern to western sides of Hampden Road.

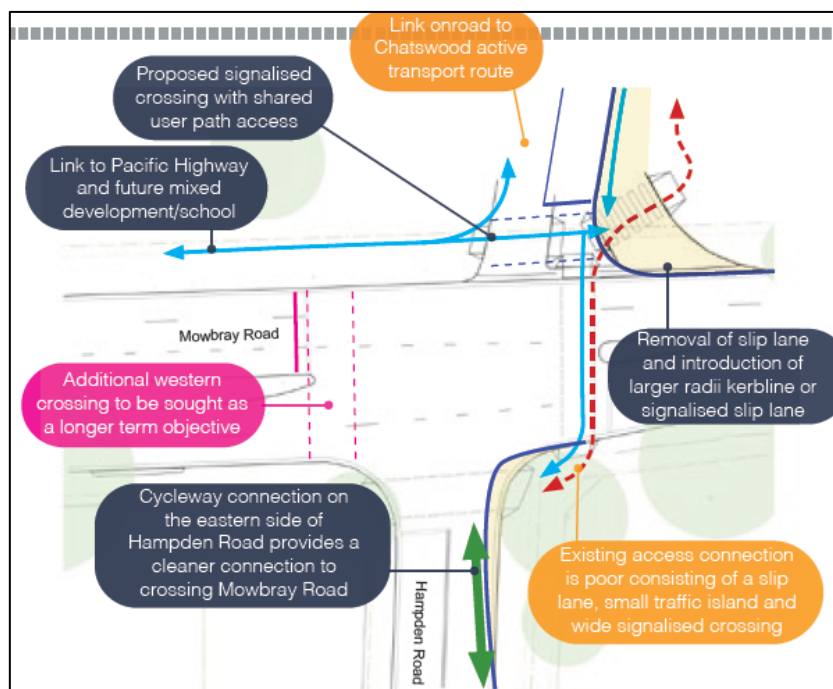
The APA notes Council's current design places the cycleway on the eastern side of Hampden Road north of Palmer Street and shifts it to the western side south of Palmer Street, with a new wombat crossing immediately north of Palmer Street to facilitate that movement. Council states that the transition has been selected because of the steep grade and the configuration of the Brand Street roundabout, and that minimising transitions is intended to reduce cyclist-vehicle conflicts.

The APA accepts that these are legitimate engineering considerations. However, the proposed transition still warrants close scrutiny because it introduces a deliberate change in cyclist alignment at a location where users must read the road environment, adjust their line of travel and interact with a crossing. The issue is therefore not simply whether a transition can be constructed, but whether this particular transition is the most intuitive, direct and safest arrangement for the full range of cyclists using the corridor.

Cyclist behaviour will vary. More confident riders will of course still choose to use the road downhill, and this is not necessarily a problem in itself. Indeed, fewer riders using the downhill lane of the separated cycleway can reduce interaction with riders travelling uphill in the opposite direction. The separated cycleway nevertheless provides a valuable and safe alternative for less confident cyclists, including riders who do not feel comfortable travelling downhill in mixed traffic. The design should preserve that choice and should not rely on all cyclists behaving in an identical manner.

For this reason, the APA remains strongly of the view that the “zig-zag” itself should be treated as a design issue worthy of further review, rather than simply accepted as an unavoidable consequence of TfNSW’s preferred alignment. A continuous western-side alignment should be assessed alongside the current proposal, including its relative safety, directness, sight distance, grades, cyclist behaviour and vehicle interaction.

We note the study describes an “additional western crossing to be sought as a longer-term objective” (highlighted below in pink).



As the current consultation is still at the concept-design stage, with detailed design not scheduled to be finalised until mid-2027, it is imperative that Council resolve the preferred alignment now rather than defer further consideration of a western-side solution until after the principal infrastructure has been committed.

The APA therefore requests that Council clearly explain why a continuous western-side cycleway between Mowbray Road and Brand Street was not preferred and provide the comparative safety and operational assessment underpinning that decision.

The proposed crossing of the cycleway at Palmer Street is on a down-hill section of Hampden Road, potentially delivering a conflict between cars and cyclists on the Palmer Street crossing if significant traffic calming is not instigated.

Council’s current design includes a wombat crossing immediately north of Palmer Street and a continuous footpath treatment at Palmer Street. The APA supports the

principle of traffic calming and pedestrian priority but considers that the detailed design should demonstrate that the treatment adequately responds to the downhill grade and likely speed of cyclists and motorists approaching the crossing.

Council should provide the design-speed assumptions, sight-distance assessment and safety assessment for this location, including the interaction between vehicles turning at Palmer Street and cyclists travelling downhill.

Is it possible to configure the walk/cycle lights at the Hampden/Mowbray intersection to allow bikes (and pedestrians) to access the western side of Hampden Road, thereby doing away with the "zig zag" crossing to the south?

The APA continues to request that Council investigate whether the Hampden Road/Mowbray Road signalised intersection can be configured to enable cyclists and pedestrians to access the western side of Hampden Road directly. This should be assessed as a genuine alternative to the proposed southern side-switch, rather than being treated solely as a longer-term aspiration.

Loss of parking on the western side of Hampden Road adjacent to the communication tower would have a lesser impact on local residents.

3. The impact on parking in local streets

Most of the criticism from the community relates to the loss of parking. We urge Council to closely consult with residents in the worst affected areas: North Artarmon residential and the South Artarmon residential areas.

The traffic survey undertaken along the corridor does not recognise the varying, non-peak usage by local residents and commuters using Artarmon Station.

The current Parking Study identifies a total of 1,783 on-street spaces across the wider study area and concludes that, at the busiest surveyed period, 624 spaces remained available across the wider area. Council also states that parking up to approximately 400 metres from the corridor is available to absorb displaced demand.

The APA does not consider area-wide spare capacity to be a sufficient measure of whether the proposed parking changes will work for individual residents. A vacant space several hundred metres away is not equivalent to practical kerbside access to a particular home, especially for older residents, people with mobility limitations, visitors, carers, people carrying goods, tradespeople, or residents without driveways. The detailed design should therefore assess functional access as well as total parking capacity.

North Artarmon residential (Palmer St/Robert St/Eric Rd/Benton Ave/Buller Rd/Francis Rd)

Three roads in the area are approximately 13m wide making them suitable for reverse angle parking. This includes Robert Street, Buller Road (both suggested for angle parking in the proposal) and Francis Road.

Robert Street residents on the western side between Palmer and Eric Street (22-28) have advised of a concern regarding the proximity of traffic to living areas. These cottages are close to the roadway and do not have the buffer zone of the other medium

density residences in the street. A discussion on alternative solutions for this area would mitigate a serious impact on social amenity.

The southern side of Francis Road should be considered as a location for angle parking. 12 parallel parking spots could be replaced with 26 angle parking places without significantly disrupting traffic.

The APA supports the Artarmon Public School P&C regarding their concern about the installation of angle parking in McMillan Rd given proximity to Artarmon Public School. The addition of 5 angle parking spaces will add reversing and turning movements during peak school drop off periods, substantially increasing the safety risk. The APA supports the P&C in requesting alternative solutions.

Council's Parking Study itself recognises that angled parking on McMillan Road can pose safety issues in an environment where pedestrian activity is high, particularly during school drop-off and pick-up. The study proposes wheel stops and identifies traffic calming as a benefit of the arrangement. The APA considers that the safety issue therefore warrants a more specific school-peak operational assessment before the five-space increase is accepted.

That assessment should examine the 8.30–9.30am and 2.30–3.30pm school periods, including queues, "Kiss and Ride" movements, reversing and turning movements, pedestrian and cyclist movements, informal stopping, and access for buses, waste, service and emergency vehicles. The effect of parking displaced from Hampden Road should also be assessed as part of this localised review.

South Artarmon residential

The Parking Study identifies a reduction of 42 on-corridor parking spaces within Section B of the proposal, from 92 existing spaces to 50 proposed spaces. The study also identifies a weekday shortfall in unrestricted parking in this section, with the largest reported shortfall being 36 spaces during the peak period.

The APA therefore accepts that Council has undertaken a substantial parking assessment but considers that the impacts in South Artarmon should continue to be considered at a street and property level rather than only at precinct level.

Two apartment blocks, 21 and 23 Hampden Road (8 individual apartments) do not have any off-street parking. The Active Way design in this area must ensure that the loss of kerbside parking does not also remove practical access for passengers, carers, deliveries, tradespeople, waste collection and emergency services.

Council's TIA states that property access will be retained and that essential loading and servicing functions will be maintained or relocated. The APA requests that this commitment be demonstrated explicitly in the detailed design for Nos. 21 and 23 Hampden Road.

In particular, the final design should identify a practical stopping or loading solution, a safe crossing of the cycleway where required, an unobstructed pedestrian route, and a clear location and collection route for waste and recycling bins. These requirements should be resolved with the affected property owners before the detailed design is finalised.

4. The impact on Artarmon traffic “black spots”

The APA’s Black Spot survey undertaken with residents has become a core reference point for traffic safety issues within Artarmon. Issues raised by members of the community are compiled by the APA and if warranted included in the list of areas that require dangerous safety issues to be addressed. There are currently some 12 black spots identified.

The Active Way proposal deals with several issues on the Black Spot list, but the APA would like to focus on two issues which flow from the Active Way proposal.

- (a) The pedestrian crossing on Hampden Road between McMillan and Barton Roads

We are pleased to note that this crossing will be moved to the corner of McMillan, with the existing crossing converted to a speed table designed to slow traffic.

The APA nevertheless considers that a recognised safety issue should be addressed as early as practicable rather than simply deferred by project staging. We therefore request that Council identify whether an interim treatment can be implemented before the broader works are completed.

A number of the community have raised safety issues related to this crossing and the APA notes there was a hit-and-run at this location in April 2026. The crossing should be relocated as a matter of urgency.

- (b) Review of the Brand St traffic island crossing

The APA is supportive of safer crossing options to be implemented at the Brand St roundabout. The area east of the roundabout on Brand St has not been included in the Active Way plan. Is there any evidence that the existing traffic island at Valetta Lane will become safer once the Active Way is established. Would a pedestrian crossing be a better option?

5. Requirement for additional infrastructure, particularly near railway stations

There is a shortage of casual bike parking facilities at Artarmon and St Leonards railway station and better signage is required to identify the location of existing bike parking.

Existing secure bike parking at Artarmon is poorly located and there is limited provision for bike parking at the Artarmon Village on the western side of Hampden Road.

The APA also recommends that Council review bicycle parking capacity as part of the detailed design rather than assuming that existing facilities will be sufficient once the new cycleway increases the attractiveness of cycling. Secure and casual bike parking should be conveniently located, clearly signposted and accessible from both sides of the Artarmon local centre.

6. Integration with other areas of Artarmon, including Artarmon Public School and recreational facilities such as Artarmon Oval and the Artarmon Bowling Club pavilion

The APA would like to see the Active Way integrated with recreational facilities and other cycleways in the suburb, if only with the use of appropriate signage.

Has there been any consultation with Artarmon Public school regarding a small offshoot to support those cycling to Artarmon Public School?

The APA recommends that Council specifically confirm how the Active Way connects to Artarmon Public School, Artarmon Oval, Artarmon Bowling Club and the surrounding local cycling network. A technically safe route that does not connect conveniently with these destinations will reduce the practical value of the project.

7. Plantings along the Active Way corridor

In general, the APA is supportive of the planting proposal along the Active Way. Planting Australian natives is appropriate.

Suggestions for suitable plants are summarised in Appendix 1. It is noted that one proposed tree species, Fraxinus, is native to Europe and should not be planted. It is also deciduous which would create a slip hazard, and if the wrong species is planted it can become invasive. There are several alternative trees and bushes which could replace Fraxinus, including varieties of Angophora, Backhousia, Eucalyptus, Christmas Bush and Blueberry Ash.

The APA also recommends that the final planting schedule be subject to a maintenance and performance review, particularly for species proposed in rain gardens, verges and locations immediately adjacent to the cycleway. Plant selection should consider canopy, root behaviour, sight lines, leaf fall, slip risk, drought tolerance and the practical capacity of Council's maintenance teams.

8. The impact on shops and businesses in Artarmon Village

Little attention has been paid to the impact of construction of the Active Way on businesses within the Artarmon Village.

The APA is aware that many small businesses are struggling and disruption to the normal traffic patterns for an extended period may have consequences to the viability of several.

The APA would like to see support for the Artarmon Village during construction period.

Council's TIA recognises that construction will involve partial road closures, footpath interruptions and temporary changes to kerbside uses, with detailed traffic management to be developed as the project progresses. The APA therefore requests that local businesses receive advance information about staging, access, parking changes, loading arrangements and pedestrian access, with particular care taken to maintain business visibility and convenient customer access during construction.

9. Detailed design, monitoring and review

It is noted that consultation is being undertaken before detailed design is finalised. Council's published timetable provides for community engagement to 8 October 2026, reporting of engagement outcomes in February 2027, finalisation of detailed design in mid-2027 and commencement of construction in late 2027.

The APA considers that this provides an appropriate opportunity to resolve the outstanding design and access issues identified in this submission before construction begins.

The APA also asks Council to commit to a post-implementation review of the Active Way, including:

- safety and cyclist behaviour at the Hampden Road/Palmer Street transition
- vehicle and cyclist interaction at the Palmer Street crossing
- traffic conditions and rat-running in surrounding residential streets
- parking occupancy and displacement in North and South Artarmon
- operation of the McMillan Road parking arrangement during school peaks;
- access for residents, deliveries, tradespeople, waste collection and emergency services at 21–23 Hampden Road
- the adequacy of bicycle parking and wayfinding at Artarmon and St Leonards stations and within Artarmon Village.

The APA further requests that Council establish a mechanism for corrective action where monitoring identifies an unforeseen safety, access, parking or traffic problem. The objective is to ensure that the Active Way continues to perform as intended as travel patterns and the surrounding population change.

Conclusion

The Artarmon Progress Association (APA) has reached out to the community for input regarding the Chatswood to St Leonards Active Way.

The community is, in general terms, in favour of the Active Way concept.

The APA is supportive of alternative transport methods in Artarmon, particularly cycling and walking.

The proposed route will deliver a safer, greener, and better-connected walking and cycling corridor linking Chatswood and St Leonards.

Interconnection with the Pacific Highway and Naremburn shared paths and future planned cycleways elsewhere on the lower North Shore is forward thinking.

The proposal to separate cyclists, pedestrians and road traffic will allow for freer movement of cars and safer paths for pedestrians. Separate areas for cars, bikes and pedestrians will ensure safer travel options, particularly as e-bike usage increases.

More attractive streets, more shade and places to rest, and above all the ability to cross the road will greatly improve the safety and amenity of Artarmon streets.

The addition of many new pedestrian and cycle crossings will enhance traffic calming and provide safer access for all levels of physical ability.

Longer term, the initiative will have commercial benefit for shops and businesses within the Artarmon Village.

Summary of issues and proposed solutions

Issue	Proposed solution
Future development and changing travel patterns	Incorporate the likely cumulative effects of major future development, including the former Chatswood Metro Dive Site redevelopment, into final traffic, parking and active-transport planning, with the design capable of adapting to future demand.
Hampden Road cycleway alignment	Assess a continuous western-side alignment between Mowbray Road and Brand Street against the current design, using safety, directness, grade, sight distance and cyclist behaviour as comparison criteria.
Hampden Road/Palmer Street "zig-zag"	Undertake a specific safety and usability review of the side-switch and crossing north of Palmer Street, rather than treating the transition as an unavoidable design consequence.
Palmer Street crossing	Demonstrate through detailed design and safety assessment that downhill cyclist speeds, motor-vehicle speeds, sight distance and turning movements are safely managed.
Different cyclist confidence levels and behaviour	Retain the separated cycleway as a safe option for less confident cyclists while recognising that more confident riders may continue to use the road, particularly downhill. Design the facility for realistic user behaviour rather than assuming uniform compliance.
Parking loss across the corridor	Continue to minimise parking loss and assess parking demand at both precinct and street/property level. Council should not rely solely on aggregate spare capacity elsewhere in the study area.
South Artarmon / 21-23 Hampden Road	Provide a clearly identified solution for passenger drop-off, loading, deliveries, waste collection, pedestrian access and emergency servicing without compromising cycleway continuity.
McMillan Road near Artarmon Public School	Complete a school-peak operational and safety assessment covering queues, "Kiss and Ride", reversing, pedestrian/cyclist movements and servicing before implementing angled parking.
Traffic black spots	Prioritise recognised safety improvements and consider interim measures where proposed treatments are tied to later project stages.
Cycling connections and bike parking	Provide convenient bicycle parking, clear wayfinding and direct connections to Artarmon Station, Artarmon Village, Artarmon Public School, recreational facilities and the wider network.
Industrial and heavy-vehicle access	Confirm that the detailed design preserves workable access for emergency vehicles, buses, freight, deliveries and heavy vehicles and does not adversely affect the operation of the Artarmon industrial precinct.
Construction impacts	Provide businesses and residents with advance information on staging, access, loading, parking and pedestrian

	arrangements, with measures to minimise disruption to the Artarmon Village.
Long-term performance	Implement formal post-construction monitoring at key locations and commit to corrective action if safety, traffic, parking or access problems emerge.

Glenda Hewitt – President

pres@artarmonprogress.org.au

Chris Baker – Vice President

vicepres@artarmonprogress.org.au

Appendix 1

Notes on plantings for the Chatswood to St Leonards Active Way

Fraxinus is recommended in the plans for use on the northern side of the Brand St roundabout and at the northern end of Hampden Road on the rail corridor side. Fraxinus is native to Europe, it is deciduous and if the wrong species is provided it can be very invasive. Fraxinus should be removed from the planting schedule for the following reasons:

The NSW Street Tree Planting Design Manual states for North–south orientated streets:

“Planting small to medium deciduous trees on the east side of the street will take advantage of the thermal warming of winter morning sun. Planting large and small evergreen trees on the west side of the street will block the undesirable afternoon sun all year round.”

The trees on Hampden Road are on the western side of the shared-user-path, hence it is desirable to have evergreen trees in this location.

A build-up of leaves can be a slip hazard to both pedestrians and people who ride bikes. WCC maintenance teams do not have the capacity to regularly clear the build-up of this debris during leaf-fall.

Most importantly, the Street Tree Master Plan, a significant WCC policy document, has, as one of the key precinct objectives, “Promote strategies to supplement and enhance native tree canopy adjacent to Artarmon Reserve/ rail corridor using provenance-sourced material”. The trees are to be planted within five metres of the rail corridor and the WCC nursery can provide provenance-sourced material.

It has been planted in the village when the Artarmon streetscape was upgraded. Shopkeepers have advised that the street has to be swept several times each day during leaf fall to make sure the street is kept safe for pedestrians.

Any of the following would be suitable trees to use instead and are all listed as suitable trees in the Street Tree Master Plan:

- Angophora costata
- Backhousia citriodora
- Backhousia myrtifolia
- Eucalyptus saligna
- Ceratopetalum gummiferum (Christmas Bush)
- Elaeocarpus reticulatus (blueberry ash)

The following shrubs, grasses and groundcovers that are listed for use, while all native to Australia, may not be well-suited for planting in the Artarmon area.

- Leucophyta brownii is ideal for cultivation in semi-arid or temperate coastal gardens.

- *Lomandra longifolia* 'Tanika' has been planted in many locations in Artarmon including along the Pacific Highway SUP, the Mowbray Road SUP, the Artarmon streetscape. It is not thriving in any of these locations.
- *Juncus usitatis* has been planted in rain gardens and verge gardens in Artarmon. Many of these have died and been replaced with other plants, others are not thriving. Perhaps the use of these species should be reconsidered.

We understand the WCC nursery can supply plants for use in the streetscape if they are plants found in the natural environment in Willoughby. *Dianella*, *Juncus*, *Hibbertia scandens* and other *Hibbertia* species are all in plentiful supply and could be provided by the nursery.

The APA also recommends that Council include a clear planting maintenance plan and post-establishment review so that unsuccessful or unsuitable species can be replaced without compromising the safety, visibility or accessibility of the Active Way.