



## **Curl Curl - Freshwater Connectivity and Streetscape Upgrade**

Community and stakeholder feedback summary  
and responses April 2022 - September 2023

Report Date: October 2023

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## Background

Every person in our community deserves the chance to move around their city, streets and neighbourhood with ease. Many people who currently drive, especially families with school children, would rather walk or ride a bike, but those options are not yet available to them where they live and work.

Through the Curl Curl to Freshwater Connectivity and Streetscape Upgrade project, we are proposing improvements for people walking and bike riding in the area. Improvements include new raised crossings, landscaping, a calmer street environment and separated two-way bike path on the eastern side of Oliver Street between Lawrence Street and Brighton Street and the northern side of Bennett Street between Brighton Street and Park Street.

This is an important project to improve the safety and access for people walking and bike riding, particularly school children, by providing walking routes with pedestrian crossings, separate bike paths and calmer, greener streets. The separated two-way bike path forms part of our district bike route which will link our strategic centres of Dee Why and Manly, as identified in the Northern Beaches Bike Plan 2020. The route includes onward connections south to the Spit Bridge and north to Narrabeen. Council was able to secure funding to construct this section under the Commonwealth Government's Federal Stimulus – School Infrastructure Program.

This report outlines community and stakeholder feedback captured by the project team that occurred outside of the formal consultation period for Northern Beaches Councils 'Curl Curl to Freshwater Connectivity and Streetscape Upgrade' project. Feedback was received via telephone, emails, and meetings.

The main issues of concern post the formal consultation period included:

- lane widths
- loss of parking
- driveway access and visibility
- speed limits
- consultation material
- safety of temporary line marking
- project need
- extension of route

Earlier issues of concern and community support can be viewed in the March 2022 and November 2021 Community and Stakeholder Engagement Reports available in the Document Library section of the projects website (<https://yoursay.northernbeaches.nsw.gov.au/curl-curl-freshwater>).

The issues captured in this document are those that followed the April 2022 Northern Beaches Local Traffic Committee approval for a shared user path and separated cycleway and subsequent Road Safety Audit which led to refinements in the projects design, resulting in the current detailed design.

We are working closely with Transport for NSW and our key stakeholders to promote and improve the amenity, connectivity and healthy living outcomes for residents and users of Oliver Street, Bennett Street and Park Street between Freshwater Village and Curl Curl Lagoon.

An independent road safety audit was conducted in July 2022 in response to community, stakeholder and council staff concerns. The road safety audit informed the detailed design process, resulting in the development of an updated design. This design is in line with the adopted '[Move' Northern Beaches Transport Strategy 2038](#), [NSW Guide to Walkable Public Space](#), [Transport for NSW Cycleway Design Toolbox](#) and the [NSW Government Road User Space Allocation Policy](#).

Additionally, in response to a spike in complaints from residents reporting near-misses between pedestrians and e-bikes (48 last financial year), Council resolved to review the Northern Beaches Bike Plan at the 26 September 2023 Council meeting ([item 13.3](#)). This review will assess the feasibility and establish a strategy for enhancing safety by upgrading the infrastructure and transitioning to a safer, separated cycleway design. This decision reflected the findings of an audit, taking into account varying speeds of footpath users and the increase in micro mobility devices.

Consequently, the refined project design features:

- on-road bi-directional separated cycleway on the northern side of Bennett Street and eastern side of Oliver Street
- 20km/h quiet safe street environment on Park Street
- eight new and improved crossings for people walking and bike riding
- one zebra crossing upgraded to a raised pedestrian crossing
- improved street landscaping including new garden beds and trees
- two new bus stop platforms that will be disability compliant and enable quicker boarding and alighting of bus passengers
- kerb and gutter extensions around Harbord Public School on Oliver Street and Wyadra Avenue to increase space for people, particularly kids and families during school pick-up and drop-off time.
- wayfinding signage and line marking upgrades.

We will continue our consultation with the community and stakeholders throughout November 2023 to gather input and feedback on this improved plan before we start building it.

Consultation activities will include:

- continued stakeholder meetings and negotiations
- community information sessions
- letter box drop to residents and businesses
- emails
- email newsletter
- website information page

After incorporating community feedback and making any necessary adjustments to the detailed design and construction approach, and with the approval of the Community Engagement Report at the Council meeting next year, we expect construction to take place in 2024. The works are expected to take up to eight weeks to implement and we will endeavour to coincide with school holidays to minimise disruption to the schools and families with school children.

As well as improving safety and increasing the liveability of the area, the project aims to enhance the streetscape amenity, reduce 'rat-running', and enable people of all ages and abilities to walk and ride safely.

### **Benefits Post Construction**

- Pedestrian safety and active transport opportunities will improve, particularly for students and their families from the two local primary schools (Harbord Public School and St John the Baptist Catholic Primary School).
- Safety and connectivity for people riding along the route will improve, as they will be separated from both people driving and walking.

- Connectivity for students walking and riding to Northern Beaches Secondary College (Manly and Freshwater Senior Campuses) and Curl Curl North Public School will improve.
- Public space to encourage social interaction and dwelling will improve through a new streetscape design.
- Environmental benefits from the addition of water sensitive urban design features and new landscaping.
- Safe and reliable bus services will be maintained.
- Kiss and ride safety will be improved.
- Access to local destinations and businesses will be easier for short active travel trips.
- Safe environment for all vehicles.

## **Step 1: Advising - Local Traffic Committee outcomes and road safety audit results**

In the lead-up to the Northern Beaches Local Traffic Committee meeting, an email was sent to 239 stakeholders advising them that a total of 681 comments were received from the last round of community consultation (conducted between 17 November 21 - 15 Dec 21) with majority indicating a high level of support for improved connectivity between Curl Curl and Freshwater. It was noted that over half of the respondents supported either a separated cycleway or a separated cycleway narrowed to retain parking.

The email communication noted the report of the latest round of engagement and recommendations were presented to the Traffic Committee on 5 April 2022. Based on the outcome of this engagement, Option 1B (separated bike path and parking on both sides of the street) was chosen to progress to the Local Traffic Committee, with a change for the bike path to run on the northern side of Bennett Street to improve safety and linkages to existing and future bike paths. A link to the Traffic Committee Report was made available and the email recipients were encouraged to contact the Transport Network Team with any questions.

A road safety audit was undertaken of the designs by independent auditors. The auditors were not provided with any community feedback until after they had undertaken their initial audit to ensure the audit was conducted independently and objectively, without influence from predetermined community concerns. The results of the audit were made publicly available on the project webpage in November 2022.

An email was then sent to 603 recipients at the end of November 2022, relaying the results of the audit and supporting the construction of the project. The correspondence indicated that preliminary line marking would commence with future works scheduled in the new year. Again, the email encouraged stakeholders to contact the Transport Network Team with any concerns or questions.

## **Step 2: Advising - Line marking and preliminary works commencing**

In November 2022, the project page was updated, and initial preliminary works commenced.

In June 2023, 237 residents and businesses were provided with a works notification by letterbox drop and construction commenced with temporary line marking and separator construction at the southern end.

## **Step 3: Community organised public meeting held**

A community organised public meeting was held in Freshwater on 19 June 2023, from 5 to 6.30pm, with a presentation from the Transport Network Team. Mayor Heins, Cr Granville, and Jorde Frangoples, Director of Transport and Assets also attended. There were approximately 80 people at this session. All questions and concerns were captured by the project team, and

these form the basis of this report, along with 63 unique emails received during the earlier steps indicated above.

Correspondence since the community meeting has provided updates to those who attended the engagement session on 30 June, 4 July, 9 August and 4 October. Additionally, there have been two email updates to a mailing list of 700 advising the next stage of the project.

#### **Step 4: Stakeholder meetings**

Further work to refine designs has been ongoing, including work to incorporate feedback received in June. During this phase the project team has consulted with a range of key stakeholders to gain input and feedback on the project design. The feedback provided by these stakeholders is summarised at the end of this report.

Stakeholders include:

- URM (Waste collection service provider)
- Keolis Downer Northern Beaches (local bus operator)
- Better Streets Northern Beaches
- Bicycle NSW
- Harbord Public School leadership and P&C
- St John the Baptist School leadership and P&C.

## Summary of feedback and responses that Council should consider

The main issues from this informal consultation period are outlined in steps 1-3 and a summary of Council responses. The following section summarises feedback under each of the categories and topics and provides an initial response. Where possible, we have provided links to relevant policies, studies and research.

### Lane widths

Issue	Response
<b>We heard the community are worried about the narrowness of the new lanes.</b>	Existing traffic lanes are 3.1m wide with an on-road cycle lane between the traffic lane and car parking. While we initially proposed traffic lanes of 2.9m in line with configurations recommended by Transport for NSW in their Cycleway Design Toolbox, we have since increased this to 3m in response to community feedback. The raised separators between the bike path and parked cars will be also reduced to 0.2m width to allow for this additional road space.
<b>We heard the community, and the bus operator was worried about the width of the lanes specifically near the bend at the intersection of Bennett and Oliver Street.</b>	Wider travel lanes (approx. 3.5m) have been provided on the bend near the intersection of Bennett and Oliver Streets in the refined design. Parking on the northern side of the bend will be removed to accommodate the wider travel lanes in this location.
<b>We heard you were wondering how the drivers would adjust to the reduced width even if it is only 10cm.</b>	<p>The new lanes will be 10cm wider than the previously proposed design and 10cm narrower than the existing street layout.</p> <p>There are many other collector roads on the Northern Beaches with similar travel and parking lane widths without the buffer of a bike lane. These roads have similar traffic volumes and service buses frequently:</p> <ul style="list-style-type: none"> <li>• McIntosh Road, Narrabeena-Dee Why</li> <li>• northbound lanes of Griffin Road, Dee Why</li> <li>• Evans Street, Freshwater</li> <li>• Pringle Avenue and Glen Street, Belrose</li> <li>• Ethel Street, Seaforth</li> <li>• Condamine Street, Balgowlah Heights</li> <li>• Darley Road, Manly</li> <li>• Warriewood Road, Warriewood</li> <li>• Narrabeen Park Parade, Warriewood</li> </ul> <p>Appropriately sized travel lanes create a self-enforcing road environment, ensuring drivers slow down and pay more attention to their surroundings, creating a calmer and safer road environment.</p>

## Parking impacts

Issue	Response
<p><b>We heard from residents who are concerned about the cumulative loss of parking.</b></p>	<p>While parking is being retained on both sides of the street, some parking loss is anticipated from this project to accommodate safety and design requirements.</p> <ul style="list-style-type: none"> <li>• Parking is to be removed from the northern side of the bend near the intersection of Bennett and Oliver Streets (4 spaces) to allow wider travel lanes and visibility, particularly for busses and larger vehicles.</li> <li>• Pedestrian crossings will result in some parking loss to improve safety and sight lines for pedestrian safety.</li> <li>• Buffers either side of resident driveways will be provided to allow ease of access for residents into and out of their properties. Marked space for presenting bins for collection will sit in this buffer outside the turning arc.</li> </ul> <p>No Parking Motor Vehicles Excepted restrictions at some locations are being considered by Council's traffic team to increase the availability of parking for motor vehicles. The proposed removal of the 'Oliver Street before Wyuna Avenue' bus stop will provide additional on-street parking spaces.</p>
<p><b>We heard from a local business owner who told us they have been through a lot in recent years and are beginning to get back on track. They are concerned the bike path will result in a loss of parking that will prompt their customers to go elsewhere.</b></p>	<p>We would like to work closely with any retailers to gain a deeper understanding of local business needs and ensure this project supports the continued rejuvenation of the area as part of upcoming community engagement.</p> <p>The project design is based on local and international case studies that show bike paths have a neutral to positive impact on local businesses, by making it easier for local customers to walk and ride to their business.</p> <p>A parking study was conducted in March 2023 to better understand parking demand and supply in this area. On-street parking outside local businesses along the route is being retained.</p>
<p><b>We heard from school parents that they were worried about the potential loss of parking for drop-offs and navigation with narrower parking lanes.</b></p>	<p>The parking lane width is proposed to remain unchanged from its existing width of 2.1m. Previously, the bike lane served as a buffer between the traffic and parking, which created a high-risk environment for bike riders with risk of car doors opening into the bike lane. As with many other busy roads across the Northern Beaches, drivers must take care and look out for traffic before entering and exiting their vehicle that's parked on-street. Nearby pedestrian crossings will assist with providing gaps in vehicle traffic, allowing time between moving cars to safely exit parked vehicles.</p> <p>The existing kiss and drop outside Harbord Public School on Oliver Street is being retained. We hope that with more children walking and cycling to school this will take pressure off the busy kiss and drop area.</p>



## Driveway access, pedestrian safety, and local amenity

Issue	Response
<b>We heard from the schools and bike riders that they were concerned about the conflicts of shared paths.</b>	The project has been redesigned since 2021, considering the growing uptake of e-bikes, to allow for a separate bike path with pedestrians, bike riders, and motor vehicles all having dedicated space to help make our streets safer for everyone.
<b>We heard that residents were concerned there wouldn't be enough space to turn into the driveways and that it might be difficult to see bike riders when reversing.</b>	<p>Driveway access will be retained for all properties, with the bike lane separator set back from each driveway to allow for easy turning. Following initial community feedback, further analysis was undertaken, which has confirmed the planned offsets are adequate. It might be helpful to think of the separator between the bike path and parked cars as a 'second kerb' – they don't need to be any wider than your existing driveway. We have allowed additional space to ensure that residents can access their driveways easily. This additional space will allow space to place bins next to parked cars for weekly collection.</p> <p>When reversing from your driveway it will now be easier to see bike riders compared to the current layout where they are hidden behind parked cars. Cars entering or exiting driveways must continue to give way to pedestrians and other road users as they do under existing arrangements.</p>
<b>We heard from our stakeholders that they were worried about loss of amenity and tree impact.</b>	<p>There will be no tree or vegetation loss involved with this project.</p> <p>New additional trees and garden beds are proposed at multiple locations along the project route, to improve the local streetscape.</p>
<b>There were some concerns about the environmental impact.</b>	<p>There will be no/or minimal tree impacts unlike the shared path option.</p> <p>At every opportunity we have added landscaping to the streetscape. This will add greenery, a reduction in urban heat and minimise the impact of new impermeable areas, such as the wider shared path outside Harbord Public School. The bike path is primarily built on the existing roadway and utilises the existing surface, reducing material use and adding sustainable reuse to our road space. Where possible, water sensitive urban design will be utilised to add further environmental benefits.</p>

Issue	Response
<p><b>We heard a lot about the safety of pedestrians and bike riders. Some told us the bike path will put pedestrians and those with mobility challenges at risk. Others commented that placing the cycleway alongside parked cars will increase the chance of collisions between bike riders and car doors.</b></p>	<p>The current bicycle lanes on this route are between the parking lane and the road which does not provide adequate buffer between parked vehicles and the bicycle lane. Bicycle lanes without an adequate 'buffer zone' are no longer considered safe or suitable as part of our Safe Cycling Network.</p> <p>The proposed bike path has been designed to minimise risk to bike riders from car doors opening by having riders travelling north closer to the parked vehicles, so they approach the front facing view of the drivers and passengers and are more likely to be seen, therefore reducing the risk of injury.</p> <p>All users of a bike path must give way to pedestrians and vulnerable users of pavements and roadway. By providing a separated cycleway we reduce the amount of interaction between pedestrians and more vulnerable footpath users, helping them to feel safer on the footpath.</p> <p>Refinements to the designs have been made in line with the new <a href="#">NSW Guide to Walkable Public Space</a> (April 2022) policy and guidelines. These encourage the promotion of walkable streets and neighbourhoods to better connect homes with jobs, services and recreational facilities – i.e., the streets are for everyone.</p>
<p><b>We received a lot of support from our stakeholders, including schools, for the additional pedestrian crossings and traffic calming infrastructure, why was this included in the design?</b></p>	<p>Support is noted. The proposed raised crossings will improve safety and provide priority for people walking along the project route between Curl Curl Lagoon and Freshwater Village. The crossings will also create a self-enforcing road environment by encouraging drivers to drive to an appropriate speed.</p> <p>The crossings will significantly increase the number of households in proximity to the two local primary schools that can walk to school unassisted/ with priority crossing.</p>

## Speed limits and bus operations

Issue	Response
<p><b>We heard some concerns about buses being able to operate comfortably with the new layout.</b></p>	<p>The project will ensure the safe operation of public bus services continues.</p> <p>New bus stop platforms between the bike path and travel lane will enable quicker boarding and alighting of passengers and ensure bus priority on departure as buses will stop in lane. It is anticipated that there will be minimal impact on traffic flow, as there will only be a maximum of one bus stop platform in each direction. It is unlikely that every bus service will stop at these stops (based on Opal usage data) and as services are Opal/contactless only it is not envisaged that buses will be stopping for extended periods of time. This already occurs in other places within the local area with similar bus service levels such as in North Steyne, Manly.</p> <p>Council is proposing that Transport for NSW remove the 'Oliver St before Wyuna Ave' (2096116) bus stop to improve stop spacing and service reliability with alternate stops available nearby. It is also proposed to relocate the 'Wyuna Ave at Oliver St' (209654) stop approximately 30m west to enable safer turning movements of buses from Wyuna Avenue left into Oliver Street.</p>
<p><b>We heard from our key stakeholders that they wanted speed limit of 50km/h vs reduced speed of 40km/h for safety.</b></p>	<p>Our traffic team are currently working on a proposal for a 40km/h speed limit in the Curl Curl and Freshwater area.</p> <p>A safer speed limit of 40km/h will improve safety for our most vulnerable road users, pedestrians and bike riders whilst improving the amenity of the local streetscape and discourage 'rat-running'. This will also provide a consistent full-time speed limit compared to the existing arrangement with multiple school zones.</p> <p>There is evidence to suggest that there are minimal travel time differences with a lower speed limit, due to the constant start-stop nature of travelling on local roads.</p>
<p><b>We heard from residents that they wanted rat running reduced.</b></p>	<p>The calmer traffic with increased pedestrian crossings and a reduced speed limit, can discourage 'rat-running', encouraging motorists to remain on main roads such as Harbord Road and Pittwater Road.</p> <p>International case studies support this including The Bloor Street West Bike Lane in Toronto which was piloted along a heavily used travel corridor that carried approximately 24,000 vehicles per day. An evaluation of the pilot showed an 18 percent reduction in car traffic volume. Toronto City Council has now made the bike lane permanent and is extending it further.</p>
<p><b>What was the feedback from the bus company about the bus stop changes?</b></p>	<p>The bus operator provided positive feedback about the proposed bus stop platforms indicating that it will be easier for their drivers.</p> <p>Each revised bus stop will have a shelter and would be designed to be compliant with the Disability Standards for Accessible Public Transport. Councils will work with the bus operator on the bus shelter design to ensure consistency with existing design standards and to provide good placemaking outcomes.</p>

Issue	Response
<b>We heard some community comments about the cycleway's impact on bus services, and many people told us they thought the project is putting the needs of bike riders above bus users.</b>	<p>The bus operator is in support of the project.</p> <p>This proposal will improve the street for everyone. For buses this includes greater bus priority at some bus stops, calmer traffic environment and it will be easier for people to walk and ride to their local bus stop to access services.</p>

### Community consultation material and process

Issue	Response
<b>We received some criticism for our consultation process and the lack of information provided to local businesses and residents about the final design plans.</b>	<p>Internal processes for consultation have been reviewed for this project. Several aspects fell short of our customer charter. This is acknowledged and we apologise for this inconsistency. There was a delay and gap in information provided between final consultation and construction notice somewhat due to delays in final option detailed design inputs, such as the Road Safety Audit.</p> <p>As a result of this feedback, our third stage of community consultation is thorough, considered and will have better communication outcomes.</p>
<b>We heard community concerns over the use of civil drawings that can't be digested and that renders are required.</b>	<p>We listened and have spent the time to prepare high-quality realistic renders that are easier for the community to follow. We will be offering 1:1 time at community information sessions in November for our community to discuss the project plans and ask any further questions they may have about the project.</p> <p>Ten realistic photomontages have been provided on our YourSay webpage in a 'before/after slider' format. These ten have been spread out across the project route to highlight key project features and intersections to give a clearer visual idea of what is proposed.</p>
<b>We heard that some residents required a timeline to show them the journey of the project as there had been many options and next steps which was confusing.</b>	<p>We listened and have worked to provide a detailed timeline of the project's history for community consultation. This will be provided on our YourSay project webpage.</p> <p>Pending the outcomes of community engagement, a timeline for proposed works will be provided to stakeholders. It is envisioned that construction will take approximately 2 months and will recommence at a time that allows overlap with school holidays to minimise impact.</p>
<b>We noted many local people were surprised to hear about the proposal and did not think they had received enough time to provide feedback.</b>	<p>Over 1000 submissions were received over the various phases of the consultation indicating there was substantial reach with our engagement.</p> <p>It is acknowledged that there was a time lag between the options chosen email in November 2022 and commencement of construction in June 23. During this time, we were responding to concerns raised by local people who gave us their feedback.</p>



Issue	Response
<p><b>We heard concerns about the ability to follow the journey to date, and confusion about what were the other options and why a separated cycleway was chosen.</b></p>	<p>In earlier rounds of community engagement, Council proposed a shared path for this project. However, community feedback indicated a preference for better quality infrastructure. The shared path has inherent issues with level of service, conflict with pedestrians and conflict with driveways. The shared path would have involved a large loss of trees and vegetation, which has been avoided through the proposed separated cycleway.</p> <p>New guidelines and fresh thinking have informed design changes through this project. Separated bi-directional cycleways are considered better practice bike infrastructure, as recommended by Transport for NSW, ensuring that bike riders have their own space separated from both traffic and pedestrians. This type of infrastructure is provided in other area such as North Sydney, Randwick and the Inner West.</p> <p>An option was considered to remove on-street parking on the eastern side of Oliver Street and northern side of Bennett Street to accommodate wider widths for the cycleway, travel and parking lanes. However, some community feedback indicated that this was not the preferred option. We anticipate that usage of the cycleway will grow over the next few years with data in other locations where cycleways have been implemented showing a year on year doubling of usage in the years following construction. With the anticipated uptake of e-bikes and completion of the Manly to Dee Why cycleway, we anticipate that usage rates could grow substantially. Should the desires and needs of the community change over time, the design provides flexibility to widen the cycleway.</p>
<p><b>We heard from many stakeholders that they appreciated the meetings with Council to refine the design and account for their requirements.</b></p>	<p>The project team met with residents on the northern side of the bend at Oliver Street and Bennett Street. The original proposal had the bike path running behind the guardrail, converting their driveway into a 'shared zone'. Following a constructive meeting, the design has been altered to run the bike path on the street at the bend with the guardrail pushed out and a small section of parking on the northern side removed.</p> <p>As part of the next round of community engagement, the project team will be conducting block meetings with residents directly along the project route, in addition to the community information sessions.</p>

## Safety of temporary line marking and new road re-surfacing

Issue	Response
<b>We heard a lot about the safety of pedestrians and bike riders when the line making started.</b>	<p>A small section of the project was constructed, with works halted before the broader project was delivered including the proposed new pedestrian crossings, upgrades to intersections, garden beds and line marking of the bike path and parking bays.</p> <p>Once it became apparent that works were not going to recommence imminently, improvements to line marking and pedestrian crossings were implemented to improve safety in the short term while changes to the project design were considered in more detail to respond to community and stakeholder feedback.</p>
<b>We heard that residents driving the route were confused by the line marking</b>	<p>The line marking installed was temporary early works to enable construction. Once the infrastructure has been installed, the line marking will be tidied up, with the use of more permanent material.</p> <p>Note, temporary line marking will once again be required when construction on this project recommences and will be tidied up with a permanent material upon completion. It is to be expected that line marking without the new infrastructure in place, can be unsettling visually given the large amount of temporary 'empty' space created. As with all construction sites, there is poor visual amenity temporarily while works are underway.</p>
<b>We received questions about why the road resurfacing was done in June 2023.</b>	<p>Road pavement resurfacing works were undertaken on Bennett Street between Oliver Street and Park Street. This was done separately, as part of Council's Road re-sheeting program.</p> <p>Every effort was taken to ensure works were coordinated between the two projects. However, due to the decision to pause works on the Connectivity and Streetscape Upgrade project, the decision was made to proceed with the resurfacing works without further delay.</p> <p>The road will not require additional resurfacing as a result of the Connectivity and Streetscape Upgrade project.</p>

Issue	Response
<p><b>We were asked about the safety of the new street layout including the separated bike path.</b></p>	<p>We are designing the bike path in line with the Cycleway Toolbox, which recommends that bike riders should be separated from motorised traffic for the safety of all road users. Research by the City of Melbourne found that only 22 percent of people considering riding felt confident about riding on streets without a separated cycleway. However, if the cycleway was separated from road traffic, this improves significantly to 83% of people feeling confident.</p> <p>Improving the safety and therefore usage of the bike path will encourage bike riders to use the bike path rather than footpaths. With the rapid uptake of e-bikes we have heard from many community members concerned and frightened after near-misses with e-bikes riding on footpaths at speed. Shared spaces become dangerous when users are travelling at different speeds and this new streetscape upgrade will help to encourage bike riding by a broader cross section of our community while helping pedestrians to also feel safe and able to enjoy getting out for a walk.</p>

## Project need

Issue	Response
<p><b>We heard from people that the project was not needed and will only benefit bike riders while residents will lose out.</b></p>	<p>This project is not a standalone bike path but a local street upgrade that will benefit people walking, biking and living in the area. The driver is to get more children walking and riding to school in a safe environment. This project is so much more than a bike path, it involves traffic calming, safe raised crossings, more greenery, better public transport priority, wider pavements at busy intersections. Residents will benefit from all these aspects of the project too.</p> <p>We understand that local people are concerned about the separated cycleway, and we are keen to work with the community to make sure the cycleway helps support local needs. This refined design is based on stakeholder feedback, safety audit results, research, planning and local and international case studies. We believe the cycleway will slow and calm traffic, making the connection safer and the street more attractive. It will give people more choice to travel to the many schools, businesses and beaches by foot, bike and by bus, but still allow car access when driving is the better option.</p> <p>Streets belong to every person who walks, rides, plays and drives. Ultimately, the project aims to upgrade streets so that everyone can enjoy getting where they need to go safely with pedestrians, bike riders, and motor vehicles all having dedicated separate space.</p> <p>This project will help encourage walking and bike riding as the preferred mode of transport for short local trips which can help reduce environmental impacts, traffic and parking congestion. Getting active every day can have significant health and mental wellbeing impacts, by incorporating incidental exercise into our daily lives we will all benefit. By providing good footpaths and bike paths, plenty of crossings and calm streets safety will be improved for our most vulnerable road users, pedestrians, and bike riders, including encouraging kids to walk and ride to school.</p>



Issue	Response
<p><b>Feedback indicated that the project would not be a good use of money as relatively few people ride bikes or use cycleways.</b></p>	<p>Bike riding is increasing, and further growth is expected in coming years, particularly with the uptake of ebikes and other micro mobility devices. Installing a separated cycleway will make this popular connector route safer as the number of cyclists grows. This project will provide a safe and convenient cycleway, separated from traffic, with priority at new protected intersections. Research shows that 70% of NSW residents would like to ride a bike more for transport if riding was made safer and more convenient.</p> <p>The lack of safety for users of the existing bike lane contributes to the low level of utilisation with the very real risk of dooring and being too close to speeding vehicles meaning only the brave will take this risk. By making walking and cycling more enjoyable by a broader cross section of our community, we anticipate this project will support improved choice for local trips including for the school run, the local shops, commuting to Manly Wharf and for quick trips to the beach. This has a wider community benefit.</p> <p>The Transport Walking and Cycling Dashboard provides data for other installed cycleways in Sydney. This shows that ridership on bike paths in local council areas where they have been installed have increased by about 50 percent in the past 12 months.</p> <p>In the longer term this section of separated cycleway will connect with Council's broader bike network, forming a key part of the regional connection between Manly and Dee Why identified in our Northern Beaches Bike Plan 2020. The route includes an onward connection North to Narrabeen and Mona Vale.</p>
<p><b>We heard that there was a need for the project given the conflict with e-bikes and pedestrians.</b></p>	<p>E-bikes are growing in popularity as they can make hills and everyday trips easier for people of all abilities. Whilst Council supports bike riding as a sustainable form of transport, we recognise there are safety concerns, particularly with pedestrian conflict due to their faster speeds.</p> <p>Following a Notice of Motion in March 2023, Council conducted a safety audit of the use of e-bikes and other electric micro mobility on the Northern Beaches. The findings of this audit were presented in a report to Council at its September 2023 meeting. Based on these findings, Council resolved several measures including:</p> <ul style="list-style-type: none"> <li>• Development of educational resources and a behavioural change awareness campaign.</li> <li>• Requesting the NSW Government review the current NSW Road Rules and Regulations to make any necessary changes to improve public safety.</li> <li>• Upgrading bike infrastructure to improve safety, including moving to a separated bike path design where feasible such as along Oliver Street as part of the proposed Curl Curl-Freshwater Connectivity and Streetscape Upgrade.</li> </ul>

Issue	Response
	<p>There is evidence that more people would cycle if there was adequate infrastructure and support. Customer research conducted for Transport for NSW found that 45 percent of the NSW urban population were interested in cycling more but would value feeling safe, being separated from cars, and having more direct routes and better information for them to ride more.</p> <p>This is a proactive rather than a reactive project. We are providing the community a new option to travel. Not many people feel safe or comfortable enough to ride on the road in the current configuration.</p>
<b>We heard that there was no project need and residents wanted to continue reversing onto the road from their property as the status quo.</b>	<p>This project contributes to achieving the aspirations and targets identified in our <a href="#">Move Northern Beaches Transport Strategy 2038</a>. Our transport vision is to “enable freedom of movement to, from and within the Northern Beaches using a safe, smart, efficient, integrated and sustainable transport network”.</p> <p>We need to create streets that are accessible to all of us. That means better footpaths and crossings, separated bike lanes, and calmer traffic so everyone in our community can move around freely. Streets belong to every person not just those that live in the street – they belong to anyone who walks, rides, plays and drives.</p> <p>Ultimately, the project aims to upgrade streets so that everyone can enjoy getting where they need to go safely with pedestrians, bike riders, and motor vehicles all having dedicated separate space. With growing uptake of e-bikes this project will help to make our streets safer for everyone.</p>

### Strategic Route Choice

Issue	Response
<b>We heard that the route should be extended to be most effective.</b>	<p>This route was selected to link our Curl Curl Lagoon Shared Path with the existing shared path from Freshwater Village to Manly.</p> <p>The future stage of this project, subject to community consultation and feedback, is to extend it along Griffin Road to Dee Why.</p> <p>In the longer term this section of separated cycleway will connect with Council's broader bike network as identified in our Northern Beaches Bike Plan 2020. Council was able to secure funding to construct this section under the NSW Government Safer Schools Program and is actively working to deliver a complete connection from Manly to Dee Why.</p>
<b>We noted from some residents that the traffic calming was welcome, and the route should be extended.</b>	<p>This route provides an opportunity to revitalise the area through traffic calming, and by improving connections to shops and services.</p>

Issue	Response
<b>We heard from our key stakeholders that the route should be extended to encourage movement to all schools in the catchment, including Freshwater Campus and Manly Selective.</b>	Future connections to the existing shared path via Stirgess Avenue to Curl Curl Lagoon is proposed. An extension along Oliver Street to connect to Pittwater Road is also proposed in our Bike plan. These sections allow further connection to multiple schools, including Freshwater Campus, Manly Selective and Mackellar Girls Campus.
<b>It was queried as to whether Council considered connecting this route to Curl Curl Lagoon via the Bowling Club at Stirgess Ave.</b>	<p>This option is considered a future stage of this project. Staff are currently investigating the feasibility of and possible designs for this link. The Park Street connection allows a more direct connection to Curl Curl North Public School, the netball courts, our existing shared path network, and our future cycleway extension to Dee Why via Griffin Road.</p> <p>The community will be consulted to provide input on the designs for any future cycle network connections.</p>
<b>We received many comments in favour of extending the separation of the cycleway to improve rider safety. Questions were raised around, why Oliver Street and not a route that follows the coastline?</b>	<p>A coastline route has been proposed through the Northern Beaches Bike Plan 2020 and will be considered in the future but remains unfunded at this stage. This option poses inherent challenges including the narrowness of Evans Street as well as running a cycleway through busy Freshwater Village on Albert Street and Lawrence Street.</p> <p>Furthermore, the selected route via Oliver Street allows for a more direct connection between Dee Why, Curl Curl, Brookvale and Manly as well as better servicing local schools such as Harbord Public School and St John the Baptist Catholic Primary School. This connection is being funded by the Commonwealth Government's Federal Stimulus - School Infrastructure Program.</p>

## Feedback from key stakeholders

Stakeholder	Feedback
<b>Harbord Public School (HPS)</b>	<p>The project team met with the Harbord Public School (HPS) executive leadership in July. Their feedback can be summarised as follows:</p> <ul style="list-style-type: none"> <li>• HPS supports the new plans for the Curl Curl-Freshwater Connectivity and Streetscape Upgrade.</li> <li>• HPS notes that the new raised crossings and separated bike path will significantly improve access for many local families, providing a safe option for kids to walk and ride to school.</li> <li>• HPS notes that a calmer street environment will assist in reinforcing the 40km/h school zone.</li> <li>• In the new design, Council has proposed to provide greater pavement space on HPS's Oliver Street frontage for students and families as well as retaining the existing kiss and drop zone, which was supported by HPS.</li> <li>• HPS agreed to collaborate on a pre and post project data collection project recording the number of bikes being ridden to school. Council's Road Safety officers are co-ordinating with the school to undertake this data collection.</li> </ul>
<b>Harbord Public School Parents &amp; Citizens Association (HPS P&amp;C)</b>	<p>The project team met with the executive committee of the Harbord Public School Parents &amp; Citizens Association in August. Their feedback can be summarised as follows:</p> <ul style="list-style-type: none"> <li>• HPS P&amp;C supports the new plans for the Curl Curl-Freshwater Connectivity and Streetscape Upgrade.</li> <li>• HPS P&amp;C notes that the new raised crossings and separated bike path will significantly improve access for many local families, providing a safe option for kids to walk and ride to school.</li> <li>• HPS P&amp;C raised concerns about bike speed management on the shared path outside the school, particularly at drop off and pick up. This has been responded to by ensuring a larger pavement space to minimise conflict, and the path will be monitored to determine whether some additional line marking is required.</li> <li>• HPS suggested a map showing local bike connections to the project would be beneficial. Council agrees and has developed a bike connections map.</li> <li>• In the new design, Council has proposed to provide greater pavement space on HPS's Oliver Street frontage for students and families as well as retaining the existing kiss and drop zone, which was supported by HPS P&amp;C.</li> <li>• HPS P&amp;C commented that the photomontages really helped explain the project and made it clearer to understand the intended final outcomes.</li> </ul>



Stakeholder	Feedback
<b>St John the Baptist School (SJBS)</b>	<p>The project team met with the executive committee of the St John the Baptist School (SJBS) in August. Their feedback can be summarised as follows:</p> <ul style="list-style-type: none"> <li>• The SJBS supports the new plans for the Curl Curl-Freshwater Connectivity and Streetscape Upgrade.</li> <li>• SJBS was supportive of the new opportunities to walk and bike to school safely along this new route. It would be beneficial to students and staff. Noting that due to the increase safety it would actively promote more walking and bike riding too.</li> <li>• SJBS noted that the school frequently takes the children down to towards Freshwater Village or the beach. They would like a crossing to be considered on Albert Street as it is a difficult and dangerous road to cross with pupils. A pedestrian crossing is being proposed here and will be considered in our future works program.</li> <li>• SJBS agreed to collaborate on a pre and post project data collection project recording the number of bikes being ridden to school. Council's Road Safety officers are co-ordinating with the school to undertake this data collection.</li> </ul>
<b>St John the Baptist School Parents and Friends Association (SJBS P&amp;F)</b>	<p>The project team met with the executive committee of the St John the Baptist School Parents &amp; Friends Association (SJBS PF) in October. Their feedback can be summarised as follows:</p> <ul style="list-style-type: none"> <li>• The SJ P&amp;F supports the new plans for the Curl Curl-Freshwater Connectivity and Streetscape Upgrade.</li> <li>• SJBS PF was supportive of the new opportunities to walk and bike to school safely along this new route. It would be beneficial to students and families. Noting that due to the increased safety it would actively promote more walking and bike riding too.</li> <li>• SJBS PF raised concerns about width of the parking lanes and driveway access. Council have made some changes to offsets to ensure ease of access for driveways.</li> <li>• SJBS PF questioned the safety of bike movements through the traffic light intersection with Wyadra Avenue. In response, Council has modified the design to the southern end of the intersection which will minimise potential conflicts between cars and bikes.</li> <li>• SJBS PF notes that a calmer street environment will assist in reinforcing the 40km/h school zone.</li> </ul>

Stakeholder	Feedback
<b>URM (waste management provider)</b>	<p>Council has met and corresponded with URM and conversations are ongoing.</p> <p>Concerns have included:</p> <ul style="list-style-type: none"> <li>• Community cooperation with bin placement, including potential for bins placed on the bike path, in front of driveways or out of reach of the extended arm. It is proposed to mark preferred locations on road pavement and to undertake resident education where needed to address the issue.</li> <li>• Provision of enough space to accommodate households with multiple bins including vegetation collections. See above.</li> <li>• Trucks stopping to collect waste and recycling on this section of roadway. This is similar to existing conditions on this road.</li> <li>• Additional distance for workers to carry bulky goods from the kerb to the truck during bulky goods collections. Noted concerns for booked bulky goods pickups.</li> <li>• Lane widths given the waste trucks are 2.85m wide. Proposed lane widths have increased to 3.0m.</li> <li>• Collections do not occur during school zone hours. This is the same as existing conditions on this road.</li> </ul> <p>Our waste team will continue conversations with our waste contractors.</p>
<b>Keolis Downer Northern Beaches (bus operator)</b>	<p>The project team met with Keolis Downer Northern Beaches (KDNB) in September. Their feedback can be summarised as follows:</p> <ul style="list-style-type: none"> <li>• KDNB supports the new plans for the Curl Curl-Freshwater Connectivity and Streetscape Upgrade.</li> <li>• KDNB support the bus platform design which will reinforce bus priority, allowing for reduced stopping times.</li> <li>• KDNB notes that the new raised crossings will improve the local community's access to their bus services.</li> <li>• Council addressed KDNB's main concern from the previous design relating to lane widths, particularly at the bends.</li> <li>• KDNB support Council's proposed bus stop changes, which are awaiting approval from Transport for NSW.</li> </ul>
<b>Better Streets Northern Beaches and Bicycle NSW</b>	<p>The project team met with representatives from Better Streets Northern Beaches and Bicycle NSW (BN) in September. Their feedback can be summarised as follows:</p> <ul style="list-style-type: none"> <li>• BN supports the new plans for the Curl Curl-Freshwater Connectivity and Streetscape Upgrade.</li> <li>• BN recognises the strategic need for this bike route which will form part of the Dee Why-Manly district</li> </ul>

Stakeholder	Feedback
	<p>route, as well as local connections to schools, shops, beaches, and sport fields.</p> <ul style="list-style-type: none"> <li>• BN stressed the importance of street greening along the project route. Council agrees and has updated the design to feature more street greening.</li> <li>• BN raised that the design of the traffic light intersection with Wyadra Avenue should be reviewed to provide greater connections to the future bike network. In response, Council has modified the design of the bike path in this location to improve linkage to/from Wyadra Avenue.</li> <li>• BN's preference is to avoid markings or colour to separate the bike path on the pavement outside of Harbord Public School, instead suggesting that this area be treated as a 'naked shared path', and that this approach would encourage bike riders to slow down and navigate the school frontage accordingly to pedestrian activity. In response, Council has updated the plan, and will monitor this location.</li> <li>• BN suggested highlighting the trees on the design plan so that it is clear the strip of mature trees outside Harbord Public School will remain. Council agrees and has updated the plans accordingly.</li> <li>• BN suggested the implementation of an active to school training program and 'share the path' pop-up education event. Council's Road Safety officers are looking into these options.</li> <li>• BN commented that the new simplified plans generally look great and will be much easier for the community to understand.</li> </ul>

## **Keeping the community informed and next steps**

Community and stakeholder consultation will continue with a formal community consultation process in November 2023 supporting continued refinements to the design.

Consultation activities will include:

- stakeholder meetings
- community information sessions x 2
- 'block meetings' for residents living along the route
- letter box drop
- emails
- newsletters
- website material.

The detailed design process is ongoing and will consider community and stakeholder feedback gained through this final round of consultation. The design refinements and any stakeholder negotiations will conclude in late 2023 giving the project team time to make any further refinements.