
Community and Stakeholder Engagement Report

Addiscombe Road and Kenneth Road, Manly Vale – Shared Path and Pedestrian Crossing Upgrade

Impact level: Four

Consultation period: Tuesday 25 January 2022 to Friday 18 February 2022

Contents

1.	Summary.....	2
1.1.	Key outcomes	2
1.2.	How we engaged	3
1.3.	Who responded.....	3
2.	Background.....	4
3.	Engagement objectives	4
4.	Engagement approach	4
5.	Findings	5
	Appendix 1 Verbatim community and stakeholder responses	7




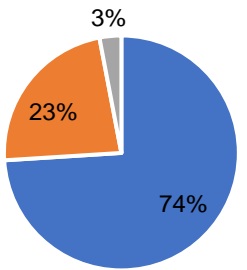

1. Summary

This report outlines the community and stakeholder engagement conducted as part of the proposal for a new shared path connection along Addiscombe Road, Manly Vale exhibited between 25 January and 18 February 2022. This proposal is dependent on grant funding, meaning we can only commence detailed design and construction if we successfully obtain funding under the Transport for NSW (TfNSW) Get Active NSW program.

The feedback collected during consultation indicated a strong support for the proposed shared path and crossing upgrade, highlighting the anticipated benefits for all path users, in particular students from local schools.

Respondents who were not supportive of the proposal questioned the location of the shared path and suggested the share path would be better suited on the eastern side of the road.

1.1. Key outcomes

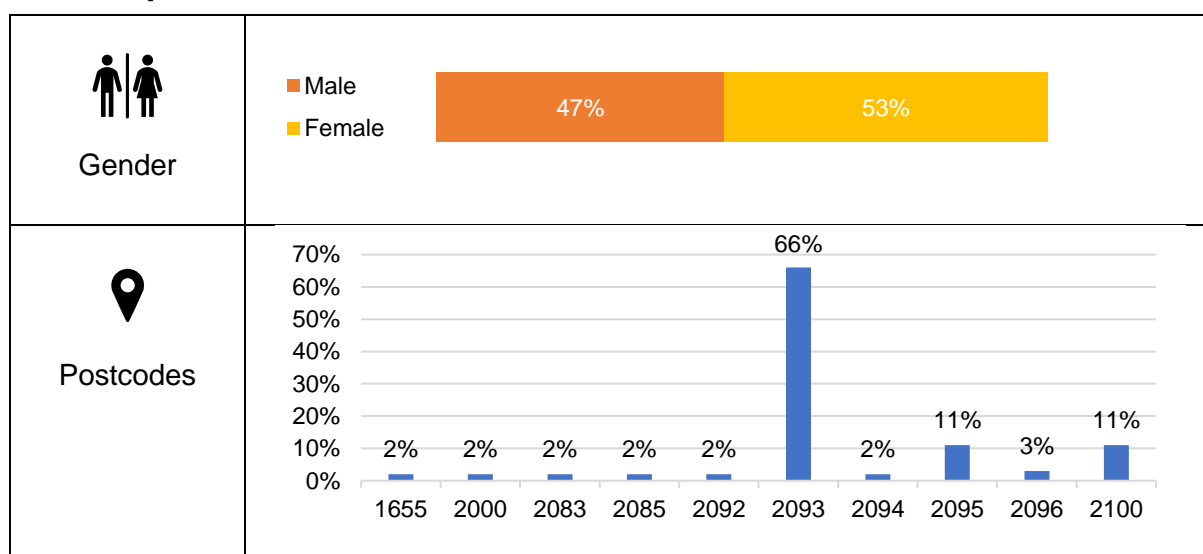
 <p>Total unique responses</p>	<p>62*</p>	
 <p>How responses were received</p>	<p>Comment form</p> <p>Written responses (email/letter)</p>	<p>Completions: 49</p> <p>Number received: 13</p>
 <p>Online sentiment question:</p> <p>Should funding for this proposal be approved, do you support the Addiscombe Road and Kenneth Road, Manly Vale shared path?</p>	<div data-bbox="710 1232 957 1500">  </div> <div data-bbox="1109 1321 1372 1444"> <ul style="list-style-type: none"> ■ Support ■ Support with changes ■ Don't support </div> <div data-bbox="678 1512 989 1579"> <p>Total responses = 74</p> </div>	
 <p>Feedback themes</p>	<p>Location</p> <p>Safety</p>	<p>Additional Infrastructure</p>

* Not every respondent made a comment in addition to answering the sentiment question

1.2. How we engaged

 Have Your Say: visitation stats	Visitors: 217	Visits: 251	Average time onsite: 2mins 58secs
 Print media and collateral	Letterbox drop: 2093 Site signs: Yes		Distribution: 342 Number of signs: 2
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 2 editions (31 Jan & 14 Feb) Council Disability Newsletter: 1 edition		Distribution: 22,000 subscribers Distribution: 1286 subscribers

1.3. Who responded¹



¹ Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail.

2. Background

Our Move – Northern Beaches Transport Strategy in 2019 identified how we can encourage active travel to help break the reliance on cars as the main way we travel across our area.

Shared paths are one way we can achieve this while also providing opportunities for both transport and recreational benefits and promoting a healthy lifestyle through active travel.

We proposed to improve connections in Addiscombe Road between the existing shared path and Kenneth Road to complete the missing section of shared path in this well-used cycle network. This proposal would also include improved access for pedestrians and bicycle riders with an upgrade of the existing pedestrian refuge in Kenneth Road to a combined raised pedestrian and cyclist crossing.

The suggested improved connection is grant dependant meaning we could only start this project if we successfully obtain funding under the Get NSW Active program.

The grant application process required Council to provide documented community engagement indicating the level of support for the intended project.

Should funding be successful we will also prepare a detailed design that will include the new raised pedestrian and cyclist crossing in Kenneth Road, near the Addiscombe Road intersection. The proposed connection will provide a safer pedestrian and cycle route in the location.

3. Engagement objectives

Community and stakeholder engagement aimed to:

- provide accessible information so community and stakeholders can participate in a meaningful way
- identify community and stakeholder concerns, local knowledge and values
- seek out and facilitate the involvement of those affected by or interested in a project.

4. Engagement approach

Community and stakeholder engagement for the Addiscombe Road and Kenneth Road, Manly Vale – Shared Path and Pedestrian Crossing proposal was conducted between Tuesday 25 January 2022 to Friday 18 February 2022.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017).

A project page was established on our have your say platform with information provided in an accessible and easy to read format.

The project was primarily promoted through our regular email newsletter (EDM) channels.

Feedback was captured through an online comment form embedded onto the have your say project page. The form included a question that directly asked respondents for their level of support on the proposal.

An open-field comments box provided community members a space to explain or elaborate on their support, not support or neutral sentiment as well as any other feedback they wished to contribute. Email and written comments were also invited.

5. Findings

The feedback collected during consultation indicated a high level of support for the proposed shared path and crossing upgrade, highlighting the anticipated benefits as an active transport route for all ages in the community. Many of the respondents that supported the proposal told us that the Addiscombe Road is well used by the local community as a route to connect to local schools, sporting destinations, Manly Boy Charlton Aquatic Centre and playgrounds. Many students currently cycle to Mackellar Girls Campus and local primary schools and the improvements will provide a safer off-road route and improved safety when crossing Kenneth Road.

Comments also suggested constructing the shared path on the western side of Addiscombe Road with some respondents indicating that it would be better on the golf course side of the road.

The need for additional road infrastructure was also raised with requests for traffic calming to reduce traffic speed and a pedestrian refuge in Addiscombe Road to prevent vehicles performing U-turns at the intersection and to improve pedestrian connections and safety.

It was also suggested that the speed limit could be reviewed with a lower speed limit introduced to improve safety in Kenneth Road.

While a small number of respondents were not supportive of the proposal, citing it wasn't required or suitable for the location, overall feedback indicated that the shared path and pedestrian and cyclist crossing would be welcomed by the community and would provide much needed safety improvements.

Table 1: Key issues raised

Theme	Issues, change requests and other considerations raised	Council's response
Path location	Path should continue along the eastern side of Addiscombe Road	Due to the available width of the road reserve, unfortunately this is not a practical option currently to locate the shared path on the eastern side of Addiscombe Road due to the existing infrastructure and water catchment. If the path were to be constructed on the eastern side, then there would also be impacts to the wildlife and vegetation corridor.
	Funds should be spent elsewhere	This proposal has been well supported by the local community and is mapped as a proposed local connection on Councils Safe Cycling Network.
	Extension of shared path	Additional future shared paths and links are also being considered in the surrounding area, dependant on available funding. This are detailed in our cycle mapping .

Theme	Issues, change requests and other considerations raised	Council's response
Infrastructure	Many suggested that speed bumps would be needed to slow traffic	If funded, the raised crossing will be constructed to a height of 75mm and will also slow traffic as it will provide traffic calming. We can consider additional speed bumps on each approach to the raised crossing, however, also need to design for heavy vehicles, buses and traffic volumes.
	It was suggested that cars travel at high speed in Kenneth Road	<p>We will need to review recent traffic volume and speed counts as part of the design process.</p> <p>The Manly CBD area has had the speed limit reduced to 30km/h. Council and TfNSW are in discussions to extend the 30km/h speed limit to other areas in Manly, however locations are not yet confirmed.</p> <p>This location could be suitable for a reduced posted speed limit due to many local destinations and attractions.</p>
	Many people asked if a dedicated cycle lane in Addiscombe Road could be constructed	There is not enough available road width in Addiscombe Road to provide two traffic lanes and a dedicated two-way cycle lane.
	A respondent requested a dedicated turning lanes from Kenneth Road to Addiscombe Road	If the road width allows, we will investigate this suggestion further through the final design of the shared path. The existing pedestrian refuge will be removed, resulting in some additional space in the road that could accommodate a turning lane.
	90° parking in Kenneth Road was raised as an on-going concern	Council is aware of the issues relating to the design of the 90° parking in Kenneth Road. As part of this project, we are not proposing to change the parking however, our Manly Ward traffic engineer is aware of the of the concerns from the community.
	A footpath in Fairway Close was requested for access to the park	Council constructs footpaths that have been identified through the Northern Beaches Walking Plan. This request has been included for consideration when a review of the network is undertaken in the next 12-18 months.

Theme	Issues, change requests and other considerations raised	Council's response
	Install a centre medium in Addiscombe Road to prevent U-turns.	Through the design process, we can investigate a centre medium or pedestrian refuge in Addiscombe Road to prevent U-turns. A pedestrian refuge would provide a better outcome and we will investigate this in the final design.
Safety	Path should be 3m wide to allow for increased use	Although this is a better outcome, in some locations it is not possible to construct a 3m shared path. The current width in Addiscombe Road now not allow enough room for a 3m shared path.
Education	Pedestrian and bicycle rider awareness	Council is currently promoting our Share the Road campaign for drivers and pedestrians. Our Road Safety officer works to educate our community on road rules, such as through our Share the Path video.

Appendix 1 Verbatim community and stakeholder responses*

Number	Comment
1	Addiscombe Rd is narrow and can be busy, especially during peak hours like after school. The proposed shared path will increase the safety of cyclists heading towards Kenneth Road.
2	The road is very narrow here and lots of kids cycle to local school along this route. It is quite a quiet road so, for me, lower priority than other proposals.
3	Excellent idea. Current arrangement is dangerous and probably discourages people from actually crossing the road at that point.
4	I will provide more detail. Bike lane should be on eastern side of the road, separated by the existing guard rail. This will require a short bridge over the creek and acquisition of Golf Club land if necessary.
5	This is an essential upgrade for the safety of school children riding their bikes or walking to school. Our daughter has started to ride her bike to Mackeller Girls campus and has complained that the crossing is dangerous as too the ride to new section.
6	Great idea will provide better connectivity.
7	The proposed path is on the wrong side of the road. The road is not too busy and the proposed path will add little value if it cant be done properly. Spend the money on cycling projects CRYING OUT like Pittwater Road between Long Reef and Dee Why,
8	A crossing at Kenneth rd. is absolutely necessary. There is no point upgrading the shared path on Addiscombe rd. without a crossing at Kenneth. Could the underground path that current exists in the golf course be accessed by the wider public?
9	Great initiative. Very busy and dangerous crossing at the moment

*Personal details and inappropriate language have been redacted where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.

10	Yes definitely! The existing path puts cyclists directly in the line of traffic, and the high fences of the golf club mean that there is no visibility currently. These changes will fix both those problems!
11	Sensible proposal complementing the new shared path from Addiscombe to Campbell and enhancing network connectivity
12	Greatly needed. The existing shared path is the wrong side for cyclists entering from Kenneth Rd
13	It should go on the golf course side of the road as this is where the path joins and reduces number of times you need to cross the road
14	This is a significant missing link in the network and I fully support this new path. I look forward to commenting on detailed designs. Please note that 3m is considered the minimum width for a well-used shared path.
15	The path should be addressed between Fairway and Parkes as the existing shared path ends at Parkes. Ideally the shed near Kenneth could be moved back to allow better path width. Other option is to make Addisson Rd a slow speed environment with calming..
16	The pedestrian crossing is great. Why not put the shared path on the other side of Addiscombe Road, next to the golf douse, so that it links up easily to the path that is already in that side coming out of the exuding shared path along the waterway?
17	Subject to to seeing the detailed plans.
18	This would dramitically improve the safety for many school kids who walk and ride across kenneth road. It is a very busy road and can be very dangerous crossing at the existing traffic island in the middle of kenneth road.
19	Can you please do something about all the people who park on Kenneth road who are doing U turns in Addiscombe road. It's dangerous for everyone
20	No to the pedestrian crossing. It's a main thoroughfare
21	My husband and 2 young boys (3.5 & 5 years old) always ride on these roads. These changes would make it safer for us all.
22	I use this road / path several times daily. I have previously submitted to council about the need for an improved crossing. Not enough words to be able to comment on this form? The rest is uploaded. Happy to chat further. (I live on [REDACTED].)
23	There are two million journeys under 5 kms made in Sydney every day. Good proposals like this which make it safe and easy to cycle, improve health and reduce emissions.
24	This is an excellent idea. I would use the crossing and feel my kids are safer there.
25	The proposed crossing is very near to the turn from Kenneth Rd to Adiscombe Rd. Many People use this turn as a roundabout to find parking on Kenneth Rd and it is on the bus stop. May need to rethink the position of the crossing.
26	Great idea! Could we also have a crossing up closer to Burchmore and Quirk? I was almost hit by a car flying around the round about (from Quirk to Kenneth)
27	Safely bike from Manly Vale to the coast
28	Safety a must - too many close calls here in the 6 years I have lived in manly vale
29	This is a very well used pathway for walkers and cyclists and a crossing here is really a missing link. Parents with children have to teach them to play Frogger to get across this busy road. Ideally the plan would involve a speed hump in the lead up.
30	The already completed path from Campbell Pde through to Addiscombe is on the opposite side of the road. Would it not be safer to make it one continuous path which leads to the crossing point on Kenneth Rd. Many children use this route to access the pool
31	A much needed project to avoid a troublesome passage for bike riders and pedestrians
32	It's currently tricky and dangerous to cross over to the dog park, and travelling from the Kenneth Rd playground to Passmore there is insufficient room for a pram and child on a bike so my 5 year old rides off ahead of me.
33	Extremely busy and dangerous stretch of road for bike riders. No other option between 2 bicycle paths from the end of Addiscombe to Kenneth Road. Also very difficult crossing at Kenneth. Great initiative!
34	I walk my dog everyday on this route and have children who ride their bikes. This will be a massive improvement for safety for people crossing Kenneth rd
35	Yes this would be a great improvement for kids using this road for school aces to Mackellar, the ovals and the pool.

36	Much needed change so thank you, just concerned about cyclists still having to cross Addiscombe road to meet the other path. Would be better for the path to be on one side of Addiscombe only.
37	Over due. Yes please
38	We use the new path that connects to this, it would be great to extend this.
39	The current bike path runs on the Eastern side of Addiscombe Rd. Your diagram seems to show it on the Western side. This will mean two road crossings. Currently cars perform illegal U-turns at the Kenneth Rd and Addiscombe Rd intersection constantly.
40	Please ensure it is bike friendly for children and less confident riders
41	The street needs to remain two way. Are the three parks being taken on Addiscombe? We need to add legitimate parking spaces further down the road where the nature strip is. With all the unit blocks, there are not enough car spaces & they are more important
42	Great idea to increase safety and another step towards end-end routes. Well chosen.
43	Waste of money
44	Proposed path is on the wrong side of the road and should mirror existing shared path on the other side. Cyclists will not use the proposed configuration as new route involves crossing two more roads and is more convoluted.
45	Good move! I frequently use the upgraded shared pathway running from Campbell Parade to Addiscombe Rd. It makes sense to continue the upgrade all the way to allow safe crossing of Kenneth Rd
46	I use this route when cycling to Brookvale and Addiscombe Rd section definitely needs better provision for bikes as it is currently narrow and dangerous. I would have preferred to have the path all the way along the eastern side to avoid the need to cross
47	Shared paths are not fit for purpose, this should be a dedicated segregated cycle lane
48	The existing bicycle path on the southern end of Addiscombe Road is narrow, dangerous and not maintained. The proposed path is an excellent solution and the new crossing of Kenneth Road is a bonus.
49	The current cycle way is too narrow and bike riders and pedestrians would benefit from a wider path, also the pedestrian island on Kenneth Road would benefit from an upgrade. Perhaps an additional right hand lane for vehicles turning into Addiscombe from Kenneth
50	<p>Addiscombe / Kenneth, 3 part summary:</p> <ol style="list-style-type: none"> 1) Pedestrian Crossing of Kenneth Rd 2) People still pretending old cycle path exists! 3) Cars using mouth of Addiscombe to perform u-turns... <p>1) Crossing Kenneth near Addiscombe can often be a nightmare. (Especially with young children.) It is a unique crossing vs the other crossings along Kenneth, because cars are speeding up, travelling from the pool, because they are out of the swamp of parked cars and it is foot to the floor. Cars coming from the east are hitting the current crossing point from 2 areas: along Kenneth and out of Addiscombe. In short, I am amazed there hasn't been a serious injury or death at the junction.</p> <p>Solution: a 'Z' crossing or a zebra crossing, consider speed bumps also.</p> <p>2) Daily I see cyclists cycling and even walkers walking up Addiscombe, from Kenneth on the wrong side of the road, (as if there is a cycle path still there...). Is this because a) they think it is still a cycle lane? b) Is it because that side offers shade under the trees? Why will this change if there is a shared path on the other side? Be aware of this.</p> <p>Solution: Clear sign posting of what is road and what is cycle path... (People need clear direction here.) Or - embrace the shaded westerly side, under the trees, for a shared path!!! (On a blistering hot day, I often walk under the trees...), plus this would link up with the cycle path onwards to Calabria Club...</p> <p>3) I would estimate 50 - 100 cars (maybe more??) Perform u-turns in the mouth of Addiscombe daily (depending on day of week). Most drivers are either looking for a parking spot for the oval or pool, or have just left their parking spot and need to head back towards Manly. Often these drivers, if there is already a car waiting to turn out of Kenneth, will go up a little further and then perform a 3 point turn, (verses turning in the mouth of the junction)... I have seen them bump up the pavement. I have seen them make a real hash of it and cause traffic to build up turning into Addiscombe.</p> <p>Solution: No u-turn sign and clear instruction: 'Use roundabout ahead for u-turn'...)</p> <p>More than happy to discuss further. UX is an obsession of mine. I would hate to see a new plan</p>

	<p>rolled out and then people just continuing with their existing habits = that would be a design failure, albeit, I do understand that you are often miracle workers and even a design messiah cannot herd cats... ;)</p> <p>Best!</p>
51	<p>1. Remove 45 deg angle parking from Kenneth Rd. This is dangerous, please consider a) cars attempting to park at 45 deg create a hazard & stop traffic flow, b) once parked, these cars create a hazard to e.g. cyclists while they offload etc., c) longer cars protrude into the vehicle lane which effectively narrows Kenneth Rd, which was once a wide safe road. There is no excuse to make a road less safe than it was.</p> <p>2. Create more, new, off-street parking for Manly Swim Centre. The original pool had adequate parking, however, the new pool increased water space but didn't adequately and safely allow for more safe parking. There is no reason that a mother offloading a few kids, prams, swimming equipment etc into the pedestrian cycle path adjacent to the 45 deg angle parking on Kenneth Rd. Ratepayers should expect a better quality of urban design from professional planners. This point goes directly to the objective of creating better cycle access, for example.</p> <p>3. Cycle parking at Manly Swim Centre is inadequate. There are not enough parking spots. The cycle parking is effectively remote from the swim centre entry, out of sight from staff therefore lacks adequate security therefore not favourable for someone to park e.g. an expensive cycle. This becomes more of an issue once electric bikes become more prevalent. Consider also that cycle parking should also be under cover.</p> <p>4. The Kenneth Rd cycleway is narrowed, largely due to the number of obstacles on the path, notably all the poles etc. This becomes apparent on busy days when there are bikes, walkers, joggers, pool users etc. Widening the path would be helpful. I have seen a family group with two electric type cycles with trailers (children aboard) powering along the Kenneth Rd pedestrian/cycle path which is just another accident looking for a place to happen.</p> <p>5. Removal of trucks, trailers etc. parking on Kenneth Rd. Many cyclists still use Kenneth Rd roadway (due to the obstacles – poles, on the pedestrian/cycle pathway) and the assortment of trucks and trailers make for a dangerous ride. In particular because cyclists are often trying to ride at speed (i.e. cycling isn't always a leisurely activity) and the pathway isn't suitable.</p> <p>6. A lot of the problems here are the result of extremely poor piecemeal planning around Kenneth Rd, Balgowlah Rd and Rosebery St., in particular because of e.g. the incorporation of pedestrian activities and light industrial. It's not a safe area to cycle, especially for children, when there are frequently large trucks manoeuvring in and out of driveways and parking spaces, when paths are so narrow and full of obstacles (poles, pedestrians, other cyclists etc.).</p> <p>7. It's pointless creating cycleways that are inherently unsafe and in particular when they don't link or transition in a safe way. Why doesn't engage frequent users of a proposal during the design phase so that they get direct feedback? Council always asks for community feedback yet projects such as e.g. re-development of Manly Swim Centre go ahead without regard for what established users need (I'm not aware of anyone in the regular swimming community that has had anything positive to say about how the pool was redeveloped). This point is relevant because it is one of the destinations of a cycle path, so should have been designed with more than just a few vested interests in mind.</p>
52	<p>I'd like the pedestrian refuge island arrangement, near the intersection of Addiscombe Rd and Kenneth Rd, Manly Vale, to become a proper zebra crossing. I think standing in the middle of Kenneth Rd, waiting for a break in the traffic, particularly with a bike, is unsafe.</p> <p>I think the new section of cycle path near Mackellar Girls High is great, but kind of pointless if you can't reach it safely.</p> <p>As a cyclist who regularly cycles to Palm Beach and Akuna Bay, from Manly, I'm pretty comfortable around traffic. However, recently I've been riding to the Calabrian Club for Futsal games and to Mackellar Girls High, with my daughter, and I find this crossing unnerving. Kids crossing at this point in the mornings seem to rely on the good nature of drivers to actually stop and wave them across.</p> <p>I also feel that the safety railings in the centre of the road give pedestrians and cyclists a misleading sense of security.</p>
53	<p>Shared pathways are good if safe for walkers - if cyclists warn of their approach. Pathways need to be quite wide to fit everyone on.</p>

54	<p>I support all forms of transport as an alternative to cars. I am an avid cyclist. Cycle routes should be kept away from pedestrians as cycles present a danger. At the very least a speed limit should be imposed where segregation is absolutely impossible.</p> <p>Spend some of the money earmarked for the outdated Beaches Link Tunnel on improving mass transport, light rail, buses that actually stop at bus stops, and dedicated cycle ways. (I appreciate the funding probably comes from a different publicly funded purse)</p>
55	<p>As a local resident of over 25 years and user of this section of road at least twice a day, I support the proposed changes, however feel changes need to be considered.</p> <p>Walking / riding this section of road for over 15 years to and from work / beach with kids and whilst also dropping my children at the Roundhouse child care centre I see the need to support this proposed works and congratulate Council on the upgrade proposal.</p> <p>Further thought area: Has it been thought of:</p> <p>1: the need to slow the cars prior to this area, although it is a 50kph area, cars exiting the parking area of the LM Graham Reserve precinct tend to speed up as they see the clear road ahead. This is also the thinnest part of the road</p> <p>2: The right turn from Kenneth Road into Addiscombe Road, Once the right turn vehicle is stopped cars “zoom” up the inside to continue along Kenneth road. With the crossing location, this could be an issue as pedestrians will rely on cars to stop for them as it is a “crossing” currently the pedestrians must look to cross at the traffic island</p> <p>3: The location of the crossing on the Western side of Addiscombe road, when crossing from the golf course (southern side) has a number of blind spots for either pedestrians or drivers.</p> <p>A. The power pole B. The curve in Kenneth road – Viewing distance to see cars coming is reduced C. The green overhang from the golf club trees D. Parked cars</p> <p>I would be more than happy to meet on site to discuss the project if required</p> <div data-bbox="284 1227 1380 1832"> </div>

56	<p>I would be interested in seeing further details of the proposal outlined in your letter I received 3rd Feb 2022. Improvements are welcome, but can have side effects and environmental impacts that may not be adequately considered at the planning stage. I am pleased that you are asking for input at an early stage but would like further details so that I can clarify my concerns before 18th February. I am concerned about the environmental impacts and am not convinced that the proposal would result in a significantly safer route for pedestrians and cyclists. If a satisfactory approach to my concerns does not emerge, I wish to object to this proposal.</p> <p>The northern part of Addiscombe Road, between Innes Road and Fairway Close, currently has concrete footpaths on the west side and a shared bitumen path on the east. These are generally not immediately adjacent to the road and seem to be adequate and safe. Any upgrading or widening of these paths to 2.5m would seem to be unnecessary and would likely detract from the visual and environmental aspects of the area. Some of the other roads in this area have no footpaths on either side and it would seem more appropriate to consider providing these before doubling up in Addiscombe Road. I note that cyclists frequently use Addiscombe road north of Innes Road rather than the shared path, and that the east side is in the riparian zone adjacent to Manly Lagoon.</p> <p>The section of Addiscombe Road between Fairway Close and Kenneth Road is more complex and limited space is available for improvement. The corridor currently has four linear areas, 1) a narrow partly vegetated strip on the west, 2) A solid and safe concrete footpath, 3) the narrow and dangerous two way road and 4) a very narrow strip of bitumen on the east that just provides a bit of elbow room if cyclists do try to use it. Immediately east of these is a crash barrier, fence, very narrow almost non-existent riparian zone and a section of Burnt Bridge Creek. It would be difficult to improve any of these areas without adversely impacting on others.</p> <p>Currently the vegetated strip provides visual improvement to the road and at the back of the adjacent Fairway Close properties. This strip should be retained and needs to be re-vegetated rather than converted to a sealed path. The adjacent concrete foot path between there and the road provides clear and safe pedestrian-only access along the west side of Addiscombe Road. It is separated from the road by a formal kerb, so pedestrians are not disturbed or endangered by cyclists or cars passing near them. Parking is not permitted except for a small section in the south. At the south end, it links with the Fairway Reserve playground and the Kenneth Road north-side footpath heading west. At the northern end, the footpath, at the junction with Fairway Close, is the meeting, pickup and drop off point of local school children and the stopping point of the school bus.</p> <p>School children walking south along Addiscombe Road from the Campbell Parade direction tend to stay on the east side of the road rather than cross over onto the footpath. Burnt Bridge Creek goes under Addiscombe Road and Kenneth Road near the road junction.</p> <p>There are many constraints to council's proposal due to the narrow corridor between the Fairway Close units and the creek. The corridor is currently used by cars, cyclists and pedestrians and as a vegetation corridor. Cyclists currently have to use the narrow road, which is not very safe. The only "spare" width is the narrow strip on the east. However, there does not appear to be enough spare room for an adequate road and shared path without reducing the width of the narrow vegetation corridor on the west side and/or removing the existing footpath. If the existing safe footpath is to be removed and replaced by a less safe shared path, then council's claim that "Shared paths provide improved safety for all path users ..." would be questionable.</p> <p>Your proposal indicates that cyclists and pedestrians could be catered for by a single 2.5m shared path. This would require a rearrangement or reuse of the road or the other zones. A shared path could be on the west side or the east side. Rearranging the path or road to achieve this could improve conditions for one group but could also be at the expense of another group. For instance, it might make it safer for cyclists but make it less safe for pedestrians who would lose their safe pedestrian path and get a less safe shared path.</p> <p>Moving or rearranging paths can also change the number of road crossings or make a path more or less usable for locals rather than through users (or vice versa). For instance a shared path on the west side of Addiscombe might benefit local users and reduce road crossings for them, compared to one on the east side; but would increase crossings for others.</p> <p>A further concern is that riparian zones in this area are degraded. They are important as wildlife and vegetation corridors and for filtering urban runoff before it flows into creeks and lagoons. Will this project cause further degradation? How can the riparian zones in this area be restored? Without further information it is difficult to comment further. Could you advise me of the following:-</p>
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What are the widths of the current Addiscombe Rd paths and corridors?
 Would the width or location of any part of Addiscombe Road be changed?
 Would all or part of the current footpath be removed?
 Would there be a kerb of some sort of buffer, between the shared path and the road?
 Would there be any buffer zones?
 Would there be crossings in Addiscombe Road?
 What environment impacts would there be. eg loss of vegetation along Addiscombe Road and in the riparian zone?
 Can you explain the purpose of the raised pedestrian area in Kenneth Road?
 Where is the boundary between the road reserve and the Manly Golf club land?
 Are electric bicycles , scooters and wheelchairs permitted on shared paths?
 Are the widths of the footpaths, shared paths and road restrained by Government regulation?
 Sorry, but I've run out of time. If you have a plan clarifying any of these issues, please let me know.

57

Discussions among our Strata Committee indicates very strong support for the proposed works, but request that Council consider the following point:
 Along our rear boundary wall are extensive plantings of native trees and shrubs.
 (please see attached photos).
 These trees and shrubs provide two complementary services – food and shelter for native birds and other fauna, and protection of the wall from graffiti.
 Following review of the proposed works, and on-site measurements, it is obvious that most/all of the planting at rear of 4 Fairway Close will need to be removed to allow the path to be installed and used safely.
 We have no issue with this requirement, but strongly request that Council do more than just install turf in the space between boundary edge of path, and boundary wall, per current version of the proposed plans.
 Our request is Council replace current plantings with some native vegetation that will provide the same complementary services as existing, that is, food and shelter for native birds and other fauna, and protection of the wall from graffiti.
 I note that the footpath could be “bumped out” into roadway space to go around existing plantings. However, given the narrow width of Addiscombe Road, this would make the road much less safe for users.
 This reduced safety would affect both motorists who already need to be careful of oncoming traffic, and any people who continue to use the existing eastern side bike path as footpath or bike path. Not all people will choose to use the new footpath, so existing road width should remain.
 It would not be a net gain to make a safer footpath at the cost of a much less safe roadway.
 Please do proceed with the shared pathway, but add replacement native plantings for the existing ones that will need to be removed, while noting they may need to be different types that will suit the reduced width between proposed pathway edge and boundary wall.
 Thanks for your time and consideration of this submission.



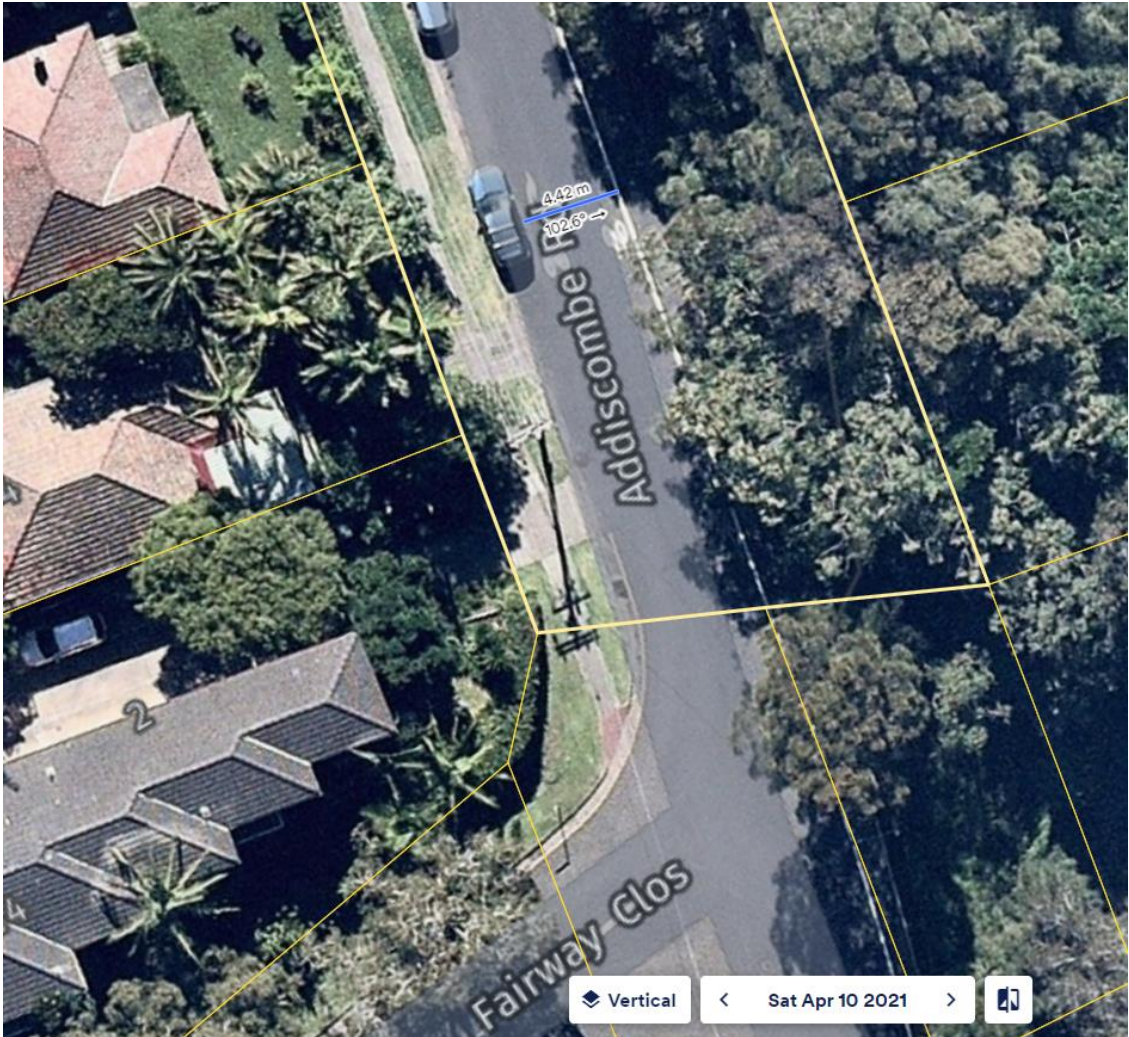


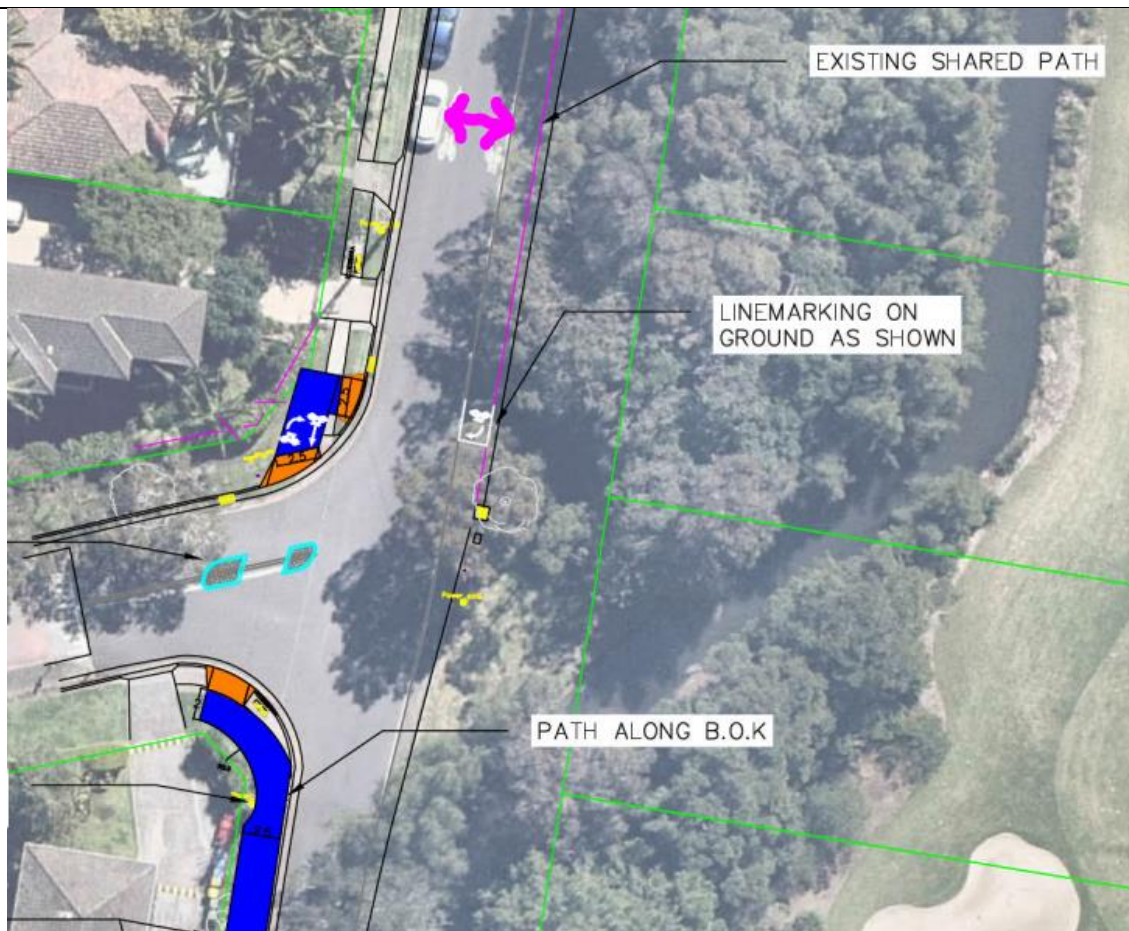
Please do proceed with the shared pathway, but add replacement native plantings for the existing ones that will need to be removed, while noting they may need to be different types that will suit the reduced width between proposed pathway edge and boundary wall.

Thanks for your time and consideration of this submission.

Addiscombe Rd and Kenneth Rd, Manly Vale Support. This is a very important improvement to address the significant safety issues in this location.

	<p>Upgrades required to the existing shared path on Addiscombe Rd between Fairway Close and Parkes St:</p> <ul style="list-style-type: none"> • There is not enough room for two cars to safely pass each other between parked cars on Addiscombe and the existing shared pathway which is located on the eastern side of the roadway; forcing vehicles to drive into the shared pathway and into the path of bikes/pedestrians on this section of the shared path. This is obviously not aligned to one of the objectives of the 'Move – Northern Beaches Transport Strategy 2038' (Transport Strategy) around Active Travel to "improve connectivity and safety that make walking and cycling attractive alternatives to the car" and "provide a safe environment, both on and off-road for all users". • The shared path either needs to be continued along the western side of Addiscombe or upgrades to the existing shared path and roadway to ensure this is safe and accessible for all users.
58	<p>Council should consider having all dedicated bus lanes available during all daylight hours dedicated to cyclists, buses, taxis and motorcyclists. This situation currently limited to periods in the morning and afternoon on weekdays should be extended so that these lanes are available for cycle transport.</p>
59	<p>Having read the plans for more shared bike paths on the Northern Beaches, I wish to comment and share my concerns in regards to this.</p> <p>Firstly , I am all for bike paths,and am a bike rider myself, but the bike paths have to be amply wide enough if they are to be shared with pedestrians. Pedestrians are at risk of collision and injury if paths are not sufficiently wide.</p> <p>Secondly, and most importantly, bike riders need education on how to ride on these paths and how to cross roads on pedestrian zebra crossings and at pedestrian traffic lights at road crossings. Who is going to educate them? How can this be done? Signs on poles are a waste of time and money as bike riders do not look up at them and they are not getting the messages.The signs ,like "Dismount to cross" or "Get off Your Bike" and " Speed10 kms" have to be painted on the actual paths so riders can see them.</p> <p>Car drivers have to pass a licence test and obey rules and most adhere to the road rules and know those rules that concern being near bike riders.</p> <p>But , unfortunately, bike riders have very little education or none at all, on how to share a path, to ride amongst pedestrians , to ride on roads safely and how to cross the different crossings on roads. They do not have to pass a test for a licence to ride a bike.</p> <p>Many bike riders show they believe there are no rules for them by flying erratically off footpaths onto roads to cross a zebra crossing without giving car drivers any warning as to what are their intentions .This happens often at Boy Charlton Pool , Manly, zebra crossing, at the Queenscliff Beach zebra crossing and at the North Steyne Surf Club zebra crossing. The Queenscliff Beach crossing is a shocker for bike riders coming straight from out of the lagoon park onto Cameron Avenue ,cutting across from the avenue to shortcut across the Bridge Road crossing, without warning or dismounting, ,instead of riding under the bridge to the beachfront path.</p> <p>My main concern, Michelle, is that no one is educating the bike riders and there are no consequences for them doing the wrong thing. Even the Narrabeen Lakes shared bike path around the lake is fraught with danger on the weekends due to crowds. If the bike riders rode the path in one direction only it would be far, far safer for all concerned. Have some thoughts on making such a circular track one way for bikes and any similar future circular paths.</p> <p>So please consider painted signs on path surfaces , for educating to dismount at zebra crossings, to give car drivers a fair go at stopping. To also indicate speed signs on the path surface, as more people have electric bikes and are upon pedestrians before they know it. To paint a bell symbol to educate to ring a bell before approaching pedestrian groups on paths. All this may help.</p> <p>If Northern Beaches Council is to have more shared bike paths rather than bike only paths , more so than ever, very serious plans need to be implemented in the education of bike riders in our community, for the safety of all path users.</p>

60	Addiscombe Rd and Kenneth Rd, Manly Vale Support. This is a very important improvement to address the significant safety issues in this location.
61	<p><u>Upgrades required to the existing shared path on Addiscombe Rd between Fairway Close and Parkes St:</u></p> <ul style="list-style-type: none"> There is not enough room for two cars to safely pass each other between parked cars on Addiscombe and the existing shared pathway which is located on the eastern side of the roadway; forcing vehicles to drive into the shared pathway and into the path of bikes/pedestrians on this section of the shared path. This is obviously not aligned to one of the objectives of the 'Move – Northern Beaches Transport Strategy 2038' (Transport Strategy) around Active Travel to "improve connectivity and safety that make walking and cycling attractive alternatives to the car" and "provide a safe environment, both on and off-road for all users". The shared path either needs to be continued along the western side of Addiscombe or upgrades to the existing shared path and roadway to ensure this is safe and accessible for all users. 



Additional pram ramp required on Addiscombe Rd between 5 Fairway Close and Fairway Reserve:

- If travelling north along the existing shared path, there needs to be a new pram ramp option to get onto the new shared path for bicycles, wheelchairs and prams via a new pram ramp. Otherwise these users will have to turnaround to go back to the Kenneth Road intersection, or use Addiscombe Road and share with vehicles which is obviously not the safest option. Again, not aligned to the accessibility and safety objectives of the Transport Strategy.



TUM: AHD	PLOT DATE: 24/01/2022	FOLDER: W:\Users\J\DRAWINGS Current\Matt Simons\Projects\Addiscombe Road Shared Path\Addiscombe Road Shared Path.dwg	APPROVED FOR CONSTRUCTION
SYSTEM: MGA	PRELIMINARY	DESIGN APPROVED	
DESIGNED BY: N.A.	DRAWN BY: M. SIMONS	DESIGNED BY: M. SIMONS	PROJ. MGR: N.A.
REVISION:			



Pathway extension along northern section of Fairway Close to connect to proposed shared path:

- Limited accessibility for bicycles, prams and disabled users to the new shared path from Fairway Close residences and even difficult access for pedestrians in wet weather. This is due to no concrete pathways in Fairway Close, inadequate nature strips for prams and disabled users on the northern section of Fairway Close, combined with a blind spot on the bend and in Fairway Close. Due to the inadequate connectivity, prams, pedestrians and cyclists are forced to walk on the road in this location.
- Recommend extending the footpath at least until the bend on the northern nature strip for connectivity, accessibility and safety.









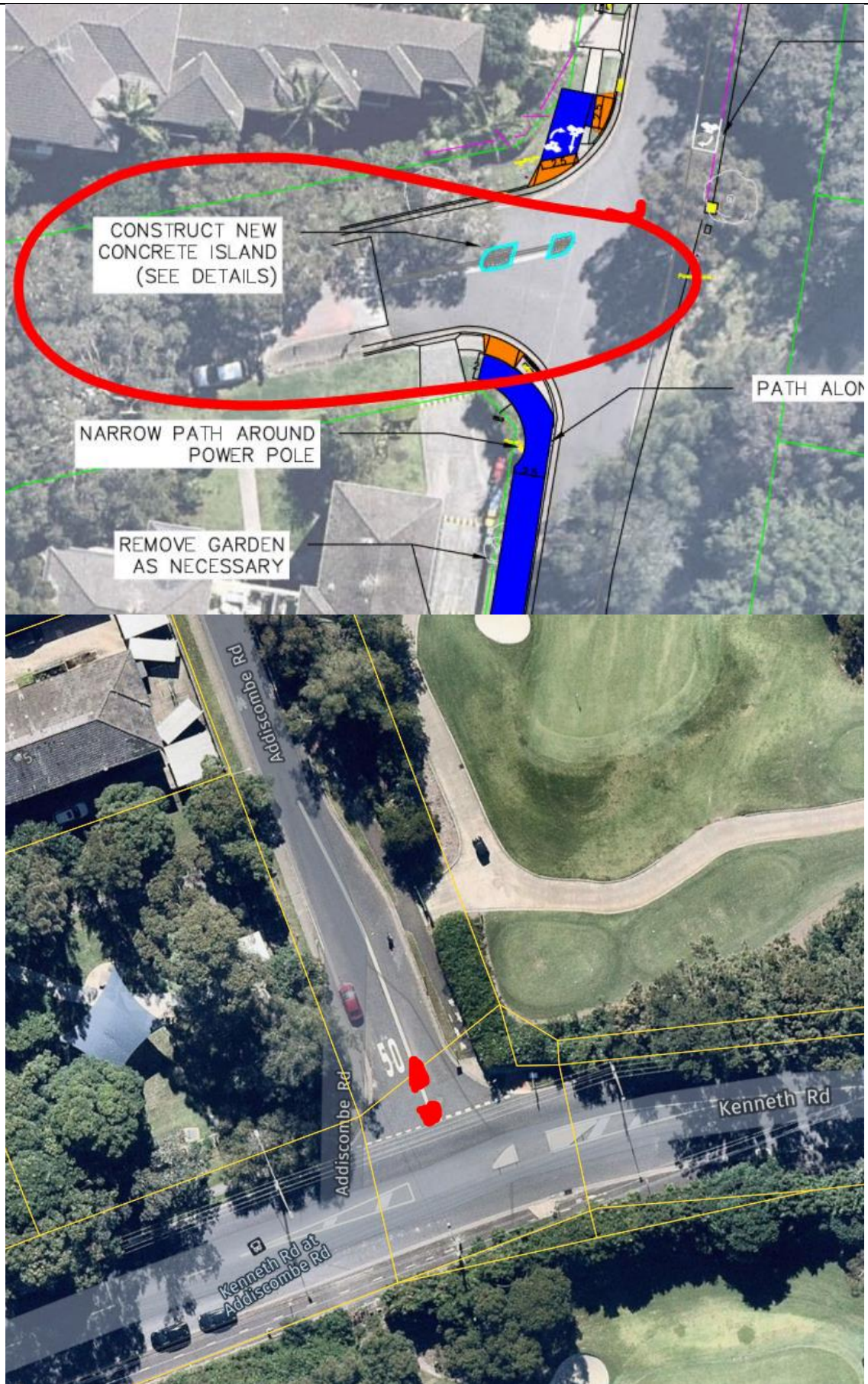






New concrete island on Addiscombe Rd at the intersection of Kenneth Road:

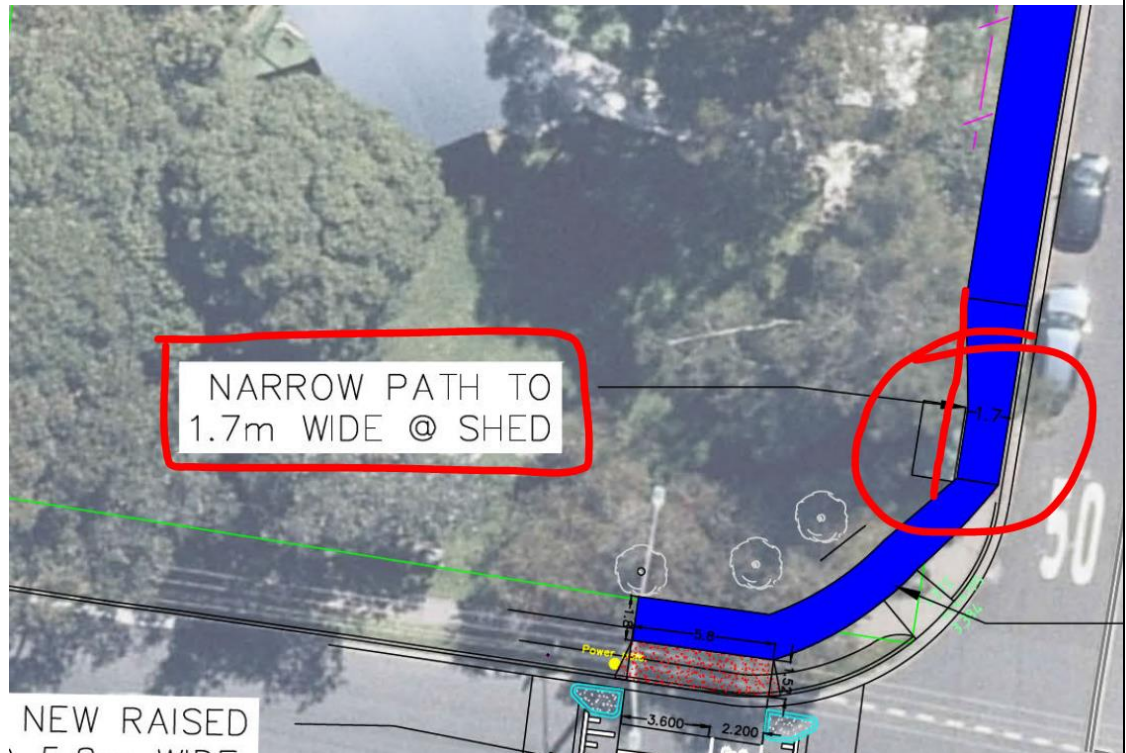
- An issue that I have raised with Council in the past is the use of Addiscombe as a U-turn bay for road users who do not get a parking spot along the Boy Charlton / Graham Reserve parking spaces and need to try the other side of the road. This is extremely unsafe all vehicles, pedestrians and cyclists, particularly school students who have been in accidents at this intersection and many near-miss accidents.
- Propose adding a concrete island to this location, similar to the island proposed on Fairway Close at the intersection with Addiscombe Rd, allowing pedestrians to cross safely and deter vehicles from the frequent U-turn





Widen proposed shared path with a slight shift of the Council shed:

- No need to create an unsafe narrow section of path right at the intersection of Kenneth Road. Narrowing the path in this location is unnecessary when there is plenty of room to shift the shed towards Fairway Reserve. A newly planned path can accommodate the full width of a shared path at this location and should not be compromised because of Council's recent placement of this shed.





62

Bicycle NSW Submission

Document administration	
Version	2.0
Date	17 May 2022
Status	Final
Approval	Content provided and approved by Transport Network Team. Responsible Manager: Phil Devon
Related Projects	Northern Beaches Bike Plan
Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.